



Roads

Local Government Transport and Roads Research and Innovation Program (LGTRRIP)

Guidelines for the use of crumbed rubber modified sprayed seals, reclaimed asphalt pavement (RAP) and a catalogue of standard pavement profiles have been published recently. Work has commenced on an investigation into available technologies for best practice road condition assessments and data collection and the development of a road safety rating tool for intersections.

Condition Assessment of Roads of Regional Significance

The condition assessment survey project for the Kimberley region is underway, with data collection ongoing. The project is anticipated to be completed by the end of June 2025. This will complete the assessment of the most regionally important Local Government roads across the State.

Road Rail Interface Agreements

Rail Interface Agreements are a requirement under the *Rail Safety National Law (WA)*. For road/rail interfaces on the Arc Infrastructure network, a model pro forma agreement between Local Governments and Arc Infrastructure has been drafted and agreed and is currently undergoing legal review by Arc Infrastructure and Main Roads WA. Once this is complete, the Agreement should be available for Local Government review and action soon. WALGA will begin a process to liaise with each relevant affected Local Government to provide advice around the new agreement, prior to Arc Infrastructure dispatching the relevant Agreements to each Local Government.

Update of User Guides for calculating the cost of road wear for defined freight tasks

Revised guides for calculating the cost of road wear for defined freight tasks on sealed and unsealed roads have been published on the WALGA website. A downloadable Excel calculator that will guide practitioners through the methodology has also been developed. This second edition reflects significant escalation in road construction costs.

Funding

Multi-Criteria Assessment (MCA) Model Revisions

The WALGA Infrastructure Team is working with the Regional Road Groups to harmonise the MCA models used by Regional Road Groups to prioritise projects for Road Project Grant funding. The proposed changes to the MCA models reflect the new focus areas of the State Roads Funds to Local Governments Agreement, while still allowing for flexibility to recognise the significant differences between regions. All the Regional Road Groups have commenced the MCA revision process, with the process in the Gascoyne, Great Southern, and South West regions now complete.

Transport

Bus Stop Infrastructure

The Bus Stop Infrastructure Agreement has been finalised, with the formal signing scheduled for June.

Active Transport and Micromobility-Discussion Paper

WALGA recently hosted two Active Transport workshops – the Strategic Forum on 6 March with high-level stakeholders, and a follow-up online workshop for Local Government officers on 2 April. These sessions provided valuable insights into the gaps and challenges in active transport across the sector. This work now forms the foundation for the next stage, which will focus on developing a formal policy position to guide and support active transport initiatives in Local Government.

Asset Management

Road Assets and Expenditure (RAE) Report Project

With the completion of a final report detailing the current processes used to develop the RAE Report and identifying options for improvement in data collection, interpretation, and presentation, work is now ongoing to prepare tender materials and commence the project to achieve the future state of the RAE process. This phase will include the development of a database, reporting interface, and dashboard.

Road Safety

RoadWise Recognised

Seventy-six Local Governments are registered RoadWise Councils. The RoadWise Recognised Advisory Committee met in February and May 2025. Points, which signify road safety actions undertaken, were considered for 72 (95%) of RoadWise Councils who together recorded more than 200 activities each quarter. The Points that were allocated reflected actions delivered across the different areas of the [RoadWise Framework](#). The spread of activity demonstrates how holistic the approach to road safety across governance, management, and operations has been and is acknowledged with the awarding of RoadWise Recognised Ribbons, up to a maximum of five. In this way, the allocation of Points and Ribbons is designed to encourage local road safety toward better and ultimately best practice.