

MINUTES
South East Metropolitan Regional Road Sub-Group
Function Room – City of Gosnells
2120 Albany Highway, Gosnells
Wednesday 1 April 2020

CURRENT MEMBERS (emailed to contribute to meeting Agenda)

Name:	Membership Type:
Cr Julie Brown	Chair/Elected Member - City of Gosnells
Cr Ruth Butterfield	Mayor, City of Armadale
Theo Naudè	City of Armadale
Mathew Tapscott	City of Armadale
Vesna Baskovich	City of Armadale
Jim Polinelli	City of Belmont
Ashley Mckinnon	City of Canning
Ben Moore	City of Canning
Shane Asmus	City of Gosnells
Martyn Glover	City of Gosnells
Prad Maha	Shire of Serpentine Jarrahdale
Steven Harding	Shire of Serpentine Jarrahdale
George Ling	Shire of Serpentine Jarrahdale
Cr Rob Coales	Shire of Serpentine Jarrahdale
Mark Taylor	City of South Perth
Chris Jansen	City of South Perth
Simon Lee	City of South Perth
Mayor Karen Vernon	Mayor, Town of Victoria Park
Frank Squadrito	Town of Victoria Park
John Wong	Town of Victoria Park
Patrick Bingham	Town of Victoria Park
Ben Killigrew	Town of Victoria Park
Laura Alderslade	Main Roads WA
Kathryn Siegert	Main Roads WA
Geoff Eves	Main Roads WA
Mal Shervill	WALGA
Mark Bondietti	WALGA
Ian Duncan	WALGA
Audra de Pina	WALGA

1. WELCOME

- 1.1 All members emailed Agenda 1/04/2020

2. MINUTES OF PREVIOUS MEETING

- 2.1 Confirmation of Minutes

Confirmed in absentia

- 2.2 Business Arising from Minutes of Previous Meeting - 2 October 2019

Nil

3. REPORTS

- 3.1 Financial Reports as at 30/03/2020
Armadale – 36% recouped
Belmont – 51% recouped
Canning – 53% recouped
Gosnells – 69% recouped
Serpentine Jarrahdale – 60% recouped
South Perth – 52% recouped
Victoria Park – 44% recouped

Noted the target is 80% recouped which none of us have achieved and the subgroup has a total of 56% recouped of the \$19.8 million budget, that is, there is still \$8.7 million available.

- 3.2 MRRG Programs (road improvement, road rehabilitation, black spot) Refer attached emails from Belmont, Canning, Gosnells, Serpentine-Jarrahdale and Vic Park, note no response from Armadale or South Perth to date).

4. GENERAL BUSINESS

- 4.1 Noted Operational Procedure 112 Operational Boundaries and Asset Responsibilities – this document has been designed to address the ongoing issue with respect to Main Roads/Local Roads interfaces.

City of Belmont provided the following comments:

2.3.3 c) ii)

- If parking bays have been included in the overall design of a highway by MRWA, as I assume a municipality cannot construct them after the fact, how would a council maintain them? They would have to go through all sorts of paper work relating permits and have a number of restrictions placed on them by MRWA relating to working on weekends for example.

- I would prefer the simple rule of kerb-to-kerb be applied to every location and for this to include parking bays just as it has included bus bays under 2.7.1 a) i) as the clause will be confusing.
- If required MRWA could seek financial input by the municipality, with MRWA approved parking bays, for the cost to overlay them during through traffic carriageway overlay.

2.6 b) i)

- As highways are required to be lit to a certain level I would have assumed MRWA would take on the responsibility of making sure their road lighting was to standard and not risk it to the council.
- It would be better for all highway lighting levels to be under the control of MRWA even though in most cases the assets themselves are owned by Western Power.
- Might be worth adding a dot point acknowledging the agreement in place whereby MRWA pay half of the electrical consumption of these lights to the municipality.

Figures:

- Most of the figures used replicate our discussions with MRWA over the asset ownership of new components of the Tonkin Hwy Gateway WA upgrade at intersections but they were trying to stick to their guns on the 'Old Rule of Thumb' that had been in place since horse and cart days. Singapore Intersection designs like that at Kewdale Rd and Tonkin Hwy just don't fit these old rules.
- The "10m from Stop line or 1m past loops, whichever is greater" rule is a great decision and reflects MRWA invest at these intersections.

The comments are supported by the City of Gosnells.

- 4.2 Mark Bondiotti (WALGA) sought comment on the Draft Procedures for Regional Road Groups. No comments were received.
- 4.3 Black Spot Funding Review – the Chair had previously been requested to conduct a study on the historical progression of BCRs in Black Spot submissions. The study was conducted on data provided by MRRG over the past five years (see attached).

The outcomes of the study over the five years are as follows:

1. Number of Black Spot submissions has reduced from 124 to 106 (15% reduction).
2. Number of Black Spot projects supported has increased from 34 to 47 (38% increase).
3. Number of RSA projects submitted has increased slightly from 29 to 31 (7% increase).
4. Number of RSA projects supported has increased from 4 to 14 (250% increase).
5. Average BCR (post audit) submitted has increased from 1.82 to 2.15 (18% increase).

6. Average BCR (post audit) supported has reduced from 2.59 to 2.29 (12% reduction).

Conclusion: The number of Black Spot projects submitted is in the decline and the post audit average BCR is reducing. The number of RSA projects supported has remained constant for the past three years and it is time to consider increasing the proportion/number of RSA projects to be supported.

5. NEXT MEETING

The date of the next meeting to be confirmed.

6. CLOSURE

Black Spot Attachment (item 4.3)

Statistics	Year				
	2015/16	2016/17	2017/18	2018/19	2019/20
Black Spot Submissions					
No. Submitted	124	121	114	112	106
No. Supported	34	39	50	46	47
No. Submitted as Road Safety Audit	29	30	29	29	31
No. Supported as Road Safety Audit	4	11	13	13	14
Submitted BCRs					
Average BCR - submitted (pre audit)	2.26	2.44	3.46	2.42	2.42
Average BCR - submitted (post audit)	1.82	1.61	2.97	2.0	2.15
Supported BCRs					
Average BCR - supported (pre audit)	3.52	3.75	3.92	3.35	2.9
Average BCR - supported (post audit)	2.59	2.81	3.24	2.6	2.29