

**From:** [Vernon Lawrence](#)  
**To:** [Gerry Zoetelief](#)  
**Cc:** [Alan Davies](#); [Paul Webb](#)  
**Subject:** RE: Gibb River-Kalumburu Road and Port Warrender Road  
**Date:** Thursday, 11 January 2024 10:26:02 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
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[image005.jpg](#)  
[image156131.png](#)  
[image826520.png](#)  
[image902987.png](#)  
[image458548.png](#)  
[image776258.jpg](#)

Hi Gerry,

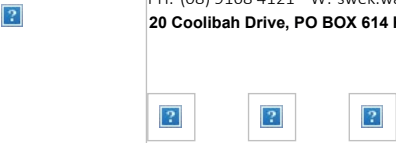
I am back in the office although still on leave. Thanks for the email, I will leave it up to Paul to progress from here. Thanks so much for all your help and assistance with our road network and navigating the politics of it all. Please don't retire anytime soon.

Take care.

Kind Regards,

**Vernon Lawrence**  
**Chief Executive Officer**

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**From:** Gerry Zoetelief <[gerry.zoetelief@mainroads.wa.gov.au](mailto:gerry.zoetelief@mainroads.wa.gov.au)>  
**Sent:** Thursday, 28 December 2023 3:05 PM  
**To:** Vernon Lawrence <[Vernon.Lawrence@swek.wa.gov.au](mailto:Vernon.Lawrence@swek.wa.gov.au)>  
**Cc:** Alan Davies <[alan.davies2@mainroads.wa.gov.au](mailto:alan.davies2@mainroads.wa.gov.au)>; Paul Webb <[Paul.Webb@swek.wa.gov.au](mailto:Paul.Webb@swek.wa.gov.au)>  
**Subject:** Gibb River-Kalumburu Road and Port Warrender Road

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Hello Vernon

Thanks for meeting with Alan and myself on 13 December to discuss the Gibb River Kalumburu Road, where the following was discussed:

#### **Gibb River - Kalumburu Road.**

1. For Main Roads to further assess the road classification, the Shire has been requested to provide more information (as requested in our letter last year) to assist in the assessment of the road and support the road being declared a Main Road. Information required includes the latest traffic data, locations/industry that the roads provides access to (e.g. No of Aboriginal communities, ports, tourist destinations, cattle stations), strategic purposes e.g. defence. It was also noted that if the road RAV rating was increased to allow triple road trains, then this would further support the importance of the road.
2. For Main Roads to consider reclassification of the road to a Main Road, then a prerequisite is that the road is included in Roads 2030. Therefore the Shire should withdraw its intention to remove this road from Roads 2030.
3. While our preliminary assessment indicated that it would not qualify to be reclassified a main road, if the strategic interests were considered and the road upgraded to a RAV 10 route then it may just qualify however this would always be subject to government approval and funding availability.
4. In the interim, Main Roads is willing to assist the Shire to manage the road and undertake maintenance and improvement works on the road, as well as undertake flood damage repairs on behalf of the Shire. To formalise this assistance, it is proposed that we enter into an MOU to define responsibilities with regard to the management of the road, funding and delivery of maintenance and improvement works.

5. The Shire will still fund the maintenance of the road and seek other funding from the available programs with MRWA assistance, but with MRWA undertaking the works, we should be able to get better outcomes with funding available and carry out the works in conjunction with the Gibb River Road works.
6. It is also proposed that Main Roads would undertake flood damage inspections, seek DRFAWA funding and undertake flood damage reinstatement works. Main Roads recently did this for the Shire of DWK this year which was approved by DFES. This would reduce the Shires exposure to carrying excessive cost burdens when undertaking DRFAWA works, which I understand is a major concern. Main Roads will seek formal agreement from DFES
7. As discussed, in my opinion the standard of the road is generally quite good (at least to the Port Warrender Road which is the access to the Mitchell River National Park)), however poor maintenance practices in recent years had seen the condition deteriorate and made more susceptible to wet season damage.

Please advise if you are in agreement with this proposal, and if so we will commence to develop a draft MOU for your consideration as well as approach DRFAWA to get their agreement.

I anticipate that the MOPU will cover the following:

- Asset Management responsibilities, eg road inspections, asset management/development strategy, updating of road information databases, reporting
- Road Management e.g. management of road closures and reopening, public advice, public feedback
- Funding responsibilities – maintenance and improvements, cost recovery etc
- Delivery of Works – delivery, inspections, reporting requirements etc
- Flood Damage Funding and Repairs
- Other??

### Port Warrender Road

1. Given the current standard of this road (a 4WD track), it could not be considered for reclassification as a main road
2. Main Roads is willing however to assist the Shire with maintenance activities on this road
3. As most traffic on this road services the Mitchell River National Park, Main Roads recommends that DBCA should be contacted and investigate what other funding opportunities there are to assist with the maintenance of the road (at least to the National Park)
4. As with other roads into National Parks/ Conservation Reserves such as the Bungle Bungles, most of these tracks are not being adequately maintained and some sections are could be considered dangerous at times of the year. (eg Port Warrender Road crosses the King Edward River which is fast flowing and vehicles often need to cross this when water level are above 0.5m)

Please advise if you would like main roads assistance to deliver maintenance works on this road, and if so it could be included in the MOU above. Please also advise if you support Main Roads approaching DBCA and investigating funding options for the road.

As I will be on leave until April, please contact Alan Davies if you have any queries or wish to discuss further

Regards

Gerry

### Gerry Zoetelief

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