

## AGENDA – State Road Funds to Local Government Advisory Committee Meeting

<b>Date:</b> Tuesday, 10 <sup>th</sup> December 2024.	<b>Time:</b> 10:00am-12:00pm	<b>Location:</b> WALGA.
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<b>Attendees:</b>	
<p><b>Members</b></p> <p><b>John Erceg – Chair (JE)</b>          Des Snook (DS)          Douglas Morgan (DM)          Maurice Cammack (MC)          President Cr Karen Chappel (KC)          President Chris Antonio (CA)          David Maclennan (DMC)          Nick Sloan (NS)          Mayor Deb Hamblin (DH)</p>	<p><b>Others invited.</b></p> <p>Shane Purdy (IPWEA) (SP)          Kevin Pethick (KP)          Rebecca Lewis (RL)          Ian Duncan (ID)</p>

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
<b>1</b>	<b>APOLOGIES</b>		
		Chair	10:00 – 10:05
<b>2</b>	<b>PREVIOUS MEETING</b>		
2.1	Minutes of meeting held on Tuesday, 27 August 2024.		10:05 – 10:10
2.2	Business arising from previous meeting	MC	10:10 – 10:15
<b>3</b>	<b>CORRESPONDENCE</b>		
3.1	Response to Gascoyne Regional Road Group.	MC	10:15-10:20
<b>4</b>	<b>FINANCIAL REPORTS</b>		
4.1	Expenditure profile/Sub Programs.	MC	10:20 – 10:30
4.2	Australian Government Black Spot Program	MC	10:30 – 10:40
4.3	Commodity Route Fund 2025/26	MC	10:40 – 10:50
<b>5</b>	<b>GENERAL REPORTS</b>		
5.1	WALGA Local Roads Program Delivery Manager	ID	10:50 – 11:00
5.2	Minder	ID	11:00 – 11:10
5.3	Regional Road Group Report	ID	11:10-11:20
5.4	RRG Key Performance Indicators 2023-24	ID	11:20-11:30
5.5	Agreement Commitments <ul style="list-style-type: none"> <li>• <i>Aboriginal employment</i></li> <li>• <i>Road Safety</i></li> <li>• <i>Recycled materials</i></li> </ul>	DS DM DM	11:30-11:40
<b>6</b>	<b>GENERAL BUSINESS</b>		

6.1	Heavy Vehicle Services-for noting.		
6.2	Classifications and Proclamations-for noting.		
6.3	Roundtable/Other	ALL	11:40-11:50
7	<b>NEXT MEETING</b>		
	<i>Tuesday, 29th April 2025 - 10:00am-12:00pm at Main Roads WA.</i>	Chair	11:50-12:00
8	<b>MEETING CLOSE</b>		
	<i>For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email <a href="mailto:Rebecca.lewis@mainroads.wa.gov.au">Rebecca.lewis@mainroads.wa.gov.au</a></i>		





**STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)**

**MINUTES – Tuesday 27<sup>th</sup> August 2024.**  
(Meeting August - 02/2024)

Held at MRWA

**SAC Members Present:**

Mr John Erceg (JE)	MRWA (Chair)
Mr D Snook (DS)	MRWA
Mr M Cammack (MC)	MRWA
Mr D Morgan (DM)	MRWA
Cr K Chappel (KC)	WALGA
Mr N Sloan (NS)	WALGA
President C Antonio (CA)	WALGA
Mayor Deb Hamblin (MH)	WALGA (Attended via TEAMS)
Mr D MacLennan (DMC)	WALGA

**Others in Attendance:**

Mr M Bondietti (MB)	WALGA
Mr S Purdy (SP)	IPWEA
Mr Doug Pearson (DP)	WALGA
Mr K Pethick (KP)	MRWA

**Apologies:**

Mr I Duncan (ID)	WALGA
Ms R Lewis (RL)	MRWA (Secretariat)

**1. WELCOME AND APOLOGIES**

Chair opened the meeting at 10:00am with an Acknowledgement of Country and welcomed SAC members.

**2. MINUTES OF PREVIOUS MEETINGS – Monday, 20<sup>th</sup> May 2024.**

The minutes of the Meeting held on Monday 20<sup>th</sup> May 2024, as attached to the agenda, were accepted as a true record of proceedings.

## BUSINESS ARISING FROM PREVIOUS MEETINGS

### 2.2 Summary of Outstanding Actions

Reference Item No/Officer	Action Required / Taken / Agenda Items
Roads 2040 Additional Roads 01/2024 DM	<b>27 August 2024 - Complete</b> All roads approved to be removed from ROADS 2040  <b>ACTION:</b> A proposal from the Kimberley Regional Road Group to remove six roads from ROADS 2040 was deferred pending further response from the Shire of Wyndham East Kimberley regarding the future approach for these roads.
Vanguards Program 01/2024 MC	<b>27 August 2024 – Completed</b> Additional information was provided  <b>ACTION:</b> MC to provide a more detailed report regarding components of the proposed expenditure including any funding to support participants attending.
Local Roads Program 2024-25 01/2024 RL	<b>27 August 2024 – Completed</b> Minister has signed the program off, regions were advised  <b>ACTION:</b> RL to seek approval of the Local Roads Program 2024-25 from the Minister.

#### ROADS 2040

Both the region and LGA were followed up and it was confirmed that there was currently no works planned for these roads. SAC noted that roads removed from ROADS 2040 would not automatically be removed from an LGAs inventory as many roads on an LGA inventory are not currently on ROADS 2040.

Given the above, all five road removal requests (as per the agenda) were approved. Duncan Road, King River Road, Mt Elizabeth Road, Ninbing Road and Port Warrender Road.

Further noting that Glen Hill Road, one of the original six requested was not showing on ROADS 2040.

#### Vanguards

An updated paper was distributed at the meeting. It noted a further breakdown of expenditure. The paper included two recommendations, neither were voted on. After discussions around the success of the program, target audience and potential impediments to even great attendance, an action was for circulation of options for supporting smaller and/or more remote LGA representatives to attend.

Information regarding past attendee's, location and roles would also be distributed to SAC members.

## **Local Roads Program**

This has been signed off by the Minister with all RRGs notified.

### **3.CORRESPONDENCE**

Correspondence from the Gascoyne Regional Road Group (GRRG) was noted and considered.

Delegates agreed that a letter be drafted for signature by the SAC Chair and President Cr Karen Chappel. It was acknowledged that the Gascoyne RRG had achieved 100% deliver over the past two years.

### **4.FINANCIAL REPORTS 2023-24**

#### **4.1 Expenditure Profile/Sub Programs**

SAC noted the report on the Summary of expenditure of State Funding on Local Roads for the period ending 31<sup>st</sup> June 2024.

MC provided a summary of the expenditure for the 2023-24 Program.

2023-24 Budget	\$315M
YTD Expenditure	\$243M
Overall Result	\$ 72M (under expenditure)

It was noted that the overall percentages were close to the previous year however there had been a \$value increase due to the increased budget.

Individual categories were discussed with particular attention to Road Project Grants, Black Spot and Bridges. For Bridges the overall program was on a better delivery projection, however, the Station St Bridge delay was a significant part of the poor result.

Black Spots were an improved category, although it was noted that the Mass Action program played a significant role in the improved deliver outcome of the program. Results for 2024-25 will be closely monitored.

Road Project Grants and SBS were the focus of Doug Pearson's report and analysis. Some time was spent going through the report (included in agenda) and the individual actions items that were proposed in the report.

There were many positives in the report, noting that delivery was up in many regions. Metro RRG had made many positive steps.

Areas which continue to impede delivery include;  
Services, EPA Delays and Rail shut down.

Road Engineers or lack of.  
Limited use of effectively staging projects.  
Deliverability assessments not being supported by outcomes.

Looking at the Proposed actions list (as included in Doug's report);  
Doug Pearson to draft letters both acknowledging good performance and also where he is looking to support better delivery outcomes. Letters to be targets at Mayor and/or CEO so they may stand out within all LGA general correspondence.

Doug will continue to focus the two RRGs with the largest budgets being Metro and South West. This will include working with RRGs on;

#### MRRG

- Deliverability assessment process.
- Review 25/26 submissions, potential to include additional Rehab projects.
- Report back to SAC after the delivery review.
- Work with LGAs whom have significant carryover projects.
- For Black Spots, is there an opportunity to move some funding towards a further mass action treatment program. Issues to be looked at would include, are the treatments correct for roads changing function (volume rather than shoulder sealing), do those LGAs also have capacity to spend.

#### SWRRG

- Work with the RRG on potential benefits for a Deliverability Assessment process.
- Greater emphasis on staging projects.
- Work with LGAs whom have significant carryover projects.
- Review any potential mass action treatment programs.

### **Expenditure Profiles YTD 2023/24**

SAC noted that the report on the Summary of State Funding on Local Roads for the end of July 2024 period.

The report reflected the 2024-25 allocation of \$273 million approved by the Minister (State budget allocated funds) and \$72 million carried over resulting in a total budget of \$345 million for delivery this year.

### **4.2 Australian Government Program (Black Spot)**

MC Provided a summary of the expenditures for the program to date.

SAC Noted the report on the Summary of the Australian Government Black Spot Program.

## **5. GENERAL REPORTS**

### **5.1 WALGA Local Roads Program Manager**

The report was briefly discussed highlighting the progress on the condition assessment of roads of regional significance. Also, ongoing work for the introduction of a common based multi-criteria assessment methodology.



## **5.2 MINDER**

MB commented briefly on the report provided.

*SAC noted the report.*

## **5.3 Regional Road Group Report**

MB commented briefly on the report provided.

*SAC noted the report.*

## **5.4 Agreement Commitments**

### Aboriginal employment – DS

It was noted that Mayor Deb Hamblin was part of the working group. Email has already gone out to LGAs about the work of the group. There are multiple other LGAs already participating directly in the process.

The report in the agenda was noted.

### Road Safety – DM

Report was noted and that next steps would include grouping LGAs into some sort of tiered arrangement for variations to depth of recording.

### Recycled Materials – DM

Report noted. Support was giving for data to be collected this financial year as part/combined with data requests for the WALGA Local Government Road Assets and Expenditure Report.

## **5.5 Heavy Vehicle Services**

DS acknowledged that there was no written report available but was open to any questions. One issue was the ongoing work for signage of oversized vehicles. This issue is being discussed with the Minister's Office but will also be referred to a reference group for input.

*SAC noted the report.*

**6. GENERAL BUSINESS**

**6.1 Roads 2040 Additional Roads**

Great Southern RRG requested that the Turner Road – Walter Road be included in ROADS 2040. This was endorsed by SAC.

**6.2 Classifications & Proclamations- for noting**

*SAC noted the attached table of classifications and proclamation actions.*

**6.3 ROUNDTABLE/OTHER**

*Note on LGTRIP was taken as read.*

**7.NEXT MEETING**

**Friday 29<sup>th</sup> November 2024 at WALGA.**

**8.MEETING CLOSE**

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

**APPENDIX A  
Action List**

<b>Reference Item No/Officer</b>	<b>Action Required / Taken / Agenda Items</b>
Vanguards Cont...	Circulation of options for supporting smaller and/or more remote LGA representatives to attend.  Information regarding past attendee's, location and roles would also be distributed to SAC members.
GRRG Correspondence In. Additional Project options	Delegates agreed that a letter be drafted for signature by the SAC Chair and President Cr Karen Chappel.
WALGA roads program Manager report	Doug Pearson to draft letters both acknowledging good performance and also where he is looking to support better delivery outcomes

2.2 Refers to Summary of Actions from minutes for meeting (02/2024) 27<sup>th</sup> August 2024.

**Recommendation:**

That the minutes of the last meeting 02/2024 be accepted as a true record of the proceedings.

Reference Item No/Officer	Action Required / Taken / Agenda Items
Vanguards Cont...	Circulation of options for supporting smaller and/or more remote LGA representatives to attend.  Information regarding past attendee's, location and roles would also be distributed to SAC members.
GRRG Correspondence In. Additional Project options	Delegates agreed that a letter be drafted for signature by the SAC Chair and President Cr Karen Chappel.
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**File No: 23/4184; Doc ref: D24#1520054**

## **Briefing Note to the State Advisory Committee**

### **Local Government Road Safety Vanguard Program – Additional information**

#### **KEY MESSAGE**

The State Advisory Committee requested additional information for the meeting of 27 August 2024 in order to decide if funding for the Local Government Road Safety Vanguard program should be provided for the duration of the current State Road Funds for Local Government Agreement, 2027-28.

Options were also provided at that meeting to incentivise the attendance at the Vanguard program for smaller and remote LG's.

This briefing note supplements information already provided at the previous meeting.

#### **Recommendation**

At the meeting in August the State Advisory Committee agreed to the following recommendations:

- approved funding for the continuation of Local Government Road Safety Vanguard program for the duration of the current agreement, to 2027-28, at \$250,000 per annum from the State funded Black Spot program; and
- approved the continuation of the program without an incentive until more work can be done to ascertain the extent to which an incentive is required, and if a targeted incentive scheme can be developed to assist those local governments most in need of such assistance.

#### **Current situation**

Around 70 local government representatives, including employees and elected members, have attended the programs held to date in the metropolitan area, South-West and Midwest Gascoyne.

The most recent program held at the Geraldton Multipurpose Centre included local government representatives from Midwest-Gascoyne, Goldfields and Pilbara regions as well as participants from WA Police, RoadWise, IPWEA WA and Main Roads.

Feedback from the participants at the Geraldton workshop was positive, with participants providing helpful suggestions for future workshops, which are proposed to continue through 2025.

Average costs associated with the program are provided below, including estimates (pending invoices) for the Geraldton program.

#### **VANGUARDS AVERAGE COSTS 2022-23 AND 2023-24**

	<b>MAY 2023 – UNIVERSITY CLUB</b>	<b>NOVEMBER 2023 – UNIVERSITY CLUB</b>	<b>APRIL 2024 – BUNBURY</b>	<b>NOVEMBER 2024 – GERALDTON (EST)</b>	<b>TOTAL</b>
CONFERENCE FACILITY AND CATERING	\$15,364	\$16,265	\$9,742	\$12,000	\$53,371

PRESENTERS TIME AND TRAVEL COSTS	\$72,044	\$72,044	\$80,000	\$85,000	\$309,088
ACCOMMODATION, MATERIALS AND OTHER COSTS	\$1,886	\$826	\$9,697	\$19,000	\$31,409
SALARIES AND ON COSTS	\$22,400	\$22,400	\$22,400	\$22,400	\$89,600
<b>TOTAL</b>	<b>\$111,694</b>	<b>\$111,535</b>	<b>\$121,839</b>	<b>\$138,400</b>	<b>\$483,468</b>

### Sensitivities

Attendance at the program is free to all local government officers and elected members. Local governments are required to cover the costs associated with attendance to each event either in the metropolitan or a regional area.

To date, no incentives have been provided to local governments to further encourage participation.

Some examples of attendance include:

- The Shire of Port Hedland has arranged attendance for six representatives (one Councillor and five officers) at three Vanguards programs to date including two Perth events in 2023 and most recently in Geraldton.
- The Shire of Yalgoo has arranged for three representatives (one Councillor, the CEO and Works Manager) to attend programs in Perth, Bunbury and Geraldton.

Conversely, while some people register to attend the programs, not all registered attendees come along to the event. For the Geraldton program, three registered attendees withdrew on the Friday before the event commenced and four registered attendees failed to attend the Bunbury program and did not inform the event organiser.

These examples may be a reflection of the lack of financial commitment required to attend the program. While the majority of LG's that register do attend, charging for attendance could be a condition to consider in the future.

### Incentive Options and Estimates

There are numerous ways attendance can be incentivised. The table lists some simple options.

#### INCENTIVE OPTIONS

Incentive	Proposed cost per participant	Key Considerations for all
Set amount rebate for travel or accommodation per participant	\$500 for travel or accommodation \$1,000 if both required	<ul style="list-style-type: none"> <li>▪ Set rebate for participants greater than (for example) 50km from venue</li> <li>▪ The first participant 'no incentive', encourages some commitment and reduces extent to which proactive local governments are disadvantaged</li> <li>▪ All options have an administration cost</li> <li>▪ Variations to these options include, bulk accommodation being booked and paid for remote participants only</li> </ul>
First participant no incentive, additional participants claim rebate	\$500 for travel or accommodation \$1,000 if both required	
Bulk accommodation booked and paid through program administration	Estimated \$250 per night, up to four nights, total \$1,000 per participant	
Scale of rebates for travel or accommodation based on region	Neighbouring region, \$500 per participant Regions further than neighbours, \$1,000 per participant	

If an incentive was offered to increase local government attendance this will increase the level of administration and costs required for each event. It would also be difficult to estimate the number of additional participants it would attract. Further, those local governments that attended without the need to be incentivised will be disadvantaged by being proactive. Alternatively, they could be compensated under the incentive scheme retrospectively.

All options require the requested funding to be increased to cover the incentive and administration costs. If incentivising was approved, it would be recommended that the original request for funding of \$250,000 per annum be increased by \$100,000. Additionally, consideration will need to be given to those local governments that through their own commitment to road safety have been proactive and attended one of the initial programmes.

Given the attendance of remote LG's has occurred over the four programs conducted to date and with the experience that LG's that do not have an investment in attending withdraw at short notice, incentives should not be offered without further investigation.

**Prepared by:** Maurice Cammack, **Director Portfolio Investment Planning**

**NOTED / APPROVED / NOT APPROVED**

**On behalf of the State Advisory Committee for Local Roads**

/ / 2024

**Vanguards Attendance List**

	<b>Number of Participants</b>	
	Metropolitan	Regional WA
Local Government Elected Members	2	8
Local Government CEO, Director, Manager	4	17
Local Government – Other officers	13	11
Main Roads WA	8	2
WALGA	2	7
Other	6	2
<b>TOTAL</b>	35	47







OFFICIAL



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**STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS**

**State Road Funds to  
Local Government  
Advisory Committee**

10 September 2024

Mr Hamish McTaggart  
Chairperson  
Gascoyne Regional Road Group

Dear Hamish

**INQUIRY REGARDING UNDERSPENDING IN THE SOUTH WEST REGION**

This follows on from previous correspondence regarding the above and in particular your most recent correspondence of 30 July 2024.

As per our previous correspondence, SAC is investigating the factors and issues for the under delivery of the 2023 - 2024 road project grants program overall with a particular focus on both the Metropolitan and South West Regions.

SAC has not yet had time to either discuss the outcomes of those investigations nor implement any changes to current practices and are unlikely to do so for the 2024 - 2025 program.

With the above in mind, the Gascoyne Regional Road Groups planning and preparation to undertake additional works is noted.

We have authorised Mr Kevin Pethick, Main Roads Manager Budget and Programming, to further discuss with you the potential for additional works during 2024 - 2025. This will include time frame for completion of works, Shire contribution and when a decision would be required by for the works to be completed and reimbursed this financial year.

Again thank you for your correspondence and preparedness to work with both SAC and other regional road groups to work through the issues of program deliverability.

Yours sincerely

John Erceg

**CHAIR  
STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE**

Karen Chappel  
**PRESIDENT  
WA LOCAL GOVERNMENT ASSOCIATION**



Local Roads Program

Summary of State Road Funds to Local Government Agreement  
 Period Ending October (2024-25 Financial Year)

	LOCAL GOVERNMENT PROGRAM					MAIN ROADS PROGRAM					Total			
	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	\$'000	LGA	MRWA	COMBINED
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	
2024-25 - Local Roads Program	1,846	41,203	122,898	14,505	2,637	37,434	10,323	2,863	36,922	2,637	183,089	90,179	273,268	
Reprogrammed funds from 2023-24	870	0	40,522	9,803	3,220	(164)	7,157	537	10,085	511	54,415	18,126	72,541	
Fund movements (YTD)	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Current Budget</b>	2,716	41,203	163,420	24,308	5,857	37,270	17,480	3,400	47,007	3,148	237,504	108,305	345,809	
<b>Expenditure to date</b>	1,651	41,203	46,952	3,505	1,721	9,250	1,026	415	18,125	629	95,032	29,445	124,477	
<b>Expenditure Forecast to 30 June 2025</b>	2,716	41,203	146,058	19,880	4,540	35,598	10,890	2,383	41,895	2,849	214,397	93,615	308,012	
<b>EOY Variance (Budget less Expenditure YTD)</b>	0	0	(17,362)	(4,428)	(1,317)	(1,672)	(6,590)	(1,017)	(5,112)	(299)	(23,107)	(14,690)	(37,797)	
% variance of budget	0.0%	0.0%	-10.6%	-18.2%	-22.5%	-4.5%	-37.7%	-29.9%	-10.9%	-9.5%	-9.7%	-13.6%	-10.9%	
Under or over budget			Under	Under	Under	Under	Under	Under	Under	Under				

**MANAGING DIRECTOR MAIN ROADS  
State Black Spot Programs  
Summary Report  
Period 1 - 4 (As at 31st Oct 2024)**

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**

**2024/25 State Black Spot Program (State, Local, Mass Action & Enabling Actions) – Overall Program**

- ♦ With 33% of the financial year elapsed, expenditure on the State Black Spot Program for 2024/25 is \$ 6.99m or 19% of the approved budget, including carryovers, of \$ 36.6m.

**2024/25 State Black Spot Program (for State Roads)**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$3.48m. The total budget including carryovers is \$11.75m.

**2024/25 State Black Spot Program (for Local Roads-Co-Contribution Program)**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$3.00m. The total budget including carryovers is \$19.56m.

**2024/25 State Black Spot Program (for Local Roads-Enabling Actions Program)**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$0.03m. The total budget including carryovers is \$1.18m.

**2024/25 State Black Spot Program (for Local Roads-Mass Action Treatments Program)**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$0.47m. The total budget including carryovers is \$4.11m.

**2024/25 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	\$11.75	\$3.48	\$13.10	33	8
Local Roads (Co-Contribution)	\$19.56	\$3.00	\$15.75	107	42
Local Roads (Enabling Actions)	\$1.18	\$0.03	\$0.03	3	3
Local Roads (Mass Action Treatments)	\$4.11	\$0.47	\$4.11	4	3

<b>Total</b>	<b>\$36.60</b>	<b>\$6.99</b>	<b>\$32.99</b>	<b>147</b>	<b>56</b>
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### 2024/25 State Black Spot Programs Financial and Delivery Summary

Region	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		
<b>State Program (for State roads)</b>										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	-\$0.39	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Mid West-Gascoyne	\$0.01	\$0.91	2	2	0	0	0	0	\$0.00	\$0.92
Goldfields - Esperance	-\$0.34	\$1.11	2	2	0	0	0	0	\$0.15	\$1.31
Kimberley	-\$0.36	\$0.44	3	1	2	0	0	0	\$0.29	\$0.33
Wheatbelt	-\$0.54	\$0.82	2	1	0	0	0	1	\$0.07	\$0.80
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$3.10	\$8.10	24	19	2	0	0	3	\$2.97	\$9.73
Funds for Reallocation -Rural	\$0.27	\$0.37								
Funds for Reallocation -Metro	\$0.00	\$0.00								
<b>Total</b>	<b>\$1.75</b>	<b>\$11.75</b>	<b>33</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>\$3.48</b>	<b>\$13.10</b>
<b>State Program (for Local roads-Co-Contribution) – excludes LGA funding</b>										
Great Southern (*)	\$0.00	-\$0.01	1	0	0	0	0	1	-\$0.01	-\$0.01
South West	\$0.79	\$2.57	16	11	3	0	0	2	\$0.18	\$2.57
Gascoyne	\$0.00	\$0.33	1	1	0	0	0	0	\$0.13	\$0.33
Mid West	\$0.03	\$1.20	5	5	0	0	0	0	\$0.21	\$1.20
Goldfields - Esperance	\$0.03	\$1.27	3	2	1	0	0	0	\$0.48	\$1.27
Kimberley (**)	\$0.11	\$0.37	6	2	1	1	0	2	-\$0.09	\$0.23
Wheatbelt South	\$0.08	\$0.04	3	0	2	0	0	1	\$0.00	\$0.04
Wheatbelt North	\$0.05	\$1.50	7	4	2	0	0	1	\$0.47	\$1.37
Pilbara	\$0.04	\$0.31	2	2	0	0	0	0	\$0.00	\$0.31
Metro (***)	\$5.99	\$11.97	63	35	18	2	0	8	\$1.62	\$8.43
<b>Total</b>	<b>\$7.12</b>	<b>\$19.56</b>	<b>107</b>	<b>62</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>\$3.00</b>	<b>\$15.75</b>
<b>Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)</b>										
<b>Grand total</b>	<b>\$8.88</b>	<b>\$31.31</b>	<b>140</b>	<b>87</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>\$6.49</b>	<b>\$28.85</b>

**GSR (\*)** Expenditure has turned negative due to prior over accruals, which have now been adjusted. A project completed under budget

**Kimb (\*\*)** Expenditure has turned negative due to prior over accruals.

**Metro (\*\*\*)** Actual expenditure comprises refund from one withdrawn project and an excess claim refunded for a completed project.

## 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		
<b>Metropolitan Region-Co-Contribution Program (only)</b>										
North West	\$1.52	\$2.26	14	8	3	0	0	3	\$0.07	\$1.21
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (#)	\$0.21	\$0.17	5	1	3	0	0	1	\$0.01	\$0.14
East	\$0.33	\$0.50	3	2	0	0	0	1	\$0.07	\$0.36
South East (##)	\$1.17	\$2.74	23	16	5	0	0	2	\$0.55	\$2.48
South West	\$2.75	\$6.30	18	8	7	2	0	1	\$0.92	\$4.23
<b>Total</b>	<b>\$5.99</b>	<b>\$11.97</b>	<b>63</b>	<b>35</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>\$1.62</b>	<b>\$8.43</b>

Central(#)

Actual expenditure includes the refund of excess claims returned for a completed project.

South East (##)

Actual expenditure comprise the refund from one withdrawn project

Sub Group

North West

Joondalup, Stirling &amp; Wanneroo

West

Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands &amp; Peppermint Grove

Central

Perth, Subiaco &amp; Vincent

East

Bassendean, Bayswater, Kalamunda, Mundaring &amp; Swan

South East

Armadale, Belmont, Canning, Gosnells, Serpentine-Jarrahdale, South Perth &amp; Victoria Park

South West

Cockburn, East Fremantle, Fremantle, Kwinana, Melville &amp; 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 24/25 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	-\$0.11	-\$0.54								

**State Program (for Local Roads-Enabling Actions)**

Region	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		
<b>Budget &amp; Programming</b>										
LG Road Safety Vanguards	\$0.24	\$0.24	1	0	1				\$0.03	\$0.03
Ormie Grant Administration System	\$0.95	\$0.95	1	0	1				\$0.01	\$0.01
Business Case for High Speed LG Roads	\$0.00	\$0.00	1	0	1				\$0.00	\$0.00
<b>Total</b>	<b>\$1.18</b>	<b>\$1.18</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0.03</b>	<b>\$0.03</b>

**State Program (for Local Roads-Mass Action Treatments)**

Region	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		
<b>Budget &amp; Programming</b>										
South West	\$0.04	\$0.04	1	0	1				\$0.00	\$0.04
Great Southern	\$0.47	\$0.47	1	0	1				\$0.47	\$0.47
Mid-West	\$0.00	\$2.50	1	1	0				\$0.00	\$2.50
Goldfields-Esperance	\$1.10	\$1.10	1	0	1				\$0.00	\$1.10
<b>Total</b>	<b>\$1.61</b>	<b>\$4.11</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0.47</b>	<b>\$4.11</b>





**MANAGING DIRECTOR MAIN ROADS**  
**Australian Government Black Spot Program**  
**Summary Report**  
**Period 1 - 4 (As at 31st Oct 2024)**

**2024/25 Australian Government Black Spot Program - Overall Program**

- ♦ With 33% of the financial year elapsed, expenditure on the Australian Government Program for 2024/25 is \$5.12m or 20% of the approved budget, including carryovers, of \$25.54m.

**2024/25 State Roads**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$0.21m. The total budget including carryovers is \$3.25m.

**2024/25 Local Roads**

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$4.91m. The total budget including carryovers is \$26.30m.

**2024/25 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	\$3.25	\$0.21	\$0.43	3	1
Local Roads	\$26.30	\$4.91	\$22.87	68	19
Contingency	-\$4.01				
<b>Total</b>	<b>\$25.54</b>	<b>\$5.12</b>	<b>\$23.30</b>	<b>71</b>	<b>20</b>

**2024/25 Australian Government Black Spot Program  
Financial and Delivery Summary**

Region	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		
<b>Australian Government Program (State Roads)</b>										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	\$1.40	\$1.40	1	1	0	0	0	0	\$0.00	\$0.00
Mid-West	\$0.00	\$1.68	1	1	0	0	0	0	\$0.04	\$0.20
Goldfields - Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Kimberley	\$0.17	\$0.17	1	0	1	0	0	0	\$0.17	\$0.22
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
<b>Total</b>	<b>\$1.57</b>	<b>\$3.25</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0.21</b>	<b>\$0.43</b>
<b>Australian Government Program (Local Roads)</b>										
Great Southern	\$0.09	\$0.09	1	0	0	0	0	1	\$0.09	\$0.09
South West (#)	\$0.03	\$0.10	2	1	0	1	0	0	\$0.03	\$0.10
Mid West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Gascoyne	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$0.67	\$2.46	3	3	0	0	0	0	\$0.42	\$2.46
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	\$0.66	\$1.92	6	4	0	0	0	2	\$0.51	\$1.78
Pilbara(##)	\$0.71	\$0.96	3	2	0	0	0	1	\$0.21	\$1.65
Metropolitan	\$9.77	\$20.77	53	38	10	0	0	5	\$3.66	\$16.79
<b>Total</b>	<b>\$11.92</b>	<b>\$26.30</b>	<b>68</b>	<b>48</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>\$4.91</b>	<b>\$22.87</b>
<b>Contingency</b>										
Contingency	<b>-\$2.58</b>	<b>-\$4.01</b>								
<b>Over-Programming</b>										
<b>Total Australian Government Black Spot (State and Local Roads)</b>										
<b>Grand Total</b>	<b>\$10.91</b>	<b>\$25.54</b>	<b>71</b>	<b>50</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>\$5.12</b>	<b>\$23.30</b>

South West (#)  
Pilbara(##)

Actual expenditure includes a refund from a project that was withdrawn  
DITRDC approved a budget increase for one project, pending system adjustment. Total budget will be \$1.65m once processed.

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



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Commodity Route Fund Applications 2025 26

Region	Local Government	Road	Eligibility for RPG Funding	Commodity	Annual Tonnage	Project Work	Length (km)	LGA \$	Industry \$	Industry %	CR Supplementary Fund \$	Total Project Cost \$	CRF Cumulative Cost	5. Project Type	Total Score
GS	Ravensthorpe	Tamarine	No	Limestone	390,000	Reseal	1.0	\$0	\$25,000	25%	\$50,000	\$75,000	\$50,000	0	15.33
Metro	Kalamunda	Canning	No	Grain	Not included	Edge repairs, gravel shoulders, vegetation reduction, drain reshaping	4.5	\$26,166	\$0	0%	\$52,333	\$78,499	\$102,333	1	15.33
GFE	Esperance	Gibson-Dalyup	No	Grain, livestock	138,697	Widen and seal, improve drainage	1.6	\$174,948	\$0	0%	\$349,897	\$524,845	\$452,230	0	14.67
GFE	Esperance	Fuss	No	Grain, livestock	54,970	Widen and seal, improve drainage	1.5	\$174,987	\$0	0%	\$349,973	\$524,960	\$802,203	0	14.33
GS	Denmark	Glenrowan	No	Timber, gravel, dairy	5,000	Gravel resheet	2.5	\$96,000	\$0	0%	\$192,000	\$288,000	\$994,203	2	14.00
GS	Albany	Old Boundary	No	Grain, timber	Not included	Gravel resheet, draining upgrade	4.9	\$140,580	\$0	0%	\$281,160	\$421,740	\$1,275,363	2	14.00
GFE	Esperance	Boydell	No	Grain, livestock	50,618	Widen and seal, improve drainage	1.7	\$174,788	\$0	0%	\$349,577	\$524,365	\$1,624,940	0	14.00
GS	Denmark	Redman	No	Timber, gravel	5,000	Resheet, new culverts	2.3	\$87,667	\$0	0%	\$175,333	\$263,000	\$1,800,273	1	13.67
GS	Plantagenet	Lake Matilda	No	Grain, wool, livestock, fertiliser, lime	10,000	Vegetation clearing, renew drains/ shoulders, gravel resheet	8.6	\$98,959	\$0	0%	\$197,917	\$296,876	\$1,998,190	2	13.67
GS	Albany	Siding	No	Cattle, timber	35,000	Prepare and single spray seal	2.4	\$197,700	\$0	0%	\$350,000	\$547,700	\$2,348,190	0	13.67
WBN	Dowerin	Dowerin Koorda	No	Grain, canola, livestock, quarry products, general freight	100,000	Extend/ replace culverts, widen and double seal	2.6	\$175,000	\$0	0%	\$350,000	\$525,000	\$2,698,190	0	13.33
GS	Plantagenet	Mallawillup	No	Grain, wool, livestock, feed, fertiliser, lime, timber products	87,535	Renew drains/ shoulders, repair pavement, reseal	5.0	\$106,500	\$0	0%	\$213,000	\$319,500	\$2,911,190	2	13.33
WBN	Dalwallinu	Wubin East	No	Grain, lime, sand, fertiliser	28,000	Widen and seal	4.8	\$168,618	\$0	0%	\$337,235	\$505,853	\$3,248,425	0	13.33
WBN	Dandaragan	Muthawandery	No	Potatoes, citrus and broadacre produce	17,400	Drainage, widen, seal, signage and guide posts	3.0	\$311,500	\$0	0%	\$350,000	\$661,500	\$3,598,425	0	13.33
GFE	Esperance	Speddingup West	No	Grain, livestock	43,109	Seal, improve drainage	1.7	\$174,898	\$0	0%	\$349,796	\$524,694	\$3,948,221	0	13.33
GS	Denmark	Kernutts	No	Dairy, gravel/sand	Not included	Widen, seal, realign intersection, reshape drains	1.6	\$156,333	\$0	0%	\$312,666	\$468,999	\$4,260,887	1	13.33
GS	Cranbrook	Archers	No	Grain, livestock	10,000	Gravel resheet, reshape drains, replace signage	3.0	\$60,000	\$0	0%	\$120,000	\$180,000	\$4,380,887	2	13.00
WBN	Kellerberrin	Mather	No	Quarry products	66,085	Vegetation clearing, double seal	1.3	\$175,000	\$0	0%	\$350,000	\$525,000	\$4,730,887	0	12.67
GS	Denmark	Sunny Glen	No	Timber, gravel	25,000	Resheet, new culverts	3.7	\$143,667	\$0	0%	\$287,333	\$431,000	\$5,018,220	1	12.67
SW	Donnybrook Balingup	Spring Gully	No	Gravel, sand, logs/timber	30000 to 40000	Two coat seal, re-establish shoulders/drain	1.3	\$175,000	\$0	0%	\$350,000	\$525,000	\$5,368,220	0	12.33
GS	Albany	Redmond West	No	Timber, grain, cattle, dairy	22,037	Gravel resheet	5.0	\$160,333	\$0	0%	\$320,667	\$481,000	\$5,688,887	2	12.00
SW	Donnybrook Balingup	Greenbushes-Grimwade	No	Logs/timber	35000 to 40000	Clear vegetation, two coat seal, re-establish shoulders/drain	1.4	\$175,000	\$0	0%	\$350,000	\$525,000	\$6,038,887	0	11.67
GS	Woodanilling	Leggoe	No	Livestock, gypsum, colomite, hay, forestry products	150,000	2km reseal, 4.1km resheet	5.1	\$127,770	\$0	0%	\$255,540	\$383,310	\$6,294,427	1	11.33
GS	Kojonup	Tone	No	Grain, fertiliser, woodchips	15,000	Widen and seal	11.2	\$174,500	\$0	0%	\$349,000	\$523,500	\$6,643,427	0	11.33
GS	Kojonup	Riverdale	No	Grain	15,000	Widen and seal	11.7	\$175,400	\$0	0%	\$350,000	\$525,400	\$6,993,427	0	11.33
GS	Katanning	Trimmer	No	Grain	85,000	Widen, seal, new culvert	3.0	\$89,332	\$0	0%	\$178,663	\$267,995	\$7,172,090	0	11.33
GS	Cranbrook	Ferngrove	No	Timber, grapes/wine	5,000	Gravel resheet, reshape drains, replace signage	4.0	\$37,000	\$0	0%	\$74,000	\$111,000	\$7,246,090	2	11.33
WBN	Moora	Dalwallinu West	No	Lime, sand	12,000	Widen and seal	1.0	\$105,600	\$0	0%	\$211,200	\$316,800	\$7,457,290	0	11.00
GFE	Coolgardie	Coolgardie North	Yes	Gold bearing ore	Not included	Reconstruction, upgrade crossing, earthworks, drainage, signage, linemarking	1.8	\$1,750,000	\$900,000	30%	\$350,000	\$3,000,000	\$7,807,290	0	17.33
GFE	Leonora	Malcolm Raid Head/Kooknie-Malcom	Yes	Nickel, ironore, gold ore, general freight, livestock	Not included	Culverts, double seal	1.0	\$116,666	\$0	0%	\$350,000	\$466,666	\$8,157,290	0	17.33
WBN	Toodyay	Bejoording	Yes	Grain, clay, fertilizer	Not included	Widen and seal	1.5	\$161,634	\$0	0%	\$323,269	\$484,903	\$8,480,559	0	16.33
Pilbara	East Pilbara	Munjina Roy Hill	Yes	Iron ore	Not included	Seal and widen	2.0	\$150,000	\$0	0%	\$350,000	\$500,000	\$8,830,559	0	15.33
GS	Kent	Dumbleyung/Datatine	Yes	Grain, hay, fertiliser, lime sand, livestock	50,000	Widen, seal, widen drainage	2.2	\$132,000	\$0	0%	\$264,000	\$396,000	\$9,094,559	0	14.67
WBS	Pingelly	Milton	Yes	Mixed grain	Not included	Turn in/out, driveway entrance, double seal	1.0	\$173,141	\$0	0%	\$173,141	\$346,282	\$9,267,700	0	11.67



## Local Government Roads Program Delivery Support Manager

*Ian Duncan, Executive Manager Infrastructure*

### **RECOMMENDATION:**

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

Doug Pearson resigned from the role of Local Government Roads Program Delivery Support Manager at the end of September. The following activities were progressed since the last report:

- Metropolitan Sub-group agenda templates drafted, including proposed new financial reporting information.
- Presentation to IPWEA Training Week was partly completed. This was not delivered in November as initially planned.
- A handover document prepared for the incoming Program Delivery Support Manager.
- Letters to Local Governments providing feedback on Program Delivery performance in 2023/24 drafted.
- Commenced preparation of:
  - Project timeline estimator – to provide guidance for project managers regarding the time likely required for critical processes
  - Project planning aid
  - Project delivery manual
- Prepared for review of Unit Cost rates, which is currently being led by the Technical Group Chair.

Following a targeted recruitment process, Mr Reza Najafzadeh has been appointed to the role, commencing 13 January 2025.



## Financial Reports (MINDER)

*Ian Duncan, Executive Manager Infrastructure*

### **RECOMMENDATION:**

**That the December 2024 Report for MINDER be noted.**

Major activities undertaken since the last meeting include:

#### **Condition Assessment of Roads of Regional Significance**

The road condition survey of the Pilbara and Gascoyne Regions was awarded to Greenfield Technical Services and work has commenced to collect and analyse the condition data. Due to the impending wet season, the data collection component of the road condition survey project in the Kimberley region has been delayed until late March/early April 2025. This project has been awarded to Talis.

#### **Multi-criteria Assessment Methodology**

The WALGA Infrastructure Team has progressed the work to harmonise the MCA models used by Regional Road Groups to prioritise project proposals for funding under the Road Project Grant funding pool in the Goldfields-Esperance, Gascoyne, Kimberley, Pilbara and South West regions. Additionally, work on the MCA models has commenced in the Wheatbelt South and Great Southern regions. The proposed changes to the MCA models reflect the new focus areas of the State Roads Funds to Local Governments Agreement, while still allowing for flexibility to recognise the significant differences between regions.

#### **Update of User Guides for calculating the cost of road wear for defined freight tasks**

Due to recent escalation in road construction costs, WALGA has initiated an update of the unit rates that are used to underpin the methodologies in the User Guides for calculating the cost of road wear for defined freight tasks on sealed and unsealed roads. NTRO have been appointed to update the guides and to compile an online calculator with the project scheduled for completion in December 2024.

#### **Bus Stop Infrastructure Partnership Agreement between WALGA and the PTA**

An agreement between the Public Transport Authority (PTA) and WALGA, on behalf of Local Governments, defining roles and responsibilities for planning, installing and maintaining bus stop infrastructure has been in place since 2015/16. The current Agreement has expired and after consultation with Local Governments and discussions with the PTA, WALGA has drafted a new Agreement for consideration by the WALGA State Council in December.

#### **Report on Local Government Road Assets & Expenditure**

A two-stage project has been scoped to evaluate the current Road Assets and Expenditure Report data collection and reporting processes and based on these findings, identify opportunities to streamline the data collection and reporting. TANGO have been appointed to deliver the first stage which will comprise assessing the current process and scoping improvements.

#### **Review of the WALGA Road Visual Condition Assessment Manual**



This manual is used extensively by Local Governments and the 2016 version is due for review. A scope of works has been compiled and proposals will be sought from suitably experienced consultants.

### **Safer Country Local Roads Program**

The Road Safety Council has recommended to the Minister for Road Safety a funding proposal for the first stage of safety improvements on prioritised sealed Local Government roads in rural and peri-urban areas. The proposed funding model includes a 50% Australian Government contribution and State funding from the Road Trauma Trust Account or Consolidated Funding if required.

Main Roads WA has engaged a Program Manager to coordinate and undertake program development.

The benefits of this project have been promoted to the Federal Government and political parties at Federal and State level. This is on-going in the lead up to pre-election commitments anticipated ahead of elections scheduled for 2025.

### **Streetlighting**

The Association has worked with Western Power to identify risks and equitable approaches to manage the roll out of the first tranche of bulk LED streetlight luminaire replacements which is scheduled to commence in July 2025, following a pilot project in the April to June period.

There have also been discussions regarding the scope and approach to developing the second edition of the Streetlight Asset Management Strategy which is due to be published in June 2025. The Association is advocating that the review address matters raised by Local Governments during consultation for the first strategy that were not addressed, including:

- fault management and repair of cable faults
- repair time expectations, in context of resource investment in bulk replacement
- luminaire choices responding to environmental impacts of lighting (dark sky, fauna, light distribution)
- dealing with glare and spill light, particularly as luminaires and globes are replaced.

The public lighting strategy has application to Main Roads WA controlled roads where lighting infrastructure is managed by Western Power.

### **Budget**

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

1. Contracts for road condition survey work in the Pilbara, Gascoyne and Kimberley have been awarded and work has commenced. No payment claims have been made to end of October.
2. NTRO are still progressing the project to update the user guides for estimating the incremental cost impact from additional freight tasks on sealed and unsealed roads and creating a tool to calculate these. The current cost estimate is \$20,000 below budget and to date only the first payment claim has been made. The second and final claims totalling approximately \$60,000 are expected in January 2025.

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3. Local Roads Program Delivery Manager left at the end of September resulting in lower than budget Consultants expenditure. The replacement will commence in January 2025.
4. A scope of work for Revisions to the Road Visual Condition Assessment Manual has been prepared, but proposals not yet sought from consultants to deliver.
5. The project to revise, improve and where possible automate data collection and reporting for the Road Assets and Expenditure report has commenced slightly later than indicated in the budget.

Project budgets for 2024/25 LGTRRIP projects are not included in the summary below.

	2024/25			Full Year Budget
	4 months to end October			
	Actual	Budget	Variance	
Grant Funds	1,033,011	1,033,011	0	1,033,011
Road Condition Survey	0	300,000	-300,000	300,000
Other	0	241,230	-241,230	266,616
<b>TOTAL INCOME</b>	<b>1,033,011</b>	<b>1,574,241</b>	<b>-541,230</b>	<b>1,599,627</b>
Staff Costs	193,451	225,429	-31,978	676,556
Overheads	39,563	29,094	10,469	78,281
Engagement & Support	22,175	25,400	-3,225	48,790
Projects & Consultants	101,795	213,667	-111,872	796,000
<b>TOTAL EXPENDITURE</b>	<b>356,984</b>	<b>493,590</b>	<b>-136,606</b>	<b>1,599,627</b>
<b>SURPLUS / (DEFICIT)</b>	<b>676,027</b>	<b>1,080,651</b>	<b>-404,624</b>	<b>0</b>



## Regional Road Groups

*Ian Duncan, Executive Manager Infrastructure*

### RECOMMENDATION:

**That the December 2024 Report for Regional Road Groups be noted.**

All ten of the Regional Road Groups met in the fifteen-week period since the last meeting on 27 August 2024. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
September	19	Kimberley	Kununurra	Mark Bondietti / Jaxon Ashley
	20	Pilbara (Technical)	South Hedland / Teams	Max Bushell
	30	Wheatbelt North	Northam	Mark Bondietti / Tracey Peacock
October	4	Wheatbelt South	Wickepin	Ian Duncan / Rodney Thornton
	14	Central Metropolitan (Sub Group)	Jolimont	Mark Bondietti
	16	Western Metropolitan (Sub Group)	Floreat	Negar Nili
	16	Great Southern (Technical)	Teams	Max Bushell
	21	Pilbara (Technical)	South Hedland / Teams	Max Bushell
	21	South Western Metropolitan (Sub Group)	Melville	Mark Bondietti
	22	Eastern Metropolitan (Sub Group)	Boya	Mark Bondietti
	23	South Eastern Metropolitan (Sub Group)	Gosnells	Max Bushell
	24	North Western Metropolitan (Sub Group)	Joondalup	Mark Bondietti
	25	Goldfields Esperance (Technical)	Kalgoorlie / Teams	Max Bushell / Linda Parsons
	31	Metropolitan (Technical)	East Perth	Mark Bondietti

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Month	Date	Region	Venue	WALGA
November	4	Pilbara	South Hedland	Max Bushell / Jaxon Ashley
	11	South West (Technical)	Bunbury	Max Bushell / Katherine Celenza
	22	Gascoyne	Carnarvon	Mark Bondiotti
	22	Goldfields Esperance	Kalgoorlie / Teams	Max Bushell / Linda Parsons
	25	South West	Eaton	Max Bushell / Katherine Celenza
	28	Metropolitan	East Perth	Ian Duncan / Phil Taylor
	29	Great Southern	Cranbrook	Mark Bondiotti / Michelle Blackhurst
December	2	Mid West	Geraldton	Mark Bondiotti

Key matters for discussion included:

- 2024-25 program of works
- 2023-24 program delivery
- 2025-26 proposed programs
- Development of a revised Multi criteria assessment methodology in response to the new SRFLG Procedures
- Program delivery delays due to Western Power
- Commitments in the new SRFLGA
- Road Safety initiatives
- DRFAWA claims and procedures
- Roads 2040

The current Regional Road Group Chairpersons are:

Region	Chairperson
Gascoyne	Cr Hamish McTaggart
Goldfields Esperance	Cr Mal Cullen
Great Southern	Cr Len Handasyde
Kimberley	Cr Chris Mitchell
Metropolitan	Cr Serena Williamson
Mid West	Cr Gary Cosgrove
Pilbara	Cr Wendy McWhirter-Brooks
South West	Cr Peter McCleery
Wheatbelt North	Cr Wayne Gibson
Wheatbelt South	Cr Grant Robins



**Regional Road Group – Key Performance Indicators  
Annual Report 2023/2024**

**1.1 Percentage of Black Spot Programs funding expended. (Target 100%)**  
(Includes State Government and Australian Government Black Spot Programs)

Region	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
	%	%	%	%	%
Great Southern	58	59	99	41	71
South West	85	63	64	58	81
Gascoyne	100	100	100	88	100
Mid-West	47	66	67	54	99
Goldfields-Esperance	100	31	46	17	81
Kimberley	58	98	97	32	85
Wheatbelt South	78	44	86	56	76
Wheatbelt North	90	51	53	62	81
Pilbara	80	22	65	45	100
Metropolitan	61	56	53	43	40
<b>Program Delivery</b>	<b>76</b>	<b>54</b>	<b>73</b>	<b>49</b>	<b>66</b>

The overall program delivery has increased from 2022-2023. Project delivery performance outside the Metropolitan region can vary significantly from year to year due to the relatively small number of projects in the program.

**1.2 Percentage of road project grants expended. (Target 100%)**  
(Includes Commodity Route Supplementary Fund projects)

Region	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
	%	%	%	%	%
Great Southern	86	96	84	91	70
South West	84	90	90	83	72
Gascoyne	93	100	84	100	100
Mid-West	95	100	100	100	90
Goldfields-Esperance	86	94	78	99	90
Kimberley	48	100	78	84	84
Wheatbelt South	89	97	90	89	90
Wheatbelt North	90	90	85	81	87
Pilbara	89	68	75	72	26
Metropolitan	78	87	78	70	64
<b>Program Delivery</b>	<b>84</b>	<b>92</b>	<b>84</b>	<b>87</b>	<b>72</b>

The average percentage of road project grant funds expended across all regions decreased from 87 percent to 72 percent. The Gascoyne region, however, continued to expend all of their allocated funds, while the Mid-West, Wheatbelt South, and Goldfields-Esperance regions acquitted 90 percent of their project funding. Four regions acquitted less than 75% of the available funding.

**Metropolitan Region by Sub Group**

Sub Group	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
	%	%	%	%	%
North West	94	93	79	64	<b>67</b>
West	53	43	79	73	<b>92</b>
Central	79	80	100	85	<b>92</b>
East	98	98	96	84	<b>93</b>
South East	91	79	71	57	<b>58</b>

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South West	65	95	92	92	<b>60</b>
Metro Various	23	18	55	58	<b>18</b>
<b>Total</b>	<b>84</b>	<b>87</b>	<b>86</b>	<b>70</b>	<b>64</b>

In the Metropolitan area, the West, Central, and East regions all acquitted more than 90% of their funding. However, three groups acquitted 60% or less.

**Member Local Governments of Metropolitan Sub-Groups**

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

**2.1 Percentage of sealed road length within the region subject to a documented visual condition survey in the previous 5 years. (Target 75%)**

Region	% of sealed road length surveyed in the past 5 years				
	2019-2020	2020-2021	2021-2022	2022-2023	<b>2023-2024</b>
Great Southern	44	44	81	67	<b>64</b>
South West	53	56	59	45	<b>58</b>
Gascoyne	86	86	56	35	<b>34</b>
Mid-West	49	79	39	80	<b>77</b>
Goldfields-Esperance	52	56	69	71	<b>71</b>
Kimberley	35	35	84	39	<b>44</b>
Wheatbelt South	90	75	100	92	<b>82</b>
Wheatbelt North	72	52	58	83	<b>85</b>
Pilbara	62	100	51	100	<b>100</b>
Metropolitan	70	73	76	61	<b>56</b>
Total for WA	65	64	65	69	<b>67</b>

The data excludes 17 Local Governments that do not use RAMM. Across WA, only four of ten regions achieved the 75% target with two regions achieving less than 50%.

**2.2 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. (Target 100%)**

Region	Number of Local Governments in RRG	2018-19, 2019-20 and 2020-21	2019-20, 2020-21 and 2021-22	2020-21, 2021-22, and 2022-23	<b>2021-22, 2022-23, and 2023-24</b>
Great Southern	12	8	6	4	<b>5</b>
South West	16	8	6	5	<b>8</b>
Gascoyne	4	2	3	4	<b>3</b>
Mid-West	16	4	5	5	<b>5</b>
Goldfields-Esperance	9	5	3	5	<b>5</b>
Kimberley	4	3	0	1	<b>2</b>
Wheatbelt South	18	10	9	7	<b>9</b>
Wheatbelt North	24	12	7	7	<b>12</b>
Pilbara	4	2	2	2	<b>2</b>
Metropolitan	30	19	19	21	<b>15</b>



<b>Total</b>	<b>137</b>	<b>73</b>	<b>60</b>	<b>61</b>	<b>66</b>
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For the third year running, less than half of Local Governments in WA have updated their road inventory and submitted this information to Main Roads WA for uploading into the IRIS database, based on the previous three years of data.

**2.3. Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to Main Roads WA in the previous reporting cycle as per the WALGA/Main Roads WA framework. (Target 100%)**

<b>Region</b>	<b>2021-2022</b>	<b>2022-2023</b>	<b>2023-2024</b>
Great Southern	65%	81%	<b>74%</b>
South West	98%	92%	<b>82%</b>
Gascoyne	80%	100%	<b>100%</b>
Mid-West	73%	25%	<b>34%</b>
Goldfields-Esperance	100%	100%	<b>100%</b>
Kimberley	0%	85%	<b>85%</b>
Wheatbelt South	89%	31%	<b>59%</b>
Wheatbelt North	89%	72%	<b>72%</b>
Pilbara	96%	100%	<b>80%</b>
Metropolitan	93%	91%	<b>90%</b>

Level 1 bridge inspections were completed and document on more than 80% of the bridges in regional areas. The Gascoyne and Goldfields-Esperance regions conducted inspections on 100% of their bridge assets.



# **SRFLGA Aboriginal Employment Working Group**

## **Summary Update to SAC – December 2024**

1. To date, the SRFLGA Aboriginal Employment Working Group (Working Group) and Pilot Group (Pilot Group) have met 7 times from 2023 to 2024.

See below dates:

- a. Monday 18 November 2024 – Pilot Group
  - b. Wednesday 2 October 2024 – Working Group
  - c. Tuesday 13 August 2024 – Pilot Group (planning session)
  - d. Tuesday 18 June 2024 – Working Group
  - e. Tuesday 14 May 2024 – Out of session workshop
  - f. Friday 22 March 2024 – Working Group
  - g. Friday 8 December 2023 – Working Group (first meeting)
2. Outcome: To start capturing Aboriginal participation data across all 139 LG's in WA.
    - a) As a starting point, WALGA will incorporate Aboriginal participation reporting into the Road Assets and Expenditure Report 2025/26. Des Snook will be meeting with Lauren Mathison, WALGA People and Culture Manager on Tuesday 3 December 2024 to discuss next steps.
    - b) A Pilot Group has been established with a select number of LG's to explore and test reporting process(es) from December 2024 to June 2025. The Pilot Group will address reporting challenges and issues before all 139 Local Governments adopt the new reporting process. The following LG's will participate in the Pilot Group:
      - Shire of Northam
      - City of Swan
      - City of Greater Geraldton
      - Shire of Morawa

\* *City of Armadale – Expressed an interest to participate in the Pilot Group.*

\* *Shire of Broome and City of Rockingham – Opportunity to reengage in 2025.*
    - c) The Pilot Group submitted summary updates on the following topics:
      - The Road Assets and Expenditure Report (WALGA report)
      - Direct and indirect definitions

- Manual reporting template and process(es)
  - Stakeholder engagement
- 3.** The following documents have been drafted and will be endorsed early 2025:
- a) Project Plan.
  - b) Communication and Stakeholder Engagement Plan.
  - c) Change Management Plan i.e. Upskill LG executives and employees to adopt new changes on Aboriginal employment and participation reporting requirements – To be determined.
- 4.** In consultation with the Working Group and Pilot Group, MRWA have developed a SRFLG Aboriginal Participation Reporting Template (including definitions). For more information, please refer to the attached document.
- 5.** WALGA have circulated a communication piece around the SRFLGA commitments and the activities from each Working Group 1) Aboriginal Employment 2) Road Safety 3) Recycled Materials
- 6.** Key challenges:
- a) No noticeable benefit for WALGA and LGA to adopt new reporting system/process.
  - b) Timeframes are unachievable for LGA and WALGA to implement by 2025.

**State Road Funds to Local Government Advisory Committee Meeting**

<b>Item No.:</b>	5.5
<b>Title:</b>	SRFLGA Road Safety Working Group – Update
<b>Prepared by:</b>	Road Safety Working Group

**Background**

The Road Safety Working Group (RSWG) was established to support the guiding principles and commitments contained within the *State Road Funds to Local Government Agreement 2023/24 to 2027/28*, namely:

- Guiding principles (excerpt)

*... that the outcomes from investments through this Agreement contribute to, and support, key State Government policy objectives, including:*

- o *A 50 to 70% reduction in the number of people killed, severely or seriously injured in road crashes by 2030.*

- Commitments

**2.1 Road Safety**

The National Road Safety Strategy 2021-2030 is owned by Infrastructure and Transport Minister, representing all jurisdictions together with the Australian Local Government Association representing the local government sector. The Strategy articulates responsibilities for all levels of government and aims to demonstrate that zero deaths and serious injuries on our roads can be achieved. The National Strategy targets are that by 2030:

- The annual number of fatalities will be reduced by at least 50%, or approximately 55% of rate per capita
- The annual number of serious injuries will be reduced by at least 30%, or approximately 38% of rate per capita

Road safety improvements implemented during past decades did reduce trauma on WA roads; however, WA's trend for reductions in death and serious injury is starting to plateau. Notably, for the six year period 2016-2021 just over 50% (461) of WA road fatalities occurred on local roads in WA. Therefore, the National and State targets will only be achieved with practical and tangible actions to improve road safety on the entire WA road network.

Within the first two years of this Agreement Main Roads, WALGA and RRGs will collaborate to establish a system(s) / process(s) for monitoring, reporting, and advancing Safe System treatments and a Safe Systems approach focusing, but not limited to, LGA works funded within this Agreement.

Based on the above work the parties will work to determine and, where practical, implement the next steps to further advance Road Safety.

## Working Group Establishment

Following the establishment meeting on 26<sup>th</sup> October 2023 and subsequent confirmation of members, the working group has held 4 meetings.

A Terms of Reference has been finalised (see Attachment A) and the working group composition is as follows:

Doug Morgan – Chair	MRWA
Teresa Williams	MRWA
David Moyses	MRWA
Paul Starling	MRWA
Terri-Ann Pettet	WALGA
Kimberley Brosztl	City of Melville
Chris Antonio	Shire of Northam
Michael Leers	Shire of Manjimup

## Consideration of Road Safety

The purpose of the working group is:

Within the first two years of the Agreement; Main Roads, the Western Australian Local Government Association (WALGA), and Regional Road Groups (RRGs) will collaborate to establish a system and process for monitoring, reporting, and advancing Safe System treatments and a Safe Systems approach focusing, but not limited to, works by local government authorities (LGAs) funded within that Agreement.

### Progress to date

The working group has developed a matrix to capture the elements that currently exist and their alignment to one or more of the seven previously agreed Road Safety Governing Principles for Local Governments developed by WALGA. The Road Safety Governing Principles for Local Governments are a high-level framework that can be used to guide and assist Local Governments accomplish good governance in road safety and are aligned to Safe System principles. The Elements are road safety data points that align with Safe System principles that can also be matched to one or more of the seven Road Safety Governing Principles for Local Governments to demonstrate accomplishment.

A number of the elements (20) are automatically collected by either Main Roads or WALGA and would have minimal impact on resources to collate. There are a further 8 elements that would need to be collected by means of an annual survey (new or existing).

### To be determined

A meeting of the working group was planned for 7<sup>TH</sup> November, but was postponed due to a number of key personnel being on unplanned leave. The SRWG prior to the first SAC meeting in the new year will determine:

1. What measures will be reported to SAC and the frequency.
2. What method of collection of Survey Data will be.
3. The method of disseminating this process to Local Governments (Regional Road Groups or Road Safety Advisors).

## **Recommendation**

SAC acknowledge the progress to date from the RSWG.

## **References**

State Road Funds to Local Government Agreement 2023/24 to 2027/28

<https://walga.asn.au/policy-and-advocacy/our-policy-areas/infrastructure/resources/report-on-local-government-assets-and-expenditure>

Road Safety Governing Principles for Local Governments

<https://www.roadwise.asn.au/documents/285/road-safety-governing-principles-for-local-government-fact-sheet>

## **Attachments**

Att A - RSWG Terms of Reference

Att B – Road Safety Governing Principles for Local Governments Fact Sheet



# Road Safety Governing Principles for Local Governments

## Fact Sheet

The *Road Safety Governing Principles for Local Governments* are a high-level framework that can be used to guide and assist Local Governments to accomplish good governance in road safety.

The principles are a set of systematically developed and validated statements specific to Local Government. They can be used as a governance framework to assist in the adoption of the safe system approach across all levels of the organisation to achieve a robust system for managing road safety effectively.

### Why Were the Principles Developed?

Across Australia and WA, the need for a holistic view of road safety was acknowledged and led to a shift in thinking in the development of long term strategies.

The *Driving Change, Road Safety Strategy for WA 2020-2030* and the National Road Safety Strategy 2021-2030 are based on the internationally recognised and evidence-based safe system approach to road safety. This approach was pioneered internationally in Sweden and the Netherlands which are among the leading countries in the world in terms of road safety performance.

When surveyed, Local Governments in WA indicated a need for guidance with regards to applying the safe system approach at a local level.

In an effort to assist the Local Government sector in understanding and adopting the safe system approach, and to improve how they manage road safety internally, the principles were developed to provide a framework for consideration while

formulating road safety strategies, plans and policies.

### How Were the Principles Developed?

The *Road Safety Governing Principles for Local Governments* have been adapted from the *Safe System Guiding Principles* that were developed by WALGA in 2009. These original principles were developed, and tailored for Local Governments, using a consensus and validation process which involved a panel of specialists from the Local Government sector, together with interstate and international road safety professionals, and other relevant experts.

### How can the Principles Support Local Government Action?

Road safety governance refers to a suite of processes, systems, roles and responsibilities by which an organisation is directed, controlled and held to account with regards to road safety. Each of the governing principles provide guidance, direction and context for Local Governments to formulate policies and practices that are proactive and evidence based to ultimately improve road safety outcomes consistent with international best practice.

A diagram outlining the principles is included on page two of this fact sheet.

### How can I Find out More Information?

More information can be found on the RoadWise website; [www.roadwise.asn.au](http://www.roadwise.asn.au) or by contacting your Regional Road Safety Advisor.



### Road Safety Governing Principles for Local Governments



As seen in the diagram above, central to the *Road Safety Governing Principles for Local Governments* is an overarching principle (centre circle) supported by a further six principles that provide guidance for Local Governments to do the following:

- commit to a vision for local road safety (overarching),
- demonstrate leadership,
- integrate the safe system approach into corporate, strategic and operational plans,
- invest in building capacity and capability for effective implementation,
- demonstrate accountability by monitoring and reporting road safety performance,
- ensure organisational policy and practice is proactive and evidence based, and
- acknowledge responsibility as the network owner and partner with others.

<b>Item No.:</b>	5.5
<b>Title:</b>	SRFLGA Recycled Materials Working Group – Update
<b>Prepared by:</b>	Recycled Materials Working Group

### Governance

- Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has held 7 meetings.
- A matrix has been developed to capture:
  - the material types and applications considered by the working group, including the outcome of each investigation and
  - research documents and specifications identified and distributed to the working group members.

### Key Discussion Areas

- The working group recommendation *“to consider proposed amendment to the WALGA Local Government Road Asset and Expenditure survey process for approval to commence this financial year”* was endorsed by the SAC at their 27 August 2024 meeting. The updated survey has now been circulated by WALGA and the related dataset will be available around March/April 2025.
- The working group prepared a *SRFLGA Recycled Materials Working Group - Key Issues* paper. The paper has been submitted to the Department of Transport ‘Sustainable First’ policy working group to contribute to their ongoing work.
- Three projects are currently being delivered by the Local Government Transport and Roads Research and Innovation Program (LG TRRIP) and are of interest to the working group, namely:
  - Project 05 Guideline for Local Governments in the Use of Crushed Recycled Concrete in Design and Construction,
  - Project 06 WA Local Government practitioners’ guideline for the use of CRMB and RAP in asphalt applications, and
  - Project 07 WA Local Government practitioners’ guideline for the use of CRMB in sprayed seal applications.

Updates on the projects are provided at each working group meeting and the key deliverables of each project are being provided to the members as they are released.

### Next Meeting

The next meeting of the working group will be on 24 February 2025.

### Recommendation

Paper for noting.

Template Reference:

May 2023

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## State Road Funds to Local Government Agreement– Road Safety Working Group

### Terms of Reference

#### Purpose

Consistent with the Principles in the State Road Funds to Local Government Agreement (Agreement), the working group will review and implement ways to advance road safety throughout the Local Government sector.

Within the first two years of the Agreement; Main Roads, the Western Australian Local Government Association (WALGA), and Regional Road Groups (RRGs) will collaborate to establish a system and process for monitoring, reporting, and advancing Safe System treatments and a Safe Systems approach focusing, but not limited to, works by local government authorities (LGAs) funded within that Agreement.

#### Guiding Principles

##### To achieve this purpose the Working Group will:

- develop a process to promote and apply the Safe System for road safety<sup>i</sup> that can work at a Local Government level
- demonstrate the application of the Safe System for road safety to the Local Road network<sup>ii</sup> in line with government objectives
- be empowered to make decisions aligned with the Guiding Principles and Commitments of the Agreement
- develop elements for measurement
- develop a reporting structure for evaluating the road safety gain from the financial outlay expended
- appraise options for increasing the application of the Safe System approach to the local road network
- provide the opportunity for all LGAs to have input into the working group's outcomes
- Report to the State Road Funds to Local Government Advisory Committee (SAC) as required on activities and progress made in relation to road safety enhancement on local roads.

#### Membership

The Group will consist of:

- Doug Morgan - Executive Director Planning and Technical Services (MRWA) as Chairperson
- Terri-Anne Pettet – Manager Road Safety (WALGA)
- Kimberly Brosztl – City of Melville
- Michael Leers – Shire of Manjimup
- Chris Antonio – Shire President Northam
- David Moyses – Manager Road Safety (MRWA)
- Teresa Williams – Principal Policy Advisor (MRWA)
- Paul Starling – Local Government Road Safety Manager (MRWA)
- Delegates of above roles if unable to attend

Secretariate: Main Roads support officer

#### Objectives

The objective of the working group is to develop a framework consistent with the Guiding Principles that will contribute to, and support, key State Government and Ministerial objectives through the funding provided by the Agreement.<sup>iii</sup>

#### Chairperson

The Chair of the Committee is responsible for the efficient and effective running of the working group meeting and for providing comment to the SAC as required.

In the situation where the Chairperson is unavailable for a meeting, a proxy can be nominated by the Chairperson.

#### Meetings

Initial face to face and virtual meetings, monthly, to establish what is required and the best way to proceed. Thereafter, meetings as required.

A quorum shall comprise of at least four members of the working group.

The composition of the working group will be reviewed every 12 months at the scheduled final meeting of the calendar year.

[www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au)



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## State Road Funds to Local Government Advisory Committee – December 2024

### Heavy Vehicle Services (HVS) information

#### Wheatbelt Restricted Access Vehicle (RAV) Route Assessments – assessment of local roads for RAV access

Main Roads Heavy Vehicle Services Branch (HVS) is responsible for conducting route assessments and approving RAV access on all roads within Western Australia. HVS endeavours to finalise all route assessment applications within three months of date of receipt. This allows four weeks for confirmation of road owner support and up to eight weeks to conduct and process the assessment.

When roads are approved for RAV access they are published on the RAV Mapping Tool, which is updated each week on Wednesday.

RAV assessments in the Wheatbelt Region have been a particular focus. The following table provides an overview of the outstanding road assessments within the Wheatbelt Region. Note: Regional staff usually conduct onsite route assessments within their respective area on behalf of HVS. However, due to ongoing resourcing issues, HVS is managing all route assessment applications within the Wheatbelt Region, including conducting onsite route assessments.

	Total Roads Outstanding	Total Roads Completed for the Month	Total Received for the Month	Roads Awaiting Road Owner Support	Roads Awaiting Onsite Assessment	Roads Awaiting Review (including sign off and network updates)
October 2023	63	41	7	16	25	22
November 2023	62	35	34	16	19	27
December 2023	38	43	19	16	21	1
January 2024	31	17	10	9	17	5
February 2024	43	6	18	15	18	10
March 2024	51	14	22	21	13	17
April 2024	62	4	15	32	25	5
May 2024	59	32	29	35	10	14
June 2024	48	32	21	18	20	10
July 2024	18	40	10	4	8	6
August 2024	20	6	8	12	3	5
September 2024	35	17	32	32	0	3
October 2024	31	19	15	7	8	16
<b>Total</b>	<b>561</b>	<b>306</b>	<b>240</b>	<b>233</b>	<b>187</b>	<b>141</b>

## Compliance Operational Output Summary

Main Roads WA Heavy Vehicle Transport Compliance conduct Enforcement Patrols Statewide, including Operational Roadblocks across all regions monthly throughout the year. Public Information/Complaints, as well as Incidents/Accidents, are reported to Heavy Vehicle Services and reviewed by our Intelligence and Accreditation teams.

We consider feedback and information requests from WA Police, Local Government, and Industry, to identify and prioritise our patrol areas. HVS values dialogue with Local Government and are committed to collaborating with them. Based on feedback from the Local Governments in the Wheatbelt, we have concentrated our efforts on the Wheatbelt, with the region receiving the second highest number of patrols conducted.

Between January and June 2024, the Inspectors stopped 1793 vehicle combinations in compliance patrols and 542 combinations in roadblock operations State-wide. Of the 2335 combinations stopped, 429 were in the Wheatbelt region. The 429 combinations were comprised of 1073 vehicles inspected, which resulted in 253 offences.

Between July and October 2024, the Inspectors stopped 1647 vehicle combinations in compliance patrols and 1062 combinations in roadblock operations State-wide. Of the 2709 combinations stopped, 378 were in the Wheatbelt region. The 378 combinations were comprised of 888 vehicles inspected, which resulted in 96 offences.

Western Australia participated in the National Roadworthiness Survey which was undertaken between July and September 2024 across all Australian States and Territories. The Survey provides a health check of Australia's heavy vehicle fleet. This information allows us to determine where regulators and industry are making improvements in vehicle safety, in addition to establishing where more focus may be needed.

Main Roads WA HVS stopped and inspected 1494 combinations during the survey period. From these combinations, 2646 vehicles were inspected and 21% were found to be defective. Key defects related to the structure of the vehicle, lights and wheels/tyres. Since the previous Survey conducted in 2021, WA found B-double combinations, plant trailers, brake defects and engine/driveline defects had seen a significant improvement with maintenance.

## Main Roads Update for the 2024/2025 Harvest

### *Harvest Mass Management Scheme*

The Harvest Mass Management Scheme (HMMS) was developed to assist the grain industry with the difficulties experienced loading grain from a paddock. This is not a concessional loading scheme.

The Scheme commences each year between the first day of October and finishes on the last day of February.

The [Harvest Mass Management Scheme Order 2019](#) must be carried in the vehicle and produced to Main Roads or WA Police upon request.

Grain receivers and transport operators must comply with the [HMMS Business Rules](#).

Grain receivers wishing to offer HMMS must be registered and approved to join the scheme using the [Grain Receiver Registration forms](#).

Participation is voluntary. However, non-participating grain receiver operations will not be able to offer the HMMS allowances to transport operators delivering grain to their receipt depots.

### ***Pre-Harvest Preparations***

Main Roads Heavy Vehicle Services (HVS) is committed to ensuring a smooth and compliant harvest season. Main Roads has been actively working with and informing operators and industry stakeholders about the requirements for the 2024/2025 harvest. HVS has released a fact sheet regarding "Access arrangements for Harvest" and published an information article in Farm Weekly regarding "Chain of Responsibility".

The Heavy Vehicle Compliance Manager has attended several Local Government Zone Meetings to discuss Chain of Responsibility, compliance requirements and the enforcement focus. These and other meetings that have been attended covered:

- Wickiepin
- Wagin
- Murchison Country
- Wheatbelt Regional Road Safety Group
- Transafe Road Safety Forum

Future meetings have been scheduled for Williams, Brookton and Waroona. These meetings will be continuing throughout 2025 as "business as usual".

Discussions were held between Main Roads and representatives from Bunge and CBH regarding the season. The key topics were:

- Load restraint and preventing grain leaks
- Monitoring for overloads and addressing issues with overloaded trailers
- Vehicle roadworthiness checks
- Ensuring route compliance from farm to grain site
- Preventing grain dumping at rest areas
- Ensuring proper permits (if not on the HMMS)
- Emphasising the Chain of Responsibility

Both companies informed their customers about these focus areas in September 2024.

### ***Harvest Season Activities***

The harvest season commenced in mid-October 2024, with ongoing communication with our partners, Bunge and CBH.

Patrols commenced in October and intercepts included grain transfer vehicles. Patrols were undertaken in Wagin and Narrogin. 18 loads were intercepted and weighed, comprised of 35 vehicles, and recording 9 issues. These were 6 minor defects, 2 load restraints and 1 licensing matter.

In November, we launched Operation "Off-Track," focusing on harvest operations in the Mid-West Gascoyne region. Four crews targeted the Greater Geraldton area, resulting in 25 intercepts of 63 vehicles and recording 26 offences. All loaded vehicles were weighed with no offences detected. The most common issues were minor vehicle defects, followed by licensing offences and major defects.

### ***Ongoing Operations***

HVS has crews scheduled to patrol the Wheatbelt, Great Southern and Esperance regions, with another Operation to occur in late January or early February 2025.

The Accreditation team is currently auditing a selection of CBH and Bunge receival sites. These audits began in late November and will continue through December 2024.





**Item 6.2**

November 2024  
MRWA 04/11055  
D24#1450721

**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:

- Thomas Road improvements from Kwinana Fwy to Tonkin Hwy

Deleted due to completion of action:

- Various roads proclaimed in December 2023 (flagged in previous report.)

Deleted:

- Nil

Amended Status comment:

- Amendments to various comments.

Road	Action	Status
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 late 2024, estimated completion late 2025.	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 2025.
Armada Road to North Lake Road at Kwinana Freeway & Beeliar Drive	Realignment and extension of Armada Road to North Lake Road via a new bridge.	Project completed December 2021, proclamation pending due to land tenure issues. Proclamation anticipated 2025.

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Bindoon Bypass	Second stage of the project, 11km north of Seven Mile hill is currently under construction. Procurement for 46km southern section expected 2025.	Second stage due to be completed by mid-2025.
Broome Cape Leveque Road 0 - 205 SLK (Broome Highway to Ardyaloon - One Arm Point)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, Shire of Broome 28 June 2021.	Construction and sealing completed in May 2023 with final seal to be applied in late 2024. Proclamation late 2024.
Bunbury Outer Ring Road	27-kilometre free-flowing highway, linking Forrest Highway to Bussell Highway. It will provide an alternative route around Bunbury and separate local and regional traffic.	Construction commenced 2020 - Proposed completion of project late 2024.
Bussell Hwy Duplication	Construction of the remaining section of Stage Two, between Ludlow River and Sabina.	Completion early 2025
Causeway Pedestrian and Cyclist Bridges (Boorloo Bridge)	Separate path users from traffic, two connected bridges will be 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.	To be completed by late 2024. Opening on 22 Dec 2024.
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. Proclamation. Proclamation anticipated for 2025.
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 Bridge Street upgrade, expected late 2025.
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 with recommencement planned for 2024-25 subject to outstanding approvals.
Great Eastern Highway realignment, Wooroloo	Realigning a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending on land tenure resolution.

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Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation, MRWA and BHP to fund project over 2 years	Construction commenced September 2021, and was completed April 2024. Handover pending resolution of the QUBE access - likely to be 2025.
Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Muchea North, Bindoon Bypass, New Norcia 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 Authority progressing. Proclamation / transfer anticipated late 2025.
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	Construction of a roundabout at the Intersection with Great Northern Highway, Apple Street and Coondaree Parade.	Construction complete, lighting installation completed March 2023. Proclamation mid-2025.
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 2025.
Leach Highway and Welshpool Road Interchange	A new bridge taking Leach Highway over Welshpool a new roundabout at the current Leach Highway and Welshpool Road intersection duplication of the existing Leach Highway bridge over the Armadale passenger rail line, Railway Parade and Sevenoaks Street.	Construction completed August, proclamation progress pending. Proclamation anticipated mid-2025.
Mandurah Estuary Bridge Duplication	Construction of a second bridge alongside Mandurah Estuary Bridge.	Anticipated completion late 2025
Marble Bar Road – Roy Hill Mine deviation	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all stages together. Progression pending due to land tenure issues.
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 2025.

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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, numerous land tenure issues to be resolved prior to proclamation. Proclamation anticipated for 2025.
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.
Mitchell Freeway Hester to Romeo Road.	Proclaim new sections of Freeway.	Major works completed and opened July 2023, minor works continuing during November 2023. Proclamation late 2024.
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.	Negotiations for asset management responsibility handover pending. Proclamation stalled due to delayed asset responsibility handover. Proclamation anticipated for 2025.
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, likely to be several months before progression with road dedication. Proclamation anticipated for 2025.
Ocean Reef / Gngangara 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.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for 2025.
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.
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, land tenure issues pending – proclamation to be commenced upon completion of land tenure issues. Proclamation anticipated for 2025.

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South Western Highway at Vittoria Road in City of Bunbury	Constructing a new roundabout to improve safety and speed concerns and creating a dedicated left turn lane to South Western Highway from Vittoria Road.	Commenced works October 2023 with road closures from January 2024. Completed May 2024. Proclamation anticipated for mid-2025.
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 and proposed construction completion date mid-2025.
Tanami Road Upgrade	Continued construction and sealing of the 41km section, through the hills south of Great northern Highway.	Planned to be completed in 2024/25. Currently a LG road, potential future reclassification to State Road in the longer term.
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 currently in progress - grade separation – road over rail. Upon completion depending on land tenure issues proclamation can be progressed.
Thomas Road improvements from Kwinana Fwy to Tonkin Hwy	Construction of rotaries and realignments at Central Avenue and Kargotich Road	Rotary at Central Ave was completed January 2024. Proclamation late 2024. Rotary at Kargotich Road completed circa Oct 2024. Proclamation anticipated for 2025.
Thomas Road Safety Improvements	Roadworks to construct roundabouts at the Thomas Road intersections with Nicholson Road and Kargotich Road in Oakford.	Completed circa Oct 2024. Proclamation anticipated in 2025.
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 Toodyay 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 2025.

**Recommendation:**

The Advisory Committee notes the status of the above classification and proclamation actions.

**Provided by Joanne Cammack - A/Road Classification Manager**

PLANNING AND TECHNICAL SERVICES DIRECTORATE

2 December 2024



# Local Government Transport and Roads Research and Innovation Program (LGTRRIP)

*Mark Bondiotti, 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 SRFLGA 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.

Three projects are underway:

1. Guideline for the use of crumbed rubber modified bitumen in sprayed seal applications.
2. Guideline for the use of crumbed rubber modified bitumen and reclaimed asphalt pavement (RAP) in asphalt applications.
3. Catalogue of standard pavement profiles for sprayed seal and asphalt roads.

Two workshops were held to seek project proposals for 2024/25 and future work. Eighteen project proposals were developed. An Operations Team of WALGA and Local Government officers have prioritised the proposals using an MCA process and the following three projects are being scoped by NTRO:

1. Investigation of road and bridge data collection technologies for Local Government
2. Development of a specification for crumbed rubber dense graded asphalt
3. Development of an intersection safety rating tool.



## Submission to the State Advisory Committee: Use of Mining Waste Rock in Road Projects

### Issue

Rock waste from mine sites (overburden) can be a suitable material for road infrastructure, subject to a number of 'technical' factors being addressed. As well, mining waste is subject to a royalty payment if used outside the mining tenement.

### Background

Main Roads and local government source road building materials from gravel search and investigation, negotiation with the mining industry and through commercial suppliers. However, local government, particularly in the Goldfields region, has faced increased difficulty in sourcing and acquiring good quality natural gravels for road construction and maintenance.

Most of the councils in the Goldfields region have active mining operations within their boundaries, many in remote parts of the region that have large stockpiles of waste rock and other material that accumulates and remains on site during and after the mining operation. This 'waste' rock can be a suitable material for road infrastructure.

The Goldfields Voluntary Regional Organisation of Councils (GVROC) met with the Minister for Mines in mid-2024 to discuss the use of mining waste in road construction and maintenance, including seeking concessions or exemptions on the payment of royalties. The Minister for Mines, in his capacity as Minister Assisting the Minister for Transport, subsequently requested the Director General Transport Portfolio to explore options.

### Context

The Western Australian Road Research and Innovation Program (WARRIP) report "*Investigating the Suitability of WA Mine Waste for Infrastructure Related Projects*" provided guidance on the use of mine waste rock, including: evaluation and testing for hazardous materials; crushing and screening; and suitability for various applications.

Main Roads has successfully used mine waste and by-products for decades in road infrastructure such as rock for embankment protection, general fill and pavement construction. Key observations from this experience are:

- The use of locally sourced materials from mining waste has significant benefits in potentially lower cost and greenhouse emission savings compared to commercial sources; and obviates the complex environment and heritage processes to access natural material sources.
- Some mining companies are easier to negotiate with than others, with concerns that the benefits are outweighed by the risk of delays, obstructions, and on-site accidents. It is noted that some mining companies have initiated the assessment and testing of waste rock for hazardous materials.
- The royalty payment is not large in comparison to the cost of the crushing and screening that is often required.

## **Proposed Trial**

The increased difficulty in sourcing and acquiring good quality natural gravels for road construction and maintenance is particularly significant for councils in the Goldfields region, which also have predominantly road haulage to and from mines on local roads. As such, there is merit in a trial being introduced for use of mining waste on local roads in the Goldfields region.

The trial would need to address the many issues identified in the WARRIP report, including evaluation and testing for hazardous materials; crushing and screening of overburden rock; and suitability of the waste material for various applications. To ensure effective governance, it will be important for the Main Roads' Regional Director to have oversight of the trial.

The following parameters are proposed for the trial:

1. Restricted to councils in the Goldfields Region;
2. Limited to local roads subject to the Roads 2040 agreement; and,
3. Mining waste to be restricted to overburden (not tailings).

The details of the trial and how it would be applied to projects and the role of the councils would be discussed and agreed at the Regional Road Group.

## **Options to Address Payment of Royalties**

Mining Regulations 1981 specify that royalty rates are applied to low-value construction and industrial materials, with a royalty payment of \$0.73 per tonne applied when mining 'waste' is used outside the mining tenement/ lease area. The Minister for Mines advised the GVROC that he would not consider formal exemptions on the payment of royalties through legislative changes.

The GVROC has assessed that the indicative volume of gravel that could be substituted with mine waste over the next five years would be 500,000 tonnes per annum. The value of the royalty payment over a two year period could therefore be in the order of \$730,000.

Three options have been considered and explored:

- I. No recoup to mining companies - This does not address the request from the GVROC to the Minister for Mines. It also has unknown implications on whether it would impact the willingness of mining companies to participate in the trial, especially given that no royalty is payable if the overburden remains in-situ.
- II. Recoup to the mining companies from the State Funds for Local Government managed by Main Roads.
- III. Option 2, with secondary recoup to the State Funds for Local Government from Treasury - This option has been rejected by Treasury on the basis that the mining waste would be only used where it is at an overall lower cost to councils than virgin materials, including the royalty and costs for testing, crushing and screening.

## **Recommendation**

It is recommended that the State Advisory Committee:

- I. Endorse the proposal for a two year trial of mining waste on local roads in the Goldfields Region;

- II. Note the indicative \$730,000 value of mining royalties payable over the two year trial period; and
- III. Approve the proposal for the mining royalties to be recouped from the Goldfields Region's roads projects grants component of the State Funds for Local Government.

Contact:  
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## Proposal to the State Advisory Committee: Funding for the Transport Sustainability Knowledge Hub

### Summary

A sustainability knowledge hub is being developed to support greater uptake in recycled/reused and low carbon materials and products in transport and infrastructure projects. The Hub is being developed by a specialist web-design company (Anthologie) with technical advice from the National Transport Research Organisation.

The Hub will be a key enabler for state government transport agencies, local government and industry in achieving outcomes for greater uptake of these materials and products.

### Background

Transport is the third largest source of greenhouse gas emissions in Australia, contributing 21 per cent of Australia's national greenhouse gas emissions in 2023. Without further action, transport will be the largest source of emissions in Australia by 2030. Transport infrastructure embodied emissions is estimated to account for a further 3 per cent of Australia's total emissions. The decarbonisation of both infrastructure and transport is therefore a key national priority.

An analysis of Victoria's *ecologiQ* program highlighted two key enablers to increase the use of recycled materials in their asset investment program.

- 'Recycled First Policy' – this was published with guidance documents to provide a top-down mandate for tenders, procurement and contracts, including details on the volumes of recycled materials they would use on projects; and,
- Knowledge hub – this is a central location where information, case studies, trials and research, industry and supplier details are shared.

The policy and knowledge hub were identified as two key gaps in WA that could support a greater uptake of material reuse and recycled content and move to a low carbon future.

A new Transport Sustainable Infrastructure Policy commits the WA Transport Portfolio to strengthen sustainable resource use and decarbonisation of life cycle impacts from energy, water and materials across transport infrastructure and assets. This builds on the sustainability initiatives already underway across the Transport Portfolio agencies and project offices.

The Policy will be supported and enabled by a new sustainability knowledge hub, *CircleZero*, which is currently in the development phase and will be launched early in 2025. The hub will include:

- A map to locate suppliers of recycled/reused and low carbon materials and products across WA;
- Materials' guides to raise awareness of what is common, less common and innovative across transport assets;

- Case studies of trials and examples of low carbon, recycled and reused materials in transport applications;
- Relevant research across our key research partners; and
- A training hub to raise awareness and skills across different aspects of circular economy and decarbonisation of infrastructure.

## Policy Context

The [National Infrastructure Policy Statement](#) released in December 2023 includes three strategic themes to assess new infrastructure over \$250M: Productivity and Resilience, Liveability, and Sustainability. The sustainability strategic theme includes improving circular economy outcomes by utilising more recycled and reused materials, and decarbonising infrastructure by reducing material demand, using low carbon and zero emissions products and materials.

To give effect to the sustainability theme, the Infrastructure and Transport Ministers have approved work and guidance on:

- **Valuing Carbon:** carbon values for use in social cost-benefit analysis that will help guide investment decision making and project planning (published).
- **Measuring Embodied Emissions:** technical options for quantifying carbon emissions to enable policy interventions to reduce emissions (published).
- **Sustainable Procurement and Contracts Guidance:** government policy levers to reduce embodied emissions, including end-to-end carbon management approaches (to be published soon).

For Western Australia, the State Government has committed to net zero emissions by 2050 across the WA economy. The Climate Change Bill (2023), currently sitting in Parliament, also sets out further commitments and obligations, including interim targets for emissions reduction. The State Government also has commitments and targets under the Waste and Resource Strategy (2030) and the Roads to Reuse Program.

## This Proposal

The intent of the Hub is to support meeting these National and State goals by sharing information on opportunities for reducing material demand and using low carbon and zero emissions products and materials through a supplier map, case studies, material guides, research and training. As well, the Transport Portfolio has an active work program to address and overcome barriers to uptake of sustainable materials through engagement with government and industry in four key areas: cultural (willingness to adopt new products); technical (risk and asset life impacts), local market supply (availability, cost) and regulatory (specifications, compliance).

The relevance and benefits of the Hub to local government include:

- Broad awareness and understanding of progress in sustainable materials across transport and infrastructure for staff at state and local government level, as well as industry partners including contractors, consultants and suppliers.
- It will be publicly accessible to enable greater transparency and provision of information on the progression from trials to specification updates.

- The Transport Portfolio’s work program will address a range of barriers to uptake of sustainable materials to increase the number and type of materials suitable for use in asset construction.
- It will build on and complement research and trials developed through the WARRIP program to support awareness and adoption of new materials into transport projects. For example, LGAs will be able to search for suppliers of sustainable materials and products within their locality across WA. It will also showcase case studies and trials of where new materials have been used and lessons learned which are publicly accessible.
- It will provide tools and value-add information to assess the carbon footprint and recycled material content across asset life cycle using examples from WA, other jurisdictions and internationally.
- The information on the Hub relating to suppliers and materials in WA will be reviewed and monitored by the Transport Portfolio before being published.

The total cost for the scoping, design, development and management of the Hub will be in the order of \$850,000, including an estimated \$200,000 over the first two years for management, website hosting and updating of the Hub. It is proposed to share these costs between the Transport Portfolio’s major construction projects (two-thirds of the cost), with the remaining one-third shared equally between the Department of Transport and WALGA. The latter contribution is proposed to be from the Strategic Projects allocation in the State Funds to Local Government Agreement.

### **Recommendation**

It is recommended that the State Advisory Committee:

- I. Promotes the knowledge hub across local government; and,
- II. Approves a funding contribution of \$142,000 from the State Initiatives allocation in the State Funds for Local Government Agreement.

### **Contact:**

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