



Councillor Information Bulletin

For the Ordinary Council Meeting
held on Thursday 24th July 2025

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 - Road Assets and Expenditure



SHIRE OF WESTONIA

July/August 25

Date & Time	What	Where	Who
Saturday 19 July	Cr Huxtable Honour Awards House Inspections	Perth	Councillors, Senior Staff
Tuesday 22 July	Wheatbelt Connect Tree Farm Forum	Northam	CEO,
Thursday 24 July	Council Meeting	Chambers	Councillors, Senior Staff
Wednesday 13 August	WEROC Meeting	Kellerberrin	President & CEO
Thurs - Friday 14 – 15 August	LGIS Gold Day	Kellerberrin	Various Staff Crs
Monday 18 August	GEZ Meeting	Merredin	President & CEO
Thursday 21 August	Council Meeting	Chambers	Councillors, Senior Staff

CEO'S REPORT

- **GENERAL MATTERS**

- A large portion of the month has been focused on the completion of the 2025/26 budget. The draft budget meeting was held with Councillors on Wednesday 2 July.
- The new Museum project has continued to progress well to a lock up stage now, which has included all wall and ceiling cladding, and the installation of the new 2 coat epoxy floor sealant which has made the building look amazing. The collection is being transported during the first week of August and we will be using the next month or so to curate the display.



- Peter Antonio will now commence the construction of the building surrounding the Warm Water Pool.
- The landscaping of the Pool kiosk area has also been completed including the Kerbing and asphalt works which have made the precinct look quite outstanding.
- The position vacancies of the Pool Manager and Town gardener have been advertised widely closing 8th August.
- The annual Road Inspection was held by Councillors on Wednesday 25 June.
- I held a meeting on Thursday 26 June with residents of Council's retirement homes to discuss the new housing rental policy.
- Cr Geier and I participated in a WNESRRG zoom meeting held on Friday 27 June.
- The new interpretive signage has been installed at Elachbutting reserve





- The community bus has damage to the driver's door from a Kangaroo strike.
- Councillors and senior staff attended the WALGA Local Government Honors ceremony held in Perth on Saturday 19 July in which Cr Huxtable was recognized with a Merit Service Award.
- Whilst in Perth on Saturday 19 June Councillors and senior staff inspected various modular display homes being considered for single persons accommodation.

- - **DELEGATED AUTHORITY ACTIONS**

Nil

- - **ROADCREW**

- The graders are trying to carry out as much Winter Grading as possible with the limited moisture. Attached is a map of the roads which have received a winter grade.
- The roadtrains have been stood down from the Fulton Hogan Great Eastern Highway project until September.
- Construction has commenced on the Maisefield resheeting project whilst the maintenance grader is in the area.
- Kerbing has been completed on the Jasper Street and Diorite Street projects which has also made a huge improvement to the area's.

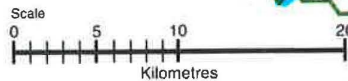
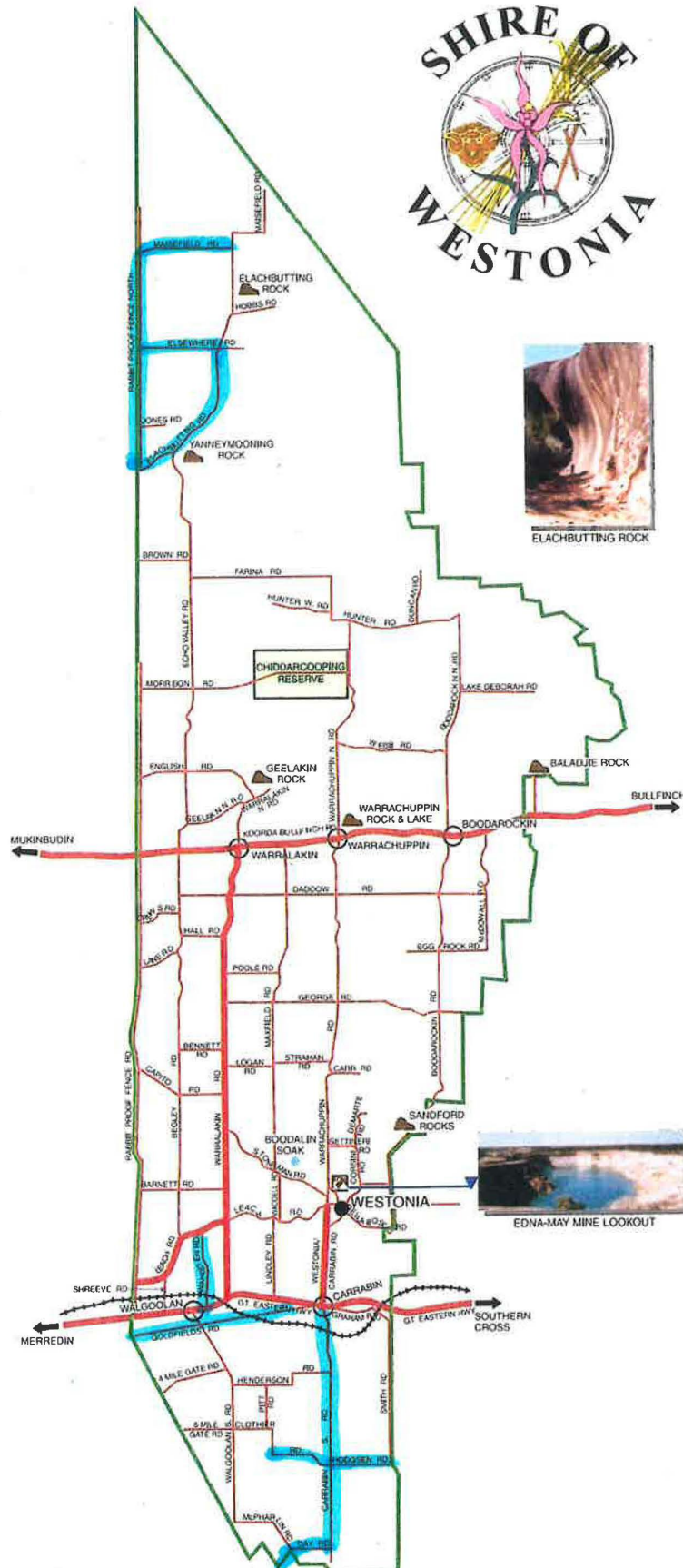
WINTER
CIRCUIT
2025



ELACHBUTTING ROCK



EDNA-MAY MINE LOOKOUT





- **TOWN**

- Bob Lockyer has picked up the new Oval Mower from Perth.
- Ashley Geier has been preparing for footpaths and completing the finishing behind kerbs etc.
- Fossil has completed the slashing of vacant blocks around the town.
- The re-painting of the school kids' mural on the old library wall was completed on Saturday 19 July by volunteers.
- The electronic interpretive board has been removed from the Great Eastern Highway into town for refurbishment prior to reinstallation at its new townsite location.

- **PLANT HOURS**

The following is a list of plant and vehicle kilometre and hour readings for the period ending 31.7.25.

Item		30.6.25	31.7.25
P1	CAT 140 GRADER	3,551hrs	3,636hrs
P2	CAT 12M GRADER	9,945hrs	10,061hrs
P3	PRIME MOVER (KENWORTH)	47,826ms	55,596ms
P4	ROAD TRAIN (NEW FREIGHTLINER)	143,298kms	150,141kms
P5	JOHN DEERE LOADER	5,684hrs	5,220hrs
P6	CAT ROLLER (SKIP)	2,389hrs	2,420hrs
P7	MINI-EXCAVATOR	1,376hrs	1,390hrs
P8	TELEHANDLER JCB	385hrs	415hrs
P9	TOYOTA (GRADER UTE)	64,473kms	65,848kms
P10	MITSUBISHI CANTER	30,074kms	32,413kms
P11	TOYOTA HILUX (GARDENER) WT 35	113,395kms	113,564kms
P12	JOHN DEERE (5100)	2,727hrs	2,734hrs
P14	TOYOTA LANDCRUISER GXL (CEO)	776kms	3948kms
P15	TOYOTA HILUX D/CAB (W/SUPER)	49,490kms	54,311kms
P16	TOYOTA RAV4 (Community)	10,350kms	11,610kms
P17	TOYOTA HILUX DUAL CAB	62,682kms	64,552kms
P19	FAST ATTACK	20,205kms	20,207kms
P20	FIRE TRUCK	7,416kms	7,416kms
P18	WESSY BUS	152,274kms	153,360kms
P22	KUBOTA RIDE ON MOWER (OVAL)	2,155hrs	2,157hrs
P23	TOYOTA MINI-BUS (WT COM V)	49,167kms	49,267kms
P24	CAT ROLLER (LOLA)	2,871hrs	2,884hrs
P25	MICK's BEAUT UTE	181,885kms	182,721 kms
P27	TOYOTA PRADO GXL (DCEO)	16,958kms	18,912kms
P28	TOYOTA HILUX UTILITY (TOWN)	3,378kms	4,337kms

COMMUNITY DEVELOPMENT AND WELLBEING REPORT

COMMUNITY DEVELOPMENT REPORT

Grant applications & award nominations submitted:

Nil

Future grant opportunities & award nominations:

Currently looking at new grants to cover Masquerade Ball. Westonia working group have agreed to move the masquerade ball to 28th March 2026 to give us an alternate event to the biennial "Wessy on the Green"? this will give us more opportunity to obtain a grant that is more aligned to our event such as the CBH grass roots grant (Open August), Bendigo Grants (we have used twice in 2024) and Colgar Wind farm grants (October -December)

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: **22.**

Staff delivering services: 6

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.

Community activities and resources

2025 Activities/ Events:

2/7/25 Breast screen clinic 4 pax

2/7/25 - Lunch at Mdn Palace Chinese and ticky tour road trip 12pax

Repainting the old school library mural 19/07/2025.

Coming up:

8/11/25 Christmas Markets Invites and save the dates have been sent out on Facebook and via email list.

WESTONIA TOURIST PARK

The Park has been very busy most nights are booked out, the onsite accommodation is being used frequently which is great. With the cold snap we are going through right now hopefully the orchids and wildflowers will be out in all their beauty, bringing more tourist to the town and district and as always the influx of visitors is great for our local economy. The next little project happening in the park is renovating existing donga ablutions from the mine camp into a laundry and storeroom which help the park to run smoothly with the addition of the onsite accommodation.

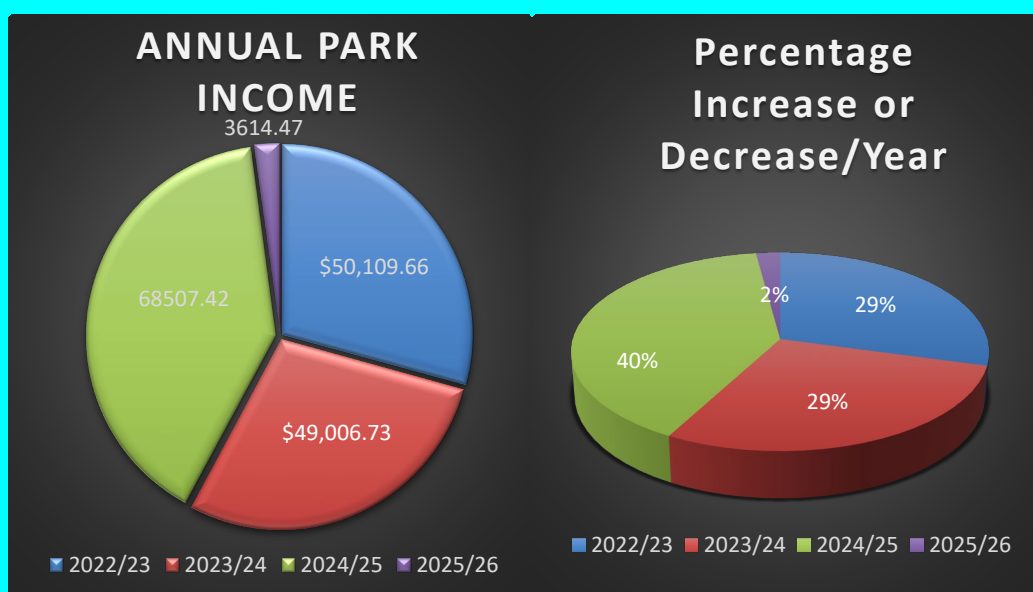
REPAIRS & MAINTENANCE

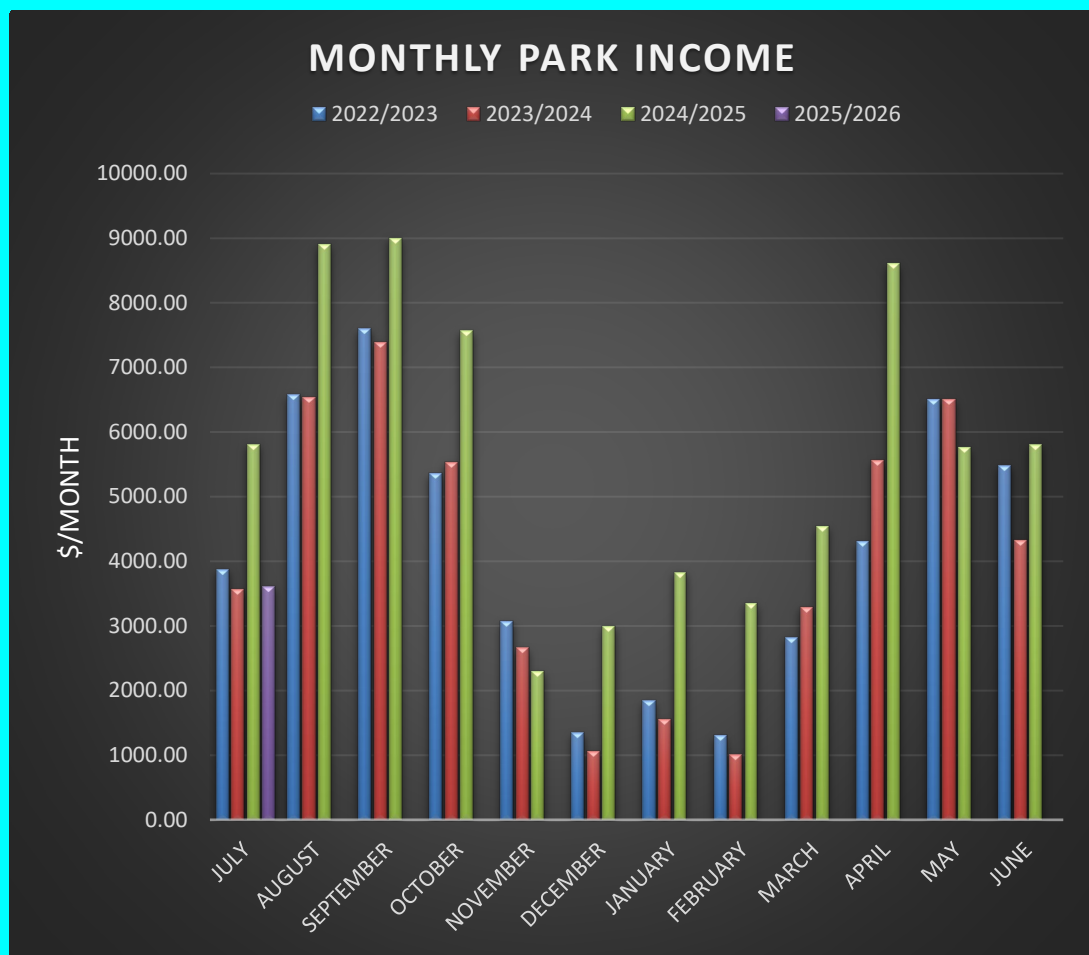
- Various minor repairs and maintenance ongoing. Focal area being bathroom maintenance (fixtures and disabled bathroom upgrade)
- Disabled toilet drainage will need some major work as tree roots have made their way into the pipes.

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

We have a steady flow of visitors coming through who are all very impressed with our little gem and are very excited to come back and visit again once the extensions has completed, interestingly we are seeing a lot of returning visitors which is great. Speaking of extension the end is nearly there Peter Antonio has been working tirelessly day after day, week after week, to get this project finished, Pete for the most part has been working on this solo and is to be praised for his skill and workmanship, This week the Epoxy flooring is going down it is known as “Flake Flooring” and although not finished yet looks incredible it is a very clever and effective design.

REPAIRS & MAINTENANCE

- Various minor repairs and maintenance ongoing

RECENT PROJECTS

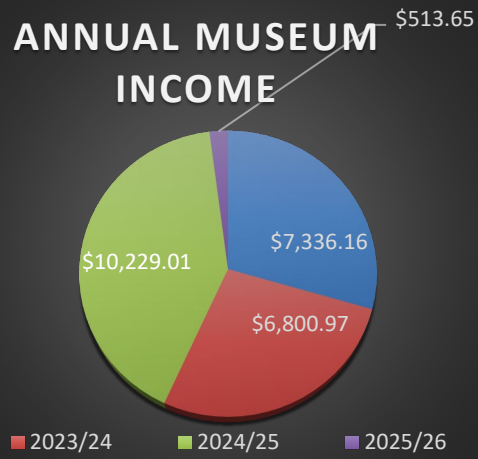
- War Memorial moved from OM Hall and photo signs now installed.
- Model War Planes to be hung in War Memorial scene
- 2 x New Mannequins are being constructed (a pilot and a garage attendant).

FUTURE PROJECTS

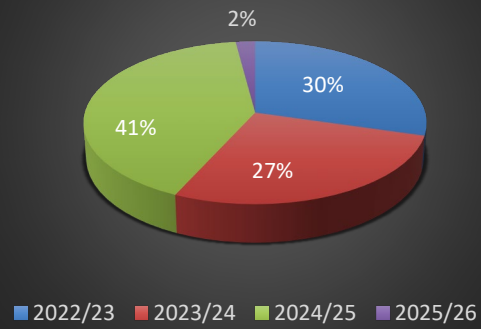
- New scenes to be created in the existing space of the old storage room to tell the stories of our primary industries of which Westonia was founded on.

STATISTICS

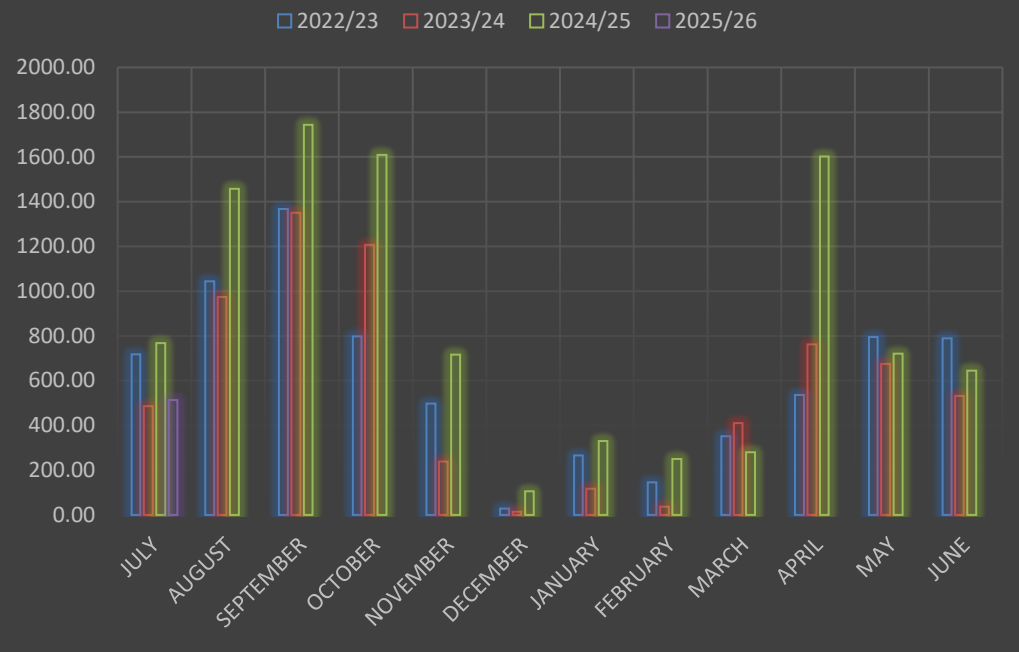
ANNUAL MUSEUM INCOME



Percentage Increase or Decrease/Year



MONTHLY MUSEUM INCOME





Celebrating 30 Years!

Hello Bill Price

Today is LGIS' 30th Birthday!

What an achievement for the WA local government sector.

1 July marks an historic moment for LGIS, on the same day 30 years ago LGIS launched. A lot has changed over that time, but the core purpose remains – local governments working together through a mutual to protect their people, organisations and communities.

LGIS was born from necessity, when the commercial insurance market withdrew cover and costs were escalating. Through the WA Local Government Association, WA local governments banded together to protect themselves making sure that they would always have access to appropriate, affordable and sustainable protection.

In 2025/26, with 100% of members renewing, it's clear that the reasons that LGIS was formed still exists today – confirming that the mutual indemnity scheme remains the best option to protect WA local governments.

LGIS has always been resolute in our commitment to the local government sector. We stand with our members in the tough times – whether it's natural disasters such as Tropical Cyclone Seroja or bushfires like the 2016 Waroona-Yarloop tragedy which destroyed most of the town; or community crisis such as a staff fatality or the council can no-longer function and a Commissioner is appointed. Through it all LGIS is a reliable, calm advisor supporting our members in navigating difficult times.

We've also been with our members every step of the way, as you work to improve safety systems, develop a risk management approach to decision making and continuously innovate to make your people, organisations and communities safer.

Through the years, LGIS evolved to be so much more than 'just' cover, in collaboration with members we've developed and delivered services to support the entire sector in building the capability and capacity to manage risks. As a mutual we understand that our strength lies in supporting each other, when every member manages their risks, everyone benefits.

Reflecting on our history we thank all of those who have worked so hard to make LGIS what it is – our Board of Directors through the years, member advocates and those who have contributed to service development. Your mutual indemnity scheme, LGIS, is proud to be a unique and nation leading example of what local government can achieve when everyone works together.

As we look forward to the next decade, we're excited to see what the future holds for LGIS and our members. Our Board of Directors have adopted a new strategic plan and the operating environment for the sector is evolving and complex. Whatever may happen, our members know that they can rely on LGIS, we've been here for 30 years, and we're committed to ensuring the long-term sustainable protection for the sector now and in the decades to come.

Thank you for your ongoing commitment and membership of LGIS.

We look forward to celebrating this great milestone with our members in recognition of the achievement of the WA local government sector.

From

The LGIS Team



Department of
Local Government, Sport
and Cultural Industries



Local Government Alert

Reminder – new council committee and caretaker period requirements

Council committees

Amendments to section 5.12 of the Local Government Act 1995 require councils to appoint committee presiding members and deputy presiding members by 1 July 2025. These appointments must be made by an absolute majority decision of the council.

This change was introduced as part of the local government reforms to simplify the committee appointment processes by removing the need for a secret preferential ballot at a committee meeting, and to allow councils to decide on the leadership of council committees.

There is no requirement for an independent presiding member to be appointed to an Audit Committee by 1 July 2025. However, local governments may opt to appoint an independent presiding member before Audit, Risk and Improvement Committees (ARIC) reform changes are implemented when section 87 of the Local Government Amendment Act 2024 commences.

More information about the reform changes to ARICs is available in the reforms to governance and committees fact sheet.

Caretaker period

The Local Government Amendment Act 2023 introduced a standard caretaker period for all local governments in Western Australia. This will apply to the upcoming 2025 ordinary local government elections.

The caretaker period begins at the close of nominations on Thursday 4 September 2025 and ends the day after the results of the election are declared for the local government.

During the caretaker period, local governments must not undertake significant acts as defined in section 3.73(1) of the Local Government Act 1995 including:

- making a local law
- entering into a CEO employment contract
- inviting tenders or entering into a contract valued at more than \$250,000
- entering into a major land transaction or commencing a major trading undertaking.

Significant acts can proceed if the local government's decision was made before the caretaker period (see section 3.73(4) of the Act).

Local governments should plan council items and projects with the caretaker period in mind.

Further information about caretaker periods is available on DLGSC's website.

Further information

If you have any questions about these local government reforms, please email actreview@dlgsc.wa.gov.au

Afternoon Bill

Permission for hay shed removal from 49 Corsini Road Westonia 6423 Yilgarn location 161. Westonia shire to remove hay shed at no cost to Ramelius, shed to be resurrected in the Westonia precinct.

Progress association may then crop the area allocated to the hay shed once removed.

Please provide notice by email before the dismantling process. (As I will need to fill in some paperwork for your convenience)

Thank you regards

Daimon Geier

Care & Maintenance Superintendent (SSE)

Ramelius Resources Ltd-Edna May Gold Mine

22 wolfram st Westonia WA 6423

☎ +61 0890 468 007

📞 +61 0407 258 523

✉ daimongeier@rameliusresources.com.au



The Shire of Westonia's funding for 2025/2026 FY is \$ 900.00 excl GST.

This funding is allocated to LGIS members to assist in the delivery of a strategic wellbeing program, creating safe and healthy workplaces, and encouraging physical, psychological, social and financial wellbeing.

Our wellbeing program provides a strategic approach to health promotion across the WA local government sector by underpinning our program with key strategies from evidence-based health promotion framework. The program will provide services focusing on the four (4) key pillars of wellbeing - physical, psychological, social and financial.

LGIS wellbeing program summary 2025 -2028

- Annual funding allocation to deliver onsite or online wellbeing services, anywhere in WA
- All travel related expenses are funded via LGIS, separately to your allocation
- More flexibility, plus ability to utilise local providers and claim reimbursement via LGIS funding
- Quarterly health promotion campaigns, supported by LGIS services and resources

Prevention and screening Lifestyle and behavioural Education and awareness

Health assessments (basic and comprehensive)

Risk specific screening (chronic disease focused)

Flu vaccinations

Skin cancer screening

Targeted pathology screening Wellness health coaching

Goal setting consults

Diet and nutrition consultations

Financial wellbeing support Health education seminars / webinars

Team building / wellbeing activities

Workplace expo stalls

Health promotion strategy / planning

NOTE - These wellbeing services are provided in addition to our Scheme-funded risk management services, such as People Risk, Injury Prevention and pre-claim early intervention.

Additional member benefits

- The Great West Aussie Adventure 2025 – Begins 1 September 2025

LGIS have committed to provide sector-wide health initiatives which aim to improve the health and wellbeing of the sector. The upcoming GWAA2025 is the third edition of our physical activity challenge, and I encourage all members to actively promote and engage in this exciting and enjoyable initiative promoting improving physical activity and wellbeing. PROMO materials attached

- Early intervention physiotherapy (EIP)

LGIS continues to provide pre-claim early intervention physiotherapy to all members. See resources attached, included our referral form, and posters / flyers for promoting the program to your staff.

[Click here](#) for more information and to review our FAQs.

- NEW Prevention and wellbeing education workshops!

In 2025 - 2028, LGIS will offer new prevention and wellbeing workshops focusing on “Preventing slips, trips and falls” and “Preventing Repetitive Movement Injury”. In addition to this, our core prevention services will remain, including manual task and ergonomic related services to reduce the risk of hazardous manual task relating injury.

- NEW Machinery Ergonomic video resource available!

LGIS have created a helpful resource to assist operators with basic cabin ergonomics and prevention strategies. The resource is available here – [CLICK HERE](#)

To further support members, LGIS will soon be launching some resources to help engage your staff, particularly focusing on managing the manual task risks associated with typical local government job roles.

- Job dictionary database

[Click here](#) to access these useful resources. (LGIS log in required)

To request and access services, please contact our team at health@lgiswa.com.au or call 0419 355 943, or complete the below table.

Service requested	Prevention and wellbeing services Scope –
Participants numbers	
Location	
Preferred date/s	
Additional information	
Primary contact details	Name Email Direct number
Secondary contact details	Name Email Direct number

For more information, or to review LGIS resources which further support your health and wellbeing planning, [click here](#)

Want feedback from your staff?

Use our worker survey template to help you plan your program.

[Click here](#)

We hope that you make the most of the injury prevention and staff wellbeing benefits available to you.

Kind regards,

James Larkin | Manager, WorkCare Services

LGIS| Level 3, 170 Railway Parade, West Leederville WA 6007 | Australia

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www.lgisw.com.au

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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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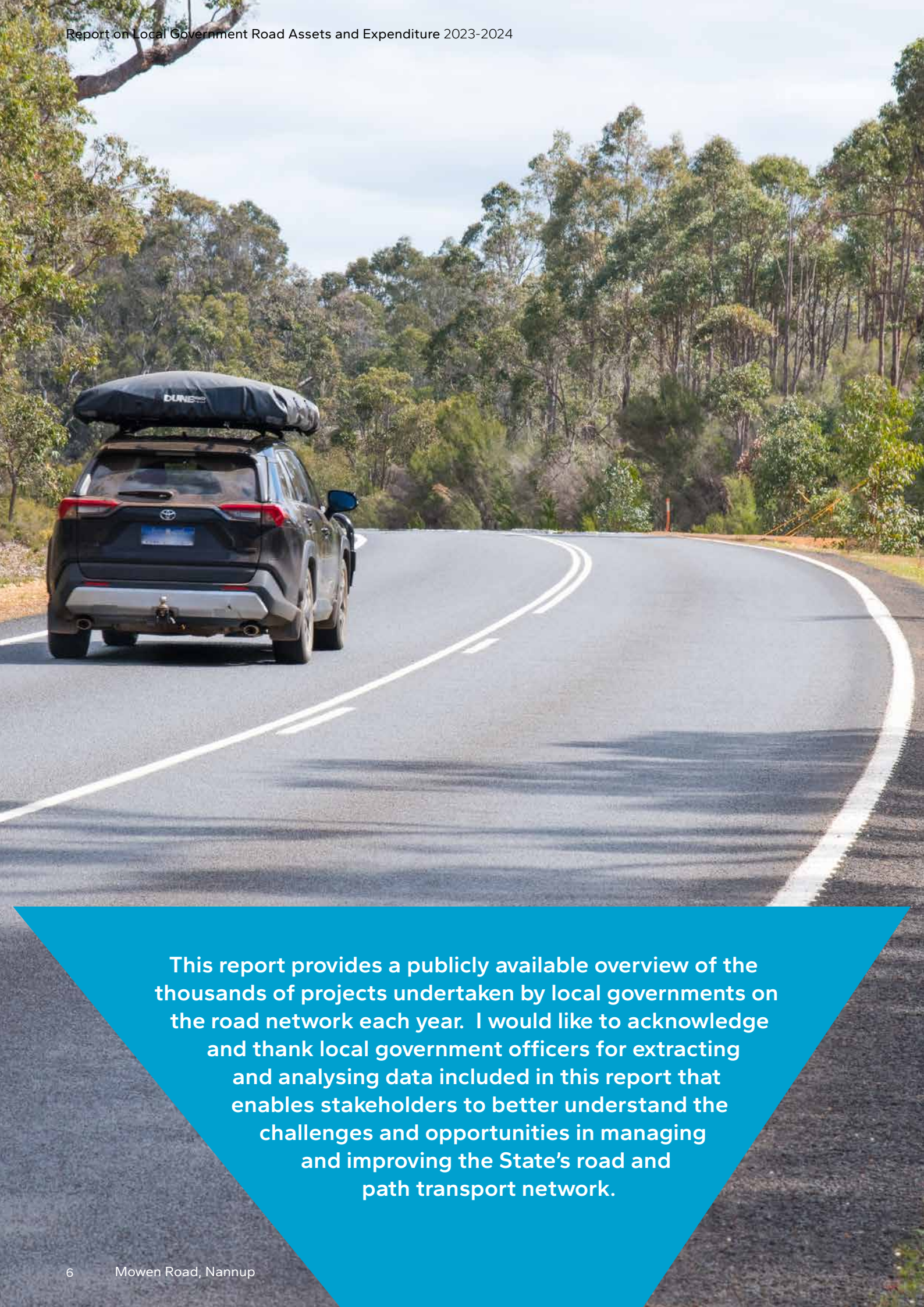
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This report provides a publicly available overview of the thousands of projects undertaken by local governments on the road network each year. I would like to acknowledge and thank local government officers for extracting and analysing data included 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.

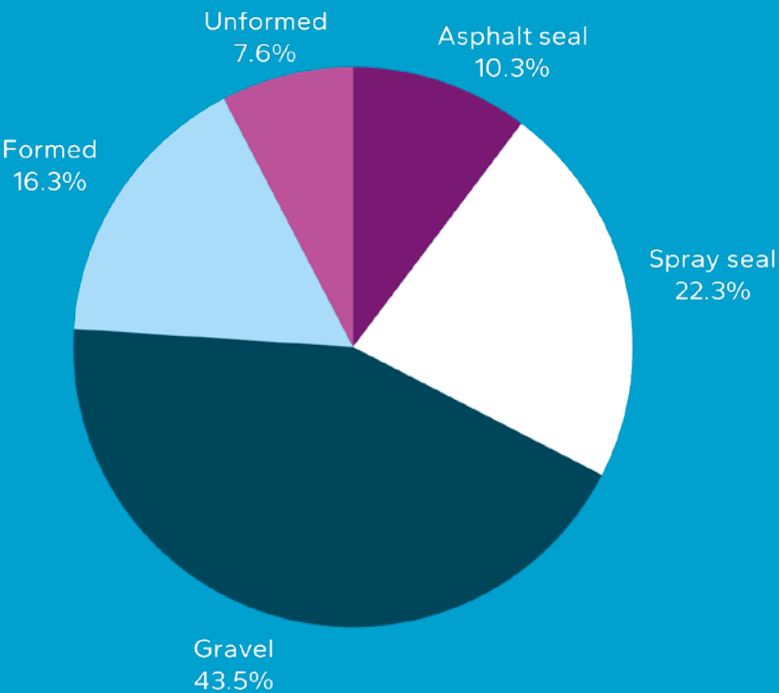
The written down value of the road network is \$21.41 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 52.9% for local roads compared to 63.92% for State highways and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

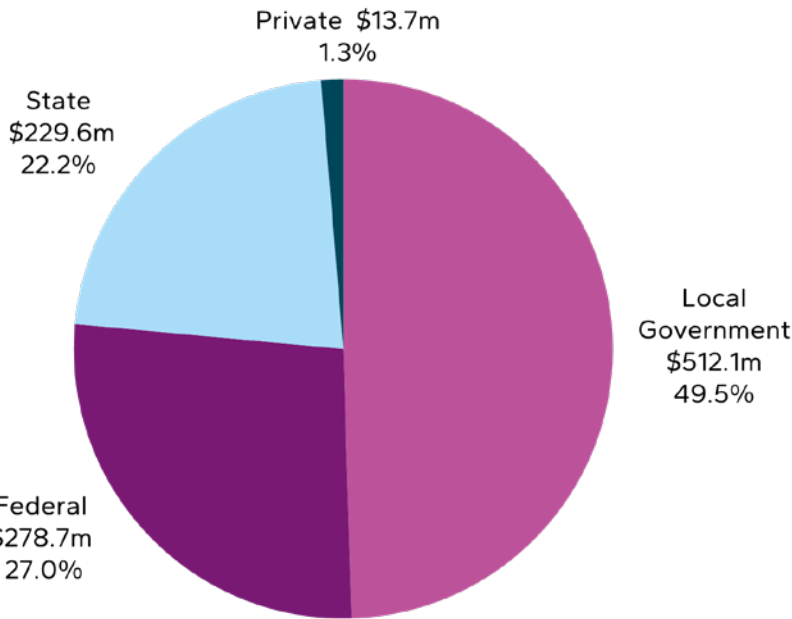
2. Sources of Local Government Road Funds

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

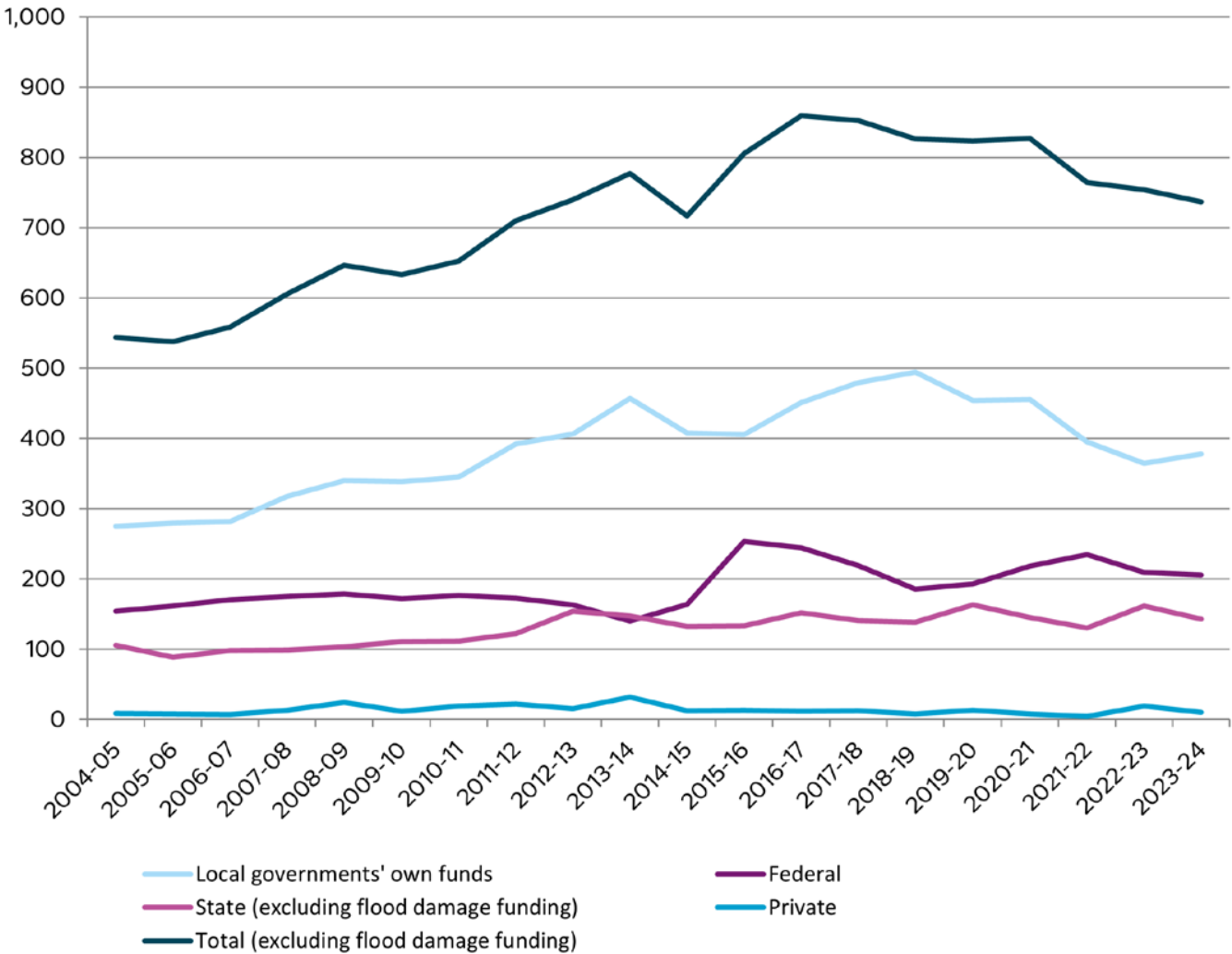


These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

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.

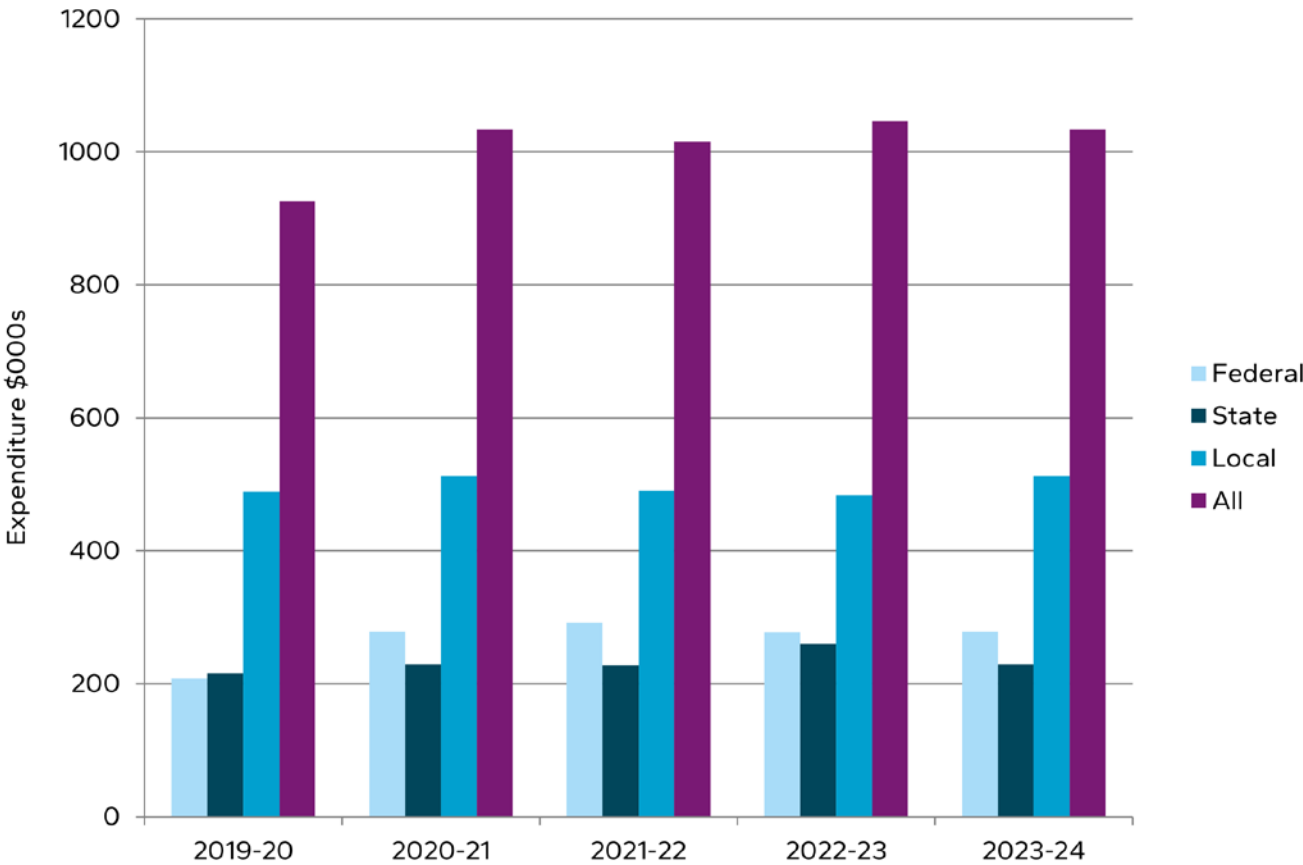
Executive Summary

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



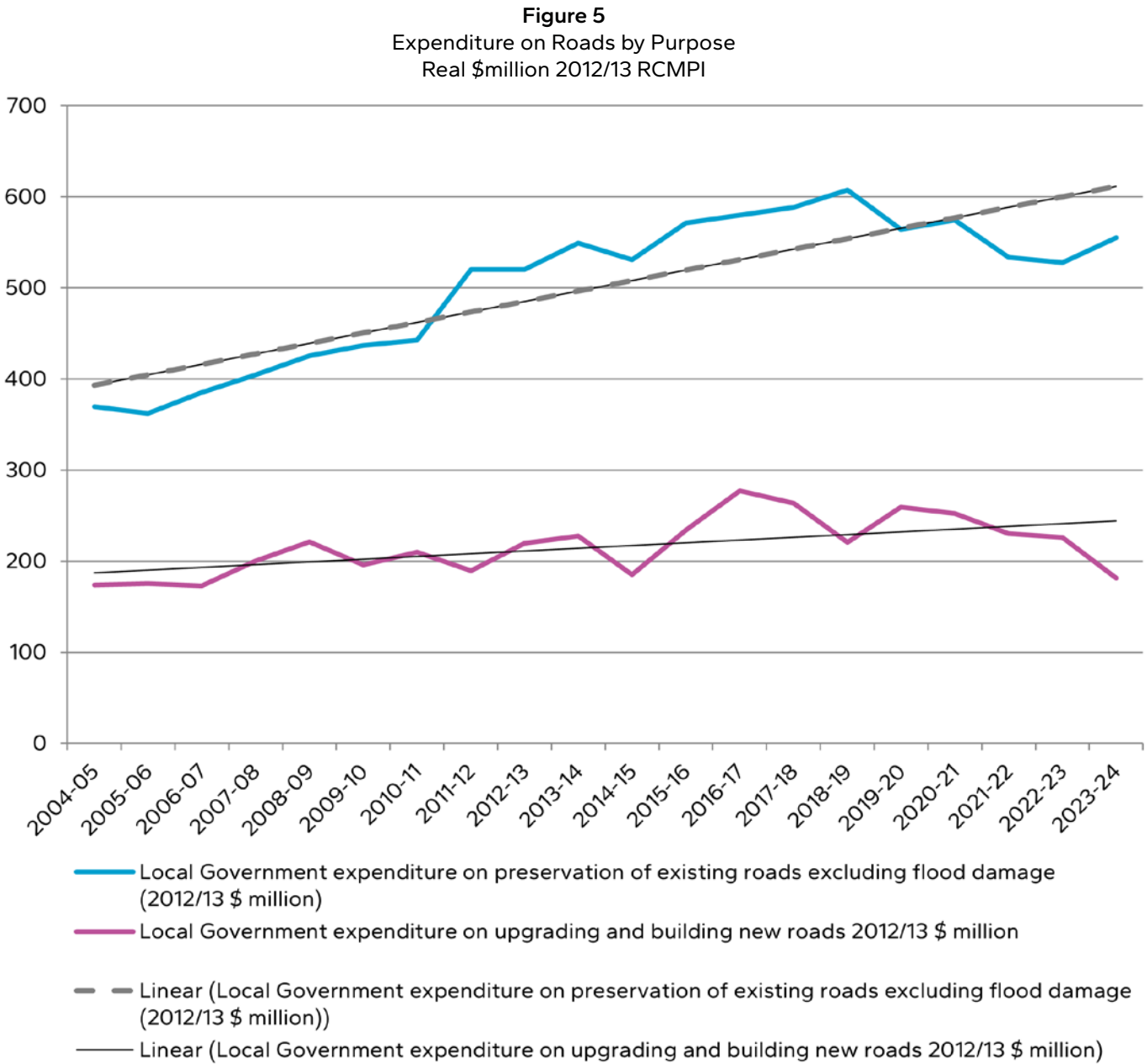
State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA but includes flood damage funding.

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%.

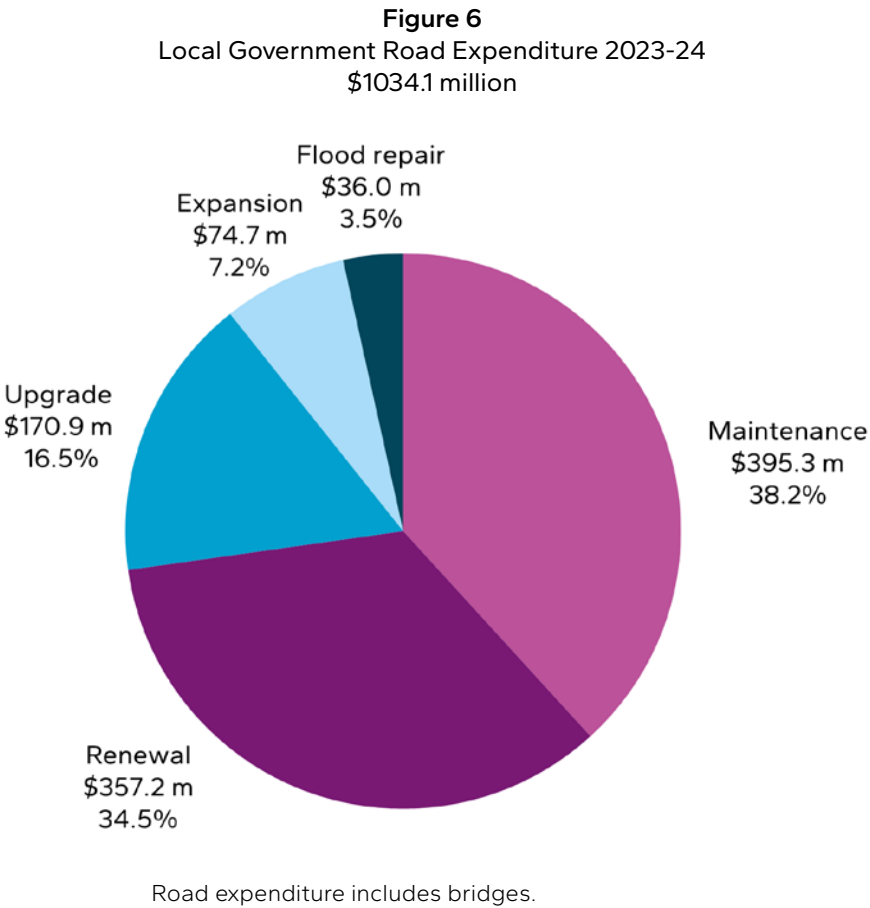


5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

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

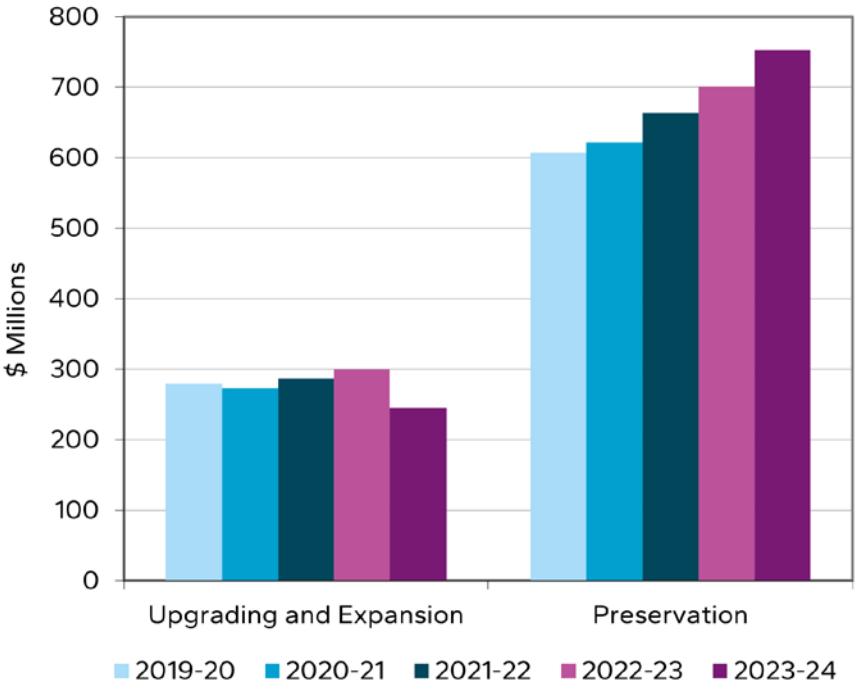
Expenditure on road preservation has steadily increased over the last five years, to the point that 2023-24 expenditure is 23.9% higher than in 2019-20. In contrast, expenditure on upgrading and capital expansion has tended to be more consistent, although there was a significant drop in 2023-24, resulting 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.

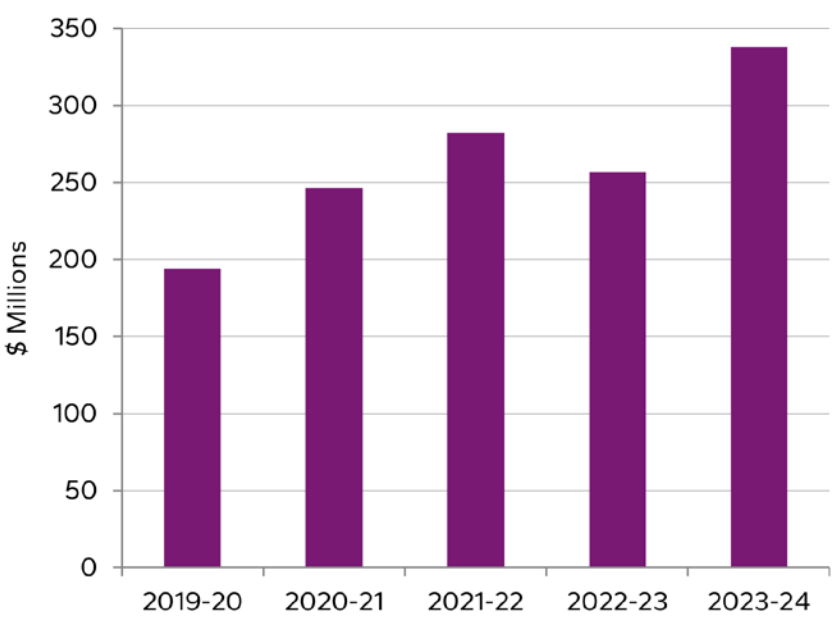
The shortfall for 2023-24 is somewhat ameliorated by the expenditure of \$36.0 million on repairing flood damage which by its nature includes an element of asset renewal.

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.

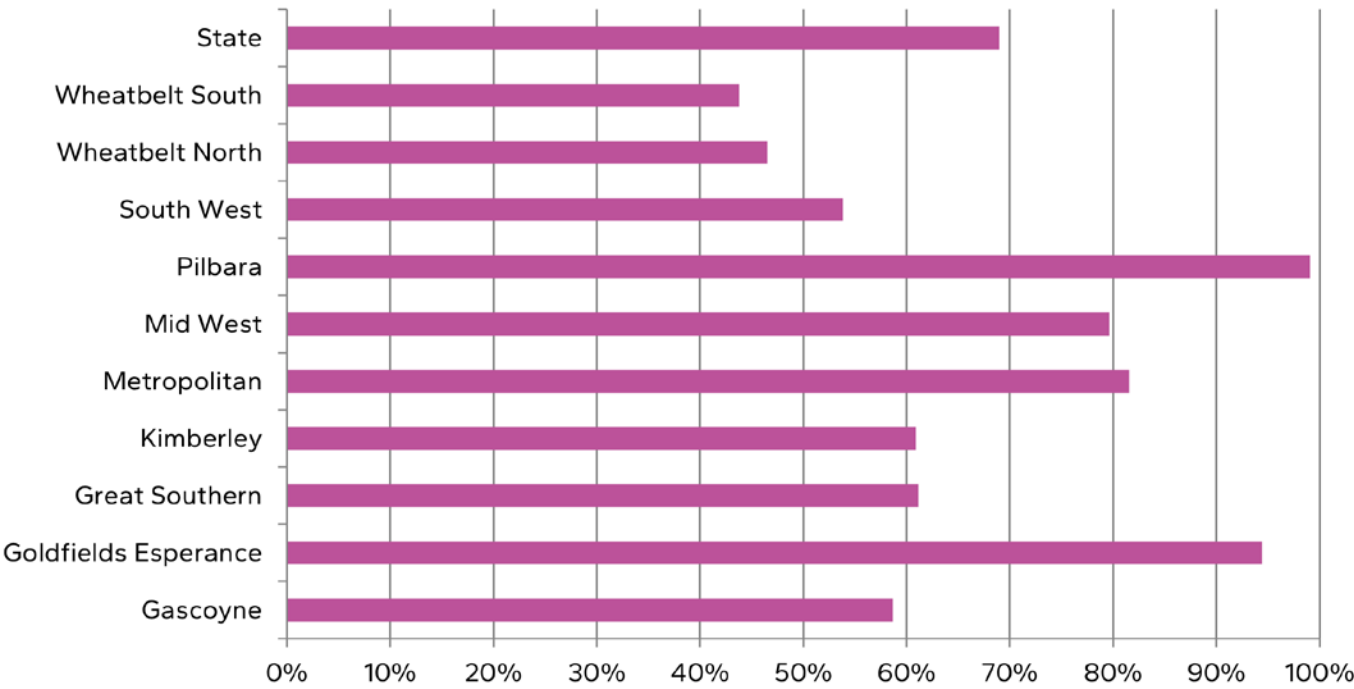
8. Road Preservation Performance

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.

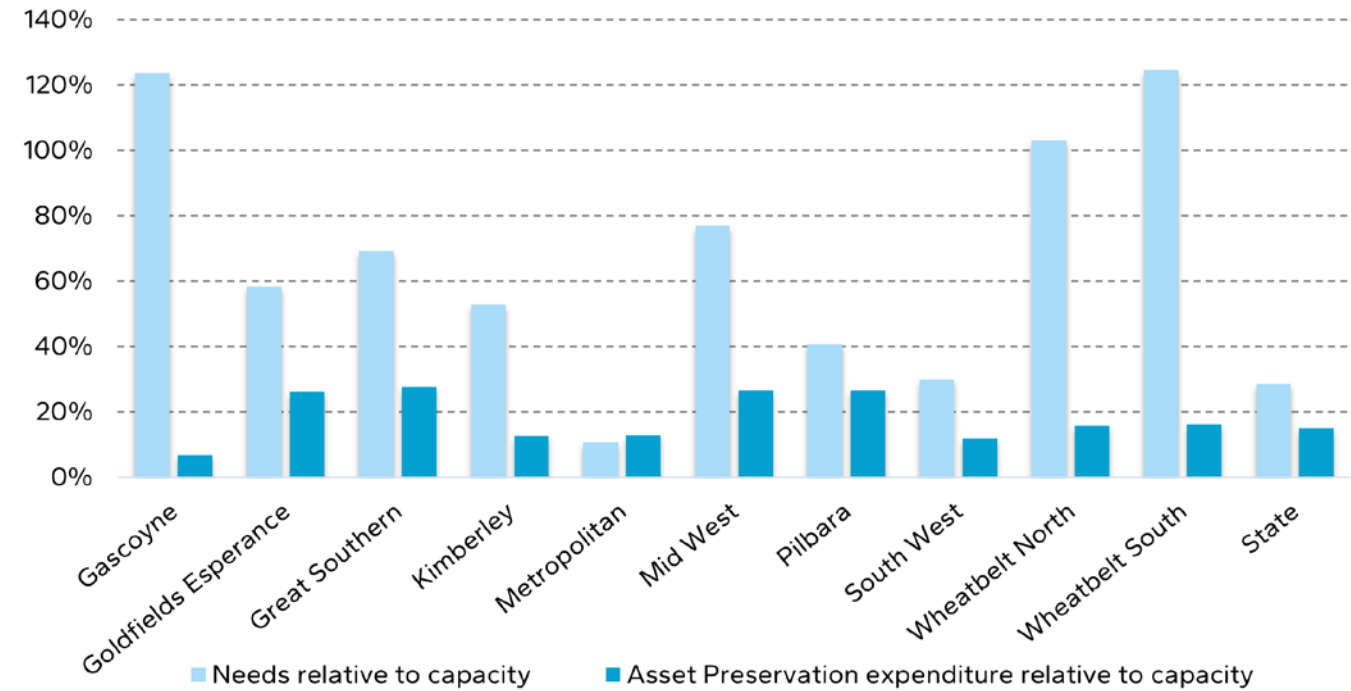
Local Governments in the Metropolitan Region have to spend only 10.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 12.8% of their revenue capacity on preservation,

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

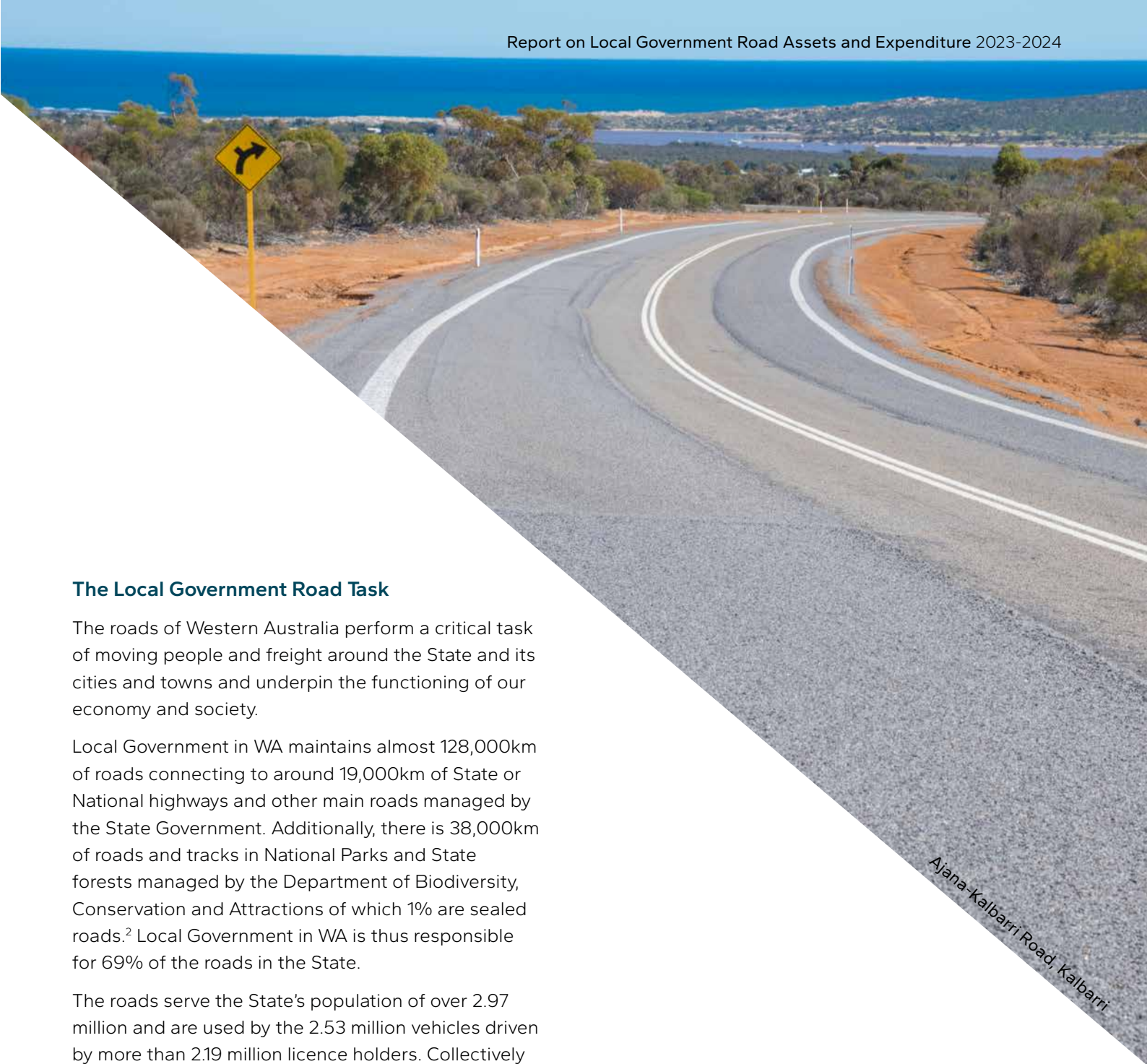
Source: Main Roads WA.

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.

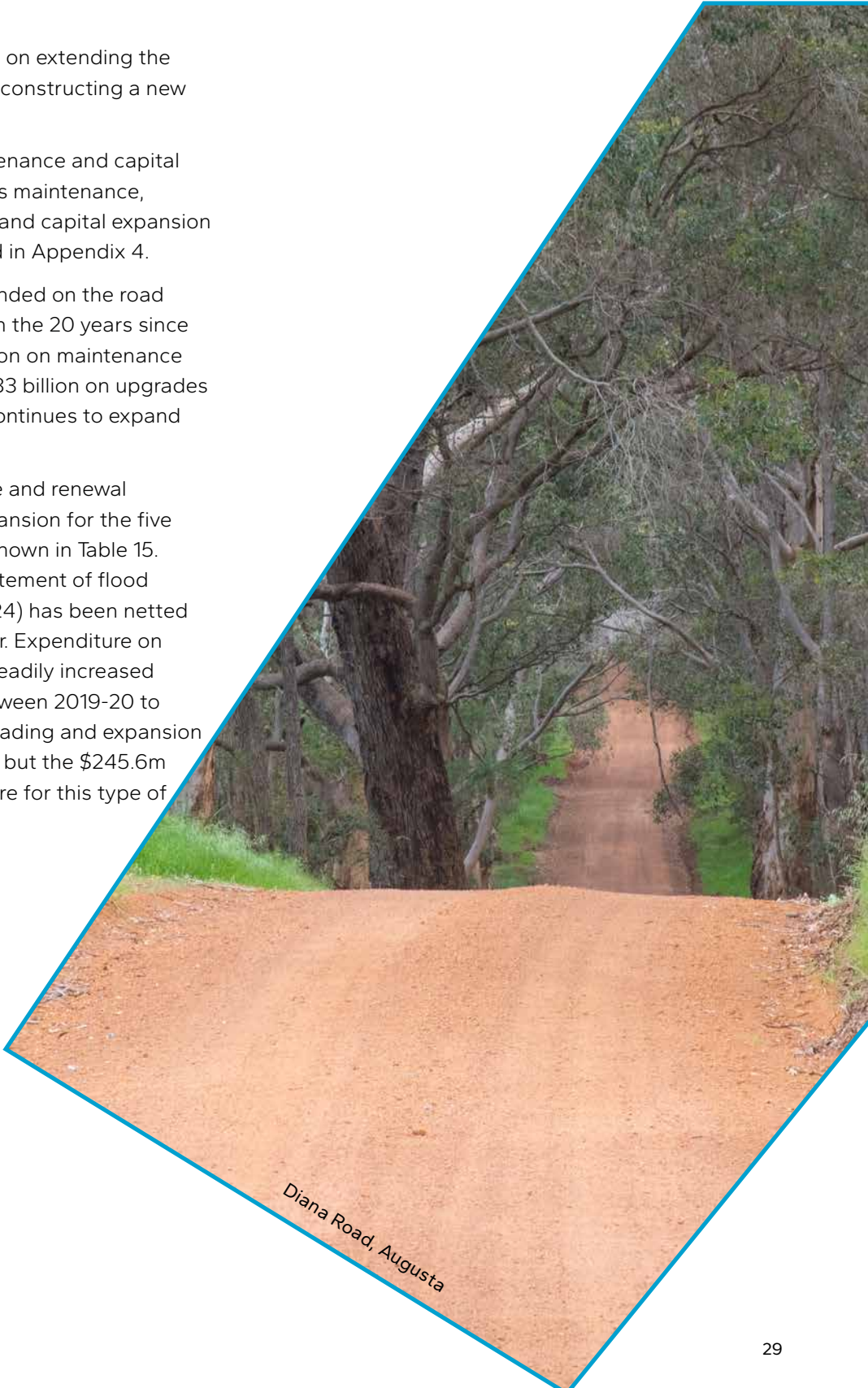
Capital Expansion – expenditure on extending the road infrastructure network, e.g. constructing a new road or bridge.

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).

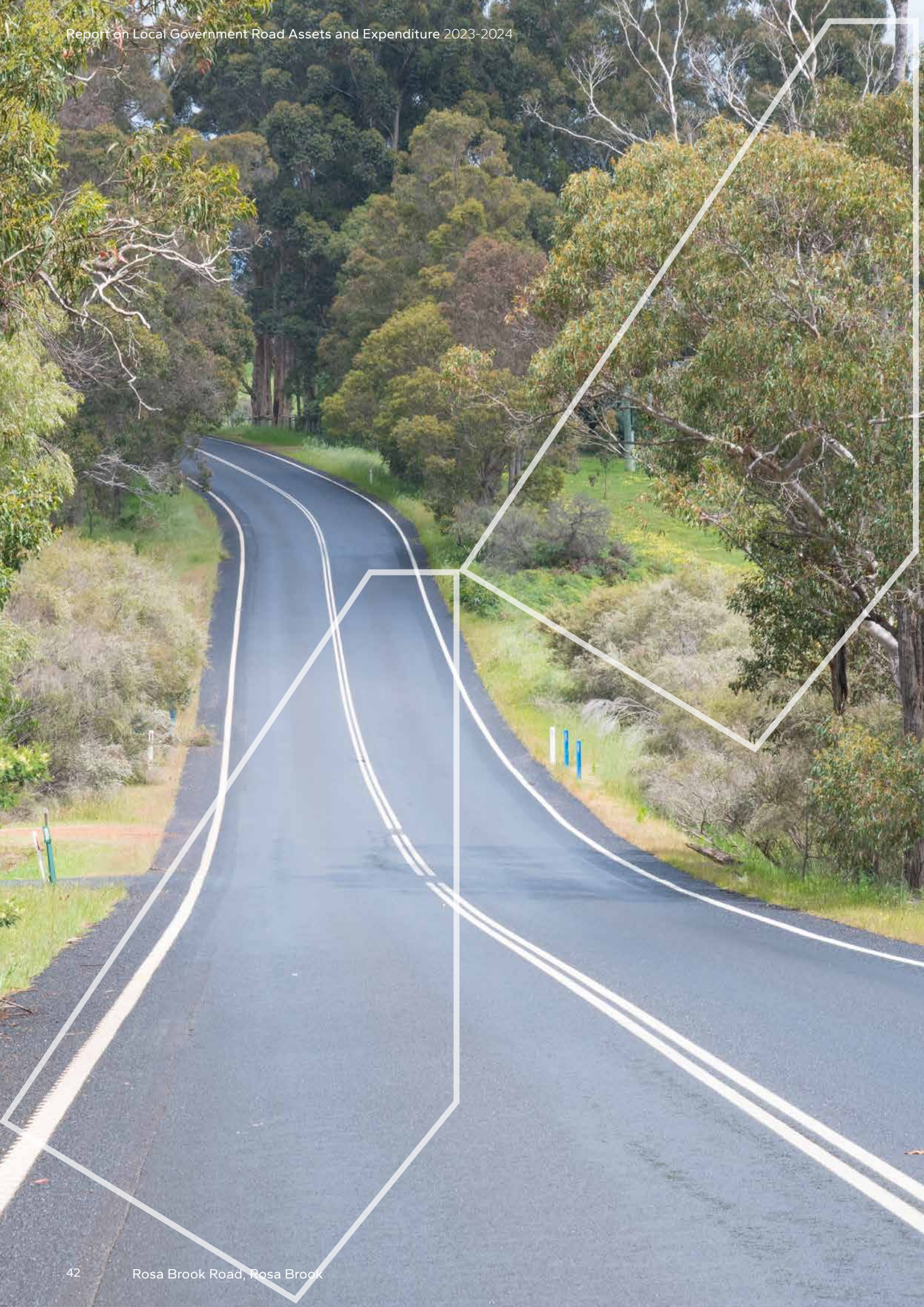
Road Age

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)

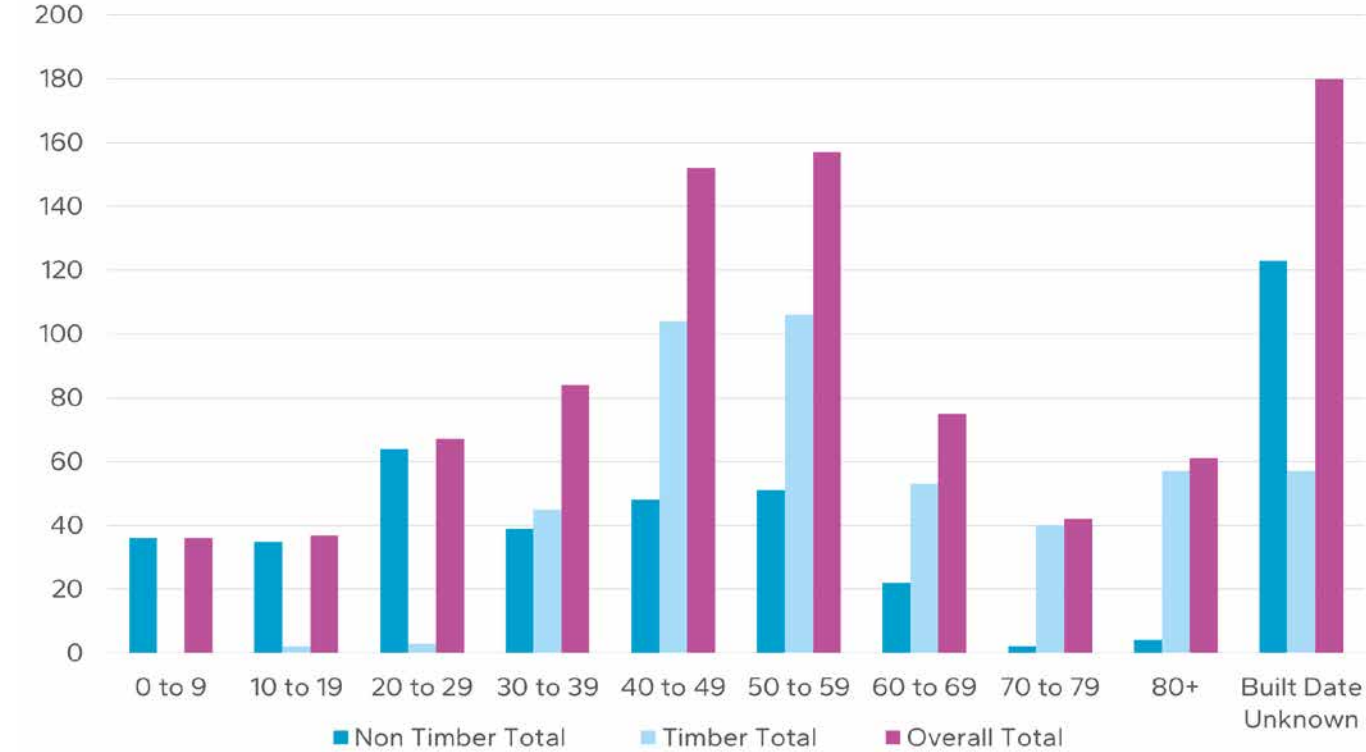


Table 33: Bridge Age (years) (February 2024 data)

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

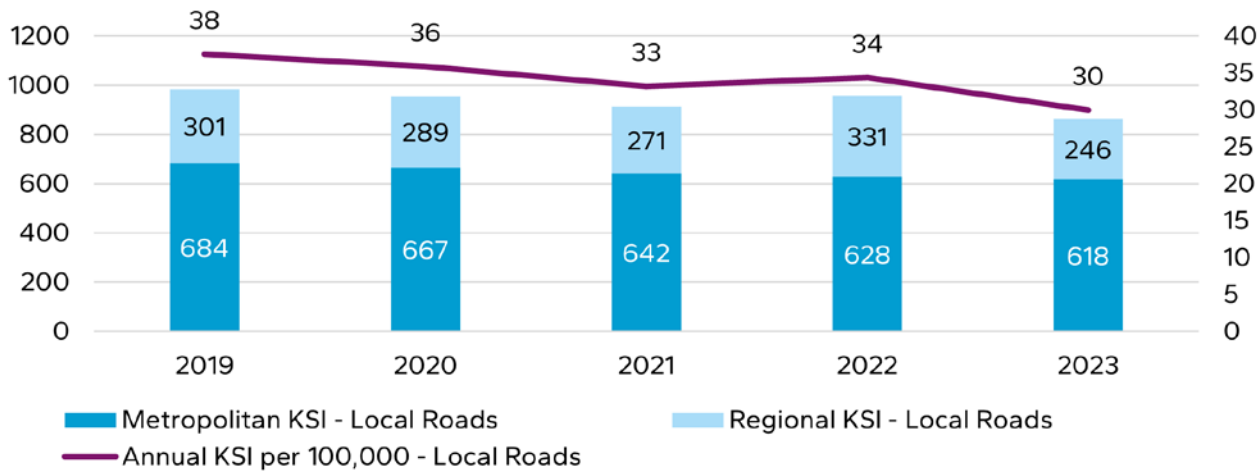
National figure is 2021 Source: National Local Roads Data System, ALGA, published December 2022.
* National figure is for all roads. The National figures are presented for comparative purposes, but note the methodology for compilation of the figures differs. For this report, replacement cost etc is calculated 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

