



Shire of Lake Grace

23 July 2025

Ordinary Council Meeting

INFORMATION BULLETIN

ITEM 16.0 - ATTACHMENTS

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Information Bulletin
Infrastructure Services Report

Shire of Lake Grace

Prepared for the July 2025 Ordinary Council Meeting
presenting information to the end of June 2025

Road Maintenance Grading

For the month of May 2025

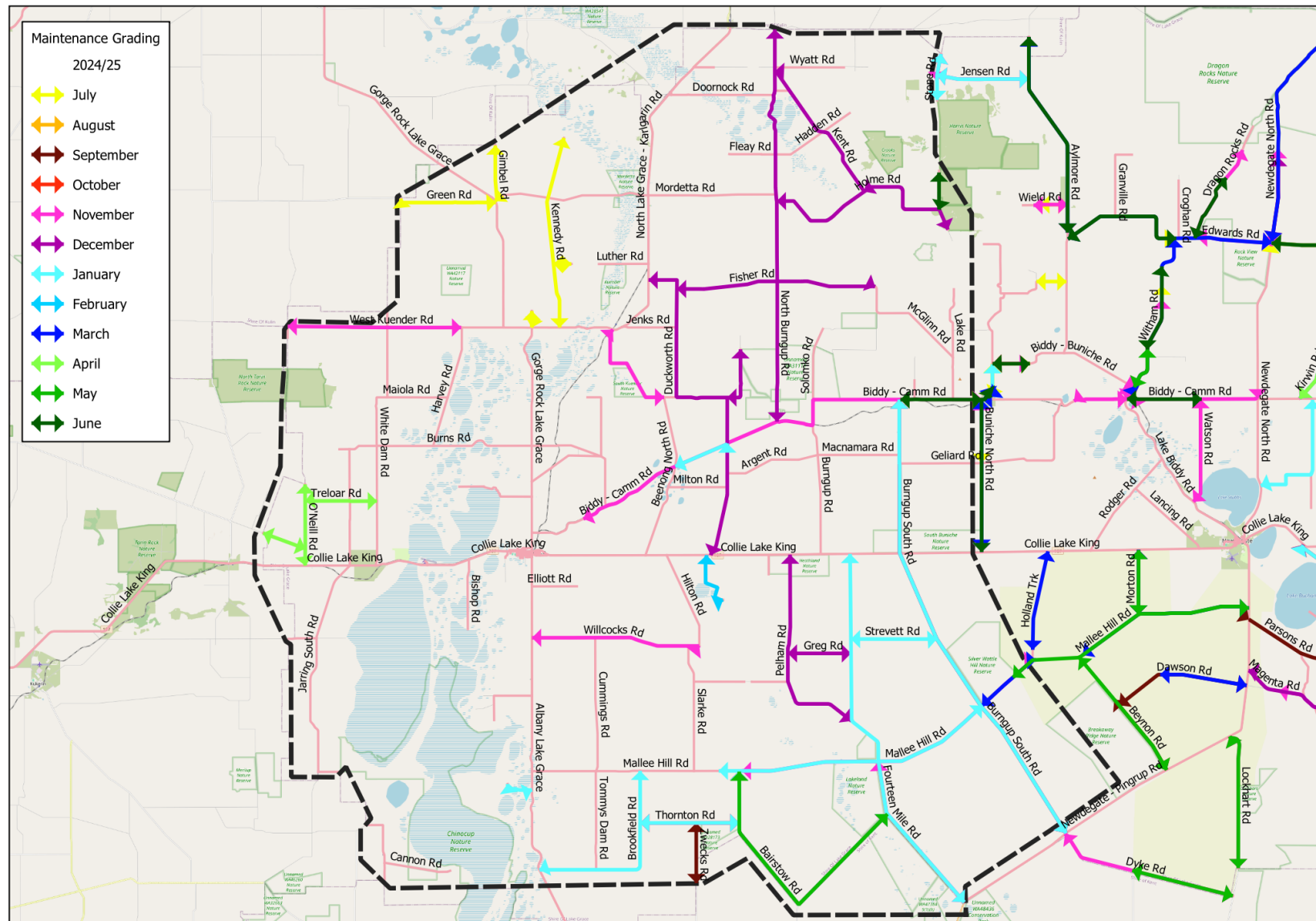
Lake Grace Area		Newdegate Area		Lake King-Varley Area	
Road Name	Graded (km)	Road Name	Graded (km)	Road Name	Graded (km)
<i>Timesheets yet received</i>		Beynon Rd	10.40	Biddy Camm Rd	16.30
		Breed Rd	7.73	Kathleen Rd	7.79
		Dyke Rd	7.57	Ladyman Rd	4.32
		Lockhart Rd	10.25	Lake Newton Rd	8.04
		Magenta Rd	23.88	Long Creek Rd	10.87
		Mallee Hill Rd	18.90	Magdhaba Tr	5.60
		Morton Rd	4.71	Mallee Tree Rd	9.32
		Newman Rd	4.88	Milstead Rd	6.23
		Witham Rd	3.21	Norseman Rd	23.93
				Old Newdegate Rd	16.64
				Pickernell Rd	6.53
				Smerdon Rd	11.61
				Sugg Rock Rd	8.81
<u>Subtotal</u>	<u>14.70</u>	<u>Subtotal</u>	<u>91.53</u>	<u>Subtotal</u>	<u>135.99</u>

For the month of June 2025

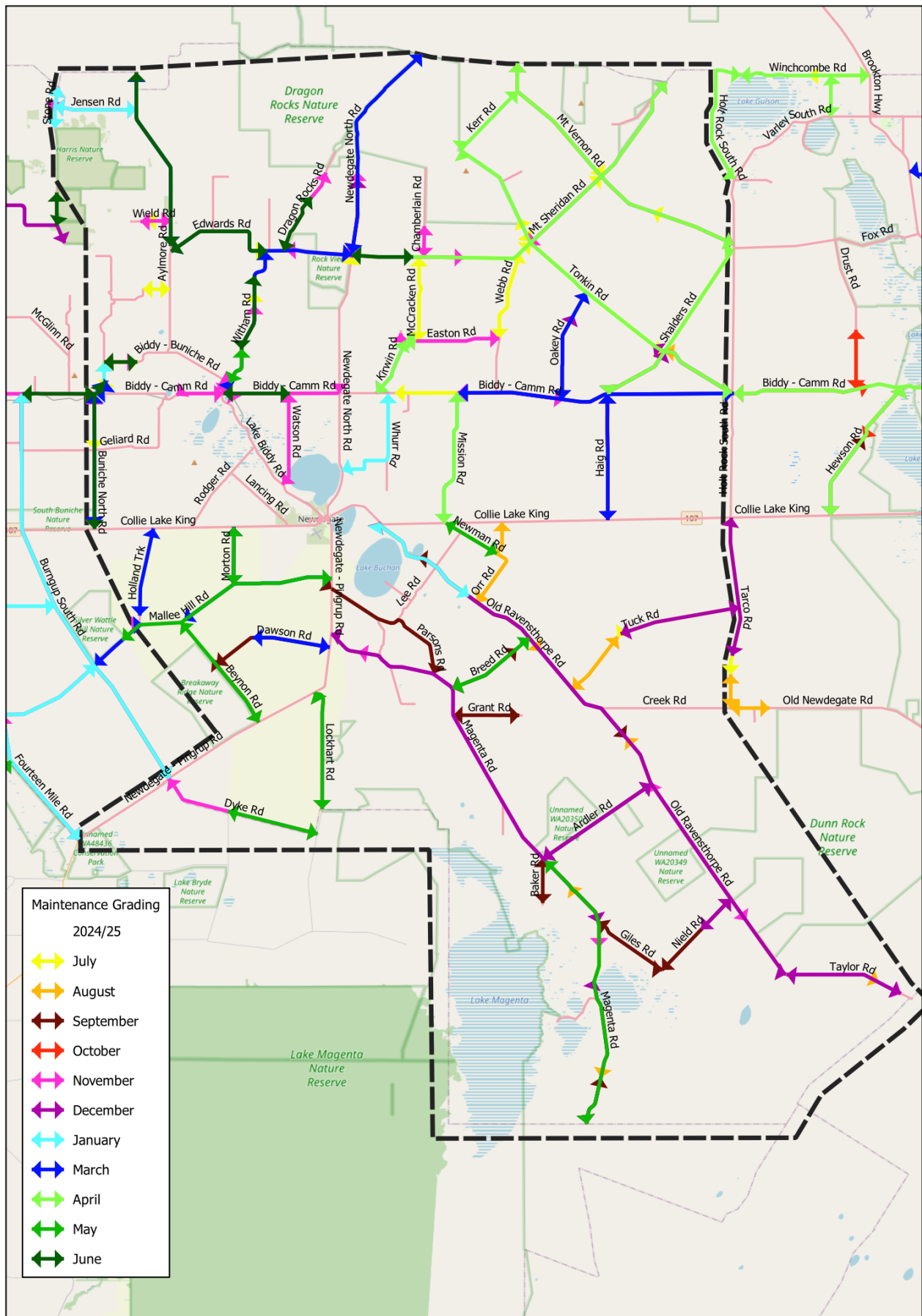
Lake Grace Area		Newdegate Area		Lake King-Varley Area	
Road Name	Graded (km)	Road Name	Graded (km)	Road Name	Graded (km)
<i>Timesheets yet received</i>		Aylmore Rd	15.20	Baanga Hill Rd	10.29
		Biddy Buniche Rd	2.74	Biddy Camm Rd	14.12
		Biddy Camm Rd	5.63	Hatters Hill Rd	27.11
		Buniche North Rd	13.54	Hogan Rd	15.69
		Dragon Rock Rd	5.10	Kathleen Rd	7.78
		Edwards Rd	9.88	Muncasters Rd	21.51
		McDonald St	0.67	Pickernell Rd	6.55
		Mount Sheridan Rd	5.08	Spencer Rd	2.81
		Witham Rd	7.02	Stennetts Lake Rd	21.98
Subtotal	0.00	Subtotal	64.86	Subtotal	127.84

2024/25 Year-To-Date Grading by Month

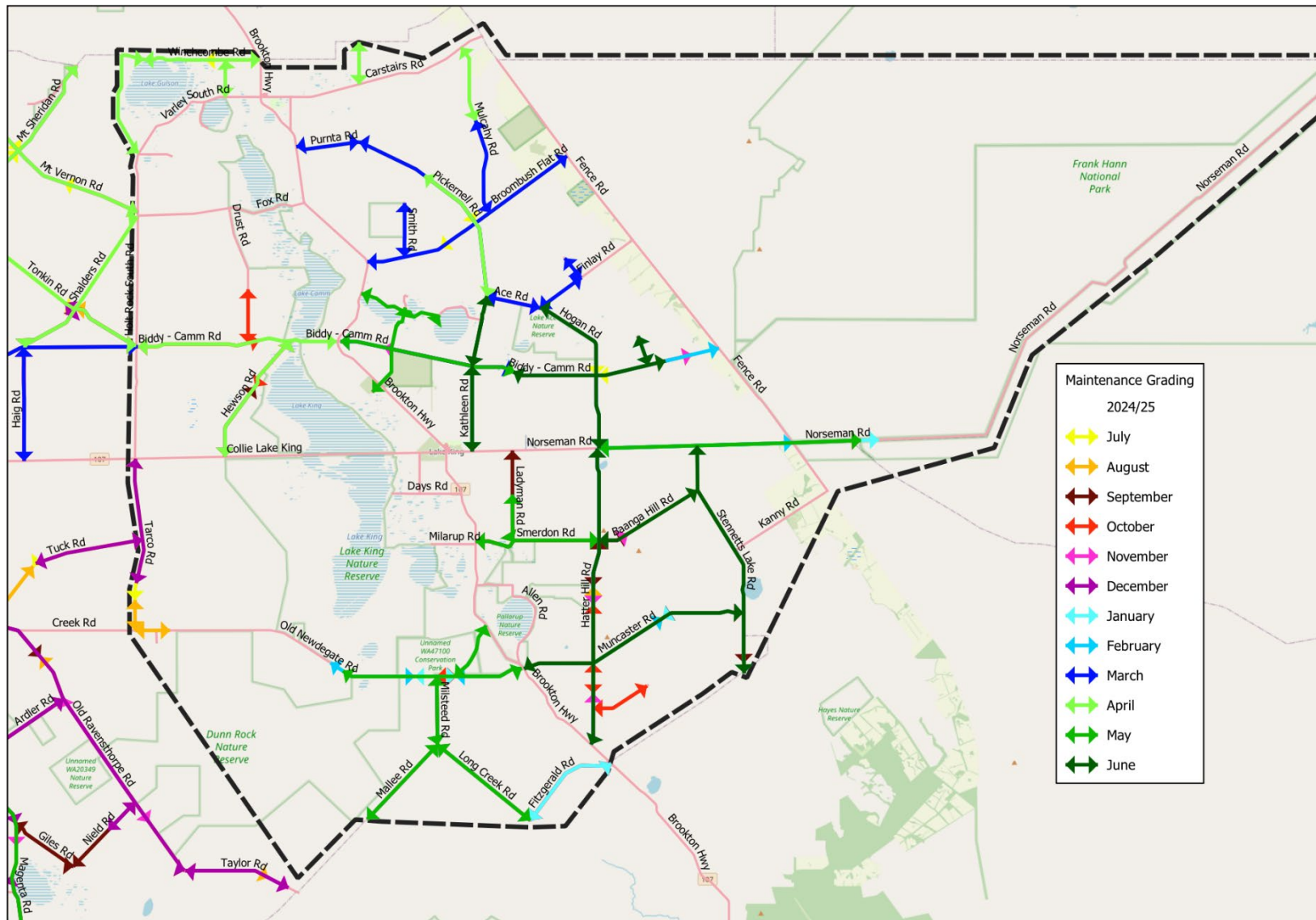
Year	Month	Lake Grace Area (km)	Newdegate Area (km)	Lake King-Varley Area (km)	Monthly Subtotal
2024	July	28.20	204.69	79.59	312.48
	August	0.00	112.31	92.59	204.90
	September	39.37	101.79	96.31	237.47
	October	27.73	0.00	79.54	107.27
	November	164.95	223.55	87.50	476.00
	December	121.89	208.05	0.00	329.94
2025	January	138.64	75.53	102.54	316.71
	February	4.35	80.79	123.59	208.73
	March	0.00	155.40	103.41	258.81
	April	14.70	135.48	80.99	231.17
	May	Pending	91.53	135.99	Pending
	June	Pending	64.86	127.84	Pending
	<u>To-Date</u>	<u>539.83</u>	<u>1,453.98</u>	<u>1,109.89</u>	<u>2,683.48</u>



Monthly maintenance grading – Lake Grace area



Monthly maintenance grading – Newdegate area



Monthly maintenance grading – Lake King-Varley area

Plant Maintenance

Plant Acquisitions

- Nil.

Plant Repairs

Plant	Plant Description	Action
PGRA09	2024 John Deere 760G Grader	Replace grader tyre. First service.
PLVU46	2020 Ford Ranger Single Cab	75,000 km service.
PLVU52	2021 Ford Ranger Dual Cab	Replace 2 x tyres.
PTRA18	2007 Earnshaw Dropdeck	Hydraulic hose replacement x 4. Replace 4 x tyres.

Building Construction & Maintenance

Construction

- Finishing off new Toy Library at Lake Grace Playgroup.

Maintenance

Lake Grace

- Daycare.
- Playgrounds.
- Playgroup.
- Shire Depot.

Newdegate

- Medical Centre.

Lake King

- Nil.

Varley

- Nil.

Other

- Nil.

Parks & Gardens Maintenance

Lake Grace

- General maintenance, gardening/mowing & tidying of gardens and parks.

Newdegate

- General maintenance, gardening/mowing of the recreation grounds, parks and skate park.

Lake King

- Carried out general gardening, mowing and spraying to all parks and gardens.

Varley

- Carried out gardening maintenance and general maintenance, including spraying, mowing, raking of the town site, sports complex and cemetery for weeds.

Pingaring

- Nil.

Customer Service Requests

For the period of 1 July 2024 to 30 June 2025:

Category	Complete	Incomplete	Total	% Complete
Works	43	14	57	75.4%
Building	50	22	72	69.4%
Parks & Gardens	23	8	31	74.2%
<u>Total</u>	<u>116</u>	<u>44</u>	<u>160</u>	<u>72.5%</u>



April – June 2025 Tourism Statistics

Prepared by Jo Morgan



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Introduction

This document is prepared for the Lake Grace Shire Council to illustrate visiting statistics to the Lake Grace Visitor Centre.

It is a snapshot of visitor profiles that visit our Shire and is not all inclusive. The Lake Grace Visitor Centre (LGVC) only records visitors that physically enter the centre. The use of signage, open flags and being positioned in the main street of town we feel we are getting the majority of genuine visitors calling into the centre.

One of the goals of the LGVC is to provide accurate information for visitors. We also want to provide an enjoyable experience for the visitor by sharing our history with them, i.e. through telling them about the Station Masters House. While in the LGVC we dispense brochures and maps highlighting places to see and things to do in our Shire foremost.

Equipped with additional information about the Shire of Lake Grace and its attractions, the tourist is more inclined to spend more time seeing and doing things in the Shire of Lake Grace. If they have the time visitors often add additional time in Lake Grace after visiting the Centre.

The graphs presented in this document are tracking several different measurements of tourism data. It must be remembered that not all visitors are comfortable with revealing information of their travels so it is based only on the information that has been offered and is not conclusive.

Visitor data measurements recorded include;

- Number of people
- Age
- Origin
- Route
- Mode of transport
- Accommodation
- Yearly tracking from 2017

The graphs provided in this document are mainly based on the visitor numbers and profiles and exclude route, transport, accommodation and sales although data for these has been recorded also.

Origin of visitors to the Shire of Lake Grace

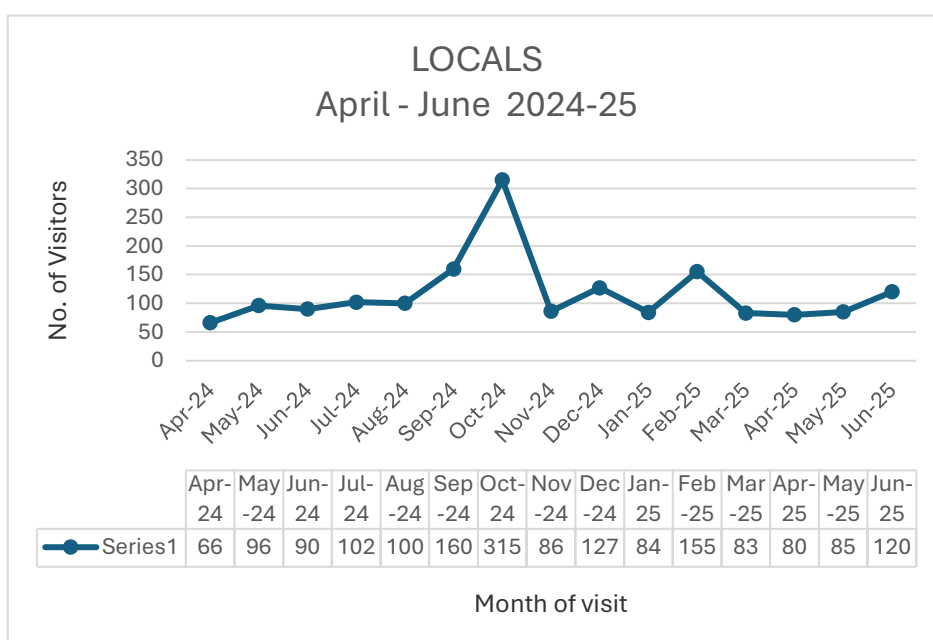
For the purpose of recording data visitors are classed into five groups;

- Locals – indicating they are from the town of Lake Grace. No purposeful travelling was required to visit the centre.
- Intrastate – this term is used to describe visitors from surrounding Shire of Lake Grace towns and the rest of WA, e.g. Newdegate, Kukerin, Wagin and Perth
- Interstate – this term is used to describe visitors from within Australia, including Tasmania who travel through the Shire
- International – this term is used to identify visitors from outside Australia including New Zealand
- Unidentified – Travelers who don't disclose where their place of origin.

Locals

We've had a growth in local attendance compared to this time last year. No events to speak of as the COLD sure has set in. Seeding generally keeps locals busy but a steady stream of giftware sales which is encouraging.

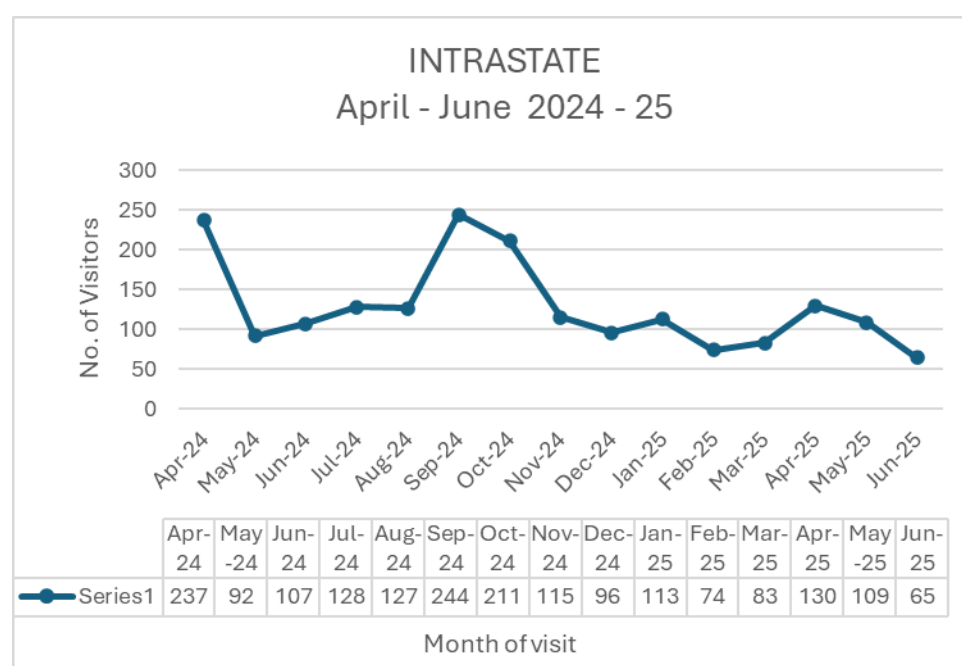
Theres an increase in interest for souvenirs/gifts for those leaving town. This is an area we will need to expand on in the future. We currently have the usual magnets, tea towels and wooden giftware with Lake Grace engraved on items but it's not always what gift buyers are looking for. Something to work on.



Intrastate Travellers

Quite a drop in numbers as the cost of living keeps on rising and peoples need to travel get put on the side. We are seeing less road trippers from Perth. The beach goers to Esperance have slowed down. It would appear the crowds are stopping at home or travelling north to the warmth rather than inland. Admittedly it got SUPER COLD end of My onwards, so perhaps the crowds are keeping warm and will visit us once again when it warms up.

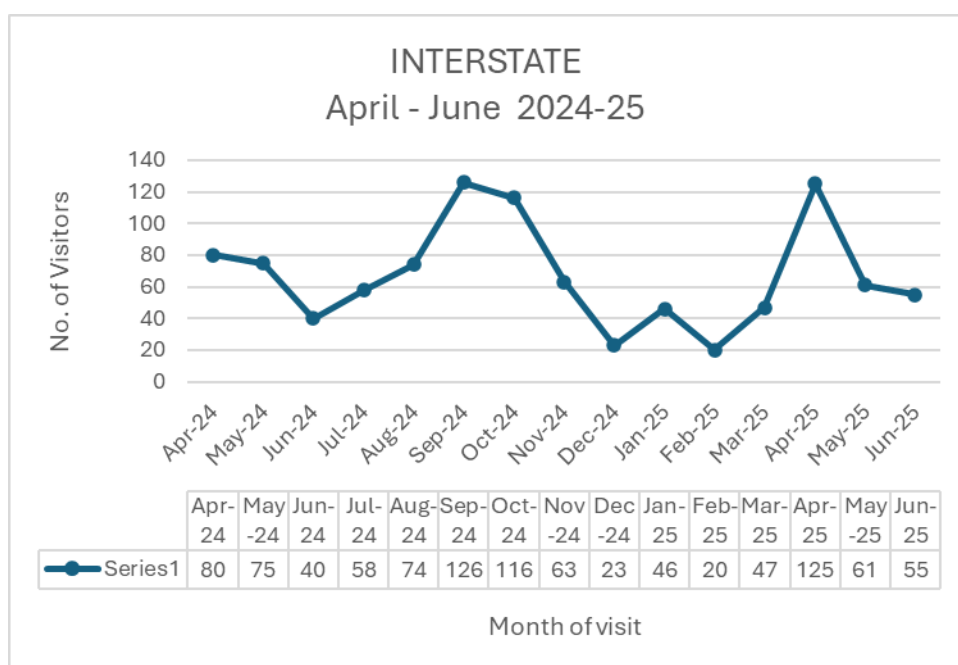
We are, however, almost at full capacity in our motels with contract workers. Although our tourism visitors have lessened our accommodation is still travelling quite strong. Accommodation and short-term rentals still appear to be something we lack in our region.



Interstate Travellers

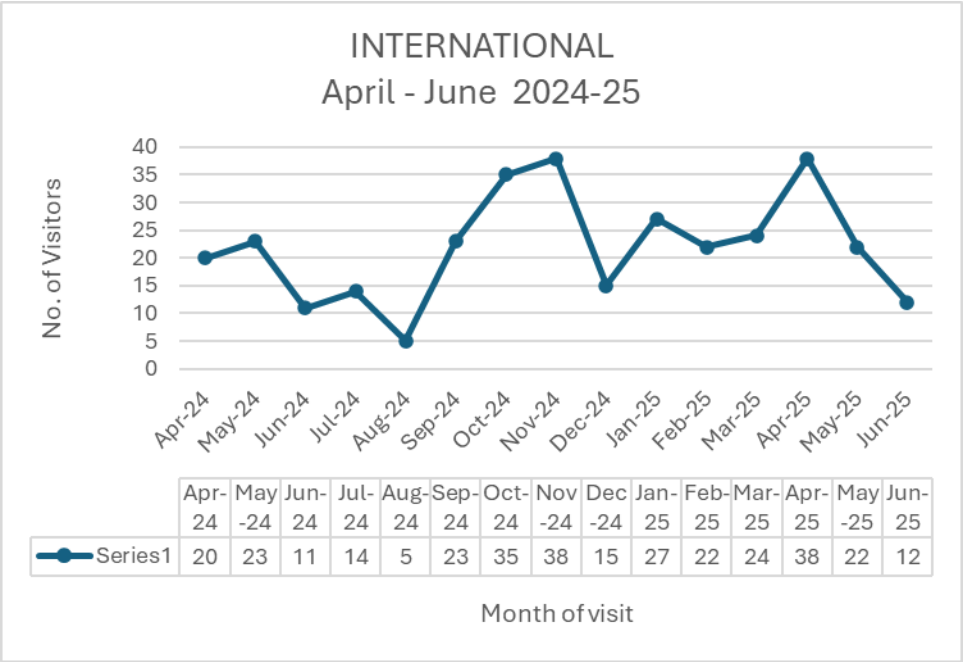
We had great amount of interstate travelers coming through for the Easter break, just as many as our peak wildflower season so we're thrilled with that result. The weather was still quite warm, making it perfect camping conditions. Mid-to-late May the weather certainly turned cooler and numbers dropped.

Our region hasn't had its usual rainfall like it normally does which is not only worrying for our farmers but our upcoming wildflower season. Lack of rain could delay certain blooms expected so we won't be making advertised promises just yet. Waiting for the big rainfall we're due til we go ahead. Once we get it, we're confident the numbers will roll back in.



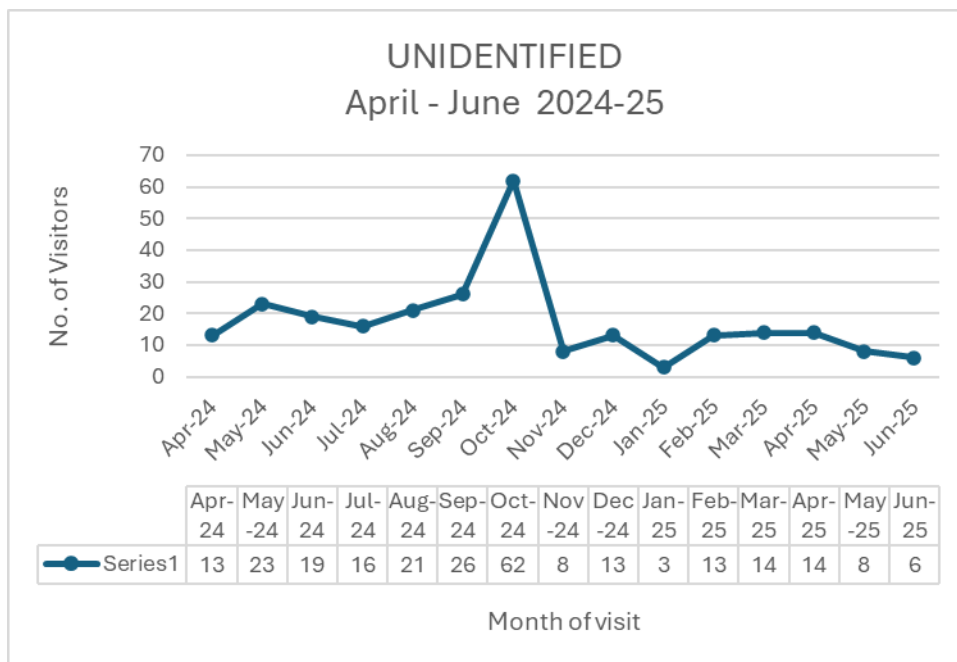
International Travellers

A complete flip on last years results and we were just as busy as our peak season last October. This would be made up of internationals traveling through to Esperance and around the region but also many to Lake Grace. Overseas relations seem to be visiting more often. These countries included England, Ireland, France, Belgium. Germany, Netherlands, Switzerland, South Africa, USA, Singapore, Philippines and New Zealand.



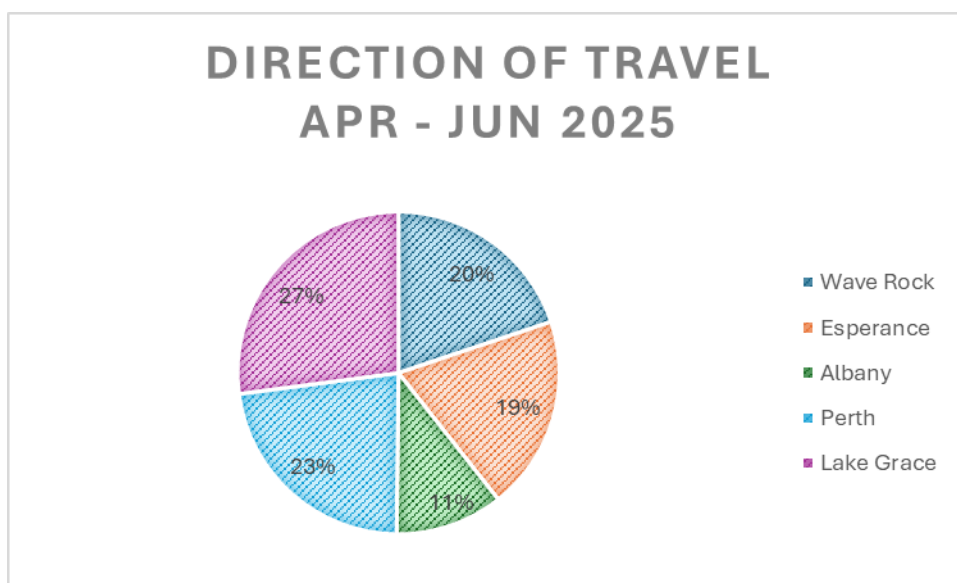
Unidentified Travellers

A group of travellers we try our very best to engage with but keeping in mind some people wish to simply browse and have a look around. We've noted some people prefer to keep in the background and not engage and others could talk for days!



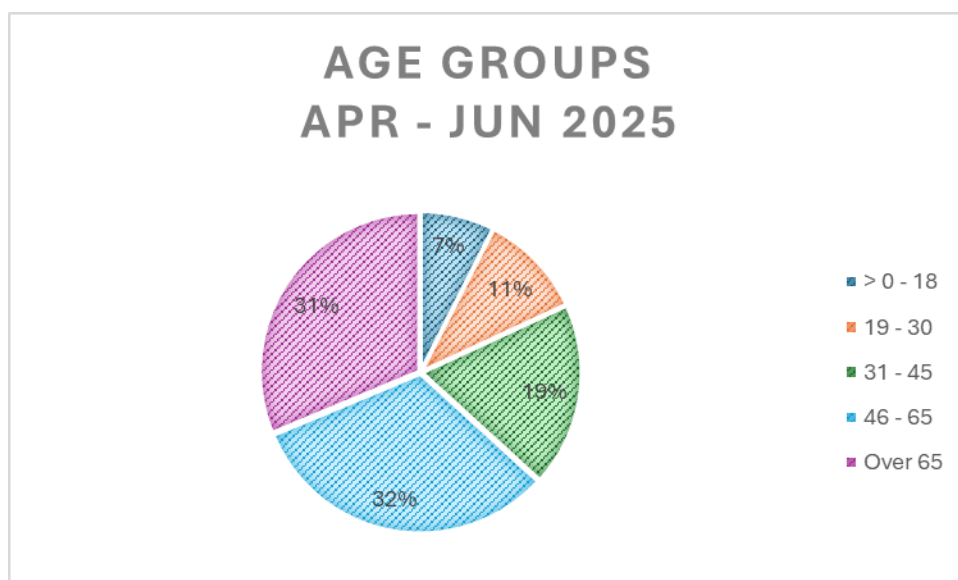
Direction of Travel

It's interesting to note where our visitors are traveling to as the Visitor Centre is positioned near a vital crossroad. Our traffic consists off those heading to either Wave Rock/Hyden, Esperance, Albany and Perth. First time Lake Grace has been the main destination point, fancy that!



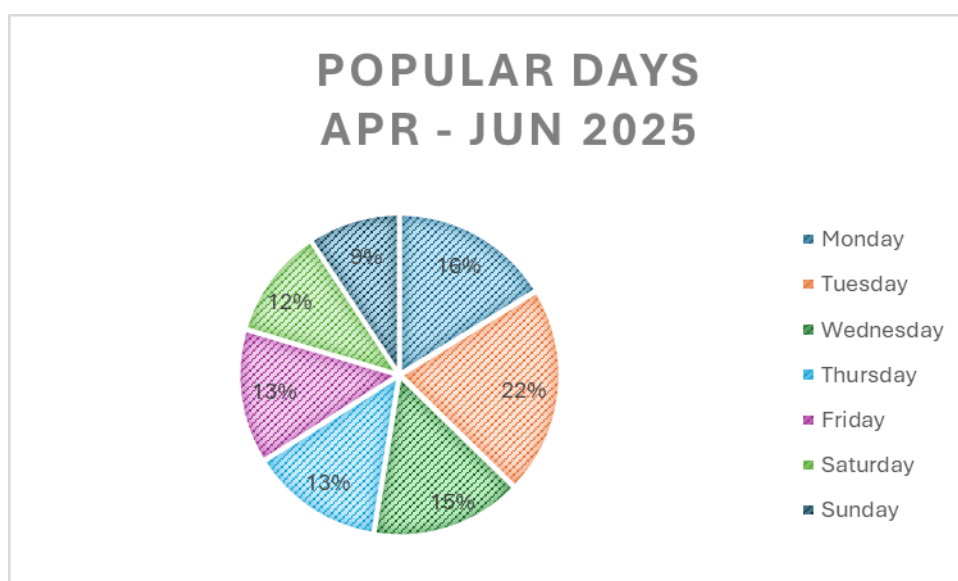
Age Group

The information tracked in this graph is reliant on the recorder's ability to judge the ages of visitors, therefore probably not entirely accurate in all cases. Although the largest group recorded in the graph below is concurrent with local visitor statics from other centres.



Popular Visiting Days

As we record our daily statistics it was interesting to note which days were popular amongst our visitors. This information over time can be used for staffing needs of the Visitor Centre along with tourism dollar spending in our shire. Just for something different Tuesdays have been our stand out popular day this quarter.



Mode of Transport

People travel to and through our Shire in various forms of transport. We have recorded the transport used by those who called into the Visitor Centre. It's a great indication as to how people are moving through our region and how travelers are using our region. This data measures January to March 2025.



49%



41%



10%



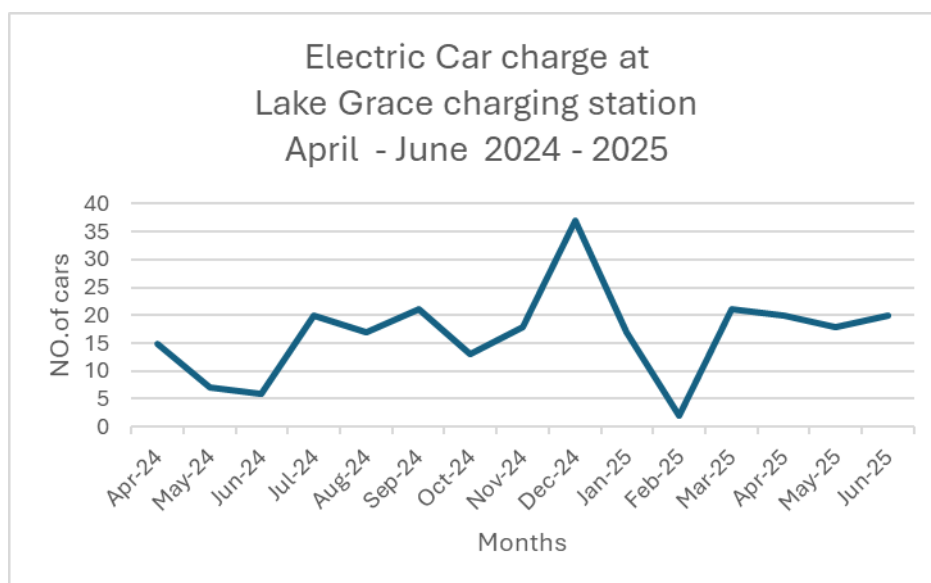
0%



0%

Electric Car charges

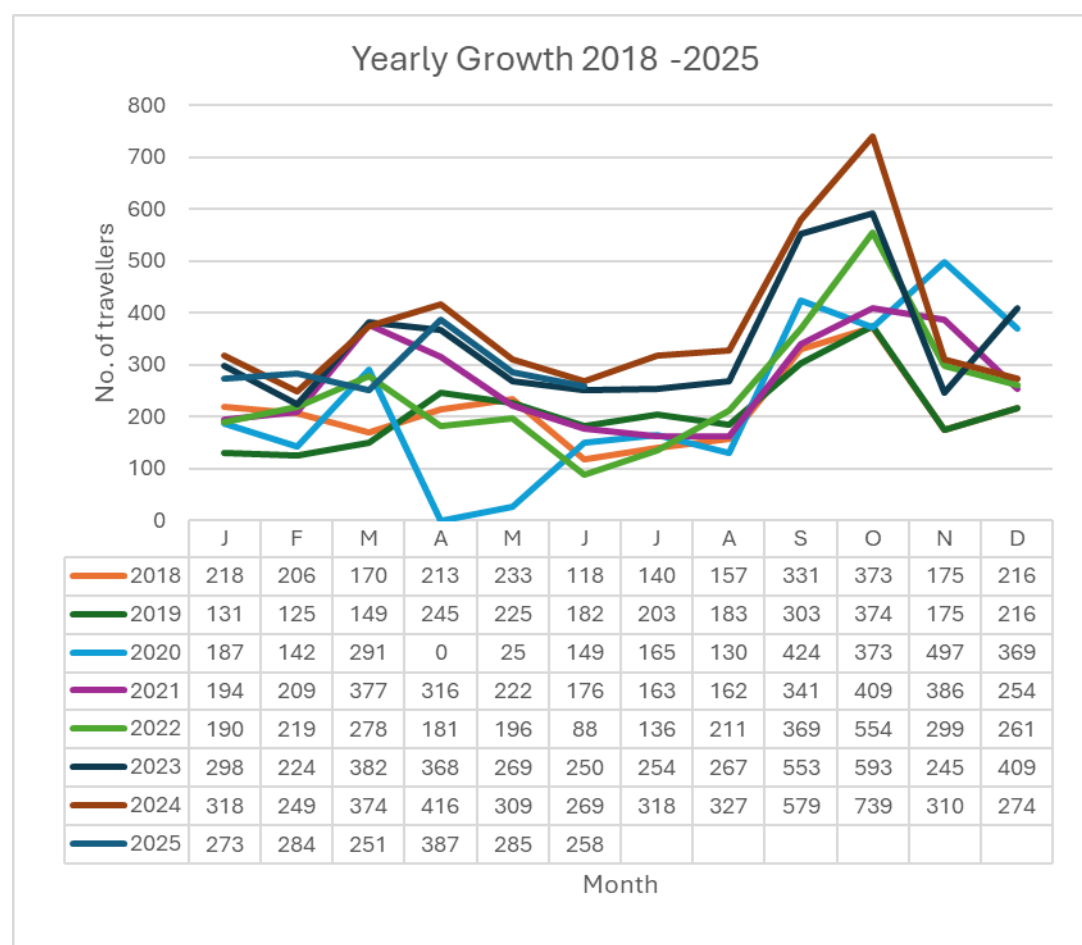
We have the data to view exactly how many charges are happening at our charge post each month. This can show our highs and lows throughout the year and know when a good time to service the machine is, any feedback from travellers etc. Great to see it's getting some great use so far. A considerable drop in February but regaining popularity once again.



Yearly Trends

The chart below shows the LGVC recorded visitor trends over the past eight years. There has been steady growth in visitor numbers to the Shire of Lake Grace leading up to 2020. After the lockdowns we grew our visitor rate again with 2024 being our standout year to date.

This quarter hasn't traveled too badly. We are just behind our highest stats from last year so proving despite the cooler weather change and less traffic some days we are still quite a popular destination in people's travel plans.





INFORMATION BULLETIN

ENVIRONMENTAL HEALTH REPORT

April - June 2025

HEALTH

This report is to highlight issues and activities ongoing within the environmental health area for the period April – June 2025

Events

- Newdegate Machinery Field Days meeting with committee members
- Harvest Festival 2025 planning

Food Businesses

Inspected the following premises for Food Act compliance-

- Newdegate IGA
- Sweet but Salty
- Newdegate Roadhouse
- Newdegate Hotel
- Newdegate Rec Centre
- Newdegate Motel and Caravan Park

Food Recall Notices circulated to all food businesses

- Uberbrau - Ultra Low Alcohol Lager 330ml and Henninger Lager Bottle 660ml
- Trialia Foods Pty Ltd - Eskal Salted Caramel Creams 90g
- Arepa AU Pty Limited - Arepa for Calm & Clarity 300ml and Arepa for Performance 300ml
- Fresh Frontier Pty Ltd - Spicy Chicken Mango Pasta Salad 300g & 500g
- SSM International Pty Ltd - Coco2 Stage 1, Stage 2 and Stage 3 Formulas 800g
- Harvest Road Oceans - Albany Rock Oysters RO-Bistro 40 DOZ and RO-Bottle 40 DOZ
- Protea Foods Pty Ltd - Lekker Biltong Slices Traditional (100g) and Peri-Peri Chilli (40g)
- The a2 Milk Company - a2 Light Milk 2L
- IKEA Pty Limited - SLAGVERK breaded wheat-based pieces 500g

New Food Standard 3.2.2A notification circulated to all Food Premises, this requires some food premises to have the following from December 2023:

- Food safety supervisors: Food Premises will need to appoint a food safety supervisor for their business.
- Food safety training: All food handlers will need to show they have had food safety training.
- Key food safety controls: Food Premises will need to keep records of important food safety controls or be able to demonstrate safe food handling practices.

Lodging Houses & Caravan Parks

Inspected the following for compliance -

- Salt Bush Inn
- Lake Grace Caravan Park
- Spenser's Shearing Service

Orders and Requisitions

- A4667 – Lot 3092 Newdegate Ravensthorpe Road
- A3755 – 26 Gumtree Drive Lake Grace
- A6937 – 7B Quondong Court Lake Grace
- A6920 – 667 North Lake Grace – Karlagrin Road, Kuender
- A3585 – Lot 352 Stubbs Street, Lake Grace
- A3637 - 54 Griffin Street, Lake Grace

Onsite Effluent Disposal Systems

- Lot 595, 1033 Biddy-Buniche Road, Buniche
- 10983 North Lake Grace - Karlgarin Road, Lake Grace
- 166 Critchley Avenue Lake King
- 2756 Newdegate-Pingrup Road Newdegate WA 6355
- Lot 204 Spencer Ave Lake King
- Lot 1 Stennetts Lake Road Mount Madden
- Jam Patch toilets
- Lot 300 Newdegate-Ravensthorpe Road Newdegate

Pool Water Sampling

- Offseason

Public Buildings

Inspected the following for Health Public Buildings compliance -

- Newdegate Hotel
- Newdegate Rec Centre

Recycled Water Scheme

- Recycled water scheme currently offline

Stallholder / Street Trading Permits

- Hillz Softserve Van
- Mrs G's Catering

Waste Management

- Ongoing inspections of waste facilities
- Various enquiries for disposal of asbestos

Other

- Temporary Accommodation Policy and Guidelines adopted by Council
- 81 Bennett St Lake Grace - Complaint burning rubbish
- 50 Stubbs Street Lake Grace – Unregistered Lodging House
- 6 Waratah Ave Lake Grace – Dwelling alteration compliance with Health Local Laws
- Annual debtor fees
- Attended EHA WA Conference
- Plumbing FOI report
- WAPEHOs meeting
- Registration to attend Asbestos Assessor Training
- Annual Performance Review
- Central Wheatbelt Health & Building Group Meeting
- Update to EHO delegations
- New WA State Variations NCC 2022
- WorkSafe - Asbestos Demolition Project 24/25FY
- State Public Health Plan 2025 – 2030



Brendon Gerrard

Principal Environmental Health Officer

Mobile: 0409 770 824

Email: roeeho@corrigin.wa.gov.au

ROEHealth

ENVIRONMENTAL HEALTH SERVICE

CORRIGIN . KONDININ . KULIN . LAKE GRACE . NAREMBEEN

Registered Building Surveyor BSP2797

Lake Grace Community Library



LIBRARY REPORT – July 2025

Requested VDX books are up to date, I have just received a Library Exchange, and I have been busy with accessioning items.

Pier Johnston, Junior Science teacher, continues to display students awesome work on the library pin-up board. A new display going up three weeks ago. She is going to do another big display in the back corner very soon.

As it is school holidays, I work 9am to 5pm, Wednesdays and Thursdays.

Statistics since the last report:

Apr 2025	Issues & Renewals	223
May 2025	Issues & Renewals	539
June 2025	Issues & Renewals	259

Library Co-ordinator Lois Dickins
Lake Grace Community Library

Newdegate Library Report April - June 2025

The library has been used for first aid, pilates, after school crafts, meetings, school assemblies & dance on Monday's, Australia's Biggest Morning Tea, spare parts puppet theatre, scrapbook club and rhyme time. We have also had our SOCK Week police talk in the library with the primary school. We are still receiving our monthly box of books from the state library and sending them our old books back. For the gate post we do use our library books for our 'This week we are reading' section.

Our monthly loan statistics are:

April: 8

May: 39

June: 19

In June the library had 9 inter-library loan book requests.

Regards

Jade Parker

Newdegate Library Statistics

Issued
and
Renewals

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2005	12	45	37	21	46	33	4	16	6	15	15	14
2006	21	21	27	7	21	22	14	34	27	6	20	15
2007	17	16	24	3	24	32	15	39	25	19	19	4
2008	9	30	15	14	33	14	6	16	9	20	17	8
2009	2	23	20	15	25	28	12	15	10	17	15	8
2010	3	13	16	14	13	23	28	26	27	26	35	27
2011	5	37	52	27	77	54	22	42	35	76	72	38
2012	10	69	33	27	50	20	49	18	26	54	59	31
2013	8	34	30	20	30	21	36	28	18	27	36	29
2014	39	50	35	33	53	36	61	29	24	61	32	47
2015	23	50	52	58	62	53	42	59	45	38	88	38
2016	17	77	29	45	42	15	53	39	43	43	65	42
2017	26	55	40	43	29	29	40	13	29	39	29	28
2018	9	37	15	30	19	36	33	18	51	30	66	48
2019	31	26	54	34	33	39	29	34	7	43	35	33
2020	6	33	42	2	12	23	27	24	39	54	21	16
2021	17	36	51	53	22	32	25	31	38	33	20	27
2022	5	23	27	8	31	13	19	32	8	42	8	17
2023	13	9	14	10	26	29	9	28	21	37	14	10
2024	6	12	18	13	26	16	6	15	12	31	16	4
2025	1	15	9	8	39	19						

Lake King Library Report for April - June 2025



Our Bookfair was held in May with an Anh Do theme to celebrate his new children's series 'Ninja Girl'. The quiz was popular, with winner Jack answering all questions correctly. Along with runners up Olly, Angus, Eli and Isabelle he received a voucher to spend at the book fair. The colouring competition was won by Lila who received a copy of Anh Do's new book 'Ninja Girl'. With over \$1,000 of sales the library kept \$200 worth of books as commission and has a further \$100 to spend with Scholastic in the next few months.

--*--

Following on from my Rhyme Time Fundamentals Course at the State Library, we took delivery and borrowed for two weeks the “Arts suitcase” from Better Beginnings. This treasure trove contained books, instruments, props, supplies and plans for several rhyme time and story time sessions. We were able to use this for a couple of sessions with the younger school children during their weekly visits. A great resource! We will endeavour to borrow the different themed resources over the coming months.

--*--

The “Lake King 100 Years” planning committee meets in the library once a month. The group is gathering momentum and starting to work through the logistics of sourcing, storing and organising photos and stories from the community.

--*--

A noticeable rise in audio book loans during seeding!

	April		May		June	
	Libby	Borrowbox	Libby	Borrowbox	Libby	Borrowbox
Audio Book	3	46	1	59	1	54
E book	10	6	2	12	4	4
magazines	5	2	4	5	7	6

--*--

Lake King Library
Statistics[illegible]

24 June 2025

Our Ref: 817078\NS:AdP

Via email: ceo@lakegrace.wa.gov.au

Mr Alan George
Chief Executive Officer
Shire of Lake Grace
PO Box 50
LAKE GRACE WA 6353

Dear Alan

Report on Local Government Road Assets and Expenditure 2023-24

It is my pleasure to present you with a copy of the *Report on Local Government Road Assets and Expenditure 2023-24* that has been attached electronically (full document available [here](#)). This is a key tool for our sector to effectively communicate how funds are being invested in the Western Australian road network and the consequences of failing to adequately invest in roads.

The report provides an extensive assessment of the lengths and types of roads and bridges, funding sources, works activities, networks and hierarchies and road safety statistics. The data has been analysed to provide performance measures and trends and reported at a State, Regional and Local Government level.

Local Governments invested \$1,034 million on roads in 2023-24. This was a decrease of \$12 million in nominal terms and a significant reduction in real terms. Reflecting large increases in the cost of road and bridge construction work, the shortfall between expenditure on road preservation and that required to keep the network in the condition existing at the beginning of the year grew to \$338 million per year. The decrease in expenditure on roads was partly driven by reduced flood damage reconstruction. However, overcoming constraints to timely delivery of grant funded projects remains a key objective, particularly for urban Local Governments.

A request for data for the 2024-25 report will be distributed in the coming months and I ask for your assistance in ensuring a prompt response so that we can endeavour to complete the next report by early 2025.

WALGA primarily uses digital media to manage information and communicate. However, should you require a hard copy please contact Audra de Pina, Administration Officer, Infrastructure at adepina@walga.asn.au, or phone 9213 2059. For any questions or comments regarding this report email Ian Duncan, Executive Manager, Infrastructure at iduncan@walga.asn.au or phone 9213 2031.

Yours sincerely



Nick Sloan
Chief Executive Officer

Enclosure

Influence. Support. Expertise.



Report on Local Government Road Assets and Expenditure

2023-2024



WALGA



WALGA State Councillor Barry Winmar performing the Welcome to Country at the December 2023 WALGA Wrap.

Acknowledgements

Acknowledgement of Traditional Owners

WALGA acknowledges the continuing connection of Aboriginal people to Country, culture and community. We embrace the vast Aboriginal cultural diversity throughout Western Australia, including Boorloo (Perth), on the land of the Whadjuk Nyoongar People, where WALGA is located and we acknowledge and pay respect to Elders past and present.

WALGA is committed to supporting the efforts of WA Local Governments to foster respectful partnerships and strengthen relationships with local Aboriginal communities.

A special note of appreciation is extended to:

Dr Chris Berry, Roads Consultant, for compiling this report.

WALGA also wishes to thank Main Roads WA and all Local Governments for providing road and expenditure data used in this publication.

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1. Local Government Road Assets	18	4. Explanation of Terms	63
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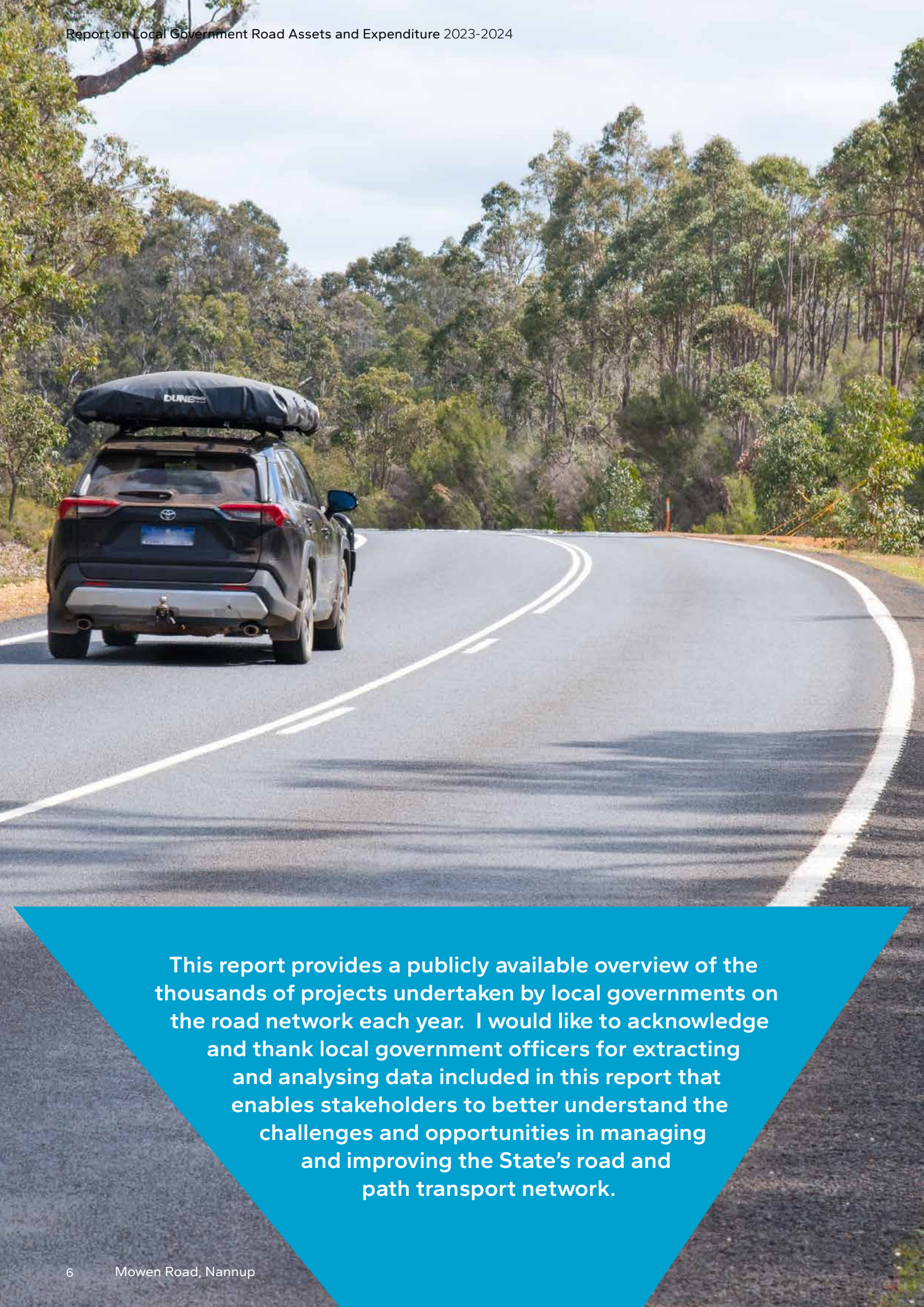
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This report provides a publicly available overview of the thousands of projects undertaken by local governments on the road network each year. I would like to acknowledge and thank local government officers for extracting and analysing data included in this report that enables stakeholders to better understand the challenges and opportunities in managing and improving the State's road and path transport network.

Foreword



The impact of road and bridge construction cost inflation over the past four years is reflected in this report on local government road expenditure. During the year an extensive survey of road construction costs incurred by local governments was completed and the detailed unit rates used to estimate road preservation and replacement costs were updated. The costs to complete road maintenance work had a significant impact on the estimated replacement value, written down value of the road network and the expenditure required to prevent roads from deteriorating. While road construction cost inflation has moderated since the nearly 12% per annum peaks of 2020-21 and 2021-22 it remains clear that the costs are not falling and need to be factored into long term financial plans.

Driven by the increasing cost of road work, the shortfall between actual expenditure on road preservation and that required to maintain roads at their current condition increased nearly \$81 million per year to a \$338 million shortfall in 2023-24.

In the face of rising costs there was a 6% increase in local government own source funded road expenditure to \$512.1m. This is the first time local government own source road expenditure has been more than \$500 million per year and the first time since 2020-21 that local government own source revenue has funded more than half the total expenditure, excluding flood damage reinstatement. This increase in local government expenditure effort indicates that local governments are doing their best to respond to an operating environment characterised by significantly increased costs.

The extensive nature of the State's local government road network relative to other States remains stark. In Western Australia there are 23.3 people for every kilometre of local government managed roads. In the most populated states, there are many more people to share this financial burden. In NSW there are 57.2 people for every kilometre of local government roads and in Victoria there are 52.5 people per kilometre of roads.

Expenditure of road funds provided by the State Government decreased \$30 million compared with the previous year, largely the result of less expenditure

to reinstate roads destroyed by floods. During the year there were six disaster declared flooding events impacting 15 different Local Government areas, with six of these impacted twice. However, due to the time required for flood waters to recede, damage assessments to be completed and approvals received to commence reconstruction this impact was not reflected in repair work completed in 2023-24. While expenditure on repairing flood damage still totalled \$36 million, it was 23.1% less than in the previous year, and the lowest expenditure since 2014-15.

Expenditure of funds provided by the Commonwealth was unchanged from the previous year. Although expected funding through the Untied Roads Component of the Financial Assistance Grants increased in line with CPI and population, during the year the Commonwealth announced progressive increases in funding over the coming five years for the Roads to Recovery and BlackSpot Programs as well as an increase in funding for the new Safer Local Roads Infrastructure Program. The benefit from these investments is expected to be measured in future years.

Improving the safety of the local government roads for all users is a key objective of work undertaken across the network. This report highlights the safety outcomes on a five-year rolling basis and includes results to the end of the 2023 calendar year, which enables inclusion data from crashes that result in serious injury as well as fatalities. In the metropolitan area, the highest priority is to apply treatments that will reduce or eliminate crashes at intersections. Throughout the rest of the State, run-off road crashes are the most prevalent crash type resulting in death or serious injury and continue to require a suite of treatments be applied across all parts of the system.

**Cr Karen Chappel JP
President**

Executive Summary

Local Government maintains 127,952 kilometres of roads of which 32.6% are sealed. Local Government roads make up 86.7% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of \$40.46 billion as at 30 June 2024.

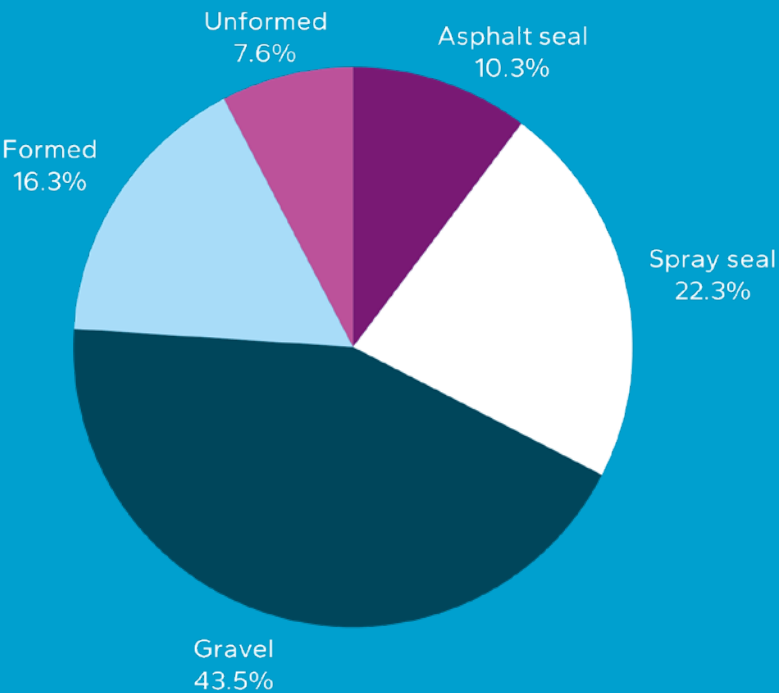
The written down value of the road network is \$21.41 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 52.9% for local roads compared to 63.92% for State highways and main roads in WA.

1. Types of Roads

Local Government is responsible for 127,952 kilometres of roads representing 86.7% of the State's public road network.

Only 32.6% of the roads are sealed. The remaining 67.4% (86,298 kilometres) have a gravel or natural surface.

Figure 1
Types of Local Government Roads 2023-24
(Total Length 127,952km)



Executive Summary

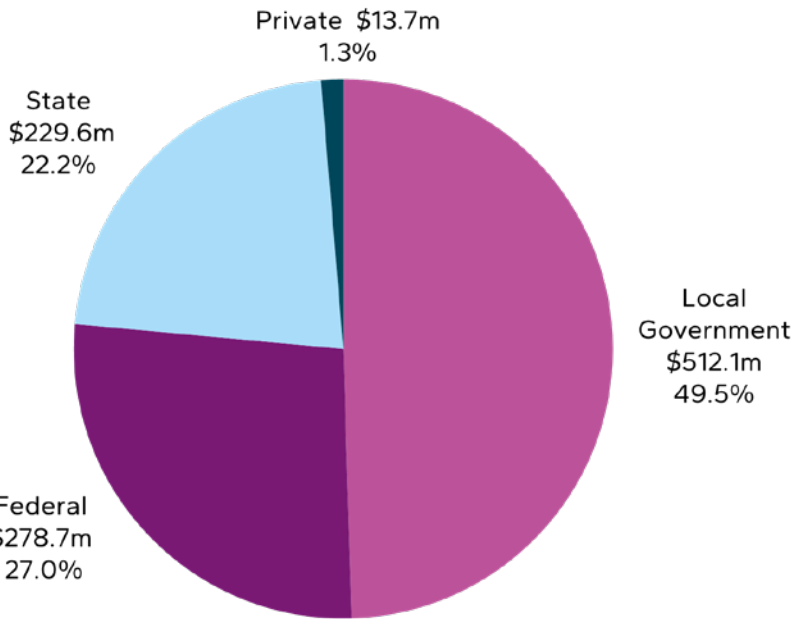
2. Sources of Local Government Road Funds

Total expenditure on Local Government roads was \$1034.1 million in 2023-2024, \$12.0 million less than in the previous year. Local Governments provided 49.5% of their total road expenditure from their own resources (Figure 2). Federal funds increased by \$1.3 million while State funds reduced by \$30.3 million (partly due to reduced flood damage reinstatement funding). The Commonwealth Government provided 27%, the State Government 22.2%, excluding funds allocated for expenditure by Main Roads WA. Contributions from private sources reduced significantly (by \$11.9 million) and represented just 1.3% of the total road expenditure. This included multi-million dollar contributions to just a few local governments (including Laverton and Swan). Expenditure from Local Government's own-source revenue increased by \$28.8 million.

The Federal funds are primarily provided through the Financial Assistance Grants (untied road component, \$140.6 million) and also include \$76.6 million of Roads to Recovery funds, \$12.4 million of Federal Black Spot funds and a portion (\$33.74 million) of Local Roads and Community Infrastructure Program funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$18.1 million of Black Spot funds. Metropolitan Local Governments received approximately 25.8% of Federal and State funds while non-Metropolitan Local Governments received 74.2%.

In the five years 2019-20 to 2023-2024 total road expenditure has increased by 11.7 % from \$925.9 million to \$1034.1 million. These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Figure 2
Sources of Local Government Road Funds 2023-24
\$1,034.1 million

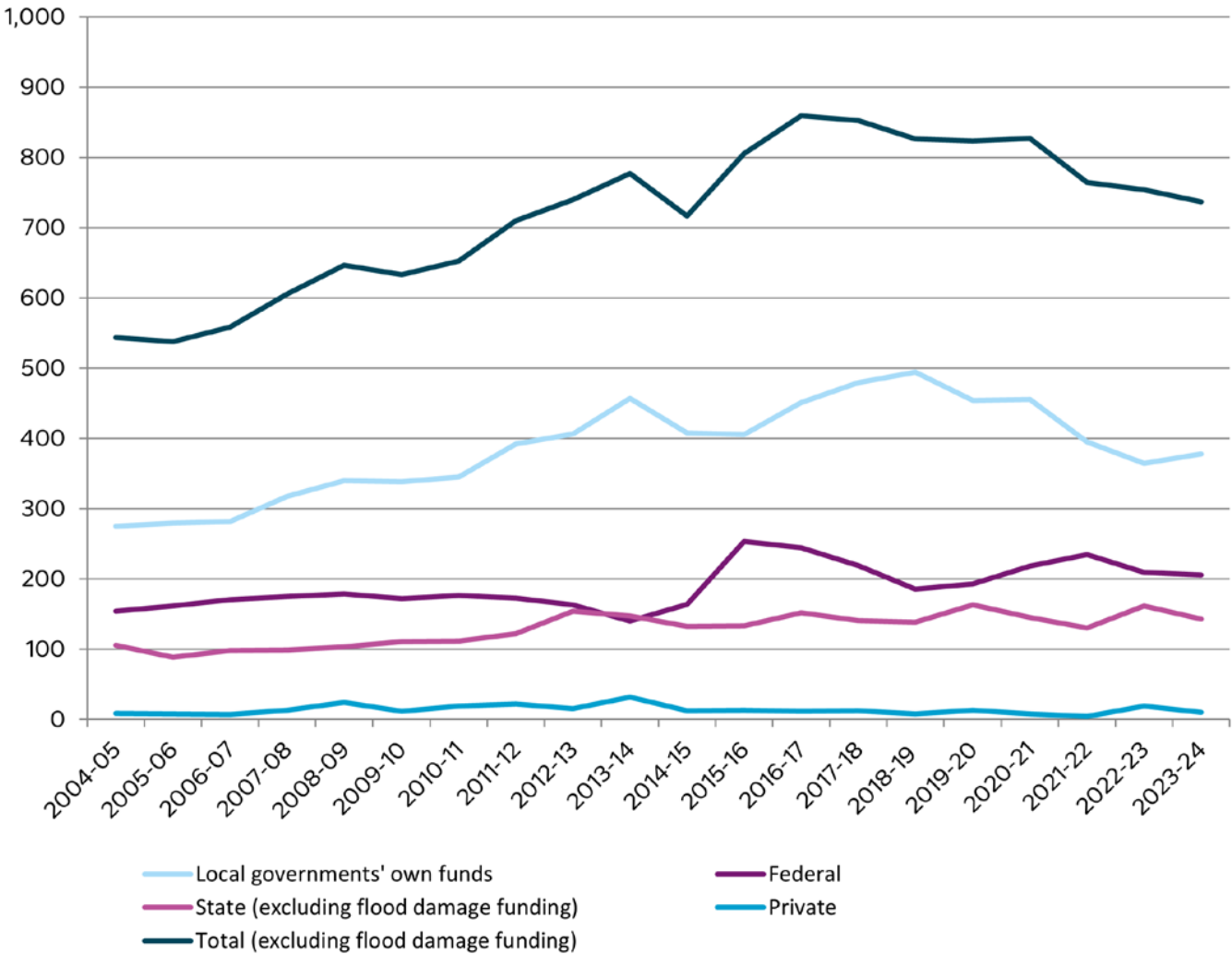


These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Executive Summary

Road funding levels for the past 20 years are presented in Figure 3. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). Local government's contribution has increased significantly over the past 20 years. The contribution of all government sectors to the road funding task has increased over the long term, although there has been a slight drop in real terms in the last year for all sources other than Local Government own source funding. State Government contributions have increased over the long term, albeit in a relatively flatter trajectory. The bump in Commonwealth funding in recent years reflects the introduction of the Local Roads and Community Infrastructure Program (LRCIP) in May 2020, all of which must be spent by the end of June 2025.

Figure 3
Sources of Road Funding
(Real Terms 2012/13 Dollars) RCMPI



State and Total funds excludes repair of flood damage.

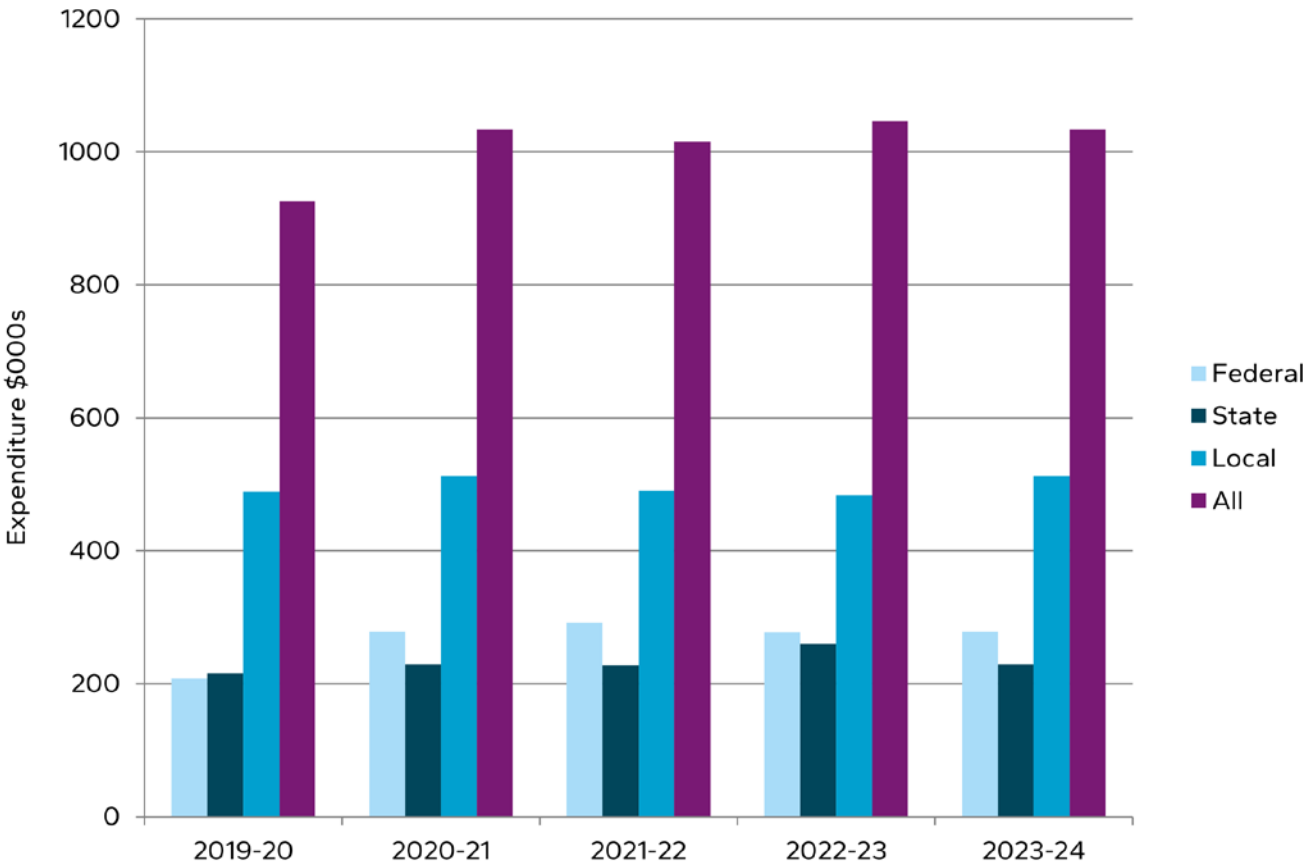
Executive Summary

3. Total Local Government Road Expenditure 2019-20 to 2023-24

Figure 4 shows that:

- Total funding increased by 11.7% between 2019-20 and 2023-2024 but was \$12.05 million less than in 2023-24.
- Local Government funds increased by 4.8% between 2019-20 and 2023-2024, and in 2023-2024 it was \$28.8 million more than in 2022-23.
- Federal road funds in 2023-2024 were 34.3% more than five years previously, reflecting the introduction of the Local Roads and Community Infrastructure Program.
- State Government funding including disaster reconstruction allocations were 6.5% higher in 2023-24 than five years ago.

Figure 4
Federal, State and Local Government Funds



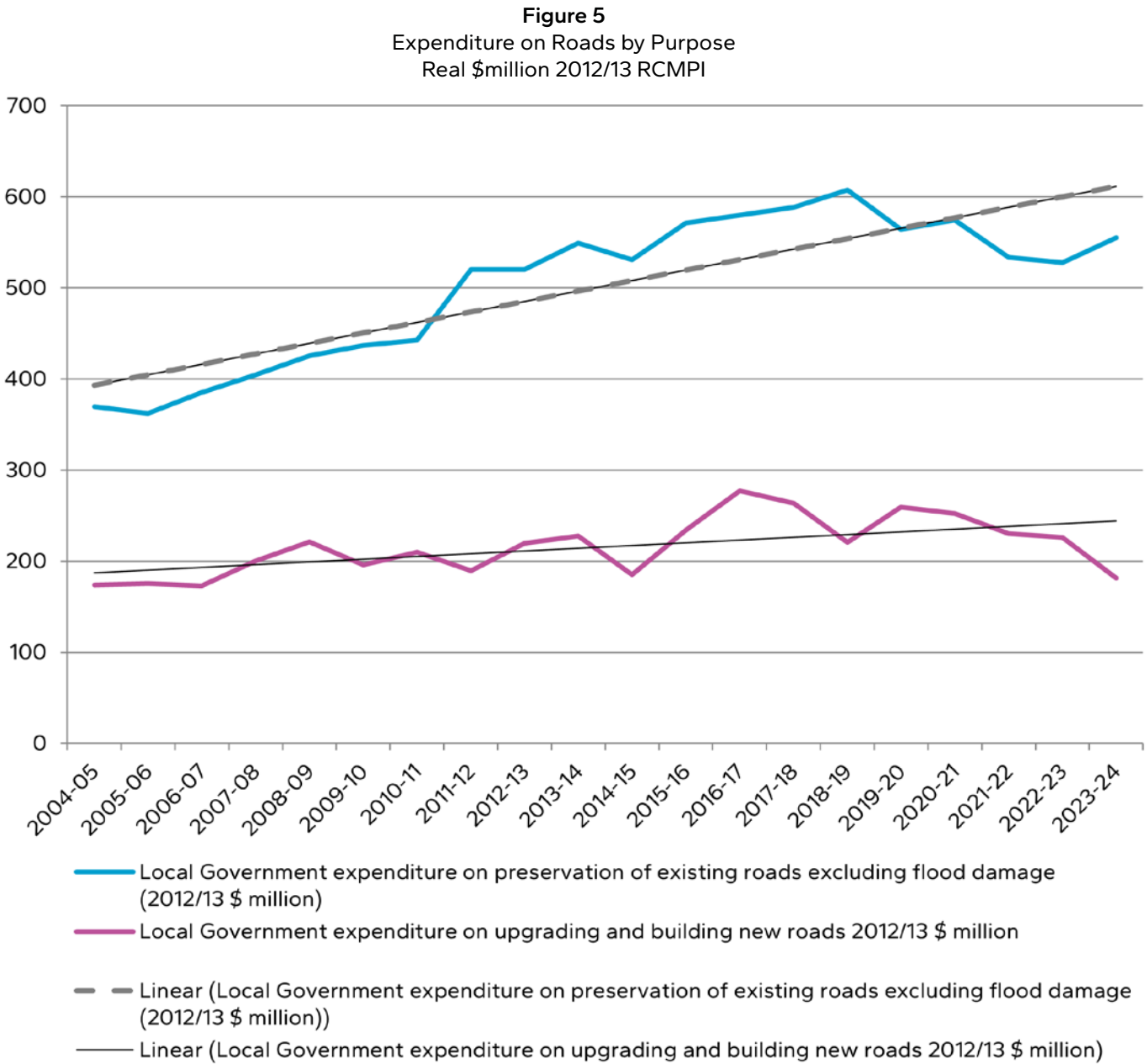
State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA but includes flood damage funding.

Executive Summary

4. Change in expenditure 20 years 2004-05 to 2023-24

Figure 5 shows the expenditure trend over twenty years from 2004-05 to 2023-24. Note that expenditure has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI).

Expenditure on both preservation and upgrade and expansion has increased significantly over the long term. Expenditure on preservation has increased 50.3% (in 2012/13 dollars), from \$369.5m to \$555.3m over the period. Expenditure on upgrade and expansion of the network has increased only very slightly (4.3%), from \$173.8m to \$181.3m. Over the same period, the State's population has increased by 47.5% and the number of licenced motor vehicles by 65.3%.

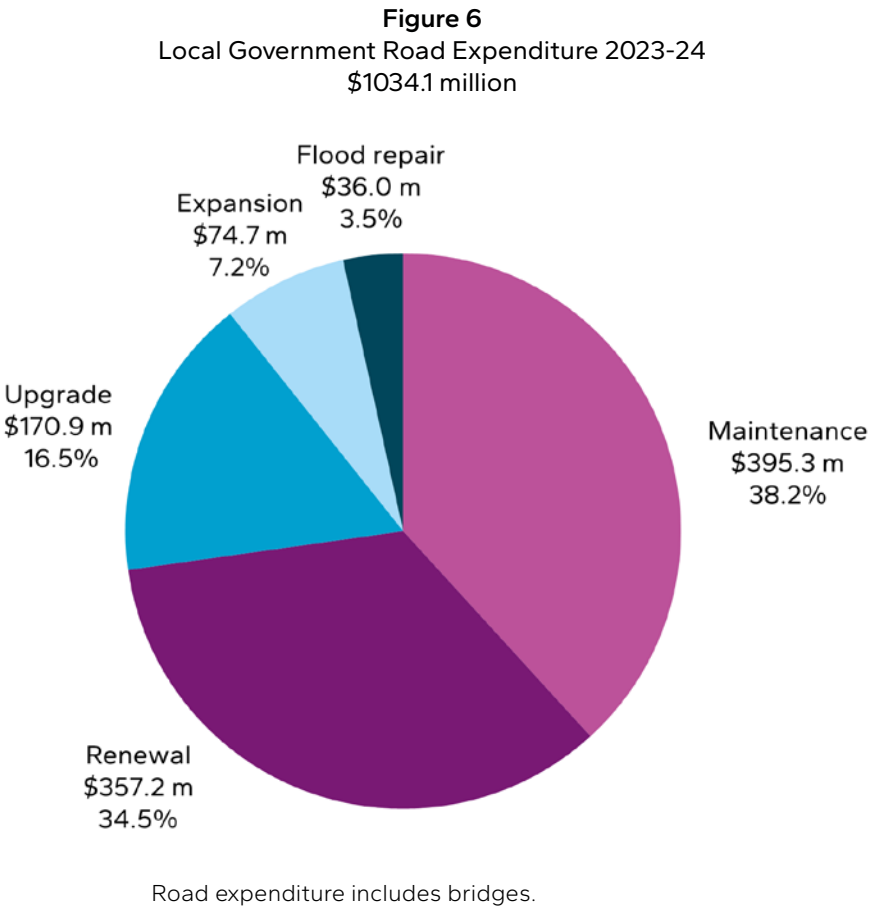


5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on maintenance and renewal of the existing road network (\$752.5 million in 2023-24) increased by 23.9% in the five years from 2019-20 to 2023-24. Expenditure on upgrading and expansion (\$245.6 million in 2023-24) is 11.9% less than in 2019-20.

Expenditure on upgrading and capital expansion accounted for nearly a quarter of total road expenditure (24.6%). (Figure 6). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new

development and increased traffic but will also add to maintenance and renewal needs going forward. The \$357.2 million spent on renewal in 2023-24 represents about 0.88% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is also significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure improves slightly to 0.97%.



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Executive Summary

6. Trends in Expenditure on Road Preservation and Capital Upgrading and Expansion

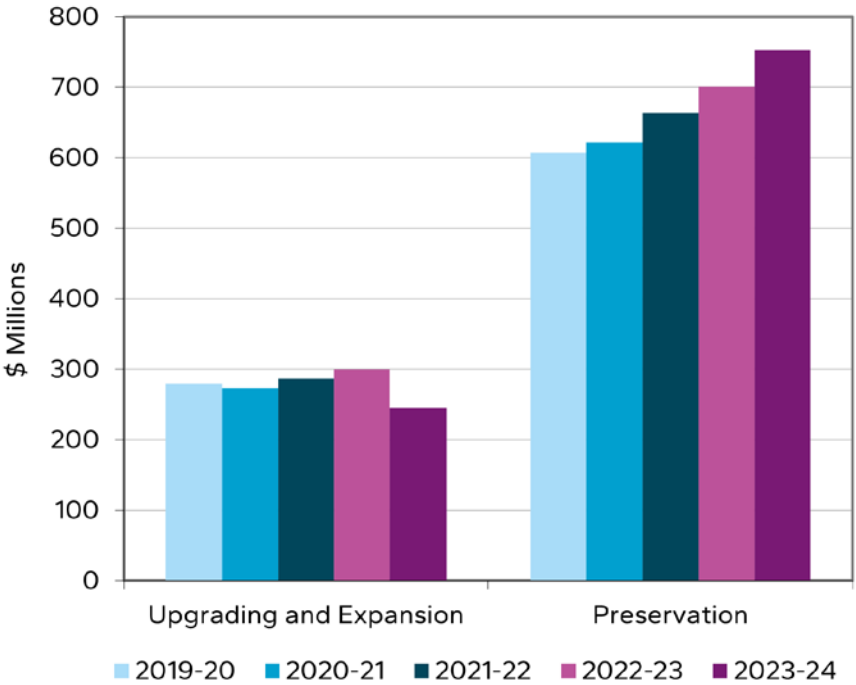
Expenditure on road preservation has steadily increased over the last five years, to the point that 2023-24 expenditure is 23.9% higher than in 2019-20. In contrast, expenditure on upgrading and capital expansion has tended to be more consistent, although there was a significant drop in 2023-24, resulting in a final expenditure that was 11.9% less than in 2019-20 (Figure 7). While there is an increasing emphasis on road preservation expenditure, this increasing level of expenditure also reflects the increased cost of road works across the sector.

7. Shortfall Between Road Preservation Needs and Expenditure

Local Governments spent \$752.5 million on road preservation. This is \$337.9 million less than the \$1090.3 million estimated as required to maintain roads at their current condition (Figure 8). The \$337.9 million shortfall in 2023-24 is \$80.8 million more than in 2023-23 and \$144.2 million greater than in 2019-20. The shortfall is being exacerbated by the increasing cost of road works.

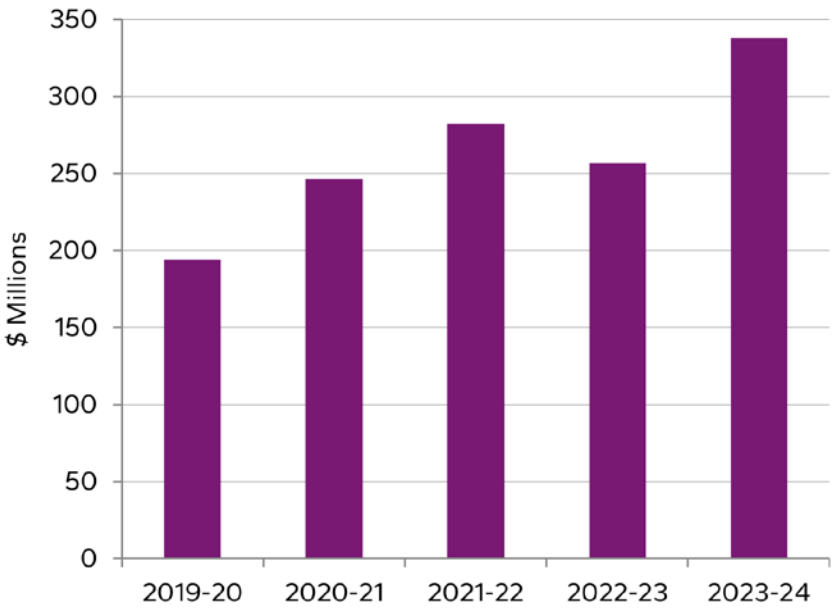
The shortfall for 2023-24 is somewhat ameliorated by the expenditure of \$36.0 million on repairing flood damage which by its nature includes an element of asset renewal.

Figure 7
Expenditure Trends



Excludes flood damage funding.

Figure 8
Shortfall Between Preservation Needs and Expenditure



The \$337.9 million shortfall in 2023-24 is \$80.8 million more than in 2023-23 and \$144.2 million greater than in 2019-20.

The Local Government sector in WA clearly does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs.

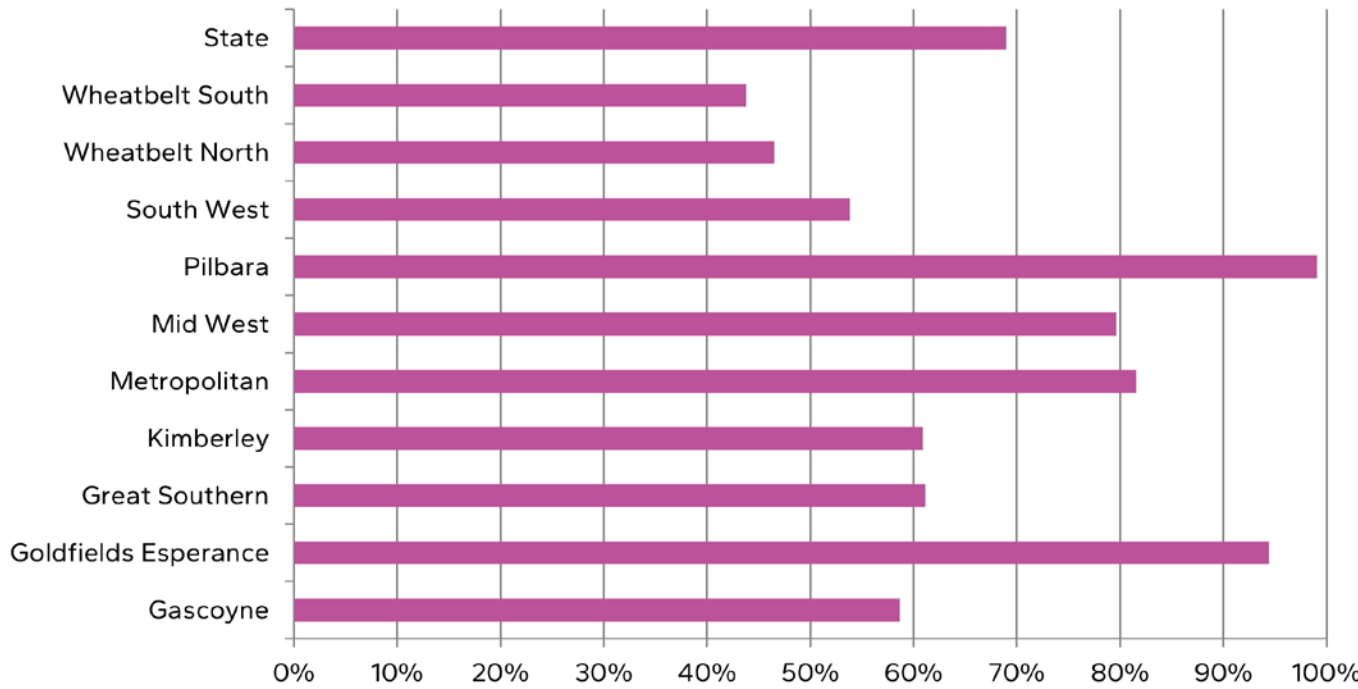
8. Road Preservation Performance

The estimated cost of maintaining WA's road network in its current condition in 2023-2024 was \$1,090.35 million. Local Governments spent \$752.48 million on road preservation, a shortfall of \$337.9 million.

Road preservation performance is the percentage of the amount spent on road preservation over the amount that should have been spent to maintain roads at their current condition (Figure 9).

Overall, Local Government performance at a State level was 69.0%, which means that Local Governments spent 69.0% of the amount required to maintain their roads at their current condition. The State performance is greatly influenced by the high performance (81.6%) and large expenditure of the Metropolitan Region, although this too has dropped over the long term; prior to 2019-20 it was always over 100%. This indicates that 18.4% less than what was required to maintain the roads in their current condition was spent in the Metropolitan Region. The preservation performance varies widely between the regions. The Pilbara region achieved the highest preservation performance (99.1%). Preservation performance deteriorated from the previous year in all regions except in the Gascoyne, Goldfields Esperance and Mid West regions.

Figure 9
Road Preservation Performance 2023-24



Executive Summary

9. Capacity to Fund Road Preservation Needs and Local Government Road Expenditure from its Own Resources

Over the whole State, Local Governments would have to spend 28.6% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 17.9% of their estimated revenue capacity on roads generally, with 14.9% exclusively on preservation (maintenance and renewal).

The percentage that Local Governments would have to spend varies widely between the regions (Figure 10, dark blue columns) from 10.7% for the Metropolitan Region to 123.7% for Gascoyne and 124.5% for Wheatbelt South.

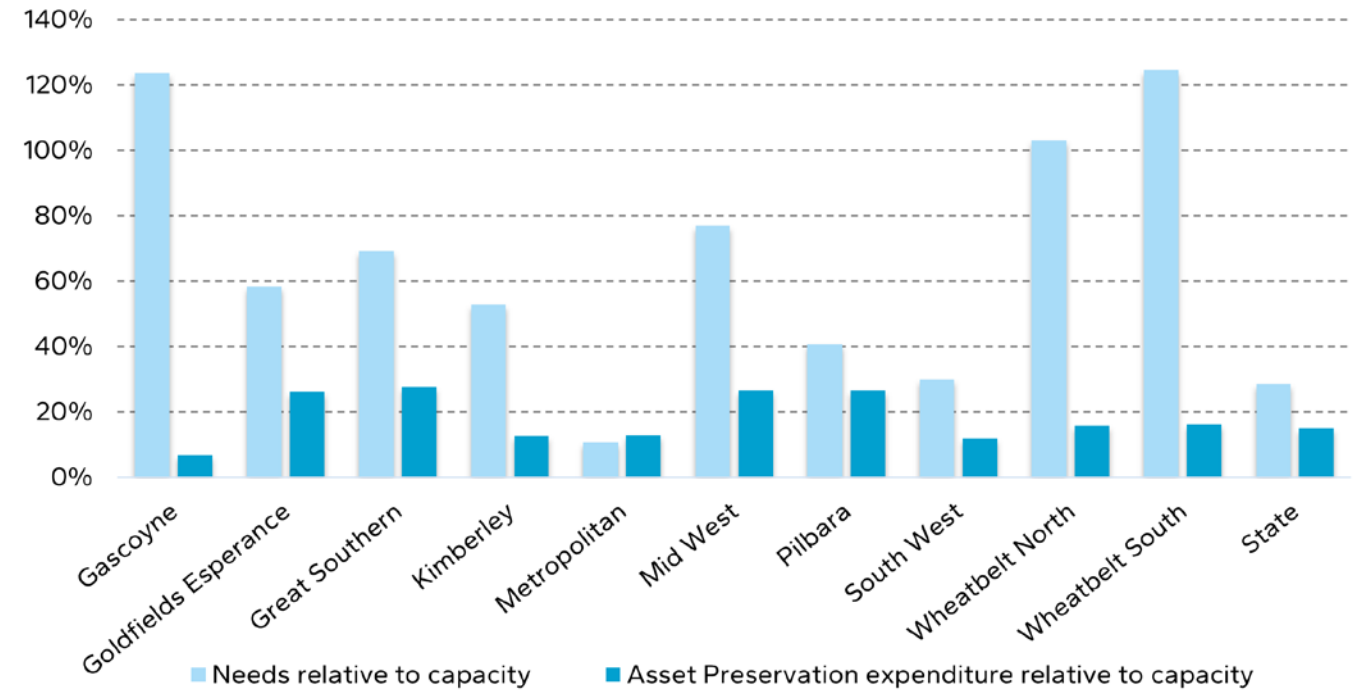
Local Governments in the Metropolitan Region have to spend only 10.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 12.8% of their revenue capacity on preservation,

significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.

Local Governments in the Wheatbelt South have the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 124.5% of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 the Wheatbelt South was able to spend only 16.3% of their revenue capacity on road preservation works, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 17.9% for the State and ranges from 9.3% for Gascoyne to 30.9% for Mid West.

Figure 10
Percentage Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Percentage



Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of most Local Governments, particularly those in the Gascoyne, Wheatbelt South and Wheatbelt North Regions. Roads in these regions are more likely to be in a worse state than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.

Road Assets and Investments

Introduction

This report is a comprehensive assessment of Local Government road assets and expenditure in Western Australia. It discusses the Replacement Value and Written Down Value for all Local Government roads and bridges and compares current expenditure levels with the amount needed to maintain Local Government roads at their present condition.

The report is based on expenditure statistics provided by Local Governments.¹

The report covers funds that are under the direct control of Local Governments and are spent by them. Funds allocated to Local Government roads for expenditure by Main Roads WA are not included in this report.

The report covers all Local Government roads, bridges, footpaths and dual use paths. The road asset valuations include traffic management devices, kerbs, paths, verge improvements and drainage within the road reserve. They do not include the value of land.

The report is structured into three main sections:

1. Local Government Road Assets
2. Local Government Road Funding and Expenditure
3. Local Government Road Asset management performance.

1. Local Government Road Assets

Local Government Roads and Bridges

Local Government is responsible for 127,952 kilometres of roads representing 86.7% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 32.6% of the roads are sealed. A total of 86,298 kilometres have a gravel or natural surface.

Total road length has increased slightly (0.1%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 8.6%, while five regions have had reductions in road length, including the Kimberley (11.1% reduction). These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided in Appendices 5 to 14. Road area statistics for sealed roads (in square metres) are provided in the appendices.

Local Governments are responsible for bridges on local roads. A bridge is defined as a structure with a clear opening in any span of greater than three metres measured between the faces of abutments. Bridge statistics are presented in Table 2.

¹ 134 Local Governments provided data and an estimate was made for the remaining three.

Road Assets and Investments

Table 1: Local Road Statistics 30 June 2024 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	13	595	1,638	1,854	171	4,270
Goldfields Esperance	201	1,745	7,084	3,984	4,938	17,952
Great Southern	199	2,997	7,361	1,565	338	12,460
Kimberley	12	534	1,511	1,307	978	4,343
Metropolitan	10,850	3,348	197	49	23	14,466
Mid West	172	3,084	8,424	4,321	1,099	17,099
Pilbara	254	613	2,527	1,232	1,127	5,753
South West	1,337	4,857	3,680	641	153	10,668
Wheatbelt North	91	6,733	12,949	3,505	630	23,908
Wheatbelt South	28	3,993	10,265	2,431	318	17,034
State Total	13,157	28,498	55,635	20,888	9,774	127,952
As % of total length	10.3%	22.3%	43.5%	16.3%	7.6%	100%

Source: Main Roads WA.

Table 2: Local Government Bridge Statistics 30 June 2024 (bridge area - square metres)

Region	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	5	6,459	0	0	272	6,731
Goldfields Esperance	4	892	0	0	0	892
Great Southern	70	1,569	9,203	1,109	654	12,535
Kimberley	8	1,674	0	0	0	1,674
Metropolitan	152	21,834	9,730	249	1,606	33,419
Mid West	22	4,999	89	141	0	5,229
Pilbara	27	5,654	0	0	0	5,654
South West	281	27,287	28,266	4,284	278	60,115
Wheatbelt North	111	7,761	17,307	586	0	25,653
Wheatbelt South	212	6,331	18,272	4,527	181	29,311
State	892	84,461	82,866	10,895	2,992	181,213

Source: Main Roads WA.

Bridge statistics for individual Local Governments are provided in Appendices 5 to 14.

Road Assets and Investments

Local Governments are responsible for nearly 17,000 kilometres of paths associated with local roads (Table 3). Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.

Table 3: Footpaths and Dual Use Paths 30 June 2023 (length - kilometres)

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	37	46	15	98
Goldfields Esperance	389	161	43	592
Great Southern	244	107	26	377
Kimberley	147	52	9	208
Metropolitan	8,136	3,872	77	12,085
Mid West	273	97	52	421
Pilbara	222	185	0	407
South West	1,032	804	77	1,913
Wheatbelt North	262	156	80	497
Wheatbelt South	144	50	106	299
State	10,885	5,530	484	16,899

Based on data provided by Local Governments to the WA Local Government Grants Commission.

Table 4: Changes in the Local Road Network, 5 Years 2019-20 to 2023-24 (road lengths - kilometres)

Type of Road	2019-20	2023-24	Change
Sealed roads in built up areas			
- asphalt seals	12,634	13,157	4.1%
- sprayed seals	3,692	3,614	-2.1%
Sealed roads outside built up areas			
- sprayed seals	24,015	24,884	3.6%
Gravel roads	55,538	55,635	0.2%
Formed roads	21,911	20,888	-4.7%
Unformed roads	9,203	9,774	6.2%
All roads	126,993	127,952	0.8%

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Some roads are reclassified as State roads and some are closed. Changes in the road network since 2019-20 are shown in Table 4.

The increase in unformed roads reflects the addition of 490 kilometres to the inventory in the Goldfields Esperance region.

Road Assets and Investments

Changes in bridge statistics since 2019-20 are shown in Table 5.

The overall number of bridges continues to slowly reduce, as older bridges are replaced by culverts where possible, particularly in the Wheatbelt. Timber bridges with concrete overlay continue to increase, reflecting the long-standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life.

Changes in path statistics since 2019-20 are shown in Table 6.

While some changes in path lengths are evident, it is based on data provided by Local Governments to the WA Local Government Grants Commission (last collected in 2023). In 2016 legislation was changed to allow cycling on footpaths. This is likely to have resulted in the redesignation of some dual use paths to footpaths.

Table 5: Changes in Bridge Statistics, 5 Years 2019-20 to 2023-24 (bridge area - square metres)

Type of Bridge	2019-20	2023-24	Change
Number of bridges	900	892	-0.9%
Concrete and steel bridges	84,618	84,461	-0.2%
Timber bridges with concrete overlay	78,309	82,866	5.8%
Timber bridges without concrete overlay	15,603	10,895	-30.2%
Foot bridges	2,828	2,992	5.8%
All bridges	178,530	181,213	1.5%

Table 6: Changes in Footpath and Dual Use Path Statistics, 5 years 2019-20 to 2023-24 (path lengths - kilometres)

Type of Path	2019-20	2023-24	Change
Bitumen and concrete footpaths	10,813	10,885	0.7%
Dual use paths	4,484	5,530	23.3%
Gravel footpaths	990	484	-51.1%
All paths	16,287	16,899	3.8%



Road Assets and Investments

Local Government Road Hierarchy

Main Roads WA categorises local roads into 5 categories defined as follows (see the Main Roads WA website for detailed descriptions):

Regional Distributor: Roads linking significant destinations in rural areas.

District Distributor A: Urban arterial connectors in industrial, commercial and residential areas.

District Distributor B: Similar function to type A but with reduced capacity.

Local Distributor: Roads in urban or rural areas that link Regional Distributors and District Distributors.

Access Roads: Residential roads providing access to properties.

The percentage lengths of each type of road by region is shown in Table 7.

Table 7: Local Road Network Hierarchy by Region (Main Roads WA 2024)

Region	Access Road % length	Local Distributor % length	Distributor A % length	Distributor B % length	Regional Distributor % length	Total
Goldfields Esperance	68.6	21.0	0.0	0.0	10.4	100.0
Great Southern	70.7	23.1	0.0	0.1	6.1	100.0
Kimberley	64.2	20.8	0.0	0.0	15.0	100.0
Metropolitan	74.9	13.4	5.5	3.1	3.1	100.0
Mid West - Gascoyne	65.1	26.1	0.0	0.0	8.9	100.0
Pilbara	77.8	14.6	0.0	0.0	7.6	100.0
South West	73.9	17.1	0.3	0.2	8.5	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

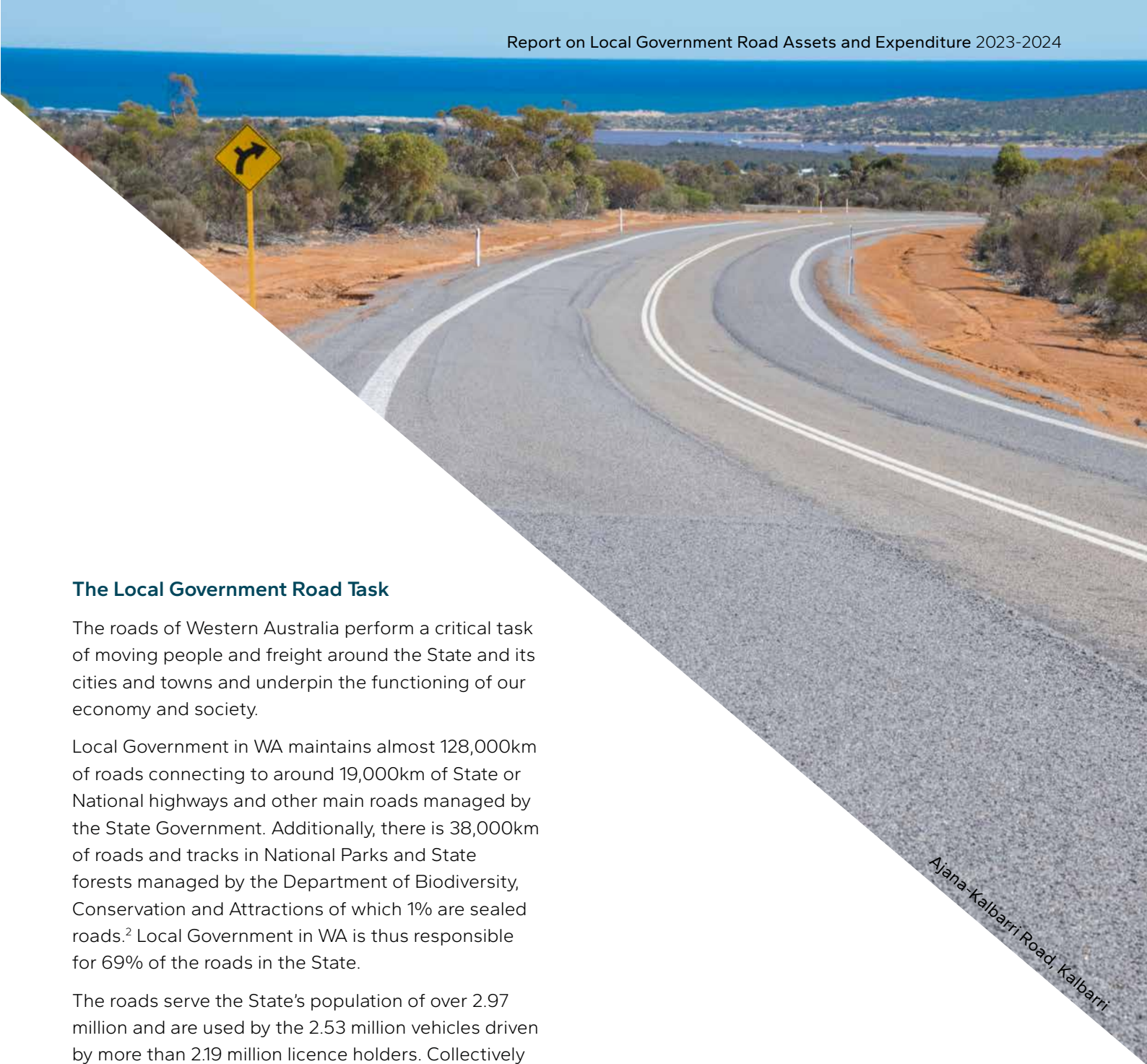
Source: Main Roads WA.

Regional road groups (excluding Metropolitan) also define a network of strategically significant roads that are eligible for road project grant funding through the State Road Funds to Local Government Agreement. These roads must meet a range of criteria and are documented together with their improvement strategies in the “ROADS 2040” documents. These roads can fall into any of the hierarchy categories listed above. The percentage length of significant roads in each region are shown in Table 8.

Table 8: Local Government Significant Roads (ROADS 2040, May 2024)

Region	Significant Roads km	Total Network km	Share
Gascoyne	2,026	4,270	47.4%
Goldfields Esperance	6,959	17,952	38.8%
Great Southern	2,322	12,460	18.6%
Kimberley	2,829	4,343	65.1%
Mid West	5,109	17,099	29.9%
Pilbara	3,173	5,753	55.2%
South West	2,024	10,668	19.0%
Wheatbelt North	5,675	23,908	23.7%
Wheatbelt South	3,854	17,034	22.6%
Total	33,971	113,487	30.0%

Source: ROAD 2040 Regional Development Strategies.



The Local Government Road Task

The roads of Western Australia perform a critical task of moving people and freight around the State and its cities and towns and underpin the functioning of our economy and society.

Local Government in WA maintains almost 128,000km of roads connecting to around 19,000km of State or National highways and other main roads managed by the State Government. Additionally, there is 38,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.² Local Government in WA is thus responsible for 69% of the roads in the State.

The roads serve the State’s population of over 2.97 million and are used by the 2.53 million vehicles driven by more than 2.19 million licence holders. Collectively these vehicles travelled an estimated 30.5 billion kilometres in 2023-24, including 19.9 billion kilometres in the Perth metropolitan region. The kilometres travelled increased 3% on the previous year.

² <https://annualreports.mainroads.wa.gov.au/AR-2024/downloads-and-appendices/road-facts-summary-sheet.html>

Table 9: Key User Statistics

	2022-23	2023-24	Change
Resident population	2,878,563	2,965,159	3.0%
Registered motor vehicles	2,437,785	2,529,000	3.7%
Licence holders	1,942,272	2,194,816	13.0%
Vehicle kilometres travelled, WA (Billion)	29.62	30.50	3.0%
Vehicle kilometres travelled, Perth (Billion)	19.31	19.94	3.3%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2024

Road Assets and Investments

Local Government Roads around Australia – an overview

Western Australia accounts for 10.9% of the national population but 19.1% of local road length. The disproportionate length of roads in the State is a function of the size of State. This is also reflected in the number of people per kilometre of road. The cost of maintaining a kilometre of Local Government road in New South Wales is shared between 57 people, while in Western Australia this cost is shared between just 23 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for a larger proportion of the road network.

Table 10: Local Government Roads in Australia

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2023)	8,484,357	6,981,352	5,586,322	1,878,029	2,965,159	575,366	255,100	26,725,685
Per cent of National Population	31.2%	25.7%	20.5%	6.9%	10.9%	2.1%	0.9%	98.3%
Local Road Length (km)	148,403	133,040	150,070	78,193	127,013	14,212	13,164	664,095
Per cent of National Local Road Length	22.4%	20.0%	22.6%	11.8%	19.1%	2.1%	2.0%	100.0%
Population per km	57.2	52.5	37.2	24.0	23.3	40.5	19.4	40.2

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, Australian Infrastructure and Transport Statistics - Yearbook 2024, Table 6.2f.

Note: The ACT (1.8% of the national population) is not included as all local roads are managed by the Territory Government.



Road Assets and Investments

Heavy Vehicle Access to the Road Network

A Restricted Access Vehicle (RAV) is a truck and trailer combination with a gross mass exceeding 42.5 tonnes or more than 19 metres long. RAVs may only operate on a network of roads approved by Main Roads WA. There are 10 levels to the RAV network, accommodating vehicles with increasing length and mass. In addition some of these roads may be approved to allow RAV vehicles to carry additional mass under a mass management scheme (AMMS levels 1 to 3).

The table shows the extent of Local Government managed roads that form part of the RAV3, 4 and 7 networks and the Concessional Level 3 network. The RAV 3 and 4 networks give access to double road trains while the RAV 7 network accommodates triple road trains. More than 50% of Local Government Roads are open to access by double road trains and a quarter of the roads are accessible to triple road trains.

Table 11: Heavy Vehicle Access to the Road Network

Network	Description	Length of Local Government roads (km)	Percent of Local Government road network (%)	Percent of the total road network (excl. roads in National Parks)
All roads		127,952	100	86.7
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes 	36,024	28.2	24.4
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes 	72,881	57.0	49.4
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes 	74,043	57.9	50.2
Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks	Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group	26,029	20.3	17.6

Source: Main Roads WA

Road Assets and Investments

2. Local Government Road Funding and Expenditure

Expenditure on Local Government Roads and Bridges

In 2023-2024 total spending on local road infrastructure was \$1034.1 million. This is \$12.0 million less than the previous year (Table 12). There was a 6% increase in Local Government’s own-source revenue (\$28.8million) and Federal funds increased by (\$1.3 million). State road funding expended by Local Government reduced by more than 10% (\$30.3 million). Note this excludes funds allocated to Local Government roads for expenditure by Main Roads WA. It also reflects a reduction in flood damage funding of just over \$10 million. Private funding for roads also reduced by nearly half (\$11.9 million) from the ten year high of \$25.6 million in 2022-23.

Over the five years 2019-20 to 2023-2024 the annual total road expenditure increased by 11.7% from \$925.9 million to \$1034.1 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 12.6%.

Funding provided by the Federal Government has increased in recent years (34.3%). In May 2020 the Federal Government announced a new Local Roads and Community Infrastructure Program (LRCIP), with \$73 million allocated to WA Local Governments (Phase 1). The Federal Government subsequently announced increased in the LRCIP, providing a further \$117.6 million (phase 2) and \$146.1 million (phase 3), for WA

Local Governments. From July 2023, Phase 4 funding under LRCI Program saw an additional \$111.3 million allocated to WA Local Governments, with a portion of this funding targeted to improve rural, regional and outer urban roads. With the additional Phase 4 funding, the total funds made available to WA Local Governments since 2020 equates to \$448 million. All projects were to be physically completed by 30 June 2024, with projects funded under Phase 4 to be completed by 30 June 2025.

Allocations to each Local Government were largely based on asset preservation needs as determined by the WA Local Government Grants Commission. As the program name suggests, the funding was not just for roads, but could be spent on other community infrastructure as well. According to Local Government reporting, nearly 40% of the total funding was spent on roads, with \$33.7 million spent on local roads in 2023-2024.

The year 2023–24 was the last in the Federal Government’s five year extension to the Roads to Recovery Program (2019-2020 to 2023-2024), which was expected to provide \$370.55 million for local roads in WA. Under current policy, 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities. A new five-year funding period for 2024 to 2029 with increased funding was announced by the Australian Government in November 2023. The Federal Government also provided \$26.4 million of funding since 2021-22 under the Regional Road Safety Program.

Table 12: Sources of Road Funds Expended 2019-20 to 2023-24 (\$ millions)

Source	2019-20	2020-21	2021-22	2022-23	2023-24	Total 5 years	Change over 5 years
Local Governments’ own funds	488.7	492.8	490.9	483.3	512.1	2,467.8	4.8%
Federal	207.5	236.2	292.1	277.4	278.7	1,291.9	34.3%
State	215.6	204.3	227.9	259.9	229.6	1,143.4	6.5%
Private	14.0	8.9	5.0	25.6	13.7	67.2	-2.6%
Total	925.9	942.2	1,022.0	1,046.1	1,034.1	4,970.4	11.7%
Total (excluding flood damage funding)	886.1	894.7	949.8	999.9	998.1	4,728.7	12.6%

Road Assets and Investments

A more detailed breakdown of these funds is shown in Table 13. This table includes total reported funding under the Roads to Recovery and Black Spot programs. Only the LRCIP funds actually spent on roads are included in the reported totals.

Table 13: Major Federal and State Funding Programs 2019-20 to 2023-24 (\$ millions)

Year	Federal FA Grants	Roads to Recovery	Federal LRCIP	Regional Road Safety Program	Federal Black Spot	State Black Spot
2019-20	110.75	74.11	0.00	0	7.63	9.95
2020-21	110.49	70.55	32.18	0	6.83	10.65
2021-22	116.56	67.66	65.20	20.84	9.67	8.79
2022-23	129.66	61.66	41.22	3.93	9.39	8.87
2023-24	140.58	76.56	33.74	1.63	12.45	18.14
Total	608.03	350.55	172.34	26.39	45.97	56.40

The sources of road funds in 2023-24 for the ten Regional Road Groups are listed in Table 14.

Table 14: Funding Sources for Local Government Road Expenditure 2023-24 (\$ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	7.93	20.68	0.00	2.17	30.78
Goldfields Esperance	26.06	19.39	7.08	39.73	92.25
Great Southern	22.22	11.58	0.00	28.71	62.51
Kimberley	8.65	14.85	0.00	6.82	30.33
Metropolitan	74.65	56.37	3.57	291.26	425.86
Mid West	29.33	23.70	0.92	34.65	88.59
Pilbara	10.93	8.84	0.20	27.74	47.70
South West	27.10	27.08	1.55	42.69	98.41
Wheatbelt North	43.28	28.62	0.16	23.15	95.21
Wheatbelt South	28.55	18.50	0.20	15.22	62.47
Total	278.69	229.59	13.67	512.14	1034.10
Percentage	27.0%	22.2%	1.3%	49.5%	100.0%
Rural Total	204.04	173.22	10.10	220.87	608.24
Rural: Source of funds as % of Total funds	33.5%	28.5%	1.7%	36.3%	100%
Metropolitan Total	74.65	56.37	3.57	291.26	425.86
Metropolitan: Source of funds as % of Total funds	17.5%	13.2%	0.8%	68.4%	100%

This table includes flood damage funding but excludes expenditure on local roads by Main Roads WA. Statistics for individual Local Governments are provided in Appendix 21.

Road Assets and Investments

The main points that can be drawn from Table 14 are:

- Local Government provided \$512.1 million from its own resources in 2023-24. This is 49.5% of all Local Government road expenditure.
- The Federal Government provided \$278.7 million, representing 27.0% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and roads component of Financial Assistance Grants allocated through the WA Local Government Grants Commission as well as a portion of the Local Roads and Community Infrastructure Program funding.
- The State Government provided \$229.6 million, or 22.2% of all Local Government road expenditure. State funds include project and Black Spot grants and funding for reinstatement of flood damage. Note there would have been additional State expenditure on local roads undertaken by Main Roads WA directly, but this has not been quantified.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 62% of funds for rural Local Governments compared to just 30.8% for the Metropolitan Region. The metropolitan region received 25.8% of State and Federal funds.
- Private funds dropped to just 1.3% of the total funding for roads.
- Dependency on State and Federal funds was highest in the Gascoyne (92.9%) and Kimberley (77.5%) regions, largely due to the need for flood damage reinstatement.
- Drawing on the information provided by Local Governments, the following points are evident:
- Federal funding as a percentage of expenditure is highest in Wheatbelt South (45.7%), lowest in the Metropolitan region (17.5%). For Peppermint Grove, it was 88.9% of expenditure (but the Shire only spent \$54,000 on roads) and 84.7% for Carnamah (of a \$2.6 million spend). Federal

- funding was highest in absolute terms in Swan (\$11.7 million) and was least important for Perth (3.6%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (67.2%, including significant flood damage reinstatement funding), lowest in the Metropolitan region (13.2%). Upper Gascoyne was the largest recipient (\$12.2m). State funding was least important for Fremantle (1.5%).
 - Private funding as a percentage of expenditure is highest in the Goldfields Esperance region (7.7%) (Laverton received \$6.6m from a resource company); there was no private funding reported in the Gascoyne, Great Southern and Kimberley regions (and in 113 Local Governments). Laverton and Swan (\$1.8m) were the two largest beneficiaries.
 - Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments (63.4%), lowest in the Gascoyne region (7.1%). Swan was the highest in absolute terms (\$32.4m), and Perth in percentage terms (88.5%).
 - Swan had the highest overall expenditure (\$57.2m). Cottesloe and Peppermint Grove were the lowest in the metropolitan area (less than \$1 million), while Leonora had the lowest expenditure of non-metropolitan Local Governments (\$1.19m).

Classification of Road Expenditure

The reporting procedure classifies road expenditure into expenditure on maintenance, capital renewal, capital upgrade and capital expansion. These are defined as follows:

Maintenance – expenditure which maintains the asset but does not increase its service potential or life e.g. repairing potholes, grading an unsealed road.

Capital Renewal – expenditure which increases the service potential or extends the life of a road, e.g. resealing a sealed road, resheeting a gravel road.

Capital Upgrade – expenditure on upgrading an existing asset to provide a higher level of service,

e.g. widening a road pavement or bridge, providing a second carriageway or replacing a bridge with one having a greater traffic capacity.

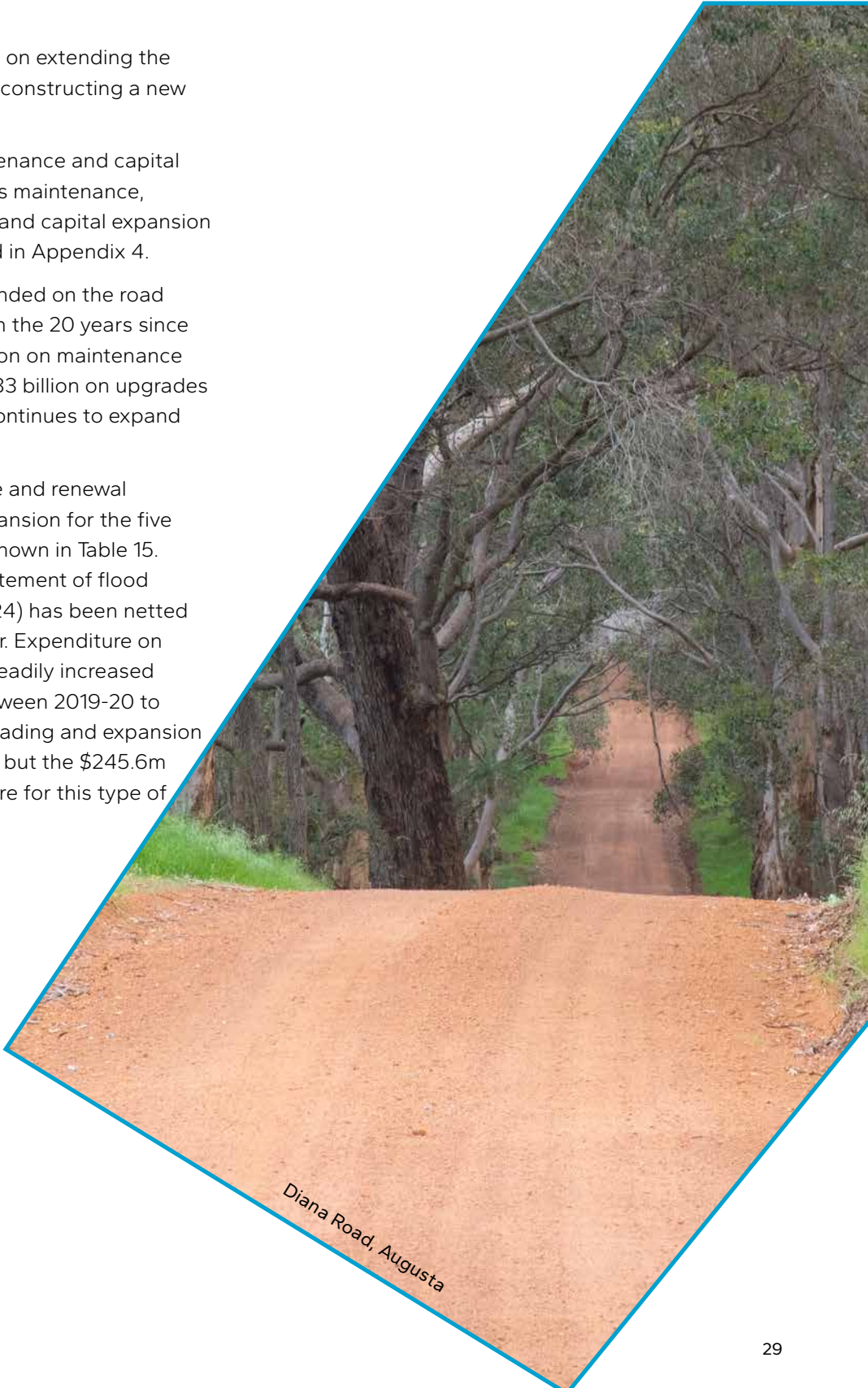
Capital Expansion – expenditure on extending the road infrastructure network, e.g. constructing a new road or bridge.

Preservation is the sum of maintenance and capital renewal. Explanation of the terms maintenance, capital renewal, capital upgrade and capital expansion and also road types are provided in Appendix 4.

Over \$15.3 billion has been expended on the road network by Local Governments in the 20 years since 2004-2005, including \$10.19 billion on maintenance and renewal. It also includes \$4.33 billion on upgrades and new roads as the network continues to expand and improve across the State.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2019-20 to 2023-2024 is shown in Table 15. Note that expenditure on reinstatement of flood damaged roads (\$36m in 2023-24) has been netted out of these figures for each year. Expenditure on maintenance and renewal has steadily increased by 23.9% over the five years between 2019-20 to 2023-2024. Expenditure on upgrading and expansion is 11.9% less than five years ago, but the \$245.6m in 2023-24 is a relatively low figure for this type of expenditure.

Road Assets and Investments



Road Assets and Investments

Table 15: Expenditure on Maintenance, Renewal, Upgrading and Capital Expansion (\$ millions)

	2019-20	2020-21	2021-22	2022-23	2023-24	Change (2019-20 to 2023-24)
Maintenance and renewal of existing roads	607.11	621.80	663.27	700.32	752.48	23.9%
Upgrading and capital expansion	278.95	272.94	286.59	299.61	245.65	-11.9%
Total expenditure	886.06	894.74	949.83	999.93	998.13	12.6%
% upgrading and capital expansion	31.5%	30.5%	30.2%	30.0%	24.6%	-21.8%

Data for individual Local Governments is provided in Appendices 5 to 14. Expenditure on renewal excludes flood damage reinstatement expenditure.

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure (note, a slightly lower figure of 24.6% in 2023-24). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic, but will also add to maintenance and renewal needs going forward. While expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements, this is not the case in 2023-24.

Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 16.

Table 16: Classification of Road Expenditure 2023-24 (\$ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Flood Damage Repair	Total
Gascoyne	5.51	6.75	2.09	8.11	8.34	30.79
Goldfields Esperance	21.68	41.83	13.55	7.33	7.86	92.25
Great Southern	25.54	20.99	7.61	5.54	2.83	62.51
Kimberley	7.52	7.77	6.07	0.11	8.86	30.33
Metropolitan	196.78	127.96	65.70	35.37	0.04	425.85
Mid West	34.88	34.55	13.62	3.80	1.74	88.59
Pilbara	15.68	21.47	2.90	3.71	3.95	47.70
South West	40.11	35.14	15.32	6.72	1.13	98.41
Wheatbelt North	28.65	37.35	26.02	3.00	0.19	95.21
Wheatbelt South	18.94	23.38	18.08	1.02	1.04	62.46
State	395.29	357.19	170.94	74.70	35.97	1034.10
Percentage	38.2%	34.5%	16.5%	7.2%	3.5%	100.0%

Expenditure on renewal excludes repair of flood damage. Statistics for individual Local Governments are provided in Appendices 5 to 14.

Road Assets and Investments

The Metropolitan Region accounted for 47.4% (\$35.4 million) of the \$74.7 million expenditure on road expansion while the Gascoyne (\$8.1 million, all expended by the Shire of Upper Gascoyne, predominately on sealing 17 kilometres of road) and Goldfields Esperance (\$7.3 million, including \$4.6 million by the Shire of Esperance) were the next highest regions for network expansion expenditure, accounting for 10.9% and 9.8% respectively. This information highlights the diverse ways in which the network is improving and expanding across the State.

The \$357.2 million spent on renewal in 2023-2024 represents about 0.88% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.97% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$12,722 a kilometre a year compared to \$4,619 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2024-2025].

Flood Damage

In 2023-2024 a total of \$35.97 million was spent on repairing flood damage, 23.1% less than in the previous year, and the lowest expenditure since 2014-15. Expenditure on gravel roads accounts for the largest percentage of flood damage related expenditure (46.2%), followed by sealed roads (26.2%).

The Local Governments with significant expenditures on flood damage in 2023-2024 were widely dispersed around the State, from Derby-West Kimberley in the north to Albany in the south. The Local Governments with the largest expenditures included Laverton, Carnarvon, Upper Gascoyne, Wyndham-East Kimberley and East Pilbara (Table 17). Most flood damage repair gets reimbursed through DRFAWA but there is also a small component funded from local government own source revenue. In the case of Laverton, private mining companies were a major source of funds for the flood damage related expenditure.

Table 17: Largest Expenditures on Flood Damage 2023-24 (\$ millions)

Local Government	Flood Damage Expenditure
Laverton	7.9
Derby-West Kimberley	4.1
Carnarvon	4.0
Upper Gascoyne	3.6
Wyndham-East Kimberley	2.7
East Pilbara	2.1
Albany	2.0
Halls Creek	1.9
Port Hedland	1.4
Bunbury	1.1
Other Local Governments	5.24
State Total	35.97

Over the last five years \$242.2 million has been spent reinstating flood damage. The Mid-West and Gascoyne regions were the worst affected regions during this five year period although the Gascoyne and Kimberley were the worst affected in 2023-2024 (Table 18).

The South West and Metropolitan regions are consistently the least affected.

Road Assets and Investments

Table 18: Regional Expenditures on Flood Damage 2019-20 to 2023-24 (\$ millions)

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Total
Gascoyne	13.99	15.42	14.07	14.86	8.34	66.67
Goldfields Esperance	2.63	0.51	13.52	4.67	7.86	29.19
Great Southern	1.98	2.15	3.56	0.62	2.83	11.14
Kimberley	2.16	2.23	16.05	9.90	8.86	39.21
Metropolitan	0.17	0.00	1.87	0.00	0.04	2.08
Mid West	5.86	19.10	14.11	10.89	1.74	51.70
Pilbara	10.66	5.99	3.27	0.10	3.95	23.97
South West	0.00	0.37	0.05	0.28	1.13	1.83
Wheatbelt North	2.22	1.10	5.23	5.34	0.19	14.08
Wheatbelt South	0.11	0.60	0.47	0.09	1.04	2.31
State	39.78	47.47	72.20	46.75	35.97	242.18

Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources comprises:

- Council rates
- Loan funds
- Funds from Accumulated Reserves; and
- General Purpose Grants received through the WA Local Government Grants Commission.

Expenditure on roads from a Local Government's own resources is an important indicator of the priority the Local Government places on its road needs.

The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity. Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity (see section below on capacity). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 19 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

The main points that can be drawn from Table 19 are:

- In 2023-2024 Local Governments provided 51.3% of their road expenditure from their own resources (up from 48.3% in 2022-23).
- Local Government expenditure from its own resources averaged 19.6% of Local Government revenue capacity over the State (up from 17.9% in 2022-23).
- Local Governments in the Metropolitan Region provided 68.4% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere..
- The Metropolitan Region accounts for \$291.26 million or 56.9% of the total amount of \$512.14 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economy of scale.

Road Assets and Investments

Table 19: Local Government Road Expenditure 2023-24

Region	Total Local Government Road Expenditure (\$ millions)	Road expenditure from Local Government's own resources			
		Road expenditure (\$ millions)	% of total road expenditure	% of Councils' revenue capacity	Expenditure per person (\$)
Gascoyne	22.44	2.17	9.7%	9.3%	211
Goldfields Esperance	84.39	39.73	47.1%	30.8%	716
Great Southern	59.68	28.71	48.1%	30.8%	425
Kimberley	21.46	6.82	31.8%	14.1%	173
Metropolitan	425.81	291.26	68.4%	15.6%	133
Mid West	86.85	34.65	39.9%	30.9%	601
Pilbara	43.75	27.74	63.4%	31.7%	463
South West	97.29	42.69	43.9%	14.0%	132
Wheatbelt North	95.01	23.15	24.4%	19.1%	422
Wheatbelt South	61.43	15.22	24.8%	22.5%	686
State	998.12	512.14	51.3%	17.9%	178

Expenditure excludes flood damage. Statistics for individual Local Governments are provided in Appendices 5 to 14.

- Expenditure per person from own resources is highest in the Goldfields Esperance and Wheatbelt South regions.

Local Government road expenditure effort is included in appendices 5 to 14.

Some key observations on Local Government expenditure from its own resources are:

- Expenditure averaged 17.9% of Local Government revenue capacity over the State.
- Ngaanyatjaraku (120.7%) and Wandering (93.6%) expended the highest proportion of their notional revenue capacity on roads.
- 35 Local Governments spent less than 10% of their revenue capacity on roads (up from 34 in 2022-23).

Most Local Governments managed to spend some of their own-source revenue on roads, although four Local Governments reported no own-source revenue

expenditure (and data was missing for three Local Governments). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record.

Table 20 presents Local Governments' own source road expenditure between 2019-20 and 2023-2024 for each of the Regional Road Groups. Statewide expenditure increased by 4.8%. There was increased expenditure on 2022-2023 levels from own resources in all regions except in the Gascoyne, South West and Wheatbelt North regions. The Kimberley, Metropolitan and South West regions had reduced expenditure from own resources compared to 2019-20. Clearly, the ability of Local Governments to commit their own resources to road expenditure varies from year to year and this is reflected in the regional variations evident in this table.

Road Assets and Investments

Table 20: Total Road Expenditure from Local Governments’ Own Resources 2019-20 to 2023-24 (\$ millions)

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Change 5 years
Gascoyne	1.45	5.574	0.93	3.42	2.17	49.9%
Goldfields Esperance	27.48	15.26	33.59	27.72	39.73	44.6%
Great Southern	20.96	22.56	23.23	22.44	28.71	37.0%
Kimberley	13.08	17.09	13.96	3.89	6.82	-47.9%
Metropolitan	295.47	285.76	290.44	286.00	291.26	-1.4%
Mid West	24.31	26.23	25.71	29.87	34.65	42.5%
Pilbara	20.91	30.31	28.07	24.16	27.74	32.7%
South West	51.99	58.10	44.15	47.89	42.69	-17.9%
Wheatbelt North	20.44	17.41	20.05	25.28	23.15	13.3%
Wheatbelt South	12.59	10.39	10.78	12.63	15.22	20.9%
State	488.66	488.69	490.92	483.30	512.14	4.8%

The change is calculated over the 5 years 2019-20 to 2023-24.
Statistics for individual Local Governments for the period 2013-14 to 2023-24 are provided in Appendix 21.
Data was missing in 2023-24 for 3 Local Governments.

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments also provided data to indicate to what purposes they were allocating their own source funds (Table 21).

The majority of Local Government’s own source funds are spent on maintenance and renewal (81.9%). Only 5.5% was expended in expanding the network by building new roads.

Own source funds accounted for 70.8% of all Local Government maintenance expenditure, and 39.2% of renewal expenditure. Own source funds made up slightly lower proportions of the expenditure on upgrade (33.5%) and expansion (37.8%) works.

Table 21: Road Expenditure from Local Government’s Own Resources 2023-24 (\$ thousands)

	Maintenance	Renewal	Flood Repair	Upgrade	Expansion	Total
Expenditure of Local Government funds	279,756	140,002	6,906	57,203	28,268	512,136
% share of Local Government funds	54.6%	27.3%	1.3%	11.2%	5.5%	100.0%
% share of Category expenditure	70.8%	39.2%	4.0%	33.5%	37.8%	49.5%
Total Category expenditure	395,286	357,194	35,972	170,944	74,703	1,034,099

Expenditure excludes flood damage.

Road Assets and Investments

3. Local Government Road Asset Management Performance

The Reporting System

The reporting system used in this report is based on three asset related values:

Replacement value is the current cost of replacing the road assets. It provides a datum from which the consumption of roads can be assessed.

Written down value is the current value after allowing for depreciation. The difference between replacement value and written down value represents the amount consumed.

Required preservation expenditure is the estimated cost of maintaining roads at their current condition. It provides a datum against which actual expenditure performance can be compared.

Estimates of replacement cost were based on road inventory data from Main Roads WA and road costs from the WA Local Government Grants Commission. Estimates of written down value were based on road age data obtained from Main Roads WA.

The unit costs used in estimating the current replacement value and the required preservation expenditure are provided in Appendix 1. The standards are provided in Appendix 2 and the formulae used in the valuations are provided in Appendix 3. Appendix 4 provides an explanation of terms. The statistics presented in this report in Appendices 5 to 14 are grouped into the ten Local Government Regional Road Groups that are responsible for recommending allocations of State funds to the State Road Funds to Local Government Advisory Committee. This provides the Regional Road Groups with key information for use in their consideration of road funding issues.

The Regional Road Groups are not suitable for benchmarking because of the wide diversity in the Local Governments in each Road Group. For example, the City of Greater Geraldton is in the same Regional

Road Group as the Shire of Murchison. To provide better information for benchmarking, another set of statistics is presented in Appendices 15 to 20 in which non-Metropolitan Local Governments are grouped into six groups each made up of Local Governments with broadly similar populations. The City of Greater Geraldton is grouped with other Country Cities and the Shire of Murchison is grouped with Pastoral Shires.

The six groups of Local Governments with similar characteristics are:

- Country cities with populations over 20,000
- Country towns with populations 10,000 to 20,000
- Country towns with populations 5,000 to 10,000
- Country Shires with populations 2,000 to 5,000
- Country Shires with populations less than 2,000
- Pastoral Shires with populations less than 2,000.

Required Expenditure on Preservation

One objective of this report is to see if road expenditure on preservation is keeping up with road preservation needs. Road preservation is the sum of road maintenance and capital renewal. It does this by comparing actual expenditure on road preservation in a year with the estimated amount needed to maintain the roads at their current condition in that year.

Estimates of the amount needed to maintain roads at their current condition would ideally require comprehensive road condition data. As this is not available, the estimates have been made using standards derived through consultation with Local Government engineers. The standards are for reconstructing and resealing sealed roads and resheeting gravel roads. The costs and standards used in this report are listed in Appendices 1 and 2.

The estimated cost of maintaining Western Australia’s local road network in its current condition (the Status Quo cost) during the 2023-24 financial year was \$1,090.35 million.

Road Assets and Investments

A comparison of the estimated required preservation expenditure with actual expenditure shows how well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$752.5 million on road preservation, a 7.4% increase on the previous year. This is \$337.9 million below the \$1,090.35 million required to maintain roads at their current condition. This represents a gap of 31.0%, a gap which has grown from 24.2% in 2019-20. Despite the increased effort represented in the increased expenditure on preservation, the shortfall continues to

Table 22: Shortfall Between the Required Expenditure on Preservation and Actual Expenditure (\$ millions)

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall	Shortfall as %
2019-20	800.77	607.11	193.66	24.2
2020-21	868.14	621.80	246.34	28.4
2021-22	945.54	663.24	282.30	29.9
2022-23	957.34	700.32	257.02	26.8
2023-24	1090.35	752.48	337.87	31.0
Increase 5 Years	36.2%	23.9%	74.5%	

Expenditure on preservation excludes repair of flood damage.

increase because of the 13.9% increase in expenditure requirement which reflects the escalating cost environment.

There was a \$54.0 million reduction in capital expenditure (upgrade and expansion), and an \$52.1 million increase in preservation expenditure (Table 15).

The \$337.9 million shortfall in 2023-2024 is \$80.9 million more than in 2022-23. It is clear that with the continuing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed below.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 23 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 23 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

A note on updated costs

A review of unit rates for the road replacement and road preservation estimates used in this report was conducted in 2023-24 in conjunction with the WA Local Government Grants Commission (LGGC). The costs previously used were last updated with input from Local Governments in 2019. Since then, road costs in Western Australia, as reported by the Australian Bureau of Statistics (ABS), had increased by about 21.9%. An inflation factor was applied to the costs used in the subsequent editions of this report, but there was a need to obtain up-to-date data on the current costs incurred by Local Governments. The input of Local Governments was invited, and data was supplied by 63 Local Governments.

Based on the data provided, the average increase in costs across the State since 2018-19 was 56.5%, significantly higher than the 21.9% increase indicated by the ABS road construction cost index.

The updated costs adopted as a result of this review have a direct influence on the key data including the cost of road replacement reported in the Road Asset and Expenditure Report. An increase in the value of a number of indicators, including replacement value, written down value and the required preservation expenditure, can be attributed to this cost update. Note that this does not mean there has been a 56.5% increase in these values, as part of the increase was already captured via the use of the ABS road cost index.

Road Assets and Investments

Table 23 shows the preservation performance of the Regions. Overall, the State's performance has reduced slightly, from 73.2% to 69.0%. This means that Local Governments spent 69.0% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high expenditure and high performance of the Metropolitan Region. At 81.6%, it is down on the previous year (88.3%) and continuing low compared to earlier years when it was consistently 90% or 100% or more. The 81.6% figure indicates that 18.4% less than what was required to maintain the roads in their current condition was spent in the metropolitan area.

Table 23: Required Expenditure on Preservation and Actual Expenditure 2023-24 (\$ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	20.901	12.259	58.7%
Goldfields Esperance	67.278	63.512	94.4%
Great Southern	76.096	46.534	61.2%
Kimberley	25.086	15.289	60.9%
Metropolitan	398.089	324.737	81.6%
Mid West	87.011	69.425	79.8%
Pilbara	37.485	37.151	99.1%
South West	139.852	75.248	53.8%
Wheatbelt North	141.840	65.997	46.5%
Wheatbelt South	96.711	42.328	43.8%
Total	1090.348	752.480	69.0%

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14.

Once again the Pilbara region achieved the highest preservation performance (99.1%) (although this was a drop in performance on the previous year's 107.9%). This continues the excellent results for the Pilbara region.

The preservation performance varies widely between the regions. Preservation performance deteriorated from the previous year in all regions except in the Gascoyne, Goldfields Esperance and Mid West regions. For the non-metropolitan regions collectively the average performance reduced from 64.6% to 61.8%. According to this data, the Wheatbelt South had the lowest performance at 43.8%, down on the previous year (46.7%).

Changes in preservation performance over the longer term 2019-20 to 2023-2024 are set out in Table 24. In 2019-20 the rural regions had a preservation performance of 63.6%; this has reduced to 61.8% in 2023-2024. The Metropolitan Region remains high but has decreased significantly from 96.4% to 81.6%. The Pilbara region had the largest improvement performance over the long term, but even this performance has dropped in the last few years. The Mid West region has the most improved performance since 2019-20, with the Gascoyne and Goldfields Esperance regions also having an improved performance compared to 2019-20.

Road Assets and Investments

Road Assets and Investments

Table 24: Preservation Performance 2019-20 to 2023-24

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Change
Gascoyne	46.4%	43.4%	54.1%	55.2%	58.7%	12.2%
Goldfields Esperance	86.3%	72.9%	85.3%	85.8%	94.4%	8.1%
Great Southern	72.9%	69.4%	64.1%	66.0%	61.2%	-11.7%
Kimberley	72.5%	80.5%	90.7%	67.2%	60.9%	-11.6%
Metropolitan	96.4%	90.2%	86.1%	88.3%	81.6%	-14.8%
Mid West	64.8%	53.1%	54.7%	68.0%	79.8%	15.0%
Pilbara	96.1%	131.9%	116.4%	107.9%	99.1%	3.0%
South West	64.0%	64.0%	63.9%	59.7%	53.8%	-10.2%
Wheatbelt North	49.7%	50.3%	43.2%	58.4%	46.5%	-3.2%
Wheatbelt South	48.6%	35.3%	42.1%	46.7%	43.8%	-4.8%
Total	75.8%	71.6%	70.1%	73.2%	69.0%	-6.8%
Metropolitan	96.4%	90.2%	86.1%	88.3%	81.6%	-14.8%
Non Metropolitan	63.6%	60.8%	61.0%	64.5%	61.8%	-1.9%

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14.

Capacity to Fund Road Preservation Needs

The variations in preservation performance are largely due to the varying capacity of Local Governments to raise the additional funds needed to make up the difference between their road preservation needs and the road grants they receive for preservation. To a lesser extent, they are also due to the priority that Local Governments give to the preservation of roads in the allocation of funds under their control. From the improvements in preservation performance noted it is apparent that many Local Governments have assigned preservation a greater priority, although it is concerning that preservation expenditure has fallen as a percentage of total expenditure.

A comparison of Local Governments' road preservation needs with their revenue raising capacity provides useful insight into the ability of Local Governments to finance their road preservation needs. In making this comparison net preservation needs are used. These are the amounts required to maintain roads at their current condition, less the road grants that Local Governments receive for road preservation. These grants comprise the identified

Federal road grants, 63% of the Roads to Recovery grants, 19% of Local Roads and Infrastructure Program grants³, State direct grants, and that portion of the State road project grants allocated to preservation.

Revenue capacity is made up of the Financial Assistance Grants and Local Governments' own revenue capacity as assessed each year by the WA Local Government Grants Commission. The Commission assesses each Local Government's revenue capacity taking into account residential, commercial and industrial rates in urban areas, and agricultural, pastoral and mining rates in rural areas, as well as investment revenue. The assessments are made by developing models of average capacity based on actual revenues together with data on valuations, number of assessments or leases etc. These assessments are objective measures of capacity; actual revenues may be higher or lower and depend on council policy.

³ Historically, 63% of the Roads to Recovery funds and 19% of Local Roads and Infrastructure funds have been allocated by Local Governments State-wide to maintenance and renewal.

For this analysis, Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's road preservation needs can be compared. Over the whole State, Local Governments would have to spend 28.6% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 17.9% of their estimated revenue capacity on roads generally, with 14.9% exclusively on preservation (maintenance and renewal). When the net road preservation needs are compared with revenue capacity for the regions, it is found that the burden of maintaining roads varies greatly between the regions as shown in Table 25.

Table 25: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2023-24

Region	Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs	Total Road Expenditure (from own resources) on Preservation as % of Revenue Capacity	Total Road Expenditure (from own resources) as % of Revenue Capacity
Gascoyne	123.7%	6.8%	9.3%
Goldfields Esperance	58.3%	26.2%	30.8%
Great Southern	69.2%	27.5%	30.8%
Kimberley	52.7%	12.5%	14.1%
Metropolitan	10.7%	12.8%	15.5%
Mid West	76.8%	26.6%	30.9%
Pilbara	40.7%	26.5%	31.7%
South West	30.0%	11.9%	14.2%
Wheatbelt North	103.2%	15.8%	19.1%
Wheatbelt South	124.5%	16.3%	22.5%
State	28.6%	14.9%	17.9%
Non-Metropolitan	62.4%	18.9%	22.4%

Statistics for individual Local Governments are provided in Appendices 5 to 14.

Theoretically, most regions have enough revenue capacity to fully fund the preservation of their road network. However, Local Governments also need to fund and administer a broad range of other community service requirements, as well as upgrade and expand their road networks, so ultimately there are insufficient funds available to fully meet the needs of maintaining and preserving the road network. The Gascoyne and Wheatbelt North and South regions have insufficient revenue capacity to fully fund the presentation of their road network.

Table 25 shows that Local Governments in Wheatbelt South would have to spend 124.5% of their total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. They were able to spend only 22.5% of their total revenue capacity on road

works. In Wheatbelt South preservation expenditure equated to 16.3% of the Local Government's collective revenue capacity. Local Governments in the Metropolitan Region would have to spend only 10.7% to preserve the road network at the current standard; their total road expenditure accounted for 15.5% of revenue capacity. Prior to 2018-19 it was the only region where expenditure on preservation from own resources exceeded the requirement for preservation, but that has not been the case since (Table 24).

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 17.9% for the State and ranges from 9.3% for Gascoyne to 31.7% for Pilbara. The large differences in the table explain some of the variations in the preservation performance in Table 24.

Road Assets and Investments

Analysis of Asset Renewal Performance

The current rates of reconstructing and resealing sealed roads and resheeting gravel roads have been analysed using data provided by Local Governments (Table 26).

The implied life is considerably higher than the estimated life for all road categories, indicating that asset renewal is lagging against estimated life. The estimated life was derived from available data and through consultation with Main Roads and Local Government engineers. Essentially the data in Table 26 means that Local Governments collectively are not renewing sufficient lengths of road each year. In the Metropolitan Region, the low percentage of roads reconstructed each year means it would take 427 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 67.4 years to reseal the network (estimated life 15 to 30 years).

Table 26: Renewal of Roads Within Built Up Areas 2023-24

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	61.4	0.23%	426.7	75
- resealing	388.6	1.48%	67.4	15 - 30
Outside Metropolitan Region				
- reconstruction of sealed roads	46.6	0.45%	221.1	60
- resealing	559.5	5.43%	18.4	12 - 15

The percentage treated is the length treated divided by the total length reported on. For the reconstruction of roads, the implied life is the number of years roads must last given the percentage reconstructed each year. For example, if 1% is reconstructed each year the implied road life would be 100 years. If 2% is reconstructed each year the implied road life would be 50 years. For resealing, the indicated life is the number of years the seal would have to last given the percentage resealed each year.
Note: Four Local Governments did not provide the required data for this analysis.

The percentage treated is the length treated divided by the total length reported on. For the reconstruction of roads, the implied life is the number of years roads must last, given the percentage reconstructed each year. For example, if 1% is reconstructed each year the implied road life would be 100 years. If 2% is reconstructed each year the implied road life would be 50 years. For resealing, the indicated life is the number of years the seal would have to last given the percentage resealed each year.

These estimates are paradoxical given that Table 23 indicates that metropolitan expenditure is at a high level relative to asset preservation need (81.6%). Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete. Further, much preservation work has an element

of improvement, and this would be inflating the preservation expenditure to a slight degree. In the data collection for this report, no reconstruction works in built up areas were reported in 16 Metropolitan Local Governments, and no resealing works in two Metropolitan Local Governments. The length of metropolitan roads that were reconstructed increased from 16.4km to 28.2km, but the length resealed reduced from 195km to 172.1km.

Compared to the previous year's figures (see the 2022-23 Report) there has been an increase in the percentage of roads reconstructed in the Metropolitan Region, and a reduction in the percentage of roads resealed. The inverse is true outside of the Metropolitan Region: more roads have been resealed but fewer roads have been reconstructed.

Road Assets and Investments

Table 27: Renewal of Roads Outside Built Up Areas 2023-24

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	520.8	1.15%	87.2	60
Resealing of sealed roads (lane km)	852.0	1.88%	53.2	12 to 15
Resheeting of gravel roads (km)	2,532.0	4.64%	21.6	20

Note: Four Local Governments did not provide the required data for this analysis.

As indicated above, the implied life of sealed and gravel roads outside built up areas (Table 27) is considerably higher than the estimated life, indicating that asset renewal is lagging against estimated life. Compared to the previous year's figures (see the 2022-23 Report) there has been increased effort in resheeting gravel roads (previously only 2.83%), but a reduced treatment of reconstruction and resealing of sealed roads (previously 2.17% and 2.42% respectively).

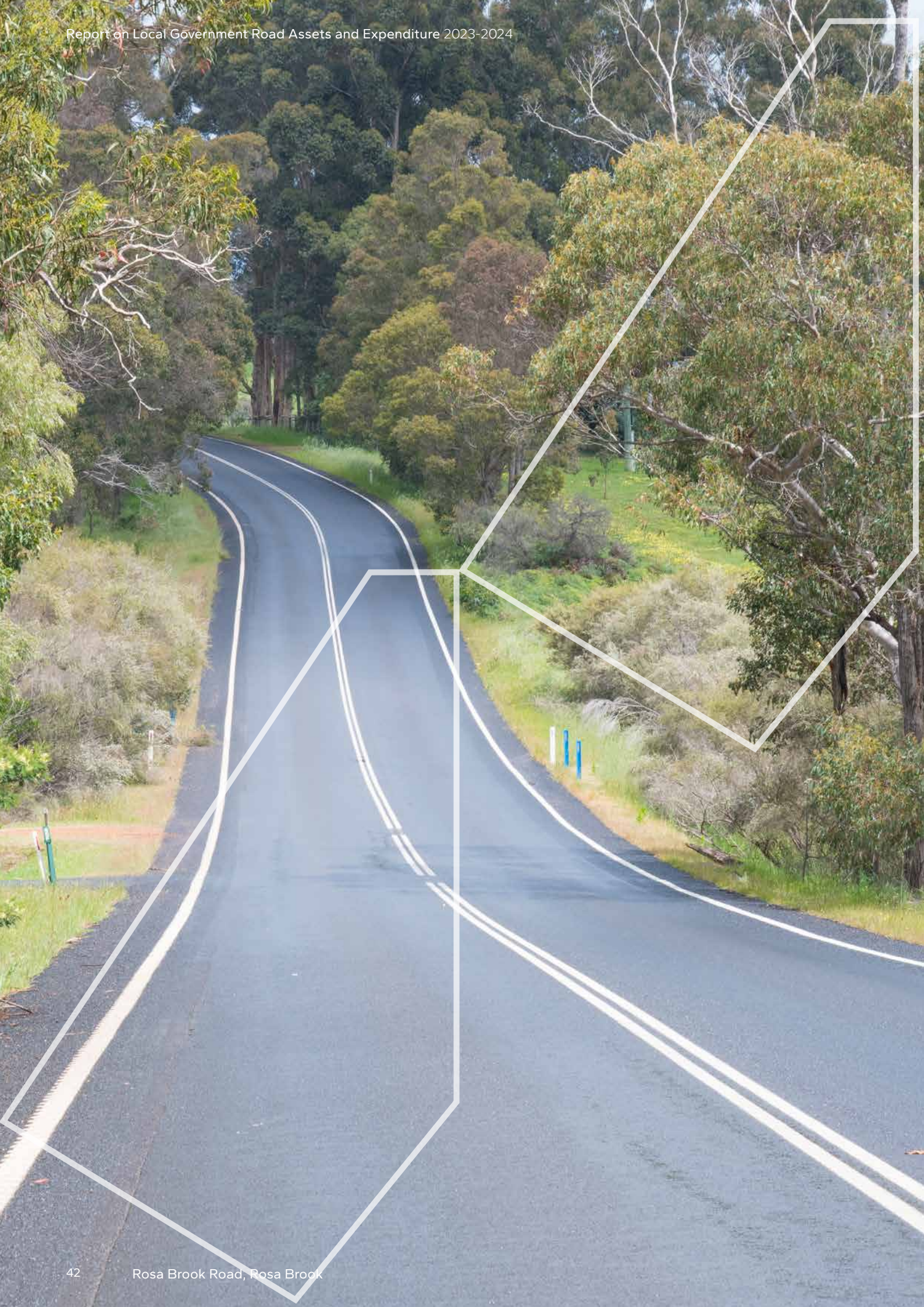
Road Age

Main Roads maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 28. Average road ages are used in calculating the written down values included in this report.

Table 28: Average Age of Sealed Local Roads 2023-24

Region	Roads in built up areas				Roads outside built up areas		
	Length Km	Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length Km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	35	14	16	507	22	12
Goldfields Esperance	462	38	24	26	1,484	30	22
Great Southern	522	37	25	29	2,675	35	22
Kimberley	225	43	22	15	321	35	19
Metropolitan	11,746	45	25	25	2,452	36	24
Mid West	490	33	19	20	2,766	27	17
Pilbara	475	33	26	16	392	22	22
South West	2,005	37	25	20	4,190	35	25
Wheatbelt North	505	38	23	18	6,319	37	21
Wheatbelt South	241	43	26	16	3,780	33	19
Estimated road life		60 - 75	15 - 20	20 - 25		55	15 - 20
Optimal age		30 - 37.5	7.5 - 10	10 - 12.5		27.5	7.5 - 10

Ages for individual Local Governments are provided in Appendices 5 to 14.



Road Assets and Investments

The road ages provided by Main Roads are based on historical records, some of which are very old. The optimal ages in Table 28 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5 -10 years.

The pavement ages of roads in built up areas are close to the optimal range. It must be noted, however, that some Local Government have much higher ages than the averages in the table. For example the average age for the City of Perth is 57 years and for the City of Vincent 66 years compared to the Metropolitan average of 45 years in Table 28. For the Shire of Serpentine-Jarrahdale, the average age is only 25 years.

The asphalt and sprayed seal ages for roads within built up areas are universally higher than the optimal ages. The pavement ages for roads outside built up areas are reasonably close to the optimal ages in some regions (Gascoyne, Goldfields Esperance, Pilbara, Mid West), with all other regions having significantly older pavements. The ages for sprayed seal roads outside built up areas are higher than the optimal ages in all regions, including Metropolitan.

Sustainability of Sealed Roads

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 29.

The performance measure is calculated by dividing the annual preservation expenditure by the annual life cycle cost. The higher the percentage, the better is the performance. The state-wide performance is 58.9%, a deterioration on the previous year (63.9%). In this particular year, the Goldfields Esperance Region, the best performing region, expended 94.9% of the annual life cycle cost. The worst performing regions, according to this data, are Gascoyne (28.4%) and Wheatbelt South (44.2%). Performance slipped in six regions. The Mid-West and Pilbara were the big improvers on the previous year's performance.

Table 29: Sustainability of Sealed Roads 2023-24 (\$ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	10,456	2,965	28.4%
Goldfields Esperance	27,247	25,870	94.9%
Great Southern	38,662	20,833	53.9%
Kimberley	18,584	8,627	46.4%
Metropolitan	244,666	161,316	65.9%
Mid West	42,047	22,039	52.4%
Pilbara	21,032	16,340	77.7%
South West	93,366	46,922	50.3%
Wheatbelt North	75,128	37,251	49.6%
Wheatbelt South	40,662	17,990	44.2%
State	611,851	360,154	58.9%

Performance data for individual Local Governments are provided in Appendices 5 to 14.

Road Assets and Investments

Road Condition Surveys

Road condition data is an essential requirement in road management. Table 30 shows the % length of sealed roads that have been subject to a documented visual condition survey in the preceding 3 years. The Pilbara region have surveyed 100% of their roads for the second year running, while the Gascoyne and Kimberley regions have surveyed less than 50% of their roads in the past year. Over the past 5 years, WALGA has facilitated surveys of the Significant road network. The entire Roads 2040 network has now been surveyed under this program with the exception of the Metropolitan region.

Table 30: Percentage of Sealed Roads Subject to a Documented Visual Condition Survey in the Preceding 3 Years (percentage by length)

Region	Percentage Surveyed				
	2019/20	2020/21	2021/22	2022/23	2023/24
Gascoyne	86	86	56	35	34
Goldfields Esperance	52	56	69	71	71
Great Southern	44	44	81	67	64
Kimberley	35	35	84	39	44
Metropolitan	70	73	76	61	56
Mid West	49	79	39	80	77
Pilbara	62	100	51	100	100
South West	53	56	59	45	58
Wheatbelt North	72	52	58	83	85
Wheatbelt South	90	75	100	92	82
State	65	64	65	69	67

Source: RAMM database November 2024
Note data excludes 17 non RAMM subscriber Local Governments.

Expenditure by Class of Road

Each class of road has its own expenditure needs. Table 31 shows the actual expenditure on preservation per kilometre for each class of road for each of the Regional Road Groups. This information is useful for benchmarking purposes.



Road Assets and Investments

Table 31: Expenditure on Preservation per Kilometre of Road 2023-24

Region	Built up areas	Outside built up areas		
	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
Gascoyne	18,504	398	4,108	394
Goldfields Esperance	19,130	3,280	3,434	1,351
Great Southern	14,219	2,047	2,741	393
Kimberley	15,872	1,573	2,948	1,250
Metropolitan	12,252	3,566	13,165	6,713
Mid West	18,994	3,309	3,252	459
Pilbara	18,630	2,640	5,930	359
South West	8,498	3,570	2,973	1,293
Wheatbelt North	10,169	2,553	1,742	244
Wheatbelt South	6,056	2,369	1,924	663
State	12,441	2,731	2,808	739

Expenditure per kilometre is calculated by dividing the total preservation expenditure on a road category by the length of roads in the category. Statistics for individual Local Governments are provided in Appendices 5 to 14. Expenditure includes flood damage; it is not possible to nett this out as more detailed information is not available.

Expenditure on Bridges

Local Governments provided expenditure data for bridges on local roads (Table 32). The expenditure on bridges is mainly sourced from Commonwealth Financial Assistance Grants special project allocations and Roads to Recovery grants and Main Roads grants. The expenditure on preservation comprises maintenance and rehabilitation projects.

The expenditure of \$8.6 million on bridge preservation is relatively low. The current level of expenditure represents just 0.36% of the current replacement value of \$2.414 billion for Local Government bridges in the State. The decline in expenditure on bridge preservation in recent years is concerning, since a high of \$18.36 million in 2020-21, and compared to the five year average of \$11.58 million.

These differences likely reflect differences in program allocations and project delivery capacity.

Table 32: Expenditure on Local Government Bridges 2023-24

Region	Preservation \$	Upgrade and expansion \$	Total \$
Gascoyne	9,000	1,904,000	1,913,000
Goldfields Esperance	0	0	0
Great Southern	441,000	1,939,000	2,380,000
Kimberley	0	0	0
Metropolitan	2,060,500	117,000	2,177,500
Mid West	1,666,000	0	1,666,000
Pilbara	35,000	0	35,000
South West	2,485,000	333,000	2,818,000
Wheatbelt North	827,000	83,000	910,000
Wheatbelt South	1,065,600	0	1,065,600
State	8,589,100	4,376,000	12,965,100

Statistics for individual Local Governments are provided in Appendices 5 to 14. The expenditure on preservation is made up of major repairs and reconstruction. It does not include routine maintenance for which information was not available.

Road Assets and Investments

Road Assets and Investments

Bridge Age

Main Roads WA undertakes structural bridge inspections on behalf of Local Government and this information is used to prioritise funding for remedial and replacement works.

Around 80% of bridges (for which an age is known) are more than 30 years old (Table 33). Incredibly 47% are more than 50 years old. The situation is somewhat worse in the Wheatbelt, Great Southern and Metropolitan regions, where 100% of timber bridges are more than 30 years old, and 76% of timber bridges in the Metropolitan region are more than 50 years old. The figures in the South-West are only slightly better, at 98% and 55% respectively.

Figure 11: Age of Local Government Bridges 2024 (years)

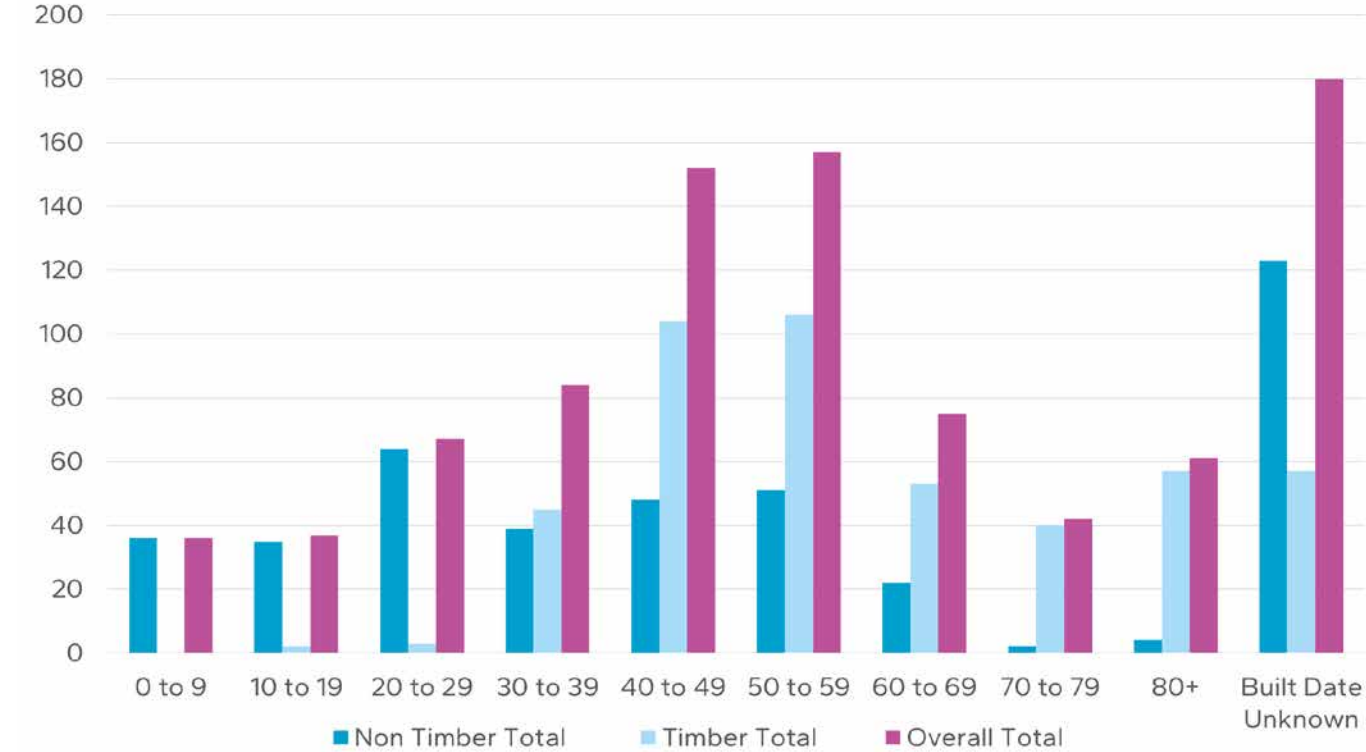


Table 33: Bridge Age (years) (February 2024 data)

Bridge Type	Region	Total No. of Bridges	0-9 Years	10-19 Years	20-29 Years	30-39 Years	40-49 Years	50-59 Years	60-69 Years	70-79 Years	80+ Years	Built Date Unknown
Timber	Goldfields Esperance	0	0	0	0	0	0	0	0	0	0	0
	Great Southern	53	0	0	0	8	16	5	9	4	3	8
	Kimberley	0	0	0	0	0	0	0	0	0	0	0
	Metropolitan	28	0	0	0	4	2	3	4	8	4	3
	Mid West-Gascoyne	2	0	1	0	1	0	0	0	0	0	0
	Pilbara	0	0	0	0	0	0	0	0	0	0	0
	South West	188	0	1	3	19	50	52	13	12	12	26
	Wheatbelt	196	0	0	0	13	36	46	27	16	38	20
Total - Timber		467	0	2	3	45	104	106	53	40	57	57
Non Timber	Goldfields Esperance	4	0	1	0	0	2	1	0	0	0	0
	Great Southern	16	6	3	2	0	0	1	1	0	0	3
	Kimberley	8	1	0	0	0	0	5	2	0	0	0
	Metropolitan	124	3	6	26	10	20	21	4	0	0	34
	Mid West-Gascoyne	25	4	4	1	0	3	6	6	1	0	0
	Pilbara	27	3	2	1	1	8	6	0	0	1	5
	South West	93	19	17	13	10	8	0	2	0	1	23
	Wheatbelt	127	0	2	21	18	7	11	7	1	2	58
Total - Non Timber		424	36	35	64	39	48	51	22	2	4	123
Total Bridges		891	36	37	67	84	152	157	75	42	61	180

The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission. It is based on a different dataset to Table 5.



Road Assets and Investments

Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 34.

Table 34: Local Government Road Assets and Expenditure: 5 Years 2019-20 to 2023-24

	2019-20	2020-21	2021-22	2022-23	2023-24
Replacement value \$ billions	\$30.26	\$32.49	\$35.08	\$35.51	\$40.46
Written down value \$ billions	\$16.72	\$17.62	\$18.61	\$18.81	\$21.41
Required preservation expenditure \$ millions	\$800.77	\$868.14	\$945.54	\$957.34	\$1,090.35
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$646.88	\$669.27	\$663.24	\$700.32	\$752.48
Local Government expenditure on flood damage \$ millions	\$39.78	\$47.50	\$66.06	\$46.21	\$35.97
Local Government expenditure on upgrading and building new roads \$ millions	\$278.95	\$272.94	\$286.59	\$299.61	\$245.65
Total Local Government road expenditure \$ millions	\$925.83	\$989.71	\$1,015.89	\$1,046.14	\$1,034.10

This table does not include State funds allocated to Local Government roads for expenditure by Main Roads WA.

Total preservation expenditure on existing roads (excluding flood damage) increased by \$52.08 million in 2023-2024 to \$752.5 million. While the continued increase in preservation expenditure is a positive sign for the local road network, the 16.3% increase is only half the increase in replacement value (33.7%) over the period, a further demonstration of the increasing shortfall in road funding across the network.

Flood damage expenditure (\$35.97 million) is discussed earlier in this report.



Road Assets and Investments

Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$40.46 billion as at 30 June 2024.

Table 35: Replacement Value 30 June 2024 (\$ billions)

Road type	Replacement Value
Sealed roads in built up areas	22.21
Sealed roads outside built up areas	9.94
Gravel roads	4.90
Formed roads	0.99
Bridges	2.41
Total	40.46

The replacement value of the sealed roads in built up areas includes footpaths and dual use paths.

The written down value is the current value after allowing for depreciation. The standards used in calculating the written down values are provided in Appendix 2.

The written down value of \$21.41 billion is 52.9% of the replacement value of \$40.46 billion. It is lower than the 57.0% rating for 2018-19. The written down value over replacement value is a National Performance Measure termed: ‘state of the road asset’ or the ‘remaining service potential’. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication “Asset Management – Framework and Guidelines”.⁴ The State average of 52.9% is less than the 63.9% rating for State highways and main roads in WA, and less than the 57.9% rating for local roads ten years ago (2013-14) and the 64.7% rating of twenty years ago (2003-04). The latest National figure, produced for the ALGA’s National State of the Assets report, is 68.6%.

Replacement and written down values for each of the ten regions are provided in Table 36. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 62.2%) than in all other regions, while roads in the Wheatbelt North (40.3%) and Great Southern (42.0%) are in a worse state than elsewhere.

A ratio of less than 50% indicates an aging network. The Western Australian Department of Local Government, Sports and Cultural Industries publication “Asset Management – Framework and Guidelines” notes that a ratio of 60% indicates an adequate level of service.⁵ A ratio of over 75% indicates potential over investment.

⁴ https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.%20%20pdf?sfvrsn=d6c24373_3

⁵ Ibid

Table 36: Replacement and Written Down Value 30 June 2024 (\$ millions)

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	732.10	411.35	56.2%
Goldfields Esperance	1,961.96	884.34	45.1%
Great Southern	2,327.06	977.99	42.0%
Kimberley	858.02	376.14	43.8%
Metropolitan	17,621.25	10,967.67	62.2%
Mid West	2,771.60	1,339.33	48.3%
Pilbara	1,201.06	711.01	59.2%
South West	5,816.18	2,737.05	47.1%
Wheatbelt North	4,289.02	1,729.09	40.3%
Wheatbelt South	2,881.49	1,272.67	44.2%
Total	40,459.75	21,406.63	52.9%

State of the road asset data for individual Local Governments is provided in Appendices 5 to 14.

Road Assets and Investments

Figure 12 shows the general trend in the state of the road asset over the last 10 years. The remaining service potential seems to be in a general decline, reflecting an ageing road network.

Figure 12: State of the Road Asset: Written Down Value as % Replacement Value 2013-14 to 2023-24



Road Asset Consumption

The Australian Local Government Association has developed a National Performance Measure for road asset consumption. The measure is calculated by dividing the depreciation expense by the depreciable amount. The lower the percentage, the better the performance. See Appendix 3 for the formulae used in calculating road asset consumption.

Road asset consumption for the ten regions is given in Table 37. The State average is 2.43%. The Metropolitan Region has the best performance (1.66%), while the Gascoyne (3.57%) has the poorest performance, with the Goldfields Esperance Region (3.56%) close behind.

Road asset consumption for the years 2019-20 to 2023-2024 are provided in Table 38. The State average of 2.43% is slightly worse than in 2019-20 (2.38%) indicating that road assets are being consumed at a slightly higher rate.

Table 37: Road Asset Consumption 2023-24 (\$ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	578.60	20.67	3.57%
Goldfields Esperance	1,525.58	54.31	3.56%
Great Southern	1,814.78	59.58	3.28%
Kimberley	689.44	24.14	3.50%
Metropolitan	15,591.23	258.55	1.66%
Mid West	2,155.75	72.98	3.39%
Pilbara	986.19	30.16	3.06%
South West	5,058.05	112.34	2.22%
Wheatbelt North	3,299.03	115.05	3.49%
Wheatbelt South	2,222.82	77.08	3.47%
State	33,921.47	824.85	2.43%

Performance data for individual Local Governments is provided in Appendices 5 to 14.

Road Assets and Investments

National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 38 for five years 2019-20 to 2023-24.

The formulae used in calculating the WA performance measures are explained in Appendix 3. An explanation of the measures is given below:

- A. State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in the section on Replacement and written down value
- B. Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C. Expenditure on sealed roads \$ per km - WALGA uses this measure, but expresses it in \$ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of \$ per kilometre because it takes account of road width.

- D. Expenditure on unsealed roads \$ per km.
- E. Road asset consumption - this is the annual depreciation expense divided by the depreciable amount. The depreciation expense is the systematic allocation of the depreciable amount over its useful life. The depreciable amount is the current replacement cost less residual value.
- F. Sustainability of sealed roads - this is the sum of annual maintenance and renewal expenditure divided by the life cycle cost. Life cycle cost is the average annual asset consumption represented by the annual depreciation expense plus current road maintenance expenditure.
- G. Road Safety - fatalities per 1000 km of sealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of sealed local roads.
- H. Road Safety - fatalities per 1000 km of unsealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of unsealed local roads.

Table 38: National Performance Measures WA

	Performance measure	2019-20	2020-21	2021-22	2022-23	2023-24	National
A	State of road asset – service potential remaining %	55.3%	54.2%	53.1%	53.0%	52.9%	68.6
B	Expenditure on roads and bridges \$ millions	\$925.865	\$942.224	\$1,022,034	\$1,046,143	\$1,034,095	\$6,606
C	Expenditure on sealed roads \$ per km	\$11,704	\$12,007	\$12,667	\$13,293	\$13,864	\$14,296
D	Expenditure on unsealed roads \$ per km	\$2,224	\$2,189	\$1,759	\$1,951	\$2,174	\$3,369
E	Road asset consumption	2.38%	2.42%	2.45%	2.46%	2.43%	1.7%
F	Sustainability sealed roads	59.4%	62.95%	60.98%	63.94%	58.86%	77%
G	Road safety sealed roads –fatalities per 1000 km per year	1.69	1.58	1.96	1.70	1.68	1.54*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.17	0.13	0.08	0.12	0.12	0.08

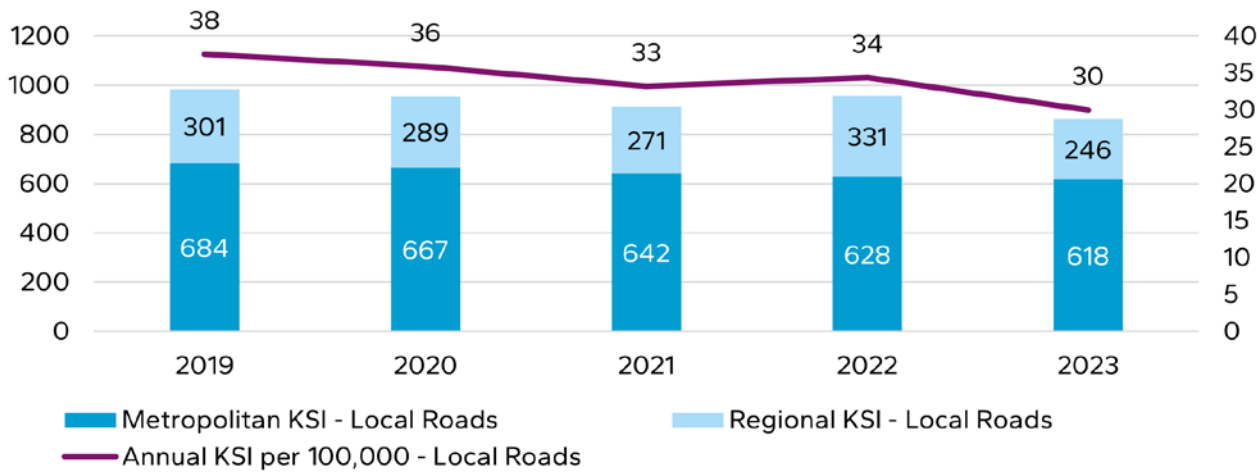
National figure is 2021 Source: National Local Roads Data System, ALGA, published December 2022.
* National figure is for all roads. The National figures are presented for comparative purposes, but note the methodology for compilation of the figures differs. For this report, replacement cost etc is calculated using a consistent approach for all local governments based on the same formulas each year using updated road lengths and unit costs. For national reporting, Local Governments individually report the value of their infrastructure assets, calculated by using fair value principles.

Road Assets and Investments

Road Safety Performance for Local Government Roads 2019-2023

In the five year period 2019-2023, 4,677 people were killed or seriously injured (KSI) in reported road crashes on Local Government roads in Western Australia with 3,239 KSI occurring in the metropolitan area and 1,438 occurring in regional areas. These numbers represent a decrease from the previous five year period in both metropolitan and regional areas. There was a greater reduction seen in the metropolitan area. The average annual KSI per 100,000 population on Local Government Roads in Western Australia had decreased from 35 (2018-2022) down to 32 (2019-2023).

Figure 13: Annual KSI and KSI per 100,000 Population on Local Government Roads in Western Australia



Source: Road Safety Commission.

Table 39: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2019 to 2023

Region	Killed	Killed and seriously injured	Average annual KSI rate per 100,000	Change in Average Annual KSI rate from 2018-2022
Gascoyne	1	18	35	↑
Goldfields Esperance	27	137	49	↓
Great Southern	17	96	28	↓
Kimberley	14	92	47	↓
Metropolitan	179	3,239	30	↓
Mid West	11	121	42	→
Pilbara	9	94	31	↑
South West	72	542	34	↓
Wheatbelt North	40	217	79	→
Wheatbelt South	19	121	109	↓
State	4,677	4,677	32	↓

Source: Road Safety Commission and ABS.

Road Assets and Investments

For the five-year period between 2019-2023, the average annual KSI rate per 100,000 population continues to be the highest in the Wheatbelt South region, followed by Wheatbelt North.

The most prevalent crash types resulting in a KSI crash in regional areas of Western Australia are “Off Carriageway Hit Object” and “Off Carriageway Non-Collision.” Taken together, these crash types can be considered as run-off-road crashes. The “Non-Collision” crash type is also prevalent in regional areas. “Right Angle” and “Right Turn Thru” crash types are the most prevalent in the metropolitan region, indicating that crashes at intersections are the most frequent.

Table 40: Priority Treatment Areas based on Crash Types on Local Government Roads 2019-2023

Region	Priority Treatment Areas					
	1		2		3	
Gascoyne	Run-off-road	61%	Non-collision	17%	Hit Pedestrian	11%
Goldfields Esperance	Run-off-road	26%	Non-collision	22%	Intersection	19%
Great Southern	Run-off-road	50%	Hit Object	10%	Non-collision	9%
Kimberley	Run-off-road	41%	Non-collision	30%	Hit Pedestrian	10%
Metropolitan	Intersection	43%	Run-off-road	15%	Rear End	11%
Mid West	Run-off-road	35%	Non-collision	19%	Hit Pedestrian	13%
Pilbara	Run-off-road	45%	Non-collision	19%	Intersection	14%
South West	Run-off-road	42%	Intersection	18%	Non-collision	12%
Wheatbelt North	Run-off-road	61%	Non-collision	15%	Intersection	7%
Wheatbelt South	Run-off-road	77%	Non-collision	7%	Intersection	7%
State	Intersection	34%	Run-off-road	25%	Rear End	9%

Source: Road Safety Commission.

\$1.04B Average crash costs per annum on local roads 2019-2023.

KSI crash costs using Willingness to Pay (WTP) on local roads.

Road Type	Year	Crash Cost Total in \$mil
Local Road	2019	1,091.2
	2020	1,008.3
	2021	1,079.2
	2022	1,068.9
	2023	958.1
	Total	5,205.8

Using WTP Average Crash Cost \$ WA 2019-2023 avg:

WA cost per fatal crash (2019-2023 avg avg) = \$9,762,965

WA cost per hospital crash (2019-2023 avg avg) = \$431,856



Central Country Zone Minutes

20 June, 2025

Hosted by the Shire of Williams

Commenced at 10.06am

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Policy and Advocacy Prioritisation Framework

The Central Country Zone adopted the Framework on 12 April 2024.

How to use the Framework:

- If the majority of the factors are towards the left column, the issue is a high priority.
- If the majority of the factors are towards the middle, the issue requires action, but is not a high priority.
- If the majority of the factors are towards the right column, the issue is a low priority.

Impact on Local Government Sector Impact on Local Government sector without intervention	High	Medium	Low
Reach Number of member Local Governments affected	Sector-wide	Significant (multiple regions, Zones, or bands)	Few
Influence Capacity to influence decision makers	High	Medium	Low
Principles Alignment to core principles such as autonomy, funding, general competence	Strong	Partial	Peripheral
Clarity Policy change needed is clear and well-defined	Clear	Partial	Unclear
Decision-maker support Level of support among decision-makers (political and administrative)	High	Medium	Low
Public support Level of support among the public or other stakeholders	High	Medium	Low
Positive consequences for WALGA Prospect of positive consequences for WALGA. E.g. enhanced standing among members or leverage for other issues.	High	Medium	Low
Negative consequences for WALGA Prospect of negative consequences for WALGA for not undertaking the advocacy effort. E.g. diminished standing among members or other stakeholders.	High	Medium	Low
Partnerships Potential for partnerships with other stakeholders	Yes (3+)	Possibly (1-2)	No (0)

ATTACHMENTS

The following are provided as attachments to the Minutes;

1. Item 3 Host council Presentation
2. Item 10.4 WALGA Roadwise Report

The full 2 July 2025 State Council Agenda [can be found here](#).

1 OPENING, ATTENDANCE AND APOLOGIES

1.1 OPENING

The Chair declared the meeting open at 10.06am.

1.2 HOUSEKEEPING – ZONE CHAIR

1. Welcome:

The Zone Chair, President Cr Des Hickey, will welcome Zone members and provide OSH/bathroom/exit information to those in attendance.

2. Share your name and Local Government:

Delegates are reminded to ensure that they call their name and Local Government when taking the floor to allow for accurate Minutes to be recorded.

1.3 ATTENDANCE

Shire of Beverley	President Cr David White Mr Stephen Gollan Chief Executive Officer, non-voting
Shire of Brookton	President Cr Katrina Crute Cr Tamara de Lange Mr Gary Sherry Chief Executive Officer, non-voting
Shire of Corrigin	President Cr Des Hickey (Chair) Deputy President Cr Sharon Jacobs
Shire of Cuballing	Deputy President Cr Rob Harris Mr Chris Paget Chief Executive Officer, non-voting
Shire of Dumbleyung	Mr Gavin Treasure Chief Executive Officer, non-voting
Shire of Kulin	Cr Robbie Bowey
Shire of Lake Grace	President Cr Len Armstrong Deputy President Stephen Hunt Mr Alan George Chief Executive Officer, non-voting
Shire of Narrogin	President Leigh Ballard Mr Dale Stewart Chief Executive Officer, non-voting
Shire of Pingelly	Deputy President Cr Peter Wood Cr Bryan Hotham Mr Andrew Dover Chief Executive Officer, non-voting
Shire of Quairading	President Cr Trevor Stacey Deputy President Cr Jonathan Hippisley
Shire of Wagin	President Cr Phillip Blight Deputy President Bryan Kilpatrick Dr. Kenneth Parker, Chief Executive Officer, non-voting
Shire of Wandering	President Cr Sheryl Little Deputy President Cr Alan Price Dr. Alistair Pinto, Chief Executive Officer, non-voting
Shire of West Arthur	Deputy President Cr Karen Harrington Mr Vin Fordham Lamont, Chief Executive Officer
Shire of Wickepin	President Cr Julie Russell Mr David Burton, Chief Executive Officer, non-voting

Shire of Williams

Cr Tracey Price
Peter Stubbs, Chief Executive Officer, non-voting

Guests

Minister for the Wheatbelt	Hon Sabine Winton BA BPS MLA
Minister for the Wheatbelt	Sarah Rowan, Policy Advisor
Department of Planning, Lands and Heritage	Damian Katich, Principal Policy Officer Heritage and Property Services.
Wheatbelt Development Commission	Rob Cossart, Chief Executive Officer

Members of Parliament

Hon Steve Martin MLC, Member for the Agricultural Region
Peter Rundle MLA, Member for Roe

WALGA

Nick Sloan, Chief Executive Officer
Nicole Matthews, Executive Manager Policy
Naomh Donaghy, Governance and Organisational Officer
Rodney Thornton, Regional Road Safety Advisor

1.4 APOLOGIES

MEMBERS

Shire of Beverley
Shire of Corrigin

Deputy President Cr Dee Ridgway
Ms Natalie Manton Chief Executive Officer, non-voting
President Cr Eliza Dowling
President Cr Amy Knight
Deputy President Cr Grant Lukins
President Cr Grant Robins
Mr Alan Alan Leeson, Chief Executive Officer
Cr Clive Bartron
President Cr Jackie McBurney
President Cr Neil Morrell
Deputy President Cr Wes Astbury
President Cr Jarrad Logie
Ms Natalie Ness, Chief Executive Officer, non-voting

Shire of Cuballing
Shire of Dumbleyung
Shire of Dumbleyung
Shire of Kulin
Shire of Kulin
Shire of Narrogin
Shire of Pingelly
Shire of West Arthur
Shire of Wickpin
Shire of Williams
Shire of Quairading

GUESTS

Regional Development Australia WA
CBH Group

Josh Pomykala, Director Regional Development
Kellie Todman, Manager Government and Industry Relations
Yogesh Shinde, Operations Manager Narrogin
Michael Roberts, Regional Manager Goldfields & Agricultural Region

Main Roads WA
Water Corporation

Department of Local Government,
Sport, & Cultural Industries

Samantha Cornthwaite, Regional Manager Wheatbelt

MEMBERS OF PARLIAMENT

Lachlan Hunter, Member for the Central Wheatbelt
Rick Wilson MP, Federal Member for O'Connor

2 DECLARATIONS OF INTEREST

Elected Members must declare to the Chairman any potential conflict of interest they have in a matter before the Zone as soon as they become aware of it. Councillors and deputies may be directly or indirectly associated with some recommendations of the Zone and State Council. If you are affected by these recommendations, please excuse yourself from the meeting and do not participate in deliberations.

NIL

3 HOST COUNCIL PRESENTATION

President Cr Tracey Price, Shire of Williams, extended a welcome to delegates and guests and provided a presentation on projects and issues facing the Shire of Williams (**Attachment 1**).

4 ANNOUNCEMENTS

NIL

5 GUEST SPEAKERS / DEPUTATIONS

All Deputations have a time limit of 20 minutes, which includes questions time.

5.1 DEPARTMENT OF PLANNING, LANDS AND HERITAGE

Damian Katich, Principal Policy Officer / Heritage and Property Services.

Damian joined the Central Country Zone meeting to provide a standard Aboriginal Heritage presentation, as well as to discuss queries previously raised at a Zone meeting. The Shire of Dumbleyung brought an item forward regarding the Aboriginal Heritage Act and the State Government's input. During his presentation, Damian spoke to:

1. Whether State Government instructions or guidance has been given to lead agencies to take a more proactive approach to managing Aboriginal cultural and heritage matters in their dealings with proponents, and if yes, what is the approach.
2. Seek Minister's support for a new instruction to be issued to lead agencies using a site by site risk based approach for assessment of Aboriginal cultural and heritage impacts on specific projects.
3. Seek Minister's support for the provision of State Government funding for those LGAs seeking to undertake whole of Registered Site Aboriginal Cultural and Heritage survey assessments to secure (once off) clearance of those sites.

NOTED

5.2 MINISTER FOR THE WHEATBELT; HON SABINE WINTON BA BPS MLA

Minister Winton attended the Budget event in Narrogin, following which the Minister joined the Zone meeting at the Shire of Williams and presented to the Zone.

NOTED

6 MEMBERS OF PARLIAMENT

Any Members of Federal and State Government in attendance are invited to provide a brief update on matters relevant to the Zone.

The Zone was joined by;

- Peter Rundle MLA, Member for Roe
- Hon Steve Martin MLC, Member for the Agricultural Region

NOTED

7 AGENCY REPORTS

7.1 DEPARTMENT OF LOCAL GOVERNMENT, SPORT AND CULTURAL INDUSTRIES

The Department of Local Government, Sport and Cultural Industries was an apology for this meeting.

NOTED

7.2 WHEATBELT DEVELOPMENT COMMISSION

Rob Cossart, Chief Executive Officer

There was no report for this meeting.

NOTED

7.3 REGIONAL DEVELOPMENT AUSTRALIA WHEATBELT

Josh Pomykala, Director Regional Development

Regional Development Australia Wheatbelt was an apology for this meeting.

NOTED

7.4 MAIN ROADS WESTERN AUSTRALIA

Yogesh Shinde, Operations Manager Narrogin

Main Roads Western Australia was an apology for this meeting.

NOTED

7.5 CBH GROUP

Kellie Todman, Manager - Government & Industry Relations

Kellie Todman was an apology for this meeting.

NOTED

8 MINUTES

8.1 CONFIRMATION OF MINUTES FROM THE CENTRAL COUNTRY ZONE MEETING HELD ON 11 APRIL 2025

The Minutes of the Central Country Zone meeting held on 11 April 2025 have previously been circulated to Member Councils.

RESOLUTION

Moved: Cr Karen Harrington

Seconded: President Cr Julie Russell

That the Minutes of the meeting of the Central Country Zone held on 11 April 2025 be confirmed as a true and accurate record of the proceedings.

CARRIED

8.2 BUSINESS ARISING FROM THE MINUTES FROM THE CENTRAL COUNTRY ZONE MEETING HELD ON 11 APRIL 2025

8.2.1 (Item 8.2.1) Telstra Closure of 3G Services

Shire of Dumbleyung

BACKGROUND:

At the February meeting, the Zone Resolved;

Moved: President Cr Amy Knight

Seconded: Deputy President Stephen Hunt

That WALGA Central Country Zone instigates a region wide survey on the impacts of Telstra's 3G network closure on its residents and report back on the results of the survey at its next April 2025 meeting.

Since the February meeting, a region wide survey was distributed to the Zone. At the time of writing this Agenda, there were nearly 300 responses.

At the April meeting, the Zone Resolved;

Moved: President Cr Amy Knight

Seconded: President Cr Phil Blight

That the Central Country Zone write to Telstra's Regional General Manager, Boyd Brown, sharing the full findings of this survey, and requesting a response on how Telstra will actively address the issues within the report.

This information was shared with Telstra's Boyd Brown. Boyd is unfortunately attending the Northern Country Zone meeting in Geraldton which is on the same day as the Central Country Zone meeting. Boyd is confirmed to attend the August meeting.

NOTED

8.2.2 (Item 8.2.2) Letter to the Minister for Regional Development

BACKGROUND

At the February meeting:

The Shire of Dumbleyung suggested that the Zone write the letter of thanks and acknowledgment to the Minister for Regional Development on Wheatbelt Development Commission efforts to coordinate and submit a successful \$32.8M Wheatbelt Regional Housing Initiative proposal through the Federal Government Housing Support Program (Stream 2).

The Executive Officer wrote to the Minister and received a positive response.

NOTED

8.2.3 (Item 9.6) Audit Fee 2025 - Change in Charging Practice of Office of Auditor General

By Tony Brown, Zone Executive Officer

BACKGROUND

At the April meeting of the Zone, it was Resolved;

That the Central Country Zone of WALGA writes to the Auditor General and WA Parliament Standing Committee on Estimates and Financial Operations (cc the Minister for Local Government)

to express concern that;

- 1. the Office of the Auditor General has increased the cost of audits by amounts greater than annual inflation again; and*
- 2. has, without consultation with local government, modified their invoicing practices and now require local government to pay 50% of their 2024/25 audit in this financial year*
- 3. that the Office of the Auditor General's commitment to greater transparency and cost control made to the Standing Committee on Estimates and Financial Operations has not been achieved*

The Executive Officer wrote to the Auditor General. We are awaiting a reply.

Zone Comment

Shire of Brookton also wrote to the Auditor General.

NOTED

8.3 MINUTES OF THE CENTRAL COUNTRY ZONE EXECUTIVE COMMITTEE MEETING HELD ON 10 JUNE 2025

8.3.1 Item For Decision - Central Country Zone 25/26 Budget

The following Budget for 2025-2026 was submitted to the Executive Committee. The Committee recommended this budget to the Zone;

		Budget 2024-25	Actual YTD 30/3/2025	Forecast YTD 30/6/2025	Budget 2025-26	Comments
Income						
						<i>Propose to leave annual subscriptions same as prior year at \$1,000 each</i>
501	General Subscriptions	\$15,000	\$15,000	\$15,000	\$15,000	
575	Interest Earned	\$500	\$271	\$361	\$400	
	Total Income	\$15,500	\$15,271	\$15,361	\$15,400	
Expenditure						
1535	Zone Expenses - Audit Costs	\$1,248	\$1,025	\$1,200	\$1,285	<i>Assume 3% increase</i>
1546	Zone Expenses - In-Person Meetings	\$9,152	\$1,114	\$1,485	\$7,000	<i>Assume 3% increase. Can this budget be reduced?</i>
1555	Zone Expenses - Agricultural Freight Group	\$0			\$0	<i>Not applicable for FY26</i>
						<i>This assumes using external accountants and systems , zone could save costs and use WALGA's financial systems & services.</i>
1558	Zone Expenses - Financial Management	\$2,892	\$1,639	\$2,185	\$3,008	
1572	Zone Expenses - Other	\$500			\$0	
1580	Zone Representative - Honoraria	\$2,704		\$2,704	\$2,785	<i>2026 rates assume a 3% increase</i>
1605	Zone Representative - Meeting Fees	\$500		\$0	\$0	
New account	Consulting / Projects	\$30,000		\$15,000	\$20,000	<i>Zone has discussed spending some</i>

1610	Zone Representative - Travel Costs	\$1,000		\$0	\$1,000	of the surplus funds on projects where a consultant could be contracted Allow for some travel
	Total Expenditure	\$47,996	\$3,778	\$22,575	\$35,078	
	Surplus/(Deficit)	(\$32,496)	\$11,493	(\$7,213)	(\$19,678)	

Estimated brought forward Balance 1 July	\$76,512	\$76,512	\$76,512	\$69,298
Surplus/(Deficit)	(\$32,496)	\$11,493	(\$7,213)	(\$19,678)
Estimated Balance 30 June	\$44,015	\$88,005	\$69,298	\$49,620

		Budget 2024-25	Actual YTD 30/3/2025	Forecast YTD 30/6/2025	Budget 2025-26	Comments
Income						Propose to leave annual subscriptions same as prior year at \$1,000 each
501	General Subscriptions	\$15,000	\$15,000	\$15,000	\$15,000	
575	Interest Earned	\$500	\$271	\$361	\$400	
	Total Income	\$15,500	\$15,271	\$15,361	\$15,400	
Expenditure						Assume 3% increase Assume 3% increase. Can this budget be reduced?
1535	Zone Expenses - Audit Costs	\$1,248	\$1,025	\$1,200	\$1,285	
1546	Zone Expenses - In-Person Meetings	\$9,152	\$1,114	\$1,485	\$7,000	
1555	Zone Expenses - Agricultural Freight Group	\$0			\$0	
1558	Zone Expenses - Financial Management	\$2,892	\$1,639	\$2,185	\$3,008	Not applicable for FY26 This assumes using external accountants and systems , zone could save costs and use WALGA's financial systems & services.
1572	Zone Expenses - Other	\$500			\$0	
1580	Zone Representative - Honoraria	\$2,704		\$2,704	\$2,785	
1605	Zone Representative - Meeting Fees	\$500		\$0	\$0	

New account	Consulting / Projects	\$30,000		\$15,000	\$20,000	Zone has discussed spending some of the surplus funds on projects where a consultant could be contracted
1610	Zone Representative - Travel Costs	\$1,000		\$0	\$1,000	Allow for some travel
	Total Expenditure	\$47,996	\$3,778	\$22,575	\$35,078	
	Surplus/(Deficit)	(\$32,496)	\$11,493	(\$7,213)	(\$19,678)	

Estimated brought forward					
Balance 1 July	\$76,512	\$76,512	\$76,512	\$69,298	
Surplus/(Deficit)	(\$32,496)	\$11,493	(\$7,213)	(\$19,678)	
Estimated Balance 30 June	\$44,015	\$88,005	\$69,298	\$49,620	

Honoraria

The Committee will receive a verbal briefing on honoraria, for which approximately \$2,700 has been budgeted in previous years.

Role	Period From	Period to	Months	Annual Rate	Amount	FY26
Zone President	1/07/2024	30/06/2025	12.00	1,081.60	\$1,081.60	\$1,114.05
Deputy Zone President	1/07/2024	30/06/2025	12.00	270.40	\$ 270.40	\$ 278.51
Zone State Council Delegate	1/07/2024	30/06/2025	12.00	540.80	\$ 540.80	\$ 557.02
Other Zone Exec Committee Members x 3	1/07/2024	30/06/2025	12.00	270.40pp	\$ 270.40pp	\$ 278.51pp
	Total Payable				\$ 2,704.00	\$ 2,785.12

RESOLUTION

Moved: President Cr Katrina Crute

Seconded: President Cr David White

That the Central Country Zone endorse the 2025/2026 budget.

CARRIED

8.3.2 Confirmation of Minutes, Executive Committee, 10 June 2025

The Minutes of the Central Country Zone Executive Committee meeting held on 10 June 2025 were provided as an attachment.

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Cr Karen Harrington

That the Minutes of the Central Country Zone Executive Committee meeting held on 10 June 2025 be endorsed.

CARRIED

9 ZONE BUSINESS

9.1 COST SHIFT AND COMPLIANCE PROJECT UPDATE

BACKGROUND

At the April meeting of the Zone, Caroline Robinson, consultant with 150SQUARE, presented their draft report on the Cost Shift and Compliance Project they have been carrying out on behalf of the Zone.

The Zone Resolved;

This item, and the recommendations within the report will be included in the June Agenda, for Discussion.

A report will be circulated on Monday 16 June 2025 which will include the following:

- Executive Summary including recommendations
- Case Studies (4)
- Revised full report

RESOLUTION

Moved: President Cr Katrina Crute

Seconded: President Cr Phillip Blight

That the Central Country Zone;

- 1. Thanks 150Square for its work to date and acknowledges the presentation of the Cost Shifting and Compliance Report.**
- 2. Does not accept the report in its current form.**
- 3. Establishes a small working group, to update the Zone at the August Zone meeting, to:**
 - a. Work with 150Square to refine and strengthen the report.**
 - b. Develop clear recommendations for the August CCZ meeting that positions the report as an effective advocacy tool against Federal and State cost shifting impacting WA Local Governments.**
- 4. Appoints the following Central Country Zone members to the working group (to work with 150 Square and the Zone Executive Officer)**
 - a. President Cr Katrina Crute**
 - b. President Cr Phillip Blight**
 - c. President Cr Des Hickey**

CARRIED

9.2 LIVING WELL IN THE WHEATBELT STRATEGY

By the Shire of Narrogin

The Wheatbelt District Leadership Group (DLG) endorsed the Living Well in the Wheatbelt Strategy in April and this is now available to share with stakeholders. A copy of the Strategy and a one-page summary of the actions in the Strategy that are relevant to Local Governments for their public planning, aligned with the 4 pillars of the WA State Public Health Plan, were attached.

Implementation is occurring via the Wheatbelt Human Services Managers Forum and its Working Groups. The Wheatbelt DLG hopes the Strategy will usefully guide and inform Local Government in their current Local Public Health (Health & Wellbeing) Plans (LPHPs) under the Public Health Act as a number of actions align with the State Government's PHP priorities and fit well with LPHPs and current activities (e.g. aged friendly communities, maintaining safe green public spaces for walking, playgrounds and social connectedness activities, supporting child care and playgroup activities or seniors activities).

Also attached was a Table showing actions from the Living Well in the Wheatbelt Strategy that LGAs can incorporate and action in their local Public Health Plans.

The WACHS-Wheatbelt Health Promotion Network has provided an overview of the support that the WACHS Health Promotion Network can provide to Local Governments public health planning

The team can be contacted to guide and support Wheatbelt Local Governments in their LPHP planning (contact Chantelle.Jeffery@health.wa.gov.au Wheatbelt Health Promotion Coordinator). The above information will be included in the Zone Agenda for the information on all Local Governments.

Secretariat Comment

The Living Well in the Wheatbelt Strategy will help Local Government's prepare their Local Public Health Plans, which are due by 4 June 2026. WALGA will conduct a Local Public Health Planning masterclass series for delivery in the second half of 2025.

Local Governments are advised to keep an eye out for further information.

RESOLUTION

Moved: President Cr Katrina Crute

Seconded: Deputy President Jonathan Hippisley

That the Central Country Zone receive the report.

CARRIED

9.3 JACQUI DODD SCHOLARSHIP

By WALGA Training Team

The LGA50220 Diploma of Local Government – Elected Member Scholarship, named in honour of the late Jacqui Dodd, former long-serving WALGA Training Services Manager, has been awarded since 2021. This program is the highest qualification an Elected Member can achieve through WALGA Training and enables participants to increase their skills and knowledge in order to confidently provide leadership to their community.

The scholarship covers 50% of training and assessment fees and provides additional travel expense compensation for regional applicants upon completion of the program. WALGA Training awards this scholarship to two Metropolitan and two Regional Elected Members.

To qualify, applicants must be current Elected Members, have completed all Council Member Essentials training, and must not have previously received the scholarship.

This year's nominations will open on Tuesday, 1 July and close on Friday, 15 August 2025 at 12 noon. The scholarship winners will be announced at the Local Government Convention in September. For more information and details on how to apply please visit the WALGA Training [website](#), contact the team via email training@walga.asn.au, or call us on (08) 9213 2088.

Zone Comment:

President Cr Katrina Crute shared her positive experience of this scholarship, and encouraged Local Governments to partake.

NOTED

9.4 Concerns Regarding the Delays in Electrical Connections by Western Power – Impact on Regional Development in Brookton

By the Shire of Brookton

The Shire of Brookton wishes to raise serious concerns regarding the significant delays currently being experienced in securing electrical connections to new developments within our community. These delays, attributed to Western Power's current service delivery timeframes, are having a detrimental impact on both the economic viability and social wellbeing of our region.

While we appreciate the challenges involved in managing infrastructure across a large state, the level of delay we are experiencing is becoming increasingly untenable, particularly for regional communities seeking to grow and attract investment.

1. Brookton East Fire Station

The Shire commenced the process for an electrical connection for the new Brookton East Fire Station in October 2023. This is a critical community safety facility, located immediately adjacent to the transformer servicing the Aldersyde CBH facility. Despite its proximity to existing infrastructure, the site did not receive an electrical connection until May 2025 – more than 18 months after the initial request.

Such an extended delay for a vital emergency services facility is unacceptable and places unnecessary strain on community preparedness and response capacity.

2. Boekemans Machinery Staff Housing

Boekemans Machinery, a major agricultural machinery dealership, has recently expanded its operations in Brookton through the purchase of an existing retail business. To support their growth and retain qualified staff, the company has invested in local residential property and initiated the construction of two new housing units in a developed residential area of the town.

Applying for an electrical connection in February 2025, Boekemans has been advised that connection works may not be completed for up to 18 months. The transportable housing units — built and delivered on-site well ahead of schedule by the builder — now sit idle, awaiting connection. The inability to accommodate staff is impacting business operations, staff retention, and ultimately, local employment opportunities.

Broader Implications

The Shire of Brookton is concerned that these examples are indicative of a broader systemic issue that is hindering the economic development and liveability of regional communities like Brookton. Reliable and timely access to electricity is a fundamental enabler of community growth, housing development, and business investment.

The Shire is deeply concerned that ongoing delays in electrical connections are actively discouraging investment in regional Western Australia. Moreover, they are placing unnecessary burdens on local governments and private investors who are working hard to build the accommodation to grow regional towns and strengthen our local economies.

The Shire of Brookton would welcome opportunities to discuss this issue further and work collaboratively toward solutions that support the growth and sustainability of regional communities across Western Australia.

The Shire of Brookton respectfully requests the Zone to consider the following Recommendation:

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Cr Karen Harrington

That the Central Country Zone request State Council to;

- 1. Engage with Western Power to review and improve timelines for electrical connections, particularly in regional areas;**
- 2. Prioritise connections for essential infrastructure, residential housing, and commercial investment projects; and**
- 3. Consider additional resourcing or regional service delivery strategies to ensure timely support for regional development.**

CARRIED

10 ZONE REPORTS

10.1 CHAIR REPORT

President Cr Des Hickey

President Cr Des Hickey attended the recent Powering WA event. He strongly encourages all Local Governments to provide a submission in response to Powering WA's current *Draft Community Benefits Guideline for Renewable Energy Projects*. Submissions close at 5pm on Monday 4 August, 2025

Resolved

10.2 GREAT SOUTHERN DISTRICT EMERGENCY MANAGEMENT COMMITTEE (DEMC)

President Jackie McBurney

President Jackie McBurney was an apology for this meeting.

NOTED

10.3 WHEATBELT INTERAGENCY HEALTH AND WELLBEING PLAN ADVISORY GROUP

President Jackie McBurney

President Jackie McBurney was an apology for this meeting.

NOTED

10.4 WALGA ROADWISE

Rodney Thornton, Regional Road Safety Advisor provided a report (**Attachment 2**)

NOTED

11 WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION BUSINESS

11.1 STATE COUNCILLOR REPORT

Cr Phillip Blight

The following comments/notes are provided on the WALGA State Council Meeting held on Wednesday 7 May.

The Minister for Local Government, Hannah Beasley, addressed the meeting and spoke of priorities for this term of government focusing on Local Government Reform (implementation of the Local Government amendment Acts 2023 and 2024).

The Minister took questions from Delegates, including requests for State direction on Renewable Energy rollout.

WALGA CEO Nick Sloan gave a briefing on WALGA's advocacy post the recent elections and Tony Brown and Sam McLeod provided a presentation on cyber security issues for Local Government.

Item 8.2 Dog and Cat Advocacy Position

The position of the Central Country Zone to achieve full cost recovery was absorbed into the composite recommendation and passed by majority.

Item 8.3 Native Vegetation Clearing Regulations Advocacy Position

In discussion with the Zone Chair Des Hickey prior to the meeting, I was able to move an amendment to the composite recommendation to include the clause "including allowing Local Governments to clear for safety reasons" This had also been proposed by the South West Country Zone but not taken up by the secretariat. Some debate ensued and a division was called when the vote was put on the amendment. Fortunately it was carried.

RESOLUTION

Moved: President Leigh Ballard

Seconded: President Cr Katrina Crute

That the State Councillor Report be received.

CARRIED

11.2 WALGA STATUS REPORT

By Tony Brown, Executive Officer

COMPLETE ZONE STATUS REPORT June 2025

Zone	Agenda Item	Zone Resolution	WALGA Response	Update	WALGA Contact
Central C	14 February 2025 Zone Agenda Item 9.1.3 Support for Public Ownership of WA Freight Rail Network	That the Central Country Zone request WALGA to: 1. Supports State Government efforts to ensure the on-going sustainability and growth of freight rail in Western Australia; 2. Seeks a commitment from the in-coming State Government to: a. focus on ensuring a competitive freight rail network and services reduce freight on roads; providing road safety, environmental benefits; and b. work with Local Governments and other stakeholders to maximise the local economic growth opportunities provided through effective management of the rail network and corridors.	The Infrastructure Policy Team supported including the proposed advocacy position in a new or consolidated policy statement in relation to freight rail following consultation with Local Governments and other stakeholders to better define the social, economic and environmental benefits sought from a publicly controlled freight rail network.	April 2025	Ian Duncan Executive Manager Infrastructure iduncan@walga.asn.au 9213 2031
Central C	7 May State Council Agenda Item 8.3 Native Vegetation Clearing Regulations Advocacy Position	That the Zone support the WALGA recommendation for State Council Agenda item 8.3, with amendments to 1a, and the deletion of 2c. 1. <i>Amending the Environmental Protection Act 1986 and associated regulations to remove unnecessary process, complexity and improve timeframes, including:</i> a. <i>introducing statutory timeframes for the determination of referrals, permit applications and appeals <u>investigations and prosecutions</u>.</i> 2. <i>Ensuring the regulatory system is adequately resourced to:</i> ... c. enable timely investigation and enforcement action for illegal clearing	SECRETARIAT COMMENT The issue of ensuring that investigations and prosecutions are undertaken in a timely manner is included in point 2c. Therefore, no change has been made to the Draft Advocacy Position. STATE COUNCIL RESOLUTION That WALGA replace the following Advocacy Positions: 5.2.1 Environmental Protection Act 5.2.2 Land Clearing in Road Reserves with an updated Native Vegetation Clearing Regulations Advocacy Position as follows: WALGA calls on the Western Australian Government, in consultation with Local Government, to undertake legislative and policy reform to improve the effectiveness, efficiency and transparency of the regulatory system for clearing native vegetation in Western Australia, including:	June 2025	Nicole Matthews Executive Manager Policy nmatthews@walga.asn.au 9213 2039

			1. Amending the Environmental Protection Act 1986 and associated regulations to remove unnecessary process, complexity and improve timeframes, including: a. introducing statutory timeframes for the determination of referrals, permit applications and appeals b. increasing the default duration of Area and Purpose Permits to 10 years c. providing a permanent exemption for clearing of previously legally cleared transport corridors, <u>including allowing Local Governments to clear for safety reasons.</u> d. strengthening environmental data sharing requirements to ensure proponents cannot opt-out of sharing data collected for environmental assessment and monitoring purposes. 2. Ensuring the regulatory system is adequately resourced to: a. implement an expedited process for clearing permits for projects that prevent death and serious injury (road safety), and state and federally funded or co-funded projects b. establish a dedicated Local Government Unit within the Department of Water and Environmental Regulation to: i. case manage Local Government referrals and clearing permit applications ii. provide guidance and training for Local Governments, particularly in relation to roadside vegetation management iii. support partnerships with Local Governments in strategic environmental offsets c. enable timely investigation and enforcement action for illegal clearing d. increase investment in the collection and provision of statewide biodiversity data, including: i. funding and coordinating a state-wide biodiversity survey program to standardise habitat and vegetation mapping ii. making biodiversity data more discoverable, accessible and useable iii. <u>ensuring survey data relied upon for decision making is contemporary and accurate, particularly if there has been a change in environmental condition.</u> 3. Undertaking bioregional planning for native vegetation management, with a focus on highly cleared areas and implementing strategic solutions for environmental offsets that can be utilised by Local Government. 4. <u>Ensuring that environmental offsets are relevant and proportionate, including:</u> a. <u>proximity to the area impacted</u> b. <u>the environmental value being impacted.</u>		
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			5. <i>Working with the Australian Government to reduce duplication between the Environmental Protection Act 1986 and the Environment Protection and Biodiversity Conservation Act 1999.</i> RESOLUTION 029.2/2025 CARRIED		
Central C	Advocacy for Statewide Community Enhancements Fund (CEF) Framework & Renewable Energy Guidelines	That the Central Country Zone of WALGA: - Supports the Shire of Narrogin's Community Enhancements Fund (CEF) Policy as a best-practice model for equitable benefit-sharing from large-scale renewable energy projects; - Requests WALGA State Council to advocate to the State Government for the development of a Statewide Community Enhancements Fund Framework, consistent with the key principles of the Shire of Narrogin's CEF Policy, including: - A minimum indexed contribution from renewable energy proponents based on installed capacity; - Local Government management of restricted cash reserves for community benefit; - A dedicated component for Indigenous Nations Funds (recommended 10%); - Alignment with Local Government strategic planning; - Transparent governance, community engagement, and annual reporting. - Further requests WALGA to advocate for the adoption of a broader Renewable Industry Framework for WA as outlined in the Shire of Narrogin's Advocacy Position, including: - Consistent planning standards for renewable energy development (e.g., setbacks, zoning); - A State-mandated community engagement framework; - Legacy workforce housing solutions in lieu of short-term TWAs; - A uniform Payment in Lieu of Rates (PiLoR) model for wind, solar and BESS facilities; - Empowerment of Local Governments to manage benefit-sharing and rating mechanisms.	WALGA acknowledges the work of the Shire of Narrogin. In response to the Central Country Zone resolution: - Supports the Shire of Narrogin's Community Enhancements Fund (CEF) Policy as a best-practice model for equitable benefit-sharing from large-scale renewable energy projects; - The Shire of Narrogin is used as a case study within the WALGA Community Benefits and Engagement Guide. This Policy is also referenced in the Guide. - Requests WALGA State Council to advocate to the State Government for the development of a Statewide Community Enhancements Fund Framework, consistent with the key principles of the Shire of Narrogin's CEF Policy, including: A minimum indexed contribution from renewable energy proponents based on installed capacity; - An indexed contribution is recommended within the WALGA Community Benefits and Engagement Guide and conversations with State Government have also highlighted the importance of this. Local Government management of restricted cash reserves for community benefit; - Local Government management of cash reserves is one of the governance mechanisms within the WALGA Community Benefits and Engagement Guide. The right governance mechanism will be different for each Local Government. A dedicated component for Indigenous Nations Funds (recommended 10%); - Engaging with First Nations people is recommended as part of the WALGA Community Benefits and Engagement Guide. First Nations involvement in, and compensation for, should be looked at on a project by project basis. Alignment with Local Government strategic planning; - Alignment with Local Government strategic planning is recommended within the WALGA Community Benefits and Engagement Guide, which will be presented to State Government upon completion. Transparent governance, community engagement, and annual reporting. - These are recommended within the WALGA Community Benefits and Engagement Guide, which will be presented to State Government upon completion.	June 2025	Nicole Matthews Executive Manager Policy nmatthews@walga.asn.au 9213 2039

			3. Further requests WALGA to advocate for the adoption of a broader Renewable Industry Framework for WA as outlined in the Shire of Narrogin's Advocacy Position, including: Consistent planning standards for renewable energy development (e.g., setbacks, zoning); - WALGA continues to advocate to State Government through its advocacy position, 6.17 - Renewable Energy Facilities. A State-mandated community engagement framework; - WALGA continues to advocate to State Government through its advocacy position, 6.16 - Energy Transition Engagement and Community Benefit Framework. Legacy workforce housing solutions in lieu of short-term TWAs; - Housing solutions are referenced within the WALGA Community Benefits and Engagement Guide, which will be presented to State Government upon completion. Discussions are ongoing with State Government regarding addressing housing issues. A uniform Payment in Lieu of Rates (PILoR) model for wind, solar and BESS facilities; - WALGA has just engaged a consultant to explore different rating mechanisms for large scale renewable energy projects within WA. Empowerment of Local Governments to manage benefit-sharing and rating mechanisms. - Empowerment of Local Governments to manage benefit sharing is references within the WALGA Community Benefits and Engagement Guide, which will be presented to State Government upon completion. WALGA's rating mechanism work will provide recommendations for the best approach when it comes to rating large scale renewable energy projects.		
Central C	5 March 2025 State Council Agenda Item 8.1 Climate Change Advocacy Position	That State Council replace the 2018 Climate Change Policy Statement Advocacy Position 4.1 Climate Change with the following advocacy position: WALGA calls on the Australian and Western Australian Governments to: - provide the necessary climate leadership, coordination, and action to deliver a climate change response that improves and maintains the quality of life for all Western Australians for generations to come. - provides funding and resources and support to Local Government to enable local communities to respond to the effects of climate change	At the March State Council meeting it was agreed: That State Council refer this advocacy item back to the Environment Policy Team for further development. RESOLUTION 003.1/2025 CARRIED At the 24 March 2025 Environment Policy Team meeting, it was agreed that WALGA would develop a consultation approach for consideration by the Policy Team. At the 29 May 2025 meeting, the Policy Team agreed to the proposed consultation approach, which involves providing the composite Advocacy Position to all Local Governments for a 10-week consultation period, with Council endorsed or CEO approved feedback preferred. An additional Policy Team meeting will be held to consider comments and a composite resolution.	June 2025	Nicole Matthews Executive Manager Policy nmatthews@walga.asn.au 9213 2039

Central C	26 August 2023 Zone Agenda Item 9.2 Water Corporation – Non-Standard Water Services	That the Central Country Zone: 1. Rejects Water Corporation attempts to classify regional sites as a 'Non-Standard Water Service' (unless specific agreement is reached with a Local Government Authority); 2. Formally writes to Water Corporation and the Minister for Water confirming this position; 3. Requests that WALGA supports the position of the Central Country Zone and rejects the Water Corporation's attempts to classify regional sites as a 'Non-Standard Water Service'; and 4. Requests WALGA to engage with the Minister for Water to retain the current services, unless specific agreement is reached with a Local Government Authority.	WALGA is developing a Background Paper for whole of sector consultation and reviewing its Water Advocacy Position/s, and has included the need for equitable access to drinking water as a key pillar. Some of the themes that have emerged from the consultation focus on water quality and security. In developing this paper, WALGA has undertaken significant targeted consultation with Local Government CEOs and officers across the State. WALGA has also raised this issue with Water Corporation representatives.	June 2025	Nicole Matthews Executive Manager Policy nmatthews@walga.asn.au 9213 2039
Central C	7 May State Council Agenda Item 8.1 Regulations for CEO KPI's and Online Registers – Walga Submission	That the Central Country Zone opposes the draft regulations which are contrary to theme 2 of the reforms being 'reducing red tape, increasing consistency and simplicity'.	SECRETARIAT COMMENT The State Government have introduced the legislation that requires the publication of CEO KPI's and the publication of on-line registers. Regulations will be introduced, and the WALGA submission is advocating for some of the regulations to be re-considered and suggests alternate information to be included in the regulations. STATE COUNCIL RESOLUTION That WALGA endorse the recommendations contained in the attached ' <i>Regulations for CEO KPIs and public registers submission</i> ', <u>subject to strengthening recommendation 1c to highlight the additional software and resource implications to the sector due to the introduction of public registers.</u> RESOLUTION 026.2/2025 CARRIED	June 2025	Tony Brown Executive Director, Member Services 9213 2051 tbrown@walga.asn.au
Central C	7 May State Council Agenda Item 8.2 Dog and Cat Management Advocacy Position	That WALGA replace Advocacy Position 2.12 Puppy Farming with a revised Dog and Cat Management advocacy position, as follows: <i>In regard to the Dog Amendment (Stop Puppy Farming) Act 2021 and the PetsWA Centralised Database, the WA Local Government sector advocates:</i> a) <u>that all Local Governments achieve full cost recovery in ensuring compliance with the Dog Act 1976 or Cat Act 2011 through a combination of appropriate fees and State Government funding that encourages compliance and serves the interests of all Western Australians regardless of where they live.</u>	SECRETARIAT COMMENT The Zone's suggestion expands on the WALGA recommendation of advocating for Local Governments to achieve full cost recovery and is included in the composite recommendation. STATE COUNCIL RESOLUTION That WALGA replace Advocacy Position 2.12 <i>Puppy Farming</i> with a revised <i>Dog and Cat Management</i> advocacy position, as follows:	June 2025	Tony Brown Executive Director, Member Services 9213 2051 tbrown@walga.asn.au

		b) that Fees and Charges set in Regulations are reviewed bi-annually and, at minimum, adjusted by the Local Government Cost Index. c) that the PetsWA centralised registration database is developed, operated and maintained by State Government, with no loss to Local Government registration fee revenue. d) that the function of PetsWA be restricted to the registration of dogs and cats, exclude ancillary functions such as animal related complaints and infringement notices, and integrate with existing Local Government corporate systems. e) for the continued legislative exemptions for livestock working dogs in recognition of their special breeding requirements. f) for a State Government-led education initiative whereby the community is encouraged to purchase puppies from approved breeders.	In regard to the Dog Amendment (Stop Puppy Farming) Act 2021 and the PetsWA Centralised Database, the WA Local Government sector advocates: a) <u>that all Local Governments achieve full cost recovery in ensuring compliance with the Dog Act 1976 or Cat Act 2011 through a combination of appropriate fees and State Government funding that encourages compliance and serves the interests of all Western Australians regardless of where they live.</u> b) that Fees and Charges set in Regulations are reviewed bi-annually and, at minimum, adjusted by the Local Government Cost Index. c) that the PetsWA centralised registration database is developed, operated and maintained by State Government, with no loss to Local Government registration fee revenue. d) that the function of PetsWA be restricted to the registration of dogs and cats, exclude ancillary functions such as animal related complaints and infringement notices, and integrate with existing Local Government corporate systems. e) for the continued legislative exemptions for livestock working dogs in recognition of their special breeding requirements. f) for a State Government-led education initiative whereby the community is encouraged to purchase puppies from approved breeders. RESOLUTION 027.2/2025 CARRIED		
Central C	19 November 2021 Zone Agenda Item 12.1 Sector ICT solution	That the Zone request WALGA to research providers and the viability of an in-house IT system.	Work continues to be undertaken to support Members seeking ICT solutions. WALGA has commenced work with an IT Consultant experienced in the development and assessment of ERP systems for Local Government. The engagement includes the development of Template Documents for an ERP Scope and an Evaluation Guide, these resources will be distributed to Members once finalised. An ERP Vendor scan through the PSP panel has also been initiated, with up-to-date ERP information to be collated and provided as a Member resource once completed. This work is ongoing and being led by WALGA's Commercial Development Team. Any queries can be directed to Brian Ging.	June 2025	Tony Brown Executive Director, Member Services 9213 2051 tbrown@walga.asn.au

Zone Comment

This is an opportunity for Member Councils to consider the response from WALGA in respect to the matters that were submitted at the previous Zone Meeting.

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Cr Karen Harrington

That the Central Country Zone, WALGA Status Report for June 2025 be noted.

CARRIED

11.3 WALGA PRESIDENT'S REPORT

The WALGA President's Report was attached to the Agenda.

RESOLUTION

Moved: Cr Bryan Kilpatrick

Seconded: Cr Julie Russell

That the Central Country Zone notes the WALGA President's Report.

CARRIED

12 WALGA STATE COUNCIL AGENDA – 2 July 2025

Zone Delegates are invited to read and consider the WALGA State Council Agenda, which was provided as an attachment with this Agenda and can be found via the link [HERE](#).

The Zone can provide comment or submit an alternative recommendation on any of the items, including the items for noting. The Zone comment will then be presented to the State Council for consideration at their meeting.

The State Council Agenda items requiring a decision of State Council are extracted for Zone consideration below.

12.1 SUSPENSION AND DISQUALIFICATION FOR OFFENCES ADVOCACY POSITION (STATE COUNCIL AGENDA ITEM 8.1)

By Jason Russell, Senior Governance Specialist

EXECUTIVE SUMMARY

- The South East Metropolitan Zone (SEMZ) passed a motion requesting that WALGA advocate for additional powers for the Minister to suspend Council Members charged with criminal offences likely to damage the reputation of the Local Government, and disqualify if convicted.
- Suspension, dismissal and disqualification must balance the public interest in elected representatives of good character, with protections for the individual and respect for democratic processes.
- While the *Local Government Act 1995* (the Act) includes a range of suspension, dismissal and disqualification mechanisms, their operation also depends on how the relevant decision-makers choose to use their powers.
- This report recommends that the dismissal mechanisms under the Act are sufficient to address the Zone's concern, but that WALGA's advocacy position be amended to include an additional suspension power for the Minister of Local Government.
- The Governance Policy Team endorsed the advocacy position at its meeting on 19 May.

STRATEGIC PLAN IMPLICATIONS

Influence:

- Lead advocacy on issues important to Local Government.

Support:

- Provide practical sector-wide solutions based on research and evidence.

POLICY IMPLICATIONS

The current Advocacy Position 2.5.5 Disqualification Due to Conviction position provides as follows:

Position Statement: A new disqualification criterion should be added to the *Local Government Act 1995* that disqualifies a person from serving as an Elected Member if they have been convicted of an offence against the *Planning and Development Act*, or the *Building Act* in the preceding five years.

Background: A planning or building system conviction is potentially more serious than a *Local Government Act* conviction because of Local Government's prominent role in planning and building control and the significant personal benefits which can be illegally gained through these systems.

This report recommends that this position is renamed and amended to include an additional point 2, as follows:

Suspension and Disqualification for Offences

The WA Local Government sector advocates that:

1. *A new disqualification criterion should be added to the Local Government Act 1995 that disqualifies a person from serving as an Elected Member if they have been convicted of an offence against the Planning and Development Act, or the Building Act in the preceding five years.*
2. *A new suspension criterion should be added to the Local Government Act 1995 allowing the Minister of Local Government to suspend a Council Member charged with an offence, where the Minister is satisfied this would be in the best interests of the Local Government, based on advice of the Director General.*

BACKGROUND

At its November 2024 meeting, the SEMZ asked WALGA to advocate:

That the Local Government Act 1995 be amended to give the Minister for Local Government the power to:

1. *Disqualify a person from membership of a council if the person has been convicted of a criminal offence that, in the opinion of the Minister for Local Government, under the advice of the State Solicitor's Office, has the potential to damage the reputation of the local government or the local government sector more broadly.*
2. *Suspend the council member who is charged with a criminal offence that has the potential to damage the reputation of the local government or the local government sector more broadly, until the charges are dealt with; and*
3. *Require a person to be paid fees and allowances until they are disqualified.*

COMMENT

The *Local Government Act 1995* (the Act) automatically disqualifies someone from membership of a Council if convicted of certain types of offences. The Act also includes mechanisms for suspending and dismissing Council Members. Each mechanism differs in terms of the parties, processes, powers, and preconditions involved.

While suspended, a Council Member cannot perform any of the powers and duties of their role. Suspension does not affect the duration of a Council Member's term or their eligibility to be a candidate for election to Council. If a Council Member is dismissed, the office of the member becomes vacant from the time when the order dismissing the member takes effect. A Council Member that is dismissed is not prevented from standing in future elections. In contrast, persons disqualified are ineligible to hold or be elected to office as a Council Member.

It is necessary for these mechanisms to balance the public interest in ensuring that elected representatives are of good character, with protections for due process, the presumption of innocence and resumption of rights following completion of a sentence. There must also be an appropriate level of respect for the democratic process and the rights of communities to choose their representatives.

Whether the suspension, dismissal and disqualification framework is fit-for-purpose depends on the legislative framework (e.g. legislative settings for disqualification, powers and constraints on powers to suspend and dismiss) and its implementation (e.g. how decision-makers exercise their discretion to intervene).

Existing Disqualification Provisions

A person may be disqualified from membership of a Council based on the following provisions of the Act:

Provision	A person is disqualified –
2.20	If they are a member of a parliament
2.21	If they are a bankrupt or their affairs are under insolvency laws
2.22	Because of conviction
2.23	If they are a member of another Council
2.24	Because of misapplication of local government funds or property
5.117	If SAT orders disqualification (for not more than 5 years) for serious or recurrent breach, or failure to comply with order

Section 2.22 of the Act provides that a person is disqualified if:

- they have been convicted of a crime and are in prison serving a sentence for that crime,
- have been convicted of a serious local government offence in the previous 5 years, or
- have been convicted of an offence carrying an indictable penalty of imprisonment for more than 5 years.

Clearly, the threshold for disqualification is high, excluding all lower-level offences and even indictable offences with a penalty of 5 years or less. As an example, high-level indecent assault will be dealt with as an indictable offense, with the offender liable for up to 5 years imprisonment. Serious local government offences are offences against the Act for which a person may be sentenced to imprisonment or a fine of over \$10,000. A court sentencing a person for a serious local government offence may make an order waiving the disqualification, or reducing the period for which it applies.

There is currently no ability for the Minister to disqualify a person from Council membership. SAT has discretion to order disqualification in some circumstances, while a court has the authority to order that disqualification not apply. In the context of these judicial or quasi-judicial processes, there are strong protections for the rights of the affected person. This reflects the seriousness of this penalty. While the SEMZ motion calls for disqualification, dismissal may be a more appropriate penalty if the exercise of Ministerial discretion is required.

Current Dismissal Provisions

Under sections 8.15K and 8.15L of the Act, the Minister may recommend that the Governor dismiss a Council Member, if the Minister is satisfied that it is appropriate to intervene. The Minister must be satisfied based on the Director General's written advice that:

- the member is impeding the Local Government's ability to perform its functions and duties under the Act, and/or
- it is in the best interest of the Local Government that the member be dismissed.

The Minister must also be satisfied that the seriousness of the situation for the Local Government requires intervention.

The Minister must give the member:

- a report that includes their proposed recommendation and grounds for the recommendation;
- a show cause notice;
- 21 days to respond.

The Minister must consider the member's response prior to making a recommendation to the Governor that the member be dismissed.

Best interest is not defined and allows for a broad range of factors to form the grounds for dismissal. This could include where a Council Member has been charged with or convicted of an offence, and the charges or conviction are adversely affecting the Local Government.

It appears that the existing framework for dismissal has the capacity to respond to circumstances referenced in the SEMZ's motion and rationale. WALGA considers it is reasonable to expect that the Local Government Inspector may have greater capacity to provide targeted and timely investigation and advice to support this mechanism.

Current Suspension Provisions

Section 8.15E of the Act enables the Minister to suspend a Council Member or order them to undertake remedial action.

The Minister can only act where they are satisfied that it is appropriate to intervene, based on one or more of the following:

- The member has been charged with a disqualification offence.
- The Director General has made an allegation to SAT against the member, of a serious or recurrent breach.
- The Director General has written to the Minister advising that they suspect on reasonable grounds that one or more of the following applies:
 - The member has failed to perform their role, functions or duties;
 - The member's conduct has adversely affected the ability of another person to perform their role, functions or duties;
 - The member's conduct has adversely affected the ability of the Local Government to comply with the principles that apply under section 5.40 of the Act (principles affecting employment by Local Government, including the responsibility to provide safe and healthy working conditions in accordance with WHS legislation).

The Minister must give:

- The member a written notice of the proposed order that provides the allegations and particulars supporting the proposed order is based on.
- The member a show cause notice, allowing 21 days for the member's response
- Any submissions made by the member consideration prior to making the order.

While suspended, a Council Member is not entitled to be paid any fee or allowance to which they would otherwise be entitled. A Council Member is liable to repay annual allowances and fees paid in advance, as if the member had, for the period of their suspension, ceased to hold the office.

Options for reform of suspension

The current system shares some common elements with the Zone's proposal, however, some changes could be made to bring them into closer alignment. Under the current framework, the Director General and Minister would need to be satisfied that any reputational damage resulting from charges was impeding the workings of the Local Government before they could move to suspend a Council Member.

Charges resulting in reputational damage could be included in the legislation as an explicit ground for which the Director General can recommend suspension to the Minister. However, reputational damage may be somewhat narrow or subjective.

A 'best interests' test, consistent with that provided in the dismissal mechanism (discussed above), could allow the consideration of a broad range of factors, including reputational damage. A mechanism could be introduced allowing the Minister to suspend a Council Member who is charged with an offence that, despite not being a disqualification offence, satisfies the Minister that it is in the best interests of the Local Government to suspend the member. Consistent with the other grounds for suspension, this could be on the advice of the Director General, as the State Solicitor's Office will be primarily concerned with avoiding prejudice to any matter currently before the courts.

Local Government Reform Amendments

The *Local Government (Amendment) Act 2024* will transfer the powers of the Director General under these provisions to the soon-to-be-established Local Government Inspector. The Inspector/Inspectorate model has been introduced to provide improved oversight and early interventions capability into the Local Government sector.

The Inspector will be able initiate inquiries into the affairs of a local government and recommend suspension and dismissal of Council Members. It is expected that this newly created office may have greater independence, timeliness, focus and flexibility in addressing conduct issues.

The Governance Policy Team considered and endorsed the proposed advocacy position at its meeting on 19 May.

WALGA RECOMMENDATION

1. That WALGA amend and rename advocacy position 2.5.5 *Disqualification Due to Conviction* to read as follows:

Suspension and Disqualification for Offences

The WA Local Government sector advocates that:

1. *A new disqualification criterion should be added to the Local Government Act 1995 that disqualifies a person from serving as an Elected Member if they have been convicted of an offence against the Planning and Development Act, or the Building Act in the preceding five years.*
 2. *A new suspension criterion should be added to the Local Government Act 1995 allowing the Minister of Local Government to suspend a Council Member charged with an offence, where the Minister is satisfied this would be in the best interests of the Local Government, based on advice of the Director General.*
2. That WALGA incorporate advocacy on this issue into its ongoing legislative reform engagement.

RESOLUTION

Moved: President Cr Phil Blight

Seconded: President Cr Julie Russell

That the Zone support the WALGA recommendation for State Council Agenda item 8.1 as contained in the State Council Agenda and as provided above.

CARRIED

12.2 STATE DEVELOPMENT APPLICATIONS AND DECISION MAKING ADVOCACY POSITION (STATE COUNCIL AGENDA ITEM 8.2)

By Coralie Claudio, Senior Policy Advisor Planning

EXECUTIVE SUMMARY

- It is proposed that Advocacy Position 6.4 Development Assessment Panels be replaced with a new, expanded position that includes all forms of State Government development assessment and decision making.
- The updated position incorporates principles for state decision making, a refined list of recommended reforms to the Development Assessment Panels (DAPs) system and recommends that the significant development pathway be abolished but includes a list of recommended reforms if the pathway is retained.
- The draft position was informed by WALGA's review of the operation of the DAPs and the state significant development pathways, input from Local Government officers, and previous WALGA submissions.
- The draft position and accompanying review reports were provided to Local Governments for Council endorsed or CEO approved preferred feedback by 23 May.
- The Environment Policy team endorsed the position at their meeting on 29 May.

ATTACHMENT

- [Rationale for draft advocacy position](#)

POLICY IMPLICATIONS

It is proposed State Council replace the **current** Advocacy Position **6.4 Development Assessment Panels**:

The Association does not support Development Assessment Panels (DAPs), in their current structure.

Necessary changes to the structure of the DAPs system include:

- 1. The abolishment of the current 'mandatory' mechanism where a proposal has a value of \$10 million or greater, and its replacement with an 'opt in' mechanism for all proposals.*
- 2. Raising the DAP threshold from the current \$2 million to \$5 million,*
- 3. The composition of DAPs should be modified to provide equal representation of Specialist Members and Local Government Members.*
- 4. The creation of a distinct Special Matters DAP (SMDAP) is not supported, given there are already multiple avenues for determination on the basis of zoning and monetary value of applications. Should the State Government progress with the implementation of a SMDAP, the following changes are proposed to the model released in March 2022:*
 - *allow proponents with proposals that meet the threshold or criteria being able to opt-out of the SMDAP pathway and allow assessment and determination by Local Government*
 - *mandate consultation with the relevant Local Governments prior to the issuing of a Ministerial Order in relation to SMDAP Precinct Criteria, and ensure SMDAP Precincts be identified through regulations, rather than by the Minister,*

- *include greater professional planning expertise, and knowledge of local context through the Local Government members of the District DAP, by including majority professional town planner panel members, with two Local Government representatives*
 - *expand the role of Local Governments in SMDAP processes and appropriate remuneration for involvement of Local Governments be included to support the SMDAP decision-making process.*
5. *In principle, the further reduction in the number of panels from five to three is supported, to the extent that this reduces the administrative burden on local governments and enhances consistency of decision making.*
 6. *In principle, the permanent appointment of panel members where this results in consistent decision-making is supported as this reduces the potential for conflicts of interest and ensures sound knowledge of DAP processes and procedures.*
 7. *WALGA supports greater transparency around DAP processes and decisions, as community distrust of DAP decision-making is a key area of concern for many local governments.*

with a **new** advocacy position **6.4 State Development Applications and Decision Making Advocacy Position:**

WALGA calls on the State Government to:

1. *Ensure that decision making on development applications (DAs) is:*
 - a. *consistent and accountable*
 - b. *accessible to local communities*
 - c. *respectful of, and appropriately applies, local planning frameworks in line with their statutory weight.*
2. *Reform the Development Assessment Panel (DAP) system to:*
 - a. *raise the DAP threshold from the current \$2 million to \$5 million and mandate periodic reviews of the threshold*
 - b. *modify the composition of DAPs to provide equal representation of Specialist Members and Local Government Members*
 - c. *review DAP processes to ensure proponents provide necessary information in a timely manner*
 - d. *provide clear procedural guidance on the roles and functions of Local Government officers and Council*
 - e. *allow access to the State Referral Coordination Unit for DAP applications to ensure timely and adequate referral responses from State Government agencies are provided to Local Governments.*
3. *Abolish the state significant development assessment pathway (Part 11B of the Planning and Development Act 2005).*
4. *If the significant development assessment pathway is retained, implement the following reforms:*
 - a. *raise the cost threshold to \$50 million and mandate periodic reviews of the threshold*
 - b. *align statutory timeframes with DAP and Local Government determined DAs*
 - c. *ensure all developments are consistent with applicable local planning instruments and provide comprehensive guidelines for discretionary decision making, including applying extraordinary discretion*

- d. delete references to 'mandatory significant development' to ensure the pathway remains entirely opt-in*
- e. undertake periodic reviews of its operation and effectiveness.*

BACKGROUND

There are a range of development application (DAs) decision makers in the Western Australian Planning system. While Local Governments process and determine the vast majority of DAs, other State Government boards or agencies are also decision makers, particularly for complex proposals and public works. This includes DAPs, the Western Australian Planning Commission (WAPC) and other State Government agencies (i.e. DevelopmentWA) that determine DAs such as DAPs, significant development applications (Part 17 and Part 11B of the *Planning Development Act 2005*) and developments under region schemes, redevelopment schemes and improvement schemes and public works.

WALGA has historically opposed DAPs and the significant development pathway as they erode the role of Local Government in providing a valuable community perspective on planning proposals.

WALGA has undertaken two reviews of the performance of the DAP system in [2016](#) and [2020](#). Those reviews informed WALGA's current advocacy position, endorsed in May 2022, that recommends changes to the DAP system to ensure it operates in an efficient, effective, and transparent way, and appropriately considers matters of local planning context in decision-making.

The current position is being reviewed as part of WALGA's regular position review process and in recognition of significant planning reforms in 2024, specifically the replacement of the proposed special matters DAP with the permanent significant development pathway (Part 11B).

To inform the review of the DAP position and its ongoing advocacy, WALGA collated and reviewed data on the operation of the DAPs and the significant development pathway.

The [DAP Report](#) examines DAP data from its inception in 2011 to the end of the 2023-24 financial year, with a focus on observable trends since the previous report in 2020. The report indicates minor improvements in the DAP system, particularly in reliability and consistent decision making. Despite this, the DAP system continues to determine many low-value applications that lack strategic importance and should be redirected to the Local Government pathway.

The [Significant Development Pathway Report](#) examines data from the pathway's commencement in 2020 until 1 April 2025. The report finds that this pathway is used infrequently and does not process applications efficiently, contrary to its intended purpose and that the pathway's other goals, driving economic recovery (Part 17) and aiding housing supply (Part 11B), have also not been met.

The collated data will be uploaded to the [DAP Dashboard](#) on WALGA's website.

WALGA has drafted a revised advocacy position that will sit within the context of the Planning Principles and Reform advocacy position and will expand on the DAP position to:

1. Be applicable to all State Government DAs and approvals (e.g. significant development pathway, DAPs, Public Works, region scheme approvals, Development WA).

2. Establish principles to guide transparent and accountable decision-making on development applications, ensuring that local planning frameworks are appropriately considered, and communities, particularly in regional areas, are granted equitable access to the decision-making process.
3. Include a refined list of reforms to the DAP system, while retaining the position to increase the DAP threshold and for equal representation of Specialist Members and Local Government Members.
4. Include a recommendation that the significant development pathway be abolished based on the findings of the significant development pathway report, and includes a list of reforms if the pathway is to be retained to ensure it operates more efficiently and only processes genuine state significant projects.

The draft position and accompanying review reports were provided to Local Governments for Council endorsed or CEO preferred feedback by 23 May.

COMMENT

The current DAP advocacy position is outdated and does not reflect the current planning framework, specifically the introduction of the permanent significant development pathway (Part 11B of the *Planning and Development Act 2005*).

The proposed new advocacy position will complement WALGA's planning advocacy position, 6.1 Planning Principles and Reform, that notes decisions should be made by the level of government closest to and most impacted by a planning proposal and should appropriately reflect local environment, context, communities and character.

The proposed advocacy position has been informed by feedback from CEO approved and Council endorsed submissions, Local Government officer input and WALGA's previous submissions, specifically on DAP reforms and amendments to the *Planning and Development Act 2005* that introduced the significant development pathway.

Some minor amendments were made to the draft position in response to members' feedback, particularly regarding the recommendations for the state significant development pathway.

Local Government feedback was that the pathway was not functioning effectively in its current form. While some Local Governments advocated for its abolition, others considered that there may be benefits if the pathway was limited to genuine state-significant projects only and operated more efficiently. The draft position calls for the reforms to the pathway and for it be subject to periodic review if retained.

Further information on the rationale for the position and feedback provided is attached.

The Environment Policy agreed to recommend that State Council endorse the new expanded position at their meeting on 29 May.

WALGA RECOMMENDATION

That WALGA:

1. Replace Advocacy Position 6.4 Development Assessment Panels with the following:

6.4 State Development Applications and Decision Making

WALGA calls on the State Government to:

1. *Ensure that decision making on development applications (DAs) is:*
 - a. *consistent and accountable*
 - b. *accessible to local communities*
 - c. *respectful of, and appropriately applies, local planning frameworks in line with their statutory weight.*
 2. *Reform the Development Assessment Panel (DAP) system to:*
 - a. *raise the DAP threshold from the current \$2 million to \$5 million and mandate periodic reviews of the threshold*
 - b. *modify the composition of DAPs to provide equal representation of Specialist Members and Local Government Members*
 - c. *review DAP processes to ensure proponents provide necessary information in a timely manner*
 - d. *provide clear procedural guidance on the roles and functions of Local Government officers and Council*
 - e. *allow access to the State Referral Coordination Unit for DAP applications to ensure timely and adequate referral responses from State Government agencies are provided to Local Governments.*
 3. *Abolish the state significant development assessment pathway (Part 11B of the Planning and Development Act 2005).*
 4. *If the significant development assessment pathway is retained, implement the following reforms:*
 - a. *raise the cost threshold to \$50 million and mandate periodic reviews of the threshold*
 - b. *align statutory timeframes with DAP and Local Government determined DAs*
 - c. *ensure all developments are consistent with applicable local planning instruments and provide comprehensive guidelines for discretionary decision making, including applying extraordinary discretion*
 - d. *delete references to 'mandatory significant development' to ensure the pathway remains entirely opt-in*
 - e. *undertake periodic reviews of its operation and effectiveness.*
2. Notes the Development Assessment Panel 2011 – 2024 Review and State Development Pathway 2020 – 2025 Review reports.

RESOLUTION

Moved: President Cr Katrina Crute

Seconded: Cr Bryan Kilpatrick

That the Central Country Zone support the WALGA recommendation for State Council Agenda item 8.2 with the addition of:

- 5. Reinstate the capacity for the CEO to engage with the Council about the Responsible Authority Report (RAR)**

CARRIED

12.3 PUBLIC LIBRARY AGREEMENT (STATE COUNCIL AGENDA ITEM 8.3)

By Rebecca Hicks, Policy Officer Community

EXECUTIVE SUMMARY

- WALGA is a signatory to the *State and Local Government Agreement for the Provision of Public Library Services in Western Australia* (the Agreement).
- The five-year Agreement defines roles and responsibilities in the delivery of public libraries and provides the structure and framework for the delivery of the WA Public Libraries Strategy and future vision for public library services.
- The current Agreement, endorsed by State Council in July 2020, is due for renewal in September 2025.
- WALGA has participated in the review of the Agreement, which has recommended minor amendments.
- Following the signing of a new Agreement, a sector consultation process will be undertaken for the associated Local Level Agreements between the State Library and Local Governments.
- The Agreement does not include funding arrangements for public libraries. WALGA continues to advocate for increased public library funding.

ATTACHMENT

- [State and Local Level Agreement for the Provision of Public Library Services in Western Australia 2025 – 2030](#)

STRATEGIC PLAN IMPLICATIONS

Endorsing the Agreement aligns with WALGA's 2025-2029 Strategic Plan, particularly:

- Influence – Lead advocacy on issues important to Local Government and empower the Local Government sector to build communities equipped for the future.
- Support – Grow opportunities for Local Governments' sharing of services and resources.
- Expertise – Optimise organisational capability to service members' needs and foster relationships between our subject matter experts and stakeholders.

POLICY IMPLICATIONS

Endorsement of the new Agreement aligns with WALGA's current [Advocacy Position 3.8 Public Libraries](#), which states:

1. *Western Australian Local Government public libraries provide valuable local cultural infrastructure, creating social and community hubs for community capacity building, recreation, education and literacy, digital inclusion, and social connection, cohesion and inclusion.*
2. *WALGA supports the provision of Public Library services in Western Australia through a formal partnership between Local Government and the State Government of Western Australia, governed by the Library Board Act 1951, namely the State and Local Government Agreement for the Provision of Public Library Services in Western Australia (2020).*
3. *The WA Public Libraries Strategy 2022-2026 provides a framework for a shared vision, strategic direction and collaborative action in the provision of a vibrant and sustainable 21st century public library network.*
4. *It is essential that a sustainable funding model enables Local Governments to continue to deliver library services to support continued growth and adaptation to changing community needs.*

BACKGROUND

WALGA is a signatory to the *State and Local Government Agreement for the Provision of Public Library Services in Western Australia* (the Agreement), which is due for renewal in September 2025. The Agreement defines the roles and responsibilities for each tier of government in the delivery of public libraries and provides the structure and framework for the delivery of the [WA Public Libraries Strategy 2022-2026](#) and the future vision for public library services.

Following internal endorsement from signatories, the current Agreement received final endorsement in September 2020 by the Public Library Working Group (PLWG), which includes: WALGA, the State Library of Western Australia (SLWA), the Department of Local Government, Sport and Cultural Industries (DLGSC), Public Libraries WA Inc. and Local Government Professionals Australia WA. The same process will be undertaken for this renewal.

Connected to the Agreement are Local Level Agreements between the SLWA and individual Local Governments that provide public library services. Local Level Agreements set out more detailed public library service delivery requirements and will be reviewed in early 2026, including sector consultation.

COMMENT

WALGA has worked with SLWA to review the Agreement to meet the September 2025 renewal date. Amendments are minor and do not raise any issues for WALGA Members.

The scope of the Agreement does not extend to public library funding. SLWA is currently reviewing the Public Library Material Funding Allocation Model. WALGA and Local Governments will be consulted as part of the review.

State Government funding has failed to keep pace with the needs of public libraries, population growth or inflation. WALGA continues to [advocate](#) for increased overall funding for public libraries to maintain and enhance service levels that meet the diverse needs of communities across WA and support the implementation of the WA Public Library Strategy.

Following the renewal of the Agreement, WALGA will work with SLWA to develop a sector-wide consultation plan for the review of Local Level Agreements.

WALGA RECOMMENDATION

That State Council endorse the *State and Local Level Agreement for the Provision of Public Library Services in Western Australia*.

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Deputy President Tamara de Lange

That the Zone support the WALGA recommendation for State Council Agenda item 8.3 as contained in the State Council Agenda and as provided above.

CARRIED

12.4 OTHER STATE COUNCIL AGENDA ITEMS

Zone Delegates are invited to raise for discussion, questions or decision any of the items in the State Council Agenda, including the Items for Noting, Policy Team and Committee Reports or the Key Activity Reports.

NIL

13 EMERGING ISSUES

13.1 POLYPHAGOUS SHOT-HOLE BORER

Shire of Wagin

The Shire of Wagin request the Zone to consider funding in relation to the Department of Primary Industries and Regional Development

Summary: Government Investment Trend Analysis (2023–24 to 2028–29)

An analysis of the department's financial data over the six-year period reveals a mixed investment trend with a short-term increase followed by a longer-term decline.

1. Total Appropriations

1. Initial Growth: Appropriations rose from \$314.8 million in 2023–24 to a peak of \$462.7 million in 2025–26.
2. Subsequent Decline: After 2025–26, appropriations dropped to \$296.3 million in 2026–27, with a modest recovery in the following years.

2. Expenses

1. Total Cost of Services increased steadily until 2025–26, reaching \$750.6 million, then declined significantly to \$472.2 million by 2028–29.
2. Net Cost of Services followed a similar pattern, peaking at \$607.5 million in 2025–26, then falling to \$370.1 million by 2028–29.

Conclusion

While the government made a short-term investment in the Department 2025–26, the overall trend from 2026–27 onward shows a decline in appropriations, service costs, and cash assets. This suggests a reduction in long-term financial commitment, supporting the case that government investment in this department is declining in the outyears.

RESOLUTION

Moved: President Cr Phil Blight

Seconded: President Cr Katrina Crute

That the Central Country Zone request WALGA to;

- 1. Call on the State Government to appropriately fund the Department of Primary Industries and Regional Development given that the 2025-26 State Budget shows that investment in the Department will drop by \$166m in 2026-27 (35%) and be lower than the investment in 2023-24 which was insufficient to respond to the Polyphagous Shot-hole Borer.**
- 2. Noting; The 2025-26 budget provides just \$50,000 for 'Biosecurity Incident and Emergency Management Response' grants in 2026-27 and no funding in the further out-years.**

CARRIED

13.2 THANKS TO PRESIDENT CR KATRINA CRUTE

Prior to closing the meeting, Zone Chair, President Cr Des Hickey, took a moment to thank President Cr Katrina Crute, Shire of Brookton, for her monumental contribution to the Zone and to Local Government in general. The June meeting of the Zone was Cr Crute's last meeting, with her upcoming retirement later this year following close to 17 years as an Elected Member, including her time served as a Delegate for the Central Country Zone.

Cr Hickey highlighted Cr Crute's initiative of establishing the Wheatbelt Secondary Freight Network and all the work the group achieved. Cr Crute's ability to decipher and explain issues brought to the Zone will be missed.

The Zone wished Katrina well and congratulated her on her Local Government contribution.

NOTED

14 NEXT MEETINGS

The next Executive Committee meeting will be held on 12 August 2025 commencing at 7.30am, via MSTeams.

The next Central Country Zone meeting will be held on 22 August 2025 commencing at 9.30am. This meeting will be hosted by the Shire of Beverley.

15 CLOSURE

There being no further business the Chair declared the meeting closed at 1.32pm.

Central Country Zone Report

June 2025

RoadWise Council

A key element of this initiative is to capture the contribution RoadWise Councils are making towards road safety. Local Governments deliver a wide range of activities which contribute towards improving road safety performance, capturing this contribution aims to establish a base line, identify road safety priorities and progress towards better practice road safety.

WALGA's Road Safety Advisors work with RoadWise Councils to identify and capture these activities guided by to the RoadWise Framework (the Framework). The Framework, aligned with the safe system approach, is a holistic and systematic approach, designed to guide Local Government through the important governing and management functions that will enable the delivery of better practice, and evidence-based effective road safety interventions and countermeasures.

For further information on the Framework, visit [The RoadWise Framework » WALGA RoadWise](#).

Another part of capturing this activity is to be able to showcase and share the contribution RoadWise Councils deliver to improve their local road safety performance and support national and state road safety targets.

RoadWise Council Activity

During 1 July 2024 – 31 March 2025, Wheatbelt South RoadWise Councils recorded road safety activities in all areas with the most active areas being Road Manager & Planning Authority and Leadership & Community Development.



RoadWise Council Priorities

Wheatbelt South RoadWise Councils are prioritising and delivering a variety of actions to improve road safety outcomes for their communities. Some examples are provided below.

Black Spot Funding

If a potential Black Spot location lacks sufficient crash statistics to qualify for an application, a Road Safety Audit or Inspection is an alternative method to establish eligibility.

Paul Starling is the Local Government Road Safety Manager with Main Roads WA. He is a Senior Road Safety Auditor, who is available to conduct Road Safety Audits and Inspections for Local Governments and help in the submission of Black Spot applications (State and Federal). Paul can be contacted on telephone (08) 9475 8482 or by email paul.starling@mainroads.wa.gov.au.

Feedback from this year's Black Spot application assessors indicates that one of the most common mistakes is applicants failing to organise attachments before beginning the submission process. There are several attachments that should be obtained. These are a requirement within the form and need to be attached to unlock succeeding questions. Ensure that you have the following before you begin:

- **Site photos** – At least two site photos are required. Screen shots from Google Maps and extracted photos from a Road Safety Audit is commonly seen however assessors advise against this. They want to see that you have been to the site and understand the issue.
- **Concept or detailed drawings** – This can be a simple design completed inhouse or a professional drawing, but it must show the assessor what the intent is and be relatively detailed (showing dimensions). Assessors regularly see screen shots with preliminary concept sketches, not to scale. This is not adequate.
- **Costings** – The total estimated project cost needs to be as accurate as possible. Once the application has been submitted and funding received, the funding cannot be altered.
- **Vegetation Clearing Permits** – If any environmental works are required, the permit needs to be issued and attached to the application. These are issued under the *Environmental Protection Act 1986* and the permit form can be found on the Department of Water and Environmental Regulation website [here](#). The Department advises that these permits can take between 60 and 90 business days to be processed.
- **Main Roads WA approvals** – Any project impacting traffic controls, or a state road, requires written approval from Main Roads WA. This needs to be issued prior to commencing the application process and attached.

Assessors also noted that applicants would have a higher chance of success if they focused on locations based on quality of crashes and not quantity (crash severity), and to ensure staff are adequately trained in Crash Map and Road View programs as use of these is required to complete the application.

2026-27 timetable

- April 2025 - Call for submissions
- 11 July 2025 - Metropolitan and regional submissions close
- July to October 2025 - Assessment of submissions
- November to December 2025 - Preparation of recommended program

- February to April 2026 - Review and recommendation
- May 2026 - Program approval
- 30 June 2027 - Final expenditure for the 2026-27 program

Regional Temporary Exemption

Road Safety Audits and Inspections must be performed by an audit team, comprising of at least two people made up of an accredited Senior Road Safety Auditor (potentially Paul Starling) to lead the team and at least one other accredited member. Local Governments can apply for a Regional Temporary Exemption. The exemption permits a temporary exemption to the audit team composition so that a trainee auditor can be used in place of a second accredited audit team member. The advantage of this is that your audits and inspections can be facilitated for free as a second team member does not need to be procured.

WALGA's Road Safety Advisors are trainee Road Safety Auditors and can support RoadWise Councils through the process as a second audit team member if you have an exemption in place. If you need to apply or renew your exemption, information and forms can be found on the Road Safety Audit Portal website; [Regional Temporary Exemption \(road-safety-audit-wa.org\)](http://road-safety-audit-wa.org).

Whilst Local Governments have applied for multiple concurrent exemptions in the past, the intent of these is to allow sufficient time for the organisation to build their auditor resources 'in house' so there is no guarantee that an applicant will be granted approval if they have submitted two or more exemption requests in the past. The decision to grant a further exemption is determined by the Road Safety Audit Panel.

Auditor Accreditation – Road Safety Inspections Exemption Changes

The Road Safety Panel have recently conducted a review of Auditor accreditation requirements with the aim to further assist regional Shires to develop and build Road Safety Auditor resources, in addition to the current [Regional Temporary Exemption](http://road-safety-audit-wa.org) process and regional training discounts.

As a result of this review, regional Shires are now eligible to use Road Safety Inspections to apply for Auditor accreditation, rather than the previous requirement of completing two design stage road safety audits. This change has been implemented in recognition that regional Shires can have limited opportunities to conduct design stage audits for regional Shires to develop and build accredited Road Safety Auditor resources.

This change has been updated on the [Road Safety Audit Portal](http://road-safety-audit-wa.org) website and is automatically managed through the online application process.

If you have any queries regarding this change, or about the pathway for regional Shires to auditor accreditation please contact the Road Safety Panel by email at rsaudits@ipwea.asn.au.

Heavy Vehicle Rest Area initiative: apply for funding

What kind of projects are eligible for funding?

State, territory and local governments can apply for funding for a range of projects. These include:

- simple projects like road marker signs for informal rest areas (green reflectors)
- larger projects such as:
 - the construction of new rest areas
 - the expansion of existing rest areas
 - the upgrade of existing rest area amenities e.g. the installation of new toilet blocks, showers or picnic tables.

Take a look at the [21 HVRA projects that have already been funded](#), to get some ideas.

How much Australian Government funding can I seek?

Under HVRA, the Australian Government will contribute up to a maximum of \$5 million for each project. For projects submitted by Local Government Authorities, the HVRA will contribute up to 80% of the total project cost for projects located in regional and remote areas, and up to 50% of the total project cost for projects located in urban areas, up to the cap of \$5 million per project. For projects submitted by state and territory governments, the HVRA will contribute up to 50% of the total project cost, regardless of project location, up to the cap of \$5 million per project. The co-contribution/s for projects can come from state or territory governments, private entities, or other eligible Australian Government programs.

When are applications due?

You can apply at any time, however applications are batched for assessment up to 3 times per year. Applications under the current tranche of HVRA will be batched on 30 June 2025. Applications can still be submitted after this date, and will be assessed later in 2025.

How do I apply?

Please submit a fully completed [application form](#) addressing all criteria, along with supporting evidence that will help us assess your application. All applications must be submitted through the department's [Infrastructure Management System \(IMS\)](#).

Useful links

Read the [Heavy Vehicle Rest Area initiative fact sheet](#)

View resources on [how to apply for HVRA funding](#)

[Share your thoughts](#) on locations that need a new or upgraded HVRA

RoadWise Council Road Safety Case Studies

Shire of Broomehill-Tambellup's Innovative Approach to Road Safety

The Shire of Broomehill-Tambellup is committed to maintaining a safe and efficient road network. In the past, limited data on road conditions and asset locations made it challenging to identify safety risks and plan timely maintenance. Traditional inspection methods were time-consuming and reactive, often addressing issues after they become hazards. To enhance road safety and improve asset management, the Shire sought a more proactive and data-driven solution.

The Shire implemented an advanced road mapping system that integrates robotics and artificial intelligence. This technology geospatially maps all road assets while identifying defects, hazards, and potential road safety risks across the entire network. By leveraging A.I.-driven analysis, the system provides real-time and highly accurate data, enabling the Shire to make informed decisions without the usual time pressures.

Contractors were engaged to complete a data capture of the road network which was completed in four days. The data is collected with a vehicle-mounted sensor that captures footage of everything that can be seen from the road. The data is run through A.I. to identify and map information on road pavements, footpaths, line marking, signage and other objects that are repeatable on the road. It identifies emerging defects such as potholes, surface deterioration, cracking, shoving, edge drops, faded line marking and signage issues like dirty, damaged or missing signs. This data can then be interrogated for a specific set of information and a report (together with supporting images) will be produced immediately.

The Shire has already leveraged the data to generate four comprehensive audits including a signage audit, footpath audit, curve and channel audit, and a pavement and line marking audit. Traditionally, these audits would have been resource intensive and time consuming however, they can now be produced for any repeatable roadside asset within minutes.

The adoption of this technology has significantly strengthened the Shire's approach. With advanced analytics, the Shire can identify risks earlier and respond more effectively. Data-driven decision-making allows the Shire to direct funding and resources toward the most critical safety improvements. With detailed insights into high-risk areas, road maintenance and upgrades to reduce crash risks can now be prioritised.

Shire of Dardanup Road Safety Prioritisation Process

The Shire of Dardanup has established a road safety assessment and risk analysis program for roads managed by the Shire and identified roads which have road safety problems based on historical crash data.

Utilising the Main Roads WA Crash Map tool, the Shire has been monitoring local road crashes and has established a prioritisation process to systematically work through and identify risks and recommend treatments in a proactive and practical approach.

The Shire has established a list of roads, identified which can be applied for through Black Spot funding and arranged for a risk analysis site inspection to be conducted to assess if action is required and what this is.

The process focuses on low cost, high impact solutions, and interventions which are widespread. Higher cost treatments are referred to Council for budget consideration, as part of the annual budget process. The Shire also applies safety improvements as part of their maintenance works to progressively improve the safety of the network when works are being undertaken.

The Shire invested in a staff member to complete the Road Safety Audit and Road Safety Engineering training, resulting in the Shire now having an accredited Road Safety Auditor. With an accredited Road Safety Auditor, the Shire no longer needs to get an exemption to conduct Road Safety Inspections, and the staff member can provide safety focused and safe system aligned advice to project designs and works planning.

Completion of the training builds the capabilities of staff to apply safe system application in the treatment of crash locations. It builds the engineering knowledge and experience to systematically make roads safer and aligned to better practice and safe system.

Safety analysis reports are completed with the Shire systematically working through the prioritised list as well as road safety concerns raised both internally, and from the public, and completing a Safety Analysis Report for each assessment. This allows the officers to look at the risks and apply the safe system approach to prevent killed and serious injury crashes and to improve the safety performance of the network. This process has been supported by the executive team and as determined, the Analysis Reports are presented to the Executive to endorse the recommendations and support the budget for the works to be completed.

Learning and Development

Compass IoT - Local Government Training Sessions

Location: Online

Dates: Tuesday 24th June @ 2.00pm and Thursday 26th June @ 10.00am

- Understanding connected vehicle data.
- How to collect and understand data.

For information and to register, visit, [Compass IoT WA Training and Questions](#) or scan QR Code



Austroads Webinars

Austroads past webinar recordings are free to all, cover a variety of road safety topics and can be accessed from the Austroads website [here](#). Sign in is required, however it is free to create an account.

Safe System for Local Government Workshops (Vanguards)

Location: Perth – University Club of Western Australia

Dates: 5 – 7 August 2025

- One-day workshop for Elected Members and executive, 5 August 2025. Provides a short and clear overview of key road safety principles.
- Three-day workshop for Local Government officers, 5 - 7 August 2025. Builds on the day one workshop with a more detailed, hands-on learning about road safety and how to apply it in Local Government.

For more information and to register, visit, [Local Government Support Programs | Main Roads Western Australia](#).

It is anticipated that the workshops will be held in Northam in March 2026 (Shire of Northam, dates to be confirmed).

WALGA's 2025 Transport and Roads Forum

Location: Perth – Frasers State Reception Centre, Kings Park

Dates: 14th August 2025

- Brought to you by WALGA in partnership with Main Roads WA, we are excited to announce the premier transport and roads event for Local Government is returning for 2025.
- One-day thought provoking sessions, knowledge sharing, robust discussions and networking as we bring the best of the best across all facets of transport, roads and Local Government. This year's theme **'From Vision to Action'** focuses on Road Safety, Sustainability, Active Transport and Asset Management.
- The event, for Local Government employees and Elected Members, will conclude with a networking sundowner held between 4.40pm to 6.30pm following the Forum's.

For more information and to register, visit, [Upcoming Events | WALGA](#)

Australasian Road Safety Conference

Location: Pan Pacific Perth, Adelaide Terrace

Dates: 20th – 23rd October 2025

- The Australasian Road Safety Conference aims to facilitate collaboration and information sharing between road safety stakeholders and decision makers-from Australasia and beyond.

For more information and to register, visit, [Home - ARSC 2025 Conference | Road Safety Excellence - Australasia](#)

IPWEA Road Safety Audit

Main Roads WA and Institute of Public Works Engineering Australasia (IPWEA) WA Division Road Safety Audit Panel has developed a competency assessed Road Safety Audit training course that must be successfully completed to be eligible to apply for accreditation as a Road Safety Auditor in Western Australia.

The Road Safety Audit course modules have also been developed to allow students who may not wish to complete the whole Road Safety Audit course but are interested in learning about any of the wide variety of subjects covered in the course, to complete any of the 23 individual modules listed.

The course comprises the following elements:

- [twenty-three online competency assessed modules](#), and
- a competency assessed Practical application module which involves taking part in an assessed road safety audit.

Road Safety Engineering

Main Roads WA and IPWEA WA Division Road Safety Audit Panel has developed a competency assessed Road Safety Engineering – Treatment of Crash Locations training course that is a vital training resource for individuals involved in the treatment of crash locations. This training must be successfully completed to be eligible to apply for accreditation as a Road Safety Auditor in WA.

The course comprises of:

[10 online competency assessed modules](#).

Local Government Works Association WA Inc 2025 Conference

Location: Joondalup Resort, Connolly

Dates: 5th – 7th August 2025

For more information and register, visit, [Conference | Local Government Works Association WA Inc](#)

Contact

For more information or any queries please contact:

Rodney Thornton
Road Safety Advisor
WALGA RoadWise

Unit 3, 141 Vincent Street, Beverley WA 6304
T: 0409 689 313 | rthornton@walga.asn.au

WELCOME TO THE **SHIRE OF WILLIAMS**



PART OF MARRADONG COUNTRY

williams.wa.gov.au

SNAPSHOT OF WILLIAMS

Williams is located on the Albany Highway, a strategic road transport link between the Perth metropolitan area and the Great Southern region of WA. The highway has an estimated traffic volume of between of around an average 4,600 vehicles per day.

WILLIAMS PS
138 STUDENTS
ENROLLED

DISTANCE
PERTH – 161KM
ALBANY – 246KM
MANDURAH – 144KM
BUNBURY – 141KM
NARROGIN – 31KM

POPULATION

1040

**EMPLOYMENT
(15YRS+)**

67.6%

AREA

2307.7 KM²

**SHIRE OF WILLIAMS
LOCATIONS**
Boraning
Congelin
Culbin West
Dardadine
Narrakine
Marradong
Quindanning
Tarwonga

**GROWTH
2016-2021**

3.8%

SEALED ROADS

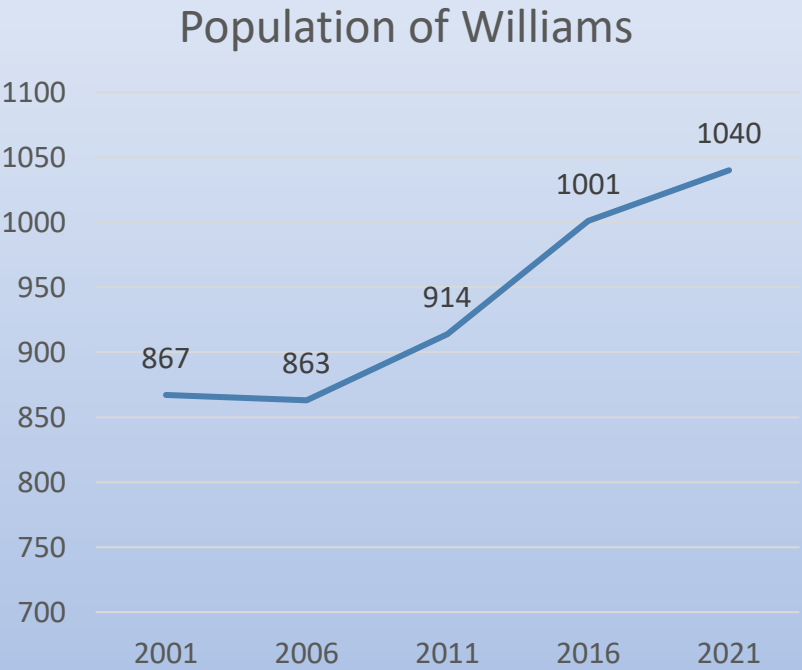
230KM

**UNSEALED
ROADS**

332KM

WILLIAMS -

A PLACE TO LIVE, WORK, PLAY AND INVEST



Steady population growth over past 2 decades



Proposed Wind Farms
Small business growth



WA population forecast to grow by 600,000 people by 2036.
School student numbers up from 115 to 138 in the past 5 years

MAIN ECONOMIC DRIVERS -

PRIMARY PRODUCTION, TRANSPORT, TRADE & MANUFACTURING

	Williams
Gross Output	\$183.07m
Wages & Salaries	\$10.29m
Employees	324
Productivity	\$257,129
Value Added	\$83.31m

*CBH receivals
664 000t
*Demeter grain
20 000t oats

Redevelopment
& expansion of
Marjidin
Industrial Area

*Rural
Businesses

*Agricultural
Goods
Manufacturer's

Export Hay -
Japan, China,
Taiwan, Korea &
Europe

*Bulk Transport

*Shearing
Contractors

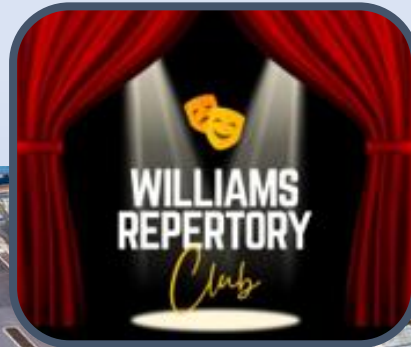
- WILLIAMS -
A PLACE TO LIVE, WORK, PLAY AND INVEST

*Livestock
Feedlots

*Pellet
Production



COMMUNITY EVENTS



ANZAC DAY
SERVICE



WILLIAMS RECREATION FACILITIES

MANY OPTIONS FOR THE SPORTING MINDED

Williams uses
recycled water to
maintain parks and
gardens

An aerial photograph of the Williams Recreation Facilities. The image shows a large, oval-shaped green field in the center, surrounded by a blue track. To the left of the field is a large, circular, brownish area, likely a horse riding arena. To the right of the field is a rectangular green field, possibly for netball or basketball. Further to the right are several tennis courts. In the foreground, there are several buildings, including a large white one and a smaller one with a blue roof. A swimming pool is visible on the right side. The background shows a residential area with houses and trees.

TENNIS
COURTS

HOCKEY
FIELD

NETBALL /
BASKETBALL
COURTS

SWIMMING
POOL

BOWLING
CLUB

TROTTING
CLUB

CRICKET
CLUB

GOLF CLUB

CAMPDRAFT
GROUNDS

COMMUNITY FACILITIES



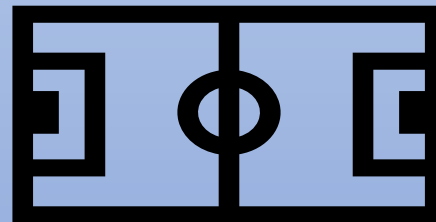
The Community Resource Centre is widely used amongst the community and offer services including internet and email access, Centrelink Access, Williams Public library.

Recreation
centre upgrade

Stage 1 – new
indoor court



Willi Wag Tails Childcare Centre is available for full day sessions as well as before and after school care. The centre is licensed for 20 children per day.



TOURISM IN WILLIAMS

MARRADONG SELF-DRIVE TOURS, LIONS PARK



Lions Park &
Nature Play
Ground



Marradong
Self-Drive Trail

Home of the
Numbat

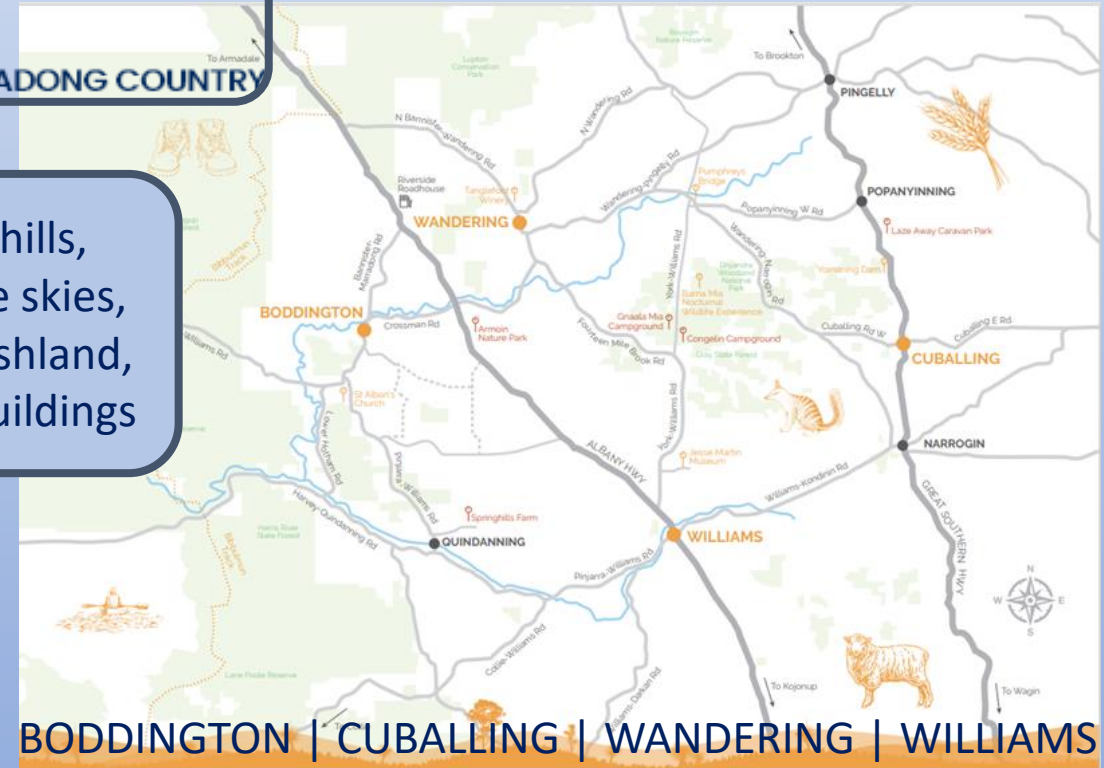
Explore a
wilderness
within reach

90 minutes from Perth.
A million miles from the
hustle and bustle.



PART OF MARRADONG COUNTRY

Rolling hills,
expansive skies,
native bushland,
historic buildings



BODDINGTON | CUBALLING | WANDERING | WILLIAMS

Welcome, thankyou ,and enjoy the meeting and the day.





Lake Varley & Districts Progress Association General Meeting Minutes 17th June 2025

Meeting Opened: 6.44pm

Present: CEO Alan George, DCEO Aaron Wooldridge, Cr Len Armstrong, Cr Roz Lloyd, Cr Benjamin Hyde, Sarah Mudge, Melissa Atkins, Tristan Cornwall, Colin Tapper, Carla Hyde, Clare Hyde, Graeme Atkins, Jim Sullivan, Margaret Sullivan, Nicola Slabbert, Bennie Slabbert, Sheena Zurnamer, John Zurnamer, Caris Cornwall, Anna Scheepers, Gavin Hill

Apologies: Cr Steve Hunt, Cr Ross Chappell, Cr Deb Clarke, CEO Alan Leeson, President Cr Grant Robins, EMCS Taryn Scadding, Cindy Nicholls, Sue-Anne Naughton, Brent Hyde, John Cornwall, Cameron Mudge

Presentation & Endorsement of Previous Minutes:

Emailed to affiliated clubs and community members. A copy is tabled.

Moved by Melissa Atkins

Seconded by Carla Hyde

Business Arising from Previous Minutes:

- *Maintenance of the Varley Hall and Pavilion (Sarah Mudge)*- Information was taken back to the Lake Grace Shire office but items that require maintenance have not been fixed. Installation of air-conditioning needs to be put in the budget.
- *Office Bearers Board (Colin Tapper)*- Is still a work in progress.
- *ANZAC Mural (Carla Hyde)*- There is potential funding for a mural. Still a work in progress.
- *Varley Tip (Sarah Mudge)*- Thank you letter sent to Altorra Ag for their work at the Varley tip. The tip still needs tidying up.
- *Varley CBH (Sarah Mudge)*- A letter was sent to Maneka Daw requesting the Varley CBH site be kept tidy. Nothing has been done and there has been no response from Maneka.
- *Yuck Circus (Clare Hyde)*- Thank you to Sarah and Cam for hosting the Yuck Circus.

Presentation & Endorsement Finance Report:

Moved by Tristan Cornwall

Seconded by Nicola Slabbert

- *Finance Report -*

Tristan Cornwall- Down to \$34 904 cash in the bank. Hopefully close to being paid for the lupins - \$100 000. Tristan currently negotiating with Patmores. Social Committee income was nearly \$12 000. CSBP donated \$1000. Miscellaneous was from the Lake Grace Shire for museum cameras, repair of the community tractor tyres and for the Silo Project. Social Committee expenditure of \$6000 for the Yuck Circus and drinks. \$25 000 loss from February. A little bit of income outstanding from the FM Tower reimbursement – about \$2000. \$1500 from the Drum Muster.

Presentation & Endorsement Correspondence:

Incoming letters/email to be read.

Moved by Melissa Atkins

Seconded by Colin Tapper

Business Arising from Correspondence:

Nil

Reports:

- *Lake Grace Shire –*

Cr Len Armstrong- The main thing at the moment are budget deliberations. Putting air-conditioning units that are required at the hall need to be known about. The same goes for anything else that is required. Once the budget has passed it becomes difficult to tick off. Alan has received a list from Carla. There is an alliance of 6 councils that are all serviced by the one medical provider. Those 6 councils also pay out a cash component. The cash component within the regions should be paid by the Federal Government. It is near impossible to get funding from the Federal Government. The Executive Assistant Alex Adams spent hours trying to contact ministers and medical organisations to try and get meetings with those organisations. The Shire got an answer from the W.A. Health Minister today but the job got passed down to someone down the food chain. The Shire had asked for a meeting with the W.A. Health Minister back in mid-April. Watch this space as it will be on-going for quite a while. The Chief from Gnowangerup and Cr Len are off to Canberra next week. They have a motion in with the Australian Local Government Association. The person they really need to talk to is the Federal Minister of Health.

- CEO Alan George- The Shire is losing their MIS Craig Elefsen. The position has been advertised and 2 applications have been received. The Shire is currently trying to find someone. Craig finishes on 11th July. A neighbouring Shire's doctor has resigned. There are still 2 doctors in Lake Grace. Cr Len mentioned there are opportunities to book in on a Wednesday at Newdegate Medical Centre.

- DCEO Aaron Wooldridge- Community Development are busy trying to make sure the events on their schedule are panned out. Funding and the Shire budget are the main focus at the moment.

- *Kulin Shire –*

EMCS Taryn Scadding- Centenary and Silo Trail Project – this project has been included in the budget and will be considered at the Budget Meeting in July 2025.

- Winter Grading – Shire of Kulin are heading Holt Rock way in 4-6 weeks
o While undertaking winter grading the works crew will be staying at the

Holt Rock Depot and the Shire will arrange a BBQ for crew and community. I'll be in touch with details for those wishing to attend.

- We are currently waiting to hear the outcome of the funding application for 20km sealing on the Kulin-Holt Rock Road.
- At the Strategic Planning meeting the unsafe corner on the Pingaring/Varley Road was raised. The Shire has applied for Black Spot funding. If successful, this funding will allow for the corner to be bituminised in 26/27.
- Kulin Holt Rock Road – proposed sheeting for 4km back from the Highway heading West.
- Holt Rock Depot upgrades – new furniture has been purchased for the Depot. Installation of new air conditioners is for consideration in the 2025-26 budget.
- Thank you to everyone who attended the Strategic Community Planning meeting. The evening was so well attended, and it was such a great opportunity to meet with everyone and for Councillors and staff to hear from the community firsthand. From this meeting there was a strong emphasis on communication – I would be happy to provide an update that goes in the Varley Voice if that is the most appropriate way to communicate. Happy to discuss and also to ensure the information is relevant to the Holt Rock/Varley communities.
- Varley/Holt Rock Facebook Page – I have requested to join the page.
- Holt Rock 24 Hour RV – the signage on the highway indicating the RV area ahead will be moved towards Holt Rock so that it doesn't confuse tourists with turning at Strother Road. We hope this will alleviate people camping outside the designated RV Area.

Please feel free to get in contact with me regarding any issues or requests. We look forward to continuing to work with you to keep the communication lines open and support a strong, vibrant and healthy community.

- *Cropping Committee* –
Sarah Mudge- They put a notice in the Varley Voice and thanked a few people for doing the cropping. They need help with spraying and spreading. Contact Aaron, Cameron or Scott.
- *Townscaping Committee* –
Sheena Zurnamer- Thanks to Carla and John for getting jobs done at the Chicken Ranch. Tables and chairs at the Chicken Ranch are part of the grant.
- *Social Committee*-
Sarah Mudge- The Big Hoo Haa! is coming on the 24th September. They are a comedy show that's all off the cuff. It will be an all ages gig. There will be a workshop beforehand that anyone including kids can be a part of. This will be followed by the show. The Social Committee have bought Varley bunting so it can be put up if Varley have an event.

General Business:

- *Increase in Varley Number Plate Cost*
Tristan Cornwall- Licensing rung the other day to let Tristan know that as of 1st July the cost of the Varley number plates will go up by \$25. They will be \$250 all up.

Tristan Cornwall *moves a motion Varley Progress will increase the Varley number plate cost by \$25 to maintain our profit margin. Seconded by Clare Hyde.*

- *Bendigo Bank New Term Deposit*

Tristan Cornwall- Once the lupin money is in Tristan is planning on putting in a new term deposit. One will be for 12 months for \$40 000 and one will be for 6 months for \$40 000. Bendigo Bank need meeting minutes. Business banking is also not done online.

Tristan Cornwall *moves a motion Varley Progress put in \$40 000 for a 12 month term deposit and \$40 000 for a 6 month term deposit. Seconded by Nicola Slabbert*

- *24 Hour Fuel in Varley*

Sarah Mudge- The Executive Team met up to discuss whether Varley Progress look into housing or fuel in Varley. They thought looking into fuel was the best place to start with the future of Varley. Sarah has done a 24 Hour Fuel Investigation Summary. She has spoken to the Lake Grace and Kulin Shires. If we were going to go down this route we would get 2 bowzers – one would be a High Flow diesel and the other would be Diesel/Unleaded. No one else has an AdBlue anywhere close so that could be another option. Was suggested we get cameras. For maintenance in Kulin a business called Fuelquip is paid for a 12 month check that reduces any issues. Every couple of years the Kulin Shire might need to replace some hand pieces and upgrade software. Daily administration needs to be undertaken. Things that arise need attention quickly. The Shire of Kulin suggested approaching a company that could set up a facility and they maintain and undertake the administration. Aaron from the Shire of Lake Grace suggested we do a needs assessment and write a letter to the Shire asking the following questions - Would they use the fuel? How much would they use? Would they help us with the land? Will they help us with setting up? Aaron was able to talk to Craig from the Shire of Lake Grace. They were able to look at some traffic counting on the Main Roads website to see what traffic is going through on a daily basis which was about 200 vehicles. The other suggestion is we could tap into Statewide Fuel Distributors as they are one of the major regional fuel companies that do set up these type of things. Liberty Fuels is a good example of what these type of companies might supply. Varley Progress need to develop a business case including a yearly estimate of how much fuel, the size of the tanks whether Diesel, Unleaded or AdBlue, aim for a profit of 11-12c per litre for maintenance and aim to cover the cost within a 5 year period. Both the Shire of Kulin and Liberty Fuels suggested we work out if we can sell enough fuel over a 5 year period to cover the \$250 000 input. Varley Agsolutions or the Shire could help manage or help with the development because it wouldn't work with just one community organisation managing it. Potentially there could be some funding available. Food and drink could also be provided via vending machines. One option for site selection could be the old shop as Barry Noakes really wants to sell. The other option for site selection could be at the old CBH sample hut. The Shire of Lake Grace could look at helping with the land through a self-supporting loan with the W.A. Treasury. Could possibly make repayments monthly or quarterly. Need to make sure we have the right approvals for the use of the land. Re-zoning could take up to 2 years. Need to consider the BPA as well. If Varley Progress can get this idea to work the community need to be behind us. If there are other ideas the community think would be better than fuel please let Varley Progress know as the money needs to be strategically used for the future of Varley.

- *Drum Muster*

Colin Tapper- \$1500 made from the drums collected recently. Please remember to take the lids off and clean up the drums otherwise they will be chucked in landfill.

Can go to the shop and get a key as well as fill out the file. On farm pick-ups available for big farmers. The funds go back to Varley Progress so please use the service. Graeme will push down any extra drums down at the tip.

- *Dempster Rock Water Source*

Colin Tapper- Colin went there after the last rain in March. The Department of Water has spent money there on the tank, solar pump and dam. However, where the drain runs down there were sticks and all the water had washed out. All this money has been spent and the drain is full of trees and dirt so it isn't set up to pass. The overflow pipe is not level with the dam. The soil is also not fit for a dam and the water has seeped through so there's hardly any water in it. The soil in between has to be taken out and something else put in there.

- *Chicken Ranch Silo Project*

Carla Hyde- There is a new silo at the Chicken Ranch. The artist is arriving on Monday to paint it. Verbal approval has been given from the Lake Grace Shire that we were successful in getting our community grant for \$5000. The artist is costing \$5000. We need to borrow \$5000 from Varley Progress for 2 weeks. The date the Shire budget is finalised doesn't match with the artist's 7-10 day invoice. Social Committee can pay for it.

Carla Hyde moves a motion to pay for the artist through the Social Committee. Seconded by Sheena Zurnamer

- *Varley Voice*

Carla Hyde- Next week is Carla's last Varley Voice. Linda Cornwall will be the new editor and she can make it what she wants or what the community wants. Carla's work with the Varley Voice over the last 20 years has been much appreciated.

- *Centenary Update*

Carla Hyde- The Centenary Committee had a meeting and nothing has progressed too much more. The main thing is the 5 questions that Carla put in the Varley Voice and would like everyone to answer. Answers can be sent to the varley100party email address. Will be doing a photo/story book filled with pictures, celebrations and history. Need to make a start on putting it together and also get the message out to everyone. It's each person's responsibility to include their own family as well as their extended family. Carla has applied to both the Kulin and Lake Grace Shire's for money to be allocated to Varley Progress for the centenary - \$10 000 per Shire per year. It won't be a huge burden on Varley Progress. The Shire's needed a plan of what we wanted to do as they wanted it all to come from Progress so there's not all different ideas floating around.

- *Housing in Varley*

Graeme Atkins- If the houses in town become vacant Progress should look into buying the properties so we can control what sort of people go into the houses. Properties could be tidied up and made to look nicer or sold on to someone else. Need to consider asbestos can be a massive liability. Also need to do some research and consider what are the costs involved? The old shop could have historical value. Cameron had thought of using the building as a machinery museum. Progress need to do some research on the properties, compile some negotiation points and also get an evaluation to present at a Progress meeting. Sarah, Colin, Tristan and Graeme will form a committee.

Graeme Atkins moves a motion that Progress look into researching the properties in Varley. Seconded by Clare Hyde

- *Drinks/nibbles for Varley Progress meetings*
Sarah Mudge- President Cr Grant Robins is happy to sponsor drinks and nibbles for the Varley Progress meetings through his Kulin Transport business. Varley Progress support this happening at all future meetings.

Meeting Closed: 8.06pm

Lake Grace Roadwise

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Minutes of Lake Grace RoadWise Committee Meeting.

12:30pm, Thursday 3rd July 2025 at the Lake Grace CRC

Present: Fred Steer, Lois Dickins (St John), Suzanne Reeves.

Apologies: Jason Lip (Shire), Deb Clarke (Community), Wade Bambling (Police), Rodney Thornton (RSO), Len Armstrong (Shire), Kerrie Argent (Hospital).

Confirmation of previous minutes: 10th April 2025

Business Arising from Previous Minutes:

- Lake King crossroads. Have been cleaned up (shrubby) so looks a lot better. Not sure how its going with Paul Starling.
- Federal government funding for truck bays. Have been looking at.
- Near miss cameras. Has been installed at the crossroads, will be there for 8 weeks.
- Understanding Grief & Loss. Went really well, had 8 in attendance who all found it very good and were glad that they had participated. Injury Matters had funding already and did not charge us for the workshop.

RSO Report:

-

Correspondence Out:

-

Correspondence In:

-

Financial Report: Bank account still sitting at \$1,781.31.

General Business:

- **Kids In Cars** – we only have four names at this stage, will upload again on Facebook and if numbers don't increase shall postpone also.
- **First Aid Workshop** – has been postponed, not sure if I'll run in the October school holidays (I will be away) or the January ones. Will have to double check with the funding body.
- **Blue line at front of school**- since the drainage was done and the blue line dug up parents have gone back to parking where they shouldn't.
- **Directional sign at Tarin Rock** – is too short. If you're pulling out from south Tarin Rock in a 4WD the sign blocks your vision, okay in a car. Fred will check on the way home.
- **Shoves** – particularly bad 100m east of Roger Road on the Lake Grace-Newdegate road, also bad near the Newdegate Research Station. Fred will follow up on.
- **Railway sign** near Duckworth Rd rail crossing is flattened. Fred was following up on??
- **Left over funding** – we have monies left over from the Understanding Grief and Loss workshop; would it be suitable to put this toward utilising an artist to paint the Driver Reviver Van. Have a quote of \$500 to do up a concept plan. Will have to speak to the funding body first to ensure that this would be okay.
- **Meetings** – how many should we have a year? 3 or 4. Months to have them would be February, June and September to avoid seasonal demands and we could have one in November if need be. Will set the dates at the beginning of the year and ask that

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participants commit. We have a few organisations that aren't attending, I will send out an 'opt in email', and we can put it out to the community and see if there are others who would like to attend.

Meeting closed: 12:59pm

Next meeting: Thursday 6th November