

State Road Funds to Local Government Advisory Committee

AGENDA

Meeting No 03/2025

Tuesday, 2nd December 2025

AGENDA – State Road Funds to Local Government Advisory Committee Meeting

Date:	Tuesday, 2nd December 2025.	Time:	10:00am- 12:00pm	Location:	MRWA - Room DAC CMR Large Conference – Matagarup Room.
Attendees:					
<u>Members</u> President Chris Antonio (CA) David MacLennan (DMC) Douglas Morgan (DM) John Erceg – Chair (JE) President Cr Karen Chappel (KC) Maurice Cammack (MC) Mike Andrews (MA) Nick Sloan (NS)			<u>Others invited.</u> Ian Duncan (ID) Rebecca Lewis (RL) Kevin Pethick (KP) Shane Purdy (IPWEA) (SP)		

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
1	ATTENDEES AND APOLOGIES		
	Des Snook (DS)	Chair	10:00 – 10:05
2	PREVIOUS MEETING		
2.1	Meeting Held on Wednesday, 3 rd September 2025.		10:05 – 10:10
2.2	Business arising from previous meeting.	MC	10:10 – 10:15
3.	CORRESPONDENCE		
3.1		KP	10:15-10:20
4.	FINANCIAL REPORTS		
4.1	Expenditure profile/Sub Programs 2025-26	MC	10:20 – 10:30
4.2	Australian Government Black Spot Program 2025-26	MC	10:30 – 10:40
4.3	Commodity Route Fund 2026-27	ID	10:40 – 10:50
5.	GENERAL REPORTS		
5.1	WALGA Local Roads Program Manager	ID	10:50 – 11:00
5.2	Minder	ID	11:00 – 11:10
5.3	Regional Road Group Report	ID	11:10-11:20
5.4	RRG Key Performance Indicators 2024-25	ID	11:20-11:30
5.5	Agreement Commitments <ul style="list-style-type: none"> Aboriginal employment Road Safety Recycled materials 	DS DM DM	11:30-11:40
6	GENERAL BUSINESS		
6.1	Future State Roads Review– for noting	As Read	

6.2	Classifications and Proclamations – for noting	As Read	
6.3	Heavy Vehicle Services – for noting	As Read	
6.4	LGTRIPP - for noting	As Read	
6.5	Roundtable/Other <ul style="list-style-type: none"> WALGA Local Government Convention 2025 	ALL	11:40-11:50
7	NEXT MEETING		
	Wednesday, 29 th April 2026 10:00am-12:00pm at WALGA.	RL	11:50-12:00
8	MEETING CLOSE		
	For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email Rebecca.lewis@mainroads.wa.gov.au		

1.1 Attendees and Apologies.

Recommendation:

For the Committee to note.

Notes:

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2.1 A copy of the minutes from the meeting held on Wednesday, 3rd September 2025 is attached for the Committee's consideration. It should be noted that these minutes were distributed to Committee members earlier.

Recommendation:

For the Committee to note.

Notes:

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STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)

MINUTES – Wednesday, 3rd September 2025. (Meeting 02/2025)

Held at WALGA

SAC Members Present:

Mr J Erceg (JE)	MRWA (Chair)
Mr D Snook (DS)	MRWA
Mr M Cammack (MC)	MRWA
Mr D Morgan (DM)	MRWA
Mr M Andrews (MA)	MRWA
Cr K Chappel (KC)	WALGA
Mr N Sloan (NS)	WALGA
President C Antonio (CA)	WALGA
Mike Andrews (MA)	MRWA

Others in Attendance:

Mr M Bondietti (MB)	WALGA
Mr S Purdy (SP)	IPWEA
Ms R Lewis (RL)	MRWA (Secretariat)
Mr K Pethick (KP)	MRWA
Reza Najafzadeh (RN)	WALGA

Apologies:

Mayor Deb Hamblin (MH)	WALGA
Mr D MacLennan (DMS)	WALGA
Mr I Duncan (ID)	WALGA

1. WELCOME AND APOLOGIES

Chair opened the meeting at 10:00am and welcomed SAC members.

Welcomed Mike Andrews to his first meeting. Mike is the General Manager for Network Management and Delivery, overseeing both the Metropolitan region and State-wide asset management. Mike's addition completes the SAC membership.

Noted apologies from members Ian Duncan, David McLennan and Deb Hamblin.

2. MINUTES OF PREVIOUS MEETINGS

The draft minutes of the Meeting held on Tuesday, 29th April 2025 as attached to the agenda, were accepted as a true record of proceedings.

BUSINESS ARISING FROM PREVIOUS MEETINGS

2.2 Summary of Outstanding Actions

Reference Item No/Officer	Action Required / Taken / Agenda Items
4.1 Metropolitan RRG Legacy projects not yet finalised	<p>Action Item: 29 April 2025 KP, ID, SP to create a small working group to discuss options to further reduce the level of carryover requests from the Metropolitan RRG.</p> <p>The working group met, and a paper was provided to the SAC members to discuss the Road Project Grants carry over.</p> <p>The three SAC members noted above and Reza Najafzadeh (WALGA Local Roads Program Delivery Manager – WALGA Local Roads PDM) formed a group to review, discuss and formulate options to be presented back to SAC. (See Finance Item 4.1)</p>
5.4 Agreement Commitments (Aboriginal Employment)	<p>Action Item: 29 April 2025 – DS to work with NS and ID to progress work on the focus area of Aboriginal Employment.</p> <p>Complete - As discussed under the Aboriginal Employment Report under 5.4 Agreement Commitments.</p>
5.4 Agreement Commitments (Road Safety)	<p>Action Item: 29 April 2025 - DM to present the Road Safety Working group's report and detail the recommended Road Safety Management System at the next SAC Meeting.</p> <p>Complete – As discussed under the Road Safety under 5.4 Agreement Commitments.</p>
6.1 Roads Program 2025-26 (Indicative)	<p>Action: 29 April 2025 - RL to advise RRG's on the 2025-26 State Budget outcomes (on the SRFLGA p's 2025-26 program).</p> <p>Complete: Confirmed to all Regional Road Groups on the 22/08/2025 that the 2025-26 SRFLGA program had been signed off.</p>
6.5 Roundtable/Other	<p>Action: 29 April 2025 - DS to provide a report on the current bridge support arrangements within the different regions.</p> <p>Complete. Bridge Support Arrangement</p> <p>DS noted that four other Regions (Great Southern, Mid-West, Gascoyne and Wheatbelt) all provide support on request from the relevant LGA. MRWA are still available to undertake works, however, given their current workloads, may not be able to respond to such requests within the LGA desired timeframes.</p> <p>The South West are moving to offer the same support as other Reginal offices.</p>

	It was noted that L1 Bridge Inspections were not a capability issue although each MRWA Regional office can provide further guidance if required/requested.
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3.CORRESPONDENCE (to 3rd September 2025)

Out (Dated - 09 May 2025) – Letter to the Chair of the Goldfields-Esperance Regional Road Group, from A/Chair of SAC and WALGA President.

Out (dated 08 August 2025) – Performance and Delivery Letter – All Regional Road Groups.

IN: (Dated - 15 August 2025) – Letter to SAC, from the Chair of the Goldfields-Esperance Regional Road Group

Request from the Goldfields-Esperance Regional Road Group to review and consider their Technical Working Groups Terms of Reference, which includes a MCA (Multi Criteria Assessment) model and funding split for distributing the Regional Road Group's Road Project Grant funding.

SAC discussed the documents provided with two specific outcomes.

- 1) that the proposed Goldfields Esperance Regional Road Group Terms of Reference is not approved and that the Goldfields Esperance Regional Road Group continue to use their current road project grant funding methodologies for the 2026-27 funding year. And
- 2) SAC to review the overarching SRFLG Procedures at their next meeting to provide additional guidance for the allocation of RPG funding within the RRGs.

SAC noted

That the MCA process and funding distribution methodology was included in the Technical Working Group Terms of Reference whereas it should be integrated into the RRG policies and procedures.

Given how the MCA procedures had been written up, additional guidance within the Agreement's procedures would be helpful to define acceptable parameters for all RRGs.

Action item: MB to bring back to the scheduled November SAC meeting recommendations on wording to be added to the Agreement's procedures for the distribution of Road Project Grant Funding within the RRGs

IN: (Dated – 21st August 2025)- Letter to SAC from Esperance Shire President & Kalgoorlie Boulder Mayor regarding the RRG MCA and Funding Procedures.

4.FINANCIAL REPORTS

4.1 End of year Expenditure Profile/Sub Programs 2024-25.

SAC noted the report on expenditure for the period ending June 2025.

MC provided a summary of the expenditure for the 2024-25 end of Year.

2024-25 Budget	\$345M
EOFY Expenditure	\$281M
Overall Result	\$64M (Under Expenditure)

This was a 4% increase in delivery compared to 2023-24.

Individual categories were discussed with particular attention to Road Project Grants and Black Spot.

2024-25 Road Project Grants

Budget of \$163M
EOFY Expenditure - \$123M
Overall Result - \$40M (Under Expenditure)

2024-25 Top performing regions (in % of budget delivered) Gascoyne, Wheatbelt South & Wheatbelt North.

Gascoyne Budget \$4.3M 2024-25 having expenditure or delivered \$4.2M (98%)

Wheatbelt South Budget \$9M Budget 2024-25, spent \$8.1M (90%) and Wheatbelt North Budget \$14.8M / Spent \$12.3M (83%).

Lower delivery regions being Kimberley & Goldfields Esperance.

Kimberley has a budget of \$4.1M and have spent \$2.2M (54%)

Goldfields Esperance budget of \$9.2M, spent \$6.1M (67%).

Metropolitan and Southwest responsible for over 60% of the Category 1 carryover; RN noted that he had reviewed each of the four major legacy projects within the Metropolitan Regional Road Group RPGs with three of them on track to be completed this financial year with only one project perhaps not being finalised until the 2026-27 financial year.

Given the current, and past couple of years, carryover of the Metropolitan Regional Road Group SAC agreed on the following:

1) Ask each Metropolitan RRG member if there are additional Rehabilitation works which they could undertake during 2025-26.

2) Request Regional Road Groups (other than the Metro and South West) to propose Road Project Grant or Commodity Route "shovel ready" projects for completion within the 2025-26 financial year and for which the LGA could provide a one third contribution.

Action Item: RL to Engage with regional road groups to submit shovel-ready projects to the SAC secretariat by 30th September 2025.

2024-25 Black Spot

Budget of \$24.3M

EOFY Expenditure - \$10.9M

Overall Result - \$13.4 (Under Expenditure)

This was a 23% decrease in delivery compared to 2023-24.

Reasons provided for delays in delivery included delays often from Western Power asset relocations, environmental approvals, and contractor shortages (especially in Southwest and Metro areas).

Remote Access Roads

Have made a 63% increase in expenditure compared to 2023-24.

Traffic Management

Have made a 12% decrease in expenditure compared to 2023-24. The reason for the decrease is due to a lack of contractors being able to do the work on rail crossings.

4.2 Expenditure profile/Sub Programs 2025-26.

SAC noted that the report on the Summary of State Funding on Local Roads for the end of July 2025.

The report reflected the 2025-26 allocation of \$307M approved by the Minister and \$64 million carried over resulting in a total budget of \$371M for delivery this financial year.

It was noted as being too early in the 2025-26 reporting cycle to review specific spending patterns or forecasts.

NS provided apologies and left the meeting at 10:20am.

4.3 End of Year Australian Government Program (Black Spot) 2024-25.

MC commented briefly on the report provided.

5. GENERAL REPORTS

5.1 WALGA Local Roads Program Manager

RN commented on the report provided.

Two significant improvements being;

- 1) Western Power having agreed to process Black Spot requests as a priority. And
- 2) For street lighting, the LGA could directly engage with Western Power approved contractors.

Reza will continue direct engagement with Western Power, DWER, and ATCO Gas to address project delays.

5.2 MINDER

MB commented briefly on the report provided.

5.3 Regional Road Group Report

MB commented briefly on the report provided.

SAC noted the report.

5.4 Agreement Commitments

Aboriginal Employment Working Group

DS commented on the report provided.

MRWA has put together media materials that look to encourage more LGA participation in this program. A draft reporting spread sheet has been created and now requires extensive trailing.

Action Item: Complete the communications exercise and for the data collection, aiming for expanded participation and interim reporting on findings.

Action Item: Provide summary report on Aboriginal employment trial outcomes and lessons learned to date (focusing on City of Swan and Northam) for discussion at the next SAC meeting.

Road Safety

DM commented on the report provided. A new framework has been developed and endorsed for tracking local government engagement and policy maturity, with annual reporting planned.

SAC endorsed the below.

- data collection and monitoring approach outlined.
- annual reporting of compiled data to the SAC described; and
- proposed approach for information to be provided to local governments for implementation.

Action item: DM Develop and roll out communications plan for local government implementation of new road safety engagement framework, aiming to establish a baseline by year-end.

Recycled Material

DM commented on the report provided.

SAC noted that the first baseline report has now been completed.

6. GENERAL BUSINESS

6.1 Future State Roads Reviewing.

SAC noted the report.

6.2 Classifications & Proclamations.

SAC noted the report.

6.3 Heavy Vehicle Services

DS briefly commented on the report provided.

It was noted that several incidents have occurred in the last two months involving grain trucks within the Wheatbelt Region. These incidents are currently under investigation. Patrols are increasing within the grain regions for the 2025/26 season.

The HVS Accreditation team will commence auditing a selection of CBH and Bunge receival sites from October to December 2025.

6.4 Roundtable/Other

- **South West Regional Road Group – Road Prioritisation Guidelines**

SAC deferred this item until the revised Agreement procedures are approved and distributed.

- **LGTRIPP**

SAC noted the report.

- **WALGA 2025 Transport and Roads Forum.**

MC noted Main Roads appreciation for the Invitation to WALGA 2025 Transport and Roads Forum. Noting it was a good opportunity to engage with the Local Government's.

- **Regional Road Group Chair Workshop.**

KP commented on the event. That there some robust discussion surrounding funding and delivery performance. It was pleasing to see such interest from the Chairs in attendance (including online).

- **WALGA Local Government Convention 2025**

Monday - Wednesday, 22 - 24 Sep 2025 at Perth Convention and Exhibition Centre.

Regional Road Safety Program – Local Roads

- MC spoke about the funding and the submissions for Federal funding. It was noted that this program could/would be a pilot for all other jurisdictions in Australia

7.NEXT MEETING

Tuesday, 2nd December 2025 at Main Roads.

8.MEETING CLOSE

There being no further business the meeting closed at 12:00pm.

APPENDIX A Action List

Reference Item No/Officer	Action Required / Taken / Agenda Items
<u>September 2025</u> 3.1 Update to SRFLGA Procedures – RPG Funding MB	Action item: MB to bring back to the scheduled November SAC meeting recommendations on wording to be added to the Agreement's procedures for the distribution of Road Project Grant Funding
<u>September 2025</u> 4.1 Request for additional Projects RL	Action Item: RL to Engage with regional road groups to submit shovel-ready projects to the SAC secretariat by 30 th September 2025.
<u>September 2025</u> 5.4 Agreement Commitments- Aboriginal Employment – Trial Communications DS	Action Item: Complete the communications exercise and for the data collection, aiming for expanded participation and interim reporting on findings. Action Item: Provide summary report on Aboriginal employment trial outcomes and lessons learned to date (focusing on City of Swan and Northam) for discussion at the next SAC meeting.
<u>September 2025</u> 5.4 Road Safety - Agreement Commitments - Road Safety – Framework Communications plan DM	Action item: DM Develop and roll out communications plan for local government implementation of new road safety engagement framework, aiming to establish a baseline by year-end.

2.2 Refers to Summary of Actions from minutes for meeting (02/2025) Wednesday, 3rd September 2025.

Action List.

Reference Item No/Officer	Action Required / Taken / Agenda Items
<u>September 2025</u> 3.1 Update to SRFLGA Procedures – RPG Funding MB	Action item: MB to bring back to the scheduled November SAC meeting recommendations on wording to be added to the Agreement's procedures for the distribution of Road Project Grant Funding. Complete: The updated procedures is attached for the committee to endorse.
<u>September 2025</u> 4.1 Request for additional Projects RL	Action Item: RL to Engage with regional road groups to submit shovel-ready projects to the SAC secretariat by 30 th September 2025. Complete: The Regional Shovel Ready Projects have been gathered and reviewed by ID,MB,KP. The Shovel ready projects have been endorsed. (Projects attached)
<u>September 2025</u> 5.4 Agreement Commitments- Aboriginal Employment – Trial Communications DS	Action Item: Complete the communications exercise and for the data collection, aiming for expanded participation and interim reporting on findings. Action Item: Provide summary report on Aboriginal employment trial outcomes and lessons learned to date (focusing on City of Swan and Northam) for discussion at the next SAC meeting.
<u>September 2025</u> 5.4 Road Safety - Agreement Commitments - Road Safety – Framework Communications plan DM	Action item: DM Develop and roll out communications plan for local government implementation of new road safety engagement framework, aiming to establish a baseline by year-end.

Proposed Changes to the State Road Funds to Local Government Procedures:

As a new section 13.6, the following text is under consideration for addition to the SRFLGA Procedures document:

RRG Funding Models for the allocation of Road Project Grants

RRGs must define the methodology that will be used to develop their annual proposals for RPG funding. The RRG must base their methodology one or more of the following models:

Straight APV or APV with population factor $\leq 25\%$

Each Local Government receives an indicative allocation of funding according to the APV or APV / Population for their road network. Each of the Local Governments must apply the RRG MCA to score their project submissions. The regional MCA score must be used to prioritise additional funding available once the indicative funding allocation has been applied to projects.

MCA with Caps and/or Floors

Each Local Government may submit a project(s) from its three-year plan for consideration in the MCA process each year. Phasing of complex projects over multiple years is encouraged.

Caps

The cap must not be less than the highest APV percentage of any Local Government in the region. Exceptions to this rule may be considered based on a RRG decision by project and by consensus (all member Local Governments must agree).

Floors

The RRG may consider the implementation of a requirement that each Local Government receive at least one project per MCA round up to a value of the 75% APV/25% population split percentage for that Local Government of that year's indicative allocation. Any additional projects submitted by the Local Government must be prioritised using the MCA process.

Program Development

The RRG must use the defined methodology to develop a schedule of proposed projects for consideration by the RRG. The RRG may modify the schedule due to specific priorities or circumstances.

Further information:

State Road Funds to Local Government Agreement Procedures - [STATE ROAD FUNDS TO LOCAL GOVERNMENT PROCEDURES](#)

- The general capacity to complete the project within the required timeframe (works needed to be completed in 2025–26)
- Previous delivery outcomes — for example, whether the Local Government had fully expended previous allocations.
- Type of works (preservation versus improvements).
- Complexity of the proposed works.
- Potential hurdles, such as required approvals or preliminary works.

Shovel Ready Projects

OFFICIAL

Item	LocalAuthority	Road	Road Number	Section CoS = Change of Surface C'way = Carriageway	SLK From	SLK To	Distance (m)	Pavement Condition (Total)	Surface Age Score	Traffic Volume Score	Total	Treatment Code A1 = Area 1 A2 = Area 2	Pre	TPC \$	LM & Ancillary (excl Sig loops)	TPC less LM	Requested MRRG Funding Allocation \$	Program Support Officer Comments	CI audit comments
1	Bayswater	Crimea St	1120017	Malaga Dr RAB	3.100	3.320	0.220	1718.2	700.0	700.0	3118	SMAHVDGA	3118	201,935.42	7,664.58	194,270.84	129,514	Submitted as a 26/27 Rehab Project. Subject to Council approving and securing 1/3rd contribution	
2	Belmont	Fairbrother Rd (NB)	1130066	Abernethy Rd - Hubert St	0.050	0.450	0.400	821.5	679.0	240.4	1741	BSPMB	1741	479,861.54	4,270.80	475,590.74	317,060		
3	Canning	McDowell St	1140421	Thorpe Cl - Start of dual C'way	0.910	1.150	0.240	1392.7	700.0	171.6	2264	MFDGASAM	2264	175,602.71	3,425.37	172,177.34	114,785	Total area mismatch (less). Was offered as 25/26 reserve but not accepted.	
4	Canning	Sevenoaks St (NB)	1140011	Start of dual C'way - Mills Rd	0.860	1.410	0.550	118.2	700.0	261.1	1079	BSDGA	1079	544,809.99	3,601.50	541,208.49	360,806		
5	Gosnells	Mills Rd East	1040007	Cockram Rd RAB - CoS at Stopping Bay	0.380	1.790	1.410	1044.6	700.0	410.0	2155	SMA	2155	645,816.90	10,038.00	635,778.90	423,853	Submitted as a 26/27 Rehab Project	
6	Gosnells	Brook Rd	1040047	Bickly Rd - Grove Rd	0.000	0.520	0.520	2059.9	350.0	261.8	2672	SMA	2672	171,431.13	7,659.94	163,771.19	109,181	Submitted as a 26/27 Rehab Project	
7	Joondalup	Grand Blvd (SB)	1313303	Kendrew Cr - Joondalup Dr	0.348	0.000	0.348	1198.8	700.0	170.4	2069	MFDGA	2069	100,684.48	3,872.86	96,811.62	64,541	Submitted as a 26/27 Rehab Project. LG has resubmitted milestones from 26/27 submission	
8	Joondalup	Whitfords Ave (B) (EB)	1311287	Whitfords Ave/Trappers Dr Intersection (EB)	9.460	9.370	0.090	700.8	700.0	700.0	2101	MFDGA	2101	158,648.38	9,389.84	149,258.54	99,506	original nomination was ineligible (score too low). Submitted as a 26/27 Rehab Project. Different finish SLK to 26/27 submission. LG has resubmitted milestones from 26/27 submission	
9	Joondalup	Whitfords Ave (C) (WB)	1311287	Duffy Tce - Timbercrest Rise	10.383	9.035	1.348	747.3	700.0	700.0	2147	MFDGA	2147	250,382.93	16,005.50	234,377.43	156,252	original nomination was ineligible (score too low). Submitted as a 26/27 Rehab Project. LG has resubmitted milestones from 26/27 submission	cracking in some sections was very minor, would not define as structural cracking
10	Rockingham	Mandurah Road (NB)	1070437	Dixon Rd - Kulija Rd	3.350	4.500	1.150	1829.4	350.0	284.2	2464	SMAHBDGA	2464	1,301,721.84	28,241.23	1,273,480.61	848,987	Submitted as a 26/27 Rehab Project. Different start SLK to 26/27 submission. No worksheet provided by deadline.	
11	Rockingham	Warnbro Sound Ave (NB)	1070128	Grand Ocean Blvd - Clipper Ave	3.320	4.580	1.260	1531.7	700.0	408.3	2640	MFSMA	2640	677,193.23	7,934.82	669,258.41	446,172	Submitted as a 26/27 Rehab Project. No worksheet provided by deadline.	
12	Serpentine Jarrahdale	Hopkinson Road (A)	1080013	Stockman Close - Bullock Dr	4.310	4.900	0.590	844.5	700.0	193.7	1738	SMAHBDGA SMAHBDGA	1738	430,931.59	4,013.26	426,918.33	284,612		No kerbing at locations where marked on inspection sheet.
13	Serpentine Jarrahdale	Hopkinson Road (B)	1080013	Abernethy Rd - Jersey Rd	6.430	6.630	0.200	1482.8	700.0	336.4	2519	SMAHBDGA SMAHBDGA	2519	199,915.19	4,013.26	195,901.93	130,601	This project cannot be delivered. There is traffic management in place (permanent road closure) at the Hopkinson Road and Thomas Road intersection due to the Tonkin Extension Alliance project, video taken on site visit to confirm. There is traffic management leading up to the intersection so it is unlikely any MRRG works could go ahead.	
14	Serpentine Jarrahdale	Hopkinson Road (C)	1080013	Between Kellet Dr - Gloaming Way	7.210	7.530	0.320	1845.5	700.0	60.2	2606	SMAHBDGA SMAHBDGA	2606	250,990.67	4,013.26	246,977.41	164,652	Total area mismatch (more than calculated total area)	No structural cracking observed from SLK 7.38 to 7.53. The inspection sheet looks like it is exactly same as the one for SLK 7.89 to 8.21, and no information has been changed. Likely requires further investigation with the Shire. Inspection sheet matches several others but seems the most likely to fit this project after a site inspection. Inspection sheet exactly the same as the two projects above, cannot be correct as the inspection details exceed the SLKs. First portion of this inspection sheet also matches the three projects above exactly, so the score cannot be accurate even if the rest of the inspection data is correct. Road number is incorrect, should be 1080007. Surface age according to Roman data is 2014, making the seal 11 years old between SLK 1.73 to 1.78, the remaining section is older. Surface age according to Roman data is 2014, making the seal 11 years old, SLK 0.36 to 0.52 is likely older Part of this section has a newer surface age (2018)
15	Serpentine Jarrahdale	Hopkinson Road (D)	1080013	Between Kellet Dr - Gloaming Way	7.890	8.210	0.320	1845.5	700.0	60.2	2606	SMAHBDGA SMAHBDGA	2606	250,990.67	4,013.26	246,977.41	164,652		
16	Serpentine Jarrahdale	Kargotich Road	1080009	Kargotich Rd Bishop Rd Intersection	9.950	10.050	0.100	2052.0	700.0	96.7	2849	SMAHBDGA SMAHBDGA	2849	160,739.40	4,013.26	156,726.14	104,484		
17	Serpentine Jarrahdale	Kamup Road (Various Locations)	1080154	Between Punrak Rd - Yangedi Rd	6.640	11.150	4.510	778.8	689.4	140.0	1608	SMAHBDGA SMAHBDGA	1608	230,109.81	7,052.10	223,057.71	148,705		
18	Serpentine Jarrahdale	Mead Street (A)	1080160	Gordin Way - Soldiers Rd	1.700	1.930	0.230	1319.8	700.0	102.2	2122	SMAHBDGA SMAHBDGA	2122	223,405.80	4,013.26	219,392.54	146,262		
19	Serpentine Jarrahdale	Mead Street (B)	1080160	Kane Way - Verrier Loop	0.360	0.790	0.430	1296.6	700.0	102.2	2099	MRCRM MRCRM	2099	315,086.99	4,013.26	311,073.73	207,382		
20	Serpentine Jarrahdale	King Road	1080026	300m south of Leipold - 100m north of Leipold Rd	1.700	2.100	0.400	846.4	700.0	87.9	1634	MFPMBSAM	1634	328,106.67	3,141.45	324,965.22	216,643		
21	Wanneroo	Mirrabooka Ave	1100168	Beach Rd - Koondoola Ave	0.020	0.650	0.630	1543.5	700.0	423.1	2667	SMAHBDGA	2667	552,649.87	12,745.20	539,904.67	359,936	Submitted as a 26/27 Rehab Project. No LM costs or summary and checklist report. Requested excel worksheet that will provide both.	
22	Wanneroo	Girrawheen Ave	1100178	Marangaroo Dr - Patrick Calvery Way	0.080	0.410	0.330	910.3	700.0	377.4	1988	SMAHBDGA	1988	233,206.44	5,187.54	228,018.90	152,013	Submitted as a 26/27 Rehab Project. Subject to community feedback outcomes. No LM costs or summary and checklist report. Requested excel worksheet that will provide both.	

3.1 As of Tuesday 2nd December 2025, the Committee has received no correspondence.

Notes:

This image shows a full page of blank primary-ruled paper. It features multiple sets of horizontal lines designed for handwriting practice. Each set consists of three lines: two dashed outer lines and one solid middle line. These sets are repeated down the entire page, providing ample space for practicing letter formation and alignment. The paper is otherwise completely blank, with no text or other markings.

4.1 End of Year Expenditure Profile/Sub Programs 2025-26.

Attached is the 2025-26 Expenditure Program.

Recommendation:

For the Committee to Note

Notes:

[illegible]

Local Roads Program

Summary of State Road Funds to Local Government Agreement
Period Ending Oct (2025-26 Financial Year)

	LOCAL GOVERNMENT PROGRAM					MAIN ROADS PROGRAM							
	LRP CATEGORY 1					LRP CATEGORY 2							
	Strategic & Tech Support	Direct Grants	Road Project Grants	State Black Spot on LRds	Remote Access Roads to Communities	Traffic Mgmt Signs & Pavement Markings	Bridge works	Bridge Inspection	State Initiatives on Local Roads	Regional Road Group Support			
Fund Source: State	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Work Done By	LGA	LGA	LGA	LGA	LGA	MRWA	MRWA	MRWA	MRWA	MRWA	LGA	MRWA	COMBINED
2025-26 - Local Roads Program	2,152	40,594	143,310	16,914	3,075	40,652	11,735	3,641	43,559	1,901	206,045	101,488	307,533
Reprogrammed funds from 2024-25	958	0	40,157	13,390	840	2,148	1,598	1,358	2,944	908	55,345	8,956	64,301
Fund movements (YTD)	0	0	0	0	0	500	0	0	0	-500	0	0	0
Current Budget	3,110	40,594	183,467	30,304	3,915	43,300	13,333	4,999	46,503	2,309	261,390	110,444	371,834
Expenditure to date	2,069	40,594	48,689	3,182	1,186	11,008	1,984	732	21,043	806	95,720	35,573	131,293
Expenditure Forecast to 30 June 2025	2,545	40,594	154,229	26,213	3,037	43,003	17,627	2,532	46,230	2,309	226,618	111,701	338,319
EOY Variance (Budget less Expenditure YTD)	(565)	0	(29,238)	(4,091)	(878)	(297)	4,294	(2,467)	(273)	0	(34,772)	1,257	(33,515)
% variance of budget	-18.2%	0.0%	-15.9%	-13.5%	-22.4%	-0.7%	32.2%	-49.3%	-0.6%	0.0%	-13.3%	1.1%	-9.0%

**MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 4 (As at 31 Oct 2025)**

The State Road Funds to Local Government Advisory Committee Meeting held on 2 September 2022 endorsed allocation of available funds to the following:
Local Roads Mass Action Treatments Program
Local Roads Enabling Actions Program

2025/26 State Black Spot Program (State, Local, Mass Action & Enabling Actions) – Overall Program

- With 33% of the financial year elapsed, expenditure on the State Black Spot Program for 2025/26 is \$ 4.74m or 11% of the approved budget, including carryovers, of \$ 41.58m.

2025/26 State Black Spot Program (for State Roads)

- Total expenditure for 2025/26 including reprogrammed projects is \$1.18m. The total budget including carryovers is \$10.64m.

2025/26 State Black Spot Program (for Local Roads-Co-Contribution Program)

- Total expenditure for 2025/26 including reprogrammed projects is \$3.06m. The total budget including carryovers is \$27.01m.

2025/26 State Black Spot Program (for Local Roads-Enabling Actions Program)

- Total expenditure for 2025/26 including reprogrammed projects is \$0.00m. The total budget including carryovers is \$0.00m.

2025/26 State Black Spot Program (for Local Roads-Mass Action Treatments Program)

- Total expenditure for 2025/26 including reprogrammed projects is \$0.50m. The total budget including carryovers is \$3.94m.

2025/26 State Black Spot Program (includes carryovers from previous years)

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress or completed
State Roads	\$10.64	\$1.18	\$10.83	30	8
Local Roads (Co-Contribution)	\$27.01	\$3.06	\$22.29	96	24
Local Roads (Enabling Actions)	\$0.00	\$0.00	\$0.00	2	1
Local Roads (Mass Action Treatments)	\$3.94	\$0.50	\$3.94	1	0
Total	\$41.58	\$4.74	\$37.06	129	33

2025/26 State Black Spot Programs										
Financial and Delivery Summary										
Region	Carried forward from previous years (\$M)	Current 25/26 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
State Program (for State roads)										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	\$0.00	\$0.30	2	2	0	0	0	0	\$0.02	\$0.52
Mid West-Gascoyne	\$0.70	\$1.43	5	4	0	0	0	1	\$0.10	\$1.43
Goldfields - Esperance	\$1.05	\$2.59	2	2	0	0	0	0	\$0.04	\$2.59
Kimberley	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt	-\$0.02	\$2.22	4	2	0	1	0	1	\$0.09	\$2.26
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro (#)	-\$1.18	\$3.82	17	11	1	0	0	5	\$0.94	\$4.04
Funds for Reallocation -Rural	\$0.08	\$0.28								
Funds for Reallocation -Metro	\$0.00	\$0.00								
Total	\$0.64	\$10.64	30	21	1	1	0	7	\$1.18	\$10.83
State Program (for Local roads-Co-Contribution) – excludes LGA funding										
Great Southern	\$0.00	\$0.55	4	4	0	0	0	0	\$0.22	\$0.55
South West	\$1.17	\$3.42	11	8	1	0	0	2	\$0.22	\$3.36
Gascoyne	\$0.33	\$1.10	3	3	0	0	0	0	\$0.15	\$1.10
Mid West	\$0.60	\$2.72	4	3	0	0	0	1	\$0.16	\$2.72
Goldfields - Esperance	\$0.74	\$1.98	5	4	0	1	0	0	\$0.19	\$1.98
Kimberley	\$0.26	\$0.56	5	2	2	0	0	1	\$0.36	\$0.56
Wheatbelt South	\$0.02	\$0.22	2	1	1	0	0	0	\$0.00	\$0.20
Wheatbelt North	\$0.46	\$1.26	8	2	4	2	0	0	\$0.01	\$1.18
Pilbara	\$0.19	\$0.47	3	2	0	0	0	1	\$0.03	\$0.29
Metro	\$6.23	\$14.72	51	40	5	0	0	6	\$1.73	\$10.36
Total	\$9.99	\$27.01	96	69	13	3	0	11	\$3.06	\$22.29
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)										
Grand total	\$10.64	\$37.64	126	90	14	4	0	18	\$4.24	\$33.12
Metro (#)	Actual expenditure includes reversal of costs from a project withdrawn in the last financial year.									

Metropolitan Region - Co-Contribution Program By Sub Group

Sub Group	Carried forward from previous years (\$M)	Current 24/25 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Metropolitan Region-Co-Contribution Program (only)										
North West	\$1.55	\$2.31	12	8	2	0	0	2	\$0.84	\$1.97
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central	\$0.01	\$0.00	1	1	0	0	0	0	\$0.00	\$0.00
East	\$0.00	\$0.42	2	1	1	0	0	0	\$0.17	\$0.42
South East	\$1.81	\$5.11	23	20	2	0	0	1	\$0.36	\$3.39
South West	\$2.85	\$6.88	13	10	0	0	0	3	\$0.37	\$4.57
Total	\$6.23	\$14.72	51	40	5	0	0	6	\$1.73	\$10.36

Sub Group**North West**

Joondalup, Stirling & Wanneroo

West

Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands & Peppermint Grove

Central

Perth, Subiaco & Vincent

East

Bassendean, Bayswater, Kalamunda, Mundaring & Swan

South East

Armadale, Belmont, Canning, Gosnells, Serpentine-Jarrahdale, South Perth & Victoria Park

South West

Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

* Note: To commence - No claim or first 40% claimed.

Holding Account for State Program (for Local roads-Co-Contribution, Enabling Actions and Mass Action Treatments)										
Region	Carried forward from previous years (\$M)	Current 25/26 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Funds for Reallocation - for Co-Contribution,Enabling Actions and Mass Action Treatments	-\$0.52	-\$0.64								

State Program (for Local Roads-Enabling Actions)										
Region	Carried forward from previous years (\$M)	Current 25/26 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Budget & Programming										
LG Road Safety Vanguard(#)	\$0.00	\$0.00	1	0				1	\$0.00	\$0.00
Online Grant Administration System	-\$0.02	\$0.00	1	1					\$0.00	\$0.00
Total	-0.02	\$0.00	2	1	0	0	0	1	\$0.00	\$0.00
LG Road Safety Vanguard(#) Responsibility for the program has now been transferred to Road Safety Branch under different name. Future reporting will be provided by RSB branch.										

State Program (for Local Roads-Mass Action Treatments)										
Region	Carried forward from previous years (\$M)	Current 25/26 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Budget & Programming										
South West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Mid-West (\$)	\$3.94	\$3.94	1	1	0	0	0	0	\$0.50	\$3.94
Goldfields-Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$3.94	\$3.94	1	1	0	0	0	0	\$0.50	\$3.94

4.2 Australian Government Black Spot Program 2025-26.

Attached is the 2025-26 Australian Government Black Spot Program.

Recommendation:

For the Committee to note

Notes:

[illegible]

MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 4 (As at 31 Oct 2025)

2025/26 Australian Government Black Spot Program - Overall Program

- ♦ With 33% of the financial year elapsed, expenditure on the Australian Government Program for 2025/26 is \$5.08m or 17% of the approved budget, including carryovers, of \$29.73m.

2025/26 State Roads

- ♦ Total expenditure for 2025/26 including reprogrammed projects is \$0.48m. The total budget including carryovers is \$2.90m.

2025/26 Local Roads

- ♦ Total expenditure for 2025/26 including reprogrammed projects is \$4.59m. The total budget including carryovers is \$31.55m.

2025/26 Australian Government Black Spot Program (includes carryovers from previous years)

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress or completed
State Roads	\$2.90	\$0.48	\$3.22	2	0
Local Roads	\$31.55	\$4.59	\$24.52	75	18
Contingency	-\$4.71				
Total	\$29.73	\$5.08	\$27.74	77	18

2025/26 Australian Government Black Spot Program
Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 25/26 Budget including	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Australian Government Program (State Roads)										
Great Southern	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	-\$0.03	\$1.37	1	1	0	0	0	0	\$0.38	\$1.70
Mid-West	\$0.00	\$1.48	1	1	0	0	0	0	\$0.10	\$1.52
Goldfields - Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Kimberley (#)	\$0.05	\$0.05	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt Region	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$0.02	\$2.90	2	2	0	0	0	0	\$0.48	\$3.22
Australian Government Program (Local Roads)										
Great Southern	\$0.00	\$0.77	2	2	0	0	0	0	\$0.08	\$0.54
South West	\$0.06	\$0.86	2	2	0	0	0	0	\$0.34	\$0.86
Mid West	\$0.00	\$2.19	2	2	0	0	0	0	\$0.00	\$2.19
Gascoyne	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$1.00	\$4.06	6	5	1	0	0	0	\$1.37	\$4.06
Kimberley	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt South	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt North	\$0.83	\$0.83	4	1	3	0	0	0	\$0.00	\$0.83
Pilbara	\$0.53	\$2.74	7	6	1	0	0	0	\$0.07	\$2.38
Metropolitan	\$10.40	\$20.11	52	39	11	0	0	2	\$2.74	\$13.68
Total	\$12.82	\$31.55	75	57	16	0	0	2	\$4.59	\$24.52
Contingency										
Contingency	-\$2.74	-\$4.71	Over-Programming							
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	\$10.10	\$29.73	77	59	16	0	0	2	\$5.08	\$27.74

Kimberley (#) Pending budget adjustment for a project completed last year.

* Note: To commence - No claim or first 40% claimed.

4.3 Commodity Route Fund 2026-27.

Attached is the 2026-27 Commodity Route Fund Applications.

Recommendation:

For the Committee to endorsed.

Notes:

[illegible]

2.The remaining unfunded projects be endorsed as reserve projects to be selected for funding by the Technical Review Group should additional funds become available.

Region	Local Government	Road	Eligibility for RPG Funding	Commodity	Annual Tonnage	Project Work	Length (km)	LGA \$	Industry \$	Industry %	CR Supplementary Fund \$	Total Project Cost \$	CRF Cumulative Cost	Total Score
WBN	Yilgarn	Beaton Road	No	Grain/minerals	609,000	Gravel resheeting from SLK 12.00 to 18.48, total length of 6.48km, works will include reshaping the existing formation, importing and placing compacted gravel sheeting and restoring crossfall and table drains to support RAV 4.1 freight vehicles	6.48	\$75,000	\$75,000	14.29%	\$200,000	\$350,000	\$200,000	20.67
						The existing road will be reshaped up to the formation level that includes drainage and shoulders removing unwanted material. The existing soil, suitable new road material will be mixed and compacted to form the								
SW	Manjimup	Andrews Road Boorara Brook	No	Berries	910	subbase and base. The top layer of sourced new gravel or suitable aggregate will be applied and compacted to create unsealed driving surface	2.74	\$35,000	\$35,000	16.67%	\$140,000	\$210,000	\$340,000	17.67
SW	Manjimup	Fanklin Road	No	Strawberry, sand and road materials	1,000	Resheeting will be done using appropriate good quality approved road materials to meet the Main Roads requirements	4.15	\$45,000	\$45,000	16.67%	\$180,000	\$270,000	\$520,000	17.67
						200mm Box out for widening area. Apply compacted 250mm Gravel Road base on								
Metro	Serpentine-Jarrahdale	Elliott Road (SLK 7.45 - 7.05)	No	Agricultural, Ore	182,838	Widening Area. 2.0% Cement Stabilisation (200mm depth and 7m seal width) apply Emulsion Prime and lay 2-coat 14/7mm spray seal. 1m Unsealed Shoulder and crossover Reinstatement	0.4	\$174,610	\$0	0%	\$349,220	\$523,830	\$869,220	16.67
GFE	Esperance	Gibson-Dalyup Road	No	Grain, canola, livestock	138,697	Rehabilitation, widen existing pavement, improve drainage to RAV standards	1.75	\$199,750	\$0	0%	\$399,500	\$599,250	\$1,268,720	15.67
Great Southern	Plantagenet	Lake Matilda Road	No	Grain, wool, livestock, fertiliser, lime	10,000	Mulch vegetation on road verge, renew drains and shoulders and gravel resheet to 150mm	8.64	\$156,896	\$0	0%	\$313,792	\$470,688	\$1,582,512	15.67
						Clear vegetation within the maintenance zone and remove silt from table drains and culverts. Extend the existing culverts at SLK 13.63 and 14.78. Boxout shoulders to 150mm and import new conditioned material to increase formation width then compact. Reshape and define the table drains. Cement Stabilise the existing road to 250mm depth with 1% GP								
WBN	Dowerin	Dowerin Koorda Road	No	Grain, canola, livestock, quarry products, lime, gypsum and general freight	100,000	Cement to create a stable subbase. Overlay the new subbase with 150mm of high-quality gravel, then wet-mixto a depth of 175mm. Final trim the pavement to improve crossfalls, and apply a seal with C170 binder using 14mm aggregate, followed by a second seal with 7mm aggregate	1.55	\$199,801	\$0	0%	\$399,603	\$599,404	\$1,982,115	15.67
Great Southern	Plantagenet	Takalarup Road	No	Grain, wool, livestock, fertiliser, lime	114,826	100mm gravel re-sheet including verge vegetation management, renew drains and shoulders, renew signage and guideposts	4.54	\$83,093	\$0	0%	\$166,185	\$249,278	\$2,148,300	15.33
WBN	Gingin	Bennies Road	No	Timber, local produce, grain, livestock cartage, honey, fertiliser lime	213/day	Resheet existing gravel road to reinstate pavement depth, improve rideability, and ensure all-weather access. Drainage improvements (regrade and clear table drains)	3.36	\$200,360	\$0	0%	\$400,000	\$600,360	\$2,548,300	15.00
Great Southern	Cranbrook	Peter Valley Road	No	Livestock/poultry (intensive production)	22,330	Widen formation to 9m, reform table drains and 7m lanes, gravel resheet, replace guide posts and replace/upgrade signage	4.7	\$113,334	\$0	0%	\$226,666	\$340,000	\$2,774,966	15.00
WBS	Wagin	Stewart Road	No	Grain facility and transport industry	175,000	Reconstruct and cement stabilise and apply a hot bitumen 2 coat seal, asphalt the intersection only with a 14mm intersection mix at a depth of 40mm to service heavier vehicles	0.31	\$36,347	\$0	0%	\$72,694	\$109,041	\$2,847,660	15.00
						The existing pavement will be ripped and reconstructed by gravel resheeting, increasing the overall thickness of basecourse by minimum								
SW	Bridgetown-Greenbushes	Kingston Road	No	Timber	59,782	200mm. Table drains on both sides of the road will be formed/reshaped/extended as required, diverting the water away from the road by installing cut off drains where possible. Three new concrete pipe culverts including headwalls will be installed at select locations where water is currently flowing over the road	5.83	\$199,430	\$0	0%	\$398,860	\$598,290	\$3,246,520	15.00
GFE	Esperance	Fuss Road	No	Grain, canola, livestock	54,970	Rehabilitation, widen existing pavement, improve drainage to RAV standards	1.5	\$197,500	\$0	0%	\$395,000	\$592,500	\$3,641,520	15.00
						The top 100mm / 150mm will be removed, crushed, recycled to remove the material not suitable for the road pavement. Suitable approved quality								
SW	Manjimup	Palgarrup Road West	No	Timber	30,000	material sourced from approved site will be mixed and relaid, compacted to required compressive strength using additional graded gravel (as required), other fillers and water. Double seal will be applied	1.14	\$100,000	\$100,000	16.67%	\$400,000	\$600,000	\$4,041,520	14.67
						Re-align intersection and curves. Remove topsoil, install new formation and base course and needed, increase gravel pavement thickness on all								
Great Southern	Ravensthorpe	Mills Road and Melaleuca Road	No	Grain (approximately 60% wheat & barley and 40% canola)	Not included	sections. Two coat seal. New signage and possible new linemarking at the approach to South Coast Highway	2.7	\$200,000	\$0	0%	\$400,000	\$600,000	\$4,441,520	14.33
Great Southern	Demark	Kernutts Road	No	Dairy, gravel, sand	Not included	Reconstruction formation to 8.0m, realign intersection and curve, reshape drains, renew aging culverts, increase gravel thickness by 250mm and apply a two coat seal	0.81	\$91,703	\$0	0%	\$183,407	\$275,110	\$4,624,927	14.33
											Total \$4,624,927	\$6,987,751	\$37,077,800	
Great Southern	Demark	Sunny Glen Road	No	Timber, gravel	25,000	Reconstruction formation to 6.5m, reshape drains and increase gravel thickness by 150mm and renew aging culverts and increase capacity to deal will seasonal flooding	4.53	\$136,173	\$0	0%	\$272,346	\$408,519	\$4,897,273	14.00
Great Southern	Plantagenet	Narrikup Road	No	Livestock, horticulture, grain, wool, fertiliser and forestry	113,834 to 187,458	Vegetation management on road verge, renew drainage and shoulders, gravel resheet and a primer seal to be applied followed by the installation of guide posts and signs	3.3	\$130,736	\$0	0%	\$261,472	\$392,208	\$5,158,745	14.00
SW	Waroona	Fawcett Road	No	Produce and heavy plant	100,000	Repair edge drop off with widen seal (0.30 each side) and reinstate vehicle crossover to heavy vehicle standard with asphalt surface, box out and reconstruct failed sections of road which has evidence of rutting and stabling issues (water). Reseal of delaminated areas	4.94	\$174,883	\$0	0%	\$349,767	\$524,650	\$5,508,512	14.00
WBN	Dalwallinu	Wubin East Road	No	Grain, lime sand, fertiliser	28,000	Widen to 10m formation and two coat seal to 8m	10.17	\$237,927	\$0	0%	\$400,000	\$637,927	\$5,908,512	14.00
WBS	Brookton	Copping Road	No	Hay	100,000	Upgrade pavement and seal width to allow trucks to access Balco with increased safety and decrease maintenance on pavement, seal and shoulders	0.69	\$84,434	\$0	0%	\$168,866	\$253,300	\$6,077,378	14.00
Metro	Serpentine-Jarrahdale	Jarrah Road	No	Agricultural lime, ore	62,477	Resurfacing road with an additional 120mm of new material to create a safer ride for all road users	1.06	\$72,063	\$0	0%	\$144,126	\$216,189	\$6,221,504	13.67
						200mm Box out for widening area. Apply compacted 250mm Gravel Road base on Widening Area. 2.0% Cement Stabilisation (200mm depth and 7m seal width) apply Emulsion Prime and lay 2-coat 14/7mm spray seal. 1m Unsealed Shoulder and crossover Reinstatement								
Metro	Serpentine-Jarrahdale	Punrak Road	No	Agricultural, ore, industry and others	207,935		0.4	\$174,610	\$0	0%	\$349,220	\$523,830	\$6,570,724	13.67
Great Southern	Albany	Pfeiffer Road	No	Timber, grain, cattle and sheep	58,000	Road to be reconstructed and engineering designed to lift profile to minimise flooding, seal widened.	1.98	\$407,400	\$0	0%	\$400,000	\$807,400	\$6,970,724	13.33

OFFICIAL														
Metro	Serpentine-Jarrahdale	Yangedi Road	No	Agriculture	52,560	Resurfacing road with an additional 120mm of new material to create a safer ride for all road users	1.55	\$80,077	\$0	0%	\$160,154	\$240,231	\$7,130,878	13.33
Great Southern	Albany	Pfeiffer Road	No	Timber, grain, cattle and sheep	58,000	Road to be reconstructed and engineering designed to lift profile to minimise flooding, seal widened.	2.0	\$367,800	\$0	0%	\$400,000	\$767,800	\$7,530,878	13.00
Great Southern	Albany	Gnowellen Road	No	Timber, grain, cattle and sheep	17,000	Gravel Resheet, drainage remediation and crossfall correction	12.4	\$593,850	\$0	0%	\$400,000	\$993,850	\$7,930,878	12.67
WBN	Dandaragan	Muthawandery Road	No	Potatoes, citrus, Shire gravel, broadacre produce, consumables	26,000	The proposed works include the installation of new drainage infrastructure at identified locations. A surveyor will peg out the new road alignment to accommodate a 10-metre formation width. The existing pavement will be ripped and reshaped to conform to the new design. A 300mm layer of imported gravel will be placed, blended with water using a road reclaimer, and compacted. Final trimming will be completed using a grader, followed by further compaction. A two-coat bitumen seal will be applied over an 8-metre width, consisting of a 14mm base seal followed by a 7mm top seal using C170 bitumen. New advance warning signs and guide posts will be installed in accordance with Main Roads WA (MRWA) standards	4.0	\$200,000	\$100,000	14%	\$400,000	\$700,000	\$8,330,878	12.67
WBN	Kellerberrin	Mather Road	No	Quarry products (washed aggregate, 20mm aggregate for mining drill and blast, other products)	66,085	Clear vegetation and remove from site. Box out verges and remove spoil from site and form up road including table drains. Import gravel subbase and basecourse layers and waterbind and compact to designaged levels, and apply a 2 coat cutback bitumen primerseal. Install Guide Posts and Signage	1.35	\$200,000	\$0	0%	\$400,000	\$600,000	\$8,730,878	12.67
Great Southern	Plantagenet	Siding Road	No	Livestock, horticulture, grain, wool, fertiliser and forestry	99,326 to 143,666	Vegetation management on road verge, renew drainage and shoulders, gravel resheet and a primer seal to be applied followed by the installation of guide posts and signs	0.28	\$16,799	\$0	0%	\$33,599	\$50,398	\$8,764,477	12.67
Metro	Serpentine-Jarrahdale	Yangedi Road S	No	Agriculture	44,968	Resurfacing road with an additional 120mm of new material to create a safer ride for all road users	1.21	\$75,744	\$0	0%	\$151,488	\$227,232	\$8,915,965	12.67
GFE	Esperance	Boydell Road	No	Grain, canola, livestock	50,618	Rehabilitation, widen existing pavement, improve drainage to RAV standards	1.92	\$199,923	\$0	0%	\$399,847	\$599,770	\$9,315,812	12.33
WBN	Dandaragan	Mungedar Road	No	Lime, grain, livestock, fuel, fertiliser, farm supplies, school bus	18,000	The proposed works include the installation of new drainage infrastructure at identified locations, particularly through the creek system. A surveyor will peg out the new road alignment to accommodate a 10-metre formation width. The existing pavement will be ripped and reshaped to conform to the new design. A 300mm layer of imported gravel will be placed, blended with water using a road reclaimer, and compacted. Final trimming will be completed using a grader, followed by further compaction. A two-coat bitumen seal will be applied over an 8-metre width, consisting of a 14mm base seal followed by a 7mm top seal using C170 bitumen. New advance warning signs and guide posts will be installed in accordance with Main Roads WA (MRWA) standards	3.0	\$200,000	\$130,000	17.8%	\$400,000	\$730,000	\$9,715,812	12.33
Great Southern	Demark	Kordabup Road	No	Dairy, gravel, sand	40,000	Reconstruction formation to 8m, reshape drains and increase gravel thickness by 150mm and renew aging culverts and increase capacity to deal will seasonal flooding. Reconstruction formation to 6.5m, reshape drains and increase gravel thickness by 150mm and renew aging culverts and increase capacity to deal will seasonal flooding	5.13	\$137,495	\$0	0%	\$274,990	\$412,485	\$9,990,802	12.33
WBS	Wagin	Vernal Street	No	Grain freight, livestock and general freight route	350,000	Reconstruct and cement stabilise and widen intersection, apply a 14mm intersection asphalt mix at a depth of 40mm to service network 7 vehicles	0.31	\$28,493	\$0	0%	\$56,986	\$85,479	\$10,047,788	12.33
Great Southern	Kent	Dualling Road	No	Grain, fertiliser, hay and lime sand	43,833	Reconstruct and seal shoulders to 7 metre 2 coat seal recut drains and extend culverts	5.33	\$175,000	\$0	0%	\$350,000	\$525,000	\$10,397,788	12.00
Great Southern	Albany	Redmond West Road	No	Timber, grain, cattle and dairy	22,037	Gravel Resheet, drainage renewal and crossfall correction	5.0	\$165,844	\$0	0%	\$331,686	\$497,530	\$10,729,474	11.67
Great Southern	Kojonup	Riverdale Road	No	Grain	15,000	Clear and widen existing formation to provide 9m wide gravel formation and 7m bitumen seal	2.5	\$175,400	\$0	0%	\$350,000	\$525,400	\$11,079,474	11.33
Great Southern	Kojonup	Tone Road	No	Grain, fertiliser, woodchips	15,000	Clear and widen existing formation to provide 8m wide gravel formation and 7m bitumen seal	2.5	\$165,000	\$0	0%	\$330,000	\$495,000	\$11,409,474	11.33
SW	Donnybrook-Balingup	Greenbushes-Grimwade Road	No	Logs/timber	35,000 to 40,000	Add gravel and strengthen formation throughout, re-establish shoulders, re-establish drains inlet and outlets, clear vegetation and open and shape drainage ditch, 2 coat seal 7mm emulsion and 10mm cutback to the full area. In addition, 10mm 2nd coat re-seal to the full area of the 2023-2024 work to complete the project.	2.7	\$175,000	\$0	0%	\$350,000	\$525,000	\$11,759,474	11.33
WBN	Moora	Dalwallinu West Road	No	Lime sand	120,000	Form up, level and compact the existing shoulders and apply a two coat bitumen surface to the shoulders and reseal full width to preserve the existing cracking bitumen surface	1.0	\$40,076	\$0	0%	\$80,154	\$120,230	\$11,839,628	11.33
Great Southern	Katanning	Trimmer Road	No	Grain freight	85,000	Construct road widening, including reconstructing shoulders/drainage and extending seal width to 7m with primer and single coat spray seal along road to address forecasted increased grainage freight due to reclassification of road to RAV 7	3.0	\$89,798	\$0	0%	\$179,597	\$269,395	\$12,019,225	11.33
GFE	Esperance	Scaddan Road	No	Grain, canola, livestock	23,470	Rehabilitation, widen existing pavement, improve drainage to RAV standards	2.0	\$199,570	\$0	0%	\$399,140	\$598,710	\$12,418,365	11.00
Metro	Serpentine-Jarrahdale	Utley Road	No	Agricultural, industry	52,000	200mm Box out for widening area. Apply compacted 250mm Gravel Road base on Widening Area. 2.0% Cement Stabilisation (200mm depth and 7m seal width) apply Emulsion Prime and lay 2-coat 14/7mm spray seal. 1m Unsealed Shoulder and crossover Reinstatement	0.4	\$174,610	\$0	0%	\$349,220	\$523,830	\$12,767,585	15.00
Metro	Serpentine-Jarrahdale	King Road	No	Agricultural, ore, industry	3,068,800	200mm Box out for widening area. Apply compacted 250mm Gravel Road base on Widening Area. 2.0% Cement Stabilisation (200mm depth and 7m seal width) apply Emulsion Prime and lay 2-coat 14/7mm spray seal. 1m Unsealed Shoulder and crossover Reinstatement	0.4	\$110,600	\$0	0%	\$221,200	\$331,800	\$12,988,785	14.33
Great Southern	Demark	Fernley Road	No	Timber, gravel	30,000	Reconstruction formation to 6.5m, reshape drains and increase gravel thickness by 150mm, renew aging culverts and increase capacity to deal will seasonal flooding	2.49	\$85,635	\$0	0%	\$171,270	\$256,905	\$13,160,055	11.00
Mid West	Irwin	Ellery Road	Yes	Lime sand	185,000	Upgrade the Ellery Rd / Brand Hwy intersection to provide for a BAR and SL treatments on Brand Hwy and accommodate lane-correct turning movements for RAV 6 vehicles. The work would also include upgrading approximately 100m of the Ellery Rd from gravel to seal on the approach to the intersection. Reform and gravel resheet plus renew and improve road drainage. Install 2 x new culverts to improve drainage across the road	2.0	\$172,705	\$0	0%	\$345,410	\$518,115	\$13,505,465	16.33

SW	Bridgetown-Greenbushes	Corbalup Road	Yes	Timber	89,674	The existing pavement will be ripped and reconstructed by gravel resheeting, increasing the overall thickness of basecourse by minimum 200mm. Table drains on both sides of the road will be formed/reshaped/extended as required, diverting the water away from the road by installing cut off drains where possible	7.64	\$198,460	\$0	0%	\$396,920	\$595,380	\$13,902,385	15.33
WBN	Toodyay	Salt Valley Road	Yes	Clay, gravel and land fill waste facility	Not included	Reseal including peagraveled red slurry shoulders, minor pruning required, clean out drains undertaken 25/26 financial year ready for proposed single seal to achieve 7m wide sealed width and two intersections asphalt to assist with heavy vehicles turning	8.69	\$177,323	\$0	0%	\$354,646	\$531,969	\$14,257,031	15.33
Mid West	Irwin	Pye Road	Yes	Agricultural products (including livestock movements), sand from quarry, and equipment and supplies supporting gas field	221,068	Immediate-term works for Pye Road will focus on maintaining serviceability and addressing localised defects. This includes the reconstruction of several discontinuous pavement sections, and full re-sealing of the 3.7 km sealed section. Targeted reconstruction of unsealed road shoulders will be undertaken to minimise seal edge breaks and provide a suitable width for vehicles. Localised vegetation clearing and minor maintenance will be carried out to ensure effective drainage. These works are intended to preserve the road's condition while longer-term upgrades to Type 6 standard are planned	3.7	\$110,000	\$0	0%	\$220,000	\$330,000	\$14,477,031	15.33
GFE	Dundas	Hyden Norseman Road	Yes	Nickel and other mined ores, livestock, seeding products, fertiliser, chemical	Not included	Reform and gravel sheet for consistent 8m wide unsealed carriageway, re-establish table drains, drain blocks and offshoot drains. Construct unsealed floodways for drainage across reformed road	7.5	\$200,000	\$0	0%	\$400,000	\$600,000	\$14,877,031	13.67
Mid West	Irwin	Mt Horner West Road	Yes	Grain, livestock, farm inputs (agricultural machinery)	31,802	Reforming and resheeting the road to improve pavement strength and shape. Reforming the carriageway will also allow for the effective reshaping of table drains, which will improve runoff performance and reduce the occurrence of silting and scouring. In addition, scour protection will be installed in selected sections where erosion is most pronounced, providing additional resilience to the drainage system. Beyond this section, in future funding applications, from approximately SLK 11.74 onwards further reforming and resheeting is also planned. This will ensure continuity of improvement along the full length of Mt Horner West Rd	11.0	\$200,000	\$0	0%	\$400,000	\$600,000	\$15,277,031	11.67
WBN	Northam	Inkpen Road	Yes	Gravel, tip material and quarry material	5,000	Widen existing seal to 7.0m, and improve drainage along the section, including widening culverts	3.0	\$167,867	\$0	0%	\$335,733	\$503,600	\$15,612,764	11.00
									\$485,000		\$15,612,764	\$31,494,634		

5.1 WALGA Local Roads Program Manager.

Attached is the WALGA Local Roads Program Delivery Status.

Recommendation:

For the Committee to note.

Notes:

This image shows a full page of blank primary-ruled paper. It features multiple sets of horizontal lines designed to guide young learners' handwriting. Each set consists of three lines: a solid top line, a dashed middle line, and a solid bottom line. These sets are repeated vertically down the entire page, providing ample space for practicing letter formation and alignment. The paper is otherwise completely blank, with no text or other markings.

Local Government Roads Program Delivery Manager

Reza Najafzadeh, Local Roads Program Delivery Manager

RECOMMENDATION:

That the Metropolitan and South West Regions Local Road Program Delivery status report below be noted.

Road Rehabilitation Projects Unit Rates Review

- Received road rehabilitation unit rates from nine Metropolitan Local Governments in September 2025. The data received was analysed and compared to the unit rates used in grant applications by the Metropolitan Regional Road Group (MRRG). The findings were reported to the MRRG in October.

Boundary Road Management Agreement

- Some road rehabilitation and improvement projects have been delayed by lack of clarity concerning responsibilities for shared roads and intersections between neighbouring Local Governments.
- To assist Local Governments resolve any issues well before road project development, a boundary road management agreement template was prepared and reviewed by lawyers engaged by WALGA.
- A template document has been distributed to all Metropolitan and South West Regional Road Group members.

Road Improvement Projects

- Reviewed all of the 2026-27 new MRRG Road Improvement submissions and resubmissions for projects approved in the previous years. This was undertaken following project status updates being received from 11 Metropolitan Local Governments during in person meetings with Local Government representatives.
- Participated in the MRRG Road Improvement Projects submissions review workshop on 25 September 2025.
- In person meetings were held with representatives from MRWA and 6 SWRRG Local Governments that have high value and larger number of carried forward projects.
- Deliverability and status of carried forward SWRRG projects and approved 2025-26 projects were reviewed and discussed at these meetings.

Western Power

Following meetings and workshops held with Western Power, WALGA and several Metropolitan Local Government representatives between April and July 2025, Western Power have agreed to:

- Process applications for Western Power asset relocation/installation for Black Spot Road projects as a high priority. It is anticipated this will result in shortening the current average 18 month design and construction delivery timeframes by 3 to 6 months.
- Reintroduce Option B for street lighting installations which will allow Local Government to directly engage Western Power approved consultants and contractors to undertake design and installation of street lights. This option will be trialled for up to 30 new Local Government projects during 2025-26, and if successful, it will remain available as an option for all street lighting projects in future. Using Option B will shorten the current delivery timeframes for street lighting works by 3 to 6 months and potentially reduce costs to Local Governments.
- Increase their design capacity by engaging 4 to 6 additional vendors.

A follow up workshop will be coordinated between Western Power and a select number of Metropolitan Local Government representatives in February 2026 to review the impact of changes implemented by Western Power and identify other opportunities for further improvements.

Main Roads WA Traffic Signals Approval Policy (TSAP) Workshop

In May 2025, representatives from several Metropolitan Local Governments, WALGA and Main Roads WA (MRWA) attended a workshop to review the current traffic signals approval process and identify opportunities to improve/streamline the process. Several actions were identified to be considered by MRWA for implementation. A follow up workshop will be arranged by MRWA in December 2025 to discuss potential changes and further actions to improve the approval process.

Department of Water and Environmental Regulation (DWER)

Coordinated a presentation by DWER on Native Vegetation Clearing regulations and DWER permit approval process to the South West Regional Road Group (SWRRG) Technical Committee members and other officers from the member Local Governments. The presentation was delivered at the MRWA offices on 10 November 2025.

Atco gas

A Project Collaboration Workshop was held between Atco Gas and Metropolitan and regional Local Government representatives on 17 November 2025 at Atco Gas Jandakot Depot. The objective of this workshop was to update and increase Local Government knowledge on Atco Gas processes when working around or relocating Atco Gas assets. In this workshop, Atco Gas approval processes, project delivery, damage prevention, legal liabilities and opportunities for process improvement were covered.

Commodity Freight Routes

Reviewed the 2026/27 funding applications for Commodity Freight Route grants submitted by Metropolitan and Regional Local Governments.

IPWEA Professional Development Week

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Made a presentation on 'Delivery of State Funded Road Projects' to Local Government officers attending the IPWEA Professional Development Week session in person and online on 18 November.

5.2 MINDER

Attached is the August 2025 progress report on MINDER.

Recommendation:

For the Committee to note.

Notes:

This image shows a full page of primary-ruled notebook paper. It features multiple sets of horizontal lines designed to guide young learners' handwriting. Each set consists of three lines: two solid outer lines defining the height of the letters and a dashed midline indicating where to start writing. The pattern repeats down the entire page, providing ample space for practice.

Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the December 2025 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

State Road Funds to Local Government Advisory Committee (SAC)

WALGA and Main Roads WA have been progressing activities to implement resolutions made by the SAC at the September meeting. These include efforts to reduce funding expected to be carried forward at the end of 2025/26 by calling for additional shovel ready projects in regional locations and additional rehabilitation projects in the Metropolitan region.

SAC have also requested that Main Roads WA and WALGA draft amendments to the State Road Funds to Local Government Procedures to clarify methodologies for the allocation of road project grant funding.

The outcomes of these activities are reported in the SAC agenda.

Road Assets and Expenditure (RAE) Report Project

Procurement to appoint a qualified contractor to undertake the works associated with improving the data collection, interpretation and presentation of information concerning Local Government road assets and expenditure closed on 17 October. Work is now underway to evaluate the proposals and award the tender. The study detailing the current processes used to develop the Road Asset and Expenditure Report and a future state will be used as a basis for completing this work. This phase will include the development of a database, reporting interface, and dashboard.

Review of the WALGA Road Visual Condition Assessment Manual

Significant technology advances and stakeholder feedback have triggered the need to review and update the WALGA Road Visual Condition Assessment Manual that was published in 2016. Consultants, CivilSE, have been appointed to undertake the review, which will include comprehensive consultation with users, and preparing a second edition. Work has progressed on the report and WALGA is currently undertaking a review of the updated document. This manual provides important support to Local Government road managers and provides the framework for being able to understand the condition of the road network statewide.

Regional Road Safety Program – Local Roads

WALGA and RAC supported program management work undertaken by Main Roads to develop and issue invitations for 37 Tranche 2 projects across 26 Local Government areas under the Regional Road Safety Program (Local Roads).

Road Rail Interface Agreements

The model *pro forma* Road Rail Interface Agreement template between Local Governments and Arc Infrastructure was prepared and disseminated by Arc Infrastructure to Local Governments in the South West, Goldfields, and Great Southern regions. Subsequently Arc

Infrastructure identified errors and may need to resubmit the Agreement to Local Governments in some instances. Agreements will be sent to Local Governments in the Mid West and Wheatbelt regions in due course. A memorandum outlining what has changed between the old and new agreements, the main issues of contention, their resolution, and other key updates was provided to all Local Governments hosting Arc Infrastructure operated rail in July 2025.

Active Transport and Micromobility-Discussion Paper and Advocacy Plan

An Active Transport and Micro-mobility Discussion Paper was published on the WALGA website. The paper provides an overview of the current situation for Active Transport in Western Australia, including existing infrastructure, planning frameworks, and local government initiatives. It also outlines key challenges and opportunities identified through consultation with Local Governments across the State. The Discussion Paper aims to inform ongoing policy development, encourage collaboration, and support the creation of safer, more connected, and more sustainable transport networks across Western Australia.

Six inter-related active transport advocacy positions were endorsed by WALGA State Council in September. These positions were developed through consultations and a stakeholder workshop involving local governments and State agencies.

Conferences

Contributed to the Road Engineering Association of Asia and Australasia *Low Volume Roads Symposium* and the ALGA *National Roads and Infrastructure Congress*.

Financial

Key factors underlying the reported expenditure variance during the year to 31 October were:

1. Additional Senior Policy Advisor role not yet recruited (budget was from October);
2. Road Asset and Expenditure data automation project behind schedule;

Project budgets for 2025/26 LGTRRIP projects are not included in the summary below.

	2025/26			2025/26
	4 months to end October			Full Year
	Actual	Budget	Variance	Budget
Grant Funds	1,587,849	1,587,849	0	1,587,849
Roads Forum	11,091	15,000	-3,909	15,000
TOTAL INCOME	1,598,940	1,602,849	-3909	1,602,849
Staff Costs	231,198	272,287	-41,089	864,554

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Overheads	45,568	45,286	282	135,857
Engagement & Support	17,606	20,223	-2,617	41,290
Projects & Consultants	131,251	174,400	-43,149	368,200
Road Condition Survey	-	-	-	200,000
TOTAL EXPENDITURE	425,623	512,196	-86,573	1,609,901
SURPLUS / (DEFICIT)	1,173,317	1,090,653	82,664	-7,052

5.3 Regional Road Group Report.

Attached is the Regional Road Group Report.

Recommendation:

For the Committee to note.

Notes:

[illegible]

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the December 2025 Report for Regional Road Groups be noted.

All ten of the Regional Road Groups met in the thirteen-week period since the last SAC meeting on 3 September 2025. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
September	9	Pilbara	South Hedland	Mark Bondietti, Jaxon Ashley
	15	Mid West (Technical)	Geraldton	Max Bushell
	30	Kimberley	Derby	Mark Bondietti
October	6	Wheatbelt North	Northam	Max Bushell, Tracey Peacock
	8	Western Metropolitan (Sub Group)	Floreat	Reza Najafzadeh, Negar Nili
	10	Wheatbelt South	Wickepin	Ian Duncan, Rodney Thornton
	10	Goldfields Esperance (Technical)	Boulder	Mark Bondietti
	16	South Eastern Metropolitan (Sub Group)	Gosnells	Reza Najafzadeh, Max Bushell
	23	Metropolitan (Technical)	East Perth	Mark Bondietti
	28	Pilbara (Technical)	South Hedland	Mark Bondietti, Jaxon Ashley
November	10	South West (Technical)	Bunbury	Max Bushell, Reza Najafzadeh, Katherine Celenza
	10	South Western Metropolitan (Sub Group)	Melville	Reza Najafzadeh, Negar Nili
	12	North Western Metropolitan (Sub Group)	Joondalup	Negar Nili, Reza Najafzadeh
	14	Mid West	Geraldton	Ian Duncan, Ross Rayson
	14	Great Southern	Gnowangerup	Mark Bondietti, Michelle Blackhurst
	21	Gascoyne	Carnarvon	Mark Bondietti, Ross Rayson
	21	Goldfields Esperance	Boulder	Ian Duncan, Linda Parsons

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Month	Date	Region	Venue	WALGA
	24	South West	Eaton	Max Bushell, Reza Najafzadeh, Katherine Celenza
	24	Central Metropolitan (Sub Group)	Jolimont	Negar Nili
	27	Metropolitan	East Perth	Ian Duncan, Phil Taylor

An induction for Regional Road Group delegates has been provided at each elected member meeting since Local Government elections in October.

Key matters for discussion included:

- 2024-25 program of works and delivery
- 2025-26 proposed programs
- Delivery improvement
- Development of a revised Multi criteria assessment methodology in response to the new SRFLG Procedures
- Commitments in the new SRFLGA
- Road Safety initiatives
- DRFAWA claims and procedures
- Roads 2040
- Resourcing

The current Regional Road Group Chairpersons are:

Region	Chairperson
Gascoyne	Cr Hamish McTaggart
Goldfields Esperance	Cr Paul Warner
Great Southern	Cr Len Handasyde
Kimberley	Cr Chris Mitchell
Metropolitan	Cr Peter Hudson
Mid West	Cr Ross Foulkes-Taylor ¹ .
Pilbara	Cr Wendy McWhirter-Brooks
South West	President Donelle Buegge
Wheatbelt North	Cr Wayne Gibson ² .
Wheatbelt South	Cr Grant Robins ² .

Notes:

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1. Deputy Chair – Election of a new Chair scheduled for first meeting in 2026.
2. Meeting scheduled for March 2026 to elect Chair

Following Local Government elections in October each Council will need to appoint delegates to the Regional Road Group or sub-group and elections for Regional Road Group Chair will be held.

5.4 RRG Key Performance Indicators 2024-25.

Attached is the 2024-25 Key Performance Indicators.

Recommendation:

For the Committee to note.

Notes:

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**Regional Road Group – Key Performance Indicators
Annual Report 2024/2025**

1.1 Percentage of Black Spot Programs funding expended. (Target 100%)
(Includes State Government and Australian Government Black Spot Programs)

Region	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
	%	%	%	%	%
Great Southern	59	99	41	71	100
South West	63	64	58	81	50
Gascoyne	100	100	88	100	0
Mid-West	66	67	54	99	55
Goldfields-Esperance	31	46	17	81	53
Kimberley	98	97	32	85	13
Wheatbelt South	44	86	56	76	66
Wheatbelt North	51	53	62	81	64
Pilbara	22	65	45	100	63
Metropolitan	56	53	43	40	41
Program Delivery	54	73	49	66	50

Black Spot project delivery performance decreased from 2023-2024. Project delivery performance outside the Metropolitan region can vary significantly from year to year due to the relatively small number of projects in the program.

1.2 Percentage of road project grants expended. (Target 100%)
(Includes Commodity Route Supplementary Fund projects)

Region	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
	%	%	%	%	%
Great Southern	96	84	91	70	77
South West	90	90	83	72	77
Gascoyne	100	84	100	100	98
Mid-West	100	100	100	90	80
Goldfields-Esperance	94	78	99	90	70
Kimberley	100	78	84	84	53
Wheatbelt South	97	90	89	90	90
Wheatbelt North	90	85	81	87	84
Pilbara	68	75	72	26	81
Metropolitan	87	78	70	64	69
Program Delivery	92	84	87	72	75

While the overall program delivery of Road Project Grant funded projects across all regions has improved slightly from 2023-2024, delivery continues to be poor in the Metropolitan region. The Goldfields-Esperance and Kimberley regions also experienced less than satisfactory performance in 2024-2025, while the Gascoyne, Wheatbelt South, Wheatbelt North, Mid West, and Pilbara acquitted over 80% of their budget funding.

Metropolitan Region by Sub Group

Sub Group	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
	%	%	%	%	%
North West	93	79	64	67	69
West	43	79	73	92	57
Central	80	100	85	92	94

East	98	96	84	93	89
South East	79	71	57	58	58
South West	95	92	92	60	69
Total	87	86	70	64	70

In the Metropolitan area, only the Central subgroup acquitted more than 90% of the funding, while six of the eight regions acquitted less than 75% of the funding allocated.

Member Local Governments of Metropolitan Sub-Groups

North West	Joondalup, Stirling and Wanneroo
West	Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands and Peppermint Grove
Central	Perth, Subiaco and Vincent
East	Bassendean, Bayswater, Kalamunda, Mundaring and Swan
South East	Armadale, Belmont, Canning, Gosnells, Serpentine-Jarrahdale, South Perth and Victoria Park
South West	Cockburn, East Fremantle, Fremantle, Kwinana, Melville and Rockingham

2.1 Percentage of sealed road length within the region subject to a documented visual condition survey in the previous 5 years. (Target 75%)

Region	% of sealed road length surveyed in the past 5 years				
	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
Great Southern	44	81	67	64	64
South West	56	59	45	58	56
Gascoyne	86	56	35	34	86
Mid-West	79	39	80	77	79
Goldfields-Esperance	56	69	71	71	53
Kimberley	35	84	39	44	TBC*
Wheatbelt South	75	100	92	82	81
Wheatbelt North	52	58	83	85	86
Pilbara	100	51	100	100	100
Metropolitan	73	76	61	56	51
Total for WA	64	65	69	67	66

* Data entry errors in the recent Kimberley Roads of Regional Significance survey are being rectified and this figure will be updated.

The data excludes 19 Local Governments that do not use RAMM. Across WA, only four of ten regions achieved the 75% target with two regions achieving less than 50%.

2.2 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. (Target 100%)

Region	Number of Local Governments in RRG	2020-21, 2021-22, and 2022-23	2021-22, 2022-23, and 2023-24	2022-23, 2023-24, and 2024-25
Great Southern	12	4	5	4
South West	16	5	8	12
Gascoyne	4	4	3	4
Mid-West	16	5	5	4
Goldfields-Esperance	9	5	5	4
Kimberley	4	1	2	2
Wheatbelt South	18	7	9	9
Wheatbelt North	24	7	12	12

Pilbara	4	2	2	4
Metropolitan	30	21	15	19
Total	137	61	66	74

For the first time in the last three years, more than half of Local Governments in WA have updated their road inventory and submitted this information to Main Roads WA for uploading into the IRIS database, based on the previous three years of data.

2.3. Percentage of Local Government bridges by RRG subject to a Level One (visual) inspection submitted to Main Roads WA in the previous reporting cycle as per the WALGA/Main Roads WA framework. (Target 100%)

Region	2022-2023	2023-2024	2024-2025
Great Southern	81%	74%	95%
South West	92%	82%	98%
Gascoyne	100%	100%	100%
Mid-West	25%	34%	87%
Goldfields-Esperance	100%	100%	100%
Kimberley	85%	85%	75%
Wheatbelt South	31%	59%	62%
Wheatbelt North	72%	72%	87%
Pilbara	100%	80%	83%
Metropolitan	91%	90%	91%

Level 1 bridge inspections percentages improved in the Great Southern, South West, Mid-West, Wheatbelt South, Wheatbelt North, Pilbara, and Metropolitan regions, in some cases substantially. The Gascoyne (5 bridges) and Goldfields-Esperance (4 bridges) regions conducted inspections on 100% of their bridge assets.

5.5 Agreement Commitments.

Attached are the Agreement Commitments progress reports.

Recommendation:

For the Committee to note.

Notes:

[illegible]

Meeting Date:	24 November 2025
Title:	SRFLGA Recycled Materials Working Group – Update
Prepared by:	Recycled Materials Working Group

Governance

- Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has held 10 meetings.
- The current membership of the working group is as follows:

Doug Morgan – Chair	MRWA	Gavin Harris	Shire of Ashburton
Les Marchant	MRWA	Martyn Glover	City of Gosnells
Mike Andrews	MRWA	David MacLennan	City of Vincent
Mark Bondietti	WALGA	Natalie Lockwood - Secretariat	MRWA

- The working group maintains a matrix to capture:
 - the material types and applications considered by the working group, including the outcome of each investigation and
 - a list of the research documents and specifications identified and distributed to the working group members.

WALGA Local Government Road Asset and Expenditure survey

- In September 2024, the standard survey invite was sent to LGAs, including a new section to collect information on the use of recycled materials. This new section has also been included in the recent survey request, which will collect data for the 2024-25 financial year.
- The working group will consider and report on the trends emerging from the data.

Related Work

- One project is currently being developed by the Local Government Transport and Roads Research and Innovation Program (LG TRRIP) and is of interest to the working group, namely:
 - Project 10 Development of crumb rubber-modified binder dense-graded asphalt specification
- Updates on LG TRRIP projects are provided at each working group meeting and the key deliverables of each project are being provided to the members as they are released.

Next Meeting - The next meeting of the working group will be in March/April 2026.

Recommendation - Paper for noting.

6.1 Future State Roads Review-For Noting.

Recommendation:

For the Committee to note.

Notes:

[illegible]

FUTURE STATE ROADS PROJECT

Update on the project progress

Metro

The Future Roads Project continues to inform ongoing reclassification actions within the Metropolitan area.

Main Roads met in April 2025 to consider potential timing of transfers for **urban roads**. Based on potential triggers including construction of major state infrastructure, it remains likely that the next urban transfer will not occur until around 2028, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

Main Roads continues to scan the current and future planning environment to determine if any roads not already listed warrant classification assessments. This also includes the future planning for Westport.

Rural

A review of the Future Roads Project (Rural) was undertaken in October 2025. The purpose of this review was to confirm the continued relevance and accuracy of the roads listed for future transfer to State administration, as well as to ensure that the proposed transfer timeframes remain appropriate. This involved reassessing the strategic function of each road and validating whether each road continues to align with the intent of the project.

As a result of this review, it was identified that a couple of roads within the Great Southern Region require more detailed assessment. These additional evaluations will help determine whether the roads still meet the criteria for reclassification. The review also led to agreement with the Mid West–Gascoyne, Pilbara, and South-West Regions to remove a small number of roads from the project listing, following confirmation that they no longer warrant reclassification based on current and foreseeable needs.

Main Roads continues to undertake scanning of both current and future planning contexts. This ongoing work is aimed at identifying rural roads not currently included in the project that may merit consideration for classification in the future.

Rural roads that pass the assessment process are expected to be transferred over the next ten years. The timing will depend on the overall workload and scheduling of the ongoing Future Roads Project (Urban). This approach helps make sure transfers are conducted in a manageable and coordinated way across both rural and urban projects.

Recommendation

No action required of the Advisory Committee – for information only.

Provided by Nicole Coaker
A/Road Classification Manager

PLANNING AND TECHNICAL SERVICES DIRECTORATE

19 November 2025

6.2 Classifications and Proclamations – For noting.

Recommendation:

For the Committee to note.

Notes:

[illegible]

Item 6.2

November 2025
MRWA 04/11055
D25#1182915

1. Classification**Summary of current classification actions.**

Changes since the last report are:

Additions

- Nil

Deletions

- Nil

Road	Status
-	-

2. Proclamation**Summary of current proclamation actions.**

Changes since the last report are:

Additions:

1.	Bussell Highway Duplication
2.	Goldfields Highway Upgrades (Wiluna to Meekatharra)
3.	Manuwarra Red Dog Highway Upgrades–Stage 4
4.	Oakajee Port Access Road
5.	Reid Highway Interchanges (Altone Road and Drumpellier Drive/Daviot Road)
6.	Tonkin Highway Extension and Thomas Road upgrade (Tonkin Highway to South Western Highway)

Deleted due to completion of action:

1.	GNH - Roundabout at the intersection with Great Northern Highway, Apple Street and Coondaree Parade.
2.	Leach Highway and Welshpool Road Interchange
3.	Roundabout at the intersection of South Western Highway at Vittoria Road (City of Bunbury)

Amended Status comment:

- Amendments to various comments.

Deleted:

- Nil

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Road	Action	Status
Menang Drive (Albany Ring Road)	Albany Ring Road (an 11.5km extension of Menang Drive) has now been constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany Construction of a new flyover at Menang Drive & Chester Pass Road will commence in 2025, estimated completion early 2026.	Construction of phase 1 to Lancaster Rd was completed in early 2022; phase 2 to Princess Royal Drive opened May 2024. Menang Drive between Albany Hwy and Princess Royal Drive will be proclaimed once land dedication is finalised. The new flyover will be proclaimed following completion in 2026.
Armada Road to North Lake Road at Kwinana Freeway & Beeliar Drive	Realignment and extension of Armada Road to North Lake Road via a new bridge.	Project completed December 2021, proclamation pending due to land tenure issues. Likely to be proclaimed together with Kwinana Fwy/Roe Hwy/Murdoch Drive Proclamation anticipated for 2026/2027.
Bindoon Bypass	Second stage of the project, 11km north of Seven Mile Hill is currently under construction. Procurement for 46km southern section in progress.	Second stage due to be completed by late-2026.
Wilman Wadandi Highway (Bunbury Outer Ring Road)	27-kilometre free-flowing Highway, linking Forrest Highway to Bussell Highway. It provides an alternative route around Bunbury and separates local and regional traffic.	Construction commenced 2020 Officially opened on 16 Dec 2024. Likely to be proclaimed in sections once land tenure has been finalised.
Bussell Highway Duplication	17 kilometre section upgrade between Bunbury and Busselton with new lanes, road improvements and bridge construction.	Completed and open to traffic on 17/04/2025.
(Boorloo Bridge) Causeway Pedestrian and Cyclist Bridges	Separate path users from traffic, two connected bridges were built alongside the Causeway providing a 6-metre-wide segregated path connecting the Victoria Park foreshore with Heirisson Island and Perth's CBD at Point Fraser.	Opened on 22 Dec 2024. We intend to reproclaim Causeway showing the bridge as Path. Proclamation anticipated for 2026.
Collie Lake King Road (Coalfields Road)	Road realignment at Bowelling Curves, west of Darkan.	Construction completed January 2020. Handover agreement between Main Roads and the Shire of West Arthur are pending, land tenure also to be rectified.

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Curtin Avenue	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, 7 May 2021.	Proclamation is currently on hold pending Eric Street Bridge upgrade, expected 2025/2026.
Goldfields Highway Upgrades (Wiluna to Meekatharra)	Realignment of a 10km section between Wiluna and Meekatharra.	Under construction
Great Eastern Highway Bypass	Upgrading two major interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, extending to Lloyd St, and constructing a new bridge over Helena River.	Project commenced early 2022, construction placed on hold for now with recommencement planned for mid-2026 subject to outstanding approvals.
Great Eastern Highway realignment, Wooroloo	Realignment of a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending on land tenure resolution.
Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation, MRWA and BHP to fund project over 2 years	Construction commenced September 2021, and was completed April 2024. Handover pending resolution of the QUBE access - likely to be 2026/2027, if at all.
Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Bindoon Bypass, Walebing, Miling Bypass and Straight, Pithara and Dalwallinu to Wubin sections. In progress and many sections have been completed with handover arrangements being progressed. Asset responsibility negotiations with Local Government Authority progressing. Proclamation / transfer anticipated to commence 2026.
Great Northern Highway near Auski Roadhouse Shire of Ashburton	Realignment road over rail – previously known as Koodaideri (now Bahd-Jarding-Ngu) Bridge RioTinto Iron Ore	Construction complete. Progression of proclamation pending due to land tenure issues.
Great Northern Highway - Roy Hill Bridge	Opened with 1.9km of realignment to Great Northern Highway in 2019.	Land tenure pending since 2020. Proclamation anticipated for 2026.
Jetty Road	Road transferred to Main Roads from Derby Highway to Jetty Boat Ramp Access Boat Ramp at Derby Port.	Road responsibility transferred 1 August 2025. Proclamation as a Highway (H47) will occur in due course.
Mandurah Estuary Bridge Duplication	Construction of a second bridge alongside Mandurah Estuary Bridge.	Anticipated completion mid 2026
Manuwarra Red Dog Highway Upgrades – Stage 4	Construction of the final section between Nanutarra-Munjina Road and Roebourne-Wittenoom Road	Early work on Stage 4 is underway for construction of the first 10km. Anticipated completion 2026/2027.

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Marble Bar Road Upgrade	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all stages together. Stage: 2A commenced Nov 2024 3 commenced Jan 2025 4 commenced Aug 2025 2B & 5 commenced Sep 2025 Anticipated completion of all stages mid-2026.
Marmion Avenue (Ocean Reef Road to Yanchep Beach Road)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, City of Wanneroo 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for 2026/2027.
Marriott Road	Road transferred to Main Road as identified as a strategic industrial area located between Forrest Highway and South Western Highway	Road responsibility transferred 1 July 2022. Dedication almost complete. Proclamation anticipated for 2026/2027.
Midlands Road – Yandanooka	Proclamation of realignment.	Recent identification of historical realignments outside road reserve. Land tenure issues (A Class Reserve) Progression pending due to land tenure issues.
Murdoch Drive connection to Roe Highway and Kwinana Freeway	Realignment at Kwinana Freeway / Roe Highway interchange to connect to Murdoch Activity Centre and Fiona Stanley Hospital.	Agreement reached with CoC to take on Murdoch Dr as far as Murdoch-Farrington Link. Remaining dedication issues to be checked and actions to be progressed. Proclamation anticipated for 2026/2027.
North West Coastal Highway – south of Roebourne	Realignment of road at Robe River's expense to accommodate road-over –rail bridge. (Warndamayaga Bridge)	Completed Dec 2013. Pending land dealings as partly outside existing road reservation. Update from DPLH, area is linked to State Agreement Lease variations and native title process.
Oakajee Port Access Road	A new, critical road and intersection constructed on the North West Coastal Highway, north of Geraldton, to provide access to the Oakajee Strategic Industrial Area (SIA) for future clean energy industries and heavy freight.	Land Tenure being finalised. Proclamation anticipated for 2026/2027.
Ocean Reef / Gnangara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	Outstanding dedication issues to be checked and actions progressed. Possible Proclamation actions to be separated into LGs and treated separately. Proclamation anticipated for 2026/2027.

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Outback Way (Great Central Road)	Construction to commence on priority sections near the Cosmo Newberry, Warburton and Warakurna communities.	Subject to all approvals and the successful award of tender, work to recommence in 2025. Currently a LG road, potential future reclassification to State Road in the longer term. Possible transfer from 2029 depending on completion.
Reid Highway Interchanges (Altone Road and Drumpellier Drive/Daviot Road)	New interchanges to facilitate more efficient and reliable movement of freight while improving safety, traffic flow and urban amenity.	Construction commenced late 2025. Anticipated completion early 2028.
Roe Highway and Kalamunda Road intersection upgrade	The new grade-separated intersection at the Roe Highway and Kalamunda Road intersection including a new bridge, two roundabouts and on and off ramps.	Project complete – dedication nearly complete. Proclamation anticipated for 2026/2027.
Stephenson Avenue Extension Stage 2	Construction of new bridge over the Mitchell Freeway and PSP's and exit and entry ramps to Mitchell Freeway	Construction commenced March 2022 and proposed construction completion mid-2026
Tanami Road Upgrade	Continued construction and sealing of the 41km section, through the hills south of Great northern Highway.	Planned to be completed in 2025. Currently a LG road, potential future reclassification to State Road in sections from 2029.
Thomas Road (Tonkin Hwy to South Western Hwy)	Reclassification as a State Road finalised, responsibility taken for the road 30/5/2022.	Metronet construction works currently in progress - grade separation – road over rail. Upon completion depending on land tenure issues proclamation can be progressed.
Thomas Road Safety Improvements	Construction of roundabouts at the Thomas Road intersections with Nicholson Road and Kargotich Road in Oakford.	Completed circa Oct 2024. Proclamation anticipated in 2026/2027.
Tonkin Highway Extension and Thomas Road upgrade (Tonkin Highway to South Western Highway)	Extending Tonkin Highway from Thomas Road to South Western Highway, and upgrading Thomas Road from Kargotich Road to Alexander Road, improving safety, connectivity, and freight efficiency for Perth's growing south-east corridor.	Commenced mid-2025. Anticipated completion early-2029
Toodyay Road Upgrades Aspen Road to Goomalling Toodyay Road	Road safety improvements and realignments	Construction commencement 2020 to be completed in stages. Entire upgrade between Dryandra Road and Toodyay anticipated to be completed in 2027.

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Wanneroo Road and Ocean Reef Road interchange.	Grade separation and new roundabout at intersection	Project complete, holding proclamation plans to coincide with Ocean Reef/Gnangara Road proclamation. Proclamation anticipated 2026/2027.
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Recommendation:

The Advisory Committee notes the status of the above classification and proclamation actions.

Provided by Lesley Vaeth – Network Development Support Officer
PLANNING AND TECHNICAL SERVICES DIRECTORATE

21 November 2025

6.3 Heavy Vehicle Services – For noting.

Recommendation:

For the Committee to note.

Notes:

[illegible]

State Road Funds to Local Government Advisory Committee – December 2025

Heavy Vehicle Services (HVS) information

Wheatbelt Restricted Access Vehicle (RAV) Route Assessments – assessment of local roads for RAV access

Main Roads Heavy Vehicle Services Branch (HVS) is responsible for conducting route assessments and approving RAV access on all roads within Western Australia. HVS endeavours to finalise all route assessment applications within three months of date of receipt. This allows four weeks for confirmation of road owner support and up to eight weeks to conduct and process the assessment.

When roads are approved for RAV access they are published on the RAV Mapping Tool, which is updated each week on Wednesday.

RAV assessments in the Wheatbelt Region have been a particular focus. The following table provides an overview of the outstanding road assessments within the Wheatbelt Region. Note: Regional staff usually conduct onsite route assessments within their respective area on behalf of HVS. However, due to ongoing resourcing issues, HVS is managing all route assessment applications within the Wheatbelt Region, including conducting onsite route assessments.

	Total Roads Outstanding	Total Roads Completed for the Month	Total Received for the Month	Roads Awaiting Road Owner Support	Roads Awaiting Onsite Assessment	Roads Awaiting Review (including sign off and network updates)
November 2024	25	25	18	10	14	1
December 2024	24	10	9	4	13	7
January 2025	21	5	1	6	2	13
February 2025	37	8	24	26	4	7
March 2025	38	6	7	30	1	7
April 2025	32	14	9	31	0	1
May 2025	38	2	8	38	0	0
June 2025	38	18	18	14	9	15
July 2025	35	26	23	11	9	15
August 2025	60	20	44	40	2	18
September 2025	95	20	56	71	9	15
October 2025	100	8	26	67	7	26
Total	543	162	243	348	70	125

Compliance Operational Output Summary

Between August and October 2025, the Inspectors stopped 1941 vehicle combinations in compliance patrols and 478 combinations in roadblock operations State-wide. Of the total 2419 combinations stopped, 489 were in the Wheatbelt region. The 489 Wheatbelt combinations were comprised of 1300 vehicles inspected, which resulted in 264 offences.

Main Roads Update for the 2025/2026 Harvest

The harvest season commenced in October 2025, and Main Roads is maintaining ongoing communication with our partners, Bunge and CBH.

Compliance operations are being undertaken in Perth and country regions, and these will continue into early 2026. Loads are being intercepted and weighed, and vehicles are being checked for defects.

The HVS Accreditation team will commence auditing a selection of CBH and Bunge receival sites from late 2025 to ensure compliance with the Scheme.

6.4 LGTRIPP – For noting

Recommendation:

For the Committee to note.

Notes:

[illegible]

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

Mark Bondiotti, Policy Manager Transport and Roads

RECOMMENDATION:

That SAC note the update on the delivery of the Local Government Transport and Roads Research and Innovation Program.

Funding has been provided in the SRFLGA for a Local Government focussed research program. The objective of the program is to achieve better implementation of innovative practices by improving the specialist capability of Local Government through a collaborative program of projects which deliver advanced technology, cost effective and practical solutions.

An investigation into road data collection technologies for Local Governments in WA was recently published on the [LGTRRIP website](#). The development of a road safety rating tool for intersections is progressing. A guide for the use of crumbed rubber modified bitumen in asphalt is under development.

6.5 Roundtable/Other

Recommendation:

For the Committee to note.

Notes:

[illegible]

7. Next Meeting.

Wednesday, 29th April 2026 - 10:00am-12:00pm at WALGA

Recommendation:

For the Committee to note

Notes:

[illegible]