

# **Guidelines to Regional Road Groups(RRGs) for development of Roads 2030**

## **1. OVERVIEW**

### **1.1 Background**

The Roads 2020 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association.

Local government roads in the Strategies were designated 'Significant Roads'.

The Roads 2025 Regional Road Development Strategies for each rural Region constituted the first review of the Roads 2020 Regional Road Development Strategies. They were commenced in 2004 and completed in the latter part of 2007.

The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances. The next update of the Strategies is due for development in 2012.

### **1.2 Strategy Principles**

Regional Road Development Strategies (i.e. Roads 2030) are an investment planning tool to assist with allocating available funding in a systematic fashion to achieve long term strategic planning goals for the Region and State through improvement of road infrastructure. Inclusion of a road in a Development Strategy does not influence the amount of funding provided to a Regional Road Group.

#### *1.2.1 Roads 2030 and Maintenance*

Funds to implement the Roads 2030 improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funding to assist with general maintenance needs of the local road network are typically allocated as Direct Grants.

The Office of the Auditor General (OAG) defines maintenance<sup>1</sup> under two main types:

**Reactive maintenance** includes sealing cracks and fixing potholes, cleaning up verges, road markings and signs. It is short term and needs to be done on a day to day basis to keep roads safe and serviceable,

**Planned maintenance** is more costly but has long term benefits. It includes:

- Resurfacing of roads in response to aging, traffic wear and to prevent water damage, bridge repairs and replacing road markings;
- Rebuilding to restore the structure of roads and bridges. That may include strengthening the roads and bridges, correcting the shape of the road or minor changes in road width.

#### *1.2.2 Routine Maintenance*

Reactive maintenance is often referred to as Routine Maintenance. Routine maintenance work is not to be included in strategies for individual roads within Roads 2030 as it is assumed such activities will always be undertaken on roads and thus do not need to be referred to in improvement strategies. Furthermore, by its nature, routine maintenance does not improve the road.

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<sup>1</sup> Maintaining the State Road Network” report (page 10),

### 1.2.3 Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance. As planned works are known in advance, it should be possible for local government to budget and program funds years in advance to meet the cost of such works from a combination of its own revenue, State Direct Grants and Commonwealth Road and General Purpose Grants.

Rehabilitation is heavy periodic maintenance which brings the road back to an acceptable standard, but does not extend the road's life to the extent of a full reconstruction.

As a general rule, periodic maintenance is not to be included in Roads 2030 Strategies. Nevertheless, there may be some circumstances where inclusion of major maintenance works on a Significant Road<sup>2</sup> is justified. For example:

- Heavy maintenance (e.g. rehabilitation) had been expected in previous strategies to be required beyond the five year life of Roads 2030. Recent, unexpected and significant increases in freight or other road use now require those works to be brought forward, but the LG is unable to fund the out-of-cycle cost. Such works could be seen to 'improve' the road for the benefit of the region and State..
- Cost savings can be achieved if some types of improvement works are integrated with planned periodic maintenance activities e.g. reconditioning and sealing of shoulders in conjunction with a planned reseal would improve the road through provision of an increased seal width.

The potential need for inclusion of any periodic heavy maintenance work on a road must be documented as part of the overall strategy for the road.

### 1.2.4 Reconstruction

The Office of the Auditor General (OAG) uses the term "rebuilding"<sup>3</sup> to describe works more often called "reconstruction" in the road industry.

Reconstruction of roads is not maintenance as it replaces the existing asset with a new one, typically with a design life of 40 years. Where appropriate, the need to undertake reconstruction of all or part of a road is to be included in strategies for individual roads within Roads 2030.

### 1.2.5 Roads forming Routes

The term "road" is used throughout this document. In some instances, a number of roads may be combined to create a route which is given an appropriate name for the purposes of identification. In the context of this document, "road" includes routes which have more than one individual road and an identifying route name.

## 2. CONTENT

### 2.1 Significant Roads

#### 2.1.1 Definition

Roads that do, or will, provide a positive contribution to the economic and/or social well being of the region and Western Australia as a whole.

#### 2.1.2 Road Types

The following are defined as Significant Roads for inclusion in Roads 2030.

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<sup>2</sup> As defined in the Guidelines to RRGs for development of Roads 2030

<sup>3</sup> Maintaining the State Road Network" report (page 10),

- All 'highways' and 'main roads'
- Road Hierarchy roads with a category of District Distributor or Regional Distributor. (Roads with a lesser classification may be included if it can be demonstrated to the State Advisory Committee (SAC) they do, or will, have a clear role in the provision of a positive and measurable contribution to the economic and/or social well being of Western Australia.)
- Roads shown at Appendix B Figure 5 of the *Local Government Grain Freight Heavy Vehicle Strategic Pathway Mapping and Access Policy* report.

## 2.2 Development Strategy Roads

All Significant Roads with a development need are to have a high level improvement strategy prepared. This can be as little as a two or three sentence statement. In the rare instance where it is intended to include major maintenance as part of the high level strategy, the need for it must be clearly documented.

Significant Roads which do not require improvement are to be listed by road name and number in a table.

## 2.3 Structure of Roads 2030 Strategy documents

Each Regional Road Development strategy is to have the same format. An electronic version of the relevant Roads 2025 document will be provided to each Regional Road Group to facilitate production of the Roads 2030 document. The 2030 documents will comprise:

Cover Sheet

Contents Page(s)

Overview of Regional Road Development Strategy document (includes history of previous development strategies and relationship to Roads 2030). (updated content from Roads 2025).

Overview of Region (updated content from Roads 2025).

Map(s) of Region showing colour coded roads in the following categories:

- State Roads ('highways' and 'main roads');
- Road Hierarchy roads (District Distributors, Regional Distributors, Local Distributors and Access Roads);
- Significant Roads requiring improvement/development to meet strategic role;
- Significant Roads not requiring improvement/development; and
- Grain Freight Routes.

State Roads

Strategy and map for each road (in alphabetical order)

Local Roads

- Table of all Significant Roads (in alphabetical order), including individual roads comprising any Routes. Roads which have development strategies are to be shown in bold text, with other Significant Roads in a following list in plain text;
- Strategy and map for each road requiring development (other than in exceptional instances, excludes roads which only require ongoing maintenance). See below for content of individual road strategies.

## 2.4 Content of Individual Road Strategy Pages

The format is to be the same as Roads 2025 i.e:

- Road or Route Name

- Road Number(s)
- Local Government name
- Last Review date (i.e. 2007)
- Function (including Road Hierarchy category and a comment on how the road makes a positive contribution to the economic and/or social well being of the region and Western Australia as a whole)
- Development Need
- Development Strategy (A brief, high level summary. Include proposed funding sources e.g. Road Project Grant, Black Spot)
- Locality Map  
Maps will be prepared centrally as arranged by Main Roads, based on Road Number and SLK start and end for each road (or roads if a route comprises more than one road) provided by RRGs.

### **3. ALLOCATION OF ROAD PROJECT GRANT FUNDING**

Road Project Grant funding is not to be allocated to a road which does not have a SAC approved Roads 2030 strategy.

All projects seeking funding are to contain a brief statement on how the project will contribute to delivery of the road's Roads 2030 strategy.

### **4. CHANGES TO ROADS IN SAC APPROVED ROADS 2030 STRATEGIES**

Clause 4 of the 2011/12 – 2015/16 SRFLGA refers to Regional Roads Groups making recommendations to the State Advisory Committee “in relation to amendments to Roads 2025 Strategy or its updated equivalent document”.

It is recognised that significant changes in road use and/or the role of a road could occur unexpectedly during the life of a five year strategy. If, due to such a change, it is necessary to amend the overall strategy through inclusion or deletion of a road, the RRG is to seek approval from SAC for the change. The request is to clearly demonstrate the reason or basis for the request i.e. how the function of the road has changed, and the factors responsible for this change. A road development strategy is to accompany the submission.

### **5. MONITORING PROGRESS**

RRGs are to report annually<sup>4</sup> to SAC on works undertaken using Road Project Grant funds to improve Significant Roads identified in Roads 2030. The Report is to include:

- road name and number  
(or roads comprising the route if multiple roads were combined to form a route)
- start and end SLKs
- brief description of works
- amount spent

This reporting will assist with calculation of the KPIs referred to in Clause 5.3 of the current SRFLGA.

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<sup>4</sup> on a financial year basis