

AGENDA – State Road Funds to Local Government Advisory Committee Meeting

Date: Wednesday, 3 rd September 2025.	Time: 10:00am-12:00pm	Location: WALGA.
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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) Mike Andrews (MA)</p>	<p>Others invited.</p> <p>Shane Purdy (IPWEA) (SP) Kevin Pethick (KP) Mark Bondietti (MB) Ian Duncan (ID) Rebecca Lewis (RL)</p>

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
1	ATTENDEES AND APOLOGIES		
	<ul style="list-style-type: none"> Welcome Mike Andrews – <i>(First Meeting)</i> Apologies Ian Duncan (ID), David Maclennan (DMC) 	Chair	10:00-10:05
2	PREVIOUS MEETING		
2.1	Meeting Held on Tuesday 29 th April 2025.		10:05-10:10
2.2	Business arising from previous meeting	MC	10:10-10:20
3.	CORRESPONDENCE		
3.1	Correspondence out - Road Project Grant Prioritisation - Goldfields Esperance. Correspondence out – Performance and Delivery letter - All Regional Road Groups Correspondence In - Road Project Grant Prioritisation - Goldfields Esperance. Correspondence In -Goldfields Esperance RRG MCA and Funding Procedures	KP	10:20-10:30
4.	FINANCIAL REPORTS		
4.1	End of Year Expenditure profile/Sub Programs 2024-25	MC	10:30-10:40
4.2	Expenditure profile/Sub Programs 2025-26	MC	10:40-10:50
4.3	End of Year Australian Government Program (Black Spot) 2024-25	MC	10:50-11:00
5.	GENERAL REPORTS		

5.1	WALGA Local Roads Program Manager	MB	11:00-11:10
5.2	Minder	MB	11:10-11:20
5.3	Regional Road Group Report	MB	11:20-11:30
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	11:30-11:40
6	GENERAL BUSINESS		
6.1	Future State Roads Review– for noting	As Read	
6.2	Classifications and Proclamations – for noting	As Read	
6.3	Heavy Vehicle Services – for noting	As Read	
6.4	Roundtable/Other <ul style="list-style-type: none"> • <i>South West Regional Road Group – Road Prioritisation Guidelines</i> • <i>LGTRIPP</i> • <i>WALGA 2025 Transport and Roads Forum</i> • <i>Regional Road Group Chair Workshop</i> • <i>WALGA Local Government Convention 2025 – 22nd September 2025.</i> 	ALL	11:40-12:00
7	NEXT MEETING		
	Tuesday, 2 nd December 2025 10:00am-12:00pm at Main Roads.	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>		

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)

MINUTES – Tuesday 29th April 2025.
(Meeting 01/2025)

Held at MRWA

SAC Members Present:

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

1. WELCOME AND APOLOGIES

Chair opened the meeting at 10:05am with an Acknowledgement of Country and welcomed SAC members.

2. MINUTES OF PREVIOUS MEETINGS – 10th December 2024.

The draft minutes of the Meeting held on Tuesday, 10th December 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 2.2 MC	<p>Complete: Paper provided in the agenda.</p> <p>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.</p>
RRG 2.2 ID	<p>Ongoing</p> <p>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.</p>
Financial Report 4.1 MC	<p>Ongoing: Maurice provided an update noting that a review of current safety themes in the Metro area was conducted with further work ongoing to advance potential solutions/improvements.</p> <p>Action: MC to explore the options for a Mass Action Treatment within the Metropolitan area.</p>
Agreement Commitments / Aboriginal Employment. 5.5 DS	<p>Ongoing: Paper provided in the agenda under 5.4 - Aboriginal Employment.</p> <p>Action: DS to provide SAC members with a progress report on the Aboriginal Employment Working Group.</p>
Safer Country Local Roads Program 6.5 MC	<p>Complete: Paper provided in the agenda.</p> <p>Action: MC to provide an update at the next SAC meeting on the Safer Country Local Roads Program development.</p>
Mine Waste Rock 6.5 MC & ID	<p>Complete. Meeting took place noting that the GVROC group would, at this time, not be taking the matter further.</p> <p>Action: MC & ID to meet with Steve Beyer regarding the feedback from the SAC and develop options for further consideration.</p>

Transport sustainability hub Paper - Paper provided in the agenda – Noted.

3.CORRESPONDENCE

The latest Correspondence to the Gascoyne Regional Road Group and the response to Gascoyne Regional Road Group attached.

SAC Noted the correspondence

4.FINANCIAL REPORTS - 2024-25

4.1 Expenditure Profile/Sub Programs

SAC noted the report on expenditure for the period ending 31st March 2025.

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

2024-25 Budget	\$345M
YTD Expenditure	\$198M
Year-end forecast	\$57M (Under Expenditure)

Road Project Grants has budget of \$163M (including re-programmed funds from 2023-24) with \$82M claimed YTD.

Metropolitan has a budget of \$62.7M, for Road Project Grants with a Year-end forecast of a \$36M under acquittal. This would result in WA Treasury having to approve the funds being carried over to 2025-26.

Action: KP, ID, SP to meet to discuss the carry over and a range of options to reduce the high level of under expenditure in the Metropolitan area with the understanding that little is likely to be possible for this financial year.

Pilbara are making positive progress from the previous year and forecasting to deliver their \$9.9M Road Project Grants program which includes \$3.5M carry over from 2023-24.

Mid-West & Gascoyne are both on track to spend their Road Project Grants pool by the end of 2024-25.

State Black Spot has a budget of \$24.3M and is forecasting a \$6.3M under delivery this financial year. Given that current claims to date total only \$6.8m, the result may be a greater required carryover than currently forecast.,.

Remote Access Roads are forecasting to spend all their budget in 2024-25 compared to this time last year when we had an under-delivery forecast of \$1.7M.

Traffic Management, Signs and Pavement Markings are currently forecasting an under delivery. Given current expenditure of 60% compared with prior year delivery, this seems pessimistic.

Both Bridge Works and Bridge Inspections are forecasting a significant under delivery. This has been a focus over the last twelve months. Process improvements have been put in place but are expected to take two years to have a significant effect. For 2024-25 deliverable works are being targeted.

State Initiatives has a budget of \$47M and forecasting to spend \$42M of the budget expecting a \$4.9M carry over. This would be an improved result over both previous two years.

4.2 Australian Government Program (Black Spot)

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

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

5. GENERAL REPORTS

5.1 WALGA Local Roads Program Manager

ID commented on the report provided.

Noting that issues with Western Power, DWER (Dept. of Water and Environmental Regulation) and ATCO Gas continued. MRWA noted that changes had been made within the Traffic Signals Approval team to review the process, identify and respond to bottlenecks.

SAC noted the report.

5.2 MINDER

ID commented briefly on the report provided.

Substantial progress has been made on the Road Rail Interface Agreement with Arc Infrastructure and a pro-forma agreement is soon to be circulated for comment. There was discussion on the Regional Road Safety Program – Local Roads and how WALGA and the RAC are continuing to promote the program to the Federal Government. *SAC noted the report.*

5.3 Regional Road Group Report

ID commented briefly on the report provided.

SAC noted the report.

5.4 Agreement Commitments

Aboriginal Employment Working Group

The report, as attached to the agenda, noted that progress had not been as developed as expected by this time. DS reiterated the importance of a solid pilot program to ensure that the data capture was both appropriate and achievable by LGAs. It would also help to educate on the ability to 'roll-out' to all LGAs beyond the pilot group.

Whilst the difficulties of this item were acknowledged, it was also noted that this was a focus area of the Agreement. The first output noted in the Agreement was to establish a system/process for monitoring and reporting Aboriginal Employment within each LGA.

Action Item: – Des Snook to meet with Nick Sloan and Ian Duncan to help progress outcomes of the Aboriginal Employment working Group.

Road Safety

DM commented briefly on the report.

Three recommendations were listed in the report. It was agreed that no decisions should be made on these until SAC has been provided with the Measures/Elements/matrix/report and time to evaluate.

Action Item: - DM to present a worked example of the report at the next SAC meeting.

Recycled Material

DM commented briefly on the report.

First round of data capture has been completed and is currently being analysed.

5.5 Roads 2040 Additional Roads

Discussion was had on the importance of ROADS 2040 and that the focus should be on regionally significant roads. It was noted that nearing the end of this Agreement's term would be the next opportune time to look at the criteria of assessment of roads or this listing.

SAC endorsed the submission for the 18 roads nominated to be added to the ROADS 2040 listing.

6. GENERAL BUSINESS

6.1 Roads Program 2025-26 (Indicative)

There was a general discussion around the funding being provided under the Agreement. It was noted that all funding categories had increased compared to the 2024-25 initial starting point. It was further noted that for 2024-25 both categories of Direct Grants and State Initiatives were 'artificially' increased due to a late revision on Motor Vehicle Licence Fee revenue collections.

The SAC Committee endorsed the 2025-26 Local Roads Program with the below recommendations.

Recommendations

Endorse the 2025-26 State Road Funds to Local Government Agreement Program, as summarised above.

Move \$500,000 from MRWA Regional Road Group Support to Traffic Management, Signs and Pavement Markings.

For the 2026-27 program and beyond - Decrease the percentage for the Regional Road Group Support from (1%) to (0.9%).

For the 2026-27 program and beyond - Increase the percentage for Traffic Management, Signs and Pavement Markings from (13%) to (13.01%).

Action: Provided that no changes are made during the final deliberations of the State Government's 2025-26 State Budget, RL to send confirmation to each RRG of the SRFLGA 2025-26 program

6.2 Future State Roads Reviewing – For noting

DS commented briefly on the report.

6.3 Classifications & Proclamations – For noting

6.4 Heavy Vehicle Services – For noting.

6.5 Roundtable/Other.

- Local Government Transport and Roads Research and Innovation Program (LGTRRIP) – for Noting.
- Gascoyne Regional Road Group Policy and Procedures update – was noted
- CA raised the issue that local governments are already struggling to manage their bridge works and in some regions have been advised that Main Roads is no longer able to provide the same level of support for smaller projects.

Action: DS to provide a report on the current bridge support arrangements within the different regions at the next SAC meeting.

7.NEXT MEETING

Tuesday 26th August 2025 at WALGA.

8.MEETING CLOSE

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

2.2 Refers to Summary of Actions from minutes for meeting (01/2025) Tuesday, 29th April 2025.

Action List.

Reference Item No/Officer	Action Required / Taken / Agenda Items
4.1 Metropolitan RRG Legacy projects not yet finalised	Action Item: KP, ID, SP to create a small working group to discuss options to further reduce the level of carryover requests from the Metropolitan RRG.
5.4 Agreement Commitments (Aboriginal Employment)	Action Item: DS to work with NS and ID to progress work on the focus area of Aboriginal Employment.
5.4 Agreement Commitments (Road Safety)	Action Item: DM to present the Road Safety Working group's report and detail the recommended Road Safety Management System at the next SAC Meeting.
6.1 Roads Program 2025-26 (Indicative)	Action: RL to advise Regional Road Groups on the 2025-26 State Budget outcomes. (on the SRFLGA 2025-26 program).
6.5 Roundtable/Other	Action: DS to provide a report on the current bridge support arrangements within the different regions.

SAC Action item: 4.1 of the April 2025 (01/2025) meeting

Response:

At the 29th April 2025 SAC meeting the draft minutes noted the following action item;

Action: KP, ID, SP to meet to discuss the carry over and a range of options to reduce the high level of under expenditure in the Metropolitan area with the understanding that little is likely to be possible for this financial year.

(KP Kevin Pethick, ID Ian Duncan and SP Shane Purdy)

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To undertake this action item the three noted above and Reza Najafzadeh (WALGA Local Roads Program Delivery Manager – WALGA Local Roads PDM) formed a group to review, discuss and formulate options to be presented back to SAC. The following is a summary of that work.

Background:

For the 2024-25 financial year the Metro RRG sought \$18.9M of carryover for Road Project Grants. This was a slightly better result, in dollar terms, than 2023-24 which was a carryover of \$20M

There are currently four projects contributing \$8M (42%) of that carryover which have been ongoing for 3 financial years. Those projects have a further \$4.1M allocated to them for 2025-26.

The WALGA Local Roads PDM has reviewed each of these four projects. Overall, there is a confidence level that three out of the four projects will make substantial progress during 2025-26 although full acquittal of any remains unlikely in 2025-26. The current indication is that these projects will be fully acquitted in 2026-27. Delivery of the fourth project is more problematic although remains a viable project.

After discussion of this information and looking at past performance, it was concluded that there is still likely to be a significant under spend in the Metropolitan region by the end of 2025-26.

Over the last few years the Metropolitan Regional Road Group have put in place measures to address this carryover issue including:

- Modifications to future year allocations for any LGA not acquitting 90% of Rehabilitation Project funding in the prior year.
- Detailed assessment by the MRRG technical group of all new and ongoing Road Improvement projects to assess their deliverability and cashflow requirements.
- Increasing the percentage of Road Project Grant funding for Rehabilitation works to 60% for a two year period, commencing 2026-27
- Separation of design funding from construction funding for Improvement Projects.
- Greater use of project funding over multiple years (staging projects) to better match expected expenditure.

Note: Staging of projects by LGs is becoming more established – approved budgets for all new 2025-26 improvement projects is for design only.

For the 2025-26 financial year a further complication has arisen as four projects allocated Regional Road Group funding will now be funded as an election commitment which will result in a further \$3.7m of funding being available.

Current Issue:

It is expected that the Metropolitan Regional Road Group will seek to carry-forward approximately \$16m of Road Project Grant funding at the end of 2025-26.

- \$5m from the four legacy projects (20% of three and \$3.4m from Canning-Welshpool)
- \$3m from projects now funded as election commitments
- \$8m of carryover from other projects not being fully delivered in 2025-26

There are currently no new, unfunded large Road Improvement projects on the Metropolitan Regional Road Group program. Local Government budgets for 2025/26 have been adopted meaning it is unlikely that a Local Government could fund the required one third contribution to a new project in the current financial year.

There are limited if any LGA projects that could be up and running in time to utilise significant additional funding within the term of this current Agreement.

Options:

Noting that the current Agreement covers up to the end of the 2027-28 financial year, the group has formulated the following options;

- 1) Do nothing and, given the changes already introduced, see if there is a significant improvement in the 2025-26 outcomes.
- 2) Ask each RRG member if there is additional Rehabilitation Program works which they could undertake during 2025-26. It is estimated that an additional allocation of \$2.5m may be able to be delivered.
- 3) Defer the allocation of the four legacy projects discussed above and;
 - a) Reimburse those projects for actual expenditure, at 10% increments. This would allow those currently allocated funds to be moved to other works.
 - b) Provide \$6m in 2025-26 and a further \$6m in 2026-27 to the Urban Road Safety Program (Metropolitan LGAs only). #
- 4) Provide \$18m to works on the King William St / Guildford Rd project (funding required over 2025-26 through to 2027-28). The LGA would have to support, but not contribute towards, the project. *

- 5) Advance program now by moving funding from the 2026-27 and 2027-28 estimated allocations to projects that could begin delivery now or in 2025-26.
- 6) Request each Regional Road Group nominate 1 strategic project valued between \$0.5m and \$2m which could be delivered in 2026-27. SAC would then determine which of these could be funded in 2026-27 and make pre-construction funding available in early 2026.
- 7) Divert funding from the Metropolitan RPG pool to other regions.

The Urban Road Safety Program's (URSP) objective is to implement low-cost treatments at local intersections, midblock and gateways on local roads (including local distributor roads) in neighbourhood areas to reduce fatalities and serious injuries, creating a slower speed environment and a safer environment for the wider community.

“*” The King William St / Guildford Rd project has been nominated as a priority local road safety project in the metropolitan area that is at a suitable stage of development for Main Roads to deliver over the next two to three financial years. The intersection ranked 63, with 67 crashes at this intersection in the latest five year period with zero fatalities, three hospital crashes and 21 medical treatment crashes.

100% design was completed in 2020 and the estimated cost exceeds that available under guidelines for the State Black Spot Programme.

City of Bayswater's Ordinary Council Meeting of 29 April 2025 had the following motion;

“Request Main Roads WA to prioritise the completion of the planned improvements at the intersection of King William Street and Guildford Road in Bayswater, which were previously to be funded under the Blackspot Program;”

Recommendation(s):

- 1) That both option 2) and 3) are implemented.
- 2) Reduce the MRRG RPG funding allocation only by that amount to which it remains under 90% acquitted by the end of the 2027-28 Financial Year with those funds being redirected to the works undertaken via the URSP as per above (\$6m and \$6m).

**MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 12 (As at 30 Jun 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 100% of the financial year elapsed, expenditure on the State Black Spot Program for 2024/25 is \$ 22.03m or 60% of the approved budget, including carryovers, of \$ 36.58m.

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

- Total expenditure for 2024/25 including reprogrammed projects is \$11.11m. 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 \$8.04m. The total budget including carryovers is \$18.02m.

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

- Total expenditure for 2024/25 including reprogrammed projects is \$0.30m. The total budget including carryovers is \$0.28m.

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

- Total expenditure for 2024/25 including reprogrammed projects is \$2.58m. The total budget including carryovers is \$6.52m.

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	\$11.11	\$11.11	33	14
Local Roads (Co-Contribution)	\$18.02	\$8.04	\$8.04	107	67
Local Roads (Enabling Actions)	\$0.28	\$0.30	\$0.30	3	2
Local Roads (Mass Action Treatments)	\$6.52	\$2.58	\$2.58	4	3
Total	\$36.58	\$22.03	\$22.03	147	86

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	\$1.04	2	2	0	0	0	0	\$0.34	\$0.34
Goldfields - Esperance	-\$0.34	\$1.31	2	2	0	0	0	0	\$0.26	\$0.26
Kimberley	-\$0.36	\$0.39	3	0	0	0	0	3	\$0.39	\$0.39
Wheatbelt	-\$0.54	\$0.83	2	0	1	0	0	1	\$0.84	\$0.84
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$3.10	\$8.10	24	10	6	5	0	3	\$9.28	\$9.28
Funds for Reallocation -Rural	\$0.27	\$0.08								
Funds for Reallocation -Metro	\$0.00	\$0.00								
Total	\$1.75	\$11.75	33	14	7	5	0	7	\$11.11	\$11.11
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	\$2.41	16	4	3	1	0	8	\$1.23	\$1.23
Gascoyne (**)	\$0.00	\$0.33	1	1	0	0	0	0	\$0.00	\$0.00
Mid West	\$0.03	\$1.33	5	3	1	0	0	1	\$0.73	\$0.73
Goldfields - Esperance	\$0.03	\$1.27	3	2	0	0	0	1	\$0.54	\$0.54
Kimberley (***)	\$0.11	\$0.30	6	0	3	1	0	2	\$0.04	\$0.04
Wheatbelt South	\$0.08	\$0.05	3	0	1	0	0	2	\$0.03	\$0.03
Wheatbelt North	\$0.05	\$1.50	7	2	4	0	0	1	\$1.05	\$1.05
Pilbara (****)	\$0.04	\$0.31	2	1	1	0	0	0	\$0.12	\$0.12
Metro (*****)	\$5.99	\$10.54	63	21	8	4	0	30	\$4.31	\$4.31
Total	\$7.12	\$18.02	107	34	21	6	0	46	\$8.04	\$8.04
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)										
Grand total	\$8.88	\$29.77	140	48	28	11	0	53	\$19.15	\$19.15

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 (***)

Actual expenditure includes a negative transaction resulting from prior over-accruals spanning across financial years.

Pilbara (****)

Actual expenditure includes three refunds related to overpayments made on three previously completed projects

Metro (*****)

Actual expenditure comprises refund from one withdrawn project and an excess claims refunded for 6 completed projects.

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	3	2	0	0	9	\$0.75	\$0.75
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (##)	\$0.21	\$0.16	5	0	0	0	0	5	\$0.16	\$0.16
East	\$0.33	\$0.30	3	0	1	1	0	1	\$0.30	\$0.30
South East	\$1.17	\$2.88	23	13	2	0	0	8	\$1.06	\$1.06
South West (###)	\$2.75	\$4.89	18	5	3	3	0	7	\$2.04	\$2.04
Total	\$5.99	\$10.54	63	21	8	4	0	30	\$4.31	\$4.31

North West(#)

Actual expenditure includes a refund of an excess claim returned for a completed project.

Central(##)

Actual expenditure includes a refund of an excess claim returned for a completed project.

South West (###)

Actual expenditure comprises refund from one withdrawn project and an excess claims refunded for 4 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	-\$0.52								

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	\$0.23	1	0	1				\$0.23	\$0.23
Online Grant Administration System	\$0.95	\$0.05	1	1					\$0.07	\$0.07
Business Case for High Speed LG Roads	\$0.00	\$0.00	1	0				1	\$0.00	\$0.00
Total	\$1.18	\$0.28	3	1	1	0	0	1	\$0.30	\$0.30
LG Road Safety Vanguard(#) Responsibility for the program has now been transferred to Road Safety Branch under different name.										

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	\$0.04	\$0.04
Great Southern	\$0.47	\$0.46	1					1	\$0.46	\$0.46
Mid-West (\$)	\$0.00	\$4.18	1	1					\$0.24	\$0.24
Goldfields-Esperance	\$1.10	\$1.84	1					1	\$1.84	\$1.84
Total	\$1.61	\$6.52	4	1	0	0	0	3	\$2.58	\$2.58
Mid-West (\$) Actual expenditure includes a negative transaction resulting from prior over-accuals spanning across financial years for a completed project, which is yet to reach financial completion.										

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

State Program (for State roads)		
	New Budget (\$M)	Current Budget (\$M)
Rural	4.80	6.54
Metropolitan	4.80	3.62
Funds for Reallocation - Rural	0.20	0.28
Funds for Reallocation- Metro	0.20	0.20
Total	\$10.00	\$10.64
State Program (for Local roads) – excludes LGA funding		
	New Budget (\$M)	Current Budget (\$M)
Rural	8.40	12.16
Metropolitan	8.51	14.74
Funds for Reallocation-Combined (#)	0.05	-0.47
Total	\$16.97	\$26.44
Grand total	\$26.97	\$37.08

Others		
	New Budget (\$M)	Current Budget (\$M)
Enabling Action	0.00	-0.02
Mass Action Treatments	0.00	3.94

(#) 2024-2025 EOY Balance Holding Account: **-\$0.52**
2024-2025 Budget Adjustment through carryover process : **\$0.05**
2025-26 SBS Holding Account after Reprogramming (July25) : **-\$0.47**

Local Roads Program

Summary of State Road Funds to Local Government Agreement
 Period Ending June (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
Fund Source: State	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Work Done By	LGA	LGA	LGA	LGA	LGA	MRWA	MRWA	MRWA	MRWA	MRWA	LGA	MRWA	COMBINED
2024-25 - Local Roads Program	1,846	41,203	122,898	14,505	2,637	37,434	10,323	2,863	36,922	2,637	183,089	90,179	273,268
Reprogrammed funds from 2023-24	870	0	40,522	9,803	3,220	(164)	7,157	537	10,085	511	54,415	18,126	72,541
Fund movements (YTD)	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1,758	41,203	123,263	10,918	5,017	35,122	15,882	2,042	44,063	2,240	182,159	99,349	281,508
Expenditure Forecast to 30 June 2025	1,758	41,203	123,263	10,918	5,017	35,122	15,882	2,042	44,063	2,240	182,159	99,349	281,508
EOY Variance (Budget less Expenditure YTD)	(958)	0	(40,157)	(13,390)	(840)	(2,148)	(1,598)	(1,358)	(2,944)	(908)	(55,345)	(8,956)	(64,301)
% variance of budget	-35.3%	0.0%	-24.6%	-55.1%	-14.3%	-5.8%	-9.1%	-39.9%	-6.3%	-28.8%	-23.3%	-8.3%	-18.6%

OFFICIAL

		Scaling	Commonwealth_Pro	IMM_Project_Num	NTC	
		Working	Working	Working		
		103 Local Road	103 Local Roads Pr	103 Local Roads	Program Recurrent	
		FA Value	FA Value	FA Value		
		Task_NA	Task_NA	Task_NA		
		Year Total	Year Total	Year Total		
		Jul1 Budget	Current Budget	Actual	Remaining Budget	% of Budget Spent
		2024-25	2024-25	2024-25	2024-25	2024-25
		Month	Month	Month		
LRPCat1 - Road Project Grants	LGA	119,297,714	160,869,442	119,875,814	40,993,628	75%
LRPCat1 - Road Project Grants	03 Gascoyne RRG	2,539,870	4,339,869	4,232,336	107,533	98%
LRPCat1 - Road Project Grants	09 Wheatbelt RRG South	8,229,970	9,091,884	8,161,571	930,313	90%
LRPCat1 - Road Project Grants	10 Wheatbelt RRG North	12,852,340	14,808,477	12,317,838	2,490,639	83%
LRPCat1 - Road Project Grants	11 PILBARA	4,914,895	9,909,503	8,068,739	1,840,764	81%
LRPCat1 - Road Project Grants	04 Mid West RRG	9,447,335	10,328,515	8,292,837	2,035,678	80%
LRPCat1 - Road Project Grants	02 SOUTH WEST	17,800,105	23,457,142	17,885,772	5,571,370	76%
LRPCat1 - Road Project Grants	01 GREAT SOUTHERN	8,054,685	10,612,752	8,063,501	2,549,251	76%
LRPCat1 - Road Project Grants	07 METROPOLITAN	42,686,180	62,750,493	43,844,989	18,905,504	70%
LRPCat1 - Road Project Grants	05 GOLDFIELDS-ESPERANCE	8,536,370	9,299,351	6,189,266	3,110,085	67%
LRPCat1 - Road Project Grants	06 KIMBERLEY	3,510,964	4,110,108	2,208,443	1,901,665	54%
LRPCat1 - Road Project Grants	REGIONAL VARIOUS (NON METRO)	725,000	2,161,348	610,521	1,550,827	28%

	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	Current Budget	Actual	Carry Over	
	2016-17	2016-17	2016-17	2017-18	2017-18	2017-18	2018-19	2018-19	2018-19	2019-20	2019-20	2019-20	2020-21	2020-21	2020-21	2021-22	2021-22	2021-22	2022-23	2022-23	2022-23	2023-24	2023-24	2023-24	2024-25	2024-25	2024-25	
	Month	YTD	2016-17	Month	Month	2017-18	Month	YTD	2018-19	Month	Month	2019-20	Month	YTD	2020-21	Month	Month	2021-22	Month	Month	2022-23	Month	YTD	2023-24	Month	YTD	2024-25	
01 GREAT SOUTHERN	5,896,707	4,670,429	1,226,278	7,350,471	6,452,804	897,667	6,531,111	4,476,980	2,054,131	8,101,889	6,975,078	1,126,811	7,347,786	7,160,761	187,025	6,768,415	5,925,386	843,029	8,113,100	7,493,109	619,991	8,451,899	5,893,832	2,558,067	8,106,127	10,612,752	8,063,501	2,549,251
02 SOUTH WEST	12,947,347	11,671,274	1,276,073	14,372,884	12,672,382	1,700,502	13,808,625	11,456,256	2,352,369	15,409,058	13,075,293	2,333,765	15,709,355	14,201,576	1,507,779	15,824,489	14,179,652	1,644,837	17,499,592	14,311,679	3,187,913	20,341,936	14,684,899	5,657,037	23,457,142	17,885,772	5,571,370	
05 GOLDFIELDS-ESPERANCE	6,041,433	4,696,513	1,344,920	7,582,589	6,771,032	811,557	6,395,709	5,822,227	573,482	6,765,891	6,359,344	406,548	6,657,316	6,185,681	471,635	7,192,985	5,538,179	1,654,806	9,155,615	9,255,776	-100,161	8,022,411	7,259,429	762,982	9,299,351	6,169,266	3,110,085	
06 KIMBERLEY	2,767,086	2,399,423	367,663	3,091,705	2,761,464	330,241	2,872,991	2,423,998	448,993	3,255,992	2,516,065	739,927	3,661,582	4,205,338	-543,756	2,579,517	2,000,692	578,825	3,898,928	3,262,480	636,448	4,077,739	3,478,595	599,144	4,110,108	2,208,443	1,901,665	
07 METROPOLITAN	31,093,532	24,899,135	6,194,397	39,111,255	30,612,548	8,498,707	38,644,289	30,660,121	7,984,168	39,758,855	31,628,786	8,130,069	41,337,136	32,103,823	9,233,313	44,265,238	35,505,209	8,760,029	45,288,276	31,521,714	13,766,562	55,210,074	35,145,760	20,064,314	62,750,493	43,844,989	18,905,504	
10 Wheatbelt RRG North	8,998,038	8,721,382	276,656	9,963,838	9,107,399	856,439	10,310,434	8,818,163	1,492,271	10,805,156	10,463,546	341,610	10,197,590	9,127,559	1,070,031	11,551,647	9,834,810	1,716,837	13,244,410	10,687,082	2,557,328	15,062,630	13,106,492	1,956,138	14,808,477	12,317,838	2,490,639	
09 Wheatbelt RRG South	6,327,126	5,891,655	435,471	6,711,634	6,646,743	64,891	5,321,054	5,747,639	-426,585	6,076,251	5,945,563	130,688	6,412,328	6,204,160	208,168	6,898,002	6,203,413	694,589	8,099,987	7,194,821	905,166	8,875,994	8,014,080	861,914	9,091,884	8,161,571	930,313	
11 PILBARA	3,244,482	3,230,095	14,387	3,967,610	2,495,366	1,472,244	5,260,216	4,083,076	1,177,140	5,017,314	4,440,970	576,344	4,617,865	3,126,638	1,491,227	5,785,066	4,508,884	1,276,182	6,004,333	4,505,849	1,498,484	6,499,431	1,513,125	4,986,306	9,909,503	8,068,739	1,840,764	
03 Gascoyne RRG	1,625,135	1,625,133	2	1,823,331	1,772,731	50,600	1,801,214	1,767,959	33,255	1,864,336	1,726,243	138,093	2,024,373	2,324,260	-299,887	1,745,213	1,474,000	271,213	2,523,841	2,523,840	1	2,477,982	2,477,985	0	4,339,869	4,232,336	107,533	
04 Mid West RRG	6,507,970	6,442,437	65,533	7,074,109	6,612,466	461,643	6,782,222	6,808,533	-26,311	6,955,999	6,572,951	383,048	7,484,964	8,260,391	-775,427	6,732,038	7,926,194	-1,194,156	7,131,778	7,219,697	-87,919	9,032,515	8,151,334	881,181	10,328,515	8,292,837	2,035,678	
REGIONAL VARIOUS (NON METRO)																										2,161,348	610,521	1,550,827
Total			11,201,381		15,144,491		15,662,912		15,662,912		14,306,902		12,550,109		16,246,191		22,983,814		38,327,081									40,993,628



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 for Com</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 Markings	\$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%)

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MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 12 (As at 30 Jun 2025)

2024/25 Australian Government Black Spot Program - Overall Program

- ♦ With 100% of the financial year elapsed, expenditure on the Australian Government Program for 2024/25 is \$11.56m or 53% of the approved budget, including carryovers, of \$21.66m.

2024/25 State Roads

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$0.35m. The total budget including carryovers is \$0.37m.

2024/25 Local Roads

- ♦ Total expenditure for 2024/25 including reprogrammed projects is \$11.21m. The total budget including carryovers is \$24.03m.

2024/25 Australian Government Black Spot Program (includes carryovers from previous years)

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress or completed
State Roads	\$0.37	\$0.35	\$0.35	3	1
Local Roads	\$24.03	\$11.21	\$11.21	68	40
Contingency	-\$2.74				
Total	\$21.66	\$11.56	\$11.56	71	41

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

Region	Carried forward from previous years (\$M)	Current 24/25 Budget including	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Australian Government Program (State Roads)										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West (\$)	\$1.40	\$0.00	1	1	0	0	0	0	\$0.03	\$0.03
Mid-West (\$\$)	\$0.00	\$0.20	1	1	0	0	0	0	\$0.20	\$0.20
Goldfields - Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Kimberley (#)	\$0.17	\$0.17	1	0	0	0	0	1	\$0.12	\$0.12
Wheatbelt Region	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$1.57	\$0.37	3	2	0	0	0	1	\$0.35	\$0.35
Australian Government Program (Local Roads)										
Great Southern	\$0.09	\$0.09	1	0	0	0	0	1	\$0.09	\$0.09
South West (##)	\$0.03	\$0.10	2	0	0	1	0	1	\$0.03	\$0.03
Mid West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Gascoyne	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$0.67	\$2.46	3	1	1	0	0	1	\$1.46	\$1.46
Kimberley	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt South	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt North	\$0.66	\$2.11	6	1	3	0	0	2	\$1.28	\$1.28
Pilbara	\$0.71	\$1.65	3	1	1	0	0	1	\$1.12	\$1.12
Metropolitan (###) (\$\$\$)	\$9.77	\$17.62	53	22	11	2	0	18	\$7.22	\$7.22
Total	\$11.92	\$24.03	68	25	16	3	0	24	\$11.21	\$11.21
Contingency										
Contingency	-\$2.58	-\$2.74								
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	\$10.91	\$21.66	71	27	16	3	0	25	\$11.56	\$11.56

South West (\$)

As part of the MYR process, the budget for one project has been reduced and deferred to the 2025-26 financial year.

Mid-West (\$\$)

As part of the MYR process, the budget for one project has been reduced and deferred to the 2025-26 financial year.

Metropolitan (\$\$\$)

As part of the MYR process, the budget for one project has been reduced and deferred to the 2025-26 financial year.

Kimberley (#)

A project was completed under budget, resulting in savings.

South West (##)

Actual expenditure includes a refund from a project that was withdrawn. One of the projects was completed under budget, resulting in savings.

Metropolitan (###)

Actual expenditure includes refunds from two withdrawn projects.

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

2025-26 Australian Government Black Spot Program (includes carrvers from previous vears)

	New Budget (\$M)	Current Budget (\$M)
Rural (*)	8.80	14.12
Metropolitan (\$)	8.28	19.68
Contingency (#)	-1.33	-4.07
Total	\$15.75	\$29.72

(*) As part of the MYR Process the budget for two projects that were previously reduced and deferred have now been reallocated to the 2025-26 FY.

(\$) As part of the MYR Process the budget for one project that was previously reduced and deferred has now been reallocated to the 2025-26 FY.

(#) 2024-25 EOY Balance Holding Account : -\$2.74
2025-26 AGBS Program - Over programmed by : -\$1.33
2025-26 AGBS Program -After Reprogramming (July 25):-\$4.07

Local Government Roads Program Delivery Manager

Reza Najafzadeh, Local Roads Program Delivery Manager

RECOMMENDATION:

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

Timely delivery of grant funded road projects, particularly Black Spot and Improvement projects, continue to be impacted by the State agencies' approval process, amongst other barriers. The lengthy timeframes experienced are more noticeable in the design approval and installation/relocation of Western Power (WP) assets and native vegetation clearing permit approvals by the Department of Water and Environmental Regulation (DWER).

Liaison with State Government Agencies and Local Government

During the period April to September 2025, Local Roads Program Delivery Manager (LRPDM) focused on greater engagement with Western Power and Department of Water and Environmental Regulation (DWER) to identify opportunities to improve road project delivery timeframes. During this time, LRPDM continued individual meetings with the Directors and engineering staff from eleven (11) Perth Metropolitan and six (6) South West region Local Governments. The purpose of these meetings was to conduct a closer review of legacy Improvement projects and approved 2024-25 and 2025-26 projects to identify the underlying issues impacting delivery at project level and provide guidance on delivery plans. The Local Governments personally visited are listed at Appendix 1.

The LRPDM also participated in:

- Local Roads Program Coordination meeting;
- Technical Group meetings in the Metropolitan and South West Regions;
- Metropolitan and South West Regional Road Group meeting; and
- Regional Road Group Chairs Workshop

Western Power

The average timeframe for design and installation/relocation of WP assets is currently 18 months. This impacts delivery of funded Black Spot and Improvement projects. During the last several months, greater focus has been placed on closer engagement with key staff in Western Power to identify opportunities to improve delivery timeframes. Between April and July 2025, the following meetings and workshops have been held with the Western Power Network Connection Services and Communications teams.

- WALGA/LG – Western Power meeting 10 April 2025 – Discussed issues impacting road project delivery and actions to improve status quo - 8 Perth Metro LGs participated in this workshop.
- Biannual Western Power – LG Forum 17 June 2025 – Western Power presentation to LG staff followed by Q&A session, first of series of engagements to continue. Over 40 LG staff participated in the forum.
- WALGA – Western Power meeting – 22 July 2025 – Review of actions being implemented by Western Power.

- Next WALGA/LG – Western Power meeting scheduled for 1 December 2025. Impact of recent changes introduced by Western Power will be reviewed.

Outcomes

- Western Power is now prioritising Black Spot projects where the submission identifies the nature of the project
- Western Power has reintroduced Option B for up to 30 street lighting projects as a trial during 2025-26. This option enables Local Governments to contract the design, design conformance review and construction works. It is anticipated to shorten delivery timeframes by 3 months and will be available to all streetlighting projects from 2026-27, if proven successful.
- Western Power will increase design resource capacity by engaging up to 6 additional vendors.
- Further direct engagement and dialogue between Western Power and LG will continue.

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

As reported previously, timeframes to obtain native vegetation clearing permits continue to impact the timely delivery of Blackspot and improvement projects. In addition, the permit application and approval process are complex and not well understood by many Local Government staff. During the past several months, WALGA has been collaborating closely with DWER to facilitate targeted forums and workshops to raise awareness and knowledge within the Local Government sector regarding native vegetation clearing application and approval process and offset requirements. Below is a list of workshops that have been facilitated during the recent months:

- DWER & WALGA delivered 3 x field day workshops in Tammin, Kojonup and Busselton for Wheatbelt and South West regional Local Governments in April;
- DWER & WALGA delivered 2 x workshops in the Cities of Joondalup and Gosnells for Perth Metropolitan Local Governments in June;
- DWER delivered a masterclass in WALGA offices for a mix of regional and metropolitan Local Government staff

These workshops have been well attended by representatives from Local Governments and the feedback received indicates that the workshops have been effective in familiarising LG staff with the DWER process including offset requirements.

Main Roads WA Traffic Signals Approval

Long assessment and approval timeframes for changes to traffic signals are impacting timely delivery of many Black Spot and some Improvement projects. In May 2025, MRWA held a workshop for representatives from Local Governments and WALGA. The purpose was to explore opportunities to refine and improve the traffic signals approval process. A range of possible actions were identified and discussed at the workshop with focus on streamlining the process. These actions will be considered for implementation by MRWA and a further workshop with LG representatives will be scheduled.

ATCO Gas

WALGA is coordinating a workshop between Atco Gas and LG representatives to be held in September/October. The purpose of this workshop will be to provide up to date information and familiarise LG representatives with Atco Gas asset relocation process when delivering road projects.

Forward Planning and Project Staging

The ability to and uptake of staging Road Improvement projects over multiple years by metropolitan LGs is proving to be effective in better aligning project budgets and expenditure. There is potential for further refining of staging, more sophisticated planning and wider use of this practice across the LG sector. Further advancements in project planning is highly dependent on the LG being sufficiently resourced.

As previously reported, South West Region Local Governments are constrained by a lack of human and financial resources to address the significant gaps in capacity to forward plan and stage projects effectively.

Human Resources

The high rate of technical staff turnover continues to adversely impact Metropolitan and South West region Local Governments. Their project delivery capacity is being impacted by multiple positions in road design and project delivery remaining vacant for an extended period. For regional LGs, lack of housing remains a barrier to attracting qualified technical staff.

Appendix 1

Individual meetings held with the listed Local Governments during June – August 2025.

Metropolitan Region

- City of Joondalup
- City of Gosnells
- City of Armadale
- City of Canning
- City of Mundaring
- City of Cockburn
- City of Rockingham
- City of Swan
- City of Wanneroo
- Shire of Serpentine Jarrahdale
- Town of Victoria Park

South West Region

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

Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the September 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 and video of Roads of Regional Significance and remote Aboriginal Community access roads in the Pilbara, Gascoyne, and Kimberley regions was completed and Local Governments have been provided access to the data. With the finalisation of the Kimberley project, all of the Roads of Regional Significance in regional WA have now been surveyed for condition. The WALGA Infrastructure Team will analyse the data to inform insights on road condition across WA. An assessment of how the data is being used will inform recommendations regarding future road condition data collection.

Multi-criteria Assessment Methodology

Work continued with the Regional Road Groups to update the MCA models used to prioritise projects for Road Project Grant funding to reflect 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, South West, and Great Southern regions now complete.

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

The WALGA User Guides for calculating the cost of road wear for defined freight tasks on sealed and unsealed roads have been revised and updated to reflect cost escalation. The revised guides are published on the WALGA website with an Excel calculator that can be used to perform cost calculations.

Bus Stop Infrastructure Partnership Agreement

An updated 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 was signed and communicated to all affected Local Governments.

Report on Local Government Road Assets & Expenditure Update Process

WALGA is proceeding to update the data collection process, assessment database and reporting format for the annual report on Local Government road assets and expenditure. A scope of works has been compiled and WALGA will seek proposals from interested suppliers to execute this project in 2025/26.

Road Visual Condition Assessment Manual

Civil Sciences and Engineering have been engaged to review and update of the WALGA Road Visual Condition Assessment Manual (2016) and are scheduled to conclude the project in

September 2025. This manual is used extensively by Local Governments and requires significant updates based on user feedback and technology developments.

Road Rail Interface Agreements

Rail Interface Agreements are a requirement under the Rail Safety National Law. WALGA has negotiated an updated agreement with the PTA that includes significant improvements for Local Government responsibilities within the zone inside the boom gates. All nine relevant Local Governments have signed the updated Interface Agreements.

For road/rail interfaces on the Arc Infrastructure network, a model *pro forma* agreement between Local Governments and Arc Infrastructure was completed. WALGA liaised with each affected Local Government and provided a memorandum detailing proposed changes to the Interface Agreements. Arc Infrastructure has commenced providing proposed agreements to Local Governments.

Active Transport and Micromobility Policy Development

Responding to sector demand concerning emerging issues associated with active transport and micro mobility, a series of six policy positions with associated actions was drafted and will be considered by WALGA State Council in September.

WALGA provided a submission to the Parliamentary Inquiry into the safety, regulation and penalties associated with the use of eRideables.

Transport and Roads Forum

Over 200 officers and elected members participated in the Transport and Roads Forum on 14 August. Under the theme of, From Vision to Action, sessions focussed on road safety, active transport, sustainability and asset management. The presentations will be published on the WALGA website.

Regional Road Group Chairs Meeting

Regional Road Group Chairs met in August with participation from SAC delegates, WALGA staff and Main Roads WA staff. Discussion topics included 2024/25 Program acquittal, road project delivery, Regional Road Group meetings and decision making and ideas for a new funding Agreement and induction of new delegates.

Regional Road Safety Program – Local Roads

WALGA, RAC and Main Roads progressed program guidelines and identification of the first tranche of projects in the Regional Road Safety Program (Local Roads). On 14 August the first tranche that includes 27 projects in 21 Local Government areas delivering safety treatments on 457 km of roads was announced. Work is continuing with NTRO to revise and update the business case, including significant cost revisions. WALGA and the RAC have and are continuing to seek a Federal Government funding commitment to the program.

Financial

Key factors underlying the reported expenditure variance during the year to 30 June were:

1. The 2024-25 Budget included the provision to transfer \$266,616 from accumulated surpluses. The final result was a drawdown of \$121,363 from this reserve.
2. Road condition surveys in the Pilbara, Gascoyne and Kimberley were completed at a cost \$6,493 (2.2%) below the budget estimate.
3. 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.
4. The project to revise, improve and where possible automate data collection and reporting for the Road Assets and Expenditure report commenced later than budgeted and will carry over to next financial year.

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

	2024/25			2025/26
	12 months to end June			
	Actual	Budget	Variance	Budget
Grant Funds	1,033,011	1,033,011	0	1,587,849
Road Condition Survey	280,521	300,000	-19,479	
From reserves	0	266,616	-266,616	
Forum income				15,000
TOTAL INCOME	1,313,532	1,599,627	-286,095	1,602,849
Staff Costs	668,641	676,556	-7,915	864,554
Overheads	74,509	78,281	-3,772	135,857
Engagement & Support	40,494	48,790	-8,296	54,238
Projects & Consultants	370,730	496,000	-125,270	548,200
Road Condition Survey	280,521	300,000	-19,479	
TOTAL EXPENDITURE	1,434,895	1,599,627	-164,732	1,602,849

SURPLUS / (DEFICIT)	(121,363)	0	(121,363)	0
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The 2025/26 budget includes:

1. One additional position in the Roads and Transport team from October 2025.
2. Full year funding for the Local Roads Program Delivery Manager
3. Funding for major project to revise and where possible automate data collection and reporting for road assets and expenditure.

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

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

Six of the nine Regional Road Groups met in the eighteen-week period since the last SAC meeting on 29 April 2025. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
May	1	Metropolitan	East Perth	Ian Duncan, Phil Taylor
	2	Great Southern	Denmark	Ian Duncan
	16	Goldfields Esperance	Kalgoorlie	Mark Bondiotti, Linda Parsons
	22	Pilbara (Technical)	South Hedland/ Teams	Max Bushell
June	20	Gascoyne	Denham/ Teams	Mark Bondiotti, Ross Rayson
July	14	South West (Technical)	Bunbury	Ian Duncan, Katherine Celenza, Reza Najafzadeh
	28	South West	Eaton	Max Bushell, Katherine Celenza, Reza Najafzadeh

Key matters for discussion included:

- 2024-25 program of works and delivery
- 2025-26 proposed programs
- Development of a revised Multi criteria assessment methodology in response to the new SRFLG Procedures
- Commitments in the new SRFLGA
- Road Safety initiatives
- DRFAWA claims and procedures
- Roads 2040
- Regional Road Group Chairs meeting
- Funding challenges and escalation in costs
- Resourcing

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

Following Local Government elections in October each Council will need to appoint delegates to the Regional Road Group or sub-group and elections for Regional Road Group Chair will be held.

SAC Reporting – August 2025

SRFLGA Aboriginal Employment & Participation

Intent

This SAC 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.

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	<p>The pilot program established on 13 August 2024. Members of the pilot program are:</p> <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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	Develop a SRFLGA Aboriginal employment and participation guide to assist LGs with project implementation and rollout.	May 2025	Completed
	LG: City of Greater Geraldton	April 2025	<ul style="list-style-type: none"> Chris Edwards (City of Greater Geraldton) declined involvement in the pilot group.
Current date			
	Engage an external consultant (Drew Gaynor) to assist with SRFLGA Aboriginal Employment rollout, implementation and integration.	March 2025	Ongoing
	Survey questionnaire circulated to pilot group from TP AE	May 2025	<u>Outstanding surveys:</u> <ul style="list-style-type: none"> Shire of Morawa Shire of Northam City of Swan
	Quarterly Aboriginal participation reporting from pilot group from TP AE	May 2025	City of Swan – Submitted on 20 th August 2025 <u>Outstanding quarterly reporting:</u> <ul style="list-style-type: none"> Shire of Morawa Shire of Northam
	As agreed by Des Snook and Ian Duncan, WALGA to circulate communications to advise of forthcoming SRFLGA commitments and the activities.	September 2025	In progress – TP AE to progress communication with Des Snook
	Working Group for Aboriginal Employment Working Group will meet on Monday 1 st October 2025.	October 2025	In progress
	Plan and deliver a SRFLGA Aboriginal employment and participation roadshow to select LGs to engage and educate stakeholders.	November 2025	Early planning stage
	Communication, Stakeholder Engagement and Change Management Plan	October 2025	In progress – WALGA and SRFLGA Working Group to review/approve plan
Phase 3 – Integration	Complete the Lessons Learned Workshop and establish a date for review, identifying areas for improvement and next steps.	2026	To be determined

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:

- Unclear who houses the data and undertakes analysis long term.
- Challenges in data collection from Local Government.
- 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 12 months (April 2025 – April 2026). A report will be delivered to the Working Group in 2026.
- 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.

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 Communication, Stakeholder Engagement and Change Management Plan.

Key issues in the transition plan include:

- Ongoing ownership of which agency collects and manages the data long term.
 - 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 2026/27.
 - Develop a continuous improvement strategy linked to future funding agreements. This strategy will include a constant review of best practices.
-

Meeting Date:	3 September 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.
- The current membership of the working group is as follows:

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

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

WALGA Local Government Road Asset and Expenditure survey

- The working group recommendation “to consider a 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.
- This amendment requested LGAs to report on their use of recycled materials throughout the financial year. The survey commenced in September 2024 to collect data for the 2023/24 financial year.
- Some results from that process are included below.

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

Location	Used recycled materials in 2023/24	Did not use recycled materials in 2023/24	Did not Respond
Metro	20	11	0
Rural	28	43	6
Remote	2	25	4

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

Material Type Location	Crumb Rubber Modified Bitumen	Crumb Rubber Modified Asphalt	Reclaimed asphalt pavement (RAP)	Crushed Recycled Concrete (CRC)	Recycled Pavement Material – Basecourse and Subbase	Other
Metro	8	6	4	5	10	5
Rural	20	7	6	6	17	11
Remote	5	3	0	1	1	3
Total No. of Councils Using Each Material	33	16	10	12	28	19

- The next round of data collection for the survey will commence in September/October 2025, to collect data for the 2024-25 financial year. The working group will consider and report on the trends emerging from the data.

Related Work

- One project is currently being developed by the Local Government Transport and Roads Research and Innovation Program (LG TRRIP) and is of interest to the working group, namely:
 - Project 10 Development of crumb rubber-modified binder dense-graded asphalt specification
- Updates on LG TRRIP 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 Q2 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 23 activities (Elements) that have been incorporated into the data collection and monitoring framework, data is already collected for 14, and nine (9) 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.

Action from previous SAC Meeting

Item 5.4 - DM to present a worked example of the report at the next SAC meeting (see attachment 2). Attachment 2 is the framework showing a worked example on what data would be presented to SAC on an annual basis.

Actions	Principles and Governing Functions						
	Commit to a vision for local road safety for all road users that demonstrates political will	Invest in building organisational capacity and capability for effective implementation	Accept and take responsibility as the local network leader and partner with others for a holistic approach	Operate with accountability by ensuring that road safety performance is measured and reported	Ensure that organisational policies and practices are proactive and evidence based	Ensure the safe system approach is applied to all road users and road network	Develop and implement a system approach to road safety
Percentage of Foundation	8%	28%	35%	39%	4%	6%	6%
Percentage of Maturing		18%	11%	11%			18%
Percentage of Shared Growth	35%			1%			4%
Total	21%	23%	23%	17%	4%	6%	27%

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 Vanguard 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?

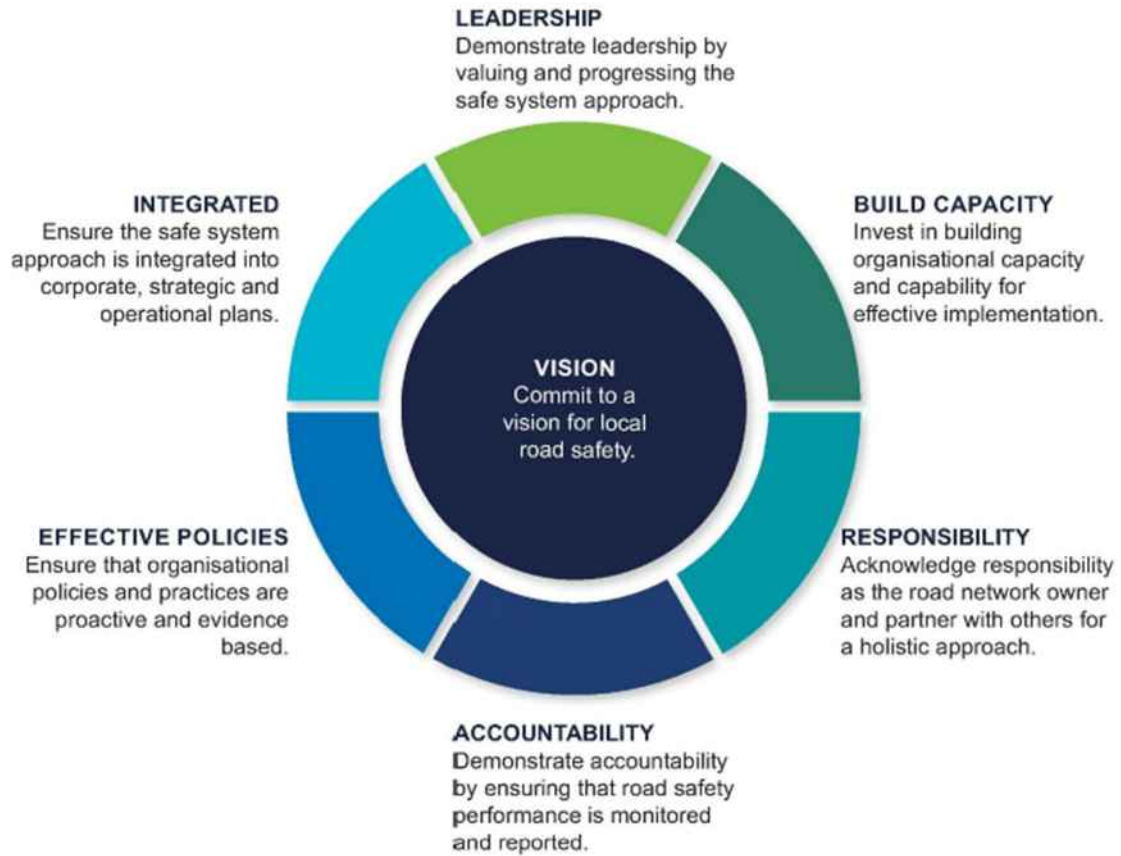
Road safety governance refers to a suite of processes, systems, roles and responsibilities by which an organisation is directed, controlled and held to account with regards to road safety. Each of the governing principles provide guidance, direction and context for Local Governments to formulate policies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



See the attached Spreadsheet Showing the Framework for Road Safety.

The 'X' axis shows the actions that can be captured to show the extent to which LGA's are achieving the WALGA Governing Principles ('Y' axis) as per attachment 2.

Actions	Participant/s		Data Source		Principles and Governing Functions							WORKING GROUP NOTES
	Employee	Elected Member	Central data collection	Survey data collection	Commit to a vision for local road safety (overarching principles that demonstrates political will)	Invest in building organisational capacity and capability for effective implementation	Acknowledge responsibility as the road network owner and partner with others for a holistic approach	Demonstrate accountability by ensuring that road safety performance is monitored and reported	Ensure that organisational policies and practices are precise and evidence based	Ensure the safe system approach is integrated into corporate, strategic and operational plan	Demonstrate leadership by valuing and progressing the safe system approach	
Foundation					1	0.3	0.25	0.5	0.5	1	0.5	Multiplier
Professional Safe System Training and Development			MRWA (+ IPWEA) WALGA	N		12.6						Recommendation To minimise administrative burden, any data that can be captured centrally, should not be included in the annual survey.
Use of MRWA Road Safety Advisor			MRWA	N		4.5						
Use WALGA's Road Safety Advisors			WALGA	N		21						
Use of Crash Map			MRWA	N				50				By default, anyone wanting to submit a Blackspot Application will use Crash Map, therefore it is a 'common' action.
Applications for Black Spot (Federal or State) Funding			MRWA	N			25					Identification of employee or elected member maybe go with whomever has final action / authority.
Applications for Road Safety Programmes			MRWA	N			15					
Delivery of Black Spot (Federal or State) funded projects			MRWA	N			5.75					Great idea to recognise the difference between successful applications and actual delivery.
Delivery of Road Safety Programmes			MRWA	N			3					Delivery can be captured by MRWA
Adoption of or inclusion of road safety into policy, such as fleet or vehicles as a workplace			Regional Road Group (TBC)	Y					3.5			Possibly a precursor to more specific development and adoption of a Road Safety Strategy or Plan.
Road Safety Policy or Strategy with vision, goal or targets adopted			Regional Road Group (TBC)	Y	10							This is extracted from WALGA suggestion; however, similarities to Plans etc. Therefore, recommendation is to include at this point.
Progress towards adopting a Road Safety Management Plan			Regional Road Group (TBC)	Y							5	
Adoption of a Road Safety Management Plan			Regional Road Group (TBC)	Y								
Reporting against a Road Safety Management Plan			Regional Road Group (TBC)	Y				4				
Progression towards relevant recognised accreditation, such as ISO 39001			Regional Road Group (TBC)	Y					2			
Progression and some evidence of safe system approach being integrated into corporate, strategy and/or operational plan/s			Regional Road Group (TBC)	Y							2.5	
Safe system approach is integrated into corporate, strategy and operational plans			Regional Road Group (TBC)	Y						7		
Total Foundation					11	38.4	49	54.5	6	8	8	
Maturing												Multiplier
Network Safety Rating Assessment, such as IRAP or LG Stars, conducted in the period			Regional Road Group (TBC)	Y				15				There are many other examples. Do we really need to list them all?
Applications to reduce speed limits			MRWA	N							25	
Applications to reduce speed limits implemented			MRWA	N			15					
Use of 'other' road safety resources not otherwise captured			Regional Road Group (TBC)	Y		25						Recommendation Don't include items that could result in double counting, or require a process to off-set such counts.
Total Maturing						25	15	15			25	
Shared Growth Responsibilities												Multiplier

Multi-criteria Assessment used that includes road safety			Regional Road Groups / MRWA	N	48							Grouping of activities which require the involvement of more than one party, such as a RRG.
New resources developed for local governments			Sponsor	Maybe							5	
Regional Area Road Safety Management Plan			RRG/MRWA	N				2				
Total Shared Growth					48			2			5	
Percentage of Foundation					8%	28%	35%	39%	4%	6%	6%	
Percentage of Maturing					0%	18%	11%	11%			18%	
Percentage of Shared Growth					35%			1%			4%	

Item 6.1

August 2025
MRWA 04/11055
D25#803062

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 met in 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.

Following a Classification Assessment of Jetty Road (Derby) a reclassification and proposal letter for Main Roads to take control of Jetty Road was signed by the Region and the Shire of Derby West Kimberley effective from 1 August 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 Paul Fourie
Network Planning & Development Manager

PLANNING AND TECHNICAL SERVICES DIRECTORATE

11/08/2025

Item 6.2

August 2025
MRWA 04/11055
D25#803090

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:

- Jetty Road (Derby)

Deleted due to completion of action:

- Nil

Amended Status comment:

- Amendments to various comments.

Deleted:

- Nil

Road	Action	Status
Menang Drive (Albany Ring Road)	Albany Ring Road (an 11.5km extension of Menang Drive) has now been constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany Construction of a new flyover at Menang Drive & Chester Pass Road will commence in 2025, 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 for 2025/2026.

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Bindoon Bypass	Second stage of the project, 11km north of Seven Mile Hill is currently under construction. Procurement for 46km southern section in progress.	Second stage due to be completed by mid-2026.
Wilman Wadandi Highway (Bunbury Outer Ring Road)	27-kilometre free-flowing Highway, linking Forrest Highway to Bussell Highway. It will provide an alternative route around Bunbury and separates local and regional traffic.	Construction commenced 2020 Officially opened on 16 Dec 2024. Likely to be proclaimed in sections once land tenure has been finalised.
(Boorloo Bridge) Causeway Pedestrian and Cyclist Bridges	Separate path users from traffic, two connected bridges were built alongside the Causeway providing a 6-metre-wide segregated path connecting the Victoria Park foreshore with Heirisson Island and Perth's CBD at Point Fraser.	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.
Curtin Avenue	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, 7 May 2021.	Proclamation is currently on hold pending Eric Street Bridge upgrade, expected 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	Realignment of a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending on land tenure resolution.
Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation, 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 or later.

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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 late-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.
Jetty Road	Road transferred to Main Roads from Derby Highway to Jetty Boat Ramp Access Boat Ramp at Derby Port.	Road responsibility transferred 1 August 2025. Proclamation as a Highway (H47) will occur in due course.
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 commenced late Mar 2025, to be completed late 2025.
Marmion Avenue (Ocean Reef Road to Yancheb Beach Road)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, City of Wanneroo 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for 2025/2026.

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Marriott Road	Road transferred to Main Road as identified as a strategic industrial area located between Forrest Highway and South Western Highway	Road responsibility transferred 1 July 2022. Dedication almost complete. Proclamation anticipated for 2025/2026.
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 2025/2026.
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.
Ocean Reef / Gngangara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	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 2029 and the second section in 2032.
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 late 2025.

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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 late-2025.
Tanami Road Upgrade	Continued construction and sealing of the 41km section, through the hills south of Great northern Highway.	Planned to be completed in 2024/25. Currently a LG road, potential future reclassification to State Road in the longer term.
Thomas Road (Tonkin Hwy to South Western Hwy)	Reclassification as a State Road finalised, responsibility taken for the road 30/5/2022.	Metronet construction works currently in progress - grade separation – road over rail. Upon completion depending on land tenure issues proclamation can be progressed.
Thomas Road Safety Improvements	Construction of roundabouts at the Thomas Road intersections with Nicholson Road and Kargotich Road in Oakford.	Completed circa Oct 2024. Proclamation anticipated in 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 Paul Fourie – Network Planning & Development Manager

PLANNING AND TECHNICAL SERVICES DIRECTORATE

12 August 2025

State Road Funds to Local Government Advisory Committee – September 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)
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
March 2025	38	6	7	30	1	7
April 2025	32	14	9	31	0	1
May 2025	38	2	8	38	0	0
June 2025	38	18	18	14	9	15
July 2025	35	26	23	11	9	15
Total	374	156	172	221	63	90

Compliance Operational Output Summary

Between January and July 2025, the Inspectors stopped 3471 vehicle combinations in compliance patrols and 946 combinations in roadblock operations State-wide. Of the total 4417 combinations stopped, 611 were in the Wheatbelt region. The 611 Wheatbelt combinations were comprised of 1516 vehicles inspected, which resulted in 417 offences.

Main Roads Update for the 2025/2026 Harvest

The harvest season will commence in October 2025, and Main Roads will maintain ongoing communication with our partners, Bunge and CBH.

In late 2025 and early 2026 compliance operations will be undertaken in Perth and country regions. Loads will be intercepted and weighed, and vehicles will be checked for defects.

Several incidents have occurred in the last two months involving grain trucks within the Wheatbelt Region. These incidents are currently under investigation. Patrols are increasing within the grain regions for the 2025/26 season.

The HVS Accreditation team will commence auditing a selection of CBH and Bunge receival sites from October to December 2025 to ensure compliance with the Scheme.

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

Mark Bondiotti, Policy Manager Transport and Roads

RECOMMENDATION:

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

Funding has been provided in the SRFLGA for a Local Government focussed research program. The objective of the program is to achieve better implementation of innovative practices by improving the specialist capability of Local Government through a collaborative program of projects which deliver advanced technology, cost effective and practical solutions.

Four projects were recently completed:

1. Guideline for the use of crumbed rubber modified bitumen in sprayed seal applications.
2. Guideline for the use of RAP in asphalt applications.
3. Catalogue of standard pavement profiles for sprayed seal and asphalt roads.
4. An investigation of road and bridge data collection technologies for Local Government

Proposed projects include a guideline for the use of crumbed rubber modified bitumen in asphalt applications and a road safety intersection rating tool to complement LG Stars.

South West RRG Multi-Criteria Assessment Model Revision Project

Project Summary

Date: 25 November 2024

Background

The State Road Funds to Local Government Agreement 2023/24 - 2027/28 (the Agreement) provides for the distribution of 20% of motor vehicle licence fee collections for Local Government roadworks and is signed by WALGA, Main Roads, and the State Government. The Agreement provides funds to the Local Government sector for road maintenance and construction through the following mechanisms: direct grants, road project grants, state Black Spot funding, strategic technical support, and other programs managed by Main Roads.

Road project grants account for a substantial portion of Local Government grant funding for road preservation and improvement projects that are prioritised using a Multi-Criteria Assessment (MCA) tool.



A Multi-Criteria Assessment tool takes various criteria into consideration, applies a weighting to those criteria, and creates a score for each project. The list of projects is prioritised by score and serves as a starting point for the compilation of the program of preservation/improvement works at the Regional Road Group Technical Committee level.

Multi-Criterial Assessment Tool Review Project

The South West region has used a robust MCA process for many years. The latest Agreement identifies new focus areas for inclusion in each region's MCA tool, while still allowing flexibility between regions. More information on the required criteria can be found in the [Procedures](#) document of the State Road Funds to Local Government Agreement 2023/24 - 2027/28.

Process

The strategic direction given by the SW RRG Technical Committee at the outset of the project was that the proposed model should deviate as little as possible from the current model in terms of criteria, factors, and weighting, as the current model functions well.

To ensure the model revision process was based on the input of member Councils, the Technical Committee agreed to establish a small technical subgroup to work through the changes to the MCA model. This group included:

- Matt Hall (City of Mandurah)
- Damien Morgan (Shire of Donnybrook-Balingup)
- David Nicholson (Shire of Augusta-Margaret River)

- Kristin McKeachie (Shire of Dardanup), and
- Hayley Frontino (Main Roads South West Region).

The group met on five occasions between September 2023 and September 2024 and was instrumental in guiding the development of the revised MCA tool and recommending changes to the process/procedures around the allocation of Road Project Grants.

Validation Project

Subsequent to the work of the Working Group and the development of a draft model, a consultant was engaged to undertake the validation of the proposed MCA model. Using the 2023/2024 project submissions, they completed three prioritisation passes, making small modifications to the methodology along the way.

Key Takeaways from the Project

The project proposes several changes to the current process/procedure for allocating Road Project Grants, the MCA model factors, and the weights applied to the criteria in the MCA.

Procedural Changes

The proposed changes to the procedural elements of the prioritisation process for Road Project Grants are outlined in Appendix 1.

Proposed MCA Tool

The Working Group proposed changes to the safety and traffic criteria, the addition of the sustainability criteria to the models, and a realignment of the weightings associated with each criterion in the MCA models. Broadly speaking, most of the criteria and factors have remained the same.

Weightings

Overall, the Working Group and Technical Committee indicated that the weightings associated with the criteria should remain similar to the existing SW RRG MCA model. However, some minor changes to the weightings were necessary to accommodate the addition of new criteria.

The weights associated with each criterion in both models are provided in Appendix 2.

Technical Committee Decision

The proposed SW RRG MCA model was presented for consideration at the meeting of the SW RRG Technical Committee meeting on 11 November 2024. The Technical Committee supported the model for approval by the South West Regional Road Group with the caveat that should the results seem inconsistent with the intent of the MCA, that the model criteria, factors, and weights be revisited.

Appendix 1: Recommended Procedural Changes

Procedural Elements	Current SW RRG MCA Process	Proposed SW RRG MCA Process
Project Prioritisation Method	MCA Process with Caps and Floors	MCA Process with Caps and Floors
Floor	\$50,000	\$100,000 guaranteed for each Local Government, but not required to be used
Project Programming	All projects, both large and small, are subject to similar due diligence requirements	Large projects over \$500,000 must be phased over two years with all due diligence (permits, designs, planning, budget) to occur in Year 1
Cap	\$500,000; any project over this must present a business case for discussion at the SW RRG Technical Committee meeting, including evidence of cost estimates, planned delivery method, designs, etc.	No cap, but all projects over \$500,000 subject to multi-year phasing with year one set aside for due diligence (permits, designs, planning, budget), and each project over this must present a business case for discussion at the SW RRG Technical Committee meeting, including evidence of cost estimates, planned delivery method, designs, etc.
Model Type	Preservation Project Model and Improvement Project Model	Preservation Project Model and Improvement Project Model
Funding Split between Models	Allocated based on projects submitted	30% of overall funding allocated to preservation projects; remaining amount allocated based on MCA
Reprioritisation	No reprioritisation allowed	Reprioritisation for bigger projects (\geq \$500,000) in every budget cycle
Scope Change Management	All changes presented to Elected Members for Approval	<p><u>Minor Scope Changes</u> - Extensions 1 year or less, less than 10% of project cost – Approval by MRWA</p> <p><u>Major Scope Changes</u> - Extensions 2 year or greater, greater than 10% of project cost – Out-of-session Elected Member Approval</p>
Changes in Project Duration Management	All changes presented to Elected Members for Approval	One additional year granted for all projects over \$500,000; longer extensions require discussion, scoping, and approval
Low-Cost Road Safety Improvements	Not allowable under preservation projects	Select list allowed for funding in preservation works

Appendix 2: Proposed Criteria Weighting Changes

Proposed Preservation Model Weighting Changes

Preservation Projects					
Current SW RRG MCA Model			Proposed SW RRG MCA Model		
<i>Criteria</i>	<i>Factors</i>	<i>Weight</i>	<i>Criteria</i>	<i>Factors</i>	<i>Weight</i>
Traffic	Traffic Volume	10.0%	Traffic	Traffic Volume	5.0%
	Traffic Mix	10.0%		Traffic Mix	5.0%
Condition		60.0%	Condition		60.0%
Community Expectations		20.0%	Community Expectations		10.0%
			Road Safety	WALGA/IRR Tool	15.0%
			Sustainability		5.0%

Proposed Improvement Model Weighting Changes

Improvement Projects					
Current SW RRG MCA Model			Proposed SW RRG MCA Model		
<i>Criteria</i>	<i>Factors</i>	<i>Weight</i>	<i>Criteria</i>	<i>Factors</i>	<i>Weight</i>
Safety	BCR	28.0%	Safety	Crashes	9.0%
	Road Safety Improvements	12.0%		Proposed Safety Improvements	21.0%
Transport Efficiency	Traffic Volume	9.0%	Traffic	Traffic Volume	5.0%
	Traffic Mix	7.5%		Traffic Mix	5.0%
	Tourism	6.0%		Tourism	7.5%
	Economic Activity	3.0%		Commercial Activity	7.5%
	Travel Time	4.5%	Economics	Travel Time	15.0%
Environment		10.0%	Environment		10.0%
Social	Emergency Access Route	2.0%	Social	Emergency Access Route	1.0%
	Inter Community Access Route	2.0%		Inter Community Access Route	1.0%
	School/Pedestrian/Cycle Facilities	2.0%		School/Pedestrian/Cycle Facilities	1.0%
	Community Expectations	14.0%		Community Expectations	7.0%
			Sustainability		10.0%

