



# Boosting National Productivity

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Regional Challenges – A Productive Local Road Network

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# Regional Road Groups

	Minimum	Maximum
Local Governments per Group	4	30
Sealed Road Length (km)	483	47,224
Total Road Length (km)	4,212	55,327
Area (000 km <sup>2</sup> )	5	941
Total Expenditure on Roads (\$m)	10	383
State Contribution (%)	9	43



# Regional Road Group Responsibilities

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- 1. Establish a 5 year plan for distribution of State Funds**
- 2. Develop methods for annual distribution of road funds**
3. Facilitate expenditure of road funds provided
4. Make recommendations for improved procedures and guidelines
5. Assist State Advisory Committee identify regional practices
6. Monitor program implementation
- 7. Apply criteria to determine a network of roads eligible for Road Project Grants (Functional Road Hierarchy)**



# Road Project Grants

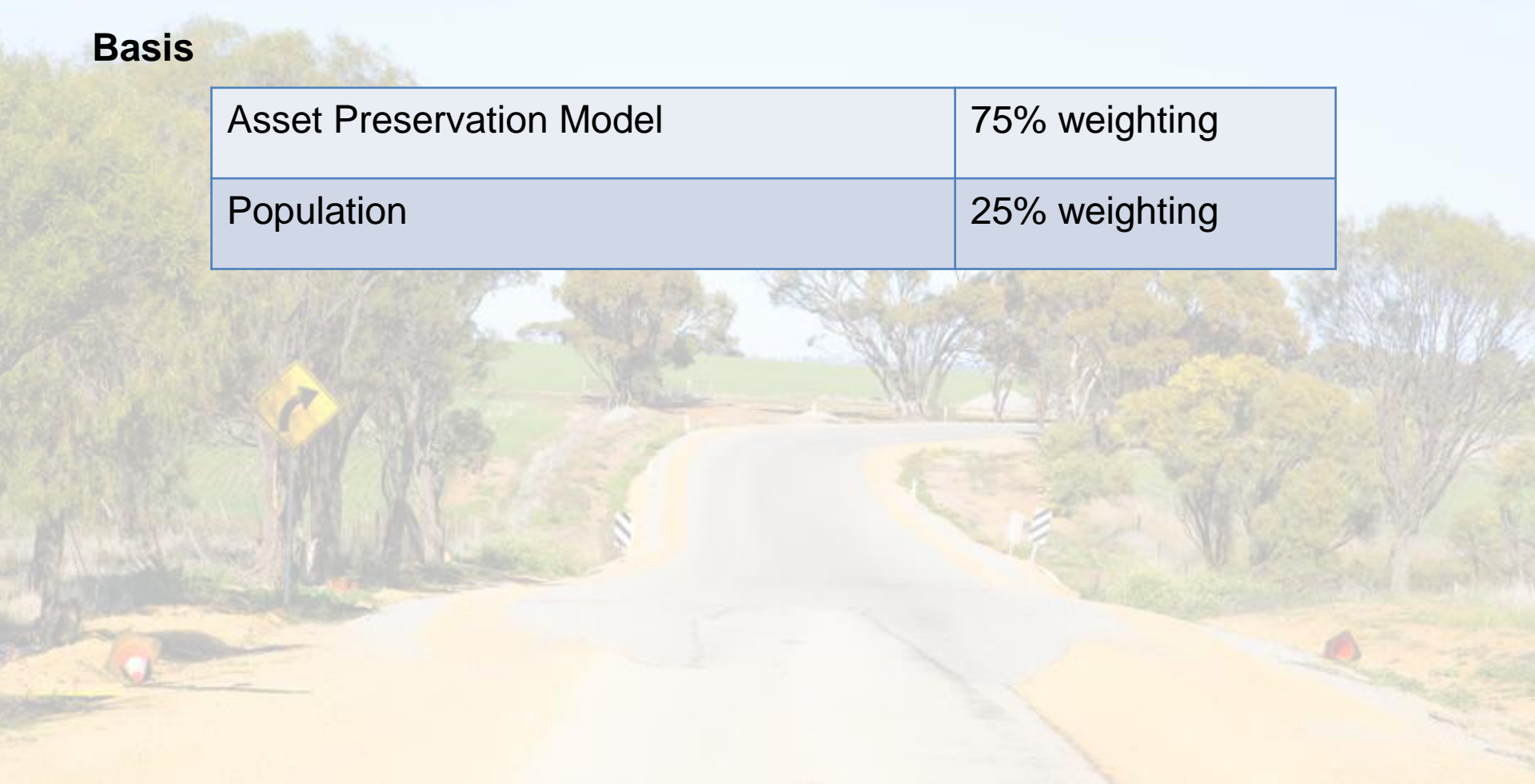
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- 50% of State funding under Agreement (\$80 million in 16/17)
- Projects co-funded by Local Government (\$1 for each \$2 grant)
- Projects on Roads of Regional Significance
- Prioritisation process agreed by group – different between Regions

# Funding Allocation to Each Regional Road Group

## Basis

Asset Preservation Model	75% weighting
Population	25% weighting



# Prioritising Road Projects

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- How processes work in theory
- How processes work in practice
- Perspectives of Local and State Government





# Multi Criteria Analysis

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## 1. Road & Project Type

- Functional Road Hierarchy
- Preservation vs New Construction

## 2. Traffic

- Average Daily Traffic
- Equivalent standard axles
- Road Train Access
- School bus routes

## 3. Treatment

- Existing and proposed standards
- Horizontal & vertical alignment
- Drainage
- Road Safety

## 4. Strategic

- On-going project
- Regional development impact

# Perspectives

## State Government

### WORKS WELL

- Simple
- Able to direct funding requests to Road Groups
- Avoids need to prioritise numerous projects

### NOT SO MUCH

- Inadequate focus on major, joined up projects
- Short term (Budget Year) focus
- Relative merit of investment in local & state roads
- Difficult to measure outcomes



# ROAD PROJECT GRANTS 2005 - 2009

## MRWA Great Southern Region

### PROJECT LOCATIONS MAP (Main Roads Internal Use Only)

**Project Category (work type)**

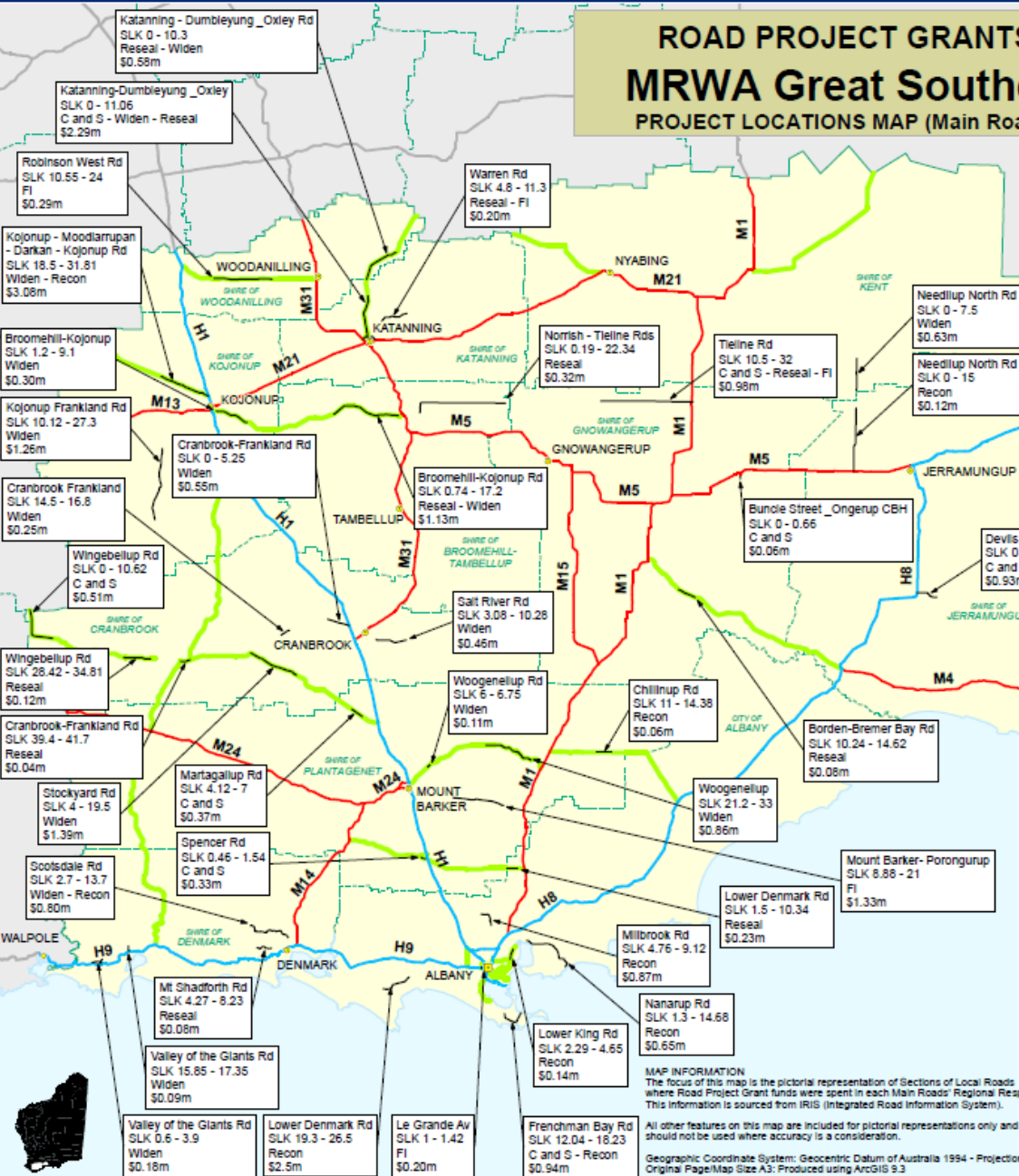
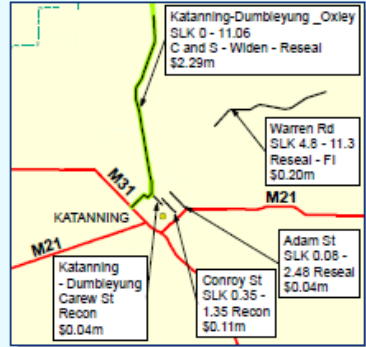
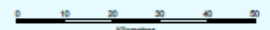
C and S = Construct & Seal  
 Recon. = Reconstruct & seal  
 Widen = Widen existing sealed pavement  
 FI = Formation Improvements & Drainage  
 Reseal = Resealing works  
 Bridges = Major Bridgeworks

**STATE ROADS IN RESPONSIBILITY AREA GREAT SOUTHERN REGION**

H1	ALBANY HIGHWAY
H8	SOUTH COAST HIGHWAY
H9	SOUTH WESTERN HIGHWAY
H40	ALBANY PORT ROAD
H52	BROOKTON HIGHWAY
H54	ALBANY RING ROAD
M1	ALBANY-LAKE GRACE
M4	BREMER BAY
M5	BROOMEHILL-JERRAMUNGUP
M13	DONNYBROOK-KOJONUP
M14	DENMARK-MOUNT BARKER
M15	FORMBY SOUTH
M21	KOJONUP-PINGRUP
M24	MUIRS HIGHWAY
M31	NORTHAM-CRANBROOK

#### LEGEND

- Road Project Grant Location
- Highway (State Road)
- Main (State Road)
- Regional Distributor
- State Road Outside Responsibility Area
- Regional Distributor Outside Responsibility Area
- Regional Boundary
- Local Government Boundary
- Town/Locality



**MAP INFORMATION**  
 The focus of this map is the pictorial representation of Sections of Local Roads where Road Project Grant funds were spent in each Main Roads' Regional Responsibility Area. This information is sourced from IRIS (Integrated Road Information System).

All other features on this map are included for pictorial representations only and should not be used where accuracy is a consideration.

Geographic Coordinate System: Geocentric Datum of Australia 1994 - Projection MGA Zone 50  
 Original Page/Map Size A3: Produced using ArcGIS 9.3



**ASSET AND NETWORK INFORMATION**

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# Perspectives

## Local Government

WORKS WELL

- Regional decision-making – local knowledge
- Encourages information sharing

NOT SO MUCH

- Inadequate funding
- Funding allocation between groups & sub-groups
- Minimum & Maximum funding per project and/or per Local Government
- Weighting factors – traffic data
- Complex decision-making and acquittal
- Inability to fund big projects - bridges
- Alignment of safety benefits with reducing numbers killed or seriously injured



# Observations

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- 'Hub & spoke' models increasingly irrelevant
- Consider supply chain from end to end
- Access (for road train combinations) does not efficiently define the freight network
- Target service level to attract freight onto preferred pathway
  - minimize reliance on regulation
- Co-funding models are problematic
- Timing and funding pre-construction work must be considered