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STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS

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

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

## **AGENDA**

**Meeting No 02/2024**

Tuesday, 27<sup>th</sup> August 2024.

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

<b>Date:</b>	Tuesday, 27 <sup>th</sup> August 2024.	<b>Time:</b>	10:00am-12:00pm	<b>Location:</b>	Don Aitken Centre-DAC CMR Matagarup Room
<b>Attendees:</b>	John Erceg-Chair				
	Des Snook (DS) Douglas Morgan (DM) David Maclennan (DMC) Maurice Cammack (MC) Mark Bondietti (MB) Kevin Pethick (KP) Doug Pearson (DP)				Karen Chappel (KC) Mayor Deb Hamblin (MH) Nick Sloan (NS) President Chris Antonio (CA) Shane Purdy (SP) Nick Sloan (NS)

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
<b>1</b>	<b>APOLOGIES</b>		
	Ian Duncan & Rebecca Lewis - Apology	Chair	10:00 – 10:05
<b>2</b>	<b>PREVIOUS MEETING</b>		
2.1	Meeting Held on Monday 20 <sup>th</sup> May 2024.		10:05 – 10:10
2.2	Business arising from previous meeting	MC	10:10 – 10:15
<b>3</b>	<b>CORRESPONDENCE</b>		
3.1	Letter from Gascoyne Regional Road Group	MC	10:15-10:20
<b>4</b>	<b>FINANCIAL REPORTS</b>		
4.1	Expenditure profile/Sub Programs.	MC	10:20 – 10:30
4.2	Australian Government Program (Black Spot)	MC	10:30 – 10:40
<b>5</b>	<b>GENERAL REPORTS</b>		
5.1	WALGA Local Roads Program Manager	MB/DP	10:40 – 10:50
5.2	Minder	MB	10:50 – 11:00
5.3	Regional Road Group Report	MB	11:00-11:10
5.4	Agreement Commitments <ul style="list-style-type: none"> <li>• <i>Aboriginal employment</i></li> <li>• <i>Road Safety</i></li> <li>• <i>Recycled materials</i></li> </ul>	DS DM DM	11:10-11:20
5.5	Heavy Vehicle Services	DS	11:20-11:30
<b>6</b>	<b>GENERAL BUSINESS</b>		
6.1	Roads 2040 Additional Roads	KP	11:30– 11:40
6.2	Classifications and Proclamations-for noting.		11:40 – 11:45
6.3	Roundtable/Other	ALL	11:45 – 12:00

<b>7</b>	<b>NEXT MEETING</b>		
	<i>Friday 29<sup>th</sup> November 2024 - 10:00am-12:00pm at WALGA.</i>	KP	
<b>8</b>	<b>MEETING CLOSE</b>		
	<i>For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email <a href="mailto:Rebecca.lewis@mainroads.wa.gov.au">Rebecca.lewis@mainroads.wa.gov.au</a></i>		





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

## MINUTES – Monday, 20<sup>th</sup> May 2024 (Meeting 01/2024)

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

### SAC Members Present:

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

### Others in Attendance:

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

**Apologies:** Mr D Morgan (DM) MRWA

## **1. WELCOME AND APOLOGIES**

Chair opened the meeting at 13:30pm and welcomed SAC members.

Each of the three new members of SAC introduced themselves.

Each of the Local Government delegates declared an impartiality interest as a serving Council member or executive of a Local Government which is a recipient of funding provided under the State Road Funds to Local Government Agreement.

## **2. MINUTES OF PREVIOUS MEETINGS - Tuesday, 5<sup>th</sup> December 2023**

The minutes of the Meeting held on Tuesday, 5<sup>th</sup> December 2023, 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
<p>SW &amp; Metro Reduce Program Delivery Scheduling 03/2023-5.1 DP</p>	<p><b>Complete:</b> Report attached General Reports 5.1 – WALGA Local Roads Program Manager</p> <p><b>Action:</b> Request for Doug Pearson to:</p> <ol style="list-style-type: none"> <li>1. Review delivery programs in Metro and South West regions and provide options for advancing project delivery, including the potential to reallocate funds between projects and between regions.</li> <li>2. Review whether a different claims schedule (currently 40%:40%:20%) would provide better information regarding actual project progress to enable corrective actions to be implemented.</li> </ol>
<p>RRG Secretariats 03/2023-5.1 RL</p>	<p><b>Complete:</b> General feedback is that reserve projects are approved when funds become available and there is still time to complete the project.</p> <p><b>Action:</b> Secretariate to contact Regional Road Group Secretariats to ask if there has been any reallocation of funds to alternative projects this year.</p> <p><b>Complete:</b> All regions advised and in agreement.</p> <p><b>Action:</b> Secretariate to engage with Regional Road Group Secretariate to include Bridge Inspection and inventory updates in standard RRG agenda.</p>
<p>RRG Members info packs 03/2023-11.2 ID</p>	<p><b>Complete:</b> WALGA updated the RRG Members onboarding information pack located on the WALGA website.</p> <p><b>Action:</b> WALGA update the RRG Member's onboarding information packs to expand on both L1 Bridge Inspection requirements and road infrastructure inventory updates.</p> <p><b>Ongoing-Action:</b> WALGA to review RRG performance indicators and make recommendations to a future SAC meeting.</p>
<p>SAC Sec Members 03/2023-1. ID</p>	<p><b>Complete:</b> 3 New Members advised.</p> <p><b>Action:</b> ID will notify the SAC Secretariate when the new members are confirmed.</p>
<p>Expenditure Profiles (2023- 24)- 5.1. RL</p>	<p><b>Complete:</b> SAC Secretariate contacted the Region and notes a significant improvement.</p> <p><b>Action:</b> Pilbara Region has claimed \$80,000 of their \$6.5M Road Project Grant allocation YTD. This will be followed up by SAC Secretariate.</p>

Website update 11.3 03/23 DS	<p><b>Complete:</b> The website has been updated.</p> <p><b>Action Item:</b> Des to have the Main Roads WA website reviewed to reflected deferred start date for changes to the Traffic Management Company Registration Scheme.</p>
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### **3.CORRESPONDENCE**

Correspondence from the Gascoyne Regional Road Group was considered.

Delegates agreed that a letter be drafted for signature by the SAC Chair and President Cr Karen Chappel:

- Acknowledging the lower than usual project delivery outcome in the South West region in 2022/23;
- Noting the decision taken by SAC in September 2023 to expand the scope and resourcing of the Local Roads Program Delivery Manager to include the South West region;
- Confirming the commitment to ensuring funding provided through the Agreement is acquitted in a timely way in accordance with the budget and focussed on areas of strategic importance, providing maximum benefit to the community;
- Recognising that there may be specific issues in the region associated with competing State Road projects committing to review the situation at the end of 2023/24.

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

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

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

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

2023-24 Budget	\$315M
YTD Expenditure	\$176M (56% of the program)
Year end forecast	\$264M (34% under expenditure)

Road Project Grants has a full year budget of \$144M (including re-programmed funds from 2022-23) with \$67.6M (47%) claimed YTD. For the same period last year Road Project Grant claims were at a 50% of the full year budget.

The Metropolitan and Southwest Region are of the highest concerns due to their larger budgets.

Delivery of projects under the Remote Access Roads to Communities sub-program has improved with \$2.120M (54%) spent YTD compared to \$1.474M (40%) to the same time last year.



Traffic Management Signs and Pavement Marking is forecasting an overspend of \$2.237M (7.5%).

Bridge works is forecasting a \$5M under expenditure as getting access to bridge contractors remains problematic.

State Initiatives has a \$47.3M Budget, with 62% of this acquitted during this financial year to 31 March, compared to 44% of the full year budget acquitted during the same period last financial year. The current full year forecast is 8.7% under expenditure this financial year.

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

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

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

## **5. GENERAL REPORTS**

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

ID commented on the report provided by Doug Pearson.

*SAC noted the report.*

### **5.2 MINDER**

ID commented briefly on the report provided.

*SAC noted the report.*

### **5.3 Regional Road Group Report**

ID commented briefly on the report provided.

*SAC noted the report.*

### **5.4 Agreement Commitments**

The working Group Members have been finalised with representatives from WALGA, Local Government and Main Roads.

Updates relating to the Three Agreement Commitments (Refer to Appendix B).

### **5.5 Future State Roads Review**

Chair commented briefly on the report provided.

*SAC noted the report.*

## **5.6 Heavy Vehicle Services**

DS commented briefly on the report provided.

*SAC Noted the report.*

## **6. GENERAL BUSINESS**

### **6.1 Local Roads Program 2024-25**

MC provided a summary of the proposed 2024-25 Local Roads Program.

It was noted that as part of the 2024-25 State Budget deliberations MRWA was advised that there is a \$9.539M increase to the funds provided for the 2024-25 program compared with the indicative budget provided to Regional Road Groups during 2023.

Due to the later notification of additional funding, SAC resolved to retain the indicative sub-program funding allocations with the exception of:

1. additional \$6.4M to Direct Grants; and
2. additional \$3.1M to Traffic Management, Signs & Pavement Markings.

This maintains the percentages between Local Government and Main Roads delivered programs as per the Agreement. This is expected to be a one-off allocation for the 2024-25 program only.

\$273.3M Program for 2024/25 which represents an 8.1% increase from 2023-24 due to increases in motor vehicle licence fee revenue.

Strategic and Technical Support allocated \$1.8M, these funds are provided to WALGA to help support local governments across WA. The funds are split between MINDER (Municipal infrastructure needs, development, evaluation & research), Road Wise and LG TRRIP (Local Government Transport and Road Research and Innovation program).

Direct Grants have been allocated \$41.2M distributed between Local Governments based on the asset preservation model formula provided by the Western Australian Local Government Grants commission.

Road Project Grants have been allocated \$122M, which includes a \$3.6M allocation to Commodity Routes Fund Program, Nudge Foundation and Road and Bridge Condition data.

After deducting funding for Commodity Routes, Nudge Foundation and Road and Bridge Condition data the road project grant pool is distributed based on 36% to the Metropolitan Regional Road Group and 64% to Rural Regional Road Groups.

State Black Spot Program has as Budget of \$14.5 M. The Great Southern and Wheatbelt South did not apply for any Black Spot Program funding.

\$2.5M has been assigned to the 2024-24 Mass Action Treatment Program This will be used to seal shoulders and install audio tactile edge lines on sections of the Ajana-Kalbarri road in the Shire of Northampton.

Remote Aboriginal Access Roads have been allocated \$2.6M in accordance with the normal processes adopted by the Aboriginal Roads Committee.

State Initiatives budget of \$36.9M includes funding for Street Alive, a new devolved grants program managed by Town Team Movement. This project seeks to improve road safety through public space activation activities.

The Committee endorsed the draft 2024-25 Local Roads Program subject to:

- \$282,290 be moved from Regional Road Group Support to Traffic Management, Signs and Pavement Markings.
- The additional \$9,539,000 funding to the 2024/25 Local Roads Program from additional motor vehicle licence fee revenue be allocated to Direct Grants-\$6,391,130 and Traffic Management, Signs and Pavement Markings-\$3,147,87.

**ACTION:** RL to seek approval of the Local Roads Program 2024-25 from the Minister.

## **6.2 Roads 2040 Additional Roads**

Proposals were received from the Kimberley, South West, Pilbara, Mid West and Wheatbelt North Regional Road Groups to add a total of 20 roads / routes to the ROADS 2040 list of Regionally Significant Local Government Roads. These have been checked against the criteria by the Main Roads WA Road Classification Manager and endorsed by the Regional Road Group.

The 20 proposed roads / routes were endorsed for inclusion in ROADS 2040.

**ACTION:** A proposal from the Kimberley Regional Road Group to remove six roads from ROADS 2040 was deferred pending further response from the Shire of Wyndham East Kimberley regarding the future approach for these roads.

## **6.3 Classifications & Proclamations**

Chair commented briefly on the report provided.

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

## **6.4 Vanguard Program**

MC commented briefly on the report provided.

MC informed SAC the latest Vanguard Program took place in Bunbury and officers and elected members from several regions attended the program. Details for the next Vanguard program will be released in the next couple of months.

A proposal to commit funding of \$250,000 per annum to 2027/28 was discussed.

**ACTION:** MC to provide a more detailed report regarding components of the proposed expenditure including any funding to support participants attending.

*SAC noted the attached Vanguards Report.*

### **6.5 ROUNDTABLE/OTHER**

KC informed the committee that the Australian Local Government Association (ALGA) will be hosting the 2024 National Local Roads, Transport and Infrastructure Congress in December in Margaret River. Participation by Main Roads WA would be greatly welcomed. The final date is still to be confirmed and will be communicated out of session.

### **7.NEXT MEETING**

**Tuesday 27<sup>th</sup> August 2024 at Don Aitken Centre, Main Roads.**

### **8.MEETING CLOSE**

There being no further business the meeting closed at 15:00pm.

**APPENDIX A  
Action List**

<b>Reference Item No/Officer</b>	<b>Action Required / Taken / Agenda Items</b>
Roads 2040 Additional Roads 01/2024 KP	<b>ACTION:</b> A proposal from the Kimberley Regional Road Group to remove six roads from ROADS 2040 was deferred pending further response from the Shire of Wyndham East Kimberley regarding the future approach for these roads.
Vanguards Program 01/2024 MC	<b>ACTION:</b> MC to provide a more detailed report regarding components of the proposed expenditure including any funding to support participants attending.
Local Roads Program 2024-25 01/2024 KP	<b>ACTION:</b> KP to seek approval of the Local Roads Program 2024-25 from the Minister.

## APPENDIX B

### State Road Funds to Local Government Agreement-Recycled Materials Working Group

- Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has now held 4 meetings (November, December 2023 and February and April 2024).
- The working group composition is as follows:

Doug Morgan – Chair	MRWA
Les Marchant	MRWA
Dominic Palumbo	MRWA
Mark Bondietti	WALGA
Gavin Harris	City of Bunbury
Martyn Glover	City of Gosnells
David MacLennan	City of Vincent
Natalie Lockwood - Secretariat	MRWA

- A matrix has been developed to capture the various material types and applications considered by the working group, including the outcome of each.

#### Key discussion points and actions:

- The working group considered whether roadside Guideposts could be manufactured from plastic, as a potential application for recycled plastics. Currently only wood and steel posts are in regular use. Upon investigation, a plastic option would be inferior to the existing options in use, in terms of durability, storage and installation.
- An amendment to the existing WALGA *Road Assets and Expenditure Report* survey process has been drafted and reviewed by the working group. This amendment will require LGAs to report on their use of recycled materials throughout the financial year. The next survey request will commence in August 2024.
- The working group is considering potential applications for waste to energy bottom ash. The City of Gosnells (COG) will be undertaking a trial, with construction scheduled to commence in June 2024. A COG sub-group is also reviewing road base and retaining wall block products.
- The working group has drafted a *SRFLGA Recycled Materials Working Group - Key Issues* paper. The paper will be submitted to the Department of Transport ‘Sustainable First’ policy working group to contribute to their ongoing work.
- The next meeting of the working group will be on 17 June 2024.

## **State Road Funds to Local Government Agreement-Road Safety Working Group.**

The Working Group membership has been finalised with representatives from WALGA, Local Governments (Northam , Manjimup & Melville) and Main Roads.

Initial meeting was held in October 2023 where the draft Terms of Reference were discussed along with the objectives of the Working Group and composition.

A further workshop was held in November 2023 with representatives from WALGA and Main Roads to clarify the objective and direction of the Working Group prior to the distribution and finalisation of the Terms of Reference to members.

The Terms of Reference were distributed and reviewed, and the final composition of the group was confirmed in January 2024.

A second meeting was held with all working group members in April 2024 where the final Terms of Reference were endorsed (copy attached) by the Working Group members. All existing processes, tools and reporting mechanisms were discussed.

Meetings have been scheduled initially for bi-monthly and will be reviewed along with Working Group membership in 12 months. The next meeting is to be held on 12<sup>th</sup> June 2024.

## **State Road Funds to Local Government Agreement-Aboriginal Employment Working Group**

- First meeting occurred on Friday 8<sup>th</sup> December 2023.
- The working group has now held three (3) meetings:
  - Friday 8<sup>th</sup> December 2023
  - Friday 22<sup>nd</sup> March 2024
  - Tuesday 14<sup>th</sup> May 2024 (out of session workshop)
  - *Tuesday 18<sup>th</sup> June 2024 (next meeting)*
- The Terms of Reference has been finalised and endorsed (attached).
- The working group composition is as follows:

Des Snook	Chief Operating Officer – MRWA (Chair)
Dennis Kickett	Director Aboriginal Engagement - TPAE
Tara Regan	Senior Advisor Aboriginal Employment Participation - TPAE
Ben Hodges	Senior Advisor Aboriginal Employment Participation - TPAE
Teresa Williams	Principal Policy Advisor – MRWA
Natalee Charlesworth	Acting Business and Systems Manager - TPAE
Milinda Wijesiri	Acting ICT Senior Project Manager - MRWA
Lauren Mathison	Manager People and Culture, WALGA
Paul Devcic	Executive Manager, Engineering Services, Shire of Northam
Mathew Southern	Manager, Construction and Maintenance, City of Swan
Mayor Deb Hamblin	City of Rockingham - Mayor
Rhonda Broad / Jaime Rose Smith	Business Services – TPAE (Minutes)

- An action register has been developed to capture actions by the working group, including outcomes.

### **Overview: Out of session workshop:**

- Natalie Lincolne (Incredible People) was contracted to design and facilitate a workshop to support the working group.
- The workshop was held on Tuesday 14<sup>th</sup> May 2024.



- The purpose of the workshop was to find a way to measure and source consistent timely data (futuristic idea of setting/meeting targets). Workshop was expanded with like-minded representatives to help figure out how to start capturing data on Aboriginal employment and businesses, within the SRFLG agreement.
- WA Local Government representatives included City of Swan, Shire of Northam, City of Gosnells, and City of Mundaring. The workshop was a great opportunity for open discussion and how to work in partnership.
- A report was developed and shared with the SRFLGA AE Working Group for feedback.

Key discussion points and actions:

After reviewing all the ideas and themes from the sessions, the working group collaborated to identify the priority actions that would enable achievement of the reporting commitment made in the Agreement. The identified priority actions for reporting to the next meeting (17/06/2024) of the working group are:

Action item	Item owner
1. Develop a Project Plan that facilitates the delivery of system(s)/process(es) for monitoring and reporting of Aboriginal Employment by June 2025	Des Snook
2. Inc consultation with WALGA, develop a Stakeholder Engagement and Communication Plan, particularly focusing on engagement with Local Government CEOs, executive and Elected Members	Des Snook
3. Develop a set of definitions of the minimum data requirements	Des Snook
4. Sharing the minimum data requirements and definitions, develop and administer a voluntary survey for LGAs, with optional questions such as: <ul style="list-style-type: none"> <li>▪ what data can you already provide from the minimum data requirements?</li> <li>▪ what frequency could you report – monthly, quarterly or/and yearly?</li> <li>▪ how do you collect this data?</li> <li>▪ Is there a clause for reporting requirement in contracts?</li> <li>▪ could you potentially report retrospectively?</li> </ul>	Dennis Kickett
5. Clarify the tender requirements for regional LG (local criteria) and Regulations section 11.2(hi) for direct procurement of a business on the Aboriginal business registry	Dennis Kickett
6. Seek WALGA engagement to send out communication to LGAs regarding the upcoming reporting requirements	Des Snook

- The workshop clarified the data needed for reporting. When spending money funded through the Agreement, the following data is required at a minimum:

	<b>Hours worked by Aboriginal people on projects funded through the Agreement</b>	<b>All Hours through the Agreement</b>	<b>Money through the Agreement spent on Aboriginal people / business</b>	<b>All Spend through the Agreement</b>
<b>Direct Employment</b>	✓	✓	✓	✓
<b>Direct Business Engagement</b>	✓	✓	✓	✓
<b>Indirect Employment (sub-contracted)</b>	✓	✓	✓	✓
<b>Indirect Engagement Business (sub-contracted)</b>	✓	✓	✓	✓

- The workshop considered tapping into existing LG reporting processes and explored manual reporting being utilised by MRWA.
- The minimum requirement of the Agreement is that the data is reported annually however MRWA would like the data to be reported quarterly at a minimum; monthly would be ideal. This may be something to work towards over time as any system or process is embedded and matures.
- It is acknowledged that data collection may be seen as an impost by some LGAs due to other competing reporting requirements for the State and Commonwealth Governments, and a lack of resourcing and potentially, capability to deliver.
- The initial focus for data reporting processes should therefore be on meeting the minimum requirements outlined in the table above.

2.2 Refers to Summary of Actions from minutes for meeting (01/2024) 20<sup>th</sup> May 2024.

**Recommendation:**

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

<b>Reference Item No/Officer</b>	<b>Action Required / Taken / Agenda Items</b>
Roads 2040 Additional Roads 01/2024 DM	<b>ACTION:</b> A proposal from the Kimberley Regional Road Group to remove six roads from ROADS 2040 was deferred pending further response from the Shire of Wyndham East Kimberley regarding the future approach for these roads
Vanguards Program 01/2024 MC	<b>ACTION:</b> MC to provide a more detailed report regarding components of the proposed expenditure including any funding to support participants attending.
Local Roads Program 2024-25 01/2024 RL	<b>ACTION:</b> RL to seek approval of the Local Roads Program 2024-25 from the Minister.

**Roads 2040 Removals for the August 2024 SAC Meeting**  
**(5 Removals)**

RRG	No of Removals	LG
Kimberley	5	Shire of Wyndham East Kimberley

**Kimberley Removals**

RRG	Region	LG	Road	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM comments
Kimberley	Kimberley	Shire of Wyndham East Kimberley	Duncan Road <a href="#">D24#442689</a>	0040138	0.00	58.62	58.62	N	<b>Removal</b> Request 15/03/22 <a href="#">D24#163583</a>	Meets at least two categories of Roads 2040 Criteria and connects to Aboriginal communities. Implication for removal from Roads 2040 and LG road inventory may result in this becoming an orphan road.
Kimberley	Kimberley	Shire of Wyndham East Kimberley	King River Road <a href="#">D24#442820</a>	0040003	0.00	23.46	23.46	N	<b>Removal</b> Request 15/03/22 <a href="#">D24#163583</a>	Meets one criteria. Doesn't connect to Aboriginal Community.
Kimberley	Kimberley	Shire of Wyndham East Kimberley	Mt Elizabeth Road <a href="#">D24#442834</a>	0040186	0.00	11.61	11.61	N	<b>Removal</b> Request 15/03/22 <a href="#">D24#163583</a>	Meets one category of the Roads 2040 Criteria – connects to an Aboriginal community. Implication for removal from Roads 2040 and LG road inventory may result in the road becoming an orphan road.

Kimberley	Kimberley	Shire of Wyndham East Kimberley	Ninbing Road <a href="#">D24#442844</a>	0040013	0.00	45.06	45.06	N	<b>Removal</b> Request 15/03/22 <a href="#">D24#163583</a>	Meets one category of the Roads 2040 Criteria – connects to an Aboriginal community. Implication for removal from Roads 2040 and LG road inventory may result in the road becoming an orphan road.
Kimberley	Kimberley	Shire of Wyndham East Kimberley	Port Warrender Road <a href="#">D24#442854</a>	0040031	0.00	107.05	107.05	N	<b>Removal</b> Request 15/03/22 <a href="#">D24#163583</a>	In discussion with Main Roads and DBCA. Removal is not recommended until there is an outcome. Implication for removal from Roads 2040 and LG road inventory may result in the road becoming an orphan road.





## Gascoyne Regional Road Group

State Road Funds to Local Government Advisory Committee

Attn: Chairperson John Erceg

Secretary: [Rebecca.lewis@mainroads.wa.gov.au](mailto:Rebecca.lewis@mainroads.wa.gov.au)

30 July 2024

Dear Committee Members,

### **Re: Inquiry regarding the underspending in South West Region**

Thanks for your reply to our letter regarding the underspending in other regions, particularly the South West Region. We are happy to hear that you have increased the scope of the Local Government Roads program Delivery Support Manager to assist the South West Region with achieving a fully spent Road Project Grant program.

We would like to highlight that the Gascoyne Region currently has several programs that could greatly benefit from additional funding. There are projects here where funds, which might otherwise be underspent in other regions, could be effectively utilized within the Shire's of the Gascoyne to achieve significant improvements in the region's Roads, thereby enhancing the overall infrastructure and life of the asset. Should additional funds become available from underspending in other regions, we have a list of projects that can be completed this financial year.

**Shire of Carnarvon** – Have the capacity to increase spending on Quobba Gnarloo Road in 2024/2025 by an additional \$450,000. They would increase the kilometres of work they have scheduled on this road. These works are due to commence later in the financial year.

**Shire of Exmouth** - Murat & Yardie Creek Roads – current projects for 2024/2025 -could spend an additional \$850,000 with additional sealing that could be completed on both of these roads to bring them up to date with the Shire's resealing program.

**Shire of Upper Gascoyne** - Bitumen Re-seal program - \$200,000 to \$400,000 for various Significant Local Government Roads within the Shire of Upper Gascoyne.

**Shire of Shark Bay**—Useless Loop Road—They would increase spending by \$100,000 on their current project for 2024/2025—cut and seal program as required, cart in suitable material, add polymers, add drainage, and replace signs and lines as required.

Please let us know if we can discuss these projects with you further or provide additional information on a specific project that could benefit from additional funding that might become available.

Regards,

Hamish McTaggart

Chairperson

Gascoyne Regional Road Group









**MANAGING DIRECTOR MAIN ROADS  
State Black Spot Programs  
Summary Report  
Period 1 - 12 (As at 30th Jun 2024)**

The State Road Funds to Local Government Advisory Committee Meeting held on 2 September 2022 endorsed allocation of available funds to the following:  
Local Roads Mass Action Treatments Program  
Local Roads Enabling Actions Program

**2023/24 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 2023/24 is \$ 36.38 m or 76% of the approved budget, including carryovers, of \$ 48.04m.

**2023/24 State Black Spot Program (for State Roads)**

- \* Total expenditure for 2023/24 including reprogrammed projects is \$17.63m. The total budget including carryovers is \$19.38m.

**2023/24 State Black Spot Program (for Local Roads-Co-Contribution Program)**

- \* Total expenditure for 2023/24 including reprogrammed projects is \$7.48m. The total budget including carryovers is \$14.61m.

**2023/24 State Black Spot Program (for Local Roads-Enabling Actions Program)**

- \* Total expenditure for 2023/24 including reprogrammed projects is \$0.29m. The total budget including carryovers is \$1.47m.

**2023/24 State Black Spot Program (for Local Roads-Mass Action Treatments Program)**

- \* Total expenditure for 2023/24 including reprogrammed projects is \$10.98m. The total budget including carryovers is \$12.59m.

**2023/24 State Black Spot Program (includes carryovers from previous years)**

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress
State Roads	\$19.38	\$17.63	\$17.63	37	16
Local Roads (Co-Contribution)	\$14.61	\$7.48	\$7.48	120	76
Local Roads (Enabling Actions)	\$1.47	\$0.29	\$0.29	3	3
Local Roads (Mass Action Treatments)	\$12.59	\$10.98	\$10.98	5	5
<b>Total</b>	<b>\$48.04</b>	<b>\$36.38</b>	<b>\$36.38</b>	<b>165</b>	<b>100</b>

**2023/24 State Black Spot Programs**

**Financial and Delivery Summary**

Region	Carried forward from previous years (\$M)	Current 23/24 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>State Program (for State roads)</b>										
Great Southern	\$0.34	\$0.34	1	0	0	0	0	1	\$0.34	\$0.34
South West	\$1.85	\$2.10	3	0	0	1	0	2	\$2.49	\$2.49
Mid West-Gascoyne	\$0.10	\$2.82	3	0	0	0	0	3	\$2.81	\$2.81
Goldfields - Esperance	\$0.80	\$1.78	2	1	0	0	0	1	\$2.12	\$2.12
Kimberley	\$0.00	\$0.23	3	2	1	0	0	0	\$0.59	\$0.59
Wheatbelt	\$0.00	\$0.70	2	1	1	0	0	0	\$1.24	\$1.24
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$5.94	\$11.14	23	15	2	1	0	5	\$8.04	\$8.04
Funds for Reallocation -Rural	\$0.15	\$0.27								
Funds for Reallocation - Metro	\$0.20	\$0.00								
<b>2023/24 Total</b>	<b>\$9.38</b>	<b>\$19.38</b>	<b>37</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>\$17.63</b>	<b>\$17.63</b>
<b>State Program (for Local roads-Co-Contribution) – excludes LGA funding</b>										
Great Southern (*)	\$0.02	-\$0.02	4	0	1	0	0	3	-\$0.02	-\$0.02
South West (**)	\$1.25	\$2.64	17	8	5	1	0	3	\$1.86	\$1.86
Gascoyne	\$0.00	\$0.08	2	1	0	0	0	1	\$0.08	\$0.08
Mid West (***)	\$0.31	\$0.16	7	3	0	0	0	4	\$0.12	\$0.12
Goldfields - Esperance	\$0.30	\$0.46	4	1	1	0	0	2	\$0.43	\$0.43
Kimberley (****)	\$0.72	\$0.75	6	1	3	1	0	1	\$0.64	\$0.64
Wheatbelt South(\$)	\$0.77	\$0.34	8	1	2	2	0	3	\$0.26	\$0.26
Wheatbelt North	\$0.15	\$0.26	5	1	3	0	0	1	\$0.21	\$0.21
Pilbara (\$\$)	\$0.00	\$0.01	4	2	0	0	0	2	-\$0.03	-\$0.03
Metro (\$\$\$)	\$5.54	\$9.91	63	16	22	6	0	19	\$3.93	\$3.93
<b>Total</b>	<b>\$9.06</b>	<b>\$14.61</b>	<b>120</b>	<b>34</b>	<b>37</b>	<b>10</b>	<b>0</b>	<b>39</b>	<b>\$7.48</b>	<b>\$7.48</b>
<b>Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)</b>										
<b>Grand total</b>	<b>\$18.45</b>	<b>\$33.98</b>	<b>157</b>	<b>53</b>	<b>41</b>	<b>12</b>	<b>0</b>	<b>51</b>	<b>\$25.11</b>	<b>\$25.11</b>

GSR (\*) Expenditure has turned negative due to prior over accruals, which have now been adjusted. A project completed under budget  
 SWR (\*\*) Actual expenditure includes a refund from a project that was withdrawn  
 MWR (\*\*\*) Actual expenditure includes previously over-accrued expenses, which have since been adjusted. A project completed under budget  
 Kimb (\*\*\*\*) Actual expenditure includes previously claimed expenses which have been refunded. A project completed under budget.  
 WBS (\$) Actual expenditure includes a refund from project that was withdrawn.  
 Pilbara (\$\$) Expenditure has turned negative due to prior over accruals, which have been adjusted. Few projects were completed under budget  
 Metro (\$\$\$) Actual expenditure comprises refunds from five projects that were withdrawn.

**Metropolitan Region - Co-Contribution Program By Sub Group**

Sub Group	Carried forward from previous years (\$M)	Current 23/24 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>Metropolitan Region-Co-Contribution Program (only)</b>										
North West	\$1.04	\$2.65	11	3	6	0	0	2	\$1.14	\$1.14
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (#)	\$0.27	\$0.23	8	3	2	2	0	1	\$0.01	\$0.01
East (##)	\$0.56	\$0.21	3	0	1	1	0	1	-\$0.13	-\$0.13
South East (###)	\$2.10	\$1.78	22	5	7	2	0	8	\$0.61	\$0.61
South West	\$1.56	\$5.05	19	5	6	1	0	7	\$2.30	\$2.30
<b>Total</b>	<b>\$5.54</b>	<b>\$9.91</b>	<b>63</b>	<b>16</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>\$3.93</b>	<b>\$3.93</b>

Central(#) Actual expenditure comprises refunds from two projects that were withdrawn.  
 East (##) Expenditure is negative which include a refund from one project that was withdrawn.  
 South East (###) Actual expenditure comprises refunds from two projects that were withdrawn.

**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 23/24 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	-\$4.91	-\$0.11								

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

Region	Carried forward from previous years (\$M)	Current 23/24 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>Budget &amp; Programming</b>										

LG Road Safety Vanquards	\$0.24	\$0.49	1	0	1				\$0.25	\$0.25
Online Grant Administration System	\$0.23	\$0.98	1	0	1				\$0.04	\$0.04
Business Case for High Speed LG Roads	\$0.00	\$0.00	1	0	1				\$0.00	\$0.00
<b>Total</b>	<b>\$0.47</b>	<b>\$1.47</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$0.29</b>	<b>\$0.29</b>

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

Region	Carried forward from previous years (\$M)	Current 23/24 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>Budget &amp; Programming</b>										
South West	\$1.66	\$1.66	2	0	1			1	\$1.62	\$1.62
Great Southern	\$1.08	\$1.63	1	0	1				\$1.16	\$1.16
Mid-West	\$1.80	\$3.80	1	0	0			1	\$3.80	\$3.80
Goldfields-Esperance	\$5.49	\$5.49	1	0	1				\$4.39	\$4.39
<b>Total</b>	<b>\$10.04</b>	<b>\$12.59</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>\$10.98</b>	<b>\$10.98</b>

**2024/25 State Black Spot Program (includes carryovers from previous years)**

State Program (for State roads)		
	New Budget (\$M)	Current Budget (\$M)
Rural (#)	4.80	3.18
Metropolitan	4.80	7.90
Funds for Reallocation - Rural	0.20	0.47
Funds for Reallocation- Metro	0.20	0.20
<b>Total</b>	<b>\$10.00</b>	<b>\$11.75</b>

State Program (for Local roads) – excludes LGA funding		
	New Budget (\$M)	Current Budget (\$M)
Rural	6.20	7.33
Metropolitan	5.79	11.77
Funds for Reallocation-Combined (Y)	-0.17	-0.28
<b>Total</b>	<b>\$11.82</b>	<b>\$18.82</b>
<b>Grand total</b>	<b>\$21.82</b>	<b>\$30.57</b>

Others		
	New Budget (\$M)	Current Budget (\$M)
Enabling Action	0.00	1.18
Mass Action	2.50	4.11

(#) Current Budget is lower than the New Budget due to the advancement of funds to facilitate delivery progress in the 2023-24 period.

(Y) 2023/24 EOY Balance Holding account : -0.11  
 2024/25 SBS Local Road Program -Under Programmed by : \$2.52  
 2024/25 Mass Action Treatment - SAC Endorsed : \$2.5 ( BA required)  
 2024/25 Budget Adjustment through carryover process: -\$0.19  
 2024/25 SBS Holding Account After Reprogramming : -\$0.28 (Rounded)



**MANAGING DIRECTOR MAIN ROADS  
Australian Government Black Spot Program  
Summary Report  
Period 1 - 12 (As at 30th Jun 2024)**

**2023/24 Australian Government Black Spot Program - Overall Program**

- With 100% of the financial year elapsed, expenditure on the Australian Government Program for 2023/24 is \$9.60m or 47% of the approved budget, including carryovers, of \$20.51m.

**2023/24 State Roads**

- Total expenditure for 2023/24 including reprogrammed projects is \$0.15m. The total budget including carryovers is \$1.71m.

**2023/24 Local Roads**

- Total expenditure for 2023/24 including reprogrammed projects is \$9.46m. The total budget including carryovers is \$21.38m.

**2023/24 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	\$1.71	\$0.15	\$0.15	4	2
Local Roads	\$21.38	\$9.46	\$9.46	67	38
Contingency	-\$2.58				
<b>Total</b>	<b>\$20.51</b>	<b>\$9.60</b>	<b>\$9.60</b>	<b>71</b>	<b>40</b>



**2023/24 Australian Government Black Spot Program  
Financial and Delivery Summary**

Region	Carried forward from previous years (\$M)	Current 23/24 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>Australian Government Program (State Roads)</b>										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	\$0.00	\$1.53	2	1	0	0	0	1	\$0.13	\$0.13
Mid-West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Kimberley	\$0.00	\$0.17	1	1	0	0	0	0	\$0.00	\$0.00
Wheatbelt Region	\$0.17	\$0.01	1	0	0	0	0	1	\$0.01	\$0.01
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
<b>Total</b>	<b>\$0.17</b>	<b>\$1.71</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>\$0.15</b>	<b>\$0.15</b>
<b>Australian Government Program (Local Roads)</b>										
Great Southern	\$0.17	\$0.37	4	0	1	0	0	3	\$0.27	\$0.27
South West	\$0.05	\$0.04	3	1	0	0	0	2	\$0.01	\$0.01
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	\$1.02	\$2.31	4	1	0	0	0	3	\$1.64	\$1.64
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	\$1.41	\$1.74	6	2	2	0	0	2	\$1.08	\$1.08
Pilbara	\$0.54	\$0.82	2	2	0	0	0	0	\$0.11	\$0.11
Metropolitan (#)	\$7.24	\$16.11	48	21	13	2	0	12	\$6.34	\$6.34
<b>Total</b>	<b>\$10.43</b>	<b>\$21.38</b>	<b>67</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>\$9.46</b>	<b>\$9.46</b>
<b>Contingency</b>										
Contingency (##)	<b>-\$4.67</b>	<b>-\$2.58</b>								
<b>Total Australian Government Black Spot (State and Local Roads)</b>										
<b>Grand Total</b>	<b>\$5.92</b>	<b>\$20.51</b>	<b>71</b>	<b>29</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>\$9.60</b>	<b>\$9.60</b>

Metro (#) Actual expenditure includes a refund from a project that was withdrawn  
Contingency (##) Increased funding allocations for AGBS from 23-24 & the next 3 financial years. Total allocation in 23-24 increased from \$13.19 to \$14.63. Hence over allocation reduced to \$1.83m

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

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

	New Budget (\$M)	Current Budget (\$M)
Rural	5.20	8.91
Metropolitan	10.46	20.23
Contingency (Z)	-1.04	-3.62
<b>Total</b>	<b>\$14.63</b>	<b>\$25.53</b>

(Z)

2023/24 EOY Balance Holding account : -2.58

2024-25 AGBS Program - Over programmed by: -\$1.04. However, under programmed by approximately \$0.40m across the two fiscal years of 2023-24 & 2024-25

2024-25 AGBS Program - After Reprogramming: -\$3.62



**Local Roads Program Delivery Manager**

**SAC Update Report August 2024**

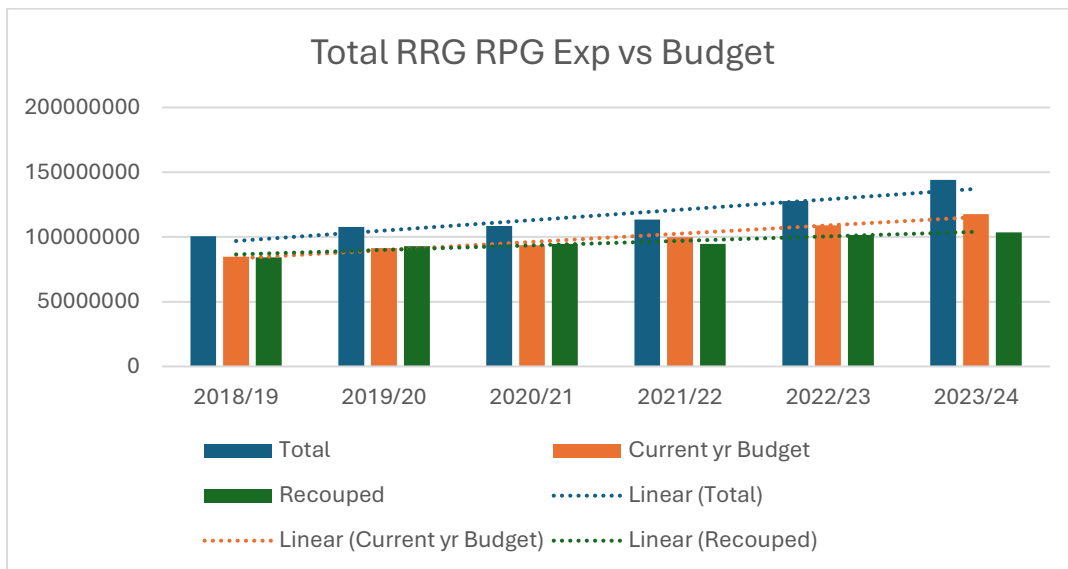
**Activities** – Over the last 3 months the LRPDM has focussed on the following tasks,

- Site visit to the SW region and face to face visits with technical officers from 13 of the 16 member Councils and the Regional MRWA Director. This trip allowed further insight into delivery issues which were consistent with those experienced in the Metropolitan area i.e. staff turnover/attraction, availability of contractors, utility services, approval delays and cost increases. A number of these issues have been exacerbated by the call on resources for the Bunbury Outer Ring Road, however the need for improved forward planning was evident in a number of areas.
- Attendance at SWRRG meetings to discuss findings from trip and discuss options to improve delivery of the program.
- Continued liaison with metropolitan local governments as required.
- Assistance to a metropolitan local government in relation to issues associated with the delivery of a Blackspot project.
- Progression of resources to assist local governments with forward planning of projects.
- Review of 2023/24 program expenditure as detailed below.

**Review of 2023/24 Program Expenditure** – Road Project Grant and State Blackspot Programs were reviewed for the Metropolitan and South West Regional Road Groups.

**Total RRG Program**

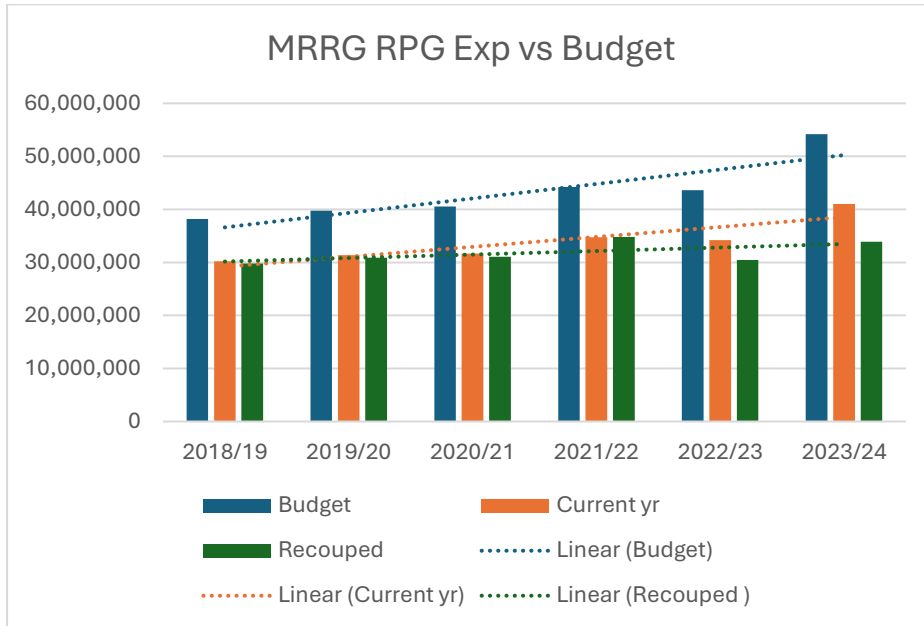
In terms of the expenditure for road projects grants across all the RRG’s the end of year figures indicates a recoup rate of 72% (down from 79% last year), resulting in a carry forward of \$40.5 M for the program. Expenditure vs budget over the last 6 years is detailed in the graph below.



**MRRG – Road Projects**

As has been the case for previous years, a large component of this under expenditure is associated with projects for the Metropolitan RRG. Whilst overall expenditure has increased by 11% over the previous year, the recoup rate was only 64%, with a carry forward figure for the Metropolitan RRG of \$20.3M, noting that \$6.7M of this total is associated with accumulated returned funds. Of the remaining \$13.4M carry forward, 86% of this amount (\$11.6M) is related to carry forward projects at 6 local governments. These projects are predominantly improvement projects, which are typically of higher complexity and involve third party approvals and utility relocations etc.

Expenditure vs budget over the last 6 years is detailed in the graph below.

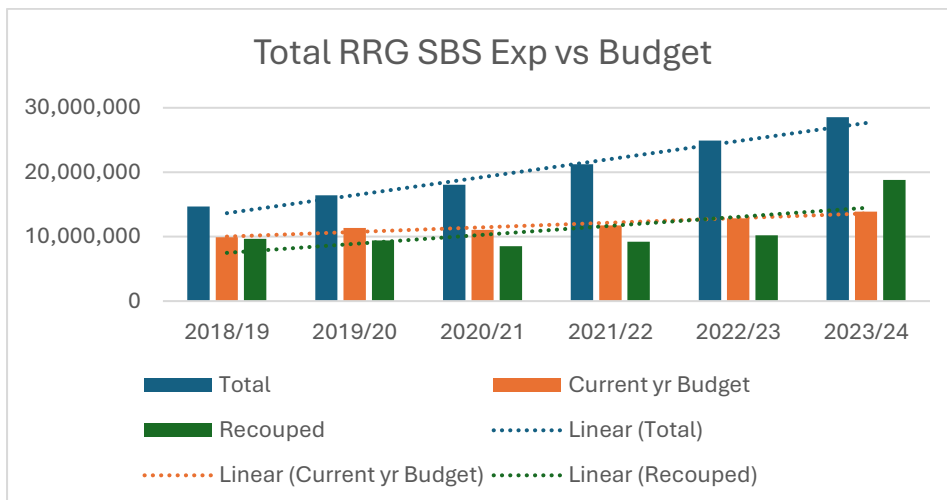


The reported reasons for the carry forward amounts from 23/24 are as follows,

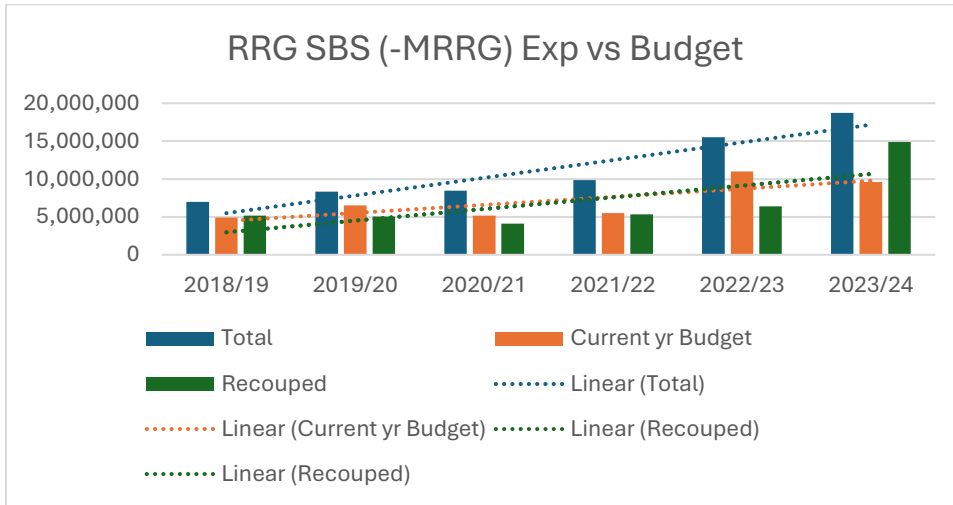
Issue	Amount	%
Service delays	\$6.83M	52
Design delays	\$2.17M	16
EPA delays	\$1.35M	10
Construction delays	\$1.19M	9
Cost finalisation delays	\$0.99M	7
Armadale rail shutdown	\$0.54M	4
Land acquisition	\$0.13M	1
	\$13.2	

**MRRG – State Black Spot Projects**

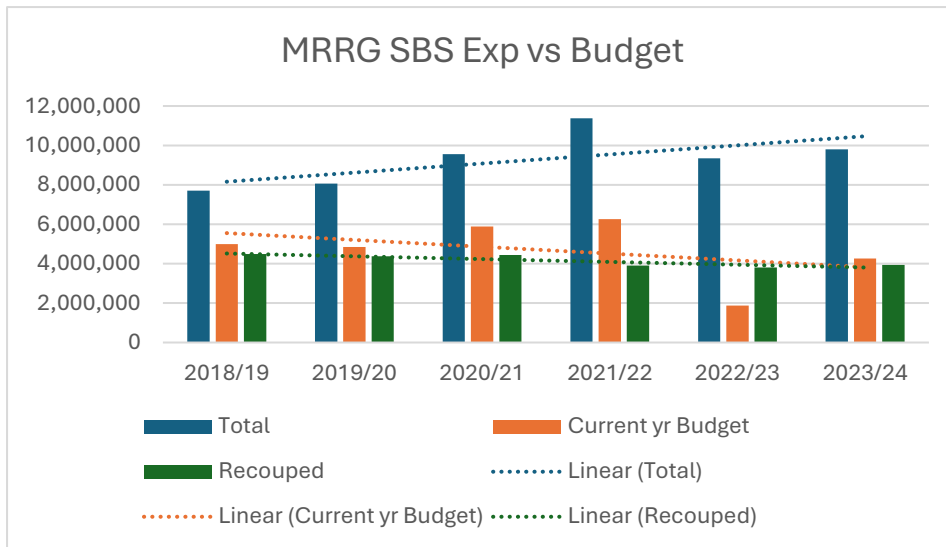
Overall, across the total RRG SBS program there was a significant increase in the amount recouped with the recoup rate rising to 66% compared to 41% for 2022/23. Expenditure vs budget over the last 6 years is detailed in the graph below.



This improvement is predominantly associated with the mass action program (shoulder sealing and edge lining) on non-metropolitan roads as evidenced by the graph below which shows that the amount recouped (79%) exceeded the current year budget and substantially reduced the backlog from previous carry forward amounts.



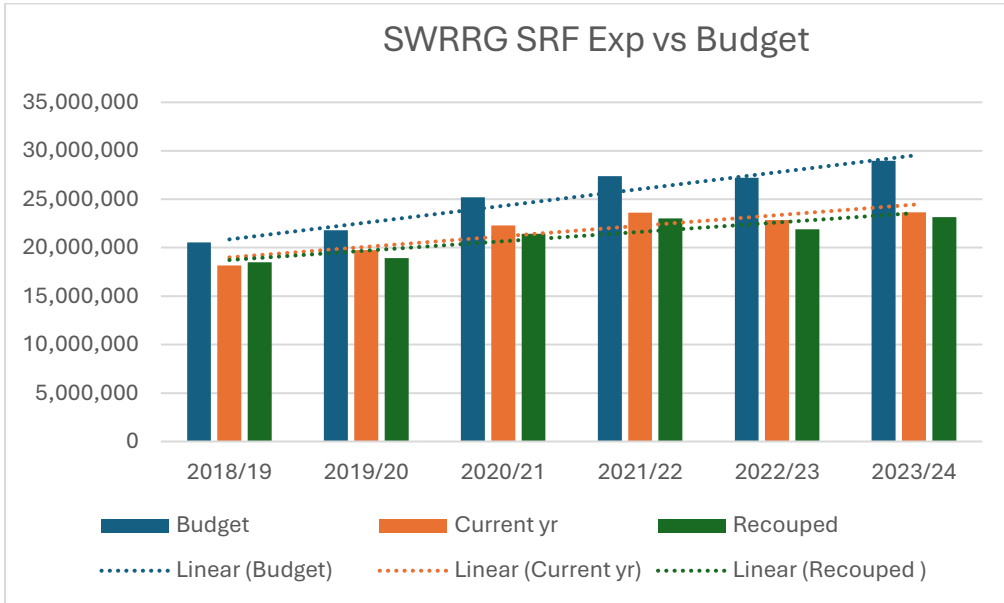
The 2023/24 recoup rate for the metropolitan area was the same as the previous year at approximately 40% as detailed in the graph below. Once again, these projects are typically more complex and have issues associated with utility relocations, etc.



Given the success of the mass action program in reducing the carry forward amount for the non-metropolitan RRG's it may be worth considering a similar program for suitable roads in the peri-urban areas of the metropolitan region.

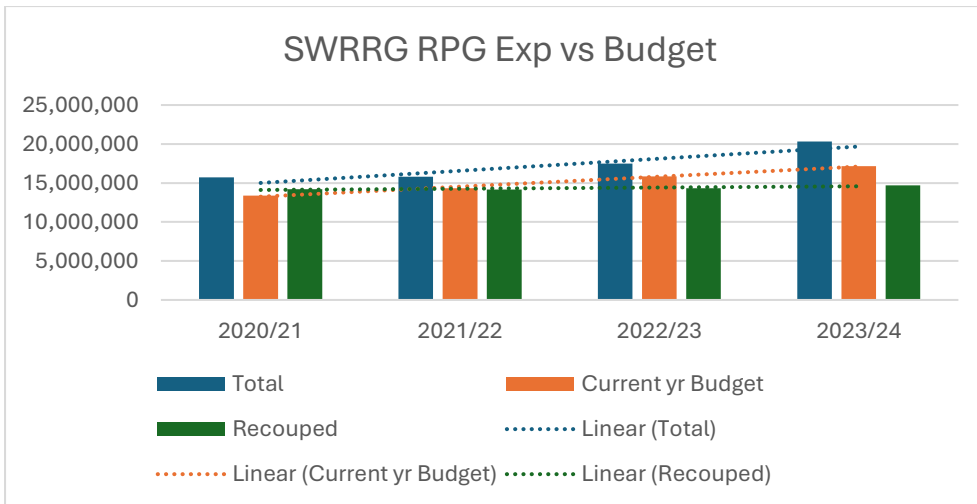
**SWRRG – RPG’s and SBS Projects**

The graph below details the trends for the total State Roads Funds (direct grants, road project grants and SBS projects) for the SWRRG.



In terms of the total program for the SWRRG, the recoup rate was the same as for the previous year at 80%. Expenditure on the program increased by 6%, however notwithstanding this, the carry forward increased from \$5.3M in 2022/23 to \$5.8M in 2023/24. Whilst this recoup rate was higher than a number of other regions, the quantum of the carry forward is still cause for concern.

With respect to Road Project Grants the recoup rate was 72% compared to 82% the previous year, as detailed in the graph below.



The carry forward amount for these projects was \$5.6M with the deliverability issues mentioned above being cited as the main contributors.

The review of expenditure over the last 5 years also indicated that there were consistently 4/5 LG's that were responsible for around 70% of the carry forward amounts and it is proposed that more time will be allocated to these LG's to investigate their deliverability issues and propose strategies to mitigate these issues.

As was the case with other regional areas the State Blackspot Program showed improvement with a recoup rate of 82%, up from 65% the previous year.

Given the constraints on deliverability that are being experienced it appears that some LG's are being overly optimistic in their delivery capability and a more robust deliverability assessment process and a greater emphasis on staging of projects may aid in setting more realistic programs.

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The option of using pool funds to aid in targeted forward planning of projects may also be worthy of consideration.

**Proposed LRPDM Actions**

The following list details a number of actions for further analysis and discussions with MRRG and SWRRG technical officer groups and Main Roads WA, with a view to looking at recommending/implementing further changes to improve deliverability of the various programs.

Focus Area	Actions
All	<ul style="list-style-type: none"> <li>• Recommend that SAC write to all Mayors/Presidents/CEO's expressing concern at the poor expenditure rates associated with the RRG program and request an increased focus on delivery of these programs</li> </ul>
MRRG Road Projects	<ul style="list-style-type: none"> <li>• Review current carry forward projects against original deliverability assessments to identify why projects haven't progressed as planned and consider changes to the deliverability assessment process, with a focus on milestone controls</li> <li>• Review submissions for 25/26 and consider a temporary shift in the rehab/improvement split for 25/26 (i.e. more funds allocated to rehabilitation projects)</li> <li>• Report to SAC following the 2025/26 Project Deliverability Review (September), identifying risks and the measures taken to mitigate these risks and write to all CEO's with projects that are proposed for approval, reinforcing the need to meet the committed project milestones.</li> <li>• Liaise with LG's that have significant carry forwards to further define issues and investigate options to resolve</li> </ul>
MRRG SBS Projects	<ul style="list-style-type: none"> <li>• Liaise with LG's that have significant carry forwards to further define issues and investigate options to resolve</li> <li>• Investigate the option of introducing a mass action program (shoulder sealing and edge lining) for peri urban LG's in the MRRG</li> </ul>
SWRRG	<ul style="list-style-type: none"> <li>• Develop proposed amendments to the SWRRG Road Project Prioritisation Guidelines to incorporate a process for deliverability assessments of projects and a greater emphasis on staging of projects</li> <li>• Liaise with LG's that have significant carry forwards to further define issues and investigate options to resolve</li> <li>• Investigate the option of continuing/expanding the mass action program</li> </ul>





# Financial Reports (MINDER)

*Ian Duncan, Executive Manager Infrastructure*

## **RECOMMENDATION:**

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

Major activities undertaken since the last meeting include:

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

The road condition survey of the South West Region (approximately 2,100km) was awarded to Greenfield Technical Services. The project is now complete and the condition data provided to South West Local Governments in the form of an online portal. The data was also provided for upload into each Local Government's pavement management software. The next road condition assessment project will cover the Gascoyne, Kimberley and Pilbara regions; tender submissions for this project are currently under review.

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

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

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

Due to recent escalation in road construction costs, WALGA has initiated an update of the unit rates that are used to underpin the methodologies in the User Guides for calculating the cost of road wear for defined freight tasks on sealed and unsealed roads. A project to update the guides and develop an online calculator has been awarded to NTRO. Actual costs documented have increased significantly faster over the past five years than suggested by the indices published by the Australian Bureau of Statistics or Bureau of Infrastructure and Transport Research Economics.

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

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

### **Report on Local Government Road Assets & Expenditure 2022/23**

The annual report has been produced and published. Electronic copies have been distributed to all stakeholders and the online dashboard has been updated to include the latest data.

A two-stage project has been scoped to evaluate the current Road Assets and Expenditure Report data collection and reporting processes and based on these findings, identify opportunities to streamline the data collection and reporting. TANGO have been appointed to

deliver the first stage which will comprise assessing the current process and scoping improvements.

### **Safety improvements on high-speed Local Government roads**

In conjunction with the RAC, WALGA has engaged decision makers in Federal and State Government seeking support for investment to achieve a step change in the safety of sealed rural roads. This will form an important part of the Association's advocacy leading up to the Federal and State elections.

The business case was supported by the Deputy Premier and Minister for Transport for submission to Infrastructure Australia. Further work to respond to questions and requests for additional information is on-going.

### **Disaster Recovery Funding Arrangements**

Local Governments impacted by floods and other natural disasters rely heavily on the Disaster Recovery Funding Arrangements agreed between the Federal and State Governments to fund reconstruction of roads and other essential public assets.

Activity has focussed on advocating, through the on-going reviews, for processes and funding to enable damaged roads and structures to be reinstated in a way that is more resilient to future disasters. Efforts are also on-going to make the processes associated with providing evidence of pre-disaster condition and function, damage assessments, scopes of work and procurement to be more efficient.

### **Traffic Control Signals Approval Policy and Process (TSAP)**

Main Roads WA recently released a revised version of the TSAP for consultation. This Policy and Process sets out the requirements to seek approval for changes to existing signals or new intersection traffic controls. WALGA undertook a consultation process with Local Government officers and elected members to inform a submission to Main Roads on this issue, identifying several key issues for consideration. This submission was provided to Main Roads on 15 August.

### **Streetlighting**

The Association worked with the Economic Regulation Authority and Western Power toward development of a streetlighting strategy that meets the needs of Local Governments and the communities they serve.

Western Power published its first Public Lighting Asset Management Strategy in early July. The significant matters arising from this strategy that will be the focus in the coming period are:

- roll out sequence and deliverability of bulk LED luminaire replacement;
- fault management including impact of replacing luminaires, rather than globes in some situations, on overall repair time standards and repair of cable faults.
- dealing with glare and spill light, particularly as luminaires and globes are replaced.

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

## Budget

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

1. pricing proposals received from consultants to complete a condition survey of regionally significant roads in the South West region were well below prices received for similar work in other regions resulting in a small request for reimbursement of road condition survey funding.
2. NTRO were unable to complete the project to update the user guides for estimating the incremental cost impact from additional freight tasks on sealed and unsealed roads and creating a tool to calculate these. This project has now commenced and is expected to be completed by December 2024.
3. Staff costs were below budgets due to a vacant position early in the year which has now been filled.
4. The Local Roads Program Delivery Manager was appointed in November, starting on one day per week while finalising existing commitments. This has now increased to 0.6 FTE as agreed.
5. A project to revise, improve and where possible automate data collection and reporting for the Road Assets and Expenditure report carried over the end of the financial year.

Project budgets for 2023/24 LGTRRIP projects are not included in the summary below.

	2023/24		
	12 months to end June		
	Actual	Budget	Variance
Grant Funds	989,377	989,377	0
Road Condition Survey	105,000	400,000	-295,000
Other	4,520	0	4,5200
<b>TOTAL INCOME</b>	<b>989,377</b>	<b>1,389,377</b>	<b>-400,000</b>
Staff Costs	602,844	664,767	-61,883
Overheads	51,929	48,047	3,882
Engagement & Support	39,149	47,860	-8,711
Projects & Consultants	257,327	909,000	-651,673
<b>TOTAL EXPENDITURE</b>	<b>951,249</b>	<b>1,669,674</b>	<b>-718,425</b>
<b>SURPLUS / (DEFICIT)</b>	<b>38,128</b>	<b>-280,297</b>	<b>318,425</b>



# Regional Road Groups

*Ian Duncan, Executive Manager Infrastructure*

## RECOMMENDATION:

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

Three of the ten Regional Road Groups met in the thirteen-week period since the last meeting on 20 May 2024. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
June	21	Gascoyne (Elected Members)	Gascoyne Junction	Mark Bondietti, Ian McCabe
July	15	South West (Technical Group)	Bunbury	Max Bushell, Katherine Celenza
	19	Goldfields Esperance (Elected Members)	Kalgoorlie	Max Bushell, Linda Parsons
	29	South West (Elected Members)	Eaton	Max Bushell, Katherine Celenza

Key matters for discussion included:

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

The current Regional Road Group Chairpersons are:

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



## **State Road Funds to Local Government Agreement (SRFLGA) - Aboriginal Employment Working Group**

**Chair:** Des Snook, Chief Operating Officer  
Regional Management and Operations Directorate

1. Pilot program with a select number of LGs have met on 13 August to discuss explore and test reporting process to determine means for quarterly reporting. State Advisory Committee advised to explore utilise the annual asset management report as minor modifications it will be able to meets requirements for reporting of Aboriginal Employment in the State Road Funding for Local Government Agreement by the 2025 deadline.
2. Definitions of direct and indirect procurement agreed.
  - **Direct** – Local Government has directly engaged an Aboriginal business through contractual means.
  - **Indirect** – Local Government has indirectly engaged an Aboriginal business through subcontracting means, where the primary contractor is an Aboriginal and non-Aboriginal Businesses
3. WALGA will circulate a communication piece around the SRFLGA commitments and the activities from each Working Group:  
(1) Aboriginal Employment (2) Road Safety (3) Recycled Materials
4. Next Working Group meeting scheduled for 2 October 2024 to discuss and review the outcome from the Pilot Group.

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

## Background

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

- Guiding principles (excerpt)
  - ... that the outcomes from investments through this Agreement contribute to, and support, key State Government policy objectives, including:*
    - o *A 50 to 70% reduction in the number of people killed, severely or seriously injured in road crashes by 2030.*
- Commitments

### 2.1 Road Safety

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

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

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

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

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



## Working Group Establishment

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

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

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

## Consideration of Road Safety

The purpose of the working group is:

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

### Progress to date

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

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

### To be determined

The SRWG prior to the 29<sup>th</sup> November SAC meeting will determine:

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

## **Recommendation**

SAC acknowledge the progress to date from the RSWG.

## **References**

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

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

Road Safety Governing Principles for Local Governments

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

## **Attachments**

Att A - RSWG Terms of Reference

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



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

## Terms of Reference

### Purpose

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

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

### Guiding Principals

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

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

### Membership

The Group will consist of:

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

Secretariate: Main Roads support officer

### Objectives

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

### Chairperson

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

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

### Meetings

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

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

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



# Road Safety Governing Principles for Local Governments

## Fact Sheet

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

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

### Why Were the Principles Developed?

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

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

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

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

formulating road safety strategies, plans and policies.

### How Were the Principles Developed?

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

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

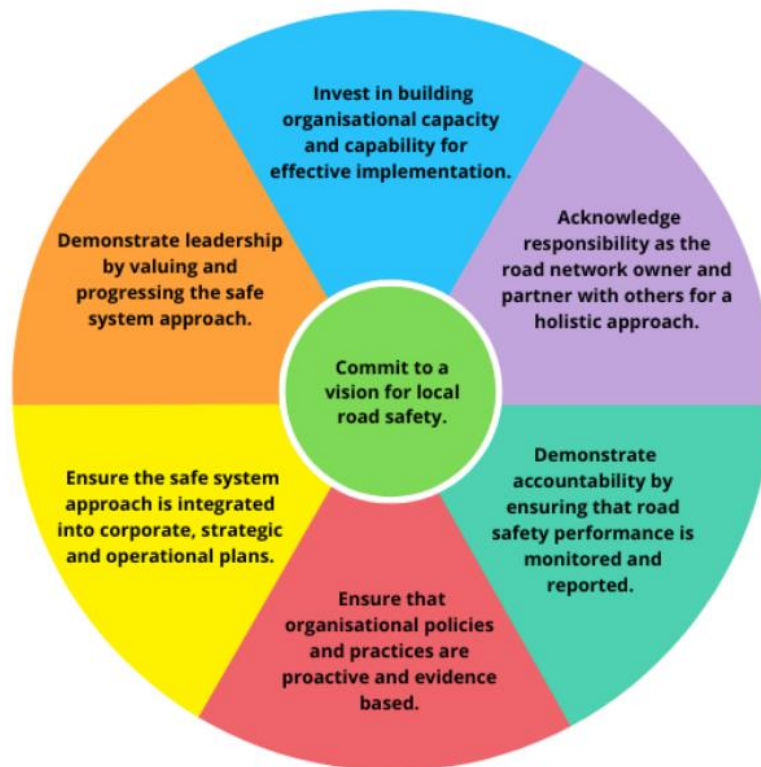
Road safety governance refers to a suite of processes, systems, roles and responsibilities by which an organisation is directed, controlled and held to account with regards to road safety. Each of the governing principles provide guidance, direction and context for Local Governments to formulate policies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

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

### How can I Find out More Information?

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

### Road Safety Governing Principles for Local Governments



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

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

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

**Background**

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

- Guiding principles (excerpt)

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

- o *Continuing to move towards a more sustainable road industry including greater use of recycled materials.*
- o *A reduction in Construction and Demolition waste generation per capita of 15% by 2025 and 30% by 2030 (Waste Avoidance and Resource Recovery Strategy 2030).*

- Commitments

*2.3 Recycled Materials (excerpt)*

*When considering the use of recycled materials within works there will be a focus on the State Government’s initiative of Road to Reuse materials.*

*It is acknowledged that in WA the industry is still developing. Therefore, this Agreement will have an initial focus on crushed recycled concrete and crumbed rubber products.*

*Within the first two years of this Agreement Main Roads Western Australia, WALGA and RRGs will collaborate to establish a system(s) / process(s) for monitoring, reporting and advancing the use of recycled materials focusing, but not limited to, LGA works funded within this Agreement.*

*Based on the above work the parties will work to determine and, where practical, implement the next steps to further advance the use of recycled materials.*

**Working Group Establishment**

Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has held 5 meetings.

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

Doug Morgan – Chair	MRWA
Les Marchant	MRWA
Dominic Palumbo	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 also prepared a *SRFLGA Recycled Materials Working Group - Key Issues* paper (see Attachment B). The paper will be submitted to the Department of Transport 'Sustainable First' policy working group to contribute to their ongoing work.

### **Consideration of Recycled Materials**

The aim of the working group is to find suitable applications that ideally take advantage of the properties of the recycled material to give solutions that are beneficial to the State.

The key areas of focus for this work are:

- crumb rubber
- crushed recycled concrete
- reclaimed asphalt pavement
- in-situ pavement recycling
- mining byproducts and
- recycled plastics.

The working group has developed a matrix to capture the material types or applications investigated by the working group, the outcome of each and any relevant specifications or documents. For example, a recent investigation explored whether roadside Guideposts could be manufactured from plastic, as a potential application for recycled plastics. See Attachment C for further information.

### **Recycled Materials Usage Data**

The annual WALGA Local Government Road Asset and Expenditure Report provides a comprehensive analysis of investment on WA roads.

To collect the data for the report, WALGA circulates a survey in August/September each year and Local Governments respond with expenditure and other information for the previous financial year.

The RMWG have drafted an amendment to the existing survey process. This amendment would request LGAs to report on their use of recycled materials throughout the financial year. The next survey request is expected to commence in September 2024.

Supporting this amendment would help to progress one of the key commitments of this working group, to establish a system for monitoring and reporting the use of recycled materials in LGA works.

The amendment, the inclusion of a new table (Table 3) into the survey is shown below.

**Table 3 - Use of Recycled Materials in Road Works**

<b>Recycled Material</b>	<b>Treatment</b>	<b>Quantity of Treatment using Recycled Material</b>	<b>Total Quantity of Treatment</b>	<b>Unit <sup>i</sup></b>
Crumb Rubber Modified Bitumen	Sprayed Seal / reseal			m <sup>2</sup> of seal <sup>ii</sup>
Crumb Rubber Modified Asphalt	Asphalt Surfacing / resurfacing			tonnes of asphalt
Reclaimed asphalt pavement (RAP)	Asphalt Surfacing / resurfacing			tonnes of asphalt containing RAP
Crushed Recycled Concrete (CRC)	Basecourse / Subbase			tonnes of CRC
Recycled Pavement material – basecourse and subbase	Insitu recycling using foamed bitumen, emulsion or cement			m <sup>3</sup> of material recycled
Other:				

<sup>i</sup> These are the preferred reporting units, other units may be used if convenient.

<sup>ii</sup> For double seals, add each seal separately.

### **Recommendation**

SAC to consider proposed amendment to the WALGA Local Government Road Asset and Expenditure survey process for approval to commence this financial year.

### **References**

1. State Road Funds to Local Government Agreement 2023/24 to 2027/28
2. <https://walga.asn.au/policy-and-advocacy/our-policy-areas/infrastructure/resources/report-on-local-government-assets-and-expenditure>

### **Attachments**

Att A - RMWG Terms of Reference

Att B - Summary of RMWG Considerations

Att C - RMWG Key Issues Summary



November 2023



## State Road Funds to Local Government Agreement – Recycled Materials Working Group

### Terms of Reference

#### Purpose

To review and implement ways to support the use of recycled materials in Local Government.

Within the first two years of the State Road Funds to Local Government Agreement Main Roads, the WA Local Government Association (WALGA) and Regional Road Groups will collaborate to establish systems and processes to monitor, report and advance the use of recycled materials in local government works (including both imported and in situ materials).

#### Guiding Principles

To achieve this purpose the Working Group will work in accordance with the relevant guiding principles in the State Road Funds to Local Government Agreement including:

- Continuation of the successful partnership between State Government and Local Government to preserve and enhance the State's vital road network
- Good asset management practices
- Autonomy of Local Government in the allocation of road funding based on locally and regionally identified priorities, and principles agreed by Main Roads Western Australia and WALGA
- Recognition of the partnership required for delivering projects funded within this program
- Promoting and applying the Safe System for road safety to road infrastructure
- Facilitating the efficient movement of freight and people

Decisions will be made by consensus.

#### Membership

The Group will consist of:

- the Executive Director Planning and Technical Services, Main Roads or their nominee as Chairperson
- One elected Local Government member

- One WALGA staff member
- Two Local Government officers with relevant expertise including one currently working in the metropolitan area and one from rural or remote area
- Up to three Main Roads senior staff

All Members may appoint a delegate if unable to attend. Guests may be invited to any meeting with the agreement of the Chair.

Main Roads will provide secretariate support.

#### Objectives

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

- demonstrating the existing use of recycled materials in the Local Road network
- appraising options for increasing the use of recycled materials in Local Government in line with government objectives
- developing a process to promote the increased use of recycled materials that can work at a Local Government level
- developing criteria for elements that will be measured
- developing and maintaining a reporting structure for quantifying the increased use of recycled materials in Local Government from the financial outlay expended

The group will operate in such a way to enable the opportunity for all Local Governments to have input into the working group's considerations directly and through the Regional Road Group. Regular updates will be provided to every Regional Road Group.

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



*We're working for  
Western Australia.*

The group will report to the State Road Funds to Local Government Advisory Committee (SAC) on activities and progress made in increasing the use of recycled materials on local roads, at each meeting.

### Chairperson

The Chair of the Committee is responsible for the efficient and effective running of the working group meeting and for reporting to the SAC at each meeting and additionally as required.

### Meetings

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

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

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

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✉ [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au)

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

## Attachment B - Summary of Recycled Materials Working Group Considerations

### Applications for Recycled Materials

UPDATED 18 JUNE 2024



DATE	TOPIC	SUPPORTING NOTES	FINDING
April 2024	MRWA crumb rubber binder specifications	<p>Main Roads specifications are available on the Main Roads website (<a href="http://www.mainroads.gov.au">www.mainroads.gov.au</a>) in the Technical and Commercial section. The specifications which relate to crumb rubber binders are:</p> <ul style="list-style-type: none"> <li>- Specification 511 Bituminous Materials                             <ul style="list-style-type: none"> <li>o Specification includes the supply of materials for bituminous surfacings and asphalt</li> <li>o Note that crumb rubber modified binder for spray seal is referred to as "S45R" (Austroads)</li> <li>o Note that the term "S45R" is in process of being renamed as "S15R" (15% rubber)</li> </ul> </li> <li>- Specification 509 Polymer Modified Bituminous Surfacing                             <ul style="list-style-type: none"> <li>o Intended as a spray seal for use as a trafficable surface treatment, as a waterproofing layer or as a strain alleviating membrane interlayer beneath an asphalt layer</li> <li>o Specification includes seal design and application requirements</li> <li>o Note that crumb rubber modified binder for spray seal is referred to as "S45R" (Austroads)</li> <li>o Note that the term "S45R" is in process of being renamed as "S15R" (15% rubber)</li> </ul> </li> <li>- Specification 516 Crumb Rubber Open Graded Asphalt                             <ul style="list-style-type: none"> <li>o Intended as a surfacing for freeways</li> <li>o Specification includes asphalt mix design process, manufacture and placement</li> <li>o Refer to Main Roads website Register of Approved Asphalt Mix Designs</li> <li>o Applicable for use in the Perth Metropolitan area</li> </ul> </li> <li>- Specification 517 Crumb Rubber Gap Graded Asphalt                             <ul style="list-style-type: none"> <li>o Intended as a premium wearing course in fatigue-prone locations including intersections</li> <li>o Specification includes asphalt mix design process, manufacture and placement</li> <li>o Refer to Main Roads website Register of Approved Asphalt Mix Designs</li> <li>o Applicable within 300km from registered asphalt suppliers in the Perth Metropolitan area</li> </ul> </li> <li>- Specification 201 Quality Systems                             <ul style="list-style-type: none"> <li>o Details quality system requirements for construction specifications including construction lot definition and NATA Laboratory sampling and testing requirements</li> <li>o Details applicable testing frequencies for construction specifications at Annexure 201A</li> </ul> </li> </ul> <p>Information provided by Les Marchant.</p>	For information.

DATE	TOPIC	SUPPORTING NOTES	FINDING
<p><b>March 2024</b></p>	<p>MRWA Guide Posts - Recycled Plastic Options</p>	<p>MRWA:</p> <ul style="list-style-type: none"> <li>- Posts must meet the following: <ul style="list-style-type: none"> <li>o 5-year product life</li> <li>o material must not shatter/ cause sharp projectiles</li> <li>o flexible post to return to an upright position</li> </ul> </li> <li>- Use about 35,000 posts pa across the state. <ul style="list-style-type: none"> <li>o ~ 90% are steel, predominantly from Delnorth. The thin steel product has the advantage of stacking very compactly on a truck.</li> <li>o ~ 10% are high density Polyethylene (plastic) from Traffic Systems West (Omni-flex Guide Post).</li> </ul> </li> <li>- Plastic products: <ul style="list-style-type: none"> <li>o There is some evidence of trials of plastic products with some 12 month life resulting (Pilbara).</li> <li>o MRWA have avoided plastic, due to durability issues.</li> <li>o MRWA is not aware of any plastic product that incorporates recycled plastic, including no product offering to that effect.</li> </ul> </li> <li>- Guide post installation: <ul style="list-style-type: none"> <li>o Steel guide posts are driven in by small petrol powered rammers. Previously, manual rammers (the hollow pole section, with the two handles on either side, and the top blocked off) were used, but had associated safety issues. The percussive action of a powered unit makes the job easier.</li> <li>o In terms of capital works, road furniture goes in last, after the heavy machinery has left site and the verges/shoulder formed and graded. Otherwise, plant equipment could damage them.</li> </ul> </li> </ul> <p>Information provided by Domenic Palumbo.</p>	<p>Recycled plastics are not suitable for this application.</p>

May 2024



# SRFLGA Recycled Materials Working Group

## Areas of Focus

### Background

The State Road Funds to Local Government Agreement (SRFLGA) Recycled Materials Working Group is aligning with the State's "Waste Avoidance and Resource Recovery Strategy" to drive increased appropriate use of recycled materials through the provisions of the SRFLGA Agreement. This will be done in alignment with other arrangements already in place, such as the "Roads to Reuse Program".

The aim is to find suitable applications that ideally take advantage of the properties of the recycled material to give solutions that are overall beneficial to the State.

The key areas of focus for this work are as below:

### Crumb Rubber

Crumb rubber has been used in spray-seals for more than 40 years. This work is focussing on expanding its usage, both for spray seals and for crumb rubber asphalt mixes suitable for use by Main Roads and Local Governments.

### Reclaimed Asphalt Pavement

The use of reclaimed asphalt pavement (RAP) is well established with up to 25% in Main Roads full depth asphalt pavements and 10% in Local Government surfacings. This work is focussing on maintaining prioritisation of its use in new asphalt in a manner that will ensure an on-going reliable circular economy.

### Crushed Recycled Concrete

Main Roads uses crushed recycled concrete as a sub-base layer below a full-depth asphalt pavement for heavy traffic loadings, and as sub-base and basecourse

in lighter traffic loadings with a geofabric reinforced seal to mitigate cracking risk. The aim is to expand this use to have Local Governments use this material for low volume access roads.

### In-situ Pavement Recycling

In-situ pavement rehabilitation is a well-established technique, of extending service life stabilising with the addition of cement or bitumen. This work is focussing on capturing successful uses and sharing them across industry.

### Mining Byproducts

Mining byproducts have long been used in road construction. This work is to provide guidance on the engineering and acquisition processes.

### Recycled Plastics

Recycled plastic products are available for use in many road construction applications, such as geofabrics, noise walls and street furniture. Current work is capturing successful uses and sharing them across the industry.

### Further information

Please contact Main Roads' Manager Materials Engineering on 9323 4774.

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



*We're working for  
Western Australia.*





## Roads 2040 Submission for the August 2024 SAC Meeting

RRG	No of Addition(s)	LG
Great Southern	1	Shire of Denmark

RRG	Region	LG	Road/Route	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Great Southern	Great Southern	Shire of Denmark	Turner Road Walter Road	3050028 3050368	1.97 2.12	1.97 2.12	1.97 2.12	N N	Addition 20/06/2024 <a href="#">D24#875586</a>	Y





## Item 6.2

August 2024  
MRWA 04/11055  
D24#1009656

### 1. Classification

#### Summary of current classification actions.

Changes since the last report are:

#### Additions

- Nil

#### Deletions

- Nil

Road	Status
-	-

### 2. Proclamation

#### Summary of current proclamation actions.

Changes since the last report are:

#### Additions:

- Thomas Road improvements from Kwinana Fwy to Tonkin Hwy

#### Deleted due to completion of action:

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

#### Deleted:

- Nil

#### Amended Status comment:

- Amendments to various comments.

Road	Action	Status
Albany Ring Road	Albany Ring Road (an 11.5km extension of Menang Drive) has now been constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany  Construction of a new flyover at Menang Drive & Chester Pass Road will commence late 2024, estimated completion late 2025.	Construction of phase 1 to Lancaster Rd was completed in early 2022; phase 2 to Princess Royal Drive opened May 2024.  Menang Drive between Albany Hwy and Princess Royal Drive will be proclaimed once land dedication is finalised.  The new flyover will be proclaimed following completion in 2025.
Armadale Road to North Lake Road at Kwinana Freeway & Beeliar Drive	Realignment and extension of Armadale Road to North Lake Road via a new bridge.	Project completed December 2021, proclamation pending due to land tenure issues. Proclamation anticipated 2025.

Bindoon Bypass	Second stage of the project, 11km north of Seven Mile hill is currently under construction. Procurement for 46km southern section expected 2025.	Second stage due to be completed by mid-2025.
Broome Cape Leveque Road 0 - 205 SLK (Broome Highway to Ardyaloon - One Arm Point)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, Shire of Broome 28 June 2021.	Construction and sealing completed in May 2023 with final seal to be applied in late 2024. Proclamation scheduled for late 2024.
Bunbury Outer Ring Road	27-kilometre free-flowing highway, linking Forrest Highway to Bussell Highway. It will provide an alternative route around Bunbury and separate local and regional traffic.	Construction commenced 2020 - Proposed completion of project late 2024.
Bussell Hwy Duplication	Construction of the remaining section of Stage Two, between Ludlow River and Sabina.	Completion early 2025
Causeway Pedestrian and Cyclist Bridges	Separate path users from traffic, two connected bridges will be built alongside the Causeway providing a 6-metre-wide segregated path connecting the Victoria Park foreshore with Heirisson Island and Perth's CBD at Point Fraser.	To be completed by late 2024
Collie Lake King Road (Coalfields Road)	Road realignment at Bowelling Curves, west of Darkan.	Construction completed January 2020. Handover agreement between Main Roads and the Shire of West Arthur are pending, land tenure also to be rectified. Proclamation. Proclamation anticipated for 2025.
Curtin Avenue	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, 7 May 2021.	Proclamation is currently on hold pending Eric Bridge Street upgrade, expected late 2025.
Great Eastern Highway Bypass	Upgrading two major interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, extending to Lloyd St, and constructing a new bridge over Helena River.	Project commenced early 2022, construction placed on hold for now with recommencement planned for 2024-25 subject to outstanding approvals.
Great Eastern Highway realignment, Wooroloo	Realigning a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending on land tenure resolution.

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 likely to be 2024/2025.
Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Muchea North, Bindoon Bypass, New Norcia Bypass, Walebing, Miling Bypass and Straight, Pithara and Dalwallinu to Wubin sections. In progress and many sections have been completed with handover arrangements being progressed. Asset responsibility negotiations with Local Government Authority progressing. Proclamation anticipated 2024/2025
Great Northern Highway near Auski Roadhouse Shire of Ashburton	Realignment road over rail – previously known as Koodaideri (now Bahd-Jarding-Ngu) Bridge RioTinto Iron Ore	Construction complete. Progression of proclamation pending due to land tenure issues.
Great Northern Highway	Construction of a roundabout at the Intersection with Great Northern Highway, Apple Street and Coondaree Parade.	Construction complete, lighting installation completed March 2023. Proclamation anticipated late 2024.
Great Northern Highway - Roy Hill Bridge	Recently opened with 1.9km of realignment to Great Northern Highway.	Land tenure pending. Proclamation anticipated for 2025.
Leach Highway and Welshpool Road Interchange	A new bridge taking Leach Highway over Welshpool a new roundabout at the current Leach Highway and Welshpool Road intersection duplication of the existing Leach Highway bridge over the Armadale passenger rail line, Railway Parade and Sevenoaks Street.	Construction completed August, proclamation progress pending. Proclamation anticipated late 2024.
Mandurah Estuary Bridge Duplication	Construction of a second bridge alongside Mandurah Estuary Bridge.	Anticipated completion late 2025
Marble Bar Road – Roy Hill Mine deviation	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all stages together. Progression pending due to land tenure issues.
Marmion Avenue (Ocean Reef Road to Yancheep 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.

Marriott Road	Road transferred to Main Road as identified as a strategic industrial area located between Forrest Highway and South Western Highway	Road responsibility transferred 1 July 2022, numerous land tenure issues to be resolved prior to proclamation. Proclamation anticipated early 2025.
Midlands Road – Yandanooka	Proclamation of realignment.	Recent identification of historical realignments outside road reserve. Land tenure issues (A Class Reserve) Progression pending due to land tenure issues.
Mitchell Freeway Hester to Romeo Road.	Proclaim new sections of Freeway.	Major works completed and opened July 2023, minor works continuing during November 2023. Proclamation proposed later in 2024.
Murdoch Drive connection to Roe Highway and Kwinana Freeway	Realignment at Kwinana Freeway / Roe Highway interchange to connect to Murdoch Activity Centre and Fiona Stanley Hospital.	Negotiations for asset management responsibility handover pending. Proclamation stalled due to delayed asset responsibility handover. Proclamation anticipated late 2024.
North West Coastal Highway – south of Roebourne	Realignment of road at Robe River's expense to accommodate road-over –rail bridge. (Warrndamayaga Bridge)	Completed Dec 2013. Pending land dealings as partly outside existing road reservation. Update from DPLH, area is linked to State Agreement Lease variations and native title process, likely to be several months before progression with road dedication. Proclamation anticipated late 2024.
Ocean Reef / Gnangara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for 2025.
Outback Way (Great Central Road)	Construction to commence on priority sections near the Cosmo Newberry, Warburton and Warakurna communities.	Subject to all approvals and the successful award of tender, work to recommence early 2024. Currently a LG road, potential future reclassification to State Road in the longer term.
Roe Highway and Kalamunda Road intersection upgrade	The new grade-separated intersection at the Roe Highway and Kalamunda Road intersection including a new bridge, two roundabouts and on and off ramps.	Project complete, land tenure issues pending – proclamation to be commenced upon completion of land tenure issues. Proclamation anticipated for 2025.

South Western Highway at Vittoria Road in City of Bunbury	Constructing a new roundabout to improve safety and speed concerns and creating a dedicated left turn lane to South Western Highway from Vittoria Road.	Commenced works October 2023 with road closures from January 2024. Completed May 2024. Proclamation anticipated late 2024.
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 2024.
Tanami Road Upgrade	Continued construction and sealing of the 41km section, through the hills south of Great northern Highway.	Planned to be completed in 2024/25. Currently a LG road, potential future reclassification to State Road in the longer term.
Thomas Road (Tonkin Hwy to South Western Hwy)	Reclassification as a State Road finalised, responsibility taken for the road 30/5/2022.	Metronet construction works currently in progress - grade separation – road over rail. Upon completion depending on land tenure issues proclamation can be progressed.
Thomas Road improvements from Kwinana Fwy to Tonkin Hwy	Construction of rotaries and realignments at Central Avenue and Kargotich Road	Rotary at Central Ave was completed January 2024. Proclamation proposed later in 2024. Rotary at Kargotich Road due for completion mid 2024 and proclamation may occur some time later.
Thomas Road Safety Improvements	Roadworks to construct roundabouts at the Thomas Road intersections with Nicholson Road and Kargotich Road in Oakford.	Completion by late 2024
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 2026.
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 2024.

**Recommendation:**

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

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

PLANNING AND TECHNICAL SERVICES DIRECTORATE

14 August 2024



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

*Mark Bondiotti, Policy Manager Transport and Roads*

## **RECOMMENDATION:**

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

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

Four projects are underway:

1. Guideline for the use of crumbed rubber modified bitumen in sprayed seal applications;
2. Guideline for the use of crumbed rubber modified bitumen and reclaimed asphalt pavement (RAP) in asphalt applications;
3. Design and construction guidelines for the use of crushed recycled concrete on Local Government roads; and
4. Catalogue of standard pavement profiles for sprayed seal and asphalt roads.

Two workshops were held to seek project proposals for 2024/25 and future work. Eighteen project proposals have been developed. An Operations Team of WALGA and Local Government officers have prioritised the proposals using a MCA process. The team will meet to agree a final list for scoping and submission to NTRO for implementation.



