



# Councillor Information Bulletin

For the Ordinary Council Meeting  
held on Tuesday 10<sup>th</sup> February 2026

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# SHIRE OF WESTONIA

## Feb/March 26

<b>Date &amp; Time</b>	<b>What</b>	<b>Where</b>	<b>Who</b>
Monday 9 February	WNESRRG Board Meeting	Teams	Cr Geier & CEO
Tuesday 10 February	Council Meeting/Electors Meeting	Chambers/Old Hall	Councillors, Senior Staff
Thursday 12 February	GEZ Meeting	Trayning	President & CEO
Monday 16 February	Joint ROC Forum/WEROC Board	Beaumonde on the Point Perth	President & CEO
Monday 16 February	CEACA Board Meeting	Beaumonde on the Point Perth	Deputy President & CEO
Tuesday 17 February	Westonia Progress Association Meeting	Chambers	Crs Faithfull, DellaBosca CEO & DCEO
Friday 20 February	Sponsors Bowling Day	Stadium	Crs and staff
Tuesday 24 February	Wessy COOP AGM	Old Hall	CEO

## CEO'S REPORT

- **GENERAL MATTERS**

- Projects have carried on after the Xmas break with the demolition of the old house at 35 Wolfram Street in preparation for the new Modular units which are likely to arrive early April.



- The Warm Water Pool project is nearing completion with the building structure completed and electrics installed. Awaiting Infiniti Pools to install filtration pump equipment, fittings and plaster the pool bowl. I expect that this project will be completed in April.
- Conducted Caravan Park Caretaker interviews during the month and appointed Mr Barry Chreighton as the new appointee.
- Conducted cleaner interviews appointing Ree McDowall as replacement for some community buildings.
- Met with young parents at a meeting held on Wednesday 21 January to discuss them forming a working group to obtain designs and quotes for the new Playground as well as some community funding opportunities.
- Attended the Australia Day functions held in the morning at the Pool and in the afternoon at the Stadium which was very well attended. Took the opportunity to acknowledge the 50 year contribution Des & Senga O'Rafferty have made to the Westonia community.
- I provided a radio interview for Coopers Garage on the BigRig radio station.
- Held onsite meeting with Jeff Famlonga for the new playground shed and the preparation works required prior to construction.
- Cr Geier and I participated in a WNESRRG Zoom meeting held on Monday 9 February.

- **DELEGATED AUTHORITY ACTIONS**

- Granted an AMS rating 3 instead of AMS1 for Warralakin Road during the out loading of Warralakin Receiving point.

- 

- **ROADCREW**

- The construction crew returned to work on Monday 12 January and have commenced the construction of Diorite & Mica Streets R2R project in readiness for sealing.
- The RRG Warralakin Road project has been profiled in readiness of gravel carting. It is anticipated that this project will be completed early March.
- Crew have been assisting with the demolition work at 35 Wolfram Street.

- The new CAT 950 Loader was delivered on Thursday 15 January with the crew being inducted on the same day.



- **TOWN**
- Chris Clarke has tendered his resignation from the Gardeners position effective immediately for personal reasons. In his absence and whilst Council is recruiting a replacement, I have employed 3 x French backpackers to undertake gardening duties for a month. The work they have completed to date is very good.
- New ramps and steps are being constructed at the Old Miners Hall.

- **PLANT HOURS**

The following is a list of plant and vehicle kilometre and hour readings for the period ending 28.02.26.

Item		30.11.25	28.02.26
P1	CAT 140 GRADER	4,296hrs	4,414hrs
P2	CAT 12M GRADER	10,740hrs	10,826hrs
P3	PRIME MOVER (KENWORTH)	80,629kms	81,343kms
P4	ROAD TRAIN (NEW FREIGHTLINER)	176,049kms	178,582kms
P5	JOHN DEERE LOADER	5,899hrs	12hrs
P6	CAT ROLLER (SKIP)	2,965hrs	3,079hrs
P7	MINI-EXCAVATOR	1,453hrs	1,463hrs
P8	TELEHANDLER JCB	590hrs	635hrs
P9	TOYOTA (GRADER UTE)	82,596ms	85,179ms
P10	mitsubishi CANTER	37,065kms	38,664ms
P11	TOYOTA HILUX (HCS) WT 35	114,488kms	114,915kms
P12	JOHN DEERE (5100)	2,821hrs	2,821hrs
P14	TOYOTA LANDCRUISER GXL (CEO)	27,742kms	32,523ms
P15	TOYOTA HILUX D/CAB (W/SUPER)	72,227ms	77,677ms
P16	TOYOTA RAV4 (Community)	20,556kms	21,431kms
P17	TOYOTA HILUX DUAL CAB	78,919ms	82,345ms
P19	FAST ATTACK	20,445kms	22,729kms
P20	FIRE TRUCK	7,550kms	7,564kms
P18	WESSY BUS	154,804kms	155,567kms
P22	KUBOTA RIDE ON MOWER (OVAL)	2,203hrs	2,203hrs
P23	TOYOTA MINI-BUS (WT COM V)	51,249kms	51,249kms
P24	CAT ROLLER (LOLA)	3,444hrs	3,464hrs
P25	MICK's BEAUT UTE	186,806kms	188,103kms
P27	TOYOTA PRADO GXL (DCEO)	40,644kms	44,870kms
P28	TOYOTA HILUX UTILITY (TOWN)	11,149kms	12,800kms
P29	MOWER	12hrs	156hrs

# COMMUNITY DEVELOPMENT AND WELLBEING REPORT

## COMMUNITY DEVELOPMENT REPORT

Working group meetings held every 3rd Wednesday of the month:

Event planning – Back to our Roots, Bring your Boots Ball, Community fitness, active Farmers and move it or Loose it and Westonia Swimming Pool, swim for fruit, Australia day Breakfast and all day swimming, Early morning swimming, Swim to Rotto virtual challenge.

Westonia Workers WhatsApp group is working very well in activating volunteers for events and projects. We are finding more people are using the platform to ask questions, send out information, ask for assistance and getting quick responses. Even though some people are not tech savvy they are still getting information from friends, much quicker than they would usually.

CRC – Annual report and Health check report are due annually, 2024/2025 annual report & Health check are complete and have been submitted on time.

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## Grant applications & award nominations submitted:

Successful application with the Collgar Community Fund grant \$6000 to go towards the 21st March 2026 “Back to our roots, Bring your Boots” Ball.

## Future grant opportunities & award nominations:

We will be applying for a further \$2000 from another Grant provider in the coming months to go towards expenses for the Ball.

## WELLBEING REPORT

### Age Care

Westonia Home Care Services

We are continuing to provide community Wellbeing activities

We continue to provide Meals on wheels, Lite N Easy Equipment and Aids for our clients

Westonia Home Care Services Clients: **24**

New clients about to join service: **2**

Staff delivering services: 5

Services: Administration and Package management, Cleaning and Household tasks, Medical, Personal Care, Social Support, Support work, Gardening & Maintenance, Meals, Allied health, Medicine management, Equipment and Home modifications.

Monthly and annual reporting – Quarterly and annual financial reports to Department of health, disability and ageing. SaHCC annual reporting (Support @ Home cost collection).

Various SaH rollout training sessions (online) ongoing.

### Community activities and resources

2026 Activities/ Events:

Bingo every Thursday 9-12 Pax

Scrabble every Tuesday 5 Pax

## WESTONIA TOURIST PARK

The Park farewelled Jae in January, we wish Jae all the best with the next venture and want to thank her for her time and dedication to the park and keeping it in pristine condition. There was a lot of interest in this role, the park would like to welcome Barry our new caretaker, Barry has managed multiple parks throughout his career and brings a wealth of knowledge.

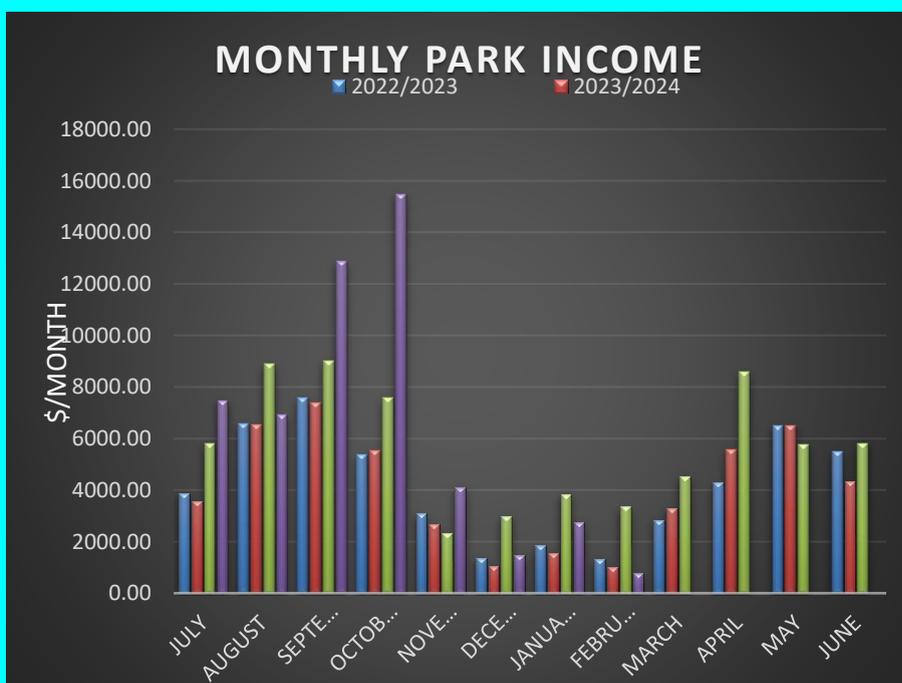
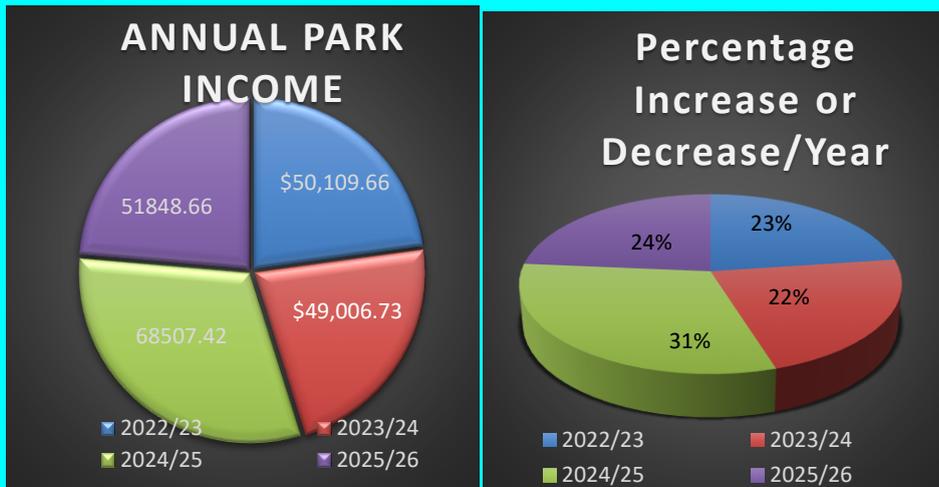
## REPAIRS & MAINTENANCE

- Various minor repairs and maintenance ongoing. Focal area being bathroom maintenance (fixtures and disabled bathroom upgrade)
- Disabled toilet drainage will need some major work as tree roots have made their way into the pipes.

## FUTURE PROJECTS

- Permanent signage required to say "If office is unattended, please ring the caretakers phone or Shire office alternatively you can visit the Shire office during business hours Monday to Friday to complete your booking".
- Overflow – new signs needed for sites and information sign needed to describe who to ring or see to book in and outline that you must un-hook. Defined bays might be a good idea for this area.

## STATISTICS



## HOOD-PENN MUSEUM and COOPERS GARAGE MUSEUM

Ramelius Resources gave an extremely generous donation from the sale of household items no longer needed since the closure of the mine. The museums are now open for the weekend visitors

### REPAIRS & MAINTENANCE

- Various minor repairs and maintenance ongoing

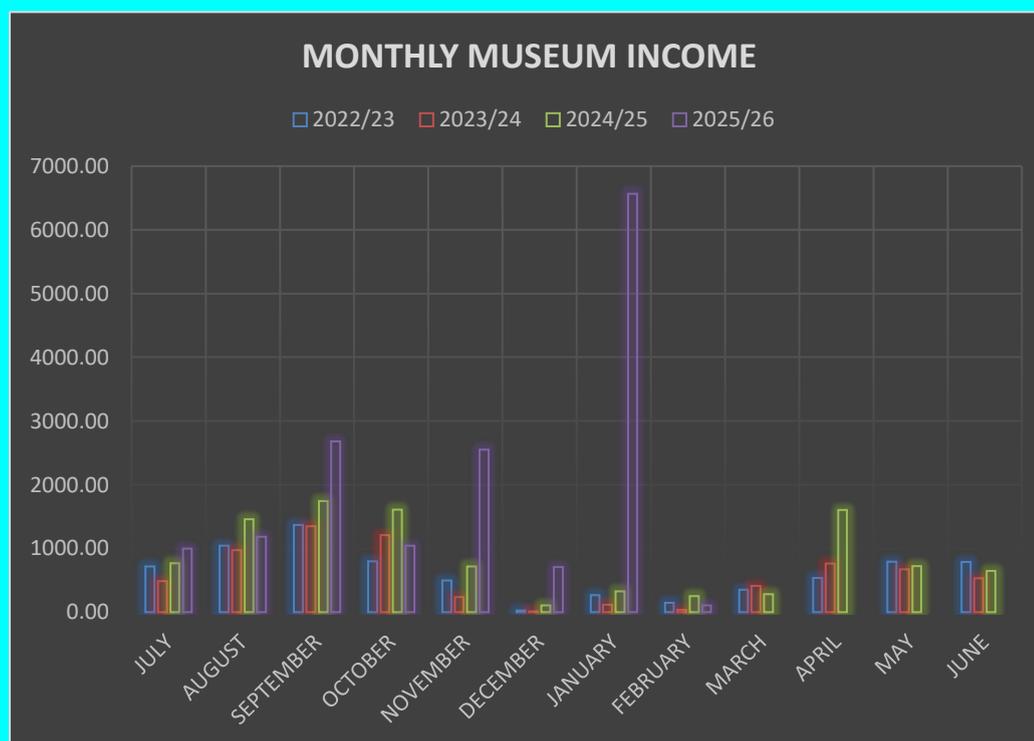
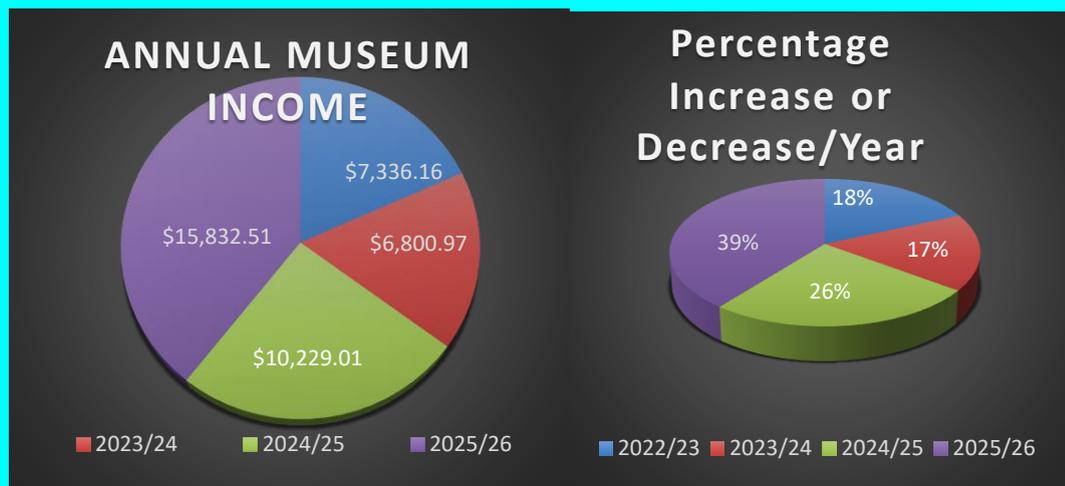
### RECENT PROJECTS

- War Memorial moved from OM Hall and photo signs now installed.
- Model War Planes hung in War Memorial scene

### FUTURE PROJECTS

- New scenes to be created in the existing space of the old storage room to tell the stories of our primary industries of which Westonia was founded on.

### STATISTICS



**From:** [Bill Price](#)  
**To:** [Kavla Coulter](#)  
**Subject:** FW: Route Determination - D26#48715 - Marleys Transport Pty Ltd - Shire of Westonia - WBR - Warralakin Rd 4280084 - RAV 7.3 - Notification  
**Date:** Friday, 6 February 2026 3:23:25 PM  
**Attachments:** [image849356.png](#)  
[image413986.png](#)  
[image576194.png](#)  
[image221400.png](#)  
[image373467.png](#)  
[access-route-assessment-form-application-and-road-owner-support-to-add-or-amend \(1\).pdf](#)

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**From:** HVSrouteassessments <HVSrouteassessments@mainroads.wa.gov.au>  
**Sent:** Thursday, January 22, 2026 9:42 AM  
**To:** 'Russell Marley' <russell@marleys.com.au>  
**Cc:** Bill Price <ceo@westonia.wa.gov.au>; Bill Price <works@westonia.wa.gov.au>; Shire of Westonia <shire@westonia.wa.gov.au>  
**Subject:** Route Determination - D26#48715 - Marleys Transport Pty Ltd - Shire of Westonia - WBR - Warralakin Rd 4280084 - RAV 7.3 - Notification

OFFICIAL

Good morning Russell,

Thank you for your request to have road(s) listed below, within the Shire of Westonia assessed for Restricted Access Vehicle (RAV) network access. On this occasion the road(s) have been deemed suitable for Tandem Drive Network 7.3 access, with the following conditions:

**Roads now approved for Tandem Drive Network 7.3:**

Road Number	Road Name	From Location (SLK)	To Location (SLK)	Access Conditions
4280084	Warralakin Rd	Great Eastern Hwy (0.00)	Koorda - Bullfinch Rd (40.02)	• Nil

To view the approved RAV Networks above, please visit the [RAV Mapping Tool](#) on our website.

**Heavy Vehicle Services – Main Roads Western Australia (HVS), as part of any HVS route assessment for a Restricted Access Vehicle (RAV), does not assess any access driveway adjoining a RAV network road. It remains the responsibility of the property owner to ensure safe ingress and egress to the property.**

Your reference is D26#48715.

Should you require any further information or assistance regarding this request, please contact the HVS Route Assessment team on 138 486 or [hvsrouteassessments@mainroads.wa.gov.au](mailto:hvsrouteassessments@mainroads.wa.gov.au).

Regards,  
Martin Sisolak

HVSrouteassessments



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

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**From:** Russell Marley  
**Sent:** Tuesday, 13 January 2026 9:20 AM  
**To:** HVSrouteassessments  
**Subject:** Route Determination - Marleys Transport Pty Ltd - Shire of Westonia - WBR - Warralakin Rd 4280084 - RAV 7.3 - Application

**CAUTION:** This email originated from outside of Main Roads. Do not click links or open attachments unless you

Features

# Retired truckie's lifelong collection inspires new rural museum



DANIELLE GULLACI

January 21, 2026, 12:48 pm



Murray Cooper has collected almost 500 pieces of vintage garage memorabilia. Image: Murray Cooper

Along with spending over 40 years on the road, with millions of kilometres under his belt, 74-year-old Murray Cooper has spent almost the same amount of time collecting and restoring vintage garage memorabilia.



Australian Truck Radio  
Listen Live

His immaculate collection of restored petrol bowlers, pedal cars, enamel signs from service stations and garages, oil racks and bottles number almost 300 pieces. Around 200 of those items are now on show for all to see at the aptly named Cooper's Garage Museum. It's located in Westonia, a small town in Western Australia's Wheatbelt region – around 300 kilometres east of Perth.



**Murray Cooper spent over 40 years driving fuel trucks.**

**Image: Murray Cooper**

As Murray told Big Rigs, his career in truck driving fuelled (pardon the pun) his interest in collecting garage memorabilia.

Murray has lived in the town of Elgin, in the state's south-west for all of his life. It's about six hours away from the new museum that bears his name and his collection. "Growing up on a small farm, I loved machinery and tractors as a kid, so I thought if I don't get my own farm, I'll get into driving trucks," he said.

After leaving school in the mid 1960's, Murray began working at a sheep and wheat farm – a job that suited him to a tee. "I liked that lifestyle, you go hard for a few months of the year, at seeding and harvest time, then there was shearing, fencing, driving the truck around and so on."

That all changed though when he was enlisted for compulsory military service for two years. "When I came back, everything had changed and then I got seriously ill with a blood disorder. That really knocked me around. Once I came through the other side, I was offered a job driving a fuel truck."



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With his first child on the way, Murray took up the offer – and went on to drive trucks for the next 42 years, up until he retired two years ago. In that time, he saw a great deal of change in the fuel transport industry, most notably in the trucks themselves. “If you can imagine going from transporting fuel on a flat top International C1800 with demountable tanks and no power steering to the trucks we have now, where everything is bulk and digital. I can understand why so many older truck drivers have back issues, it was hard yakka back then,” recalled Murray.



Cooper's Garage Museum is located in Westonia, in WA's Wheatbelt region. Image: Shire of Westonia

“Now everything is bulk, digital and at the push of a button. The last truck I drove before I retired was a Volvo FM. They are so comfortable and I reckon they're quieter than what my car is out on the road!”

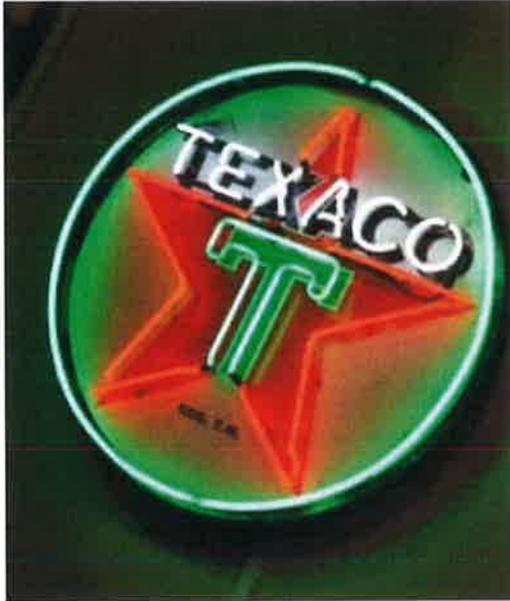
Murray worked for the same Caltex fuel distributor in Bunbury for 34 years, before moving onto a different role. “When I decided to leave that company, it was a hard decision but I was up for a new challenge, and it turned out to be very rewarding. I continued driving trucks mainly but also worked as a salesman and did a bit of everything.”



Australian Truck Radio  
Listen Live

Association – WA Truck Driver of the Year in 1994 and the RTA National Truck Driver of the Year in 1998.

“I really loved driving and meeting new people, and that’s how I came across some of the petrol pumps. It was a hobby that kept growing over 40 years,” Murray added.



**This Texaco sign is what sparked a lifelong love of collecting for Murray.**

**Image: Murray Cooper**

His love for collecting vintage garage memorabilia all started on one particular trip. As Murray explained, “I was taking a load of drums out to a little drum depot and when I got there, I noticed a sign laying on the ground. It was a Texaco oil company sign. I asked the proprietor if he was going to do anything with it and he said I could take it. That was the first piece in my collection.”

From there, Murray decided he wanted to get his hands on an old petrol bowser. Purchasing the first one and restoring it is what Murray calls “the start of the disease”.

“That’s what kicked it off and I just kept collecting more and more. I have a wonderful collection and they’ve all been restored. I’d pull the bowsers to bits. They’ve all been completely stripped down to the last nut and bolt, sand blasted to remove any rust. I try and put them back as original as possible, in working order. If any panels are badly rusted though, I’ll have new ones made up.”

Each of these bowsers is a true labour of love, typically taking at least eight to nine weeks to



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The oldest item in his collection is a 1902 petrol cart, followed by a 1908 petrol bowser.



**This 1902 self-measuring pump is the oldest item in the collection. Image: Shire of Westonia**

“That pump is quite rare because there weren’t too many of them made. I picked that one up from South Australia. I’ve also bought pumps from Victoria and Queensland, and imported one from America. Over there, they had bigger 10 and 15 gallon pumps, whereas in Australia ours were 5 and 6 gallon pumps.

“I’ve varied them up a bit as I didn’t want to have two of the same pump – so they’re all different. A lot of the ones I have are from the 1920s and 1930s, which are the older style ones. Back then, there were a lot of little companies, before the major companies we know today took them over.

“Pumps went from manual to semi electric, and then by around 1965 they were the modern pumps. Those ones didn’t interest me. I was only interested in the older pumps with the brass, that polish up real nice. And if you could find one with the original globe at the top, that was a real bonus.”





**Every fuel pump in the collection has been stripped down and fully restored. Image: Shire of Westonia**

When Murray was first approached by the Shire of Westonia, who pitched the idea of a museum to display the collection, he admits the decision wasn't an easy one. "It was very hard to part with all these items because you do get a bond with it all. You know where each item came from, what you've done to it. A lot of hard work and sweat went into these pieces, so it was hard to let it go," he said.

"But now, seeing what they've done with this museum, I couldn't be happier with how it's all turned out. They've done such a fantastic job of it."

It was back in June that two truckloads of Murray's prized collection were picked up from his home and transported to Cooper's Garage Museum. Then it had its official opening in early November.



Australian Truck Radio  
Listen Live



**A mannequin of Murray was made for the museum – much to his surprise! Image: Shire of Westonia**

When Murray got to see it all for the first time, he recognised most of the items – except for one. “I didn’t know it, but they also had a mannequin made up of me. They’ve used one of my old work hats and my old work boots and shirt.”

Although most of Murray’s lifelong collection now lives at Westonia, he’s held on to quite a few items too – including two petrol bowsers he’s currently in the process of restoring.



One container may not seem like much, but together, every container returned has added up to:

- Over \$500 million in refunds.
- 419,040 tonnes diverted from general waste to recycling.
- Nearly \$20 million in donations to charities, community groups, schools, and sporting clubs.

Now that's a reason to celebrate!

Read on to see how Containers for Change is making an impact across WA.

## **Courtside with the Perth Wildcats**



WALGA

**2026-27  
Federal Budget  
Submission**



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**THE 2026-27 BUDGET REPRESENTS  
A CRITICAL OPPORTUNITY TO  
INVEST IN INITIATIVES THAT WILL  
DELIVER LASTING BENEFITS FOR  
COMMUNITIES ACROSS THE NATION**

# About WALGA

The Western Australian Local Government Association (WALGA) is an independent, member-based, not-for-profit organisation representing and supporting the WA Local Government sector.

Our membership includes all 139 Local Governments in the State.

Our vision is to be the authoritative voice and trusted partner for Western Australian Local Government.

WALGA uses its influence, support and expertise to deliver better outcomes for WA Local Governments and their communities. We do this through effective advocacy to all levels of Government on behalf of our Members, and through the provision of expert advice, services and support to Local Governments.

WALGA is a member of the Australian Local Government Association (ALGA), and fully supports its 2026-27 Budget Submission, which sets out national priorities for the sector.



City of Rockingham

# Introduction

The 2026-27 Budget represents a critical opportunity to invest in initiatives that will deliver lasting benefits for communities across the nation.

The Australian Government is approaching the Budget with a focus on balancing fiscal responsibility and delivering on its core priorities: easing cost-of-living pressures, building affordable housing, accelerating the clean energy transition, strengthening health services, and creating jobs.

Local Governments are essential partners in achieving these outcomes. They provide the infrastructure, services, and support that underpin liveability, economic participation, and community resilience. By working together, the Australian Government and Local Governments can deliver on shared objectives – building stronger communities and driving sustainable growth.

WALGA's 2026-27 Budget Submission identifies key areas where targeted investment will amplify the Government's agenda, address areas of critical need and deliver the greatest impact for communities.

These priorities include:

- **Modern community infrastructure** to meet the needs of growing and changing populations.
- **Safer roads** to reduce deaths and serious injuries, particularly in regional WA.
- **Coastal management** to protect communities and assets from climate change impacts.
- **Active transport networks** to promote healthy lifestyles and reduce emissions.
- **Essential services and infrastructure for the regions**, ensuring equity and opportunity nationwide.
- **Disaster resilience and recovery**, preparing communities for the increasing frequency of extreme weather events.

Western Australian Local Governments are ready to partner with the Australian Government to deliver these priorities and build stronger, safer, and more resilient communities across WA and the nation.



City of Mandurah

## COMMUNITY INFRASTRUCTURE

### Funding Required

- ▼ \$500 million per annum from 2026-27, nationally in additional ongoing, formula-based targeted funding streams for Local Governments to provide certainty and enable effective planning for community needs

### Benefits

- ▼ Establish a consistent framework enabling coordinated, strategic community planning
- ▼ Ensure projects reflect the diverse needs of each community

Local Governments face significant challenges in raising the necessary revenue to meet the growing needs of their communities. As community needs evolve and the scope of Local Government services expands, these challenges become even more pronounced.

Rates are a key source of revenue for the Local Government sector. However, structural differences across Local Governments mean that regional Councils with relatively smaller populations often have a lower capacity to generate rate revenue and are more dependent on grants from other levels of government. For instance, rate income can range from as low as 2% in remote areas to as high as 87% of total revenue in inner urban areas. These constraints mean that many Local Governments are reliant on external funding to fulfil their responsibilities.

Financial Assistance (FA) Grants play a crucial role in the financial sustainability of Local Governments, particularly for those in rural and remote areas with limited revenue-raising capacity. Untied funding

allows Local Governments to allocate resources according to local conditions and community preferences and has lower administrative costs for both Local Government and the Australian Government.

Maintaining untied direct funding under FA Grants is essential, but there is also a need for additional ongoing, formula-based, targeted funding to provide certainty and enable effective planning for community needs.

A proven model of efficient and effective funding is the Local Roads and Community Infrastructure Program (LRCIP). The LRCIP aligns with key principles such as:

- Funding allocation based on policy objectives, ensuring equitable service levels across all communities.
- Autonomy for Local Governments to identify and prioritise local needs.
- A non-competitive program structure.
- Low administrative costs.

Western Australian Local Governments delivered around 2,000 local priority projects through the first three phases of the LRCIP, and a further \$111 million was allocated to support priority projects in round 4. These projects reflect the diverse needs of each community and include:

- Energy efficiency upgrades to community buildings.
- Access and inclusion improvements.
- Upgrades to lighting and change facilities to enhance the use of sporting facilities.
- Renewal of sports playing surfaces.
- Repurposing underutilised facilities to meet current demands.
- Construction of youth precincts and skate parks.
- Development of paths to encourage active travel, including walking, cycling, and scooting.
- A wide range of other community-focused projects.

To build on this success, the Australian Government should look to create dedicated funding streams linked to specific national outcomes, ensuring a guaranteed, council-only funding pool. By adopting additional untied funding streams, we can ensure that Local Governments have the resources they need to continue delivering essential services and infrastructure, fostering resilient and vibrant communities across the nation.



## SAFER ROADS

### Funding Required

- ▼ \$125 million over five years from 2026-27 for the Australian Government to match the Western Australian Government commitment to apply proven road safety countermeasures on 1,474km of regional roads, representing the prioritised sections of the proposed Regional Road Safety Program

### Benefits

- ▼ Reduce the number of fatalities and serious injuries on regional local roads

Reducing fatalities and serious injuries on Local Government roads is critical to achieving the National Road Safety Strategy target of a 50% reduction in fatalities and a 30% reduction in serious injuries from road trauma by 2030. In regional WA, over 70% of fatal and serious injury crashes are due to run-off road or head-on collisions. Improving safety on these roads is challenging because of their extensive and remote nature.

Between 2020 and 2024, 528 people were killed and 2,574 people seriously injured (KSI) in crashes on regional roads across WA<sup>1</sup>. Alarming, nearly half of these crashes occurred on Local Government roads. In 2024 the fatality and serious injury rate in regional WA was 90.8 per 100,000 people, almost double the metropolitan rate of 49.9 per 100,000 people. The road fatality rate in regional Western Australia of 15.07 per 100,000 population, is equal worst in any Australian jurisdiction, and over five times higher than the rate in the metropolitan area<sup>2</sup>.

The \$855.7 million Regional Road Safety Program is delivering critical improvements in road safety on National and State Highways. Analysis across 163 Regional Road Safety Program projects over the last two years shows positive outcomes, with a 50% reduction in fatalities and 35% reduction in serious injuries observed compared to the previous five years. Extending this proven approach to regional roads managed by Local Governments can deliver significant benefits.

This proposal represents the first stage of a program developed through a business case led by the RAC in partnership with WALGA and Main Roads WA. The Business Case identified and prioritised 8,200km of roads for safety improvements.

By June 2030 the proposed staged and targeted approach would deliver:

- Nearly 1,500km of roads with safety treatments including widening lanes, widening and sealing of shoulders and application of audio tactile edge lines and centre lines.
- A notable uplift in the safety rating of the network, with 317km improving from the lowest 1-star rating, and the length that achieves a minimum of 3 stars almost doubling to 103km.
- An average Star Rating Score (SRS) reduction (improvement) of 44.4%.
- An estimated benefit cost ratio of 2.48.

Over a 30-year period, the proposed countermeasures from treatments in this Stage 1 are forecast to prevent an estimated 145 fatalities and 377 serious injuries. This reduction in run-off road and head-on crashes will create a safer, more forgiving road environment and directly contribute to achieving the national and State road safety strategy goals of reducing deaths and serious injuries by 2030 and zero KSI by 2050.

<sup>1</sup> Road Safety Commission 2024 Regional Western Australian Road Statistics

<sup>2</sup> Australian Automobile Association 04.2025



This project contributes to the National Road Safety Strategy 2021-30 objective to reduce fatalities by 50% and serious injuries by 30% by 2030, with a longer-term aspiration of eliminating KSI (Killed or Seriously Injured) crashes by 2050. It also supports Western Australia's Driving Change Road Safety Strategy 2020-30, which seeks a 50 to 70% reduction in KSI outcomes by 2030. Both strategies emphasise systemic safety upgrades to regional roads, recognising that 70% of all fatal and serious injury crashes in WA regions are the result of run-off road or head-on crashes.

Infrastructure Australia (IA) recognises the poor quality of parts of Australia's regional road network and, more specifically, single vehicle, run-off road crashes in WA, as issues of national significance. This business case follows the Regional and Rural WA Road Network Safety Improvements proposal already identified at a national level in IA's Infrastructure Priority List.

This business case also aligns with the Regional Road Network Safety Improvements proposal, which is also listed on the Infrastructure Australia Priority List, and includes treatments such as sealing shoulders, wide centre lines and audible line marking to attain safer road cross-sections. The investment proposal 'recognises the need to continue identifying, assessing and prioritising high-risk sections of regional roads across Australia' and 'calls for program submissions that relate to improving road safety in each jurisdiction'.

This business case also has linkages to the Road Access Improvements for Remote WA Communities proposal which aims to increase transport access and freight connectivity in remote areas with improvements to the quality of roads and associated infrastructure.



City of Greater Geraldton

# COASTAL AREAS ARE VITAL TO AUSTRALIA'S ENVIRONMENT, ECONOMY, AND SOCIETY, YET FACE ESCALATING THREATS FROM SEA LEVEL RISE, EROSION, AND INUNDATION

## COASTAL MANAGEMENT

### Funding Required

- ▼ \$50 million per annum from 2026-27 for a dedicated Coastal Hazard Adaptation program

### Benefits

- ▼ Ensure a nationally consistent approach to address and manage coastal hazards
- ▼ Protect nationally significant assets and industries from the impacts of coastal erosion and inundation

In WA, where 80% of the population live within 10km of the coast, a total of 55 locations (15 metropolitan and 40 regional) have been identified as 'coastal erosion hotspots' by the State Government. An additional 31 locations (eight metropolitan and 23 regional) have been placed on a watch-list for future consideration. The State Government also mapped coastal inundation risk, identifying 23 Local Government areas requiring active management over the next 25 years.

The *Review of Impacts, Management Actions and Funding 2018-19 and 2024-25 (2024)*, found:

- Through the CoastWA program, Local and State Government invested over \$40 million on local coastal adaptation projects. The funding shortfall during this time was nearly \$18 million, representing a 189% oversubscription ratio.
- An additional \$11.8 million was spent on specific coastal adaptation projects through the Royalties for Regions and WA Recovery Plan.
- In 2024-25 eleven WA coastal management and adaptation projects (valued at \$26.8 million) applied for funding to the national Disaster Ready Fund and only four were successful (\$5.5 million) equating to an oversubscription ratio of 490%.

This highlights a need for coastal adaptation and management funding that cannot be met through existing programs and cannot be funded by Local and State Government alone.

Despite coastal communities being identified as a priority risk in the *National Climate Risk Assessment*, the *National Adaptation Plan (2025)* does not adequately address how Australia will adapt to this risk and does not identify any new programs or funding. While Local Governments are largely responsible for managing coastal hazards, they do not have the financial and technical capacity to do so at the scale required or to provide the transformational change that the *National Adaptation Plan* says is needed.

Coastal areas are vital to Australia's environment, economy, and society, yet face escalating threats from sea level rise, erosion, and inundation. The *National Climate Risk Assessment (2025)* identified coastal settlements as a priority risk, with low lying communities and assets near soft shorelines particularly vulnerable. By 2050, high risk areas are projected to expand significantly, and by 2090 up to 34% of coastal communities – over 3 million people – may be at high or very high risk.

The *National Climate Risk Assessment* did not evaluate the total value of at-risk assets. The last national estimate in *Climate Change Risks to Coastal Buildings and Infrastructure (2011)* projected \$226 billion in exposed assets over 80 years. However, a recent Victorian study, *Economic Impacts from Sea Level Rise and Storm Surge in Victoria, Australia over the 21<sup>st</sup> Century (2020)* estimated losses of over \$337 billion by 2100, demonstrating that the national figure is significantly out of date.



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Risk to coastal areas is a national issue involving complex strategic planning, costly adaptation works, potential relocation of communities and consideration of equity and social justice issues. This requires adequate resourcing and a coordinated response across Local, State and the Australian Government.

The work being undertaken by the States, Territories and the Australian Local Government Association (with funding from the Australian Government) to develop a National Coastal Hazards Management Framework, is an important first step and will incorporate an integrated coastal management vision, goals and principles.

Additional steps are required to ensure Australia can adapt to future coastal risk:

- Updated climate change coastal risk assessment – to identify and value the assets, communities and critical infrastructure at risk.

- Development of a National Coastal Hazards Adaptation Strategy – to form the basis of coordinated action to address and manage coastal hazards over the next 15 years. The need for a national strategy was identified by Infrastructure Australia as a priority initiative in 2020 and recommended by the Intergovernmental Coastal Hazards Working Group in 2023.
- A dedicated Coastal Hazard Adaptation funding program to support Local Governments efforts to plan and implement significant and more complex adaptation projects and achieve the objectives of the National Coastal Hazards Adaptation Strategy.

This approach will ensure Australia's coastal cities, towns and regions remain resilient to future coastal hazards and can adapt in a planned, strategic, effective and equitable manner.

## ACTIVE TRANSPORT

### Funding Required

- ▼ \$20 million per annum for four years from 2026-27, to address gaps in the Long-Term Cycle Network

### Benefits

- ▼ Build and maintain safe dedicated active transport infrastructure
- ▼ Connect active transport routes and remove barriers to active transport modes
- ▼ Promote active and healthy lifestyles
- ▼ Increase community use of walking, cycling, and other active transport options

A well-connected active transport network is essential to building a healthier, more sustainable, and more liveable WA. It delivers long-term benefits by easing traffic congestion, reducing greenhouse gas emissions, and improving public health outcomes through increased physical activity.



The Long-Term Cycle Network (LTCN), developed in partnership with Local Governments under the Perth and Peel @ 3.5 million framework, provides a strategic blueprint for delivering continuous, safe, and accessible cycling and walking routes across the region. However, critical gaps remain. Many users are unable to safely reach key destinations such as train stations, community centres, and primary paths due to missing links in the network. These persistent gaps in WA's LTCN are hindering the development of a safe, continuous, and appealing active transport system for the broader community.

The State Government's Stage 1 submission to Infrastructure Australia highlights the scale of the challenge: only 41% of the 1,297km of identified primary network and 34% of the 1,564km of secondary network are currently complete. The remainder either does not exist or requires substantial upgrades. Feedback from WA Local Governments also highlights fragmented networks, safety concerns, and limited resources as persistent barriers. While Local Governments have delivered and maintained paths, progress remains inconsistent and underfunded.

Accelerating the delivery of the LTCN through increased funding from the Australian Government will support Local Governments to complete missing links and deliver safe, convenient, and equitable active transport options. This investment will support construction and upgrade of cycling paths, pedestrian walkways and related infrastructure, creating a safer, more convenient, and comfortable experience for users. By addressing missing links, Local Governments can integrate upgraded sections into the broader LTCN, creating a cohesive, statewide network.



## EMERGENCY MANAGEMENT

### Funding Required

- ▼ \$900 million per annum from 2026-27 in dedicated funding for Councils across Australia to improve mitigation and resilience and build their capacity and capability to respond to emergencies in their communities

### Benefits

- ▼ Support implementation of the Colvin and Glasser independent reviews
- ▼ Provide a major capacity uplift for Local Government
- ▼ Enable a strategic shift towards disaster risk reduction and resilience

Australia is experiencing more frequent and severe disasters driven by climate change. Since 2020, WA has faced 48 declared disasters, creating significant challenges for 82 Local Governments across the State.

Local Governments, alongside the Australian and State Governments, play a critical role in emergency management through prevention, preparedness, response, and recovery activities.

WA is the only jurisdiction where Local Governments manage Volunteer Bush Fire Brigades and are a controlling agency for bushfire. In WA, 111 Local Governments oversee

563 Volunteer Bush Fire Brigades, comprising approximately 20,000 volunteers who are the first responders to fires across 91.8% of the State's geographical area. However, Local Governments in WA have varying levels of emergency management capacity and capability. A 2023 survey by WALGA highlighted that community preparedness and the ability of Local Governments to respond to and recover from major emergencies are critical issues for most Councils. Currently, when disasters significantly impact essential public assets in WA, there is no funding available for reconstruction to be more resilient, leaving infrastructure vulnerable to repeated damage.

To improve the capacity of communities to withstand, adapt and positively recover from future events, it is critical that there is increased emphasis and investment in reducing risk, enhancing Local Government emergency management capabilities and reducing the vulnerability of essential public infrastructure through dedicated betterment funding. This approach will not only reduce the impact of natural hazards but will reduce the cost of recovery when the next event occurs.

A strategic shift towards disaster risk reduction and resilience is supported by the recommendations of the reviews of Commonwealth Disaster Funding and National Natural Disaster Governance. The Colvin Review recommends investment in a significant capacity uplift for Local Government, an enhanced national training and exercise regime to build Local Government capacity, and reforms to Commonwealth disaster funding. These measures aim to create a disaster management system that is scalable, sustainable, effective, equitable, transparent, and accessible, and should urgently be implemented.

Reforming the Commonwealth – State Disaster Recovery Funding Arrangements (DRFA) is particularly important to Local Governments. DRFA administrative arrangements should be simplified and streamlined with consistency and equity between different States and different disasters. Adequate investment must be maintained to meet the needs of disaster impacted communities. Local Governments must receive consistent and timely reimbursements for recovery costs outlaid.

# ALL AUSTRALIANS, REGARDLESS OF WHERE THEY LIVE, DESERVE EQUITABLE ACCESS TO PRIMARY HEALTHCARE SERVICES



## RURAL AND REMOTE HEALTH

### Funding Required

- ▼ \$9.5 million per annum from 2026-27, to help rural and remote Local Governments in Western Australia to cover the costs of providing essential primary healthcare services, until long-term funding and workforce solutions are in place

### Benefits

- ▼ Reduced public hospital pressures and costs
- ▼ Improved health outcomes for rural and remote communities
- ▼ Sustainable and equitable access to primary healthcare services for local communities
- ▼ Ensure Local Government funds are not diverted away from the provision of essential community services and infrastructure

All Australians, regardless of where they live, deserve equitable access to primary healthcare services. However, the current system is failing to provide adequate healthcare for many of the 7 million Australians and over 500,000 Western Australians who live in rural, regional and remote areas.

These individuals experience poorer health outcomes and are more likely to die at a younger age from disease than people living elsewhere in Australia, with poorer access to primary healthcare services contributing to higher rates of hospitalisations, deaths, and injuries<sup>4</sup>.

The burden of disease from many preventable, chronic illnesses is higher and the prevalence of people living with two or more long-term health conditions is highest in regional areas. Despite this inequitable distribution of disease, GP availability is lower in rural and remote areas.

The Australian Government is responsible for developing national health policy, the funding and regulation of primary healthcare through Medicare and the funding of public hospital services in conjunction with State Governments.

The systemic failure of the health system to deliver adequate primary healthcare services in many parts of rural Western Australia, in particular GPs, is forcing Local Governments to step in to secure these services for their communities. This includes funding for accommodation, vehicles, medical centre operations, as well as competing in the open market for healthcare professionals. According to WALGA's Local Government General Practice Support Survey, in 2024-25, 41 Local Governments spent \$9.5 million to support the provision of general practice services in their communities, an increase from \$7.8 million in 2021-22. Of that expenditure, 91% (\$8.6 million) was committed by Local Governments with populations under 5,000.

The need for Local Governments to fund this essential service for their communities is placing significant pressure on their already stretched budgets, diverting funds away from the provision of other essential community services and infrastructure. Local Governments should not, and cannot, continue to bear this cost. According to the National Rural Health Alliance (NRHA), there is a national rural health spending deficit of \$8.35 billion \$1,090.47 per capita, per year<sup>5</sup>.

The Government must take action to close this gap and implement system-wide, long-term reforms that support and incentivise the equitable provision of general practice and primary healthcare for regional, rural and remote communities. This must include adequate and appropriate funding models and workforce training, recruitment and retention strategies.

<sup>4</sup> Australian Institute of Health and Welfare, 2022, 2024

<sup>5</sup> National Rural Health Alliance, 2025, *The Forgotten Health Spend: A report on the Expenditure Deficit in Rural Australia*



## TELECOMMUNICATIONS

### Funding Required

- ▼ \$20 million per year from 2026-27 to extend and expand the Mobile Network Hardening Program

### Benefits

- ▼ Reliable and resilient telecommunications
- ▼ Equitable access to mobile coverage

Reliable telecommunications are essential for Local Governments to fulfil their emergency management responsibilities, economic development objectives, and community aspirations for safe, attractive, and liveable places. However, Local Governments in peri-urban, rural, regional and remote areas are concerned about the adequacy of telecommunications services, specifically:

- **Reliability and resilience of telecommunications services**  
Power outages, which are more frequent and prolonged in rural areas, heavily impact telecommunications services. During emergencies such as bushfires and storms, the lack of reliable telecommunications hampers effective response and communication.
- **Inequitable access to mobile service coverage**  
Many areas lack adequate service, and the current mobile coverage maps are often inaccurate, failing to reflect the true service availability at a local level. Feedback indicates that the shutdown of 3G networks in November 2024 resulted in coverage not being provided where it previously was.
- **Poor mobile and internet performance**  
Performance is a key concern during peak tourist seasons or increased mining activities. The telecommunications infrastructure often cannot handle the increased demand during these periods, affecting businesses and residents.

A key recommendation of the 2021 and 2023 Regional Telecommunications Reviews was to redefine and modernise the Universal Service Obligation to focus on service levels, cost, reliability, and resilience, allowing for flexible technology solutions. This remains a priority. Specific service standards for mobile and broadband services in regional Australia should be included.

**DURING EMERGENCIES SUCH AS BUSHFIRES AND STORMS, THE LACK OF RELIABLE TELECOMMUNICATIONS HAMPERS EFFECTIVE RESPONSE AND COMMUNICATION**



## WHEATBELT SECONDARY FREIGHT ROUTES

### Funding Required

- ▼ \$140 million over four years from 2026-27 for Stage 2 of the Wheatbelt Secondary Freight Routes

### Benefits

- ▼ Strengthen the international competitiveness and sustainability of the agricultural and mining sectors in the Wheatbelt region of Western Australia, which currently generate over \$9.5 billion per year in economic output, by reducing supply chain costs
- ▼ Improve the safety of regionally significant road freight routes for all road users

Internationally competitive agricultural and mining industries are critical to the economic performance of the Western Australian Wheatbelt Region and the State.

The grain production industry is strong and growing, with average annual grain receipts in the region in the past five years being 37% higher than the previous five-year period<sup>6</sup>.

Competitive supply chain costs, including freight from farm to receipt point and receipt point to port, are important to maintain viability of the industry, which is the largest employer in the region<sup>7</sup>. Maintaining downward pressure on the costs of moving farm inputs including lime, fertilizer and fuel are also important to industry sustainability.

Increased productivity continues to drive down freight and handling costs in real terms. This has manifested as larger, heavier trucks, moving grain and other products longer distances to more efficient, large-scale storage and handling facilities. The Kwinana grain terminal exports approximately double the annual tonnage of the next largest grain facility in Australia.

Improvements in freight and handling productivity are expected to continue, provided that the transport infrastructure can support these changes. The average size of a load delivered to CBH has increased nearly 3% pa compound over the past 20 years. This now exceeds 52 tonnes, and will likely continue to grow.

Recognising this opportunity and challenge, the 42 Local Governments in the Wheatbelt region collaboratively identified a connected 4,400km secondary freight routes network serving the grain and mining industries, linking to the State and National highway network. The program of works involves:

- Widening pavements to 10 metres, with an 8-metre-wide seal to support high productivity vehicles.
- Strengthening pavements to support the freight tonnage.
- Installing centre and edge line marking to reduce the risk of run-off road and head-on crashes, which cause the vast majority of deaths and serious injuries from road crashes in the region.
- Routes and sections being upgraded on a prioritised basis.

The program secured \$175 million in financial support from the Australian and State Government in 2019. To June 2025, 520km of reconstruction has been completed and a further 560km will be completed within the existing \$187.5 million total funding allocation.

The proposed Stage 2 will continue this work, leveraging the now established governance and construction capability.

<sup>6</sup> CBH Annual Reports 2017-2025 and 2026 estimates

<sup>7</sup> Australian Export Grains Innovation Centre Australia's Grain Supply Chains: Costs, Risks and Opportunities

# 2026-27 Federal Budget Submission

**For further information, please contact**

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**From:** [Bill Price](#)  
**To:** [Kayla Coulter](#)  
**Subject:** FW: Local Government Financial Indicator (DLGFI) - 2024 Workbook for Validation  
**Date:** Friday, 6 February 2026 3:26:26 PM  
**Attachments:** [image001.png](#)  
[Westonia Shire.xlsx](#)

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**From:** LG Accounting <[LG.accounting@lgirs.wa.gov.au](mailto:LG.accounting@lgirs.wa.gov.au)>  
**Sent:** Friday, January 9, 2026 12:56 PM  
**To:** Bill Price <[ceo@westonia.wa.gov.au](mailto:ceo@westonia.wa.gov.au)>  
**Subject:** Local Government Financial Indicator (DLGFI) - 2024 Workbook for Validation

Dear Arthur (Bill),

In May 2025, the Department of Local Government, Industry Regulation and Safety (LGIRS) published the new Local Government Financial Indicator for the first time. The LGFI provides at-a-glance insights about local government financial positions, based on annual financial year reporting and is published along with the underpinning ratios on the MyCouncil website. Ratios focus on liquidity, solvency and financial flexibility.

Once again LGIRS is seeking local governments assistance in verifying data. The Western Australian Treasury Corporation (WATC) and LGIRS have compiled 5 years of financial reporting data to create LGFI workbooks for each local government, with an LGFI result for each financial year from 2019/20 to 2023/24. Some assumptions had to be made when calculating the ratios from data held, which is why local governments are now being provided with the opportunity to review the data used and advise of corrections that are needed. The data should come from the local governments audited annual financial statements, Local Government Grants Commission advance payments and capital grants and contributions for the renewal of assets which is now required to be reported in the unaudited section of the Annual Report as per regulation 19BE of the Local Government (Administration) Regulations 1996.

Attached to this email is a LGFI Data Response Workbook which includes worksheets for guidance and LGFI Inputs. The guidance worksheet provides background, specific instructions and the LGFI ratios. The LGFI Inputs worksheet records the data for the 2019-2020 to 2023-2024 financial years which local governments must check, amend if necessary and verify.

Once the LGFI Inputs worksheet data has been verified, local governments are requested to return updated LGFI workbooks or advise no changes required to LGIRS by 30 January 2025 to enable publication on the MyCouncil website. Comment on the LGFI and the four financial ratios previously provided will be removed, therefore local governments wanting to provide comment will need to provide their 2023-24 comment(s) in the comment tabs of the workbook. The return email address is [LG.accounting@lgirs.wa.gov.au](mailto:LG.accounting@lgirs.wa.gov.au)

If you cannot meet this deadline, require any assistance or have any queries you are welcome to contact LGIRS at [LG.accounting@lgirs.wa.gov.au](mailto:LG.accounting@lgirs.wa.gov.au)

Regards,  
**Srusti Varmora** | Senior Project Officer  
Local Government

**Department of Local Government, Industry Regulation and Safety**  
140 William St, Perth WA 6000  
**Tel: 08 6552 7663**



Department of  
Local Government, Industry  
Regulation and Safety

## Local Government Financial Indicator Data Response Workbook



## Background, Guide & Ratio Definitions

### What is the Local Government Financial Indicator?

**Purpose** The Local Government Financial Indicator (LGFI) has been designed to provide community members, stakeholders and the LGIRS with at-a-glance insights to local government financial performance. The LGFI does **NOT** purport to provide a definitive representation of a local government's financial health. Rather, the LGFI provides point-in-time insights to a local government's ability to:

- o meet its short term financial obligations (**Liquidity**);
- o fund its longer term financial obligations (**Solvency**); and
- o access funding (either internal or external) to deliver services and maintain infrastructure (**Financial Flexibility**).

**Background** The LGFI has been designed as a replacement to the currently-reported Financial Health Indicator (**FHI**). Unlike the FHI, the LGFI does **NOT** attempt to assess a local government's financial sustainability (its financial capacity to fund maintenance and asset renewal as infrastructure reaches the end of useful life).

**Approach** Consultative approach, which included WALGA, LG Professionals WA, Ron Back and Associates, WATC and a representative cohort of local governments. Comparison to approaches adopted by other jurisdictions was undertaken.

**Construction** The ratios underpinning the LGFI score are calculated annually by LGIRS using data extracted from each local government's annual financial results. Prior to publishing LGFI scores on the MyCouncil website, LGIRS seeks validation from each local government of the data values used to generate the LGFI ratios and LGFI score.

### User Guide

**Step 1** Local Government representatives are asked to review and amend as necessary the values presented in "LGFI Inputs" sheet. Cells in **yellow** can be amended with corrected values, which will then flow through the calculations and update ratios and charts in the spreadsheet. A commentary section has been provided to enable each local government to provide context for each ratio as well as the overall LGFI scores.  
Note: All comments will be available for review on the MyCouncil website. Note: The commentary fields will automatically increase in size to accommodate text.

**Step 2** Once local government representatives have reviewed and verified the data, please return the updated workbook to LGIRS.

**Step 3** The resulting LGFI ratios and scores, calculated from data verified by each respective local government, will be published on the MyCouncil website.

### LGFI Ratios

Current Ratio	The Current ratio provides insights to the ability of a local government to meet its short-term financial obligations out of unrestricted current assets. <b>The benchmark score is 1.</b>
Debt Service Coverage	The Debt Service Coverage ratio is the measurement of a local government's ability to repay its debt including lease payments. <b>The benchmark score is 2.</b>
Operating Surplus	The Operating Surplus ratio is a measure of a local government's ability to cover its operational costs and generate funds available for capital funding or other purposes. <b>The benchmark score is 0.</b>
Net Financial Liabilities	The Net Financial Liabilities ratio contrasts the level of debt of a local government to its operating revenue. <b>The benchmark score is 0.3.</b>

### Ratio Construction

Ratio name	Numerator/Denominator	Formula	Basis for Calculation
Current	Numerator	Current Assets	Per Statement of Financial Position (SoFP)
	Denominator	Current Liabilities	Per Statement of Financial Position (SoFP)
Debt Service Coverage	Numerator	Adjusted Operating Surplus w/exclusions	[Adjusted Operating Revenue (1) = Operating Revenues plus Federal Assistance Grants adjustment (see below)] <b>Less</b> [Adjusted Operating Expenses = Operating Expenses less (i) Depreciation Expense (ii) Interest Expense]
	Denominator	Debt Service Costs	[Debt Service Costs = Includes principal repayments (excluding refinancing loans) and Interest, including lease interest and repayments]
Operating Surplus	Numerator	Adjusted Operating Surplus	[Adjusted Operating Revenue (2) = Adjusted Operating Revenue (1) plus non-operating grants/contributions for asset renewal] <b>Less</b> [Operating Expenses = Sum of (i) employee costs, (ii) materials & contracts, (iii) depreciation on non-current assets, (iv) insurance (v) utility charges (vi) interest expense (to be amended to finance costs) and (vii) other expenditure]
	Denominator	Adjusted Operating Revenue (2)	Adjusted Operating Revenues (1) (see above) <b>Plus</b> [non-operating grants/contributions for asset renewal]
Net Financial Liabilities	Numerator	Net Financial Liabilities	[Total Liabilities = Per SoFP less liabilities for equity-accounted investments but including amounts in advance and Lease Liabilities] <b>Less</b> [Financial Assets = Sum of (i) current cash & cash equivalents, (ii) current trade & other receivables, (iii) current other financial assets, (iv) non-current trade & other receivables and (v) non-current financial assets]
	Denominator	Adjusted Operating Revenue (1)	[Operating Revenues = Sum of (i) rates, (ii) service charges (iii) grants, subsidies and contributions (iv) fees and charges (v) interest and earnings and (vi) other revenue] <b>Plus</b> [Federal Assistance Grants adjustment = Prior year Federal Assistance Grant less current year advance]

Ratios for Westonia Shire

Current Ratio		2020	2021	2022	2023	2024
Numerator	Current Assets	\$ 4,404,910	4,903,806	5,757,824	6,800,874	7,153,735
Denominator	Current Liabilities	\$ 416,566	565,908	541,745	447,278	486,976
<b>Ratio Calculation</b>	<i>Benchmark Score is 1.0</i>	<b>10.57</b>	<b>8.67</b>	<b>10.63</b>	<b>15.21</b>	<b>14.69</b>

Debt Service Coverage Ratio		2020	2021	2022	2023	2024
Numerator	Operating Revenue	\$ 7,414,422	3,456,560	5,063,682	5,397,080	5,374,994
	Less: Federal Assistance Grants (FA Grants) Current Year	\$ (761,420)	(711,759)	(1,329,095)	(1,822,104)	(1,620,117)
	Plus: Federal Assistance Grants (FA Grants) Prior Year	\$ 691,489	761,420	711,759	1,329,095	1,822,104
	Adjusted Operating Revenue - 1	\$ 7,344,491	3,506,221	4,446,346	4,904,071	5,576,981
	Operating Expenses	\$ (3,386,231)	(3,486,406)	(4,398,146)	(4,897,567)	(4,744,783)
	Add Back: Depreciation	\$ 1,486,615	1,460,412	1,720,686	1,828,420	1,774,517
	Add back: Finance Costs*	\$ 3,581	482	0	0	0
	Adjusted Operating Expenses	\$ (1,896,035)	(2,025,512)	(2,677,460)	(3,069,147)	(2,970,266)
	Adjusted Operating Surplus w/exclusions	\$ 5,448,456	1,480,709	1,768,886	1,834,924	2,606,715
Denominator	Finance Costs*	\$ 3,581	482	0	0	0
	Plus: Repayment of Borrowings**	\$ 71,008	10,780	0	0	0
	Less: Debt refinancing	\$ 0	0	0	0	0
	Debt Service Costs	\$ 74,589	11,262	0	0	0
<b>Ratio Calculation</b>	<i>Benchmark Score is 2.0</i>	<b>73.05</b>	<b>131.48</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

\*Note: Finance Costs data sources include lease interest costs  
 \*\*Note: Current data sources exclude lease principal repayments

Net Financial Liabilities Ratio		2020	2021	2022	2023	2024
Numerator	Total Liabilities	\$ 443,632	603,027	579,717	502,489	516,281
	Less: Current - Cash & Cash Equivalents	\$ (1,446,618)	(1,408,059)	(1,700,298)	(2,009,744)	(2,658,865)
	Less: Current - Trade & Other Receivables**	\$ (155,236)	(257,819)	(295,910)	(374,268)	(179,050)
	Less: Current - Other Financial Assets**	\$ (2,795,172)	(3,230,514)	(3,742,158)	(4,397,554)	(4,315,820)
	Less: Non-Current - Trade & Other Receivables**	\$ 0	0	0	0	0
	Less: Non-Current - Financial Assets	\$ 0	0	0	0	0
	Net Financial Liabilities	\$ (3,953,394)	(4,293,365)	(5,158,649)	(6,279,077)	(6,637,454)
Denominator	Operating Revenue	\$ 7,414,422	3,456,560	5,063,682	5,397,080	5,374,994
	Plus: FA Grants Adjustment (Prior year less current year)	\$ (69,931)	49,661	(617,336)	(493,009)	201,987
	Adjusted Operating Revenue - 1	\$ 7,344,491	3,506,221	4,446,346	4,904,071	5,576,981
<b>Ratio Calculation</b>	<i>Benchmark Score is 0.30</i>	<b>(0.54)</b>	<b>(1.22)</b>	<b>(1.16)</b>	<b>(1.28)</b>	<b>(1.19)</b>

\*\*Note: Other Financial Assets and Current/Non-Current - Trade & Other Receivables data to be validated by LGA

Operating Surplus Ratio		2020	2021	2022	2023	2024
Numerator	Operating Revenue	\$ 7,414,422	3,456,560	5,063,682	5,397,080	5,374,994
	Plus: FA Grants Adjustment (Prior year less current year)	\$ (69,931)	49,661	(617,336)	(493,009)	201,987
	Plus: Grants, contributions for asset renewal*	\$ 521,816	1,078,721	894,498	1,323,145	0
	Adjusted Operating Revenue - 2	\$ 7,866,307	4,584,942	5,340,844	6,227,216	5,576,981
	Less: Operating Expenses	\$ (3,386,231)	(3,486,406)	(4,398,146)	(4,897,567)	(4,744,783)
	Adjusted Operating Surplus	\$ 4,480,076	1,098,536	942,698	1,329,649	832,198
Denominator	Operating Revenue	\$ 7,414,422	3,456,560	5,063,682	5,397,080	5,374,994
	Plus: FA Grants Adjustment (Prior year less current year)	\$ (69,931)	49,661	(617,336)	(493,009)	201,987
	Plus: Grants, contributions for asset renewal*	\$ 521,816	1,078,721	894,498	1,323,145	0
	Adjusted Operating Revenue - 2	\$ 7,866,307	4,584,942	5,340,844	6,227,216	5,576,981
<b>Ratio Calculation</b>	<i>Benchmark Ratio is 0.0</i>	<b>0.57</b>	<b>0.24</b>	<b>0.18</b>	<b>0.21</b>	<b>0.15</b>

\*Note: Due to lack of inputs for "Grants, contributions for asset renewals" the model considers the entire grants (towards new, upgrade, renew) line item for the purpose of calculating this ratio

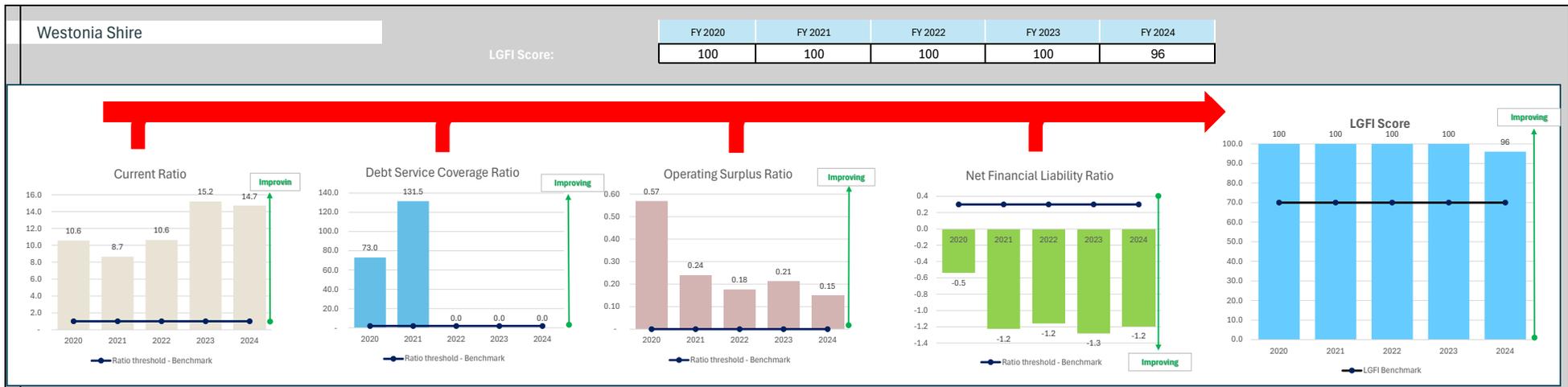
**LGFFI Model**  
**Score for Westonia Shire**

Metric	Benchmark Threshold
<b>Current Ratio</b>	1.00
LGFFI Score	7.00
LGFFI Weight	10%
Weighted LGFI Score	0.70
<b>Debt Service Coverage Ratio</b>	2.00
LGFFI Score	7.00
LGFFI Weight	20%
Weighted LGFI Score	1.40
<b>Operating Surplus Ratio</b>	0.00
LGFFI Score	7.00
LGFFI Weight	40%
Weighted LGFI Score	2.80
<b>Net Financial Liability Ratio</b>	0.30
LGFFI Score	7.00
LGFFI Weight	30%
Weighted LGFI Score	2.10
<b>Total Weighted LGFI Score</b>	<b>7.00</b>

Actual LGFI Score (Weighted Score x 10)

Actual	Actual					Average
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
Current Ratio	10.57	8.67	10.63	15.21	14.69	11.95
LGFFI Score	10.00	10.00	10.00	10.00	10.00	10.00
LGFFI Weight	10%	10%	10%	10%	10%	10%
Weighted LGFI Score	1.00	1.00	1.00	1.00	1.00	1.00
Debt Service Coverage Ratio	73.05	131.48	NA	NA	NA	102.26
LGFFI Score	10.00	10.00	10.00	10.00	10.00	10.00
LGFFI Weight	20%	20%	20%	20%	20%	20%
Weighted LGFI Score	2.00	2.00	2.00	2.00	2.00	2.00
Operating Surplus Ratio	0.57	0.24	0.18	0.21	0.15	0.27
LGFFI Score	10.00	10.00	10.00	10.00	9.00	10.00
LGFFI Weight	40%	40%	40%	40%	40%	40%
Weighted LGFI Score	4.00	4.00	4.00	4.00	3.60	4.00
Net Financial Liability Ratio	(0.54)	(1.22)	(1.16)	(1.28)	(1.19)	(1.08)
LGFFI Score	10.00	10.00	10.00	10.00	10.00	10.00
LGFFI Weight	30%	30%	30%	30%	30%	30%
Weighted LGFI Score	3.00	3.00	3.00	3.00	3.00	3.00
<b>Total Weighted LGFI Score</b>	<b>10.00</b>	<b>10.00</b>	<b>10.00</b>	<b>10.00</b>	<b>9.60</b>	<b>10.00</b>
<b>Actual LGFI Score (Weighted Score x 10)</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>96</b>	<b>100</b>

**Charts for Westonia Shire**



<b>LGA commentary Current Ratio</b>	
Example text...	
<b>LGA commentary Debt Service Coverage Ratio</b>	
Example text...	
<b>LGA commentary Operating Surplus Ratio</b>	
Example text...	
<b>LGA commentary Net Financial Liability Ratio</b>	
Example text...	
<b>Overall LGA commentary re. LGFI</b>	
Example text...	

Please write as much commentary as necessary in yellow cells, boxes will expand to capture input

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**December 2025**

**Our Ref: Local Government House Trust**

Dear Member,

Please find below the Local Government House Trust valuation for the financial year ended 30 June 2026.

#### **Unit Value Confirmation**

We confirm that the Shire of Westonia:

- Holds 2 units in the Local Government House Trust
- Each unit value - \$38,794.48
- Total value of units - 77588.96

Please note that the current unit value is based on the last audited financials for the year ended 30 June 2025. The above unit value remains current until the next annual update in early December 2026. The significant uplifted adjustment in the unit value is due to the change in accounting for the investment property from historical cost less depreciation to fair value.

Application and explanation of timing unit values are based upon the financial report adopted annually by the Board of Management around late November after completion of the audit. Only the unit value adopted by the Board is released. This ensures consistency and integrity of what is communicated to Members.

Local Governments must then apply this unit value to their year ending 30 June 2026. While creating a lag, the balance is immaterial, noting that the units are not tradeable securities.

Please save this statement and forward this to the team who are responsible for completing annual financial statements and liaising with external auditors. For enquiries, please contact:

Nilpa Shah-Smith, Finance Manager

Email: [lght@walga.asn.au](mailto:lght@walga.asn.au)

Yours sincerely



**Nilpa Shah-Smith**  
**WALGA Finance Manager**

**Attached**  
**Local Government House Trust Update 2025**

# Annual Local Government House Trust Update

## December 2025

### Background

The Local Government House Trust (“the Trust”) is a unit trust established in 1980 to provide building accommodation for the Western Australian Local Government Association (WALGA).

Under the current Trust Deed, 132 Local Governments made financial contributions totalling 620 units. These units are of equal value and are revalued annually with the adoption of the audited Financial Report by the Board of Management at its November meeting.

Since January 2014, the Trust has provided WALGA with accommodation at [170 Railway Parade West Leederville](#). The building fulfils an essential requirement by delivering secure, suitable accommodation for the Association and its staff.

The building was previously owned under a 10-year Joint Venture arrangement with Qube Property, which ended on 1 July 2024 when the Trust exercised its option to purchase Qube's 40 per cent share in the property, closing the loop from construction to full ownership.

### Use by Members

The building includes meeting rooms used extensively for training courses for Elected Member and Local Government officers, as well as for meetings of WALGA's State Council, its committees, and various policy groups and committees.

The Members Hub on level three became operational in early 2025. Recognising that many Members travel great distances when visiting Perth, the Member Hub provides a home away from home for Members to work at during their time in Perth. For further enquiries please contact reception on 08 9213 2000 or email [info@walga.asn.au](mailto:info@walga.asn.au).

### The Trust

- Trust Deed 1993 provides for a completion date for the Trust in 2072.
- The average cost of units issued was \$1,050.
- The current Trust Deed makes no provision for the withdrawal of units, which may reflect the donation nature of the original transactions while avoiding undermining continuity for a long-term asset.

### The Building

The building at 170 Railway Parade, West Leederville, features four levels of quality office space. WALGA leases level one, allowing WALGA employees to be housed on a single

floor. Three levels are available to external tenants, with WALGA now subleasing 40 per cent of level three. The ground floor is occupied by an all-day childcare centre and

café. Underground car parking is available for visitors accessible from the Railway Parade. The energy-efficient building has a five Star Green Star rating and an indicative five-star NABERS rating for energy and water. Located near the Mitchell Freeway and Leederville Station, the building is conveniently positioned. The building consists of: Site area (4,007 sqm), total lettable area (6,570 sqm) and car parking bays (159 spaces).

### **Building Ownership**

The House Trust owns the building outright since acquiring the remaining 40 per cent on 1 July 2024. Full ownership enables the Trust to realise the full strategic and financial benefits of the building. For WALGA, this means that its accommodation requirements are secured well into the future.

### **Board of Management**

The Trust is overseen by a Board of Management, which is comprised of the following members:

- WALGA President who acts as the Chairperson of the Committee
- Deputy President who acts as the Deputy Chairperson
- A State Councillor representative from the Country Constituency
- A State Councillor representative from the Metropolitan Constituency
- A representative from the beneficiaries in the Country Constituency
- A representative from the beneficiaries in the Metropolitan Constituency
- The WALGA Chief Executive Officer.

### **Highlights from 2024-25**

- First year of full ownership
- Operating surplus of \$853,515
- Building fully tenanted
- Building Loan reduced \$0.725 million to \$31.67 million
- Investment Property \$52.7 million (fair value)
- Cash Reserve \$2.0 million.

### **Change in Accounting Policy**

Following the acquisition of the remaining 40 per cent stake in the building, the Trust has revised its accounting policy for investment property from cost to fair value (based on the building valuation). This consolidates the two separately purchased components into a single carrying amount for the building asset, aligned with market value.

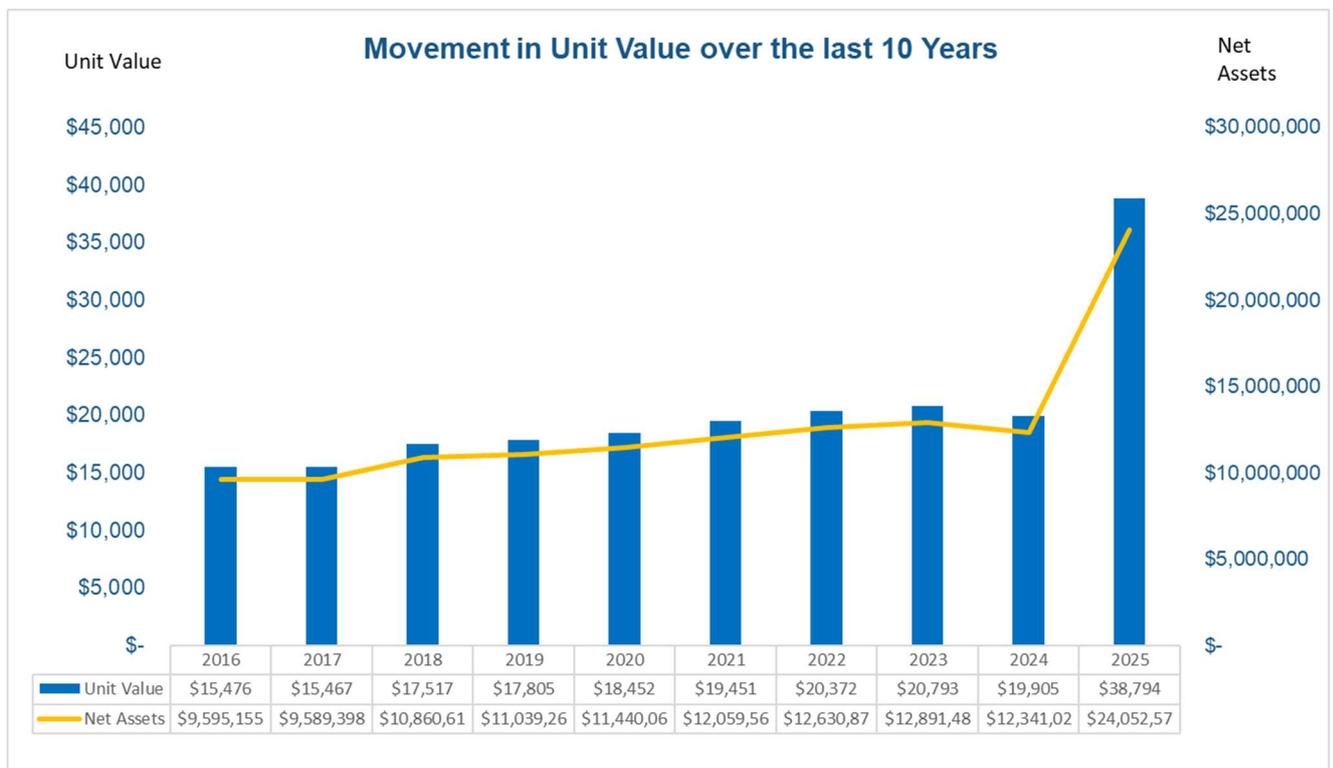
As a result, the unit value increased significantly in 2025.

Classified as an Investment Property under AASB 140, depreciation expense is no longer recognised. Instead, the building undergoes annual reviews with changes reflected in the Profit and Loss Statement. The building's valuation can be expected to increase over the long term.

## House Trust Unit Value

As advised above, the unit value has increased significantly in 2025, due to the change from cost to fair value of the investment property and improved financial performance attributable to full building ownership.

**Below** is a graph illustrating the trend in unit values over the past 10 years. Key drivers include occupancy, commercial lease income rates and interest on loan borrowings. Record-low interest rates drove growth between 2018 and 2022. Higher interest rates and cladding replacement resulted in a reduced increase in 2023. The dip in 2024 is due to an accounting adjustment, higher interest rates and one-off buyout costs. The significant increase in 2025 is attributable to the investment property carrying value for accounting purposes switching from cost basis to fair value.



## Financial Analysis and Outlook

The outlook remains positive, with full occupancy and capacity to generate surplus cash for ongoing loan debt reduction. The building asset has demonstrated its resilience despite higher interest rates on the building loan. With Perth's population growing, upside in lease incomes, the medium and long-term prospects for the Perth commercial property market remain positive. Providing accommodation for WALGA on level one and the new Member Hub on level three demonstrates the Trust's support for the Association.