

AGENDA – State Road Funds to Local Government Advisory Committee Meeting

Date: Tuesday 29 th April 2025.	Time: 10:00am-12:00pm	Location: Don Aitken Centre – Matagarup Room
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Attendees:	
<p>Members</p> <p>John Erceg – Chair (JE) Des Snook (DS) Douglas Morgan (DM) Maurice Cammack (MC) President Cr Karen Chappel (KC) President Chris Antonio (CA) Mayor Deb Hamblin (MDH) David Maclennan (DMC) Nick Sloan (NS)</p>	<p>Others invited.</p> <p>Shane Purdy (IPWEA) (SP) Kevin Pethick (KP) Rebecca Lewis (RL) Ian Duncan (ID)</p>

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
1	ATTENDEES AND APOLOGIES		
		Chair	10:00 – 10:05
2	PREVIOUS MEETING		
2.1	Meeting Held on Tuesday 10 th December 2024.		10:05 – 10:10
2.2	Business arising from previous meeting	MC	10:10 – 10:15
3.	CORRESPONDENCE		
3.1	Letter from Gascoyne Regional Road Group	KP	10:15 – 10:20
4.	FINANCIAL REPORTS		
4.1	Expenditure profile/Sub Programs.	MC	10:20 – 10:30
4.2	Australian Government Program (Black Spot)	MC	10:30 – 10:40
5.	GENERAL REPORTS		
5.1	WALGA Local Roads Program Manager	ID	10:40 – 10:50
5.2	Minder	ID	10:50 – 11:00
5.3	Regional Road Group Report	ID	11:00 – 11:10
5.4	Agreement Commitments <ul style="list-style-type: none"> • <i>Aboriginal employment</i> • <i>Road Safety</i> • <i>Recycled materials</i> 	DS DM DM	11:10 – 11:20
5.5	Roads 2040 Additional Roads	KP	11:20-11:30
6	GENERAL BUSINESS		

6.1	Roads Program 2025-26 (Indicative)	MC	11:30-11:40
6.2	Future State Roads Review– for noting.		
6.3	Classifications and Proclamations – for noting.		
6.4	Heavy Vehicle Services – for noting.		
6.5	Roundtable/Other	ALL	11:40-12:00
7	NEXT MEETING		
	<i>Tuesday 26th August 2025 10:00am-12:00pm at WALGA.</i>	RL	
8	MEETING CLOSE		
	<i>For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email Rebecca.lewis@mainroads.wa.gov.au</i>		12:00

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)

MINUTES – Tuesday 10th December.
(Meeting 03/2024)

Held at WALGA, 170 Railway Parade, West Leederville, WA 6007

SAC Members Present:

John Erceg	MRWA (Chair)
Mr D Snook (DS)	MRWA
Mr M Cammack (MC)	MRWA
Cr K Chappel (KC)	WALGA
Mr N Sloan (NS)	WALGA
President C Antonio (CA)	WALGA
Mayor Deb Hamblin (MH)	WALGA
Mr D MacLennan (DMS)	WALGA

Others in Attendance:

Mr I Duncan (ID)	WALGA
Mr S Purdy (SP)	IPWEA
Ms R Lewis (RL)	MRWA (Secretariat)
Mr K Pethick (KP)	MRWA

Apologies: Mr D Morgan (DM) MRWA

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 – 27th August 2024.

The minutes of the Meeting held on Tuesday, 27th August 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
Vanguards Cont...	Circulation of options for supporting smaller and/or more remote LGA representatives to attend. - Complete Information regarding past attendee's, location and roles would also be distributed to SAC members. - Complete.
GRRG Correspondence In. Additional Project options	Delegates agreed that a letter be drafted for signature by the SAC Chair and President Cr Karen Chappel. - Complete.
WALGA roads program Manager report	Doug Pearson to draft letters both acknowledging good performance and where he is looking to support better delivery outcomes- Ongoing.

Briefing Note to the State Advisory Committee

Local Government Road Safety Vanguards Program – Additional Information

SAC endorsed the funding increase of \$100,000 for the Road Safety Vanguards Program for the of the current agreement, the increase will take the program from \$250,000 to \$350,000 for the duration of the current agreement, to 2027-28.

Vanguards

Action: MC to explore options with the Road Safety branch to create a shorter course for elected members, perhaps including a common core with the existing Vanguards program which would be targeted to officers.

WALGA Roads Program Manager

Action: ID to draft a general letter to the Regional Road Group Chairs to inform them of the letters going to Local Government regarding good performance and the areas for improvement in 2023-24.

3.CORRESPONDENCE

The latest Correspondence to the Gascoyne Regional Road Group was acknowledged.

4.FINANCIAL REPORTS - 2024-25

4.1 Expenditure Profile/Sub Programs

SAC noted the report on the Summary of expenditure for the period ending 31st October 2024.

MC provided a summary of the expenditure for the 2024-25 Program to date.

2024-25 Budget	\$345M
YTD Expenditure	\$124M (25% of the program)
Year-end forecast	\$ 32M (Under expenditure)

All Regions have claimed their direct grant payments, compared to this time last year when 90% of direct grant payments had claimed.

Road Project Grants budget of \$163M (including re-programmed funds from 2023-24) with \$46M (28%) claimed YTD.

Great Southern and Mid-West have claimed 40% of their budgets for 2023-24 YTD, forecasting to spend their full allocated budgets by the end of the financial year.

Remote Access Roads to Communities have claimed \$1.7M out of the \$5.8M budget. Main Roads have allocated regions additional funding which will increase expenditure for 2024-25.

Traffic Management Signs and Pavement Markings has a budget of \$37M and have spent \$9.2M YTD (25%).

Bridge works are forecasting a \$6.5M under expenditure as getting access to bridge contractors remains problematic. We are focusing our efforts on making sure the forecast is correct, so we get more of an accurate view earlier on in the year.

Bridge Inspections are currently forecasting an underspend of \$3.4M compared to this time last year the forecast was at \$1.5M. We are working closely with Project managers to get a more realistic forecasting on what work will be delivered in 2024-25.

State Initiatives has a budget of \$47M and claimed \$18M (38%). State Initiatives are forecasting an underspend of \$5M.

State Black Spot has a budget of \$24.3M and has an expenditure of \$3.5M YTD. Forecasting an underspend of \$4.4M.

Total Current Projects in Black Spot Co-Contribution Program – Local Roads: 107.

- **In Progress:** 27 projects.
- **Completed:** 15 projects.

Total Region Current Projects in Co – Contribution Program – Local Road: 44

- In Progress: 9 Projects.
- Completed: 7 Projects.

Total Metro Current Projects in Co-Contribution Program – Local Road: 63

- In Progress: 18 Projects

- Completed: 8 Projects

Action: MC to explore the options for a Mass Action Treatment within the Metropolitan area.

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.

Metropolitan is a concern as 38 projects are still to commence construction out of 53, 10 currently in progress.

4.3 Commodity Route Fund 2025-26

ID commented briefly on the report provided.

34 applications received and assessed.

15 Projects listed totalling \$3.9M grant funding recommended for inclusion in 2025-26 Local Roads Program Budget and a further 13 projects listed recommended as Reserve Projects should funding be available.

5. GENERAL REPORTS

5.1 WALGA Local Roads Program Manager

A new Local Roads Program Delivery Manager, Mr Reza Najafzadeh, has been appointed to the role commencing 13th January 2025.

Reza will be working closely with the Metropolitan and Southwest Regions.

5.2 MINDER

ID commented briefly on the report provided.

SAC noted the report.

5.3 Regional Road Group Report

ID commented briefly on the report provided.

SAC noted the report.

5.4 RRG Key Performance Indicators 2023-24

Ian Duncan discussed key items in the report.

1.1 Percentage of Black Spot funding acquitted. Gascoyne achieved 100%, with Great Southern achieving 71% and Metropolitan achieving 40%.

1.2 Percentage of Road Project grants acquitted. Gascoyne achieved 100%, with Pilbara achieving 26% and Metropolitan achieving 64%.

2.2 Number of Local Governments by RRG that provided a road inventory date update to Main Roads WA for uploading into the IRIS database in the last three years. Chair noted that the data may no longer be current and suitable to support decision-making. Main Roads and WALGA need to communicate to regions to spend more time updating the IRIS database.

2.3 Level 1 Bridge inspections were completed and documented on more than 80% of the bridges in regional areas. Gascoyne and Goldfields-Esperance regions conducted inspections on 100% of their bridge assets, while Wheatbelt South achieved just 59%.

5.5 Agreement Commitments

Aboriginal Employment Working Group

DS raised the concern that the Aboriginal Employment Working Group won't be able to fulfil the tasks due within the procedures before July 2025. The Aboriginal Employment Working Group will only be able to complete the work by July 2026.

Action: DS to provide SAC members with a progress report on the Aboriginal Employment Working Group.

Road Safety - SAC noted the report.

Recycled Material - SAC noted the report.

6. GENERAL BUSINESS

6.1 Heavy Vehicle Services

DS commented briefly on the report provided.

SAC Noted the report.

6.2 Classifications & Proclamations

Chair commented briefly on the report provided.

SAC noted the attached table of classifications and proclamations.

6.3 Roundtable/Other

LG TRRIP report noted.

WALGA Transport and Roads forum will take place on **Thursday 14th August 2025.**

Safer Rural Local Roads Program – Main Roads has appointed a program manager to do program development work in anticipation of the \$50M per year 5-year program being funded by the State and Federal Government to improve regional road safety outcomes.

Action: MC to provide an update at the next SAC meeting on the Safer Country Local Roads Program development.

Funding for the Transport Sustainability Knowledge Hub:

Paper provided by Steve Beyer, Director Transport Sustainability and Strategic Projects

It was resolved that the State Advisory Committee:

1. Promotes the Knowledge Hub across local government.
2. Supports a funding contribution of \$142,000 from the State Initiatives allocation in the State Road Funds for Local Government Agreement in 2025/26 subject to a commitment to expand the hub to include tools suitable for Local Government scale projects and road design requirements.

Submission to the State Advisory Committee:

Paper provided by Steve Beyer, Director Transport Sustainability and Strategic Projects

Mine Waste Rock

The State Advisory Committee:

1. Supported a two-year trial of mining waste on local roads in the Goldfields Esperance Region.
2. Noted the indicative \$730,000 value of mining royalties payable over the two year trial period.

The State Advisory Committee does not approve recoup of the mining royalties from the Goldfields Esperance Road Projects Grant funding component of the State Road Funds to Local Government Agreement.

Action: MC & ID to meet with Steve Beyer regarding the feedback from the SAC and develop options for further consideration.

7.NEXT MEETING

10:00 am Tuesday 29th April 2024 at Don Aitken Centre, Main Roads WA.

8.MEETING CLOSE

There being no further business the meeting closed at 12:30pm.

**APPENDIX A
Action List**

Reference Item No/Officer	Action Required / Taken / Agenda Items
Vanguards 2.2 MC	Action: MC to explore options with the Road Safety branch to create a shorter course for elected members, perhaps including a common core with the existing Vanguards program which would be targeted to officers.
RRG 2.2 ID	Action: ID to draft a general letter to the Regional Road Group Chairs to inform them of the letters going to Local Government regarding good performance and the areas for improvement in 2023-24.
Financial Report 4.1 MC	Action: MC to explore the options for a Mass Action Treatment within the Metropolitan area.
Agreement Commitments / Aboriginal Employment. 5.5 DS	Action: DS to provide SAC members with a progress report on the Aboriginal Employment Working Group.
Safer Country Local Roads Program 6.5 MC	Action: MC to provide an update at the next SAC meeting on the Safer Country Local Roads Program development.
Mine Waste Rock 6.5 MC & ID	Action: MC & ID to meet with Steve Beyer regarding the feedback from the SAC and develop options for further consideration.

2.2 Refers to Summary of Actions from minutes for meeting (03/2024) 10th December 2024.

Reference Item No/Officer	Action Required / Taken / Agenda Items
Vanguards 2.2 MC	Complete: Paper attached. Action: MC to explore options with the Road Safety branch to create a shorter course for elected members, perhaps including a common core with the existing Vanguards program which would be targeted to officers.
RRG 2.2 ID	Action: ID to draft a general letter to the Regional Road Group Chairs to inform them of the letters going to Local Government regarding good performance and the areas for improvement in 2023-24.
Financial Report 4.1 MC	Ongoing Action: MC to explore the options for a Mass Action Treatment within the Metropolitan area.
Agreement Commitments / Aboriginal Employment. 5.5 DS	Complete: Paper attached under 5.4 – Aboriginal Employment Action: DS to provide SAC members with a progress report on the Aboriginal Employment Working Group.
Safer Country Local Roads Program 6.5 MC	Complete Action: MC to provide an update at the next SAC meeting on the Safer Country Local Roads Program development.
Mine Waste Rock 6.5 MC & ID	Complete Action: MC & ID to meet with Steve Beyer regarding the feedback from the SAC and develop options for further consideration.



File No: 25/1910; Doc ref: D25#

Briefing Note to the State Advisory Committee for Local Roads

Local Government Road Safety Vanguard Program

Action 2.2: Vanguard Course Structure

KEY MESSAGE

Action 2.2 of the State Advisory Committee meeting on 10th December 2024, specified exploring 'options with the Road Safety Branch to create a shorter course for elected members, perhaps including a common core with the existing Vanguard program which (is) targeted to officers'.

The Road Safety Branch has reviewed several options, three of which are presented here, and have offered a recommendation that: meets the objectives of the State Advisory Committee for Local Roads; offers the principal road safety educational elements; delivers the information effectively; and is reasonable in terms of attendance expectations.

Note a new format of the Vanguard Program as presented as **Option 1: Combined Day-1**. In this scenario, Local Government executives and councillors attend Day 1 (of 3 days) of the Program together with the engineering and technical staff from the Local Government Authorities. This option is regarded most suitable, offering best value in terms of fiscal and time efficiency, behavioural change impact and development potential.

Current Situation

The Local Government Road Safety Vanguard Program has successfully delivered four events over the past two years, in two metropolitan and two regional locations -each involving three full days of attendance. Throughout this period, adjustments were made based on feedback from participants, refining the program to better address the needs and preferences of the course attendees (including tailoring content for rural and metropolitan locations). Feedback has consistently supported the 3-day program format. In addition, there has been increased interest, and a growing need, to provide Local Government councillors and executives (who are often time-constrained) with the opportunity to access and learn key information being offered via the Vanguard Program.

In meeting the requirements of Action 2.2 from the 10 December State Advisory Committee meeting, several options were explored to determine the best approach to modifying the current Program to incorporate the delivery of key road safety information pertinent for councillors and executives in an accessible format that optimised opportunities for learning.

Planning for the 2025 Vanguard Program has commenced with the next event to take place at the University of Western Australia later this year. The structure of the 2025 event, designed to include councillors and executives, will be determined by the State Advisory Committee for Local Roads as an outcome of this Briefing Note.

Delivery Options

The current Program is formatted in 3 days and is attended by engineering and technical staff from Local Government Authorities.

Day 1	Day 2	Day 3
engineering & technical staff	engineering & technical staff	engineering & technical staff

Option 1: Combined Day 1

Option 1 delivers key road safety education to Local Government councillors and executives in addition to engineering and technical staff from Local Government Authorities on Day 1 (of the 3 day event). The information delivered on Day 1 offers critical preliminary information for the technical staff and offers comprehensive road safety education for councillors and Local Government executives.

Day 1	Day 2	Day 3
engineering & technical staff	engineering & technical staff	engineering & technical staff
councillors & Local Government executives		

Option 2: Extra Day for Councillors and Executive

Option 2 delivers a 1-day comprehensive road safety education for councillors and Local Government executives in addition to the 3-day Program for engineering and technical staff.

Extra Day	Day 1	Day 2	Day 3
councillors & Local Government executives	engineering & technical staff	engineering & technical staff	engineering & technical staff

Option 3: Video for Councillors and Executive

Option 3 delivers a short 3-hour long road safety overview in online video format for councillors and Local Government executives. This is in addition to the 3-day Program for engineering and technical staff.

3-Hour Video	Day 1	Day 2	Day 3
councillors & Local Government executives	engineering & technical staff	engineering & technical staff	engineering & technical staff

A detailed assessment of each option is provided in the table below.

Advantages	Disadvantages
Option 1: Combined Day 1 – PREFERRED	
<ul style="list-style-type: none"> - Councillors and Local Government executives meet and learn from experienced road safety professionals - No misinterpretation of the message - Comprehensive road safety education and messaging - Enhanced understanding of the roles and responsibilities of local government staff and councillors - Opportunities to learn from other local governments through hearing questions being asked and the ability to pose questions - Opportunity to network and exchange expertise - Presenters will not need to repeat the content - Increased understanding and accountability - Establishes cultural and behavioural change - Aligns with the road safety goal - Marginal expense incurred 	<ul style="list-style-type: none"> - Increase in expense due to increase in capacity of venue for Day 1, extra catering
Option 2: Extra Day for Councillors and Executive	
<ul style="list-style-type: none"> - Meet and learn from experienced road safety professionals - No misinterpretation of the message - Comprehensive road safety education and messaging - Opportunity to network and exchange expertise - Increased understanding and accountability - Establishes cultural and behavioural change - Aligns with the road safety goal 	<ul style="list-style-type: none"> - Increased expense is significant (extra whole day) ~ one third of an increase - Extra accommodation and time expense for presenters and government staff (interstate from CASR and intrastate if in regional locations) - Repetition of content for presenters in the same week - No networking opportunities between staff/officers and executive - Likely that the attendance of councillors and executive may be very low – particularly in the regionally located events) (lower ROI)

Option 3: Video for Councillors and Executive	
<ul style="list-style-type: none"> - film production cost would likely be less than in person training costs - Easily shared online - Potential for more councillors and Local Government executives to gain some road safety information - Provides executives and councillors with flexibility around viewing times 	<ul style="list-style-type: none"> - Video may outdate quickly, changes to the content and reproduction of the video will be required - Watching the video may not be a priority – may get lost in the ‘in-box’ - Reduced likelihood of understanding - Content will be limited and summarised - Questions cannot be immediately answered - No networking opportunities - Engagement and understanding of the video may be difficult to monitor - No accountability - Unlikely to initiate cultural and behavioural change

Financial Implications

Funding of \$350,000 per annum commencing July 2025 is estimated to be adequate for the: modified program to be delivered twice per year to manage the events. The aim will be to deliver the Program in metropolitan (Perth) and at regional locations every year (after 2025), with a calendar of events being prepared in advance to allow for regional planning and promotion.

Prepared by: David Moyses, **Manager Road Safety, Main Roads WA**

NOTED / APPROVED / NOT APPROVED

On behalf of the State Advisory Committee for Local Roads

/ / 2025

Transport Sustainability Knowledge Hub

Introduction/ Context

At its 10 December 2024 meeting, the State Advisory Committee considered a proposal from the Transport Portfolio's Sustainability and Strategic Projects Office relating to a funding contribution to, and promotion of, a new sustainability knowledge hub. The Hub is being developed to support greater uptake in recycled/reuse and low carbon materials and products in transport and infrastructure projects.

The State Advisory Committee resolved to:

1. promote the Knowledge Hub across local government.
2. support a funding contribution of \$142,000 from the State Initiatives allocation in the State Road Funds for Local Government Agreement in 2025/26, **subject to** a commitment to expand the hub to include tools suitable for Local Government scale projects and road design requirements.

Features of the Hub

The Hub is designed to have relevance across all types of transport infrastructure, including state and local roads, railways, bike paths and marinas. For each type of infrastructure, the Hub will cross-match a profile of the infrastructure (eg roads – sub base, base course, seal surface) with sustainable materials opportunities and suppliers.

The Hub's features include:

- A map to locate suppliers of recycled/reuse and low carbon materials and products across WA;
- Materials guides to raise awareness of what is commonly used, less common, and subject to innovative trials;
- Case studies of trials and examples of low carbon, recycled and reuse materials in transport applications;
- Relevant research from a range of key partners (eg WARRIP, NTRO); and
- A training/ webinar portal to raise awareness and increase skills across different aspects of the circular economy and sustainable materials in infrastructure.

Application of the Hub to local government

The features built into the Hub will provide awareness for local government engineers and sustainability staff of:

- opportunities for use of sustainable materials in a range of infrastructure projects, as well as for their industry partners (ie consultants and contractors);

- procurements guidelines, tools and information to assess the carbon footprint and recycled material content across the life cycle of assets, using examples from WA and other jurisdictions;
- accessible information on the progression of new materials from trials to specification updates. (The Transport Portfolio's work program is addressing a range of barriers to increase the number and type of materials suitable for use.); and,
- a search function for suppliers of sustainable materials and products within the local government locality across WA.

The road works undertaken by local government are substantially routine maintenance and resealing. Some new infrastructure such as off-road bike paths are constructed with funding support from the State Government. Significant new road works such as construction of additional carriageways are usually limited to areas with high traffic growth

The first 'live-version' of the Hub will have case studies from:

- City of Canning – use of recycled road base materials and other sustainable materials across their asset investment program since 2019.
- City of Armadale - trial of recycled materials in pavement on METRONET Denny Avenue project, laid on Third Avenue in Kelmscott (by contractor Downer).

Additional case studies will be sought through WALGA and local authorities over time to ensure that this information sharing is up to date. As well, innovation by Main Roads in the construction of off-road bike paths will be profiled and presented as case studies to inform opportunities for local authorities.

It is recognised that substantial road works are undertaken in land development, with subdivision works being carried out by civil contractors for developers. These assets are handed over to local government.

- The Transport Portfolio, through the Sustainability and Strategic Projects Office, will engage with IPWEA and the WAPC to identify opportunities for greater use of sustainable materials in asset management policies, standards and guidance.
- The Transport Portfolio will continue to work with the Department of Water and Environmental Regulation to ensure that the Roads to Reuse program and the Recovered Materials Framework provides for a transparent process and wider range of audited sustainable materials.



OFFICIAL



STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS

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

Our Ref: 802908

Cr H McTaggart
Chairperson Gascoyne Regional Road Group
c/- Shire of Upper Gascoyne
4 Scott Street
GASCOYNE JUNCTION WA 6705

By email: crhmctaggart@uppergascoyne.wa.gov.au

Dear Hamish

Request to establish a sealing / re-sealing equalisation fund

Thank you for your letter dated 3 December 2024.

Members of the SAC acknowledge the unprecedented escalation in the costs of road building and in particular road sealing work, which has occurred in recent years. All Local Governments and Main Roads WA have been grappling with this problem and projects have been cancelled or delayed due to tendered costs far exceeding budget provisions. The ongoing assessed shortfall in road preservation funding is also acknowledged.

Road project and maintenance funding provided by the State and Federal Governments is distributed by the Local Governments Grants Commission using the Asset Preservation Model. The model has been built over many decades through collaboration with stakeholders and has been designed to consider the differences that are encountered by Local Governments across the vast state of WA.

A summary of the various components of the model in relation to the Gascoyne Region are summarised below:

Local Government Grants Commission APM cost regions

The four Gascoyne Regional Road Group Local Governments are spread across three Grants Commission cost regions. The determination of cost regions was based on input from industry engineers taking into account the effect of location, climate and terrain on costs.

REGION 16

Cue
Laverton
Leonora
Meekatharra
Menzies
Mount Magnet
Murchison

Ngaanyatjarraku
Sandstone
Upper Gascoyne
Wiluna

REGION 17

Carnarvon
Shark Bay

REGION 18

Exmouth
Karratha
Port Hedland

While the costs used in the Asset Preservation Model (APM) are generally different in each region, some costs may be the same for different regions. For example, the APM costs for annual maintenance and reconstruction for sealed roads in built up areas are the same for cost regions 16 and 17. Similarly, APM costs for annual maintenance of gravel roads are the same for these cost regions. These regions have slightly different costs for other APM components.

Increased unit costs in the Gascoyne region

A review of unit rates and asset preservation costs was undertaken in 2023-24 and will be implemented in the Asset Preservation Model (APM) for the 2025-26 road grant allocations.

As a result of the review the costs established in the 2018 cost review will increase by 53.6% for regional local governments (and a slightly lower increase for metropolitan Local Governments). With this cost increase applied to the 2024-25 APM, the State-wide assessed need increases by 16.3% from \$1.166bn to \$1.356bn. While there is likely to be an increase in the pool of funding to be distributed in the 2025-26 allocations, this increase is likely to be significantly less than the increase in the assessed asset preservation need. The asset preservation gap will therefore increase.

While there is likely to have been further cost escalations in the regions since the cost review was completed, a large part of the cost escalation claimed by the Gascoyne RRG will be reflected in the updated costs in the model.

Two Gascoyne Local Governments (Upper Gascoyne and Exmouth) provided data for the 2018-19 cost review and three (Carnarvon, Exmouth and Shark Bay) provided data for the 2023-24 cost review, so it is difficult to directly compare regional movements in reported costs.

The Gascoyne Local Governments, along with the other remote northern Local Governments in the Pilbara, Kimberley and pastoral Midwest regions, are recognized as having the highest costs in the State for road maintenance and construction.

The APM assumes sealed roads are resealed every 15 years (on average), except in the Pilbara and Kimberley Regions where 12 years is used. This assumption was based on advice from MRWA and Local Government engineers.

In the WALGA Road Asset and Expenditure return Local Governments are asked to provide an "Estimated average frequency across the network of reseal of sealed roads". Average frequencies reported by councils for roads outside built up areas range from 5 years (Wyndham-East Kimberley) to 40 years (Moora, Murray). Upper Gascoyne reported a frequency of 10 years. Carnarvon aims to reseal sprayed seals every 10-12 years.

Cost Differentials

The cost differentials (aggregate transportation and availability, traffic control costs etc.) suggested in your letter can largely be applied to other remote Local Governments.

These explanatory factors are at present not explicitly taken into account in the APM however it can be noted that two Gascoyne shires reported in the 2023 cost review cartage leads of 35km and 45km for gravel for resheeting unsealed roads. There was no evidence in the 2023 cost review that the reported thickness of sealed pavement were greater in the Gascoyne region.

Grant outcomes

All four Gascoyne LGs receive benefit from the minimum standards applied in the APM and the pavement improvement factor of 1.3. Other remote northern Local Governments in the Pilbara, Kimberley and pastoral Midwest regions (cost regions 15 to 21) also benefit from the pavement improvement factor, notionally to allow extra funding towards the sealing unsealed roads.

It is worth noting that Local Governments in the Gascoyne RRG region currently receive 3.25% of Financial Assistance road grants, although they only have 0.36% of the State's population and 1.3% of that States sealed roads, so there is clearly already a significant allocation of funds to the Gascoyne region.

In conclusion, while acknowledging the difficulties experienced, these are not unique to the Gascoyne and are experienced to a degree in all regions. The APM has been designed to account for the differences across the regions and although not perfect, it is effective in achieving the goal to distribute funding in a fair and equitable manner. The SAC does not consider that a seal / reseal equalisation fund is an appropriate mechanism to resolve the issues raised, nevertheless improvements to the APM and other interventions are considered where appropriate, an example being the recent redistribution of road project grant funding to the Gascoyne Region.

Yours sincerely

President Karen Chappel
WALGA President

John Erceg
Managing Director, Main Roads WA



Gascoyne Regional Road Group

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

3 December 2024

Dear Committee Members,

Request to establish a sealing / re-sealing equalisation fund

The issue of Asset Preservation has been with Local Government for many years. According to the WALGA Report on Local Government Road Assets and Expenditure 2022-2023 (page14).

"Local Governments spent \$700.32 million on road preservation. The \$257.0 million shortfall in 2022-23 is \$25.3 million less than in 2021-22 and \$101.3 million greater than in 2018-19.

The shortfall for 2022-23 is somewhat ameliorated by the expenditure of \$46.2 million on repairing flood damage which by its nature includes an element of asset renewal.

It is clear that the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs."

Although these statistics relate to both sealed and unsealed roads the greatest concern is with either improving a road(s) asset by taking it/them to a sealed standard or maintaining an existing sealed road by re-sealing the asset. In areas like the Gascoyne the Asset Preservation Model assumes that sealed roads are re-sealed every 15 years whereas sealed roads subject to extreme weather conditions and when combined with relatively low traffic movements the resealing is between 10-12 years. If we reduce this embedded assumption to 10 years the increase in the Asset Preservation Value increases significantly and only exasperates the need for further funding from Local Governments in order to preserve their asset(s).

Capacity to Fund Road Preservation Needs and Local Government Road Expenditure from its Own Resources

Over the whole State, Local Governments would have to spend 26.6% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation.

*The percentage that Local Governments would have to spend varies widely between the regions from **9.9% for the Metropolitan Region to 106.8% for Gascoyne Region.***

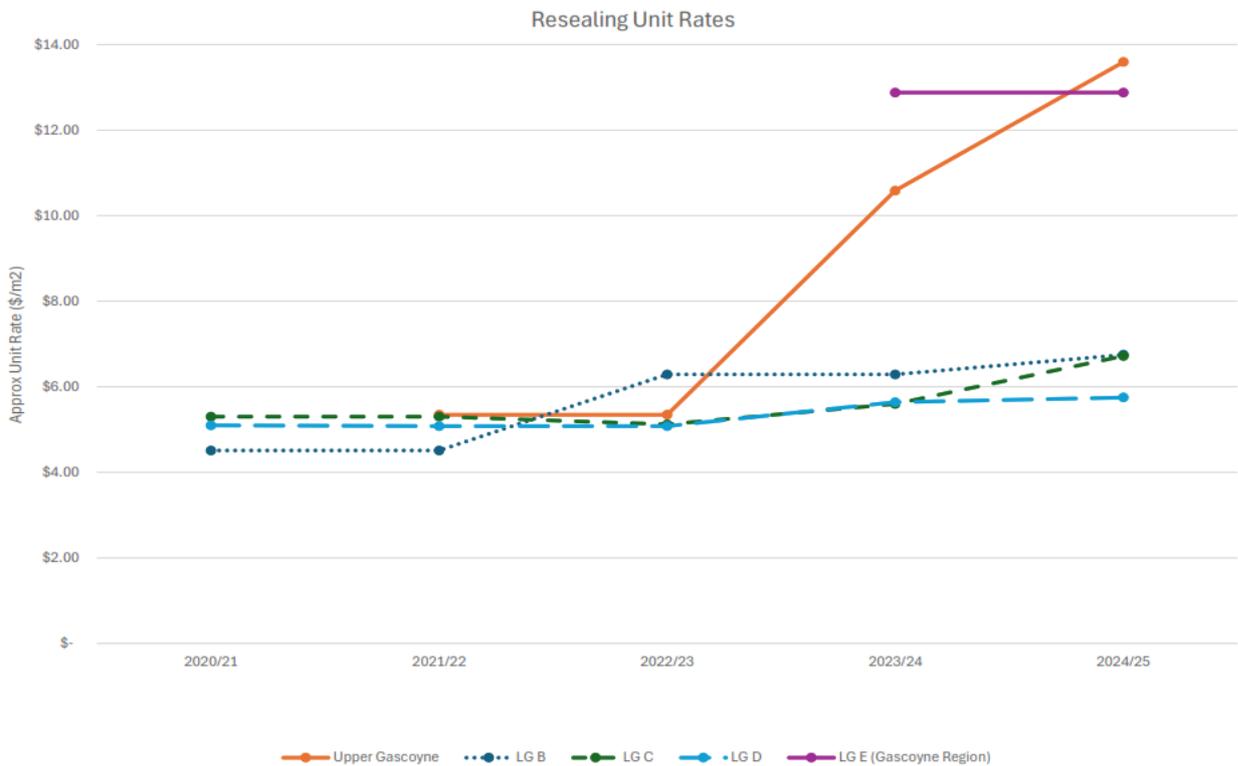


Gascoyne Regional Road Group

Current Unit Cost of Resealing Bitumen Roads

As can be seen from the following graph there has been an extreme cost increase from 2022/23 with costs increasing from approximately \$5.00 per square metre to approximately \$14 per square metre. This represents a 180% increase over two years.

Note: Costs inclusive of transport of aggregate materials, mobilisation and demobilisation of sealing crew/plant/equipment and traffic management.



Possible Explanatory Cost Differentials

1. Aggregate Transportation and Availability

Distance and Freight Costs: Gascoyne Shires relies on aggregate from Onslow and Geraldton, leading to high transportation costs due to long travel distances and challenging logistics. These freight expenses have a significant impact on the per-square-meter cost in the Gascoyne.

Supply and Sourcing: The lack of local aggregate sources necessitates sourcing from distant locations, which raises total project costs compared to Shires with closer resources.

2. Spray Rates, Bitumen, and Sealing Material

Environmental Adjustments: The Gascoyne’s extreme heat and UV exposure require higher spray rates and thicker sealing layers to withstand wear, increasing material costs.



Gascoyne Regional Road Group

Low Traffic Volume Impact: The lack of high-volume traffic in the Gascoyne means that there is less natural compaction of the aggregate into the seal. This increases the need for additional bitumen to ensure adequate binding, which drives up material costs further compared to areas with higher traffic.

3. Labor and Equipment Mobilisation

Remote Mobilisation: The costs of transporting labour and equipment to this remote area are high. These include extended travel time, higher wages to attract workers, and accommodation costs due to the distance from work sites.

Accommodation Challenges: Crews often must stay many kilometres from job sites, which reduces productivity and adds significant travel and accommodation expenses.

Reduced Efficiency: The logistical challenges and daily travel times to and from accommodations reduce efficiency, raising the overall cost per square metre.

4. Traffic Control Costs

Rising Traffic Control Expenses: Traffic control has become more costly due to increased safety requirements, rising wages, and limited local availability. In the Gascoyne region, the lack of local providers means traffic control crews may need to be brought in from other areas, increasing mobilisation and labour costs.

5. Economies of Scale

Project Size and Scope: Smaller, more isolated projects in the Gascoyne limit economies of scale, which raises the per-unit cost compared to larger, more continuous projects in other areas.

6. Supplier Market and Competition

Limited Supplier Options: With few contractors equipped to work in such remote locations, prices remain high, as reflected by similar rates across multiple tenders.

Supplier Risk Premium: Suppliers often add a risk premium to cover unexpected delays, harsh weather, and increased equipment wear in remote regions.

Case Study

It has been the Strategic focus for the Shires of Carnarvon, Meekatharra and the Shire of Upper Gascoyne to have an all-weather sealed road that joins the Great Northern Highway with the Northwest Coastal Highway.

This regional connector is of State significance as it connects the two major highways with the only other connections being the Mount Magnet to Geraldton Road and the Nanutarra Munjina Road.



Gascoyne Regional Road Group

Carnarvon has completed its section, and Meekatharra has nearly completed its section with approximately 30 kilometres left to finish. The Shire of Upper Gascoyne has approximately a further 198.60 SLK's left to complete our section.

The Shire of Upper Gascoyne has approximately 127 kilometres of sealed roads, and at the current rate of \$98,000 per kilometre, it equates to \$12,446,000 when amortised over 10 years, the Shire will need to either expend or put into reserve \$1,244,600 per annum.

Obviously, for every kilometre laid in addition to the current sealed roads, the reseal cost grows bigger and bigger. If we complete the additional 198.60 SLK's the annual reseal cost will increase by a further \$1,940,400 or when combined with the existing annual cost/allowance the total annual cost would increase to \$3,185,000.00.

Solution

The Gascoyne Regional Road Group is deeply concerned with this unprecedented price escalation and the effect that this will have on preserving the existing sealed roads and constructing new sealed roads within our region.

The Gascoyne RRG requests that the State Roads Advisory Committee establish a seal / reseal equalisation fund.

It is envisaged that this fund can take the average cost of sealing / resealing for the district on a per square metre basis and if an individual local government program is over the average, the fund can make up the difference between the average and the actual cost.

Regards,

A handwritten signature in blue ink, appearing to read 'Hamish McTaggart'.

Hamish McTaggart
Chairperson
Gascoyne Regional Road Group



OFFICIAL



STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS

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

Our Ref: 802908

Cr H McTaggart
Chairperson Gascoyne Regional Road Group
c/- Shire of Upper Gascoyne
4 Scott Street
GASCOYNE JUNCTION WA 6705

By email: crhmctaggart@uppergascoyne.wa.gov.au

Dear Cr McTaggart

REQUEST TO ESTABLISH A SEALING / RE-SEALING EQUALISATION FUND

Thank you for your letter dated 3 December 2024.

Members of the State Road Funds to Local Government Advisory Committee (SAC) acknowledge the unprecedented escalation in the costs of road building and in particular, road sealing work which has occurred in recent years. All Local Governments and Main Roads have been grappling with this problem and projects have been cancelled or delayed due to tendered costs far exceeding budget provisions. The ongoing assessed shortfall in road preservation funding is also acknowledged.

Road project and maintenance funding provided by the State and Federal Governments is distributed by the Local Governments Grants Commission using the Asset Preservation Model (APM). The model has been built over many decades through collaboration with stakeholders and has been designed to consider the differences that are encountered by Local Governments across the vast state of Western Australia.

A summary of the various components of the model in relation to the Gascoyne Region are summarised below:

Local Government Grants Commission APM cost regions

The four Gascoyne Regional Road Group (RRG) Local Governments are spread across three Grants Commission cost regions. The determination of cost regions was based on input from industry engineers taking into account the effect of location, climate and terrain on costs.

REGION 16

Cue
Laverton
Leonora
Meekatharra
Menzies
Mount Magnet
Murchison

Ngaanyatjarraku
Sandstone
Upper Gascoyne
Wiluna

REGION 17

Carnarvon
Shark Bay

REGION 18

Exmouth
Karratha
Port Hedland

While the costs used in the APM are generally different in each region, some costs may be the same for different regions. For example, the APM costs for annual maintenance and reconstruction for sealed roads in built up areas are the same for cost regions 16 and 17. Similarly, APM costs for annual maintenance of gravel roads are the same for these cost regions. These regions have slightly different costs for other APM components.

Increased unit costs in the Gascoyne region

A review of unit rates and asset preservation costs was undertaken in 2023-24 and will be implemented in the APM for the 2025-26 road grant allocations.

As a result of the review, the costs established in the 2018 cost review will increase by 53.6 per cent for regional local governments (and a slightly lower increase for metropolitan Local Governments). With this cost increase applied to the 2024-25 APM, the State-wide assessed need increases by 16.3 per cent from \$1.166 billion to \$1.356 billion. While there is likely to be an increase in the pool of funding to be distributed in the 2025-26 allocations, this increase is likely to be significantly less than the increase in the assessed asset preservation need. The asset preservation gap will therefore increase.

While there is likely to have been further cost escalations in the regions since the cost review was completed, a large part of the cost escalation claimed by the Gascoyne RRG will be reflected in the updated costs in the model.

Two Gascoyne Local Governments (Upper Gascoyne and Exmouth) provided data for the 2018-19 cost review and three (Carnarvon, Exmouth and Shark Bay) provided data for the 2023-24 cost review, so it is difficult to directly compare regional movements in reported costs.

The Gascoyne Local Governments, along with the other remote northern Local Governments in the Pilbara, Kimberley and pastoral Midwest regions, are recognised as having the highest costs in the State for road maintenance and construction.

The APM assumes sealed roads are resealed every 15 years (on average), except in the Pilbara and Kimberley Regions where 12 years is used. This assumption was based on advice from Main Roads and Local Government engineers.

In the WALGA Road Asset and Expenditure return, Local Governments are asked to provide an "Estimated average frequency across the network of reseal of sealed roads". Average frequencies reported by councils for roads outside built up areas range from 5 years (Wyndham-East Kimberley) to 40 years (Moora, Murray). Upper Gascoyne reported a frequency of 10 years. Carnarvon aims to reseal sprayed seals every 10-12 years.

Cost Differentials

The cost differentials (aggregate transportation and availability, traffic control costs etc.) suggested in your letter, can largely be applied to other remote Local Governments.

These explanatory factors are at present not explicitly taken into account in the APM, however it can be noted that two Gascoyne Shires reported in the 2023 cost review, cartage leads of 35 kilometres and 45 kilometres for gravel for resheeting unsealed roads. There was no evidence in the 2023 cost review that the reported thickness of sealed pavement was greater in the Gascoyne region.

Grant Outcomes

All four Gascoyne Local Governments receive benefit from the minimum standards applied in the APM and the pavement improvement factor of 1.3. Other remote northern Local Governments in the Pilbara, Kimberley and pastoral Midwest regions (cost regions 15 to 21) also benefit from the pavement improvement factor, notionally to allow extra funding towards the sealing of unsealed roads.

It is worth noting that Local Governments in the Gascoyne RRG region currently receive 3.25 per cent of Financial Assistance road grants, although they only have 0.36 per cent of the State's population and 1.3 per cent of that States sealed roads, so there is already a significant allocation of funds to the Gascoyne region.

In conclusion, while acknowledging the difficulties experienced, these are not unique to the Gascoyne and are experienced to a degree in all regions. The APM has been designed to account for the differences across the regions and although not perfect, it is effective in achieving the goal to distribute funding in a fair and equitable manner. The SAC does not consider that a seal / reseal equalisation fund is an appropriate mechanism to resolve the issues raised. Nevertheless, improvements to the APM and other interventions are considered where appropriate, an example being the recent redistribution of road project grant funding to the Gascoyne Region.

Yours sincerely



John Erceg

09 APR 2025

CHAIR STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE



Cr Karen Chappel

PRESIDENT WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

Local Roads Program

Summary of State Road Funds to Local Government Agreement
 Period Ending March (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				
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	
Current Budget	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	
Expenditure to date	1,773	41,203	82,049	6,887	3,428	22,636	6,112	1,402	31,453	1,439	135,340	63,042	198,382	
Expenditure Forecast to 30 June 2025	1,906	41,203	126,321	17,937	5,857	35,116	13,450	2,451	42,034	2,163	193,224	95,214	288,438	
EOY Variance (Budget less Expenditure YTD)	(810)	0	(37,099)	(6,371)	0	(2,154)	(4,030)	(949)	(4,973)	(985)	(44,280)	(13,091)	(57,371)	
% variance of budget	-29.8%	0.0%	-22.7%	-26.2%	0.0%	-5.8%	-23.1%	-27.9%	-10.6%	-31.3%	-18.6%	-12.1%	-16.6%	
Under or over budget	Under		Under	Under		Under	Under	Under		Under				

**MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 9 (As at 31 Mar 2025)**

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 75% of the financial year elapsed, expenditure on the State Black Spot Program for 2024/25 is \$ 15.29m or 43% of the approved budget, including carryovers, of \$ 35.50m.

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

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$8.41m. 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 \$5.32m. The total budget including carryovers is \$18.46m.

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

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$0.10m. 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 \$1.46m. 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	\$8.41	\$12.11	33	12
Local Roads (Co-Contribution)	\$18.46	\$5.32	\$12.87	107	54
Local Roads (Enabling Actions)	\$1.18	\$0.10	\$0.10	3	2
Local Roads (Mass Action Treatments)	\$4.11	\$1.46	\$5.40	4	3
Total	\$35.50	\$15.29	\$30.48	147	71

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		
State Program (for State roads)										
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	\$0.92	2	2	0	0	0	0	\$0.14	\$0.84
Goldfields - Esperance	-\$0.34	\$1.31	2	2	0	0	0	0	\$0.28	\$0.44
Kimberley	-\$0.36	\$0.44	3	0	1	0	0	2	\$0.34	\$0.35
Wheatbelt	-\$0.54	\$0.83	2	1	0	0	0	1	\$0.46	\$0.83
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$3.10	\$8.10	24	12	5	4	0	3	\$7.19	\$9.65
Funds for Reallocation -Rural	\$0.27	\$0.15								
Funds for Reallocation -Metro	\$0.00	\$0.00								
Total	\$1.75	\$11.75	33	17	6	4	0	6	\$8.41	\$12.11
State Program (for Local roads-Co-Contribution) – excludes LGA funding										
Great Southern (*)	\$0.00	-\$0.01	1	0	0	0	0	1	-\$0.01	-\$0.01
South West	\$0.79	\$2.57	16	9	2	0	0	5	\$0.30	\$1.81
Gascoyne (**)	\$0.00	\$0.33	1	1	0	0	0	0	\$0.00	\$0.00
Mid West	\$0.03	\$1.33	5	4	1	0	0	0	\$0.48	\$1.33
Goldfields - Esperance	\$0.03	\$1.27	3	2	0	0	0	1	\$0.48	\$1.27
Kimberley (***)	\$0.11	\$0.30	6	0	3	1	0	2	\$0.00	\$0.21
Wheatbelt South	\$0.08	\$0.04	3	0	1	0	0	2	\$0.03	\$0.04
Wheatbelt North	\$0.05	\$1.50	7	4	2	0	0	1	\$0.51	\$1.35
Pilbara	\$0.04	\$0.31	2	2	0	0	0	0	\$0.12	\$0.22
Metro (****)	\$5.99	\$10.81	63	26	17	4	0	16	\$3.40	\$6.64
Total	\$7.12	\$18.46	107	48	26	5	0	28	\$5.32	\$12.87
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)										
Grand total	\$8.88	\$30.21	140	65	32	9	0	34	\$13.73	\$24.98

GSR (*)

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

Gascoyne(**)

Expenditure for stage 2 was not claimed due to a resourcing issue for a project.

Kimb (***)

Expenditure has turned zero or negative due to prior over accruals spanning across financial years.

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		
Metropolitan Region-Co-Contribution Program (only)										
North West	\$1.52	\$2.31	14	6	3	0	0	5	\$0.41	\$1.12
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (#)	\$0.21	\$0.18	5	0	4	0	0	1	\$0.11	\$0.18
East	\$0.33	\$0.30	3	0	1	1	0	1	\$0.30	\$0.30
South East	\$1.17	\$2.88	23	13	6	0	0	4	\$0.89	\$1.57
South West (##)	\$2.75	\$5.15	18	7	3	3	0	5	\$1.69	\$3.47
Total	\$5.99	\$10.81	63	26	17	4	0	16	\$3.40	\$6.64

Central(#)

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

South West (##)

Actual expenditure comprises refund from one withdrawn project and an excess claims refunded for completed projects.

Sub Group**North West**

Joondalup, Stirling & Wanneroo

West

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

Central

Perth, Subiaco & Vincent

East

Bassendean, Bayswater, Kalamunda, Mundaring & Swan

South East

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

South West

Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

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

Holding Account for State Program (for Local roads-Co-Contribution, Enabling Actions and Mass Action Treatments)

Region	Carried forward from previous years (\$M)	Current 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	\$0.55								

Funds for Reallocation (#)

Pending budget transfer of \$400k to Mass Action Treatment Program

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		
Budget & Programming										
LG Road Safety Vanguard	\$0.24	\$0.24	1	0	1				\$0.06	\$0.06
Online Grant Administration System (#)	\$0.95	\$0.95	1	0			1		\$0.04	\$0.04
Business Case for High Speed LG Roads	\$0.00	\$0.00	1	0				1	\$0.00	\$0.00
Total	\$1.18	\$1.18	3	0	1	0	1	1	\$0.10	\$0.10

Online Grant Administration System (#) Pending budget transfer of \$900k to Mass Action Treatment Program

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		
Budget & Programming										
South West	\$0.04	\$0.04	1					1	\$0.00	\$0.04
Great Southern	\$0.47	\$0.47	1					1	\$0.46	\$0.46
Mid-West (\$)	\$0.00	\$2.50	1	1					\$1.00	\$3.80
Goldfields-Esperance	\$1.10	\$1.10	1					1	\$0.00	\$1.10
Total	\$1.61	\$4.11	4	1	0	0	0	3	\$1.46	\$5.40

Mid-West (\$) Pending budget transfer of \$900k & \$400k to Mass Action Treatment Program under MWG region project.

Metropolitan and South West Regions
Local Road Program Delivery Status – April 2025

Introduction

The Local Roads Program Delivery Manager (LRPDM), Reza Najafzadeh, commenced in the role in mid January 2025 following the departure of Doug Pearson in October 2024. The primary focus of the LRPDM during this time has been identifying constraints and finding potential solutions for issues that are impacting the timely delivery of the Federal and State Government funded Black Spot and Road Improvement projects. This has been undertaken through research and direct discussions with representatives from a select number of Local Governments (LGs), relevant State Government agencies and Main Roads WA. This report provides a brief summary of work completed to date, nature and status of current issues impacting project delivery timeframes and proposed further works to improve the status quo.

Liaison with Local Government

Since commencing in the role, the LRPDM has conducted individual meetings with the Directors and engineering staff from eleven (11) Perth Metropolitan and eight (8) South West region Local Governments. Priority has been given to Local Governments delivering larger programs of projects and also delivering projects that were identified as 'at risk'. The Local Governments personally visited are listed at Appendix 1.

The LRDP participated in:

- 3 Metropolitan sub-group meetings;
- Technical Group meetings in the Metropolitan and South West Regions; and
- South West Regional Road Group meeting.

The primary focus of the individual meetings with the Metropolitan Local Government representatives has been on the delivery of the current (2024/25) and proposed (2025/26) Black Spot and Road Improvement projects. Delivery of the Rehabilitation projects for Metropolitan LGs were also reviewed at a higher level.

In the case of South West local governments, the entire program of currently funded (2024/25) and proposed (2025/26) projects was reviewed.

The objective of these meetings was to gain a factual understanding of the issues impacting the delivery of projects. The information collated from these meetings indicated a trend of issues commonly experienced by the industry, which are discussed below.

Issues Delaying Project Delivery

Western Power

- Gathered case studies from Local Governments in both Metropolitan and South West regions
- Design and installation currently averages 18 months with some cases requiring over 2 years (one case taking more than 3 years)

Department of Water and Environmental Regulation (DWER) - Native Vegetation Clearing Permits

- Local Governments advise that native vegetation clearing permits currently take 6 – 12 months, except if the permit is appealed, is located in an environmentally sensitive area or requires offsets. In these cases, the process can take 2-3 years.
- The application process for native vegetation clearing is complex, costly and in many cases, not well understood by Local Government Officers.
- There is a need for raising awareness within the LG industry in regard to DWER processes and establishing closer communication links between the LG sector and DWER.
- The need for clearing permits mostly affects delivery of Black Spot and Road Improvement projects in the outer Metropolitan LGs and the Preservation, Black Spot and Improvement projects in the South West LGs.

MRWA Traffic Signals Approval

Feedback received from LGs is that the design approval process for work on traffic signals is impacting delivery timeframes of Black Spot projects. This issue mostly affects Metropolitan LGs. The current process, in many situations, requires repeat reviews of the design with each review taking several months. The cumulative impact of traffic signals approval can delay project delivery by 6 to 12 months, with some cases exceeding 12 months.

ATCO Gas

Whilst not as common, ATCO Gas asset relocation work is delaying a small number of projects in Metropolitan LGs.

Forward Planning and Project Staging

There has been some improvement across the Metropolitan LGs in forward planning and staging of the projects to ensure targeted and closer alignment of project budgets and delivery timeframes. This is more evident where design, approvals, service relocation and construction have been staged as separate activities over multiple years, particularly for Road Improvement and State Black Spot projects. Where projects are staged over multiple years there remains inadequate time allowed for undertaking service relocation works and approvals. However, it is anticipated that as the project staging practice becomes more widely exercised by LGs in the coming years, this will have a broader positive impact on relevant programs.

In the case of South West LGs, there are more evident and significant gaps in forward planning and staging of projects, which is a critical area for further improvement. The main cause of this is identified to be lack of resources in project management across most LGs in the region, particularly in areas of project planning and delivery.

Resourcing

The rate of technical staff turnover and the ability to fill vacant positions in a timely manner continues to be an issue for some Metropolitan as well as South West LGs. Several LGs have reported that finding a suitable candidate to fill a vacant position, particularly in engineering and design fields, can take more than 12 months. As previously reported, the identified impacts of this on delivery of road projects include:

- Reduced project design and project delivery capacity.
- Loss of corporate knowledge of projects in development as well as the processes and practices of the Local Government; and
- Lower levels of knowledge in relation to the policies and procedures associated with the program which has led to late payment claims and lack of compliance with committed delivery timeframes.

Other Issues raised/discussed

Availability of Contractors

Metropolitan and South West LGs report an improved balance between contracted work load and the capacity within the industry compared to recent years. This is no longer a major issue impacting the delivery of road projects.

Cost Escalation

The rate of cost escalation has stabilised. This will result in increased confidence in project costing, more accurate budgeting and a reduction in cost variation for road projects, particularly the approved projects for 2025/26 and beyond.

Changes to Funding Allocation

The Metropolitan Regional Road Group (28 November 2024) supported a temporary change to the previous allocation of Road Project Grant funding between rehabilitation projects (50%) and improvement projects (50%) to 60% rehabilitation projects for the 2026-27 and 2027-28 programs. A review of the performance of the new funding split will be conducted after the first year.

The Road Rehabilitation program funding cap will increase to \$1.5 million per Local Government in 2026-27 (from \$1.3 million in 2025-26).

Future Actions

Western Power

- A meeting has been scheduled for 10 May 2025 for representatives from eight Metropolitan LGs, LRDP and a team from Western Power to discuss the current issues impacting delivery of road projects and consider a range of proposed changes with the intention to streamline the process and shorten the timeframes.
- This process may require support at senior and political levels.

Native Vegetation Clearing Permits - Department of Water and Environmental Regulation (DWER)

WALGA, in partnership with DWER, will deliver three field day information sharing and learning sessions in the South West and Wheatbelt regions in the coming weeks, starting with a session in the City of Busselton on 4 April 2025. LRPDM will be working closely with DWER in finding ways of improved information sharing between DWER and Metropolitan LGs. As part of this, DWER will be requested to extend the abovementioned workshops to Metropolitan LGs. In addition, LRPDM will liaise with DWER in regards to identifying any opportunities to streamline and simplify the native vegetation clearing process, where appropriate.

MRWA Traffic Signals Approval

MRWA are currently undertaking a review of the current process with the aim of further streamlining and resourcing the relevant business unit. LRPDM will be working closely with the team at MRWA in identifying and implementing changes to improve the current situation.

Forward Planning and Project Staging

Similar to the current process in assessment of MRRG Road Improvement projects, LRPDM will develop a simple but robust project deliverability assessment methodology for consideration by SWRRG. Implementation of a project deliverability assessment will improve project planning to some extent, however, increased resourcing for some of the member LGs will be required to achieve a more notable improvement.

Appendix 1

Individual meetings held with the listed Local Governments during January – March 2025.

Metropolitan Region

- City of Joondalup
- City of Stirling
- City of Gosnells
- City of Armadale
- City of Canning
- City of Kalamunda
- City of Cockburn
- City of Melville
- City of Rockingham
- City of Swan
- Shire of Serpentine Jarrahdale

South West Region

- City of Mandurah
- City of Bunbury
- City of Busselton
- Shire of Capel
- Shire of Murray
- Shire of Dardanup
- Shire of Harvey
- Shire of Manjimup

Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the March 2025 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

Condition Assessment of Roads of Regional Significance

The condition assessment survey of significant roads in the Pilbara and Gascoyne regions is now complete and Local Governments have been provided access to the condition data via an online tool and hard drive. The condition survey project for the Kimberley region has commenced, with data logging to begin in April.

Multi-criteria Assessment Methodology

The WALGA Infrastructure Team is working with the Regional Road Groups to harmonise the MCA models used by Regional Road Groups to prioritise projects for Road Project Grant funding. 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. All the Regional Road Groups have commenced the MCA revision process, with the process in the Gascoyne and South West region now complete.

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. The updates are scheduled for publication in April.

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 WALGA has been negotiating with the PTA for a new Agreement which in its final stages. It is anticipated that the parties will sign the new agreement in April.

Report on Local Government Road Assets & Expenditure

Tango IT has completed a final report detailing the current processes used to develop the RAE Report and identifying options for improvement in data collection, interpretation, and presentation. Work has commenced to prepare the procurement documents to progress to Phase 2 of the project. This phase will include the development of a database, reporting interface, and dashboard.

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. CIVILSE have been engaged to complete the review by June 2025.

Road Rail Interface Agreements

Rail Interface Agreements are a requirement under the *Rail Safety National Law (WA) Act 2015*. WALGA has negotiated an updated agreement with the PTA that includes significant improvements for Local Government responsibilities within the zone inside the boom gates. For road/rail interfaces on the Arc Infrastructure network, a model *pro forma* agreement between Local Governments and Arc Infrastructure is nearing the end of negotiations and should be available for Local Government review and action soon. WALGA will begin a process to liaise with each relevant affected Local Government to provide advice around the new agreement, once the *pro forma* agreement has been finalised.

Active Transport and Micromobility Policy Development

On 6 March, WALGA hosted an Active Transport Strategic Forum, where high-level stakeholders were invited to provide insights on the gaps and challenges in active transport that WALGA had identified. A workshop with Local Government officers was held on 2 April. These discussions will help shape the development of WALGA's Active Transport policy position.

Operational Boundaries and Asset Responsibilities in Rural Regions

Main Roads have released a draft policy document that defines the operational and maintenance boundaries between State and Local Roads outside of the Metropolitan Region (a policy for the Metropolitan Region was published in 2020). WALGA has consulted Local Governments and Zone committees. Feedback has been collated, and a response has been provided to Main Roads.

Safer Country Local Roads Program (Regional Road Safety Program – Local Roads)

Main Roads WA has engaged a Program Manager to coordinate and develop the Regional Road Safety program on Local Government roads.

WA Labor committed to investing \$125 million in the delivering important safety treatments on local government roads, including widening, sealed shoulders, and audible centre and edge lines. WALGA and the RAC have and are continuing to promote the positive outcomes from this program to the Federal Government and political parties at the Federal and State level.

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

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- 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 March were:

1. Road condition surveys in the Pilbara, Gascoyne and Kimberley have been completed but not yet invoiced. Total cost is estimated at slightly over the \$300,000 forecast.
2. Local Roads Program Delivery Manager left at the end of September and the replacement commenced in January 2025 resulting in lower than budget Consultants expenditure.
3. A scope of work for Revisions to the Road Visual Condition Assessment Manual was prepared put to the market. This project was awarded to Civil Sciences & Engineering (Civlise) and has commenced. This is a lump sum contract and no payments have been made to date.
4. The project to revise, improve and where possible automate data collection and reporting for the Road Assets and Expenditure report has commenced later than indicated in the budget and will carry over to next financial year.

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

	2024/25			Full Year Budget
	9 months to end March			
	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
TOTAL INCOME	1,033,011	1,574,241	-541,230	1,599,627
Staff Costs	488,523	507,383	-18,860	676,556
Overheads	60,553	59,836	717	78,281
Engagement & Support	35,824	39,390	-3,566	48,790
Projects & Consultants	253,469	718,250	-464,781	796,000
TOTAL EXPENDITURE	838,369	1,324,859	-486,490	1,599,627
SURPLUS / (DEFICIT)	194,642	249,382	-54,740	0

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the April 2025 Report for Regional Road Groups be noted.

Nine of the ten of the Regional Road Groups met in the twenty-week period since the last meeting on 10 December 2024. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
February	4	Pilbara (Technical)	South Hedland / Teams	Max Bushell, Jaxon Ashley
	21	Gascoyne	Carnarvon	Mark Bondietti
March	10	Wheatbelt North	Northam	Mark Bondietti, Tracey Peacock
	12	Western Metropolitan (Sub Group)	Floreat	Negar Nili, Reza Najafzadeh
	14	Wheatbelt South	Wickepin	Ian Duncan, Rodney Thornton
	17	South West (Technical)	Bunbury	Max Bushell, Katherine Celenza, Reza Najafzadeh
	19	Kimberley	Halls Creek	Mark Bondietti, Jaxon Ashley
	19	South Eastern Metropolitan (Sub Group)	Gosnells	Negar Nili, Reza Najafzadeh
	21	North Western Metropolitan (Sub Group)	Joondalup	Mark Bondietti, Reza Najafzadeh
	24	Eastern Metropolitan (Sub Group)	Boya	Negar Nili
	24	South Western Metropolitan (Sub Group)	Booragoon	Negar Nili, Reza Najafzadeh
	27	Metropolitan (Technical)	East Perth	Mark Bondietti, Reza Najafzadeh
	31	South West	Eaton	Max Bushell, Katherine Celenza
April	7	Mid West	Geraldton	Ian Duncan, Ross Rayson
	10	Pilbara	South Hedland	Max Bushell, Jaxon Ashley
	11	Goldfields Esperance (Technical)	Boulder	Max Bushell, Linda Parsons

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Key matters for discussion included:

- 2024-25 program of works and delivery
- 2025-26 proposed programs
- Main Roads Operational Procedure 113
- 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

SAC Meeting – April 2025

The State Road Funds to Local Government Agreement (SRFLGA) Aboriginal Employment and Participation

Intent

This paper reviews progress of the SRFLGA Aboriginal Employment commitment since work commenced in 2023 and proposed action in 2025.

Background

As part of the new SRFLGA, Local and State Governments have committed to increasing employment opportunities for Aboriginal people throughout Western Australia.

To provide direction and guidance, Main Roads WA (MRWA) has established an Aboriginal Employment Working Group (the Working Group), comprising members from MRWA, WALGA and LGA representatives. The group reports to the State Road Funds to Local Government Advisory Committee on activities and progress in increasing Aboriginal employment and participation through Local Governments (LG).

A Project Plan (Phase 1) has been developed comprising:

- Desired Outcomes
- Governance Structure
- Timeline and Deliverables
- Budgeting and Costs
- Stakeholders
- Issues and Risks

The Plan also identifies the requirements for:

- a stakeholder and communication plan and a change management plan
- establish and agree on the direct and indirect procurement and employment definitions for reporting Aboriginal employment and participation data.
- establish a Pilot Program with a select number of LGs to trial the program.

Activity to Date

Table 1 outlines the progress for actions identified in the Project Plan. This determines whether the actions have been delivered, part thereof, or not delivered to the project plan prescribed dates.

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Table 11: Progress of deliverables as outlined in the Project Plan

Phase	Deliverable	Timeline	Status/Comment
Phase 1 – Planning and Development	MRWA Chairperson appointed	Oct – Nov 2023	Completed
↓	MRWA, WALGA and LGA representatives appointed for the SRFLGA Aboriginal Employment Working Group.	Oct – Nov 2023	Completed
	Develop a Working Group Terms of Reference.	Nov - Dec 2023	Completed
	The SRFLGA Aboriginal Employment Working Group established.	Nov - Dec 2023	Completed
	Out-of-session workshop by an external facilitator	May – July 2024	Completed
Phase 2 – Rollout and Implementation	WALGA to circulate communications to advise of forthcoming SRFLGA commitments and the activities	July – Aug 2024	Completed - 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
↓	The Pilot Program established with select LGs to explore and test the reporting process.	Aug – Sept 2024	The pilot program established on 13 August 2024. Members of the pilot program are: <ul style="list-style-type: none"> • Shire of Morawa • Shire of Northam • City of Swan • City of Greater Geraldton <p>The manual reporting template was co-designed with the pilot program (including definitions).</p>
	Develop and collect summary update reports from each LG Pilot Program.	Oct 2024	Completed - Summary updates were submitted from Shire of Morawa and City of Swan.
	Manual reporting template (including procurement and employment definitions – direct and indirect definitions) finalised.	Oct 2024	Completed
	The Pilot Program to commence capturing Aboriginal employment and participation data.	March – April 2025	<ul style="list-style-type: none"> • The Transport Portfolio Aboriginal Engagement (TPAE) branch will follow-up with the pilot program on the manual reporting templates, which is due on 25th March 2025. • TPAE has developed a reporting calendar that includes SAC meetings. <p><u>SRFLGA Aboriginal Employment and Participation Data:</u></p> <ul style="list-style-type: none"> • Completed – SRFLGA reports submitted from Shire of Morawa, City of Swan and Shire of Northam. • Outstanding report – City of Greater Geraldton

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	Plan and deliver a SRFLGA Aboriginal employment and participation roadshow to select LGs to engage and educate stakeholders.	May 2025	Early planning stage
	Develop a SRFLGA Aboriginal employment and participation guide to assist LGs with project implementation and rollout.	May 2025	Not commenced
	Current date		
	Engage an external consultant (Drew Gaynor) to assist with SRFLGA Aboriginal Employment rollout, implementation and integration.	March 2025	Ongoing
	<i>WALGA to incorporate Aboriginal employment and participation reporting into the Annual Asset Management Report.</i>	<i>May 2025</i>	<i>As advised by Des Snook, deliverable to be removed from timeline.</i>
Phase 3 – Integration	Complete the Lessons Learned Workshop and establish a date for review, identifying areas for improvement and next steps.	December 2025	TBD
Additional Actions from Phase 1	Communication and Stakeholder Engagement Plan	TBD	In progress – WALGA have requested a communication and stakeholder engagement plan to education and prepare LGs.
	Change Management Plan	TBD	Not commenced

Proposed Action (March – November 2025)

Progress has been slow, and reviewing the progress made with the Aboriginal Employment and Participation initiative to move to Phase 3 is timely.

Phase 2 issues include:

- Limited engagement from Local Government so far.
- Unclear who houses the data and undertakes analysis long term.
- Difficulties in data collection.
- Small cohort to gather a sample.

A reset and renewed effort is required to ensure a robust pilot program is undertaken.

Action 1 – Restructure the Pilot Program

- Restructure the pilot program to expand the membership to include the City of Armadale, City of Rockingham and the Shire of Broome.
- The pilot will run for 6 months (April – October 2025). In November 2025, a report will be delivered to the Working Group.
- MRWA will collect data from four LGAs and process it into a form that can be provided to the working group chair. The data will be delivered to the chair at three-month and six-month marks.
- Engage WALGA to have a more prominent role.

Action 2 – Develop a Transition Plan

The revised pilot program is intended to provide insight into how the expanded program will operate. Further, the broader rollout will align with the new road funding agreement 2026-28.

A transition plan will be developed while undertaking a revised pilot program, including completing the stakeholder engagement and change management plans.

Key issues in the transition plan include:

- Ongoing ownership of which agency collects and manages the data long term.
 - Ensuring WALGA champions the rollout.
 - Making it user-friendly for LGs. This is particularly important where shires have limited human resources capacity. The stakeholder and change management plans are crucial in this activity.
 - Engagement with LGs for uptake commencing in 2026.
 - The lessons learned workshop will be delayed until December 2025.
 - Develop a continuous improvement strategy linked to future funding agreements. This strategy will include a constant review of best practices.
-

Meeting Date:	29 April 2025
Title:	SRFLGA Recycled Materials Working Group – Update
Prepared by:	Recycled Materials Working Group

Governance

- Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has held 9 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 is currently being aggregated. The full dataset and associated report will be available In Q2 of 2025/26.
- 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 06 WA Local Government practitioners’ guideline for the use of CRMB and RAP in asphalt applications,
 - Project 07 WA Local Government practitioners’ guideline for the use of CRMB in sprayed seal applications, and
 - Project 08 Standard Pavement Profiles for Local Government Roads.

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 in Q1 of 2025/26.

Recommendation

Paper for noting.

State Road Funds to Local Government Advisory Committee (SAC) Meeting

Item No.:	x.x
Title:	SRFLGA Road Safety Working Group – Update
Prepared by:	Road Safety Working Group

Background

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

“... that the outcomes from investments through this Agreement contribute to, and support, key State Government policy objectives, including a 50 to 70% reduction in the number of people killed, severely or seriously injured in road crashes by 2030.

A previous submission from the RSWG to the SAC stated that the following would be progressed:

- measures to be reported to SAC and the frequency of reporting;
- data collection approach; and
- methodology for advising Local Governments of the approach.

Attachment One provides background to a framework developed by the RSWG to be used for collation and monitoring progress.

Measures to be reported to SAC and the frequency of reporting

All data, in a numerical format, is provided to the SAC once per year in a matrix format showing the Road Safety Governing Principles for Local Governments, the maturity and shared growth activities, and the number of occasions the identified elements have been completed.

Also, indicators regarding:

- the extent to which elements identified as ‘foundation’ have been demonstrated;
- the extent to which elements identified as ‘maturing’ have been demonstrated; and
- the extent to which elements identified as ‘shared growth responsibilities’ have been demonstrated;

will be provided as a summary of the numerical data. This approach enables the summation of the matrix/spreadsheet data recognising the three categories and over-time shifts in the categories will be observable.

Data collection approach

Of the 22 activities (Elements) that have been incorporated into the data collection and monitoring framework, data is already collected for 14 and eight (8) are proposed to be collected annually at Regional Road Group Meetings. The Elements are road safety data points that align with Safe System principles. These Elements have been matched to one or more of the seven Road Safety Governing Principles for Local Governments to demonstrate progress towards or accomplishment.

- MRWA compile a report of all data collected through its sources;
- WALGA compile a report of all data collected through its sources provide to MRWA
- Each Regional Road Group provide their data to MRWA; and
- a single report is compiled by MRWA.

The single report is provided to the SAC annually.

Opportunity for all local governments to have input

The SRFLGA RSWG Terms of Reference state that opportunity will be provided to all local governments to have input into the working group's outcomes. The mechanism for undertaking this is undetermined, and therefore seek SAC's guidance on how best to proceed.

Methodology for advising Local Governments of the approach

More than one approach is recommended for implementation and advising local governments. The overall approach includes;

- Introduction session at Regional Road Group meetings;
- WALGA communication channels such as newsletters, mailouts;
- Presentations and booths at, for example, the annual Local Government Convention and/or the Transport and Roads Forum;
- WALGA RoadWise Road Safety Advisors /representative introduction of the framework and explanation of how each local government can participate when meeting with local government/s or in relevant forums;
- MRWA Road Safety Officer/representative introduction of the framework and explanation of how each local government can participate when meeting with local government/s or in relevant forums; and
- introduction materials and explanation developed and made available via MRWA and WALGA websites.

Recommendation

It is recommended that SAC endorse the:

- data collection and monitoring approach outlined;
- annual reporting of compiled data to the SAC described; and
- proposed approach for information to be provided to local governments for implementation.

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 (also provided as Attachment Two)

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

Background to Data Collection Framework

The Road Safety Governing Principles for Local Governments is a framework for Local Governments to accomplish good governance in road safety. The principles are aligned to Safe System principles. These endorsed principles provide the foundation for a framework the working group have developed which allows Local Governments to develop and demonstrate their road safety efforts through a diverse and flexible range of activities and commitments.

The RSWG have also identified a range of ways that demonstrate a maturing and/or shared approach to road safety. Such activities include development of new resources or adoption of Multi-Criteria Assessment tools which include road safety. These have been incorporated into the framework and classified as being maturing or shared growth activities.

The range of activities and commitments were identified with two key concepts, being:

1. what activities or commitments exist and are available for Local Governments that are aligned to one or more of the seven endorsed principles; and
2. there is a current or potential data collection methodology, such as central reporting available through Main Roads, including the Institute of Public Works Engineers Australia (IPWEA), and WALGA.

There are 22 activities or commitments that have been identified. Of these data is already collected for 14 and eight (8) can be collected through Regional Road Groups. For example, data relating to training through IPWEA or the Vanguards programme is collected by MRWA.

Road Safety Governing Principles for Local Government

Information Sheet



March 2025

Overview

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?

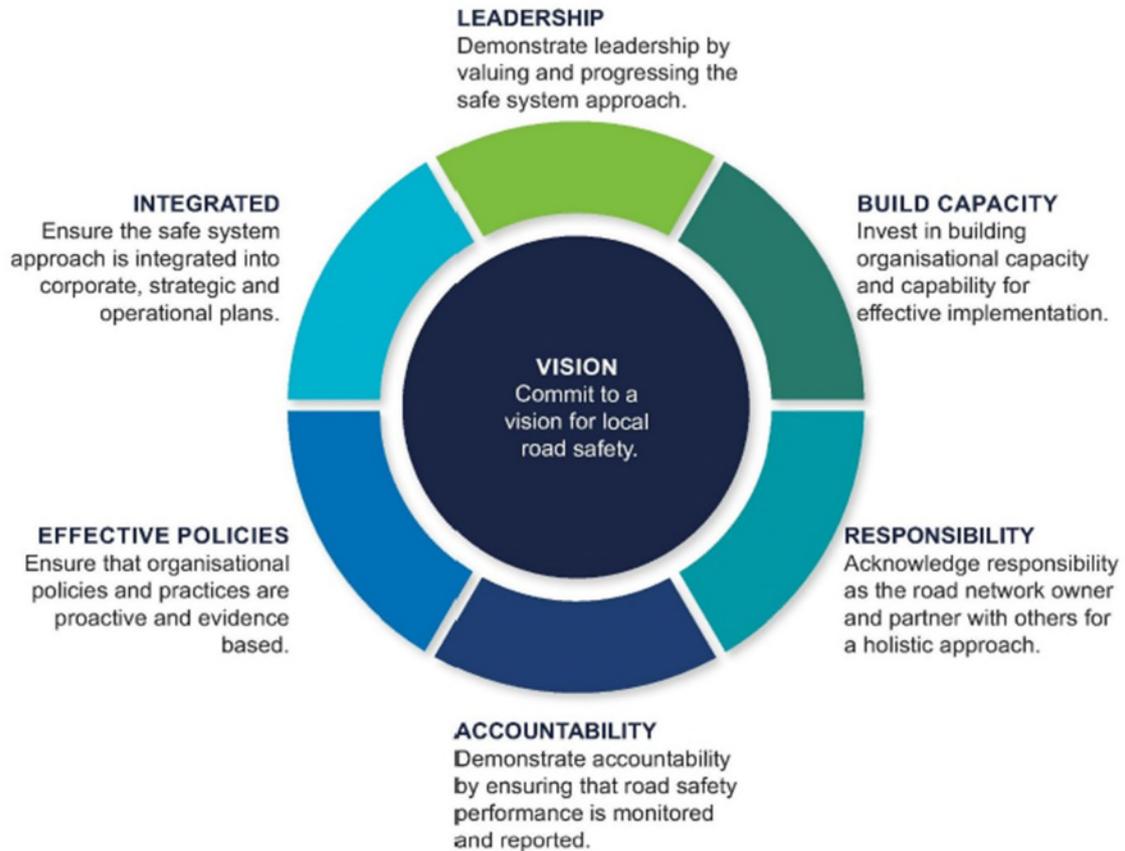
Road safety governance refers to a suite of processes, systems, roles and responsibilities by which an organisation is directed, controlled and held to account with regards to road safety. Each of the governing principles provide guidance, direction and context for Local Governments to formulate policies 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 information sheet.

More Information

For more information email RoadWise roadwise@walga.asn.au.

ROAD SAFETY GOVERNING PRINCIPLES FOR LOCAL GOVERNMENT



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.



D25#129445

Roads 2040 Submissions for the April 2025 SAC Meeting
(18 Submissions)

RRG	No of Addition(s)	LG	No of Addition(s)
Gascoyne	5	Shire of Exmouth	1
		Shire of Upper Gascoyne	2
		Shire of Carnarvon	2
Great Southern	1	Shire of Kent	1
Mid West	5	Shire of Mingenew	1
		Shire of Northampton & Shire of Chapman Valley	1
		Shire of Meekatharra	1
		Shire of Chapman Valley	1
		Shire of Morawa	1
Pilbara	3	City of Karratha	3
South West	3	Shire of Waroona	2
		Shire of Augusta Margaret River	1
Wheatbelt South	1	Shire of Cuballing	1

D25#129445

Gascoyne

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Gascoyne	Gascoyne	Shire of Exmouth	Maidstone Crescent D24#1310577	8060001	0.00	1.06	1.06	Y	Addition 21/06/2024 D24#1310266	Y
Gascoyne	Gascoyne	Shire of Upper Gascoyne	Potts Road D25#9293	8050046	0.00	3.73	3.73	N	Addition 12/12/2024 D25#9302	Y
Gascoyne	Gascoyne	Shire of Upper Gascoyne	Killili Road D25#293683	8050044	0.00	2.31	2.31	Y	Addition 31/03/2025 D25#321955	Y
Gascoyne	Gascoyne	Shire of Carnarvon	Warroora North Road 31/03/2025 D25#293688	8030191	20.00	25.40	5.40	N	Addition 31/03/2025 D25#321955	Y
Gascoyne	Gascoyne	Shire of Carnarvon	Warroora East Road D25#293688	8030067	0.00	22.03	22.03	N	Addition 31/03/2025 D25#321955	Y

Great Southern

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Great Southern	Great Southern	Shire of Kent	Nyabing South Road D24#1309742	3090006	0.00	30.41	30.41	N (27.06km) Y (3.35km)	Addition 17/09/2024 D24#1194615	Y

D25#129445

Mid West

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Mid West	Mid West	Shire of Mingenew	Yandanooka NE Road D24#1309234	5090002	0.00	22.22	22.22	Y	Addition 25/03/2024 D24#581735	Y
Mid West	Mid West	Shire of Northampton & Shire of Chapman Valley	Ogilvie East – Nolba Stock Route Ogilvie East Road Nolba Stock Route Nolba Stock Route Road Nolba Road D24#1309172	5130009 5130036 5160051 5160006	0.00 0.00 0.00 0.00	33.64 3.56 9.50 13.31	33.64 3.56 9.50 13.31	Y (17.5km) N N Y (0.62km)	Addition 25/03/2024 D24#581735	Y
Mid West	Mid West	Shire of Meekatharra	Wiluna North Road D24#1309315	7030005	0.00	98.75	98.75	N	Addition 25/03/2024 D24#581735	Y
Mid West	Mid West	Shire of Chapman Valley	Nabawa – Yetna Road D24#1309341	5160082	0.00	7.00	7.00	N	Addition 25/03/2024 D24#581735	Y
Mid West	Mid West	Shire of Morawa	Gutha East Road D24#1309348	5110004	0.00	29.33	29.33	N (22.27km) Y (7.06km)	Addition 25/03/2024 D24#581735	Y

Pilbara

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Pilbara	Pilbara	City of Karratha	Bathgate Road D24#1344235	8140332	0.00	1.25	1.25	Y	Addition 20/10/2023 D24#1344397	Y
Pilbara	Pilbara	City of Karratha	Mof Road D23#581313	8140459	0.00	1.14	1.14	Y	Addition 20/10/2023 D24#1344397	Y
Pilbara	Pilbara	City of Karratha	Millstream Road D23#581264	8140043	0.00	2.30	2.30	Y	Addition 20/10/2023 D24#1344397	Y

D25#129445

South West

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
South West	South West	Shire of Augusta Margaret River	Mowen Road D24#438887	2010395	0.00	12.68	12.68	Y	Addition 25/11/2024 D24#1509741	Y
South West	South West	Shire of Waroona	Invarell Road Scarp Road D24#766116	2090114 2090075	0.00 0.00	3.98 1.78	3.98 1.78	Y Y	Addition 25/11/2024 D24#1509741	Y
South West	South West	Shire of Waroona	Buller Road D24#1538728	2090005	0.00	4.55	4.55	Y	Addition 25/11/2024 D24#1509741	Y

Wheatbelt South

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Wheatbelt South	Wheatbelt South	Shire of Cuballing	Darcy Street Springhill Road D25#18627	4050139 4050010	0.00 0.00	0.46 6.75	0.46 6.75	Y Y	Addition 22/07/2024 D24#1475007	Y



Summary

2025-26 Indicative Local Roads Program

Local Government Management Programs (Category 1)

Strategic and Technical Support	\$2,152,731
Direct Grants	\$40,594,356
Road Project Grants <i>(Includes \$4,053,193m)</i>	\$143,310,378
State Black Spot	\$16,914,315
Remote Aboriginal Access Roads	\$3,075,330
Sub Total	\$206,047,110

Main Roads Managed Programs (Category 2)

Traffic Management Signs & Pavement Marki	\$40,152,753
Bridgeworks and Inspections	\$15,376,650
State Initiatives on Local Roads	\$43,054,620
Regional Road Group Support	\$2,901,867
Sub Total	\$101,485,890

Total **\$307,553,000**

Notes

The funding for SRFLGA has increased by 13% from 2024-25 to 2025-26 .

Direct grants received an additional (over original calculations) \$6.3M worth of funding in 2024-25 due to an additional MVLF received in April 2024.

Direct Grants - Each region received an increase grant allocation in 2025-26 over their original 2024-25 allocation.

Road Project Grants - Each Local Government received an increase in 2025-26.

Recommendation includes a slight adjustment to percentage allocations from MRWA Regional Road Group Support to Traffic Management, Signs and Pavement Markings.

Recommendation to SAC

1. Endorse the 2025-26 State Road Funds to Local Government Agreement Program, as summarised above.
2. Move \$500,000 from MRWA Regional Road Group Support to Traffic Management, Signs and Pavement Markings
3. For the 2025-26 program - Decrease the percentage for the Regional Road Group Support from (1%) to (0.9%)
4. For the 2025-26 program - Increase the percentage for Traffic Management, Signs and Pavement Markings from (13%) to (13.01%)

y



2025- 26

**STATE ROAD FUNDS
TO LOCAL GOVERNMENT**

ROADS PROGRAM

Index

Indicative Program Summary

Strategic and Technical Support

Direct Grants

Road Project Grants

State Black Spot

Traffic Management, Signs and Pavement Markings

Remote Aboriginal Access Roads

Bridges Works and Inspections

State Initiatives on Local Roads

Regional Road Group Support

State Road Funds to Local Government Agreement
2025 - 26 Indicative Program Summary

Regional Road Group / Other	Category 1					Category 2				Total
	Strategic & Technical Support	Direct Grants	Road Project Grants	State Black Spot	Remote Aboriginal Access Roads	Traffic Management, Signs and Pavement Markings	Bridge Works & Inspections	State Initiatives on Local Roads	Regional Road Group Support	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Great Southern		3,210,515	9,300,319	554,518		1,000,061	688,000	3,700,000	270,000	18,723,413
South West		4,693,800	20,797,583	2,315,825		2,757,796	2,845,000		510,000	33,920,004
Gascoyne		1,318,388	3,260,611	767,333	375,082	*	*	6,780,000	*	12,501,414
Mid West		4,121,332	11,006,610	2,024,780		2,106,600	299,000		200,000	19,758,322
Goldfields-Esperance		3,596,978	9,773,712	1,241,850	1,105,075	750,253	100,000	9,178,897	110,000	25,856,765
Kimberley		1,289,836	4,130,480	302,526	803,415	805,892	50,000	7,500,000	90,000	14,972,149
Wheatbelt South		3,999,127	9,597,282	207,789		1,936,456	3,022,003	3,571,429	376,867	22,710,953
Wheatbelt North		5,934,615	14,947,493	803,000		**	**	**	**	21,685,108
Pilbara		1,764,900	5,846,508	183,333	791,758	625,769	50,000	1,315,528	80,000	10,657,796
Metropolitan		10,664,865	49,871,587	8,513,361		26,761,898	1,523,000	1,803,000	600,000	99,737,711
Local Government Support	2,152,731								165,000	2,317,731
Commodity Routes Fund			4,053,193							4,053,193
Nudge Foundation			225,000							225,000
Road and Bridge Condition Data			500,000							500,000
Regions (various)						3,440,000	3,641,587	9,205,766		16,287,353
(Over)Under programming						(31,972)	3,158,060 †		500,000	3,626,088
Total	2,152,731	40,594,356	143,310,378	16,914,315	3,075,330	40,152,753	15,376,650	43,054,620	2,901,867	307,533,000

* Included in Mid West

** Included in Wheatbelt South

† Under-programmed Bridge Funding due to over-allocated funding in 2024-25

Total Budget 2025-26 **307,533,000.00**
(0)

* Included in Mid West

** Included in Wheatbelt South

40,594,356 143,310,378 14,505,095 2,637,290 40,184,725 2,845,000 43,054,620 2,901,867

State Road Funds to Local Government Agreement
Strategic & Technical Support

2025-26

Details	Strategic and Technical Support to Regional Road Groups \$
MINDER	1,252,731
RoadWise	500,000
LG TRIPP	400,000
Sub Total	2,152,731

2024 - 25 - Road Project Grants

State Road Funds to Local Government Agreement

2025 - 26 - Road Project Grants

Region	Allocation
Local Government	\$
Great Southern	
Albany	1,966,769
Broomehill-Tambellup	1,020,000
Cranbrook	910,000
Denmark	873,333
Gnowangerup	114,067
Jerramungup	820,000
Katanning	240,000
Kent	466,667
Kojonup	1,090,000
Plantagenet	380,871
Ravensthorpe	263,334
Woodanilling	600,000
To be allocated	555,278
Sub-total	9,300,319
South West	
Augusta-Margaret River	1,700,000
Boddington	1,130,000
Boyup Brook	785,000
Bridgetown-Greenbushes	290,000
Bunbury	1,380,000
Busseton	2,004,000
Capel	2,710,000
Collie	500,000
Dardanup	318,500
Donnybrook-Balingup	1,120,000
Harvey	1,020,000
Mandurah	2,200,000
Manjimup	2,500,000
Murray	1,260,000
Nannup	300,000
Waroona	1,100,000
To be allocated	480,083
Sub-total	20,797,583
Goldfields-Esperance	
Coolgardie	1,529,825
Dundas	464,579
Esperance	2,470,872
Kalgoorlie-Boulder City	1,702,495
Laverton	2,346,358
Leonora	*
Menzies	156,424
Ngaanyatjarraku	525,585
Wiluna	*
To be allocated	577,574
Sub-total	9,773,712
Kimberley	
Broome	978,924
Derby-West Kimberley	850,879
Halls Creek	1,177,187
Wyndham-East Kimberley	1,123,491
To be allocated	
Sub-total	4,130,480

Notes

* Leonora and Wiluna did not apply for any funding for 2025-26 due to work on flood damage.

* Claremont have not applied for any funding

Region	Allocation
Local Government	\$
Wheatbelt	
Chittering	395,529
Cunderdin	422,364
Dalwallinu	367,372
Dandaragan	700,899
Dowerin	470,480
Gingin	695,700
Goomalling	429,067
Kellerberrin	468,160
Koorda	485,944
Merredin	594,282
Moora	647,763
Mount Marshall	731,097
Mukinbudin	437,050
Northam	250,000
Nungarin	255,683
Tammin	470,479
Toodyay	1,111,569
Trayning	375,504
Victoria Plains	358,493
Westonia	424,006
Wongan-Ballidu	529,588
Wyalkatchem	362,186
Yilgarn	1,232,374
York	417,392
To be allocated	2,314,512
WBN	14,947,493
Beverley	496,999
Brookton	395,108
Bruce Rock	556,680
Corrigin	403,600
Cuballing	407,567
Dumbleyung	454,054
Kondinin	401,807
Kulin	516,500
Lake Grace	398,476
Narembeen	592,000
Narrogin	765,000
Pingelly	513,400
Quairading	537,906
Wagin	468,405
Wandering	598,307
West Arthur	478,762
Wickepin	487,847
Williams	377,518
To be allocated	747,346
WBS	9,597,282
Sub-total	24,544,775
Pilbara	
Ashburton	1,100,000
East Pilbara	2,822,450
Port Hedland	933,333
Karratha	795,616
To be allocated	195,109
Sub-total	5,846,508

Region	Allocation
Local Government	\$
Mid West-Gascoyne	
Carnamah	
Chapman Valley	900,000
Coorow	586,333
Cue	300,000
Greater Geraldton	1,500,000
Irwin	540,000
Meekatharra	1,004,000
Mingenew	533,333
Morawa	900,000
Mount Magnet	300,000
Murchison	1,500,000
Northampton	600,000
Perenjori	1,053,610
Sandstone	300,000
Three Springs	689,334
Yalgoo	300,000
To be allocated	
MWR	11,006,610
Carnarvon	1,255,009
Exmouth	369,754
Shark Bay	424,205
Upper Gascoyne	1,211,643
To be allocated	0
GAS	3,260,611
Sub-total	14,267,221
Metropolitan	
Armadale	1,648,249
Bassendean	189,683
Bayswater	733,355
Belmont	590,225
Cambridge	785,531
Canning	6,233,834
Claremont	*
Cockburn	3,924,953
Cottesloe	480,755
East Fremantle	255,380
Fremantle	1,204,820
Gosnells	4,281,775
Joondalup	1,894,393
Kalamunda	975,690
Kwinana	1,299,852
Melville	1,022,675
Mosman Park	870,308
Mundaring	1,193,235
Nedlands	896,883
Peppermint	262,678
Perth	1,032,084
Rockingham	2,816,057
Serpentine-Jarrahdale	4,325,821
South Perth	872,976
Stirling	1,154,375
Subiaco	798,305
Swan	5,299,210
Victoria Park	889,067
Vincent	687,530
Wanneroo	2,172,069
Line-marking	609,355
To be allocated	470,464
Sub-total	49,871,587

Summary of Allocations	
Metropolitan Region	49,871,587
Great Southern	9,300,319
South West	20,797,583
Goldfields-Esperance	9,773,712
Kimberley	4,130,480
Wheatbelt	24,544,775
Pilbara	5,846,508
Mid West-Gascoyne	14,267,221
Commodity Routes	4,053,193
Nudge	225,000
Road and Bridge Condition data	500,000
Total	143,310,378
(Over)/Under Programming	0
Total	143,310,378

Commodity Routes Supplementary Fund	
GER	1,399,243
GS	1,591,466
SWR	
WBN	1,037,235
METR	52,333
PIL	
(Over)/Under Programming	(27,084)
Total	4,053,193

State Road Funds to Local Government Agreement
2025 - 2026 - Direct Grants

Region	Allocation
Local Government	\$
Great Southern	
Albany	668,238
Broomehill-Tambellup	237,756
Cranbrook	234,910
Denmark	175,609
Gnowangerup	239,637
Katanning	186,814
Kent	275,490
Kojonup	248,630
Plantagenet	324,425
Woodanilling	116,067
Jerramungup	230,661
Ravensthorpe	272,278
Sub-total	3,210,515
South West	
Augusta-Margaret River	369,922
Bridgetown-Greenbushes	242,551
Bunbury	335,744
Busselton	578,415
Capel	232,341
Collie	175,889
Dardanup	192,117
Waroona	147,668
Harvey	370,087
Mandurah	479,187
Manjimup	501,435
Boddington	84,403
Murray	323,338
Nannup	174,739
Donnybrook-Balingup	239,611
Boyup Brook	246,353
Sub-total	4,693,800
Goldfields-Esperance	
Coolgardie	194,516
Dundas	140,683
Esperance	1,130,775
Kalgoorlie-Boulder	575,957
Laverton	354,503
Leonora	263,441
Menzies	297,159
Ngaanyatjarraku	292,448
Wiluna	347,496
Sub-total	3,596,978
Kimberley	
Halls Creek	332,621
Derby-West Kimberley	404,242
Wyndham-East Kimberley	353,041
Broome	199,932
Total Kimberley	1,289,836

Region	Allocation
Local Government	\$
Wheatbelt	
Chittering	169,434
Cunderdin	191,669
Dalwallinu	437,158
Dandaragan	369,328
Dowerin	203,294
Gingin	315,929
Goomalling	139,187
Kellerberrin	214,003
Koorda	229,560
Merredin	308,427
Moora	283,892
Mount Marshall	323,165
Mukinbudin	197,281
Northam	298,793
Nungarin	112,136
Tammin	107,785
Toodyay	206,748
Trayning	171,903
Victoria Plains	211,552
Westonia	189,763
Wongan-Ballidu	314,538
Wyalkatchem	160,647
Yilgarn	546,979
York	231,444
WBN	5,934,615
Beverley	189,489
Brookton	130,413
Bruce Rock	294,154
Corrigin	250,253
Cuballing	129,940
Dumbleyung	244,088
Kondinin	291,119
Kulin	319,545
Lake Grace	476,803
Narembeen	299,453
Narrogin	240,100
Pingelly	134,233
Quairading	210,478
Wagin	186,436
Wandering	84,977
West Arthur	199,388
Wickepin	193,043
Williams	125,215
WBS	3,999,127
Sub-total	9,933,742
Pilbara	
Ashburton	309,154
East Pilbara	766,278
Port Hedland	393,799
Karratha	295,669
Sub-total	1,764,900

Region	Allocation
Local Government	\$
Mid West-Gascoyne	
Carnamah	174,957
Chapman Valley	193,980
Coorow	201,013
Cue	179,132
Greater Geraldton	737,885
Irwin	121,055
Meekatharra	528,914
Mingenew	118,772
Morawa	213,754
Mount Magnet	157,093
Murchison	321,214
Northampton	264,283
Perenjori	325,443
Sandstone	182,416
Three Springs	172,139
Yalgoo	229,282
MWR	4,121,332
Carnarvon	507,485
Exmouth	149,514
Shark Bay	171,485
Upper Gascoyne	489,904
GAS	1,318,388
Sub-total	5,439,720
Metropolitan	
Armadale	583,934
Kalamunda	423,283
Cockburn	706,859
Gosnells	623,397
Kwinana	293,844
Mundaring	379,709
Rockingham	789,228
Serpentine-Jarrahdale	392,744
Swan	1,027,930
Wanneroo	1,147,323
Bassendean	79,706
Bayswater	297,841
Belmont	203,333
Canning	494,714
Claremont	37,892
Cottesloe	32,980
East Fremantle	26,788
Fremantle	135,337
Melville	398,241
Mosman Park	30,402
Nedlands	105,813
Peppermint Grove	7,293
Perth	126,697
Stirling	853,488
South Perth	146,380
Subiaco	71,192
Cambridge	158,591
Victoria Park	141,656
Vincent	131,122
Joondalup	817,148
Sub-total	10,664,865

Summary of Allocations		%
Rural Region	29,929,491	74%
Metropolitan Region	10,664,865	26%
Total	40,594,356	100%

State Road Funds to Local Government Agreement
2025-26 - State Black Spot

Region	State Black Spot \$
Great Southern *	554,518
South West	2,315,825
Gascoyne	767,333
Mid West	2,024,780
Goldfields-Esperance	1,241,850
Kimberley	302,526
Wheatbelt South	207,789
Wheatbelt North	803,000
Pilbara	183,333
Metropolitan	8,513,361
Total	16,914,315

Summary of Allocations		
Rural Regions	8,400,954	49.67%
Metropolitan	8,513,361	50.33%
Total	16,914,315	100%

State Road Funds to Local Government Agreement
2025-26 - Access Roads to Remote Communities

Region	LGA No	Road	Description	7% Federal Contribution	State Contribution	Total Project Cost
Local Government				\$	\$	\$
Gascoyne						
Upper Gascoyne	805	Landor Mt Augustus	Install new box culverts with rock protection	233,333	375,082	608,415
			Sub-total	233,333	375,082	608,415
Goldfields / Esperance						
Kalgoorlie - Boulder (C)	605	Cutline Road	Clearing, forming and resheeting, water points, drainage works	333,333	188,201	521,534
Laverton	607	Old Laverton [Mt Margaret]	Formation Improvements and gravel sheeting, Sealing in latter years	166,667	104,867	271,534
Menzies	609	Tjuntjuntjarra	Formation Improvements, gravel sheet and drainage works	333,333	188,201	521,534
Wiluna	706	Wiluna North	Cement stabilise floodways, formation preparation for sealing	180,000	111,534	291,534
Ngaanyatjarraku	612	Great Central	Formation Improvements, gravel and drainage works	113,333	78,201	191,534
Ngaanyatjarraku	612	Irrunytju (Giles Mulga Park)	Formation Improvements, gravel and drainage works	126,667	84,867	211,534
Ngaanyatjarraku	612	Mantamaru (Jameson Wanam)	Alignment, formation, gravel and drainage works	26,667	34,867	61,534
Ngaanyatjarraku	612	Papulankutja (Warburton Blackstone)	Realignment, formation, sheeting and drainage works	220,000	131,534	351,534
Ngaanyatjarraku	612	Patjarr	Formation and drainage improvements	40,000	41,534	81,534
Ngaanyatjarraku	612	Tjirrkarli	Formation Improvements, gravel and drainage works	53,333	48,201	101,534
Ngaanyatjarraku	612	Tjukurla	Realignment, formation and drainage works	53,333	48,201	101,534
Ngaanyatjarraku	612	Kanpa	Formation and drainage improvements	46,667	44,867	91,534
			Sub-total	1,693,333	1,105,075	2,798,408
Kimberley						
Halls Creek	002	Gordon Downs	Formation Improvements and resheeting	90,000	77,302	167,302
Halls Creek	002	Ianami	Formation Improvements and resheeting	166,667	115,635	282,302
Derby - West Kimberley	003	Calwynyardah Noonkanbah	Gravel sheeting, improve formation and on road drainage	166,667	115,635	282,302
Derby - West Kimberley	003	Fossil Downs	Gravel sheeting, improve formation and on road drainage	80,000	72,302	152,302
Derby - West Kimberley	003	Cherrabun	Gravel sheeting, improve formation and on road drainage	66,667	65,635	132,302
Derby - West Kimberley	003	Christmas Creek	Gravel sheeting, improve formation and on road drainage	66,667	65,635	132,302
Derby - West Kimberley	003	GNH Gee Gully	Gravel sheeting, improve formation and off road drainage	80,000	72,302	152,302
Wyndham - East Kimberley	004	Gibb River Kalumburu	Formation Improvements, reconstruction and floodway reconstruction	373,333	218,969	592,302
			Sub-total	1,090,001	803,415	1,893,416
Pilbara						
East Pilbara	812	Desert Road	Formation and drainage improvements, gravel sheeting	336,667	220,018	556,685
East Pilbara	812	Kunawarritji	Formation and drainage improvements, gravel sheeting	336,667	220,018	556,685
East Pilbara	812	Punmu	Formation and drainage improvements, gravel sheeting	300,000	201,685	501,685
Port Hedland	813	Yandeyarra	Formation Improvements, including floodway	53,332	78,352	131,684
Port Hedland	813	Marta Marta	Raise low points prone to flooding and install concrete floodway	40,000	71,685	111,685
			Sub-total	1,066,666	791,758	1,858,424
			(Over) Under Programming			
			Total	4,083,333	3,075,330	7,158,663

State Road Funds to Local Government Agreement
2025 - 26 - Traffic Management, Signs and Pavement Markings

Region	Electrical Services	Maintenance (General)	Longitudal Line Marking	Traffic Control Lighting \$	Railway Crossings \$	Network Safety & Improvement Program (NSIP)	Total \$
Great Southern	-	274,661	575,400		-	150,000	1,000,061
South West	-	976,796	1,491,000	90,000	-	200,000	2,757,796
Mid West-Gascoyne	-	1,721,600	335,000		-	50,000	2,106,600
Goldfields-Esperance	-	412,243	296,010	27,000	-	15,000	750,253
Kimberley	-	544,692	211,200		-	50,000	805,892
Wheatbelt	-	840,411	1,026,045		-	70,000	1,936,456
Pilbara	-	485,866	119,903		-	20,000	625,769
Metropolitan	6,557,690	7,220,860	2,859,998	3,632,000	6,491,350	-	26,761,898
Various	440,000	500,000	-		-	2,500,000	3,440,000
Total	6,997,690	12,977,129	6,914,556	3,749,000	6,491,350	3,055,000	40,184,725

State Road Funds to Local Government Agreement
2025-26 - Bridge Works

Region	LGA No	Road	Bridge No	Description	2 third Federal Contribution \$	1 third** State Contribution \$	Total Total Project Cost \$
Local Government							
Great Southern							
Cranbrook	304	Boyup Brook - Cranbrook Rd	0273	Substructure Repairs	376,000	188,000	564,000
Albany	302	0606 NANARUP RD	4332	Design - Structural Investigations		100,000	100,000
Albany	302	0605 LOWER KING RD	4630	Design - Structural Investigations		100,000	100,000
				Bridge Design		300,000	300,000
				Sub-total	376,000	688,000	1,064,000
South-West							
Boyup Brook	218	Boyup Brook - Cranbrook Rd	0268A	Substructure Repairs Superstructure Repairs	388,000	194,000	582,000
Waroona	209	Lake Clifton Rd	4827A	Substructure Repairs Superstructure Repairs	514,000	257,000	771,000
Harvey	211	Wellesley Rd North	3735	Substructure Repairs Superstructure Repairs	956,000	478,000	1,434,000
Murray	215	Lakes Rd	3541	Substructure Repairs Superstructure Repairs	500,000	250,000	750,000
Dardanup	208	Crooked Brook Rd	3671A	Design - Preliminary Design - Final Pre-Construction Activities		219,000	219,000
Manjimup	213	Mordalup Rd	3923	Replace With New Bridge		800,000	800,000
Busselton	205	2050050 QUINDALUP SOUTH RD	4823	Bridge Replacement		147,000	147,000
				Bridge Design		500,000	500,000
				Sub-total	2,358,000	2,845,000	5,203,000
Mid West - Gascoyne							
Coorow	519	Coorow - Green Head Rd	4034	L3 Inspection		99,000	99,000
				Bridge Design		200,000	200,000
				Sub-total		299,000	299,000
Kimberley							
				Bridge Design		50,000	50,000
				Sub-total		50,000	50,000
Wheatbelt							
Beverley	401	York - Williams Rd	3200	Substructure Repairs	498,000	249,000	747,000
Beverley	401	Vincent St	0729	Substructure Repairs	328,000	164,000	492,000
Beverley	401	Westdale Rd	0723	Substructure Repairs	154,000	77,000	231,000
West Arthur	316	Arthur River - Dinninup Rd	0737	Substructure Repairs	674,000	337,000	1,011,000
Beverley	401	Luptons Rd	3216A	Substructure Repairs	362,000	181,000	543,000
Northam	421	Trimmer Rd	4113	Design - Waterways		45,000	45,000
Northam	421	Trimmer Rd	4112	Design - Waterways		45,000	45,000
York	433	Glebe St	4184	Design - Waterways Design - Preliminary		108,000	108,000
Toodyay	426	Toodyay West Rd	4085	Design - Final Pre-Construction Activities		260,000	260,000
Beverley	401	York - Williams Rd	3197	Replace With New Bridge		1,256,003	1,256,003
				Bridge Design		300,000	300,000
				Sub-total	2,016,000	3,022,003	5,038,003
Pilbara							
				Bridge Design		50,000	50,000
				Sub-total		50,000	50,000

State Road Funds to Local Government Agreement
2025-26 - Bridge Works

Region	LGA		Bridge		2 third Federal Contribution	1 third** State Contribution	Total Total Project Cost
Goldfields-Esperance							
				Bridge Design		100,000	100,000
				Sub-total		100,000	100,000
Metropolitan							
Mundaring	106	Falls Rd	4521	Replace With Culvert	562,000	281,000	843,000
Gosnells (C)	104	Royal St	0927	Substructure Repairs Superstructure Repairs	794,000	397,000	1,191,000
Mundaring	106	Bailup Rd	4527	Substructure Repairs Superstructure Repairs	526,000	263,000	789,000
Cockburn (C)	103	Maraboo Wharf	5328	Substructure Repairs Superstructure Repairs	240,000	120,000	360,000
Wanneroo (C)	110	Hester Av	9166	Superstructure Repairs	40,000	20,000	60,000
Canning (C)	114	Fern Rd	0926	Substructure Repairs Superstructure Repairs	104,000	52,000	156,000
Serpentine - Jarrahdale	108	Hopeland Rd	4378A	Substructure Repairs	80,000	40,000	120,000
Swan (C)	109	Reserve Rd	4491	Substructure Repairs Superstructure Repairs	66,667	33,333	100,000
Joondalup (C)	131	Connolly Dr	9257	Substructure Repairs	33,333	16,667	50,000
				Design		300,000	300,000
				Sub-total	2,446,000	1,523,000	3,969,000
				Total	7,196,000	8,577,003	15,773,003
Statewide	-	Various	-	Bridge Inspections*		3,641,587	3,641,587
				Sub-total		3,641,587	3,641,587
				(Over)Under programming		3,158,060	
				Total	7,196,000	15,376,650	19,414,590

*Level 2 Inspection - Detailed visual inspection including under bridge

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

**State Road Funds to Local Government Agreement
2025-26 - State Initiatives on Local Roads**

Region	LGA	Road	Work Description	Amount (\$)
Local Government	No			
Great Southern				
Great Southern	304	Crankbrook-Yeriminup Road	Widen & Seal	500,000
Great Southern	001	Great Southern secondary Freight Network	Great Southern secondary Freight Network	3,200,000
			Sub-total	3,700,000
Goldfields/ Esperance				
Kalgoorlie-Boulder City	605	Kitchener Cut Line Road	Upgrade	1,300,000
Ngaanyatjarraku	612	Various	Improve Formation & Gravel	1,500,000
Various	612	Outback Way	Additional contribution	6,378,897
			Sub-total	9,178,897
Kimberley				
Halls Creek	002	Tanami	Upgrade construct and seal	3,800,000
Wyndham-East Kimberley	004	Wyndham Port/ Barytes Road	Road Realignment	3,700,000
			Sub-total	7,500,000
Metropolitan				
Rottnest Island	155	Rottnest Island Rds	Improvements to Rottnest Island Roads	1,750,000
Perth City	124	Kings Park Rds	Improvements to Kings Park Roads	53,000
			Sub-total	1,803,000
Mid West - Gascoyne				
Upper Gascoyne	805	Carnarvon-Mullewa	Sealing of the Carvarnon-Mullewa Rd (Unsealed standard to a sealed standard)	4,500,000
Shark Bay	804	Useless Loop Road	Maintenance	330,000
Exmouth	805	Minilya-Exmouth Learmouth Road	Intersection Improvements for Civilian Access	1,950,000
			Sub-total	6,780,000
Wheatbelt				
Various	-	Various	Wheatbelt Secondary Freight Route	3,571,429
			Sub-total	3,571,429
Pilbara				
Port Hedland	813	Schillaman Street	HVSPP Wedgefield Route 1 (MWOP Activity)	1,315,528
			Sub-total	1,315,528
Statewide				
Various	-	N/A	WA Bike Network Grants Program (PBN & RBN)	5,340,000
Various	-	N/A	WestCycle - Active Transport - Grant to Department of Transport	500,000
Various	-	N/A	DBCA Parks and Wildlife Service-Maintance	2,355,766
Various	-	N/A	Town Teams Movement-Road Safety Program	1,010,000
			Sub-total	9,205,766
			Total	43,054,620

State Road Funds to Local Government Agreement

2025 - 26 - Regional Road Group Support

Details	Administrative and Technical Support to Regional Road Groups \$
Regions	
Great Southern	270,000
South West	510,000
Mid West-Gascoyne	200,000
Goldfields-Esperance	110,000
Kimberley	90,000
Wheatbelt	376,867
Pilbara	80,000
Metropolitan	600,000
Support to WALGAGC (IRIS Data)	165,000
To be allocated	500,000
Total	2,901,867

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Great Southern Region		
Nardlah Road SLK 0.00 - 0.20 (Shire of Broomehill-Tambellup) Install asphalt overlay on Nardlah Road approach to Broomehill-Jerramungup Road approach, install rumble strips, pavement markings, upgrade delineation and signs.	\$79,667	
Carbarup Road SLK 5.7 - 6.05 (Shire of Plantagenet) Realign Moorilup Road intersection to T-intersection, extend sealed approach on Collins Road, upgrade drainage, delineation and signs.	\$137,971	
Gnowangerup-Tambellup Road SLK 1.4 - 1.5 (Shire of Broomehill-Tambellup) Extend culvert outside of clear zone, widen approaches, install delineation and signs.	\$110,147	
Yeriminup Road-Ballochmyle Road (Shire of Cranbrook) Relocate Y-intersection to a new T-intersection, seal new alignment, install delineation and signs.	\$226,733	
Total Great Southern Region RRG	<u>\$554,518</u>	
South West Region		
Hairpin Road SLK 2.88 - 5.88 (City of Busselton) Widen seal to 6.2m, install 1.0m gravel shoulders, clear vegetation, improve drainage, install signs and pavement markings.	\$1,718,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$ 1,750,000)
Wake Dive SLK 0.00 - 1.10 (Shire of Capel) Install speed cushions on Wake Drive between Dalyellup Boulevard and Norton Promenade.	\$43,867	
Glencoe Parade SLK 0.62 - 1.10 (City of Mandurah) Install raised intersection plateau at Hungerford Avenue intersection and raised plateaus between Waltham Street and Balmoral Parade, upgrade street lighting.	\$66,766	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 237,000)
Oakmont Avenue SLK 2.17 - 3.71 (City of Mandurah) Install raised plateaus on Oakmont Avenue between Camden Way and La Grange Place, upgrade street lighting.	\$76,766	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 181,217)
Tuckey Street SLK 0.5 0 -0.97 (City of Mandurah) Install raised intersection plateaus and speed cushions on Tuckey Street between Sutton Street and Anstruther Road, upgrade street lighting.	\$410,426	
Total South West Region RRG	<u>\$2,315,825</u>	

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Gascoyne Region		
Minilya-Lyndon Road SLK 0.00 - 84.33 (Shire of Carnarvon) Seal and widen gravel road approaches to nine cattle grids, widen cattle grids, upgrade delineation and signs.	\$367,333	
French Street SLK 0.00 - 0.28 (Shire of Carnarvon) Seal gravel road, install parking bays, pedestrian facilities and street lighting.	\$400,000	
Total Gascoyne Region RRG	<u>\$767,333</u>	
Mid West Region		
Eastward Road - Pass Street-Rifle Range Road (City of Greater Geraldton) Increase annulus of a roundabout, modify pre-deflection and pedestrian ramps, install pavement markings and signs.	\$263,847	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$293,847)
Eastward Road - Flores Road (City of Greater Geraldton) Install three-way roundabout, right turn lane into Alexander Street, install street lighting and pedestrian path.	\$1,760,933	Stage 2. Stage 1 funded in the future. (Total cost to State \$ 1,986,267)
Total Mid West Region RRG	<u>\$2,024,780</u>	
Total Mid West - Gascoyne Region	<u>\$2,792,113</u>	
Goldfields - Esperance Region		
Goldfields Highway - Durkin Road (Shire of Coolgardie) Install left turn lane on Goldfields Highway to Durkin Road, modify and widen right turning movement from Durkin Road to Goldfields Highway, widen and seal to formalise road train parking at intersection adjacent to service station, improve pedestrian crossing facilities from road train parking to service station.	\$765,502	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$ 1,465,502)
Lionel Street - Burt Street (City of Kalgoorlie-Boulder) Modify pre-deflection on approaches to roundabout, improve drainage, install pavement markings and signs.	\$318,715	
Oldfield Road - Rawlinson Road (Shire of Esperance) Realign gravel Y-intersection to a sealed T-intersection, improve drainage, delineation and signs.	\$82,633	
Springdale Road - Doyle Road (Shire of Esperance) Realign, widen and seal Doyle Road intersection with Springdale Road, widen and seal approaches, improve drainage and floodways, install delineation and signs.	\$75,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 559,633)
Total Goldfields - Esperance Region RRG	<u>\$1,241,850</u>	

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		
*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.		
Kimberley Region		
Lakeview Drive SLK 0.00 - 1.20 (Shire of Wyndham East Kimberley) Widen narrow seal, upgrade pedestrian path, install pavement markings, signs and delineation.	\$227,526	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 436,871)
Fairbairn Street SLK 0.00-0.35 (Shire of Derby West Kimberley) Widen seal, formalise parking and bus bays, install pedestrian path, kerbing and upgrade lighting at Derby Senior High School.	\$75,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 1,057,963)
Total Kimberley Region RRG	<u>\$302,526</u>	
Wheatbelt South Region		
Bullaring-George Road and Rabbit Proof Fence Road (Shire of Corrigin) Widen intersection and approaches, install rumble strips, remove hazards from clear zone, improve drainage and install signs.	\$207,789	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 430,000)
Total Wheatbelt South Region RRG	<u>\$207,789</u>	
Wheatbelt North Region		
Polinelli Road SLK 1.41 - 2.06 (Shire of Chittering) Widen and install sealed shoulders, pavement markings and delineation.	\$480,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 587,895)
Wells Glover Road SLK 5.09 - 6.45 (Shire of Chittering) Widen and install sealed shoulders, pavement markings and delineation.	\$323,000	
Total Wheatbelt North Region RRG	<u>\$803,000</u>	
Total Wheatbelt Region	<u>\$1,010,789</u>	
Pilbara Region		
Kennedy Street SLK 0.00 - 0.93 (Town of Port Hedland) Install raised plateaus on Kennedy Street between Banksia Street and Cottier Drive.	\$183,333	
Total Pilbara Region RRG	<u>\$183,333</u>	
Total - State Black Spot Program - Regional Local Roads RRG	<u>\$8,400,954</u>	

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Metropolitan Region		
Mint Street - Hubert Street (Town of Victoria Park) Install raised intersection plateau.	\$96,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$160,000).
Renou Street - Gerard Street (City of Canning) Install raised plateau at staggered intersection, upgrade street lighting.	\$120,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$200,000).
Karnup Road - Richardson Street (Shire of Serpentine Jarrahdale) Install pre-deflection on Karnup Road west approach and both Richardson Street approaches to roundabout.	\$251,066	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$418,444).
Shorehaven Boulevard SLK 0.11 - 1.21 (City of Wanneroo) Install speed humps and raised intersection plateau at Helmsman Avenue.	\$60,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$100,000).
Rockingham Road - Phoenix Road (City of Cockburn) Replace traffic signals with a roundabout, modify intersection to ban right turn from Grandpre Crescent to Phoenix Road.	\$996,800	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$1,661,333).
Karnup Road SLK 8.65 - 11.15 (Shire of Serpentine Jarrahdale) Install 1.0m sealed shoulders, pavement markings, audible markers, remove hazards from clear zone.	\$627,917	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$1,046,528).
Adrian Street - Cleopatra Street (City of Melville) Install roundabout.	\$320,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$533,333).
Wellard Road - Henley Boulevard (Town of Kwinana) Install roundabout.	\$728,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$1,213,333).
Anglesey Drive - Winterfold Road (City of Melville) Install right turn pocket on Winterfold Road, modify median island.	\$84,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$140,000).
Ferndale Crescent - Metcalfe Road (City of Canning) Install pre-deflection to roundabout, upgrade street lighting and install cycle path.	\$142,800	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$238,000).
Mint Street - Beatty Avenue (Town of Victoria Park) Install raised intersection plateau.	\$96,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$160,000).
Beelihar Drive - Dunraven Drive (City of Cockburn) Install traffic signals, modify intersection layout, upgrade street lighting and install guardrail and kerbing at The Grande intersection.	\$1,173,188	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$1,955,313).

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Wright Road - Columbia Parkway (City of Armadale) Install pre-deflection on Wright Road west approach to roundabout, install skid resistant treatment, install path, improve pram ramps and upgrade street lighting.	\$103,026	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$171,710).
Skeet Road - Keene Road (City of Armadale) Install pre-deflection on Skeet Road south approach to roundabout, install cycle lanes, modify pedestrian ramps and upgrade street lighting.	\$134,009	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$223,348).
Ranford Road - Lakey Street (City of Gosnells) Install left turn lane on Ranford Road to Lakey Street, modify existing path and upgrade street lighting.	\$150,000	Stage 2. Stage 1 funded in 2024-25. (Total cost to State \$250,000).
Canning Mills Road SLK 0.0 0 -0.89 (City of Armadale) Upgrade street lighting at intersections between Clifton Street and Bullockbush Road.	\$6,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 79,333).
Railway Avenue SLK 4.29 - 5.59 (City of Armadale) Install street lighting.	\$10,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 165,600).
Apsley Road-Aster Avenue (City of Canning) Install roundabout, upgrade pedestrian facilities and lighting.	\$146,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 862,000).
Runnymede Gate SLK 0.53 - 2.65 (City of Kwinanna) Install speed cushions on Runnymede Gate between Gilmore Avenue and Wellard Road and on Lambeth Circuit approaches to roundabout.	\$73,000	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 459,227).
Preston Point Road-Stock Road (City of Melville) Install speed cushions on all approaches to roundabout.	\$8,667	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 53,333).
Hector Street-Stoneham Street (City of Stirling) Install raised intersection plateau.	\$130,000	
Joyce Street-Manning Street (City of Stirling) Install raised intersection plateau.	\$184,000	
Lockwood Street-Hector Street (City of Stirling) Install raised intersection plateau.	\$146,000	
Lawley Street-French Street (City of Stirling) Install raised plateau on Lawley Street at intersection.	\$74,000	

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Princess Road-Amberley Way (City of Stirling) Install raised plateau at intersection.	\$104,000	
O'Brien Road SLK 9.60 - 11.65 (City of Swan) Install safety barrier at various curved sections.	\$418,629	
Burswood Road SLK 0.39 - 0.65 (Town of Victoria Park) Install raised intersection plateau at Howick Street and Egham Road intersections and improve pedestrian crossings.	\$13,333	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 306,237).
Roberts Road-Star Street-Howick Street East (Town of Victoria Park) Install pre-deflection on Roberts Road and speed cushions on Star Street and Howick Street approaches to roundabout, upgrade pedestrian facilities and street lighting.	\$33,333	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 397,333).
Bishopsgate Street-Lion Street (Town of Vitoria Park) Install raised plateau on Bishopsgate Street at intersection.	\$11,667	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 141,667).
Temple Street-Gloucester Street (Town of Victoria Park) Install roundabout.	\$15,500	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 341,728).
Eton Street SLK 0.00 - 0.18 (City of Vincent) Instal raised intersection plateaus at Scarborough Beach Road and Haynes Street.	\$3,667	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 60,000).
Hartman Drive SLK 3.52 - 3.84 (City of Wanneroo) Install traffic signals at Hartman Drive-Prindeville Drive intersection, ban right turn movement from Buckingham Drive to Hartman Drive.	\$536,600	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 1,070,000).
Santorini Promenade SLK 0.00 - 1.08 (City of Wanneroo) Install raised intersecion plateau at Hollington Boulevard, Missingham Avenue West, Missingham Avenue East, Chico Link and Kells Road.	\$580,000	
Berrigan Drive-Elderberry Drive (City of Cockburn) Install roundabout.	\$95,900	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 1,813,500).
Rowley Road-Liddelow Road and De Haer Road (City of Cockburn, City of Kwinana) Replace two adjacent intersections with one elongated roundabout.	\$344,413	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 1,594,127).
Pantheon Avenue-Orsino Boulevard (City of Cockburn) Install roundabout.	\$60,113	Stage 1. Stage 2 to be funded in the future. (Total cost to State \$ 651,333).

REGIONAL ROADS

	2025-26 (Draft Budget)	Comments
State Black Spot Program - Regional and Metropolitan Local Roads		*Approved State Black Spot Budget doesn't include 1/3 mandatory contribution by LGA towards the Total Project Budget.
Summerfield Road-Richardson Street-Wright Road (Shire of Serpentine-Jarrahdale) Widen 4-way intersection, install median islands on all approaches, clear vegetation and reduce speed limit.	\$435,733	
Railway Avenue SLK 0.93 - 1.69 (City of Armadale) Upgrade street lighting.		Reserve Project. (Total cost to State \$ 68,867).
Riverton Drive East SLK 0.42 - 1.03 (City of Canning) Install raised plateau at two locations between Riley Road and Fern Road, pre-deflection on approach to Tribute Street roundabout, speed cushions on Barbican, Riverton Drive East and Fern Road approaches to a roundabout, modify pedestrian facilities and upgrade street lighting.		Reserve Project. (Total cost to State \$ 833,930).
Riley Road SLK 0.00 - 0.66 (City of Canning) Install pre-deflection on Riley Road approaches to roundabouts at Riverton Leisureplex-Mercer Loop, Rivermoor Loop and Corinthian Road East, install raised plateau at Nabawa Street intersection, modify pedestrian facilities.		Reserve Project. (Total cost to State \$ 688,460).
Preston Point Road-Waddell Road (City of Melville) Install roundabout and upgrade street lighting.		Reserve Project. (Total cost to State \$ 466,667).
Scott Street-Helena Valley Road (Shire of Mundaring) Install roundabout and upgrade street lighting.		Reserve Project. (Total cost to State \$ 460,000).
Stakehill Road (SLK 0.53 - 1.97 (City of Rockingham) Install roadside safety barriers at various locations between Harvey Road and Firbank Close.		Reserve Project. (Total cost to State \$ 245,333).
Baldivis Road-Kerosene Lane (City of Rockingham) Widen road, install painted right turning lane on Baldivis Road.		Reserve Project. (Total cost to State \$ 288,441).
Mundijong Road SLK 3.01 - 5.70 (Shire of Serpentine-Jarrahdale) Install 1.0m sealed shoulders between Kargotich Road and Lightbody Road, install street lighting at Lightbody Road intersection, clear roadside hazards, install pavement markings.		Reserve Project. (Total cost to State \$ 1,133,333).
Alday Street-Burlington Street (Town of Victoria Park) Install raised intersection plateau, install pedestrian path and lighting.		Reserve Project. (Total cost to State \$ 190,000).
Total Metropolitan Region RRG	<u>\$8,513,361</u>	
Total Regional and Metropolitan Local Roads	<u>\$16,914,315</u>	

Item 6.2

April 2025
MRWA 04/11055
D25#334020

FUTURE STATE ROADS PROJECT

Update on the project progress

The Future Roads Project (Metro) continues to inform ongoing reclassification actions within the Metropolitan area.

Main Roads will meet in early April 2025 to consider potential timing of transfers for **urban roads**. Based on potential triggers including construction of major state infrastructure, it remains likely that the next urban transfer will not occur until around 2028, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

Main Roads continues to scan the current and future planning environment to determine if any roads not already listed warrant classification assessments. This also includes the future planning for Westport.

The Future Roads Project (Rural) is continuing to progress. Further assessments are being undertaken based on the list of possible rural roads identified in the Project. In 2025 this will include assessments of roads in the Great Southern Region to determine if they are still likely to qualify for reclassification. Should any of these listed roads pass detailed classification assessments, timing of transfer will be subject to land tenure, proposed works, funding considerations and Treasury approval.

Main Roads also continues to scan the current and future planning environment to determine if any rural roads not already listed warrant classification assessments. Following high level discussions, Main Roads undertook a Classification Assessment of Parker Range Road in 2024, and this road will likely transfer in late 2025.

It is expected that the rural roads that pass assessment will be transferred to State Administration gradually over the next 10 years or so, taking into account the transfer timeframes for the Future Roads Project (Urban) which is still progressing.

Roads that will cease to be State Administered and transfer to Local Government responsibility for urban and rural areas are also being considered for the longer term.

Recommendation

No action required of the Advisory Committee – for information only.

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

PLANNING AND TECHNICAL SERVICES DIRECTORATE

2 April 2025

Item 6.3

April 2025
MRWA 04/11055
D25#325177

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:Amended Status comment:

- Amendments to various comments.

Deleted due to completion of action:

- Various roads proclaimed in November 2024 (flagged in previous report.)

Deleted:

- Nil

Road	Action	Status
Menang Drive (Albany Ring Road)	Albany Ring Road (an 11.5km extension of Menang Drive) has now been constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany Construction of a new flyover at Menang Drive & Chester Pass Road will commence late 2024, estimated completion early 2026.	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 2026.
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. Likely to be proclaimed together with Kwinana Fwy/Roe Hwy/Murdoch Drive Proclamation anticipated late 2025.

OFFICIAL

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.
Wilman Wadandi Highway (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 Officially opened on 16 Dec 2024. Likely to be proclaimed in sections once land tenure has been finalised.
(Boorloo Bridge) Causeway Pedestrian and Cyclist Bridges	Separate path users from traffic, two connected bridges 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. Opened on 22 Dec 2024. We intend to reproclaim Causeway showing the bridge as Path.
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 anticipated for 2025/2026.
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 2025/2026.
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 2025 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.
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 2025/2026.

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Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Bindoon Bypass, Walebing, Miling Bypass and Straight, Pithara and Dalwallinu to Wubin sections. In progress and many sections have been completed with handover arrangements being progressed. Asset responsibility negotiations with Local Government Authority progressing. Proclamation / transfer anticipated 2025/2026.
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 2025/2026.
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 March 2023. Proclamation late-2025
Mandurah Estuary Bridge Duplication	Construction of a second bridge alongside Mandurah Estuary Bridge.	Anticipated completion late 2025
Marble Bar Road Upgrade	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all stages together. Construction of Stages 2A and 3 commenced Nov 2024. Remaining stages 4, 5A and 5B commence late Mar 2025.
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 late 2025.
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 t1 July 2022. Dedication almost complete. Proclamation anticipated for late 2025.

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Midlands Road – Yandanooka	Proclamation of realignment.	Recent identification of historical realignments outside road reserve. Land tenure issues (A Class Reserve) Progression pending due to land tenure issues.
Murdoch Drive connection to Roe Highway and Kwinana Freeway	Realignment at Kwinana Freeway / Roe Highway interchange to connect to Murdoch Activity Centre and Fiona Stanley Hospital.	Agreement reached with CoC to take on Murdoch Dr as far as Murdoch-Farrington Link. Remaining dedication issues to be checked and actions to be progressed. Proclamation anticipated for late 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 2025/2026.
Ocean Reef / Gngara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	Outstanding dedication issues to be checked and actions progressed. Possible Proclamation actions to be separated into LGs and treated separately. Proclamation anticipated for 2025/2026.
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. If taken over in sections, the first section of Great Central Road could be transferred in 2027/2028.
Roe Highway and Kalamunda Road intersection upgrade	The new grade-separated intersection at the Roe Highway and Kalamunda Road intersection including a new bridge, two roundabouts and on and off ramps.	Project complete – dedication nearly complete. Proclamation anticipated for 2025/2026.
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 and completed May 2024. Proclamation anticipated for late 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.

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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 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 2025/2026.
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 2025/2026.

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

7 April 2025

State Road Funds to Local Government Advisory Committee – April 2025

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)
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
November 2024	25	25	18	10	14	1
December 2024	24	10	9	4	13	7
January 2025	21	5	1	6	2	13
February 2025	37	8	24	26	4	7
Total	431	212	204	207	120	104

Compliance Operational Output Summary

Between July and December 2024, the Inspectors stopped 2632 vehicle combinations in compliance patrols and 1167 combinations in roadblock operations State-wide. Of the total 3799 combinations stopped, 614 were in the Wheatbelt region. The 614 Wheatbelt combinations were comprised of 1447 vehicles inspected, which resulted in 279 offences.

Main Roads Update for the 2024/2025 Harvest

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

In late 2024 and early 2025 major multi-agency operations were undertaken in Perth, Muchea and the Mid-West Gascoyne region. 253 loads were intercepted and weighed, comprised of 723 vehicles, and 156 issues were recorded. These mainly related to vehicle defect offences.

The Accreditation team audited a selection of CBH and Bunge receival sites. These audits began in late November 2024 and continued through December. The findings were very good and only a few suggestions for improvement were recommended in relation to the addition of refresher training for permanent staff.

Regional Council Liaison

Senior Management from Heavy Vehicle Compliance has participated in Regional Road Group meetings in Cue and Wickiepin, enabling active discussion and feedback on local road issues with Local Government representatives in the Murchison and Wheatbelt regions. Furthermore, we are working in partnership with [LGIS WA](#) to provide face-to-face training on Chain of Responsibility (CoR) obligations for Regional Local Governments. This level of engagement has been well received and remains ongoing.

ACTION ITEM 6.5**UPDATE ON THE SAFER COUNTRY LOCAL ROADS PROGRAM DEVELOPMENT – MAURICE CAMMACK**

- Main Roads has been progressing program development for a Local Road Regional Road Safety Program, also referred to as the Safer Country Local Roads Program.
- An Advisory Group has been established between Main Roads, WALGA and RAC with membership to also include Local Government representatives. First meeting was held 3 April 2025.
- Phase 1 of the Program is seeking funding of \$250 million, with \$50 million per year over 5 years.
- Committed Funding for the Program is as follows:
 - Confirmed RTTA Funding

Funding Source	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30
Funding from RTTA	\$5,00,000	\$5,00,000	\$5,00,000	\$5,00,000	\$25,000,000	\$25,000,000

- Additional State Funding - Awaiting outcome of 2025-26 State Budget, noting that it was a State election commitment
 - Australian Government Funding - No funding as part of 2025-26 Federal Budget
- In 2024-25, two projects have been allocated funding of \$5 million for delivery to widen and seal shoulders, install audible tactile edge lines at the following locations:
 - Shire of Bridgetown-Greenbushes, Maranup Road, \$2.2 million (11.00 km).
 - Shire of Northampton, Kalbarri Road, \$2.8 million (7.03km).
- Draft Program Management Guidelines have been prepared and feedback sought from the Advisory Group.
- Target Cross-sections under consideration have been shared with the Advisory Group for comment.
- Program proposed to be delivered in 5 Tranches with:
 - Line marking ACL/AEL projects to be delivered within 12 months
 - Shoulder Sealing and Line marking projects to be delivered within 24 months
- Draft Road List has been prepared for Tranche 1 and shared with the Advisory Group.
 - 656 kilometres on 42 roads identified across 29 Local Governments
- Next Step is to commence Consultation with Local Governments.
- Update to the Business Case to align with Infrastructure Australia Stage 3 Checklist.



GASCOYNE REGIONAL ROAD GROUP

POLICY & PROCEDURE

MANUAL

August 2021

Updated August 2024



Contents

1. ADMINISTRATION	9
1.1 Regional Road Group Representation	9
1.2 Technical Working Group	9
1.3 Chairperson	9
1.4 Deputy Chairperson	9
1.5 Attendance at RRG Meetings	9
1.6 Elected Members' Voting Rights & Obligations.....	10
1.7 Secretary	10
1.8 Meeting Schedule.....	10
1.9 Meeting Agenda	10
1.10 Flying Minute	11
1.11 Reporting Structure.....	11
2. Level 1 Bridge Inspections.....	11
2.1.1 Reporting.....	12
2.1.2 Timetable for Level 1 Bridge Inspections	12
2.1.3 Routine Maintenance	13
2.1.4 Preventative Maintenance	13
2.1.5 Road and Bridge Data for IRIS.....	14
3. Gascoyne regional road group funding	14
3.1 Direct Grants.....	14
3.2 ROAD PROJECT FUNDING.....	15
3.2.1 Funding Methodology	15
3.2.2 Contributory Arrangements and Payments.....	15
3.2.3 Three Year Works Program.....	16
3.2.4 Under Expenditure on Projects	16
3.2.5 Over Expenditure on Projects	16
3.2.6 Delays in Program	17
3.2.7 Carry Over Expenditure on Projects	17
3.2.8 Timetable for Project Funding Submissions.....	18
3.2.9 Penalties for Underspending in the Financial Year	18
3.2.10 Project Funding Allocation Methodology	18
4. Project Funding Allocation Methodology	19

4.1	Preservation Works.....	19
4.1.1	Project Information	19
4.1.2	Condition Assessment.....	19
4.1.3	Improve Road Safety.....	20
4.1.4	Traffic.....	21
4.1.5	Sustainability.....	22
4.1.6	Economic/Social.....	22
4.1.7	Final Weighting.....	22
4.2	Improvement Works.....	23
4.2.1	Project Information	23
4.2.2	Traffic.....	23
4.2.3	Road Safety.....	24
4.2.4	Economics.....	25
4.2.5	Environment.....	25
4.2.6	Sustainability.....	27
4.2.7	Social	28
4.2.8	Final Weighting.....	28
5.	Black Spot Program.....	28
5.1.1	Nominations Submitted 2020/21 and onwards	29
5.1.2	Complex Projects	29
5.1.3	Approval of Staged Projects.....	29
5.1.4	Reserve Projects.....	30
5.1.5	Road Safety Inspection.....	30
6.	State Black Spot.....	30
6.1.1	Timetable for Funding Submissions.....	30
6.1.2	Funding and Payment	31
6.1.3	Reporting.....	32
7.	Australian Government Black Spot.....	32
7.1.1	Timetable for Funding Submissions.....	32
8.	COMMODITY ROUTE FUNDING.....	33
8.1.1	Timetable for Commodity Route Funding.....	33
9.	KEY PERFORMANCE INDICATORS.....	34
9.1.1	Number of RRG meetings held and attended by all RRG Members	34

9.1.2	Percentage of Black Spot Programs funding expended	34
9.1.3	Percentage of Road Project Grants Expended.....	34
9.1.4	Percentage of Direct Grants Claimed	34
9.1.5	Percentage of sealed road length subject to a documented visual condition survey in the previous five years	34
9.1.6	Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years	34
9.1.7	Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA / MRWA framework.....	34
10.	Schedule of Key Reporting & Meeting Dates.....	35
10.1	Non-Reporting Penalties	35
11.	ATTACHMENT 1 – Level 1 Bridge Inspection Form.....	36
12.	ATTACHMENT 2 – Certificate of Completion – Direct grants.....	40
13.	ATTACHMENT 3 – RRG Progress payment certificate Local Government Road Funding MRWA41	
14.	ATTACHMENT 4 – Certificate of completion Local Government Road Funding MRWA 42	
15.	ATTACHMENT 5 – MULTI-CRITERIA ASSESSMENT APPLICATION	43
16.	ATTACHMENT 6 – Black Spot Nomination Forms.....	44
17.	ATTACHMENT 7 – Black Spot Project Completion Form	45
18.	ATTACHMENT 8 – Commodity Route Application Forms	46
	Online application form - Commodity Routes - Application and Assessment Guidelines Rev 4 (mainroads.wa.gov.au).....	46

Document Control

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	25 / 08 / 2021	Initial issue approved by Gascoyne RRG	All
2	28 / 06 / 2022	Section 1.5 – Observer’s terminology defined	7
		Section 1.1.9 – Level 1 Bridge Inspections amendment to numbering and location in document	9
		Section 2.2.1 – Project Eligibility removed from document	12
		Section 2.2.5 – Under Expenditure on Projects: clause wording amendment	13
		Section 2.2.6 – Over Expenditure on Projects: clause wording amendment	14
		Section 2.2.7 – Delays in Program: clause wording amendment	14
		Section 2.2.8 – Carry Over Expenditure on Projects: clause wording amendment	14
		Section 2.2.10 – Penalties for Underspending in the Financial Year: clause wording amendment	15
		Section 4.1.2 – second 40% claim terminology amendment	18
		Section 8.1 Non-Reporting Penalties: clause wording amendment	22

3	01/08/2024	<ul style="list-style-type: none">• Document refresh• Multi-Criteria Assessment added• Direct Grant Certificate• Reporting Structure• Road & Bridge Data Upload for IRIS	all
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Acronyms

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

SLK	Straight Line Kilometres
SoC	Shire of Carnarvon
SoE	Shire of Exmouth
SoSB	Shire of Shark Bay
SoUG	Shire of Upper Gascoyne
SRFLG	State Road Funds to Local Government
WALGA	Western Australian Local Government Association

1. ADMINISTRATION

1.1 Regional Road Group Representation

The Gascoyne Regional Road Group (RRG) comprises of four (4) Elected Members with one (1) Elected Member representing each of the Local Governments – Shire of Carnarvon, Shire of Exmouth, Shire of Shark Bay and the Shire of Upper Gascoyne. RRG Elected Members must be elected Council representatives that have been authorised by their respective Local Government Authorities to represent their Local Government on the Regional Road Group.

1.2 Technical Working Group

The Gascoyne RRG functions as the Technical Working Group, as such the group acknowledges technical RRG matters are to be discussed and decisions arrived at the scheduled meetings in June, November and February.

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

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

1.3 Chairperson

The Chairperson of the RRG is elected from the four (4) RRG Elected Members by a majority vote. The Chairperson serves a two (2) year term with biennial elections held in November, following Local Government elections normally held in the October.

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

1.4 Deputy Chairperson

The Deputy Chairperson of the RRG is elected from the four (4) RRG Elected Members by a majority vote. The Deputy Chairperson serves a two (2) year term with biennial elections held in November, following Local Government elections normally held in the October.

1.5 Attendance at RRG Meetings

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

1.6 Elected Members' Voting Rights & Obligations

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

1.7 Secretary

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

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

1.8 Meeting Schedule

- Meeting dates for the coming calendar year will be set at the last RRG (November meeting) prior to December in the preceding year and this will be done by consensus taking into account the key timelines and the WALGA Zone Meeting Schedule.
- Three (3) RRG meetings are to be held over the financial year to meet KPI requirements:
 - June
 - November
 - February

Each Calendar year one meeting will be held at a member Local Government which will rotate annually all remaining meetings will be held at the Shire of Carnarvon or via electronic means.

- Every effort is to be made to attend in person unless there are exceptional circumstances.

1.9 Meeting Agenda

1. Attendance and Apologies

2. Confirmation of Minutes of Previous Meeting
3. Business arising from previous minutes
4. Inwards and Outwards Correspondence
5. Standing Reports
 - 5.1 Financial Reports (provided by Main Roads)
 - 5.2 Local Governments to provide a written report on the Status of their projects
 - 5.3 MRWA Current Project Report
 - 5.4 Level 1 Bridge Inspections
 - 5.5 WALGA Report
 - 5.6 RoadWise Report
6. Other Business
7. New Business
8. Next Meeting and Closure

1.10 Flying Minute

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

1.11 Reporting Structure

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

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

2. LEVEL 1 BRIDGE INSPECTIONS

A routine visual inspection performed annually. The visual inspection must check on the overall safety and performance of the structure and identify any major accident damage or

incident and any obvious failure or deterioration of structural components. The inspection provides an opportunity to schedule routine maintenance requirements and check on the completion and effectiveness of previous routine maintenance. The need for further detailed inspections must also be identified.

The process of carrying out Level 1 inspections is detailed in Framework and is available from the [WALGA website](#).

2.1.1 Reporting

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

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

2.1.2 Timetable for Level 1 Bridge Inspections

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

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

should be scheduled at the time of year that coincides with low water levels in the local climate.

2.1.3 Routine Maintenance

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

The scope of a routine Level 1 inspection includes:

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

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

2.1.4 Preventative Maintenance

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

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

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

2.1.5 Road and Bridge Data for IRIS

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

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

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

The correct IRIS format can be found in the [IRIS Local Government Interface Requirements Document](#).

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

3. GASCOYNE REGIONAL ROAD GROUP FUNDING

The [State Road Funds to Local Government Procedures](#) are located on the Main Roads WA website.

3.1 Direct Grants

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

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

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

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

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

See [attachment 2](#) for the Direct Grant Certificate.

3.2 ROAD PROJECT FUNDING

3.2.1 Funding Methodology

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

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

Road Project Grants are distributed to eligible projects using the same methodology as the Direct Grant, with the percentage of each Local Government's APV determining the amount available for project grants for each respective Local Government.

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

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

3.2.2 Contributory Arrangements and Payments

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

Payments are made on 40:40:20 basis:

Claim	Submission & Payment	Certificate Required
1 st 40%	July – can be paid at the beginning of the financial year	Progress Payment Certificate (Attachment 3)
2 nd 40%	Contingent on proof the 1 st 40% claim has been spent	Progress Payment Certificate (Attachment 3)

Final 20%	Project has been completed & MRWA post project inspection is completed	Certificate of Completion (Attachment 4)
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Estimated expenditure month forecasts (40:40:20) are to be provided to the RRG Secretary in writing at the beginning of each financial year.

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

3.2.3 Three Year Works Program

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

3.2.4 Under Expenditure on Projects

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

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

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

3.2.5 Over Expenditure on Projects

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

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

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

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

3.2.6 Delays in Program

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

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

A Local Government who cannot expend the funds applied for and allocated, unless there are exceptional circumstances, as determined by the RRG, and these funds are reallocated to another member(s) have no claim for the amount reallocated in future years; this is based on the principal 'USE IT OR LOSE IT'.

All correspondence shall be through the RRG Secretariat to disseminate to the Group.

3.2.7 Carry Over Expenditure on Projects

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

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

3.2.8 Timetable for Project Funding Submissions

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

3.2.9 Penalties for Underspending in the Financial Year

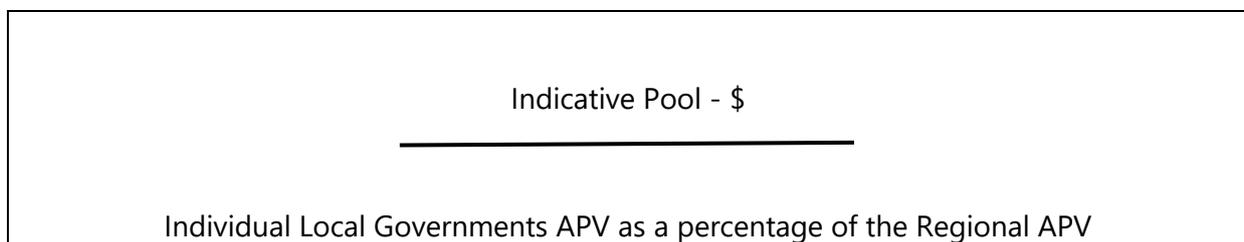
If a Local Government underspends in a financial year despite providing assurances through project status reports and not reporting such prior to the 31st of January as required by the *State Road Funds to Local Government Procedures (2020)* their allocation for the next financial year will be reduced by this amount and redistributed to the other RRG member according to the APV methodology.

Unless exceptional circumstances are reported to the RRG, in which, the RRG will then discuss the exceptional circumstances and determine whether the penalty is to be applied by voting members.

3.2.10 Project Funding Allocation Methodology

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

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



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

4. PROJECT FUNDING ALLOCATION METHODOLOGY

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

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

4.1 Preservation Works

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

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

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

4.1.1 Project Information

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

4.1.2 Condition Assessment

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

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

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

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

Provide a condition rating based on Table 1.

Table 1: Condition Rating

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

A final score will be calculated, based on the selected condition rating.

Provide a description of the current condition as well as a justification of the condition as an attachment to the project submission. Acceptable forms of justification include details of a condition survey, photographs, aerial imagery, statements regarding the age of the facility, documentation of increased traffic volumes, etc.

4.1.3 Improve Road Safety

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

Safety Rating

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

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

- **LG Stars** - <https://www.roadwise.asn.au/local-government/lgstars.aspx>
- **Infrastructure Risk Rating** - [https://irrtool.austroads.com.au/](https://irrttool.austroads.com.au/)

Safety Treatments

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

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

Safety Improvement Description

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

Table 2: Road Safety Treatment Impact

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

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

4.1.4 Traffic

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

Key Linkages

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

- Industry
- Pastoral Areas
- Aboriginal Communities

- Mining Areas
- Tourism
- Inter-Community Access

Heavy Vehicles

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

- Safety
- Economic Activity
- Rate of Deterioration

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

4.1.5 Sustainability

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

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

Indicate whether the guideline was reviewed and the proposed project evaluated against any of the sustainable practices in the guideline by providing a Yes/No answer.

If sustainable practices are proposed for implementation as part of the project, please indicate this by providing a Yes/No answer and providing evidence as a supplement to the project submission.

4.1.6 Economic/Social

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

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

4.1.7 Final Weighting

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

Table 3: Preservation Project Criteria Weights

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

4.2 Improvement Works

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

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

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

4.2.1 Project Information

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

4.2.2 Traffic

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

Key Linkages

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

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

Heavy Vehicles

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

- Safety
- Economic Activity
- Rate of Deterioration

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

4.2.3 Road Safety

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

Safety Rating

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

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

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

Safety Treatments

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

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

Safety Improvement Description

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

Table 4: Road Safety Treatment Impact

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

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

4.2.4 Economics

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

4.2.5 Environment

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

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

Scoring examples are provided below.

- Score of 5 – No Impact – Surface water will not be impacted in any way by the project or there will be a beneficial impact.

- Score of 2 – Moderate Impact – Potential for the loss of vegetation resulting from changes to sheet flow.
- Score of 0 – Significant Impact – Wetlands will be filled by the project.

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

Scoring examples are provided below.

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

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

Scoring examples are provided below.

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

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

Scoring examples are provided below.

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

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

Scoring examples are provided below.

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

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

Scoring examples are provided below.

- Score of 5 – No Impact – No impacts to cultural sites will occur as a result of the project.
- Score of 2 – Moderate Impact – The project will lead to some impact to cultural sites by increasing traffic, reducing amenity, and/or damage/destruction of the site.
- Score of 0 – Significant Impact – The project will lead to substantial impact to cultural sites by increasing traffic, reducing amenity, and/or damage/destruction of the site.

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

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

4.2.6 Sustainability

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

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

Indicate whether the guideline was reviewed and the proposed project evaluated against any of the sustainable practices in the guideline by providing a Yes/No answer.

If sustainable practices are proposed for implementation as part of the project, please indicate this by providing a Yes/No answer and providing evidence as a supplement to the project submission.

4.2.7 Social

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

4.2.8 Final Weighting

The final weighting associated with each criterion for preservation works is provided in Table 5.

Table 5: Improvement Projects Criteria Weights

Improvement Projects	
<i>Category</i>	<i>Weight</i>
Traffic	35%
Road Safety	20%
Economics	15%
Environment	10%
Sustainability	5%
Social	15%

5. BLACK SPOT PROGRAM

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

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

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

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

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

5.1.1 Nominations Submitted 2020/21 and onwards

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

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

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

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

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

5.1.2 Complex Projects

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

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

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

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

5.1.3 Approval of Staged Projects

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

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

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

5.1.4 Reserve Projects

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

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

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

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

5.1.5 Road Safety Inspection

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

6. STATE BLACK SPOT

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

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

The Minister for Transport will announce the approved programs.

[State Black Spot Program Development and Management Guidelines](#) are located on the Main Roads WA website.

6.1.1 Timetable for Funding Submissions

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

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

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

[Crash Investigation | Main Roads Western Australia](#)

Project Completion Form – [Attachment 7](#).

6.1.2 Funding and Payment

Non Staged Projects

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

Staged Projects

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

6.1.3 Reporting

Summary of reports:

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

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

7. AUSTRALIAN GOVERNMENT BLACK SPOT

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

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

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

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

7.1.1 Timetable for Funding Submissions

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

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

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

Funding and payment – *refer to section 4.1.2*

Reporting – *refer to section 4.1.3*

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

[Crash Investigation | Main Roads Western Australia](#)

Project Completion Form – [Attachment 7](#).

8. COMMODITY ROUTE FUNDING

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

A commodity route is defined as a route where there is a significant high priority transport task associated with the transport of a commodity such as iron ore, cattle, and / or other commodities.

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

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

8.1.1 Timetable for Commodity Route Funding

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

Commodity Route Application Form - [Attachment 8](#).

9. KEY PERFORMANCE INDICATORS

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

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

9.1.2 Percentage of Black Spot Programs funding expended

Required KPI Target **100%**

9.1.3 Percentage of Road Project Grants Expended

Required KPI Target **100%**

9.1.4 Percentage of Direct Grants Claimed

Required KPI Target **100%**

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

Required KPI Target **75%**

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

Required KPI Target **100%**

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

Required KPI Target **100%**

10. SCHEDULE OF KEY REPORTING & MEETING DATES

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

10.1 Non-Reporting Penalties

RRG member Local Governments who fail to meet or supply the requirements by the due date will be penalised \$10,000 per breach and this amount will be deducted from the next financial years project grant and made available to those Local Governments via the APV methodology who have not breached this requirement.

11. ATTACHMENT 1 – LEVEL 1 BRIDGE INSPECTION FORM

Online Form: [Infrastructure | WALGA](#)



Appendix 1: Level 1 Inspection Form

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

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

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

Defect Descriptions



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

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

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

Signature: _____ Position: _____ Date: _____



Appendix 2: Box Culvert Inspection Form

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

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

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



5. Walls and Aprons Headwalls, wing walls, aprons: material defects, impact damage, coatings, movement/settlement	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
6. Precast Box Units Box units, link slabs, base slab: material defects, impact damage, coatings, movement/settlement	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>

<i>General Comments</i>

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

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

12. ATTACHMENT 2 – CERTIFICATE OF COMPLETION – DIRECT GRANTS



OFFICIAL



ATTACHMENT 3B – CERTIFICATE OF COMPLETION

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

Direct Grant (No LG Contribution required)

Project Details			
Local Government:	<input type="text"/>	Financial Year:	<input type="text"/>
Road Name:	<input type="text"/>	Proposal / Job No.:	<input type="text"/>
Description of completed works:	<input type="text"/>	Section (Slks):	to <input type="text"/>

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

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

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

• Actual State Contribution cannot exceed the Approved State Contribution.

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.

Signature	Name
Works Supervisor/Engineer	Date

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

Signature	Name
Chief Executive Officer	Date

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



Attachment 4a - PROGRESS PAYMENT CERTIFICATE

PROGRESS PAYMENT CERTIFICATE

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

[Please indicate ✓]	[Please indicate ✓]
<input type="checkbox"/> Road Project Grant	Claim No 1 (1 st 40%) <input type="checkbox"/>
<input type="checkbox"/> Black Spot Program (State and Australian Government) ¹	Claim No 2 (2 nd 40%) ² <input type="checkbox"/>

Project Details

Local Government:	<input type="text"/>	Financial Year:	<input type="text"/>
Road Name:	<input type="text"/>	Proposal / Job No.:	<input type="text"/>
Work Description:	<input type="text"/>	Section (Slks):	<input type="text"/> to <input type="text"/>

Approved Project Allocations

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

Mandatory Information

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

Claim Details for State Contribution

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

Notes:

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

I certify that the information provided within this Progress Certificate is correct and supported by Local Government records.	
Signature	Name
Chief Executive Officer	<input type="text"/>
	Date

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



CERTIFICATE of COMPLETION Attachment 4b

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

- Direct Grant (No LG Contribution required)
- Road Project Grant
- Black Spot Program (State and Australian Government)

(Please tick appropriate box)

Project Details			
Local Government:	<input style="width: 95%;" type="text"/>	Financial Year:	<input style="width: 95%;" type="text"/>
Road Name:	<input style="width: 95%;" type="text"/>	Proposal / Job No.:	<input style="width: 95%;" type="text"/>
Description of completed works:	<input style="width: 95%;" type="text"/>	Section (Slks):	to <input style="width: 95%;" type="text"/>

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

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

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

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

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.

Signature	Name
Works Supervisor/Engineer	Date

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

Signature	Name
Chief Executive Officer	Date

15. ATTACHMENT 5 – MULTI-CRITERIA ASSESSMENT APPLICATION

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

16. ATTACHMENT 6 – BLACK SPOT NOMINATION FORMS

Applications for Black Spot must be submitted via Crash maps on the Main Roads website [Crash Investigation | Main Roads Western Australia](#)

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

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

17. ATTACHMENT 7 – BLACK SPOT PROJECT COMPLETION FORM

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

	BLACK SPOT PROJECT COMPLETION REPORT	Ref: (internal Use Only)
Australian Government Black Spot Y/N	State Black Spot Y/N	
Organisation (Name and Address)		
Project Name		
Project Reference Number (eg.211xxxxx)		
Description of the Works, including any significant aspects		
Record of Photographs Before & After		
Site Commencement Date		
Practical Completion Date (Opened to Traffic)		
Final Completion Date		
Total Estimated Cost (TEC) Approved Allocation		
Description and Value of Approved Variations		
Final Cost (Actual Cost)		
Design Audit date		
Pre-opening Audit date		
<u>Main Roads WA</u>		
Signature _____ Date _____		
Name _____ (MRWA Regional Manager)		
<u>Local Government</u> (note: this part not required for highways and main roads)		
I certify that the project has been completed and that the final cost of \$_____ has been incurred to complete the works. Council accepts responsibility for environment consequences, implementing land resumptions and any claims arising from the execution of the works. I certify that this project addressed safety considerations identified.		
Signature _____ Date _____		
Name _____ (Chief Executive Officer)		

18. ATTACHMENT 8 – COMMODITY ROUTE APPLICATION FORMS

ONLINE APPLICATION FORM - [COMMODITY ROUTES - APPLICATION AND ASSESSMENT GUIDELINES REV 4 \(MAINROADS.WA.GOV.AU\)](https://www.mainroads.wa.gov.au/commodity-routes-application-and-assessment-guidelines-rev-4)



Commodity Routes Fund



Application for Funding

Date of application:	Click or tap to enter a date.	Financial Year funds required:	Click or tap here to enter text.
Name of applicant:	Click or tap here to enter text.	Regional Road Group:	Choose an item.
Road Name:	Click or tap here to enter text.	Road Number:	Click or tap here to enter text.

Is the above road listed as a Road of Regional Significance in the ROADS 2030 strategy and/or is it eligible for Road Project Grant Funding? [Yes or No](#)

Is the road (or section) on a Restricted Access Vehicle (RAV) Network? [Yes or No](#) If yes, which RAV Network Number? [Click or tap here to enter text.](#)

What primary bulk commodity is being transported? [Click or tap here to enter text.](#)

- Primary origin (town / district / location): [Click or tap here to enter text.](#)
- Primary destination (town / district / location): [Click or tap here to enter text.](#)

What contribution does the transportation of this commodity make to the regional economy? [Click or tap here to enter text.](#)

Is there an industry co-contribution? [Yes or No](#) If Yes, then what % of the Estimated Total Project Cost [Percentage%](#)

Written confirmation of the proposed industry co-contribution must be attached.

Estimated Project Cost and Contributions:

Local Government	\$Figure	
Industry	\$Figure	(Local Government + Industry = minimum 1/3 of total)
CR Supplementary Fund	\$Figure	(Maximum \$275 000)
Total	<u>\$Figure</u>	(Details must be provided on Cost Estimate worksheet attached.)



Commodity Routes Fund



Road Information														
Existing														
Project Location			Road Standard						Road Condition					
	Project Location			Surfacing Standard				Width		Geometric	Drainage		Photo	
	Start (slk)	End (slk)	Job Length (slk)	Asphalt	Double Seal	Single Seal	Gravel	Formed	Formation Width	Seal Width	Brief description in terms of assessment guidelines	Brief description in terms of assessment guidelines	Brief description in terms of assessment guidelines	Folio Ref
Overall	Text	Text	0.00	<input type="checkbox"/>	Text	Text	Text	Text	Text	Text				
Various sections/ (if different from overall)	Text	Text	0.00	<input type="checkbox"/>	Text	Text	Text	Text	Text	Text				
	Text	Text	0.00	<input type="checkbox"/>	Text	Text	Text	Text	Text	Text				
	Text	Text	0.00	<input type="checkbox"/>	Text	Text	Text	Text	Text	Text				
	Text	Text	0.00	<input type="checkbox"/>	Text	Text	Text	Text	Text	Text				
Proposed														
Project Location			Road Standard						Roadworks					
	Project Location			Surfacing	Width		Roadworks							
	Start (slk)	End (slk)	Job Length (slk)		Formation Width	Seal Width	Brief Description							
Overall	Text	Text	0.00	Text	Text	Text	Text							
Various sections/ (if different from overall)	Text	Text	0.00	Text	Text	Text	Text							
	Text	Text	0.00	Text	Text	Text	Text							
	Text	Text	0.00	Text	Text	Text	Text							
	Text	Text	0.00	Text	Text	Text	Text							



Commodity Routes Fund



Traffic Volumes and Freight Information							
Location		Annual Average Daily Traffic		Seasonal Commodity		Freight	
Start (slk)	End (slk)	Commodity Traffic (ESA / direction / day)	All Other Traffic (total vehicles)	*Average Daily Traffic	Season Duration	(tonnes p/a)	Comment (Commodity type, significance, season etc)
Text	Text	Text	Text	Text	Text	Text	Text

* If Commodity Traffic is seasonal then enter traffic volume as ESA / direction / day over the seasonal period.

Calculation of Commodity Traffic ESA
Show how the Commodity Traffic ESA was calculated. Text

Attachments	
Location map	<input type="checkbox"/>
Photos	<input type="checkbox"/>
Traffic counts	<input type="checkbox"/>
Confirmation of industry co contribution	<input type="checkbox"/>
Other, enter type	<input type="checkbox"/>
Other, enter type	<input type="checkbox"/>
Other, enter type	<input type="checkbox"/>



Commodity Routes Fund



Project Justification

Click or tap here to enter text.

Details of Previous Funding

If this project has received a CRSF allocation in previous years, supply the following: year of funding, allocation, phase description and percentage complete.

Click or tap here to enter text.

Statement of Readiness to Deliver

Click or tap here to enter text.

Certification

I hereby certify that, to the best of the applicant's knowledge, the information contained in this application is accurately represented.

Signature:



Date: *Click or tap to enter a date.*

Name: *Name*

Contact Name and Phone No.

Name and Phone No.

Designation: **Chief Executive Officer**

Recommendation

In accordance with the Agreement, this application has been reviewed and assessed by the Regional Road Group.

Signature:



Date: *Click or tap to enter a date.*

Name: *Name*

Designation: **Chairperson**

RRG: *Choose an item.*



Commodity Routes Fund



Cost Estimate					
Item	Activity	Unit	Qty	Rate	Amount
		<i>Type of unit rate (e.g. No, hr, m, m2, m3, ha, etc)</i>	<i>Qty of units for each resource / activity</i>	<i>Cost rate per unit of resource</i>	<i>\$</i>
1.0	General				
1.1	Supervision	Text	Text	Text	Text
1.2	Survey and setting out	Text	Text	Text	Text
1.3	Mobilisation / demobilisation	Text	Text	Text	Text
1.4	Camp / accommodation	Text	Text	Text	Text
1.5	Traffic management	Text	Text	Text	Text
1.6	Temporary side tracks / detours	Text	Text	Text	Text
1.7	Other general items	Text	Text	Text	Text
2.0	Earthworks				
2.1	Clearing / removal of debris	Text	Text	Text	Text
2.2	Topsoil removal and respread	Text	Text	Text	Text
2.3	Embankment foundation	Text	Text	Text	Text
2.4	Embankment construction	Text	Text	Text	Text
2.5	Subgrade preparation	Text	Text	Text	Text
2.6	Forming and shaping (unsealed roads only)	Text	Text	Text	Text
2.7	Scour repairs	Text	Text	Text	Text
3.0	Pavement and Surfacing				
3.1	Gravel sheeting (unsealed roads only)	Text	Text	Text	Text
3.2	Sub-base	Text	Text	Text	Text
3.3	Basecourse	Text	Text	Text	Text
3.4	Extra over for cement stabilisation	Text	Text	Text	Text
3.5	Prime	Text	Text	Text	Text
3.6	Primerseal	Text	Text	Text	Text
3.7	First coat seal	Text	Text	Text	Text
3.8	Second coat seal	Text	Text	Text	Text
3.9	Asphalt	Text	Text	Text	Text
3.10	Microsurfacing	Text	Text	Text	Text
4.0	Drainage				
4.1	Temporary open drains	Text	Text	Text	Text
4.2	Temporary drainage structures	Text	Text	Text	Text
4.3	Diversion and cut-off drains	Text	Text	Text	Text
4.4	Culvert inlet and outlet drains	Text	Text	Text	Text
4.5	Levees	Text	Text	Text	Text
4.6	Table drain blocks	Text	Text	Text	Text
4.7	Corrugated steel pipe culverts	Text	Text	Text	Text
4.8	Reinforced concrete pipe culverts	Text	Text	Text	Text
4.9	Reinforced concrete box culverts	Text	Text	Text	Text
4.10	Culvert end treatments	Text	Text	Text	Text
4.11	Drainage pits	Text	Text	Text	Text
4.12	Rock protection	Text	Text	Text	Text
4.13	Kerbing	Text	Text	Text	Text
4.14	Concrete wall	Text	Text	Text	Text
5.0	Miscellaneous				
5.1	Signs	Text	Text	Text	Text
5.2	Guide posts	Text	Text	Text	Text
5.3	Pavement marking	Text	Text	Text	Text
5.4	Stock grids	Text	Text	Text	Text
5.5	Safety barrier	Text	Text	Text	Text
5.6	Text	Text	Text	Text	Text
5.7	Text	Text	Text	Text	Text
5.8	Text	Text	Text	Text	Text
5.9	Text	Text	Text	Text	Text
Total					<u><u>\$Total</u></u>

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

Mark Bondietti, Policy Manager Transport and Roads

RECOMMENDATION:

That SAC note the update on the delivery of the Local Government Transport and Roads Research and Innovation Program.

Funding has been provided in the 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.

Four projects are nearing completion with final webinars scheduled for May:

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

An investigation of road and bridge data collection technologies for Local Government has started and is due for completion in September 2025

