



Goldfields-Esperance Regional Road Group

Reference information for Elected Members on a Regional Road Group

February 2017

This reference information is designed to inform Elected Members of a Regional Road Group of matters pertinent to the business of that Group.

Specifically, the contents will inform Elected Members of:

- State Road Funds to Local Government Agreement
- Role of the State Road Funds to Local Government Advisory Committee
- Terms of Reference for a Regional Road Group
- Roads 2030
- Funding sources for road projects
- Key Performance Indicators for a Regional Road Group
- Restricted Access Vehicle (RAV) network
- Accredited Mass Management Scheme (AMMS)
- WALGA RoadWise

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1.0 Regional Road Groups

The existence and operation of Regional Road Groups are mandated by the State Road Funds to Local Government Agreement; and the State Road Funds to Local Government Advisory Committee.

The State Roads to Local Government management structure identified the following Regional Road Groups:

- Gascoyne
- Goldfields-Esperance
- Great Southern
- Kimberley
- Metropolitan
- Mid-West
- Pilbara
- South West
- Wheatbelt North
- Wheatbelt South

The Chairperson of a Regional Road Group shall be an Elected Member.

The role of a Regional Road Group is to:

- Recommend Local Government road funding priorities to the State Road Funds to Local Government Advisory Committee.
- Monitor the implementation of the Local Government Road Program in their region.

Main Roads Western Australia provides technical and administrative support to Regional Road Groups.

See Annexure 1 for Terms of Reference for Regional Road Groups; and Annexure 4 for the profile of the Goldfields-Esperance Regional Road Group.

2.0 Regional Road Sub-Groups

A Regional Road Group may establish Sub Groups (or Technical Groups) to:

- Assist to identify road funding priorities
- Provide advice to the Regional Road Group
- Consider local roads issues to inform decision making by the Regional Road Group

Elected Members can be members of Regional Road Sub-Groups.

3.0 State Road Funds to Local Government Agreement

The State Road Funds to Local Government Agreement (the Agreement) is a formal agreement between the State Government of Western Australia and the Western Australian Local Government Association.

The Agreement is *intended to ensure that funds available from State Government sources for local roads are allocated to the areas of greatest need where they will provide maximum benefit to all road users and the Western Australian community.* (State Road Funds to Local Government Agreement, page 2)

The current Agreement expires in 2015/2016. Under the provisions of the Agreement, the State Government has pledged the following funding for local roads:

- For 2016/2017 - \$172.4 million
- For 2017/2018 - \$194.2 million

The Agreement recognises and determines the membership of:

- State Road Funds to Local Government Advisory Committee (known as SAC)
- Regional Road Groups
- Regional Road Sub Groups (if considered necessary)

Under the Agreement the funding is distributed to Local Government Roads on the basis of:
61% of allocation (Category 1):

- Direct Grants
- Road Project Grants
- Commodity Routes
- Strategic and Technical Support

25% of allocation (Category 2):

- Traffic Management and Road Safety
- Bridge works/Bridge Inspections
- Remote Aboriginal Community Access Roads

14% of allocation (Category 3):

- State Initiatives on Local Roads

The standard category allocations are subject to variation if agreed by the State Road Funds to Local Government Advisory Committee. (State Road Funds to Local Government Agreement, page 4)

4.0 State Road Funds to Local Government Advisory Committee

The State Road Funds to Local Government Agreement (the Agreement) is a formal agreement between the State Government of Western Australia and the Western Australian Local Government Association.

The State Road Funds to Local Government Advisory Committee (the Committee) maintains a procedures manual that specifies the Terms of Reference for the Committee and Regional Road Groups; and outlines the process of determining the annual Local Government Roads Program.

Membership

The State Road Funds to Local Government Advisory Committee is made up of:

- Managing Director of Main Roads Western Australia
- Chief Executive Officer of the Western Australian Local Government Association (or their nominee)

- Four elected State Councillors as nominated by the Western Australian Local Government Association
- Four Main Roads Western Australia senior officers nominated by the Managing Director of Main Roads.

The Committee is chaired by the Managing Director of Main Roads Western Australia.

Scope

The Committee is accountable for the:

- Assessment of Local Government road funding needs
- Annual distribution of State Funds to Local Government roads
- Monitoring and reporting on the effectiveness of the application of State Funds to Local Government roads in the State of Western Australia

The Committee will make recommendations to the Minister for Transport in relation to the annual Local Government Roads Program and other relevant issues.

The Committee will maintain a structure of Regional Road Groups and Sub Groups to assist management and administration; and may delegate certain tasks to Regional Road Groups.

The Committee meets four times each year.

The Committee's meeting agendas and minutes are published on the WALGA website at:

<http://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Funding.aspx>

5.0 Goldfields-Esperance Road Funding Distribution

The Goldfields-Esperance Regional Road Group has a document titled "Goldfields-Esperance Regional Road Group Road Funding Distribution". The document provides information on:

- Road Funding Distribution, which includes information on (1) Distribution of funds between preservation and improvement/expansion projects; and (2) Project proposal submissions
- Project Prioritisation Guidelines, which contains information on (1) Process; (2) Project Evaluation; (3) Application; (4) Road improvement/expansion criteria; and (5) Road preservation projects criteria

The manual can be accessed [here](#).

6.0 Roads 2030

Roads 2030 is a document that identifies a strategic view of regionally significant Local Government roads and the development strategies for those roads.

Each Regional Road Group has a *Roads 2030* strategy document.

A Memorandum of Understanding (MOU) between the State Government and WALGA requires that Regional Road Groups review their road development strategies at five yearly intervals to assess the effects of changing circumstances and demand on the local road network. *Roads 2030* updates and supersedes the *Roads 2025* document in accordance with the requirements of the MOU.

Local Governments (via Regional Road Groups) worked collaboratively to review their local road network to produce *Roads 2030* thus providing an agreed strategic approach to allocate limited funding across the extensive local road network in WA.

It is important to note that only projects on local roads included in *Roads 2030* are eligible for Road Project Grant funding under the current State Road Funds to Local Government Agreement.

Should a Regional Road Group agree to seek to amend their *Roads 2030* strategy document, this amendment must be endorsed by the State Road Funds to Local Government Advisory Committee. If the road for which the proposed amendment is sought crosses into an adjoining region, agreement should be reached with that Regional Road Group.

Roads 2030 for each Regional Road Group can be accessed on the WALGA website at:

<http://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Roads/Roads-2030-Regional-Road-Development-Strategies.aspx>

7.0 Road Funding Sources

The following funding sources are available to Local Governments for roads.

Direct Grants (State Road Funds to Local Government Agreement)

Provided annually for maintenance of local roads at the discretion of Local Governments.

Road Project Grants (State Road Funds to Local Government Agreement)

Provided annually for specific road improvements; provision of new roads; and major preservation works such as resealing to maintain the road asset.

Commodity Route Supplementary Fund (State Road Funds to Local Government Agreement)

Provided annually for routes where there is a significant high priority transport task associated with the transport of a commodity such as grain, timber, agricultural lime, iron ore, etc.

Bridges Works/Bridge Inspections (State Road Funds to Local Government Agreement)

A combination of State Government and Australian Government funding provided annually for the improvement, maintenance and periodic inspection of bridges on local roads.

Remote Aboriginal Community Access Roads (State Road Funds to Local Government Agreement)

A combination of State Government and Australian Government funding provided annually for access roads serving Aboriginal communities.

State Initiatives on Local Roads (State Road Funds to Local Government Agreement)

Provided annually for typically large projects on the local road network that provide a wider community and regional benefit.

State Black Spot Program (State Government)

Funded by the State Government, the Program is aimed at providing a safe road system by treating road lengths or intersections with a crash history; or treating potential hazardous locations on the basis of a formal road safety audit.

Projects on local roads are funded by a joint contribution of two dollars from the State Government and a one dollar contribution from the Local Government where the project resides.

Australian Government Black Spot Program (Australian Government)

Funded by the Australian Government, the Program is aimed at reducing the social and economic costs of road trauma by treating locations with a record of casualty crashes. Sites can also be treated on the basis of an official road safety audit.

Projects on local roads are fully funded by the Australian Government.

Roads to Recovery (Australian Government)

Funded by the Australian Government, the Roads to Recovery Program commenced in 2001 to address the significant amount of Local Government road infrastructure reaching the end of its economic life and its replacement was beyond the capacity of Local Governments.

Roads to Recovery funds are paid directly to Local Governments for priority road projects chosen by Local Governments.

See Annexure 2 – Timetable for funding submissions

8.0 Key Performance Indicators for Regional Road Groups

Part 5.3 of the State Road Funds to Local Government Agreement 2011/12-2015/16 required Main Roads Western Australia and WALGA to produce key performance indicators for Regional Road Groups focusing on expenditure performance, asset management, and road safety:

5.3 Key Performance Indicators (KPIs)

Main Roads and WALGA will work together to produce draft KPIs within 18 months of the signing of this agreement. Six monthly reports on progress will be made to the State Advisory Committee.

Key Performance Indicators will be established for monitoring purposes and no financial incentive or penalties will apply on the basis of performance against KPIs.

Key Performance Indicators will focus on expenditure performance, asset management and road safety, and will be reported to Regional Road Groups.

As a result, the following key performance indicators (KPIs) were developed for all Regional Road Groups.

Expenditure performance

- 1.1 Regional Road Groups hold a minimum of 2 meetings per year.
- 1.2 Both Black Spot Programs expenditure as a percentage of grant funded budget. Target is 90%. (Note: Includes State Black Spot Program and Nation Building Program)

- 1.3 Road Project Grants expenditure as a percentage of grant funded budget. Target is 90%. (Note: Includes Commodity Route Supplementary Fund Projects)
- 1.4 Road Project Grant applications are submitted to Main Roads Western Australia by November each year

Asset management

- 2.1 Percentage of sealed road length subject to a documented visual condition survey in the previous 5 years within the region. Target is 50%

Road safety

- 3.1 (Metropolitan Regional Road Group only) Percentage of grant funded road improvements subject to road safety audits consistent with the Metropolitan Regional Road Group Guidelines. Target is 100%
- 3.2 (Other Regional Road Groups) Percentage of Road Project Grant funded projects that include Safe System improvements to roads and roadsides. Target is 50%.

Local road inventory data

In 2015/2016 SAC resolved to include the KPI of the number of Local Governments in a RRG that inputted their local road inventory data into the Main Roads WA IRIS database. Reporting on this KPI will be commenced in the 2015/2016 report.

Reporting on the KPIs commenced in 2012-2013. The KPI report for 2015/2016 is attached as Annexure 3, which includes a comparison of the reporting years of 2012/2013, 2013/2014 and 2014/2015.

9.0 Restricted Access Vehicle (RAV) Network

The Restricted Access Vehicle (RAV) Network consists of ten levels of road network (i.e. RAV Network 1 to RAV Network 10) on which an approved category of restricted access (heavy) vehicle can be driven (i.e. category 1 restricted access vehicle to category 10 restricted access vehicle). Main Roads WA maintains an electronic list of all roads in the RAV Network.

A restricted access vehicle must not be driven on any road not listed in the RAV network; to do so is contrary to the law.

A higher category restricted access vehicle (e.g. a category 10 restricted access vehicle) cannot be driven on a lower RAV rated road (e.g. a RAV network 5 road); however a lower category restricted access vehicle (e.g. a category 4 restricted access vehicle) can be driven on a higher RAV rated road (e.g. a RAV network 7 road).

Main Roads WA maintains the *Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines* to assist Local Government, Main Roads' staff, transport operators or consultants assess the suitability of routes for inclusion on the RAV network. Restricted access vehicle categories have been grouped into four (4) assessment levels:

- Level 1 - RAV Categories 2, 3 and 4 (e.g. pocket road train, B-double, and other restricted access vehicles with a maximum length of either 25m or 27.5m).
- Level 2 - RAV Categories 5 and 6 (e.g. restricted access vehicles with a maximum length of 36.5m and a maximum mass of 87.5t).
- Level 3 - RAV Categories 7 and 8 (e.g. restricted access vehicles with a maximum length of 36.5m and a maximum mass of 107.5t).

- Level 4 - RAV Categories 9 and 10 (e.g. restricted access vehicles with a maximum length of 53.5m).

The guidelines are available on the Main Roads website: *Using Roads > Heavy Vehicles > Publications and Information > RAV Road Network Access Applications, Frameworks & Guidelines*.

Framework for Applying for Adding Local Government Roads to Restricted Access Vehicle Networks

Main Roads WA has developed a framework to provide clarity on the process to approve a road to be included on the RAV network to assist Local Governments.

The framework is available on the Main Roads website: *Using Roads > Heavy Vehicles > Publications and Information > RAV Road Network Access Applications, Frameworks & Guidelines*

Framework for Downgrading Local Roads on the Restricted Access Vehicle Networks

Main Roads WA has developed a framework to provide clarity on matters that need to be considered prior to downgrading a road on the RAV network to assist Local Governments.

The framework is available on the Main Roads website: *Using Roads > Heavy Vehicles > Publications and Information > RAV Road Network Access Applications, Frameworks & Guidelines*

As of right vehicles

An *as of right vehicle* is any vehicle that is not a restricted access vehicle; for example rigid trucks and semi-trailers. These vehicles may operate state-wide provided they are:

- Not a road train or b-double;
- Within regulation axle mass limits;
- Less than nineteen (19) metres in combination length or less than 12.5 metres in length for rigid vehicles;
- Less than 42.5 tonnes in total combination mass;
- Less than 2.5 metres wide (excluding mirrors and lights); and
- Less than 4.3 metres high

10.0 Accredited Mass Management Scheme (AMMS)

The Accredited Mass Management Scheme (AMMS) is a scheme that allows heavy vehicles to carry additional payload over particular roads that have been assessed as suitable by Main Roads WA.

The AMMS replaces the Certified Mass Management Scheme and the Concessional Loading Bulk Products Scheme.

Vehicles accredited under the AMMS can only carry additional mass on an identified and limited part of the road network similar to the RAV network.

Local Governments retain control over heavy vehicles using local roads. A transport operator needs to apply to have local roads assessed for inclusion in the AMMS network. Main Roads WA will seek the support of Local Government before assessing the suitability of a local road for inclusion in the AMMS network. At that time, Local Governments can seek to have relevant conditions applied to the use of a particular local road.

Once a road is approved for access it is included on the AMMS network list of roads published on the AMMS page of the Main Roads WA website.

Similar to the RAV network, transport operators must comply with the particular conditions of the AMMS network they are operating on.

Any product can be transported on the AMMS network.

11.0 Informing Own Councils

Each Regional Road Group approves and recommends to the SAC a substantial amount of road funding on behalf of the Local Governments that comprise the Group. It is useful that delegates to each Regional Road Group or Sub-Group keep their own Councils informed of the business and decisions made by the Regional Road Group of which they are a member.

12.0 WALGA RoadWise

WALGA RoadWise aims to engage Local Governments and communities in actions that support and contribute to the implementation of *Towards Zero*, which is the road safety strategy for Western Australia (2008-2020).

WALGA RoadWise supports Local Governments, community groups, local businesses and individuals to become involved in the community road safety network across Western Australia.

A team of regional and metropolitan based RoadWise Road Safety Advisors assist members of the statewide community road safety network (that includes Local Governments) by:

- promoting participation and community ownership
- facilitating opportunities for leadership in local road safety
- supporting local road safety committees
- providing access to resources and training
- sharing information

These actions contribute to building the capacity of the network to make an effective contribution to preventing or reducing death or serious injury on the public road network in Western Australia.

The contact details for the WALGA RoadWise Road Safety Advisor for the Goldfields-Esperance Region are:

Cherie Wallace
Telephone: 0409 881 924
Email: cwallace@walga.asn.au

13.0 Main Roads WA Contact

Contact details for Main Roads WA Goldfields-Esperance Region are:

83 Piesse Street
Boulder WA 6432

or

PO Box 99
Kalgoorlie WA 6433

Telephone 9080 1428

14.0 WALGA Contacts

For further information, please contact the people listed below.

Ian Duncan, Executive Manager, Infrastructure
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Mal Shervill, Policy Officer Road Safety
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Email: mshervill@walga.asn.au

15.0 ANNEXURE 1 – Terms of Reference for Regional Road Groups

Excerpt from *State Road Funds to Local Government Procedures*
(Issue 6.0 – 6 May 2013 – document number 6200/04/02, Main Roads Western Australia)

6. Terms of Reference for Regional Road Groups

6.1 Introduction

Regional Road Groups will operate under the delegated authority of the State Road Funds to Local Government Advisory Committee.

These Terms of Reference shall apply to the role and activities of the Regional Road Groups.

6.2 Management and Administration

6.2.1 Region

Each Local Government in Western Australia shall be included in an appropriate region as defined by the State Road Funds to Local Government Advisory Committee. Local Governments may apply to the State Road Funds to Local Government Advisory Committee for a transfer from one region to another. Such applications should be accompanied with supporting documentation to justify the reasons for such a change. As a general principle, it is intended that the regions be as similar as possible to those used by Main Roads Western Australia. This principle will be taken into consideration by the State Road Funds to Local Government Advisory Committee when considering Local Governments' applications for transfer.

Where approval is granted for a Local Government to transfer to another Regional Road Group, funding allocations will be amended to reflect this change.

6.2.2 Sub Groups

The Regional Road Group may establish a structure of Regional Sub Groups in consultation with Local Governments in order to assist with management and consideration of local road issues.

6.2.3 Membership

Local Governments may apply to the Regional Road Group for a transfer to another Sub Group.

Each Local Government within a region shall be offered representation on either:

- the Regional Road Group for that region, if no Sub Groups have been established; or
- a Sub Group within the region.

Each Local Government seeking representation on the Regional Road Group/Sub Group shall nominate a Councillor to be its member of the Regional Road Group/Sub Group.

Each Regional Road Group may determine the appropriate representation of Sub Groups on the Regional Road Group, provided that all Sub Groups are offered equal representation.

6.2.4 Chairperson

The Chairperson of the Regional Road Group shall be an elected Local Government person and be elected by the Regional Road Group annually.

6.2.5 Secretariat

Technical and administrative support to the Regional Road Group will be provided by Main Roads Western Australia. Main Road Western Australia's Regional Managers will provide the primary contact for Regional Road Group. (See Attachment 5 for a Guide)

6.2.6 Observers

Members of the Regional Road Group/Sub Group may invite to meetings of the Regional Road Group/Sub Group, support staff and other personnel who they consider would assist.

6.2.7 Decision Making

As far as practicable, decisions should be arrived at by consensus. However, where voting is necessary, only elected Local Government members will be the voting representatives with:

- one vote for each Local Government represented at Sub Group meetings;
- one vote for each Local Government represented at Regional Road Group meetings, for Regional Road Groups with no Sub Groups; and
- one vote for each Sub Group represented at Regional Road Group meetings, for Regional Road Groups with Sub Groups.

Subject to approval by the State Funds to Local Government Advisory Committee, variations to voting procedures may be agreed to as long as an equitable balance is maintained.

6.2.8 Meetings

The Chairperson of the Regional Road Group, through the Secretariat, will develop an annual meeting timetable relating to the timetable of the State Funds to Local Government Advisory Committee.

The annual meeting timetable shall be determined at the first meeting after the meeting timetable of the State Funds to Local Government Advisory Committee has been advised to the Regional Road Group.

6.2.9 Delegated Representatives

Each member may delegate authority to an elected Local Government representative to attend and otherwise represent the Regional Road Group member.

6.2.10 Reporting Structure

The Regional Road Group shall record minutes of its meetings and forward a copy to each member and the State Funds to Local Government Advisory Committee.

The Regional Road Group shall make its recommendations to the State Funds to Local Government Advisory Committee.

6.2.11 Correspondence

All correspondence is to be addressed to the:

Chairperson
Regional Road Group
C/- Regional Manager
Main Roads Western Australia

6.3 Regional Road Group Responsibilities

6.3.1 Scope

Within policies and guidelines established by the State Funds to Local Government Advisory Committee, the Regional Road Group shall be responsible for the assessment of road funding needs, the annual distribution of State funds to Local Government roads, monitoring and reporting on the effectiveness of the application of the State funds for Local Government roads in its region.

In so far as Local Government roads are concerned, the Regional Road Group shall ensure that funds made available by the State are applied to the road network to:

- maximise capacity and resources through joint purchasing and resource sharing;
- maximise benefits to the community;
- preserve, improve and extend the road system; and
- comply with the obligations of the Managing Director of Main Roads under legislation.

6.3.2 Responsibilities

The Regional Road Group shall arrange for sufficient information for it to comply with these Terms of Reference and other tasks including the following:

- determining the relative road funding need in its region, both present and future;
- establishing a five year plan for distribution of State road funds in the region;
- developing methods for annual distribution of road funds to Local Government roads within the region;
- providing funding information to Local Governments to facilitate expenditure of road funds;
- making recommendations to the State Funds to Local Government Advisory Committee for improved procedures and guidelines;
- assisting the State Funds to Local Government Advisory Committee with Local Government priorities at the regional level;
- monitoring the implementation of the program in their region;

- providing the State Funds to Local Government Advisory Committee with a summary of the annual Direct Grant expenditure (refer to clause 8.4); and
- applying criteria developed for Roads 2030 or the Functional Road Hierarchy to determine a network of roads that are eligible for Road Project Grants.

6.3.3 Delegated Responsibilities

The Regional Road Group may delegate certain functions and tasks to Regional Sub Groups, provided that all Regional Sub Groups shall have the same delegated responsibilities.

6.4 Improvements to Terms of Reference and Procedures

The Regional Road Group shall made recommendations to the State Funds to Local Government Advisory Committee for improvements to these Terms of Reference and Procedures.

Attachment 5 – State Road Funds to Local Government Administrative Procedures

(To be used as a guide)

Executive Support

Main Roads Western Australia's Regional Office will provide the executive support and all other administrative, technical support to the Regional Road Groups. (Where there are Sub Groups to the Regional Road Group, support is to be provided by Local Government.) The following is an outline of the support to be provided:

- Provide information to Regional Road Groups and Local Governments on annual and programs of works, indicative funding and other financial matters.
- Provide the necessary support to assist Local Governments in programming and prioritising projects.
- Provide minute takers for meetings, distribute the minutes to the Regional Road Group members and State Funds to Local Government Advisory Committee.
- Provide the necessary administrative duties involved in the follow up of meeting action.

Records

The following will be maintained by Main Roads Western Australia to support Regional Road Groups:

- Correspondence File (which provides background information required to support action of the Regional Road Group).
- Meeting and Agenda files (to ensure that ready access is available and records of Minutes maintained).
- Annual and Five Year Program of Works including amendments.
- Summary of Payments of Local Road Funds to Local Governments.
- Certificates of Completion for Local Roads Projects and Direct Grants.
- An up to date Procedures and Road Projects Evaluation Guidelines Manual.
- An up to date list of Regional Road Group and Sub Group membership.

Meetings

Timing and Venue

An annual timetable will be established and meeting should be conducted on a regular basis. The date and venue of meetings to be determined by the Regional Road Group. Consideration to meetings being held at locations that are equitable for all participants should be given.

Meeting Agenda

Main Roads Western Australia staff to prepare the Agenda in consultation with Chairperson of the Regional Road Group.

Agenda Format

- Chairperson to open meeting, welcome members and observers and call for apologies.
- Confirmation of Minutes of previous meeting.
- Business arising from previous minutes.
- Presentation of Advisory Committee Minutes since last Regional Road Group meeting.
- Inwards and Outwards Correspondence.
- Reports:
 - Chairperson
 - Western Australian Local Government Association Representative
 - Submissions from Local Governments
 - Recommendations to State Road Funds to Local Government Advisory Committee
 - Summary of payments made to Local Governments (Recoups, Audit Forms)
 - Amendments to Program of Works
 - Black Spot and Road Safety Progress Reports
- General Business.
- Future meeting dates.
- Meeting close.

The Agenda provided to each Regional Road Group member is to include the following:

- Minutes of the previous meeting.
- Summary of financial status and completion of projects.
- Copies of Inward and Outward correspondence.
- Any other papers, maps, etc. that are relevant and will assist the Group.

Correspondence

In general, correspondence is to be dealt with in the following manner:

- Regional Road Group correspondence is addressed to the Chairperson or the Regional Manager.

- All correspondence dealing with Local Roads Funding and Regional Road Group involvement is treated as inwards correspondence at the Regional Road Group meetings.
- Urgent matters are referred by email/facsimile direct to the Chairperson, or otherwise presented at the Regional Road Group meeting.

16.0 ANNEXURE 2 – Timetable for funding submissions

The indicative timetable for funding applications is provided below with proposed meetings of the Goldfields-Esperance Regional Road Group.

AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Submissions close	July
Submissions assessed	September/October
Prepare recommended program	October/November
Proposed Goldfields-Esperance RRG meeting	November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Approved program announced	May

STATE GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Submissions close	July/August
Submissions assessed	September/October
Proposed Goldfields-Esperance RRG meeting	November
Prepare recommended program	November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Approved program announced	May

ROAD PROJECT GRANTS

Process step	Month
Local Governments apply to the RRG for project funds with supporting justification	September (for next financial year)
Proposed Goldfields-Esperance RRG meeting	November
RRG's provide project recommendations to SAC	November (for next financial year)
SAC makes project recommendations to the Managing Director, Main Roads WA	December (for next financial year)
Local Governments advised of approved projects	June (for next financial year)
RRG to advise SAC of likely under expenditure of allocated funds (if applicable)	Before end of June (for current financial year)

COMMODITY ROUTE SUPPLEMENTARY FUNDING

Process step	Month
Call for submissions	June
Submissions close	September
RRG assesses projects and makes recommendations to Technical Review Group (consists of representatives from WALGA and Main Roads WA, Perth)	September/October
Technical Review Group assesses projects and makes recommendations to SAC	October/November
Proposed Goldfields-Esperance RRG meeting	November
SAC approval	December
To State Government for approval	January
Approved program announced	January

17.0 ANNEXURE 3 – Key Performance Indicators

Regional Road Groups
Key Performance Indicator Annual Report 2015/2016
(State Road Funds to Local Government Agreement 2011/12-2015/16)

1.1 Number of Regional Road Group meetings held. (Minimum 2 meetings per year)

Region	2012-2013	2013-2014	2014-2015	2015-2016
Great Southern	3	2	2	2
South West	4	4	4	4
Gascoyne	3	3	3	3
Mid-West	2	2	2	2
Goldfields-Esperance	2	1	1	1
Kimberley	2	2	2	2
Wheatbelt South	2	1	2	2
Wheatbelt North	2	2	2	2
Pilbara	1	2	1	2
Metropolitan	2	4	2	2

The Goldfields-Esperance RRGs met only once in the reporting year.

1.2 Percentage of Black Spot Programs funding expended. (Target is 90%)

(Note: Includes State Black Spot Program and Australian Government Black Spot Program)

Region	2012-2013	2013-2014	2014-2015	2015-2016	2015-16 Budget incl. carry-overs
	%	%	%	%	
Great Southern	55	52	65	90	\$1.06m
South West	81	90	93	87	\$4.53m
Gascoyne	65	47	100	100	\$0.00m
Mid-West	44	89	74	36	\$1.32m
Goldfields-Esperance	77	74	95	48	\$0.61m
Kimberley	98	86	100	91	\$1.53m
Wheatbelt South	83	88	82	53	\$1.68m
Wheatbelt North	46	70	84	64	\$3.76m
Pilbara	70	49	18	93	\$1.05m
Metropolitan	62	70	57	72	\$20.42m
Total	66	76	77	73	\$35.96m

The Great Southern, Gascoyne, Kimberley and Pilbara RRGs achieved the 90% target; and the South West RRG was just under the target.

1.3 Percentage of road project grants expended. (Target is 90%)

(Note: Includes Commodity Route Supplementary Fund projects)

Region	2012-2013	2013-2014	2014-2015	2015-2016
	%	%	%	%
Great Southern	83	92	88	93
South West	91	91	89	91
Gascoyne	100	100	100	100
Mid-West	71	83	96	97
Goldfields-Esperance	86	67	98	92
Kimberley	75	91	99	79
Wheatbelt South	91	96	81	89
Wheatbelt North	92	88	98	96
Pilbara	81	74	69	100
Metropolitan	72	74	77	95
Total	77	83	90	93

Eight of the ten RRGs met the 90% target.

Metropolitan Region by Sub Group

Sub Group	2012-2013	2013-2014	2014-2015	2015-2016
	%	%	%	%
North West	Not reported	Not reported	98	100
West			63	62
Central			64	100
East			100	100
South East			85	100
South West			71	100
Total			80	95

Five of the six metropolitan sub groups achieved the 90% target.

Member Local Governments of Metropolitan Sub Groups

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

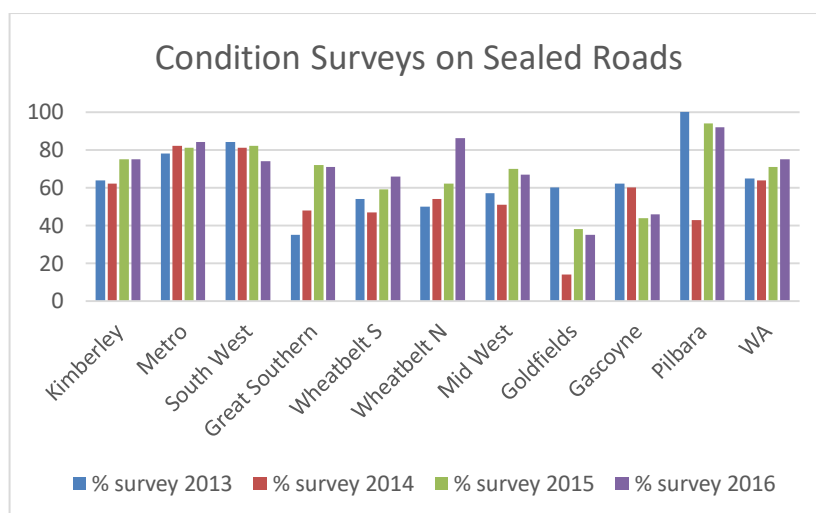
1.4 Road project grant applications submitted to the State Advisory Committee (via Main Roads WA) by November each year.

Region	2012-2013	2013-2014	2014-2015	2015-2016
	Yes/No	Yes/No	Yes/No	Yes/No
Great Southern	Yes	Yes	Yes	Yes
South West	No	Yes	Yes	Yes
Gascoyne	N/A	Yes	Yes	Yes
Mid-West	Yes	Yes	Yes	Yes
Goldfields-Esperance	Yes	Yes	Yes	Yes
Kimberley	Yes	Yes	Yes	Yes
Wheatbelt South	Yes	Yes	Yes	Yes
Wheatbelt North	No	No	Yes	Yes
Pilbara	No	Yes	Yes	Yes
Metropolitan	Yes	Yes	Yes	No*

*Re Metropolitan RRG – additional scrutinising of the Improvement Program submissions by the Technical Group and late closure for Black Spot Submissions meant the 2016/2017 draft programs were not endorsed by the Members until February 2016.

2.1 Percentage of sealed road length subject to a documented visual condition survey within the region in the previous 5 years. (Target is 50%)

Region	% of sealed road length surveyed in the past 5 years			
	2012-2013	2013-2014	2014-2015	2015-2016
Great Southern	35	48	72	71
South West	84	87	82	74
Gascoyne	62	60	44	46
Mid-West	57	51	70	67
Goldfields-Esperance	60	14	38	35
Kimberley	64	62	75	75
Wheatbelt South	54	51	56	66
Wheatbelt North	50	61	62	86
Pilbara	100	95	94	92
Metropolitan	78	82	81	84



Excludes the following Local Governments that do not use ROMAN II to manage survey data: Shire of Ashburton; City of Bayswater; City of Bunbury; City of Cockburn; Shire of Coolgardie; Shire of Kalamunda; City of Karratha; Shire of Murray; City of Perth; and City of Stirling.

3.1 Metropolitan Regional Road Group only - Percentage of Road Project Grant funded road improvements subject to road safety audits. (Target is 100%)

Region	2012-2013	2013-2014	2014-2015	2015-2016
	%	%	%	%
Metropolitan	100	100	100	100

3.2 Other Regional Road Groups - Percentage of Road Project Grant funded projects that include Safe System improvements to roads and roadsides. (Target is 50%)

Region	2012-2013	2013-2014	2014-2015	2015-2016
	%	%	%	%
Great Southern	46	76	68	69
South West	77	51	67	75
Gascoyne	50	44	50	70
Mid-West	71	71	91	66
Goldfields-Esperance	63	58	52	50
Kimberley	74	58	83	86
Wheatbelt South	65	70	50	96
Wheatbelt North	74	66	50	84
Pilbara	71	75	90	80

All RRGs achieved the target.

4.1 Number of Local Governments by RRG that have uploaded road inventory data into the Main Roads WA IRIS database in the last three financial years (2013/2014, 2014/2015 and 2015/2016). (Target is 100%)

Region	Number of Local Governments in RRG	Number of Local Governments in the RRG that have uploaded road inventory data in last 3 financial years
Great Southern	12	11
South West	16	13
Gascoyne	4	3
Mid-West	16	12
Goldfields-Esperance	9	7
Kimberley	4	2
Wheatbelt South	19	14
Wheatbelt North	24	17
Pilbara	4	3
Metropolitan	30	21
Total	138	103

75% of Local Governments have uploaded road inventory data into the Main Roads WA IRIS database in the last three financial years.

18.0 ANNEXURE 4 – Profile of Goldfields-Esperance Regional Road Group

(Source: Report of Local Government Road Assets & Expenditure Report 2014/15)

Local Governments (9)	Coolgardie, Dundas, Esperance, Kalgoorlie-Boulder, Laverton, Leonora, Menzies, Ngaanyatjarraku, Wiluna		
Length of Roads in Region (km)	Sealed:	1,483	
	Gravel:	7,372	
	Formed:	3,884	
	Unformed:	5,109	
	Total:	17,848	
Shire of Coolgardie	Total road km*	847	
Shire of Dundas	Total road km*	627	
Shire of Esperance	Total road km*	4,260	
City of Kalgoorlie-Boulder	Total road km*	1,370	
Shire of Laverton	Total road km*	4,209	
Shire of Leonora	Total road km*	1,226	
Shire of Menzies	Total road km*	2,075	
Shire of Ngaanyatjarraku	Total road km*	1,311	
Shire of Wiluna	Total road km*	1,922	

* Includes sealed, gravel, formed and unformed roads