

8.6 APPOINTMENT OF ELECTED MEMBER TO THE METROPOLITAN REGIONAL ROAD SUB-GROUP (CENTRAL)

TRIM Ref: D23/192926

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Attachments:

1. Metropolitan Regional Road Group WALGA reference information for Elected Members on a Regional Road Group.
2. Metropolitan Regional Road Group Policies and Practices.

RECOMMENDATION:

That Council **APPOINTS** _____ as the City of Vincent Elected Member representative on the Metropolitan Regional Road Group, Sub-Group (Central) for a term expiring on 18 October 2025.

PURPOSE OF REPORT:

To appoint an Elected Member to the Metropolitan Regional Road Group Sub-Group (Central).

BACKGROUND:

There are 10 Regional Road Groups (RRG) in WA, established under the State Road Funds to Local Government Agreement which is overseen by a State Advisory Committee (SAC). The RRGs make recommendations to the SAC regarding the Annual Local Government Roads Program for their Region.

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 RRGs are comprised of elected representatives from each Local Government within the road group. Most groups are supported by a sub-group or technical committee comprised of Local Government staff. Administrative support is provided by Main Roads WA. RRGs importantly provide Local Government with a voice in how the State Government's contribution to local roads is spent. RRG members serve a vital and valuable role in ensuring road funding decisions maximise community benefits and preserve and improve the public road network across Western Australia.

A Regional Road Group is responsible for;

- Assessing road-funding submissions from its member Local Governments.
- The annual distribution of funds to Local Government roads.
- Monitoring and reporting on the effectiveness of applying funds to Local Government roads in its region.

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

The Metropolitan Regional Road Group was developed under the guiding principles of past and current State Road Funds to Local Government (SRFLG) Agreements and Procedures of the State Road Funds to Local Government Advisory Committee (SAC).

The Structure of the Subgroups is detailed below:

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

The City of Vincent is a member of the Central group and details on which is as follows:

Meeting Occurrence:	At least twice per year generally in October/November and March/April.
Location of Meeting:	Council Offices of Vincent, Subiaco or Perth
Responsible Liaison Officer:	Manager Engineering (Deputy Chair)
Most recent City of Vincent Elected Member representative:	Cr Jonathan Hallett

More detailed information about Regional Road Groups can be found in the Metropolitan Regional Road Group WALGA reference information for Elected Members on a Regional Road Group (attachment 1) and Metropolitan Regional Road Group Policies and Practices (attachment 2).

Cr Hallett is the immediate past City of Vincent Elected Member representative on the Metropolitan Regional Road Group Sub-Group (Central).

CONSULTATION/ADVERTISING:

Nil.

LEGAL/POLICY:

The Regional Road Groups are formed in accordance with the State Road Funds to Local Governments Agreement.

RISK MANAGEMENT IMPLICATIONS:

Low: Appointment of an Elected Member to the Metropolitan Regional Road Group Sub-Group (Central) means the City is represented at the Sub-Group's meetings.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.



Metropolitan Regional Road Group

Reference information for Elected Members on a Regional Road Group

June 2021



This reference information aims 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
- Restricted Access Vehicle (RAV) network
- Accredited Mass Management Scheme (AMMS)
- Funding sources for road projects
- Key Performance Indicators for a Regional Road Group
- WALGA RoadWise

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1.0 Regional Road Groups

The State Road Funds to Local Government Agreement mandates the existence and operation of Regional Road Groups, which the State Road Funds to Local Government Advisory Committee oversees.

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.

A Regional Road Group is responsible for

- Assessing road-funding submissions from its member Local Governments.
- The annual distribution of funds to Local Government roads.
- Monitoring and reporting on the effectiveness of applying funds to Local Government roads in its region.

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

See Annexure 1 for Terms of Reference for a Regional Road Group and Annexure 6 for the profile of the Metropolitan Regional Road Group.

2.0 Regional Road Sub-Groups or Technical Groups

Regional Road Sub Group

A Regional Road Group may establish a Regional Road Sub Group(s) to:

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

A Regional Road Group will determine and approve the Terms of Reference for a Regional Road Sub Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub Group(s).
- Process to elect the Chairperson.
- Membership of the Sub Group(s).
- Voting rights within the Sub Group(s).
- Voting rights of the Sub Group(s) at the Regional Road Group.

Elected Members can be members of a Regional Road Sub-Group(s).

A Local Government may apply to the Regional Road Group to transfer from one Sub Group to another.



Regional Road Technical Group

A Regional Road Group may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

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

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.
- Membership of the Technical Group(s).

The Technical Group(s) is an advisory group with no voting rights at the Regional Road Group.

Elected Members can be members of a Technical Group(s); however, ordinarily, Local Government technical staff comprise a Regional Road Technical Group.

A Local Government may apply to the Regional Road Group to transfer from one Technical Group to another.

3.0 State Road Funds to Local Government Agreement

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

The Agreement is intended to ensure that the funds available from State Government sources for local roads are allocated across the State of Western Australia, focusing on areas of strategic importance and areas that will provide maximum benefit. The needs of all road users and the Western Australian community will be considered during the distribution process. (State Road Funds to Local Government Agreement, Guiding Principles, page 2)

The current Agreement expires in 2022/2023 and states, "On an annual basis, the share of State road funds to be allocated on Local Government roads will be equivalent of the State Budget estimated motor vehicle licence fees for that year." (State Road Funds to Local Government Agreement, Funding sources, page 3)

The Agreement recognises and determines the membership of:

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

Under the Agreement the available funding is split into two categories:

1. Local Government Managed Programs (Category 1)
2. Main Roads Western Australia Managed Programs (Category 2)



The Agreement (page 3) is projected to produce annual allocations from State road funds to Local Government roads for the years 2018/19 to 2022/23 as per the following schedule:

2018/19	2019/20	2020/21	2021/22	2022/23
\$182.3 million	\$188.9 million	\$193.4 million	\$198.4 million	\$203.4 million

The revenue is to be distributed to Local Government roads on the basis of:

Local Government Managed Programs

(Category 1): 66%

- Direct Grants
- Road Project Grants
- State Black Spot
- Strategic and Technical Support

Main Roads Western Australian Managed Programs

(Category 2): 34%

- State Initiatives on Local Roads
- Traffic Management, Signs and Pavement Markings
- Bridgeworks and Inspections
- Remote Aboriginal Access Roads
- Regional Road Group Support

The allocation to the categories and sub categories will move in line with the total Agreement pool or as otherwise approved by the State Road Funds to Local Government Advisory Committee. (State Road Funds to Local Government Agreement, page 4).

See Annexure 2: Road Funding Sources, and Annexure 3: Indicative timetable for funding submissions.

4.0 State Road Funds to Local Government Advisory Committee

The Agreement stipulates the State Road Funds to Local Government Advisory Committee (SAC) will oversee, monitor and recommend to the Minister for Transport the distribution of State funds to Local Government roads.

The SAC sets and is responsible for the procedures covering the administration and functioning of the Agreement.

Membership

The SAC consists 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 Managing Director of Main Roads Western Australia chairs the SAC.



Responsibilities

The responsibilities of SAC include:

- Recommending the annual local roads program to the Managing Director, Main Roads WA (for consideration by the Minister for Transport).
- Monitoring the delivery and acquittal of funded programs/projects.
- Redistributing funds between projects, programs and Regional Road Groups if required to suit delivery progress/schedules.
- Reviewing individual Regional Road Group procedures.
- Set procedures covering the administration and functioning of the Agreement.
- Responding to transport issues received from Regional Road Groups, Local Government and Main Roads WA.
- Deciding and approving changes to relevant policies and processed affecting the Agreement.
- Responding to transport issues received from Regional Road Groups, Local Government and MRWA.

The SAC meets four times each year and meeting agendas/minutes are on the WALGA website at: <http://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Funding.aspx>

5.0 Metropolitan Regional Road Group Policies and Practices

The Metropolitan Regional Road Group has a document titled "Metropolitan Regional Road Group Policies and Practices". The Policies and Practices provides information regarding:

- General Administration of Road Project Grant Funding
- Structure of the Regional Road Group; Sub-Groups; and Technical Committee
- Funding programs i.e. Direct Grants, Road Projects and Black Spot Programs

See Annexure 4 for an overview of the Metropolitan Regional Road Group Policies and Practices; and Annexure 6 for the profile of the Metropolitan Regional Road Group.

6.0 Level One Bridge Inspections

Local Governments are responsible for bridges on local roads and must perform annual level-one inspections of bridges under their responsibility. Local Governments submit inspection reports to Main Roads WA. Demonstration of such inspections is critical for a Local Government to be eligible for funding from the Agreement to maintain or replace a bridge.

Main Roads WA performs other detailed technical inspections of bridges, known as level-two and level-three inspections, on behalf of and/or in consultation with Local Governments.

Main Roads WA will provide a list each year to every Regional Road Group to monitor annual level-one bridge inspections by member Local Governments. A Regional Road Group may discuss outstanding inspections and, if necessary, consult with Main Roads WA or WALGA to provide support.

To guide Local Governments in their responsibilities a *Level 1 Bridge Inspection Framework* is available on the WALGA website:

<https://walga.asn.au/getattachment/Policy-Advice-and-Advocacy/Infrastructure/Roads/Level-1-Bridge-Inspection-Framework-version1-2020-Final2.pdf?lang=en-AU>



7.0 Key Performance Indicators for Regional Road Groups

Part 7 of the Agreement relates to Key Performance Indicators (KPIs) for Regional Road Groups. Part 7 states, *Key Performance Indicators will focus on Expenditure Performance, asset management and road safety. KPIs have been established for monitoring purposes and no financial incentives or penalties will apply on the basis of performance against KPIs. Main Roads Western Australia and WALGA will prepare an annual KPI report for SAC. The report will be provided to the Regional Road Groups.*

Expenditure performance

- 1.1 Number of Regional Road Group meetings held. Minimum two meetings per year.
- 1.2 Percentage of Black Spot Programs funding expended. (Includes State Government and Australian Government Black Spot Programs). Target 90%.
- 1.3 Percentage of road project grants expended (includes commodity route supplementary funds projects). Target 90%.
- 1.4 Road project grant applications submitted to SAC (via Main Roads WA) by November each year.

Asset management

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

Road safety

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

Local road inventory data

- 4.1 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. Target 100%.

Reporting on the KPIs commenced in 2012-2013. Annexure 5 is the KPI report for 2019/2020.

8.0 Informing Own Councils

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

9.0 WALGA RoadWise

WALGA RoadWise aims to engage Local Governments and communities in actions that support and contribute to the implementation of *Driving Change*, Road Safety Strategy for Western Australia (2020-2030).

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



WALGA RoadWise Road Safety Advisors based in the regions (including the metropolitan region) assists members of the statewide community road safety network (which 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.

WALGA RoadWise divides the Metropolitan Region into:

- South Metropolitan Region – comprising the Local Governments of Armadale, Belmont, Canning, Cockburn, East Fremantle, Fremantle, Gosnells, Kalamunda, Kwinana, Melville, Rockingham, Serpentine-Jarrahdale, South Perth, and Victoria Park.
- North Metropolitan Region – comprising the Local Governments of Bassendean, Bayswater, Cambridge, Claremont, Cottesloe, Joondalup, Mosman Park, Mundaring, Nedlands, Peppermint Grove, Perth, Stirling, Subiaco, Swan, Vincent and Wanneroo.

The contact details for the WALGA RoadWise Road Safety Advisor for the South Metropolitan Region are:

Engel Prendergast
Telephone: 9213 2060 or 0437 413 225
Email: eprendergast@walga.asn.au

The contact details for the WALGA RoadWise Road Safety Advisor for North Metropolitan Region are:

Katherine Celenza
Telephone: 9213 2041 and 0407 986 496
Email: kcelenza@walga.asn.au

10.0 WALGA Contacts

For further information, please contact the people listed below.

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Executive Manager, Infrastructure
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Manager, Transport and Roads
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Policy Officer Transport and Roads
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11.0 ANNEXURE 1 - Terms of Reference for Regional Road Groups

Excerpt from *State Road Funds to Local Government Procedures*
(Part 7 – December 2020 – document number D21#545923, Main Roads WA)

7. Terms of Reference for Regional Road Groups

Region

Each Local Government in Western Australia shall be included in an appropriate RRG as defined by SAC. As a principle, the regional boundaries be as similar as possible to those used by MRWA.

Where there are exceptional circumstances, a Local Government may apply to SAC to transfer from one RRG to another. Supporting documentation shall accompany an application to justify the reasons for a change.

Where SAC approves a Local Government to transfer to another RRG, it will amend funding allocations to reflect the change.

Chairperson

An Elected Member shall be the Chairperson of a RRG. A RRG shall elect a Chairperson at least every second year at its first meeting following Local Government elections.

Membership

An Elected Member shall represent each Local Government on a RRG.

Voting and Decision Making

As far as practicable, decisions should be by consensus. Where voting is necessary, only Local Government Elected Members will be voting representatives on the following basis:

- One vote for each Local Government represented at RRG meetings where no Sub Group(s) exist; or
- One vote for each Sub Group represented at RRG meeting where Sub Group(s) exist;

Unresolved issues shall be brought to the attention of SAC by the RRG.

Meetings

The Chairperson of a RRG, assisted by the Secretariat, will develop an annual meeting timetable relating to the timetable of SAC. A RRG shall determine its annual meeting timetable at its first meeting after advice of SAC meeting timetable.

The schedule of RRG meetings can be found on the WALGA website.

Delegated Representatives

A member of a RRG may delegate authority, including voting rights, to another Elected Member from the same Local Government to attend and represent them at a meeting.

Reporting Structure

A RRG shall record minutes of its meeting and provide a copy to each member and to SAC. The RRG shall make recommendations as required to SAC.

**Observers**

A RRG may invite to a meeting any person with appropriate experience or expertise to assist in any matter.

Secretariat

MRWA shall provide technical and administrative support to the RRG. Regional Managers will provide the primary contact for each RRG. (See Attachment 5 for a Guide).

Regional Road Sub Group

A RRG may establish a Regional Road Sub Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the RRG.
- Provide advice to the RRG.

A RRG will determine and approve the Terms of Reference for a Regional Road Sub Group(s).

The Terms of Reference will include:

- Roles and responsibilities of the Sub Group(s).
- Process to elect the Chairperson.
- Membership of the Sub Group(s).
- Voting rights within the Sub Group(s).
- Voting rights of the Sub Group(s) at the RRG.

A Local Government may apply to the RRG to transfer from one Sub Group to another.

Regional Road Technical Group

A RRG may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.
- Membership of the Sub Group(s).
- The Technical Group(s) is an advisory group with no voting rights at the RRG.

A Local Government may apply to the RRG to transfer from one Technical Group to another.

Correspondence

Address all correspondence:

Chairperson

RRG

C/- Regional Manager

MRWA

Responsibilities

Within policies and guidelines established by SAC, the RRG shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, monitoring and reporting on the effectiveness of the application of the funds to Local Government roads in its region.



A RRG 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.

A RRG is responsible for:

- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Regularly review project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate expenditure of road funds.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.

Key Performance Indicators

RRG have key performance indicators (KPI) reported annually to SAC. The KPIs are:

- Number of RRG meetings held. (Minimum two meetings per year).
- Percentage of Black Spot Programs funding expended. (Includes State Black Spot Program and Federal Government Black Spot Program). (Target 90%).
- Percentage of road project grants expended. (Includes Commodity Route Fund). (Target 90%).
- Road project grant applications submitted to the State Advisory Committee by December each year.
- Percentage of sealed road length subject to documented visual condition survey within the region in the previous five years. (Target 50%).
- Metropolitan RRG only – percentage of road project grant funded road improvements subject to road safety audits / inspections. (Target 100%).
- Other RRG – percentage of road project grant funded projects that include Safe System improvements to roads and roadsides. (Target 50%).
- Number of Local Governments by RRG that have uploaded road inventory data into the MRWA IRIS database in the last three financial years. (Target 100%).



Attachment 5 – State Road Funds to Local Government Administrative Procedures

(To be used as a guide)

Executive Support

MRWA's Regional Office will provide the executive support and all other administrative, technical support to the RRG. (Where there are Sub Groups or Technical Groups to the RRG, 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 MRWA to support RRG:

- 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 Three-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 RRG and Sub Group or Technical 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 RRG. Consider holding meetings at locations equitable for all participants.

Meeting Agenda

MRWA staff to prepare the Agenda in consultation with Chairperson of the RRG.

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 RRG meeting.
- Inwards and Outwards Correspondence



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- Reports:
 - Chairperson
 - WALGA 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 Report
 - General Business.
 - Future meeting dates.
 - Meeting close.

The Agenda provided to each RRG 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 relevant papers, maps etc. to assist the Group.

Correspondence

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

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



12.0 ANNEXURE 2 - 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 routine maintenance of Local Government roads. The grants are allocated directly to a Local Government using the Asset Preservation Model formula provided by the Western Australia Local Government Grants Commission.

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

Provided annually and used for specific projects assessed and prioritised by a Regional Road Group. Funding may only be used on roads of regional significance for specific road improvements; and major preservation works such as resealing to maintain the road asset.

Commodity Routes (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) 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. The funding is intended for roads requiring upgrade or maintenance to accommodate the commodity transport function.

Road and Bridge Condition Data Collection Fund (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) for assessing the condition of regionally significant Local Government bituminous sealed roads as defined in each Regional Road Group's *Regional Strategies for Significant Local Government Roads*; and to assist Local Governments perform Level 1 bridge inspections on local roads.

State Black Spot Program (State Government)

The Program targets improving the safety of roads with a proven crash history or high-risk location with the likelihood of crashes occurring identified by a road safety audit/inspection. 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.

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

Provided annually for works that are generally larger in nature and fall outside the criteria of other funding groups, however are still of strategic importance to the State.

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

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local Government. Some of this funding is set aside for major maintenance and replacement of bridges on Local Government roads. The State provides a matching contribution of \$1 for every \$2 provided under this arrangement.

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

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local Government. Some of this funding is set aside for access roads serving Aboriginal Communities. The State provides a matching contribution of \$1 for every \$2 provided under this arrangement.



Australian Government Black Spot Program (Australian Government)

The Program aims to reduce the social and economic costs of road trauma by treating locations with a record of casualty crashes or with the likelihood of crashes occurring identified by a road safety audit/inspection. The Australian Government fully funds projects on local roads under this program.

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 3 – Indicative timetable for funding submissions



13.0 ANNEXURE 3 – Indicative timetable for funding submissions

Indicative timetable for funding applications and proposed meetings of the Metropolitan Regional Road Group.

AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

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

STATE GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Proposed Metropolitan RRG meeting	April/May
Submissions close	July/August
Submissions assessed	September/October
Prepare recommended program	November
Proposed Metropolitan RRG meeting	December
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 Metropolitan RRG meeting	December
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)
Proposed Metropolitan RRG meeting	April/May
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
Proposed Metropolitan RRG meeting	April/May
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 Metropolitan RRG meeting	December
SAC approval	December
To State Government for approval	January
Approved program announced	January



14.0 ANNEXURE 4 – Metropolitan Regional Road Group Policies and Practices

Metropolitan Regional Road Group

The Metropolitan Regional Road Group is comprised of an Elected Member from each of the sub-groups listed below. The Regional Road Group meets twice a year and technical officers attend the meeting.

Metropolitan Regional Road Sub-Groups

The Metropolitan Regional Road Sub-Groups meet at least twice a year and their key roles are to:

- review the status of funding claims for road projects
- review the quarterly expenditure reports
- provide advice to the Metropolitan Regional Road Group

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

Metropolitan Regional Road Group Technical Committee

Each Metropolitan Regional Road Sub-Group nominates a technical officer to be a member of the Metropolitan Regional Road Group Technical Committee, the role of which is to:

- Review expenditure rates
- Review relevant guidelines
- Review programs endorsed by the Metropolitan Regional Road Group

The Metropolitan Regional Road Group Technical Committee meets twice a year prior to the Metropolitan Regional Road Group meeting. The Metropolitan Regional Road Group receives the minutes of the Technical Committee meeting.



15.0 ANNEXURE 5 - Key Performance Indicators

Regional Road Group Key Performance Indicators Annual Report 2019/2020

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

Region	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Great Southern	2	2	2	2	1
South West	4	4	4	4	3
Gascoyne	3	3	3	3	3
Mid-West	2	2	2	2	2
Goldfields-Esperance	1	2	2	2	2
Kimberley	2	2	2	2	2
Wheatbelt South	2	2	2	2	3
Wheatbelt North	2	2	2	2	3
Pilbara	2	2	1	1	2
Metropolitan	2	2	2	2	2

Regional Road Groups met at least twice during the reporting year except the Great Southern Regional Road Group.

1.2 Percentage of Black Spot Programs funding expended. (Target 90%) (Includes State Government and Australian Government Black Spot Programs)

Region	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	%	%	%	%	%
Great Southern	90	83	87	61	58
South West	87	86	90	91	85
Gascoyne	100	0*	0*	96	100
Mid-West	36	87	49	4*	47
Goldfields-Esperance	48	100	50	66	100
Kimberley	91	49	39	85	58
Wheatbelt South	53	78	75	74	78
Wheatbelt North	64	55	52	83	90
Pilbara	93	125	100	0**	80
Metropolitan	72	52	63	66	61
Total	73	70	60	62	76

The Gascoyne, Goldfields-Esperance and Wheatbelt North Regional Road Groups achieved the 90% target.



1.3 Percentage of road project grants expended. (Target 90%) (Includes Commodity Route Supplementary Fund projects)

Region	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	%	%	%	%	%
Great Southern	93	82	86	69	86
South West	91	90	89	83	84
Gascoyne	100	100	97	98	93
Mid-West	97	100	94	100	95
Goldfields-Esperance	92	78	89	96	86
Kimberley	79	87	89	84	48
Wheatbelt South	89	91	99	94	89
Wheatbelt North	96	97	91	85	90
Pilbara	100	100	63	55	89
Metropolitan	95	79	79	78	78
Total	93	86	88	84	84

Three Regional Road Groups met the 90% target with two Regional Road Groups at 89%.

Metropolitan Region by Sub Group

Sub Group	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
	%	%	%	%	%
North West	100	100	89	61	94
West	62	83	86	78	53
Central	100	61	78	93	79
East	100	79	97	91	98
South East	100	58	76	79	91
South West	100	92	92	95	65
Total	95	79	86*	79	84

Three of the six metropolitan sub-groups achieved the 90% target.

Member Local Governments of Metropolitan Subgroups

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



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

Region	2015-2016	2016-2017	2017-2018	2018-2019	2019/2020
Great Southern	✓	✓	✓	✓	✓
South West	✓	✓	✓	✓	X
Gascoyne	✓	✓	✓	✓	✓
Mid-West	✓	✓	✓	✓	✓
Goldfields-Esperance	✓	✓	✓	✓	✓
Kimberley	✓	✓	✓	✓	✓
Wheatbelt South	✓	✓	✓	✓	✓
Wheatbelt North	✓	✓	✓	✓	✓
Pilbara	✓	✓	✓	✓	✓
Metropolitan	X	✓	✓	✓	✓

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

Region	% of sealed road length surveyed in the past 5 years				
	2015-2016	2016/2017	2017-2018	2018-2019	2019-2020
Great Southern	71	71	73	54	50
South West	74	71	68	74	64
Gascoyne	46	46	36	89	75
Mid-West	67	62	37	68	43
Goldfields-Esperance	35	40	69	44	74
Kimberley	75	74	53	76	24
Wheatbelt South	66	62	62	90	89
Wheatbelt North	86	83	80	83	72
Pilbara	92	100	100	100	50
Metropolitan	84	72	78	74	77
Total for WA	75	70	65	77	71%

The data excludes 19 Local Governments that do not use RAMM to manage road condition data.

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

Region	2015-2016	2016-2017	2017-2018	2018-2019	2019/2020
	%	%	%	%	%
Metropolitan	100	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	2015-2016	2016-2017	2017-2018	2018-2019	2019/2020
	%	%	%	%	%
Great Southern	69	51	51	56	51
South West	75	66	68	58	67
Gascoyne	70	57	100	100	100
Mid-West	66	62	100	100	100
Goldfields-Esperance	50	51	60	50	97
Kimberley	86	92	75	84	71
Wheatbelt South	96	40	70	66	68
Wheatbelt North	84	34	59	63	65
Pilbara	80	79	100	80	50

All the non-metropolitan Regional Road Groups achieved the target.

4.1 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years (2017/2018, 2018/2019 and 2019/2020). (Target 100%)

Region	Number of Local Governments in RRG	2016-2017, 2017-18 and 2018-19	2017-18, 2018-19 and 2019-20
Great Southern	12	7	10
South West	16	6	6
Gascoyne	4	2	1
Mid-West	16	5	6
Goldfields-Esperance	9	5	5
Kimberley	4	3	3
Wheatbelt South	18	7	7
Wheatbelt North	24	9	11
Pilbara	4	1	2
Metropolitan	30	18	11
Total	137	63	62

In the last three financial years, 45% of Local Governments provided road inventory data for uploading into the Main Roads WA IRIS database.



16.0 ANNEXURE 6 – Profile of Metropolitan Regional Road Group

(Source: Report on Local Government Road Assets & Expenditure 2018/19, Appendix 9, page 92-93)

Local Governments (30)	Armadale, Bassendean, Bayswater, Belmont, Cambridge, Canning, Claremont, Cockburn, Cottesloe, East Fremantle, Fremantle, Gosnells, Joondalup, Kalamunda, Kwinana, Melville, Mosman Park, Mundaring, Nedlands, Peppermint Grove, Perth, Rockingham, Serpentine-Jarrahdale, South Perth, Stirling, Subiaco, Swan, Victoria Park, Vincent, Wanneroo	
Length of roads in Metropolitan Region (km)	Sealed:	13,785
	Gravel:	203
	Formed:	49
	Unformed:	23
	Total:	14,060
Central Sub-Group	City of Perth, City of Subiaco, City of Vincent	
East Sub-Group	Town of Bassendean, City of Bayswater, Shire of Kalamunda, Shire of Mundaring, City of Swan	
North West Sub-Group	City of Joondalup, City of Stirling, City of Wanneroo	
South East Sub-Group	City of Armadale, City of Belmont, City of Canning, City of Gosnells, Shire of Serpentine-Jarrahdale, City of South Perth, Town of Victoria Park	
South West Sub-Group	City of Cockburn, Town of East Fremantle, City of Fremantle, City of Kwinana, City of Melville, City of Rockingham	
West Sub-Group	Town of Cambridge, Town of Claremont, Town of Cottesloe, Town of Mosman Park, City of Nedlands, Shire of Peppermint Grove	

**METROPOLITAN REGIONAL ROAD GROUP
POLICIES AND PRACTICES**

The MRRG Policies and Practices, are to be read in conjunction with the State Road Funds to Local Government Agreement and Procedures, the State Black Spot Program Development and Management Guidelines and the Australian Government - Notes on Administration

Rev. No.	Rev. Date	Description of Key Changes
30	19/12/2022	<p><u>3.2 Technical Group</u> Section amended to include a clause to highlight that Technical Membership at Sub Group level is preferably at Manager level or above given the strategic level of advice being given.</p> <p><u>5.2.1.1 Signage and Pavement Marking</u> New section added. Acquittal process introduced for the Rehabilitation Program for 20/21 projects onwards.</p> <p><u>5.2.2.1 Signage and Pavement Marking</u> New section added. Acquittal process introduced for the Improvement Program for 22/23 projects onwards.</p>
29	18/03/2020	Inclusion of date in the MRRG Expenditure Action Plan.
28	16/07/2019	Amend wording section 4.2 – Row 2 of table, replace “project estimate” with “approved funding” and “actual” with “incurred”, to align with SRFLGA Procedures.
27	18/04/2019	Revision of Document to bring it in line with current MRRG practices following the acceptance of the MRRG Expenditure Action Plan. Revision endorsed by the MRRG Elected Members on 18/04/2019.
25-26	18/05/2017	Amend clause 5.2.1 (d), replace “one year extension” with “6 month extension” and add “in the approval year”. Amend section 3.1, add “Late submissions for all Programs will not be accepted. However, if time does not permit full Council approval prior to the deadlines advised annually, submissions with the notation “not yet endorsed by Council” will be accepted.”
3-24	22/01/2016	<p>Revision of Document that included –</p> <ul style="list-style-type: none"> • Correction of grammatical errors • Section 5.2.1 – add no partial funding of projects allowable; allow LGs to request changes to draft program to maximise funding subject to project scores meeting annual cut-off score; maximum 1 yr extension of time may be considered if request submitted prior to 31 December. • Section 5.2.2 increase cap for Improvement Projects to \$13.5M and annual individual LG cap to \$4M; add 1st year funding to a maximum of 40% of project’s total allocation: projects to be withdrawn if 80% funding is not claimed within 2 yrs; maximum 1 yr extension of time may be considered if request submitted prior to 31 December. • Section 5.3 Staging of projects with Traffic Signals and/or are complex; Submissions with Traffic signal require an Approval in Principle (AIP) from the MRWA traffic services manager. Requests for additional funding require project to be resubmitted and BCR adjusted to determine if it still ranks sufficiently to be

		given funding ahead of other Reserve Projects if funding.
2	06/06/2014	Amend section 5.2.2 (B) to increase the current \$2m State contribution cap per year over three years to \$3m per year over three years. Amend section 5.2.2 (C) Funding to individual Local Governments is capped at \$3m per year
1	18/10/2013	Document revised from a timeline based format to subject based.

1 OVERVIEW

This document sets out the Policies and Practices adopted by the Metropolitan Regional Road Group developed under the guiding principles of past and current State Roads Funds to Local Government (SRFLG) Agreements and Procedures of the State Road Funds to Local Government Advisory Committee (SAC).

The Metropolitan Regional Road Group (MRRG) manages and administers State allocated funding for Road Projects and Black Spot Programs on the local road network of the Metropolitan Region.

2 BACKGROUND

The State Road Funds to Local Government Agreement, Procedures and Road Project Evaluation Guidelines was formally launched by the Hon Minister for Transport on March 14, 1996. This has since been superseded by several funding agreements with the most current being [State Road Funds to Local Government Agreement 2018-19 to 2022-2023](#), supported by the [State Road Funds to Local Government Procedure](#).

Black Spot funding is allocated and determined under the requirements of the [State Black Spot Program Development and Management Guidelines](#) and the [Australian Government - Notes on Administration](#).

The general administration and co-ordination of the Programs is undertaken by Main Roads WA (MRWA) Metropolitan Region, in the role of Secretariat to the MRRG.

3 STRUCTURE

3.1 Sub Groups

The Metropolitan Local Governments are divided into 6 Sub Groups -

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

Sub Groups shall consist of an Elected Member and Technical Officer Representative from each attending Local Government.

Each Sub Group shall appoint an Elected Member and Technical Officer to represent the Sub Group at the MRRG Elected Members and Technical Group Meetings. It is recommended that Sub Groups also appoint a deputy for each of these delegates.

Sub Groups are coordinated by a Local Government Representative nominated from the attending Local Governments, this is generally the nominated Technical Group representative.

The Sub Groups shall meet regularly and at least twice yearly. The Agenda should include an item to review all current funded projects. Quarterly Expenditure Reports are distributed by MRWA to each Local Government and the respective Sub Group Technical Representatives to assist with this review. Local Governments shall provide an update on projects and report any projects that are at risk.

It is requested that invitations are extended to MRWA representatives to attend the Sub Group meetings.

3.2 Technical Group

The Technical Group is made up of nominated Local Government Technical Officers appointed by each of the Metropolitan Sub Groups. The Sub Group Technical Officer representatives are preferably at Manager level or above given the strategic nature of advice required to be given to Elected Members to make decisions.

The role of the Technical Group is to review the annual rate of expenditure; assist in the development and review of future year Programs prior to endorsement by the Elected Members; review the MRRG Policies and Practices document and the Improvement and Rehabilitation Road Project Submission Guidelines; and provide advice to Sub Group members on MRRG matters.

The Group shall meet prior to the Elected Members' meetings.

The Chair and Deputy Chair are elected for a two year term in line with Local Government Elections.

Coordination of Technical Group Meetings and Minute taking is undertaken by MRWA nominated personnel. Minutes are to be prepared for presentation at the next Elected Members meeting.

3.3 Elected Members

This is the decision making body for the MRRG. Elected Member representatives are appointed by each of the Sub Groups to attend the Elected Members meeting.

The MRRG Elected Members shall meet at least twice yearly, with Technical Representatives also attending. Only the Elected Members have voting rights.

The Chair and Deputy Chair are elected for a two year term in line with Local Government Elections.

Coordination of Elected Members' meetings and recording of minutes is undertaken by MRWA nominated personnel.

3.4 Main Roads Representatives

Main Roads Representatives are appointed by MRWA Metropolitan Region and provide Secretariat, Programming and Technical Support to the MRRG. Their role is to develop the initial Annual Local Government Road Programs, and administer and monitor rates of expenditure for approved programs.

The current nominated MRWA representatives for the Metropolitan Region are:

- Manager Asset Management and Road Programs;
- Program Coordinator; and
- Program Support Officer.

Consultancies may periodically be engaged to provide additional Technical Support, as approved by SAC.

3.5 Meetings

The Technical Committee and Elected Members meetings shall meet at least twice yearly, generally in March/April and October/November.

Sub Group meetings are held prior to the Technical and Elected Members Meetings with Minutes forwarded to MRWA (MRRG@mainroads.wa.gov.au) for inclusion in the Agenda Papers for the Technical and Elected Members meetings.

For further information please refer to "Roles and Responsibilities of Regional Road Group Members" and "Metropolitan Regional Road Group Reference information for Elected Members on a Regional Road Group" located on the [WALGA](#) website.

4 GENERAL ADMINISTRATION OF STATE ROAD FUNDS TO LOCAL GOVERNMENT FOR METROPOLITAN REGION

4.1 Submissions

Submissions for SRFLG Grant funding, are to be submitted in accordance with the SRFLG Procedures; the MRRG established Guidelines for the Submission for Road Improvement and Road Rehabilitation Projects; and the respective Black Spot Program Guidelines.

The timetable for submissions is advised annually and late submissions for all Programs *will not* be accepted. However, if time does not permit full Council approval prior to the deadlines, submissions with the notation "not yet endorsed by Council" will be accepted.

[MRRG Road Project Submission Guidelines](#) have been developed for submissions to MRRG Road Improvement and Road Rehabilitation Programs and are available on the Main Roads website. The [MRRG Road Project Submission Guidelines](#) are periodically reviewed and updated by the Technical Group in consultation with MRWA personnel to meet current practices. The [MRRG Submission Summary Table and Checklist](#) are to be completed for all Road Project Submissions and the Summary placed at the front of the submissions.

Australian Government Black Spot (AGBS) and State Black Spot (SBSP) nominations must meet the minimum criteria as set out in the respective [Black Spot Program Guidelines](#). Nomination forms and Guidelines are available on the Main Roads website.

[Milestone and Complexity Form](#) outlining the proposed delivery timeline and possible risks (ie clearances required) must be included with all submissions/nominations.

All submissions will be subject to an audit process to determine the prioritised ranking of projects.

4.2 Payment of Claims

All Local Governments in the Metropolitan Region must have in place agreements with MRWA for Recipient Created Tax Invoices (RCTI).

In accordance with the [State Road Funds to Local Government Procedure](#), Local Governments must submit a [Progress Payment Certificate](#) or a [Certificate of Completion](#) to MRRG@mainroads.wa.gov.au to claim grant funding. Main Roads will raise an RCTI for processing of payment and a copy of the RCTI will be forwarded to the Local Government for their records.

The MRRG has adopted the following method of recouping funds for approved projects, in line with the SRFLGA Procedures

Claim	When made.
40% of Project Estimate	Advance when advised that the project has been approved
40% of Project Estimate	Incurred expenditure on the project has exceeded 40% of the approved funding. Includes a Road Safety Audit for Improvement Projects.
20% of Project Estimate	Upon certification of satisfactory project completion of work in accordance with the project proposal.

4.3 Variations

Variations to scope, cost and time will be considered on a case by case basis. A [MRRG Request for Variation](#) must be completed and submitted along with supporting documentation to MRRG@mainroads.wa.gov.au.

Early advice of variations is a requirement and works should not proceed until approval has been granted.

All requests for variations will be assessed by MRWA in the first instance to ensure the request complies with the relevant Guidelines and meets the criteria for the year of approval.

Depending on the complexity of the variation the following will apply.

- Requests of a complex nature (ie significant cost increase and/or change of scope), following assessment by MRWA, will be reviewed by the Technical Committee with a recommendation to the MRRG Elected Members for consideration.
- Requests for extension of time and/or of a non-complex nature may be approved by the Chairman of the MRRG Elected Members after assessment by MRWA and review by Chair of the Technical Committee. Should any issues be identified then the request will be referred to the MRRG Elected Members for consideration.
- Rehabilitation Program only - MRRG has given authority for MRWA nominated officers to approve cost variations up to 10% of the allocated funding, if surplus funds are available. Approval must be obtained prior to the final claim being submitted.

- Australian Government Black Spot Program – following assessment by MRWA requests that still meet the minimum requirements will be forwarded to the Department of Infrastructure, Regional Development and Cities for approval.

Where a LG is asked to provide further information to clarify / verify a variation request the response is to be provided within 4 weeks to expedite the process.

4.4 MRRG Expenditure Action Plan – (refer Attachment 1)

At the request of SAC, the MRRG Expenditure Action Plan was developed to address issues that identified Local Government's need to improve accountability for acquittal and governance of project funding.

A phased approach for the implementation of the Plan was adopted by the MRRG, recognising that a number of the Plan's process improvements had already been adopted as current practice by the Group.

The most significant change to process is the introduction of penalties to future funding based on prior years performance. This will initially only impact the Rehabilitation Program - refer clause 5.2.1 (f).

The MRRG performance will be reviewed annually to assess the impact of implemented process improvements on the overall rate of expenditure, and the need to implement further penalties.

5 FUNDING PROGRAMS

5.1 Direct Grants

Direct Grants are provided annually to Local Governments for routine maintenance on Local Roads. Direct Grant funding will be available after 1 July each year, on approval of the annual program. On receipt of a [Certificate of Completion](#) from Local Governments, certifying the previous year's allocation has been fully expended on roads, MRWA will arrange payment.

5.2 Road Project Grants

The SRFLG Agreement 2018/19-2022/23 currently distributes 36% of the State's Road Project funding to the Metropolitan Region. In accordance with the SRFLG Procedures the funding is provided on a cost sharing basis of LGs contributing \$1 for every \$2 from the Road Project Grant funds.

The MRRG Road Project Funding is split between two Programs – Rehabilitation and Improvement on a 50:50 basis. Should excess funds occur in either program in a given year the MRRG may consider a transfer of funds between the two Programs.

Improvement Projects that are anticipated to be delivered over more than 1 year shall be funded in stages in line with proposed delivery plans.

Submission Summary Forms must be included at the front of all Road Project Grant submissions for the Rehabilitation and Improvement Programs.

In addition the following Practices have been adopted by the MRRG for each of the Programs -

5.2.1 *Rehabilitation Program -*

- a) Yearly submissions will be audited and ranked in accordance with the [MRRG Road Project Submission Guidelines](#). A list of prioritised projects will be developed based on the audited ranking, and where possible maximising the eligible funding to each LG, with projects listed in Reserve.
- b) Partial funding of projects is not permitted.
- c) An annual maximum State Contribution allocation cap of \$750,000 per Local Government is applied to the Program. Should funds not be fully allocated the cap may be increased in increments of \$50,000 until fully allocated. This is reviewed on a year by year basis by the MRRG Technical Group for recommendation to the Elected Members.
- d) The prioritised Submission Listing will be distributed to all LGs for review. LGs may request changes to meet the LGs needs if projects still meet the advised funding cut-off score for that year. Change requests must be submitted to MRWA prior to the Technical Group making a recommendation.
- e) A draft program will be developed by MRWA and the Technical Group following the review by LGs. The draft will subsequently be presented to the Elected Members for endorsement prior to seeking Ministerial approval.
- f) The eligible funding to LGs may be subject to penalties for unclaimed funds in the prior year (Refer attachment 1 – Metro MRRG Expenditure Plan. If more than 10% of the LGs total Rehabilitation funding remain unclaimed by 30 June in the prior year (Yr1), then the LGs eligible funding in the following year (Yr3) will be reduced by the percentage over and above the 10% unclaimed.

For example, if a LG had underspent by 15% in Yr 1 then the eligible funding allocation to the LG in Yr 3 would be reduced by 5%).
- g) LGs must submit the first 40% claim for grant funding by 31 December in the year of approval. MRRG has given authority for MRWA to withdraw projects and return funds to the Pool at the beginning of the 3rd quarter for any projects that do not meet this deadline. Reminders will be issued by MRWA one month in advance of the deadline.
- h) The SRFLG Procedures require projects to be completed within the allocated year. However MRRG will allow LGs to submit a [MRRG Request for Variation](#) for extension of time to a maximum of 6 months for unforeseen delays. Requests must be received by 31 December in the approval year. It should be noted that the above mentioned penalties will apply if approvals are not in place by 30 June of that year.
- i) If a LG is not able to deliver a project, the project is to be withdrawn and surplus funds returned to the Pool and any overpayments refunded to MRWA for reallocation. Early advice of withdrawals is required.
- j) Where a Local Government completes a project under budget the surplus funds will be returned to the 'Pool' for reallocation and the Local Government is to refund any overpayments to MRWA. Funds may not be retained by the LG to cover shortfalls on other projects. The SRFLGA does allow LGs to fully claim the approved funding if the under spend is within \$1000 of the approved allocation.

- k) Over expenditures on projects is the responsibility of the Local Government. If monies are available in the "Pool", Local Governments may apply for additional funding. The MRRG has given MRWA authority to approve over spends of up to 10% of the State Contribution, if funding is available.
- l) Reserve projects, in priority order, may be funded during the 2nd quarter if funding becomes available from the Pool funds. Funding offers for Reserve Projects will be made on the condition the grant is able to be fully acquitted by 30 June in the financial year the offer is made. If funding is accepted the LG must submit the 1st 40% claim within one month of acceptance. Reserve Projects not fully acquitted within the approval year will be subject to the above mentioned penalties.
- m) The use of grant funding for the application of trial treatments is not permissible.

5.2.1.1 Signage and Pavement Marking

Main Roads is the authority for approval and installation of regulatory signage and pavement markings on public roads. In accordance with the State Road Funds to Local Government procedures, a provision for this cost must be included in the total cost of an approved grant funded project.

Local Government are required to submit their signage and pavement marking design to Road Network Operations Centre (via Traffic Management Services Branch) for review and approval. When submitting a request, it is important that Local Government highlight that their project will be funded by the MRRG. Once approved, Traffic Management Services will submit a Works Request to the Metropolitan Minor Improvement Works team. The Minor Improvement Works team will then liaise with Local Government to ensure the following conditions are met prior to scheduling and delivery of the works;

- the site is in a safe condition for all road users and that there is temporary signs and pavement markings
- completion and return of all necessary forms (e.g. Site availability forms must be returned via mncreinstatement@mainroads.wa.gov.au)
- spotting is undertaken in accordance with Main Roads standards

Acquittal

In November-21, following a successful 12-month trial, the Elected Members endorsed a signage and pavement marking acquittal process which involved transfer of the signage and pavement marking cost of a project from an approved program to an MRRG holding account. This holding account will be utilised by Main Roads to cover these costs, thereby avoiding the need to issue a separate invoice to Local Government once the works have been completed.

Once a Local Government receives approval of their plans from Traffic Management Services and an MCW number is issued, they will be able to issue their final claim for 20% if they quote this MCW number on their Certificate of Completion. This process applies to any projects that commence from 20/21 onwards.

5.2.2 *Improvement Program*

- a) Yearly submissions will be audited and ranked in accordance with the [MRRG Road Project Submission Guidelines](#) for that year. A list of prioritised Projects will be developed based on the audited ranking with Projects listed in Reserve.
- b) MRRG allocations to individual Projects will be capped at \$3m State Contribution per year to a maximum contribution of \$9m (i.e. total project cost \$13.5m).
- c) The State Contribution funding to individual Local Governments is capped at \$4m per year.
- d) Improvement Submissions will be subject to review by the Technical Group. To assist in the determination of funding allocations, LGs with new submissions and current projects will be required to attend a special meeting of the Technical Group in September of each year to present the current status of each project. The following criteria will be used to determine the funding allocated to successful projects.
 - Submissions with detailed designs, costings and third party approvals in place (shovel ready) will be allocated a minimum of 40% of the total project allocation in the first year with funding committed for future years in line with the proposed delivery plan, provided it is still within their funding cap.
 - Submissions based on concept plans and preliminary costs will be allocated funding for detailed design phase only. Funding for these projects will not be committed and LGs will be required to resubmit projects on completion of detailed design for consideration of future funding.
- e) If the Project is deemed committed Local Governments may claim 40% of the total committed project allocation in the 1st year, provided funds are available.
- f) Committed Improvement Projects are to be withdrawn and surplus funds returned if a Local Government has not claimed 80% of the total allocation for committed projects within 2 years of the latest approved funding allocation.

i.e – For a project granted the full allocation in 2018/19, the 80% must be claimed by 30 June 2020. For a 2018/19 approved staged project where the latest allocation approved was in 2019/20 the 80% must be claimed by 30 June 2021.
- g) A maximum one year extension may be approved by the MRRG, for committed projects, where a written request is received by 31 December in the year the latest funding allocation was approved.
- h) Where a Local Government completes a project under budget the surplus funds shall be returned to the 'Pool' for reallocation and the Local Government shall refund any overpayments to MRWA. Funds may not be retained by the LG to cover shortfalls on other projects.
- i) If a Local Government is unable to proceed with a project, the project is to be withdrawn from the Program. LGs may claim the 2/3 State Contribution for costs incurred to date, subject to an itemised breakdown of costs being provided and the LG contributing 1/3 of incurred costs. The balance of funding will be returned to the 'Pool', with the Local Government refunding any excess payment.
- j) Over expenditures are the responsibility of the Local Government. To receive any further Road Project Grant funding over the approved amount a LG will need to resubmit the project for auditing and lodge a Request for Variation, for consideration by the

MRRG. Provision of additional funding is dependent on the availability of surplus monies held in the 'Pool'.

- k) Reserve projects, in priority order, may be funded during the 2nd quarter to a maximum of 40% of the State Contribution if funding becomes available from the Pool. If Reserve funding is accepted the LG must submit the 1st 40% claim within one month of acceptance.

5.2.2.1 Signage and Pavement Marking

Similar in operation to section 5.2.1.1, the Elected Members endorsed in November-21 that the signage and pavement marking acquittal process also be extended to the Improvement Program.

A Local Government can submit their final claim for 20% if they quote the MCW number on their Certificate of Completion for any new projects that commence from 22/23 onwards.

5.3 Black Spot Programs

Funding is provided under the Australian Government Black Spot Program (AGBS) and State Black Spot Programs (SBSP) for Road Safety Improvement Projects within the Metropolitan Region. [Australian Government Black Spot - Administration](#) and [State Black Spot Program Development and Management Guidelines](#) are available on the MRWA and WA Local Government Association (WALGA) websites

- a) The MRRG receives 50% of the total State Black Spot funds for Local Government Roads, currently \$5M annually, and allocates up to 20% of this to Road Safety Audit projects.
- b) AGBS funding pool for WA is determined on an annual basis by the Department of Infrastructure, Regional Development and Cities, for statewide distribution.
- c) The Black Spot nominations will be ranked by Benefit Cost Ratio (BCR) based on current CARS data or Risk Reduction Cost Ratio (RRCR) based on Road Safety Audit.
- d) Where the BCR and/or RRCR funding cut off scores fall on projects of equal scoring, the project from the Local Government with the least amount of proposed funding will be given priority, with consideration given to safety benefit.
- e) Staging of projects is a requirement for State Black Spot nominations that involve Traffic Control Signals (TCS); utilities; third party approvals; and/or are of a complex nature. Staged projects shall be treated as priority projects for funding in the following financial years.
- f) Nominations that include installation of or modifications to Traffic Control Signals will not be considered unless endorsed by MRWA Network Operations. A copy of the endorsement must be included with the nomination. To ensure nominations are valid LGs need to liaise with the Main Roads Traffic Services representative for their area well in advance of making a submission. Please refer to MRWA's [Traffic Signals Approval Policy](#) for further information.

- g) To ensure independent status the MRRG has deemed the lead auditor for Road Safety Audits in support of nominations must be from outside the submitting Council. Other members of the audit team may be accredited officers from within the Council.
- h) Variations to scope and/or cost will be assessed in accordance with the relevant Guidelines for eligibility of funding. The BCR score based on the revised total project cost must remain above the minimum requirement.
- i) Following the funding cut off point all remaining projects are considered to be "Reserve Projects" and will be funded as per the BCR/RRCR priority if funding becomes available in the current financial year. Reserve Projects not funded in the current financial year must be resubmitted for consideration in the next years round of submissions.

6 OTHER GENERAL MATTERS

6.1 All Submissions involving a Highway or Main Road

Applications for Local Road Funding in the Metropolitan Region involving a Highway or Main Road shall only occur where the LG initiates the application and is prepared to contribute in accordance with the relevant Procedures / Guidelines.

Endorsement must be obtained from the Director of Metropolitan Operations prior to LGs submitting projects involving works on Highways or Main Roads. Approved projects will be subject to detail design approval in accordance with MRWA's "Conducting Works on Roads" process.

Refer: [Conducting Works on Roads](#)

6.2 MRWA Electrical Services Handover

Where a project involves the installation and/or modifications to Traffic Control Signals the final claim must include evidence the handover process for MRWA Electrical Services has been completed.

Refer: [Commissioning, Decommissioning and Handover-Electrical-Assets](#)

6.3 Completion of a Network Link

Where the final stage of a project to complete a critical network link fails to score sufficiently to merit an allocation, the MRRG has the authority to authorise in special circumstances, funding for completion of the project.

6.4 Other funding sources.

If a LG has successfully obtained alternative funding for an approved project, it is deemed the MRRG project should be withdrawn from the relevant Program and funds returned to the Pool for redistribution. This is considered in the spirit of the agreement and in line with past practice.

RELATED DOCUMENTS

[State Road Funds to Local Government Agreement 2018-19 to 2022-2023](#)

[State Road Funds to Local Government Procedure](#)

[State Black Spot Program Development and Management Guidelines](#)

[Australian Government - Notes on Administration](#)

[MRRG Road Project Submission Guidelines](#)

[Progress Payment Certificate](#)

[Certificate of Completion](#)

[MRRG Request for Variation](#)

[Conducting Works On Roads](#)

[Traffic Signals Approval Policy](#)

[Commissioning-Handover-Electrical-Assets](#)

To note: The above documents are all available from the Main Roads website

ATTACHMENT 1

MRRG Expenditure Action Plan – Implementation Plan April 2019

1. Process Improvements

1.1 Road Improvement Projects –

Successful submissions with detail designs, costings and third party approvals in place (shovel ready projects) will be allocated full project funding to match the timing of progress claims.

Successful submissions based on concept plans and preliminary costing are only to be allocated funding for the detailed design phase. Once detailed plans are completed the project needs to be resubmitted again. A funding allocation for the detailed design phase will be given but payment will only be for *local government* design costs (to be detailed and then verified by with help from Technical officers group as required) and actual costs incurred for engagement of required external parties (eg design, geotechnical consultants, underground utility documentation, utility application fees, surveyors, etc). Details of design costs must be documented with recoup claim.

Comment –

- *Current practice – this has been adopted consistently for the 2017/18 and 2018/19 programs.*

Action –

- *Update Policies and Practices Documents to reflect current practice*

1.2 Blackspot Projects –

Any submissions not fully designed with all third party approvals will automatically be staged and be allocated 40% only in the first year.

Complex projects (eg Traffic signals) fully designed with all third party approvals are also to be automatically staged and be allocated 40% only in the first year.

Comment –

- *This is current practice for State Black Spot.*
- *Australian Government Black Spot - current guidelines do not allow for staging of project funding and approved projects receive the full allocation of funds in the approval year. There is also no time limit imposed on the delivery of projects. It would therefore be unfair to penalise Councils for carrying over funds at the end of financial year and these Projects would need to be excluded from the penalty calculation.*

1.3 Submissions

A checkbox is to be added to the Milestones and Complexity submission form advising if project is fully designed, costed with all third party approvals received.

Comment –

- *Current practice – implemented for 2019/20 program submissions.*

Action –

- *Update Policies and Practices Documents to reflect current practice*

1.4 Claims

The first 40% of all projects are to be claimed by 31 December or project is forfeited (in place now).

Comment –

- *Current practice and in the policies and practices doc.*
- *Currently a “soft” approach is taken. Consider MRRG gives authority to MRWA to automatically withdraw projects after this date without seeking further approval from the MRRG.*

Action –

- *Update Policies and Practices Documents to enforce MRWA authority to automatically withdraw funding.*

2. Penalty Implementation

2.1 Road Rehabilitation Projects - >10% underspend

Should more than 10% of a Local Government's (LGs) total Rehabilitation funds remain unclaimed by 30 June, the allocation to that LGs Road Rehabilitation list for the following year is to be reduced by the percentage over and above the 10% unclaimed.

Action –

- *2018/19 performance to be measured and results used to apply penalties to the 2020/21 Rehabilitation Program.*
- *Review in 12 months after applying penalties with potential to increase penalty if not having any effect on the carry over.*

2.2 Road Rehabilitation Project - Staging

Assign 80% of each total project allocation in the approval year with a final 20% to be allocated in following year.

Projects completed in the approval year should have final claims lodged and if surplus funds are available in the Program these will be paid in that year otherwise the final 20% will be paid in the following year.

Comment –

- *Potential to penalise those Councils who do consistently claim within the required timeframe.*
- *Historically 120 to 130 projects are annually approved for funding under the MRRG Rehabilitation Program. Applying mandatory staging to projects in this Program will see the number of projects double per year (Yr1 80% funding + Yr2 20% funding). This alone will create an extra workload/complexity in the management of the Program.*
- *The staging of Rehabilitation projects over a two year period could possibly also have a negative effect on rate of expenditure with Councils taking licence to delay works and/or claims.*

Action –

- *Defer implementation until impact of 2.1 has been assessed and 2.3 if implemented.*

2.3 Road Rehabilitation Projects – 2nd 40% Claims

The total of *local authority* second 40% claims not made by 30 June in approval year will result in the following year's Road Rehabilitation *local authority* allocation being reduced by the same total amount resulting in one or more projects being lost.

Action –

- *Defer until impact of 2.1 has been assessed and the outcome of SAC Action item (review of wording on the 2nd Progress Payment Certificate) is known (next SAC meeting 17/8/18).*

3. Exemptions

Will only be considered if timely (as soon as reasonably possible) communication of delays is received from LGs.

Circumstances where exemptions may possibly be granted include -

- Late program approval – post 31/7/18.
- Unexpected Service provider delays – external third party control.
- Reserve projects (rehabilitation program) may be excluded from assessment of penalties.

NOTE : The Expenditure Action Plan covers current and forward year programs effective from 2018/19. Legacy projects are to be largely dealt with outside of this Plan.

MRRG EXPENDITURE ACTION PLAN

April 2019

1. Road Improvement

Successful submissions with detailed designs, costings and third party approvals in place (shovel ready project) will be allocated full project funding to match the timing of progress claims.

Successful submissions based on concept plans and preliminary costings are only to be allocated funding for the detailed design phase. Once detailed plans are completed the project needs to be resubmitted again. A funding allocation for the detailed design phase will be given but payment will only be for internal design costs (to be detailed and then verified by MRWA program support officer with help from Technical officers group as required) and actual costs incurred for engagement of required external parties (eg geotechnical consultants, underground utility documentation, utility application fees, surveyors, etc). Details of design costs must be documented with recoup claim.

2. Road Rehabilitation

Assign 80% of each total project allocation in the approval year with a final 20% to be allocated in following year.

Projects completed in the approval year should have final claims lodged and if surplus funds are available in the Program these will be paid in that year otherwise the final 20% will be paid in the following year.

The second 40% is to be claimed by 31 March. Prior to claiming the second 40% actual expenditure to date must exceed 40% of the State contribution allocation (as per current SAC guidelines). The total of second 40% claims not made by this date will result in the following year's Road Rehabilitation program allocation being reduced by that same total amount resulting in one or more projects being lost. This total includes 40% of withdrawn projects if not advised prior to 31 December.

3. Blackspot

Any submissions not fully designed with all third party approvals will automatically be staged and be allocated 40% only in the first year.

Complex projects (eg traffic signals) fully designed with all third party approvals are also to be automatically staged and be allocated 40% only in the first year.

4. Other Actions

A checkbox is to be added to the Milestones and Complexity submission form advising if project is fully designed, costed with all third party approvals received.

The first 40% of all projects are to be claimed by 31 December or project is forfeited (in place now).

Should more than 10% of a Local Government's (LGs) total road funds (Improvement, Rehabilitation and Blackspot – State remain unclaimed by 30 June the allocation to that LGs Road Rehabilitation list for the following year is to be reduced by the same percentage unclaimed. Should the total of second 40% claims in Road Rehabilitation projects not claimed by 31 March be greater than this percentage then whichever is the greater will apply in reduction to the following year's road rehabilitation allocation. Any funding reduction will result in at least one project lost from the nominated allocation for the following year. No projects will be part funded.

Any funds recovered will be allocated to reserve projects for those LGs not incurring any funding reduction. Should the funding cap be exhausted projects will then be offered to LGs (for those LGs not incurring any funding reduction) commencing from the highest remaining point scored projects. Those LGs offered additional projects will need to confirm acceptance as soon as possible and no later than 31 October.

It is open to LGs to request and seek alterations to timing of claims so long as these are done expeditiously and before MRRG meetings in November. Such approved changes will not be included in the calculations of totals unclaimed.

The Local Roads Program Manager, MRWA Manager Metropolitan Road program, MRWA Program Co-ordinator and WALGA Policy Manager Transport and Roads are to be invited to attend subgroup meetings. The Local Roads Program Manager will also visit individual LGs as necessary. The status of projects is to be covered at these meetings. The Local Roads Program Manager will review information from these meetings and visits together with the quarterly progress reports and make recommendations to the MRRG for project reallocation changes where issues in delivery are being encountered to ensure program funding is maximised.

Example of funding reduction.

Local Government	Total of Road Rehab claims not made by 31 March	Percentage of Unclaimed funds on all Projects as at 30 June	Amount reduced off following years Road Rehab allocation
City of XX1	\$180,000	8%	Loss of \$180,000
Town of YYY	\$60,000	25%	Loss of \$60,000 or 25% of allocation whichever is greater
Shire of ZZZ	\$40,000	15%	Loss of \$40,000 or 15% of allocation whichever is greater
City of XX2	\$0	9.5%	Nil
City of XX3	\$250,000	0%	Loss of \$250,000