Fair Share for Our Roads

The Shire of Pingelly maintains 587 km of local roads, the funding for which is determined largely by the Australian and Western Australian Governments. This page outlines the condition and cost of the road network, the advocacy the Shire is undertaking to secure fairer funding, and how residents and road users can support that work.

Who decides

While the Shire is responsible for maintaining the local road network and setting works priorities, its road expenditure of $3.1M already exceeds total rate revenue of $2.8M. The overall level of road funding is therefore dependent on decisions made by the Australian and Western Australian Governments.

FEDERAL GOVERNMENT

Canberra

Sets Financial Assistance Grants (untied funding) and Roads to Recovery.

WA GOVERNMENT

Perth

Sets the State Road Funds to Local Government Agreement, currently 20% of vehicle licence fees, and funding for regional freight routes.

SHIRE OF PINGELLY

Pingelly

Levies rates, secures grant funding, maintains the network and sets priorities in consultation with the community.

Local roads and national productivity

Lifting national productivity is a stated priority of the Australian Government, and in regional Australia productivity depends heavily on the local road network. Grain, livestock, fertiliser and fuel in the Wheatbelt are carried on local roads before reaching the state highway, rail and port networks.

Local governments are responsible for approximately 77% of Australia's road network. In Western Australia, local governments manage 87% of the State's public road network, yet receive just 20% of vehicle licence fee revenue and fund half of all local road spending from their own sources. Agriculture underpins the Wheatbelt's $9.2 billion regional economy, with wheat ($1.54 billion), barley ($759 million) and canola ($425 million) the region's principal commodities, nearly all of which relies on council-managed roads for the first stage of transport.

The impact of deteriorating roads

- **Reduced freight efficiency:** poor surface condition and pavement edges lower travel speeds and lengthen haulage times during harvest.
- **Increased operating costs:** wear on heavy vehicles, tyres, school buses and agricultural machinery rises as road condition declines.
- **Access restrictions:** weakened pavements and ageing bridges can require load limits and detours for heavy vehicles.
- **A growing renewal backlog:** where funding is insufficient, councils must defer renewal in favour of short-term maintenance, and the backlog increases.

The economic return on local government investment

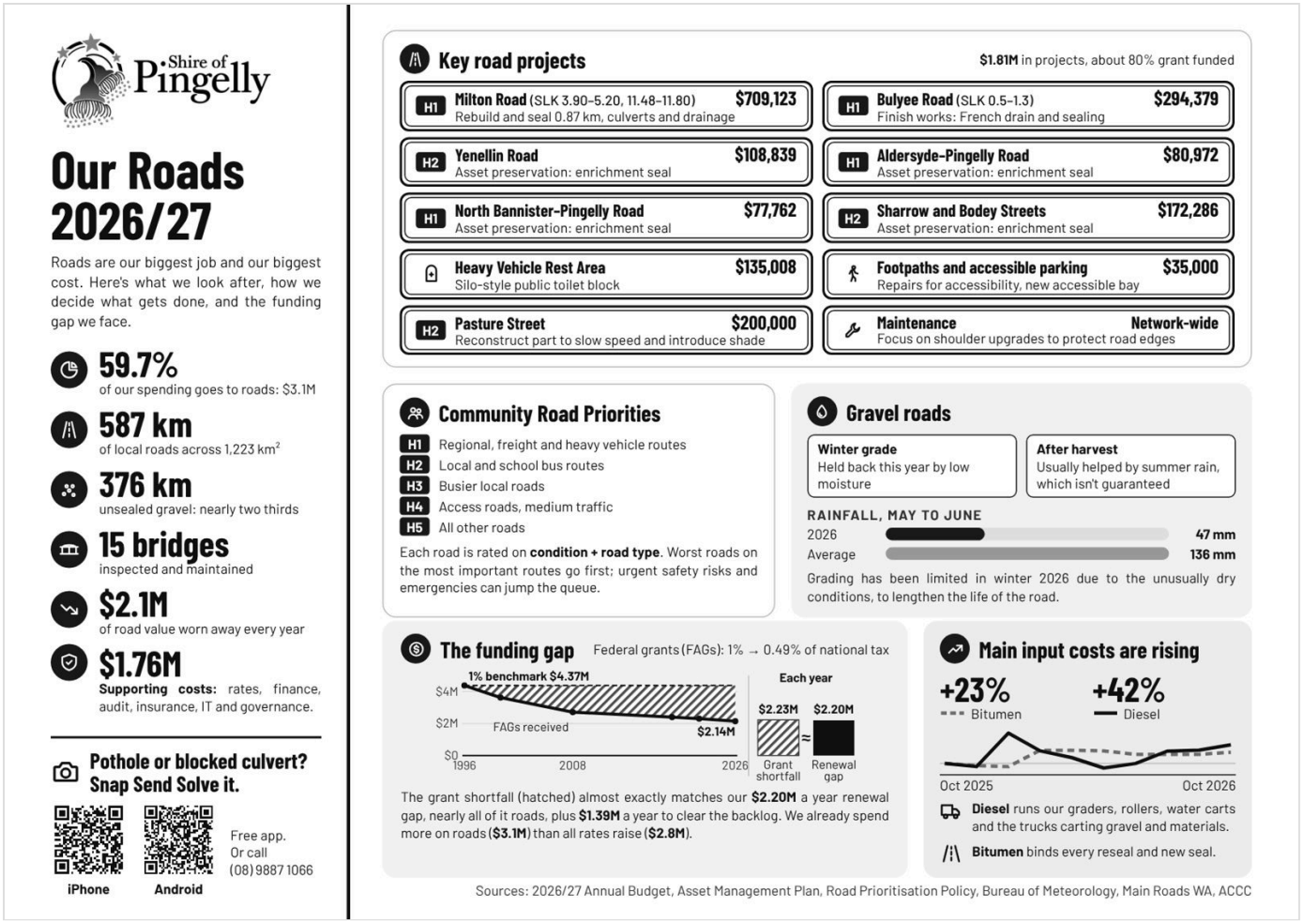
Research released by the Australian Local Government Association estimates that an additional $1 billion invested annually in local government roads would increase national GDP by approximately $3.5 billion a year. In its **March 2026 submission on productivity in Australia**, ALGA also argued that local productivity gains are closely linked to funding certainty and flexibility, and are currently constrained by the intergovernmental funding framework. In regional communities, a significant proportion of this investment circulates within the local economy.

- **Local employment:** road programs employ Shire staff and local contractors who live and spend within the district.
- **Local procurement:** materials, fuel, plant hire, servicing and accommodation are sourced locally where possible.
- **Business productivity:** improved roads reduce costs for primary producers and transport operators, retaining more income in the regional economy.
- **Community sustainability:** this activity supports local businesses and the population on which schools, sporting clubs and volunteer emergency services depend.

Restoring Financial Assistance Grants to 1% of Commonwealth taxation revenue is therefore an investment in national productivity, with benefits that flow directly to regional communities.

Our Roads 2026/27

The Shire's one-page roads dashboard summarises the 2026/27 program, including key road projects, the Community Road Priorities, gravel road maintenance, the funding gap and rising input costs.



$82,000
per 100 m

What it costs to rebuild a road

Reconstructing and sealing a rural road, including drainage, costs approximately $82,000 per 100 metres. At that rate, the Shire's $2.2M annual renewal gap is equivalent to approximately 2.7 km of road reconstruction each year.

Funding advocacy underway

In addition to applying for every available road grant, the Shire is pursuing increased funding through the peak bodies that negotiate on behalf of local government, ensuring Pingelly's position is presented to the decision makers who set the budgets.

APPLIED

Every available road grant

WHAT WE DID

The Shire has applied for every road funding program available to it, including:

Black Spot Program · **Commodity Routes Fund** · **Roads to Recovery** · **Regional Road Group funding**

While these grants fund approximately 80% of this year's construction program, they are tied to specific projects and do not address the ongoing renewal gap.

DONE

Federal inquiry

WHAT WE DID

The Shire made two submissions to the federal Inquiry into Local Government Funding and Fiscal Sustainability, and the Chief Executive Officer and Shire President presented to the Committee, with a focus on roads and Financial Assistance Grants.

THROUGH ALGA

2027–28 federal budget

THE ASK

Restoration of Financial Assistance Grants to 1% of Commonwealth taxation revenue, an outcome the Australian Local Government Association is pursuing on behalf of all councils.

THROUGH WALGA

WA road funding agreement

THE ASK

An improved State Road Funds to Local Government Agreement to replace the current Agreement, which provides 20% of vehicle licence fee revenue and expires in 2027–28. WALGA is representing the Shire in these negotiations.

THROUGH WSFN

WA state budget

THE ASK

Renewed funding for the Wheatbelt Secondary Freight Network, which carries the heavy grain freight responsible for much of the wear on local roads.

Positions of industry and local government bodies

The Shire's position is shared by peak bodies representing local government, agriculture and the freight industry, each of which is seeking increased investment in local roads.

BODY	DOCUMENT	POSITION
Australian Local Government Association	2026–27 Federal Budget Submission	Return Financial Assistance Grants to 1% of Commonwealth taxation revenue. See also its submission on productivity in Australia.
WA Local Government Association	Road funding advocacy	State Road Funds to Local Government Agreement, Roads to Recovery and Financial Assistance Grants. See also its Federal Budget 2026–27 response.

BODY	DOCUMENT	POSITION
Wheatbelt Secondary Freight Network	Program website	The strategy of 42 Wheatbelt local governments for safer, more efficient freight routes.
National Farmers' Federation	2026–27 Pre-Budget Submission	Financial Assistance Grants to 1% for local road repair, and reinstating Roads of Strategic Importance.
Australian Logistics Council	Submission to the federal inquiry	Increase and index Financial Assistance Grants and Roads to Recovery, with support for freight routes.
Australian Livestock and Rural Transporters Association	May 2026 Budget response (news report)	Local roads carrying livestock and farm supplies are part of the national freight network and should be funded as such.

Write to your Members of Parliament

Residents, businesses and industry bodies are encouraged to write to their Members of Parliament and the relevant federal Ministers, as a brief, personal letter describing the road you use and its impact is an effective way to support the Shire's advocacy. The request is the same regardless of which party is in government.

The four letters are included at the end of this document. Please complete the highlighted details and retain the resident, business or industry body paragraph that applies to you before emailing or posting the letter.

SEND TO	EMAIL
Mr Rick Wilson MP Federal Member for O'Connor	**rick.wilson.mp@aph.gov.au**
Mr Lachlan Hunter MLA Member for Central Wheatbelt	**lachlan.hunter@mp.wa.gov.au**
The Hon Catherine King MP Minister for Infrastructure, Transport, Regional Development and Local Government	**Minister.King@mo.infrastructure.gov.au**
The Hon Dr Jim Chalmers MP Treasurer	Online form (no public email)

Outside Pingelly? Find your Members through the **AEC electorate finder** and the **WA Electoral Commission**.

Information for road users

Primary producers, transport operators and local businesses are well placed to demonstrate the impact of road condition to decision makers, and information on tonnages, trips, repairs and delays gives the funding case valuable local substance.

Write as a business

Using the business paragraph in the letters above, describe the freight you carry, how frequently you use the road, and the cost of poor road condition in repairs, tyres and time.

Write as an industry body

Farming, grain and transport associations can use the industry body paragraph to write on behalf of their members, setting out what Wheatbelt roads carry for the industry and the cost of poor road condition to members.

Pothole or blocked culvert? Snap Send Solve it.

The Shire remains responsible for the day-to-day maintenance of local roads. Reports lodged through the free Snap Send Solve app are sent directly to the Shire, or you can contact the Shire on (08) 9887 1066.

iPhone

Android

[Your name]
[Your address]
[Email or phone]

[Date]

Mr Rick Wilson MP
Federal Member for O'Connor
PO Box 10415
Kalgoorlie WA 6430
rick.wilson.mp@aph.gov.au

Dear Mr Wilson,

Fair funding for local roads in the Shire of Pingelly

Resident: I live [where you live] in the Shire of Pingelly and rely on [road name]. [How the road affects you, e.g. corrugations and soft edges make the school bus trip slow and rough.]

Business: I operate a farm or transport business [where] in the Shire of Pingelly. We rely on [road name] to move [what you cart, e.g. 4,000 tonnes of grain each harvest]. [What poor road condition costs you in repairs, tyres or time.]

Industry body: I write on behalf of [organisation], which represents [number and type of members, e.g. 300 grain growers] who rely on local roads in the Shire of Pingelly and across the Wheatbelt. [What these roads carry for your industry and what poor road condition costs your members.]

(Keep the paragraph that applies to you and delete the others, including the label.)

The Shire of Pingelly already spends more on roads ($3.1 million) than it raises in total rates ($2.8 million), yet still faces a renewal gap of $2.2 million a year. Most of the funding for local roads is determined by the federal and state governments, not by the Shire.

Federal Financial Assistance Grants have fallen from 1% of Commonwealth taxation revenue in 1996 to 0.49% today. For Pingelly that means $2.14 million a year instead of $4.37 million, a shortfall of $2.23 million every year. That is almost exactly the gap in renewing our roads.

I ask you to support restoring Financial Assistance Grants to 1% of Commonwealth taxation revenue in the 2027–28 federal budget, so councils like ours can keep local roads safe.

I would welcome your advice on the action you will take to support this.

Yours sincerely,

[Your name]

[Your name]
[Your address]
[Email or phone]

[Date]

Mr Lachlan Hunter MLA
Member for Central Wheatbelt
PO Box 92
Northam WA 6401
lachlan.hunter@mp.wa.gov.au

Dear Mr Hunter,

Fair funding for local roads in the Shire of Pingelly

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Industry body: I write on behalf of [organisation], which represents [number and type of members, e.g. 300 grain growers] who rely on local roads in the Shire of Pingelly and across the Wheatbelt. [What these roads carry for your industry and what poor road condition costs your members.]

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Local roads in the Wheatbelt carry the State's grain and freight, but the funding to maintain them has not kept pace. Bitumen is up 23% and diesel 42% in the past year alone.

I ask you to support a larger share of vehicle licence fees for local roads in the next State Road Funds to Local Government Agreement, and renewed State funding for the Wheatbelt Secondary Freight Network.

I would welcome your advice on the action you will take to support this.

Yours sincerely,

[Your name]

[Your name]
[Your address]
[Email or phone]

[Date]

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
PO Box 6022, House of Representatives
Parliament House
Canberra ACT 2600
Minister.King@mo.infrastructure.gov.au

Dear Minister,

Fair funding for local roads in the Shire of Pingelly

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Federal Financial Assistance Grants have fallen from 1% of Commonwealth taxation revenue in 1996 to 0.49% today. For Pingelly that means $2.14 million a year instead of $4.37 million, a shortfall of $2.23 million every year. That is almost exactly the gap in renewing our roads.

At the same time, the cost of maintaining roads is rising quickly. Bitumen is up 23% and diesel 42% in the past year alone.

I ask you, as the Minister responsible for transport and local government, to restore Financial Assistance Grants to 1% of Commonwealth taxation revenue in the 2027–28 federal budget, and to ensure road funding programs such as Roads to Recovery keep pace with rising construction costs.

I would welcome your advice on the action you will take to support this.

Yours sincerely,

[Your name]

[Your name]
[Your address]
[Email or phone]

[Date]

The Hon Dr Jim Chalmers MP
Treasurer
PO Box 6022, House of Representatives
Parliament House
Canberra ACT 2600

Dear Treasurer,

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I ask you, as Treasurer, to restore Financial Assistance Grants to 1% of Commonwealth taxation revenue in the 2027–28 Budget, so councils like ours can keep local roads safe.

I would welcome your advice on the action you will take to support this.

Yours sincerely,

[Your name]