Shire of Pingelly

Our Roads 2026/27

Roads are our biggest job and our biggest cost. Here's what we look after, how we decide what gets done, and the funding gap we face.

59.7%
of our spending goes to roads: $3.1M

587 km
of local roads across 1,223 km²

376 km
unsealed gravel: nearly two thirds

15 bridges
inspected and maintained

$2.1M
of road value worn away every year

$1.76M
Supporting costs: rates, finance, audit, insurance, IT and governance.

Pothole or blocked culvert? Snap Send Solve it.

iPhone Android

Free app.
Or call
(08) 9887 1066

Key road projects

$1.81M in projects, about 80% grant funded

H1	**Milton Road** (SLK 3.90–5.20, 11.48–11.80) Rebuild and seal 0.87 km, culverts and drainage	**$709,123**
H1	**Bulyee Road** (SLK 0.5–1.3) Finish works: French drain and sealing	**$294,379**
H2	**Yenellin Road** Asset preservation: enrichment seal	**$108,839**
H1	**Aldersyde–Pingelly Road** Asset preservation: enrichment seal	**$80,972**
H1	**North Bannister–Pingelly Road** Asset preservation: enrichment seal	**$77,762**
H2	**Sharrow and Bodey Streets** Asset preservation: enrichment seal	**$172,286**
	Heavy Vehicle Rest Area Silo-style public toilet block	**$135,008**
	Footpaths and accessible parking Repairs for accessibility, new accessible bay	**$35,000**
H2	**Pasture Street** Reconstruct part to slow speed and introduce shade	**$200,000**
	Maintenance Focus on shoulder upgrades to protect road edges	**Network-wide**

Community Road Priorities

- **H1** Regional, freight and heavy vehicle routes
- **H2** Local and school bus routes
- **H3** Busier local roads
- **H4** Access roads, medium traffic
- **H5** All other roads

Each road is rated on **condition + road type**. Worst roads on the most important routes go first; urgent safety risks and emergencies can jump the queue.

Gravel roads

Winter grade
Held back this year by low moisture

After harvest
Usually helped by summer rain, which isn't guaranteed

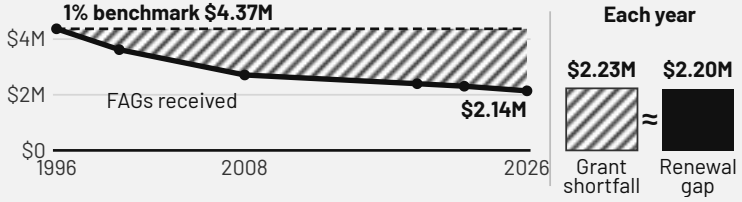
RAINFALL, MAY TO JUNE

2026	**47 mm**
Average	**136 mm**

Grading has been limited in winter 2026 due to the unusually dry conditions, to lengthen the life of the road.

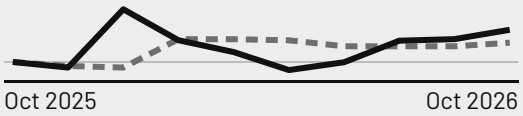
The funding gap

Federal grants (FAGs): 1% → 0.49% of national tax



The grant shortfall (hatched) almost exactly matches our **$2.20M** a year renewal gap, nearly all of it roads, plus **$1.39M** a year to clear the backlog. We already spend more on roads (**$3.1M**) than all rates raise (**$2.8M**).

Main input costs are rising



Diesel runs our graders, rollers, water carts and the trucks carting gravel and materials.

Bitumen binds every reseal and new seal.

Sources: 2026/27 Annual Budget, Asset Management Plan, Road Prioritisation Policy, Bureau of Meteorology, Main Roads WA, ACCC