



WALGA

WORKING FOR LOCAL GOVERNMENT

Report on Local Government Road Assets & Expenditure

2019-2020



Acknowledgements

A special note of appreciation is extended to Dr Chris Berry, Roads Consultant, for compiling this report. WALGA also wishes to thank Main Roads WA and all Local Governments for providing road and expenditure data used in this publication.

Photograph

Front Cover

- O'Loughlin Road, North Tammin

Photography by Audra de Pina

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Menzies-Sandstone Road, Menzies

Foreword



Local Governments in Western Australia trace their origins to the Roads Districts overseen by an elected council first established 150 years ago. Each Roads District had a sole focus on building and maintaining roads and bridges to support communication in the developing Swan River Colony. Today community expectations of Local Government are much broader and even expectations of the road network are diverse, increasing and at times seemingly conflicting.

Roads remain a critical part of the way in which communications and delivery of goods and services are maintained. COVID19 control measures restricted physical travel through 2020 and, as a community, we adapted by working from home and socialising locally. However, despite reduced travel, roads remained an essential lifeline for movement of goods and to enable access to services.

Western Australians are dependent on roads. Some 95% of the population over the age of 20 years hold a driver's licence and there are around 1.2 vehicles registered per person in this age bracket. Roads are not just infrastructure to allow people and goods to move from place to place, in urban areas roads are increasingly seen as a place, whether this be a safe suburban place where people can walk, cycle and meet for recreation, or an activity centre for shopping, dining and entertainment. Industry and business see roads as

a critical component of the supply chain and Local Governments have an important role contributing to the efficiency and international competitiveness of businesses through efficient freight. The never-ending drive for efficiency continues to see longer and heavy freight vehicles used across the network, which impacts on the costs of providing and maintaining roads. Roads are also seen as a place of conservation, in parts of the State much of the remaining native vegetation occurs only in road reserves.

In 2019/20 Local Governments spent nearly \$926 million on roads and paths. The \$208 million provided by the Federal Government and \$216 million from the State Government, including disaster reconstruction funding, were critically important. Local Governments acknowledge this funding and look forward to continuing strong partnerships with Federal and State Governments to fund the road network. Councils across the State continue to make difficult and important decisions about how to best prioritise the available funding to provide adequate maintenance as well as address the need to expand and improve network safety, capacity, efficiency and reliability.

Every road user has a reasonable expectation that they will not be injured or killed on the road. The physical road environment is one important part of the system that

is needed to keep road users safe. 58% of road fatalities and serious injuries in Western Australia occur on roads under the management of Local Governments and improvement of the safety provided by the road network needs to continue to receive increasing focus.

The extent of the path network for walking, cycling and other micro mobility vehicles has grown by over 10% in the past five years, while the length of the road network remained largely unchanged. In 2019/20 there was a \$194 million shortfall between actual expenditure on maintenance and that required to preserve the network in its current condition. This annual shortfall continues to grow, despite a 4.5% increase in maintenance expenditure over the past five years, as the cost of required maintenance activities grew at a faster rate.

This report is designed as a resource for all those with a stake in the Western Australian road network. I would like to acknowledge and thank the diligence of Local Governments in the provision of roads and related infrastructure and for providing the data that underpins this analysis and report.

Tracey Roberts JP
President

150 Years of Local Government Road Making

2021 marks the 150th anniversary of the establishment of Local Government in Western Australia.

The needs of the developing colony for some form of localised government was first recognised in the 1838 'Act to provide for the Management of Roads, Streets, and other Internal Communications, within the Settlement of Western Australia', reflecting the importance of communications in the fledgling colony. This was the first in series of legislative experiments in how roads should be funded and provided. Town trusts and a general road trust were formed, the forerunners of our first Councils, but these were heavily constrained and had limited success.

They were replaced in 1871 with eight municipalities and 21 road districts overseen by an elected Council.

Municipalities had broad responsibilities while the role of the roads boards was rather limited: 'the conservation, improvement, and making of all roads, and the erection, preservation, and repairs of new or existing bridges within the district'.

Roads boards had power to license all vehicles in a district from the *Cart Licensing Act 1873* and *Cart and Carriage Act 1876*. This is the origin of the user pays road funding system whereby Local Governments collected license fees and issued licence plates for their district. In the early years, all entities struggled to make much progress in building decent roads, for want of funds, as much as material, labour and expertise. Roads boards were never enthusiastic about levying property rates, preferring to subsist on

government grants and cart licences. It was only in 1906-7 that all boards were levying a rate.

The first roads tend to follow existing bush tracks, made by local Aboriginal people, and then the graziers, prospectors, and woodcutters, with their horse teams and wagons. Tracks were graded and gravelled into roads. New roads were cleared with a pick and shovel to a width of 24 feet and the tree stumps grubbed out. The work was largely done by contractors, mainly farmers who lived in the locality. Board members often secured this work as a valuable off-farm income, but this later became impossible under legislative amendments.

At Federation all roads in the new State of Western Australia, including main roads, were under the jurisdiction and



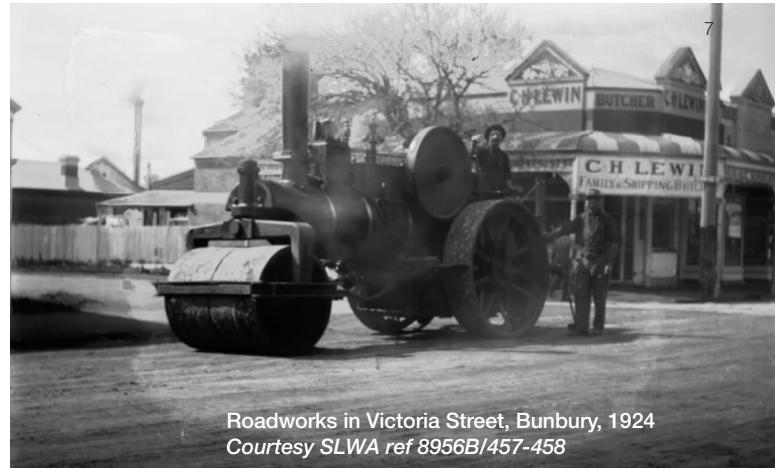
Motoring under difficulties between Northam and Merredin 1913
Courtesy SLWA ref 8956B/2137



Roadworks, St George's Terrace, 1924
Courtesy SLWA ref BA533/104



Winfield Street, Morawa, under construction, 1929
Courtesy SLWA ref BA1772/118-119



Roadworks in Victoria Street, Bunbury, 1924
Courtesy SLWA ref 8956B/457-458

control of Local Government. All the while it was becoming increasingly evident that the upkeep of main roads was beyond the capacity of Local Governments. 'Width of tires' legislation was passed 'to minimise the wear and tear of the roads, by limiting the weights to be carried and by regulating the width of tires of vehicles using such road'. As ownership of private motor vehicles increased, motoring enthusiasts formed the Automobile Club of Western Australia in 1905. They had an interest in improved roads, offering a gold watch prize in 1917 to the road board officer with the best-kept roads.

The Roads Act 1902 broke new ground, providing for the annual licensing of bicycles and motor cars, but as many owners were not

electors, there was concern about taxation without representation. The Perth Roads Board adopted by-laws providing for licensing for motor vehicles (fee £2) and drivers (5s) in 1908. Only one of each was licensed in the first year.

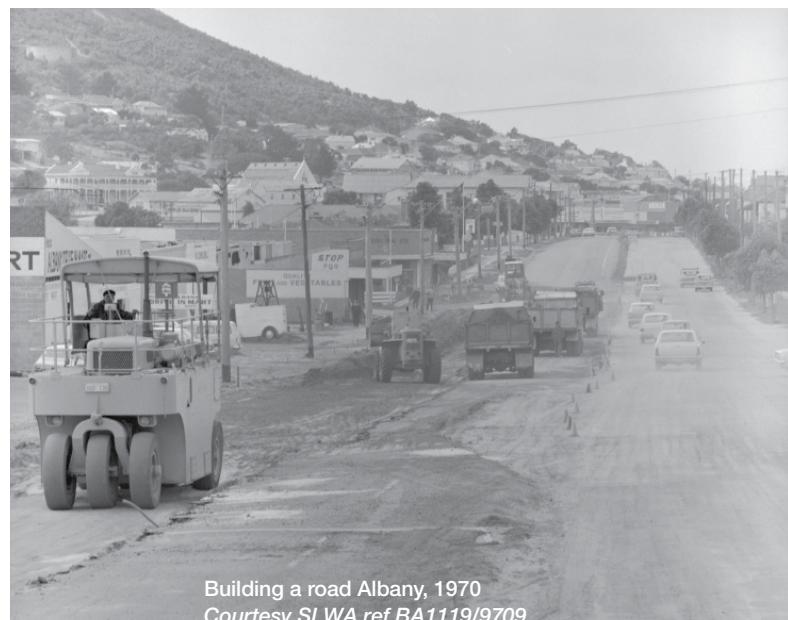
Districts would compete with each other to collect licence fees. One district would reduce its fees, and vehicle owners would rush to that district to take out licenses. Motor traffic originating from Perth often raised the hackles of other Councils, as Perth collected most of the licence revenue. The Government proposed to take over all vehicle licensing in a defined metropolitan area, with the fees to be provided back to the Local Governments as subsidies, provided they maintained

the roads. Western Australia was the only State in the Commonwealth where Local Governments collected traffic fees. Problems with different Local Government requirements led to the *Traffic Act 1919* to provide for state-wide licensing of drivers and registration of vehicles, and standardised speed limits.

Meanwhile Local Government road making practices were evolving, increasingly employing their own road crews and owning their own road plant. In the developing Wheatbelt, road making was a primitive business, initially being an unformed cleared strip of land, with gravel tipped on bad spots and spread with a shovel. Road work was typically managed via a system where local members supervised or authorised urgent work.



Metal surfacing Johnstone Street, Boddington, 1948
Courtesy SLWA ref BA2366/139-144



Building a road Albany, 1970
Courtesy SLWA ref BA1119/9709

150 Years of Local Government Road Making

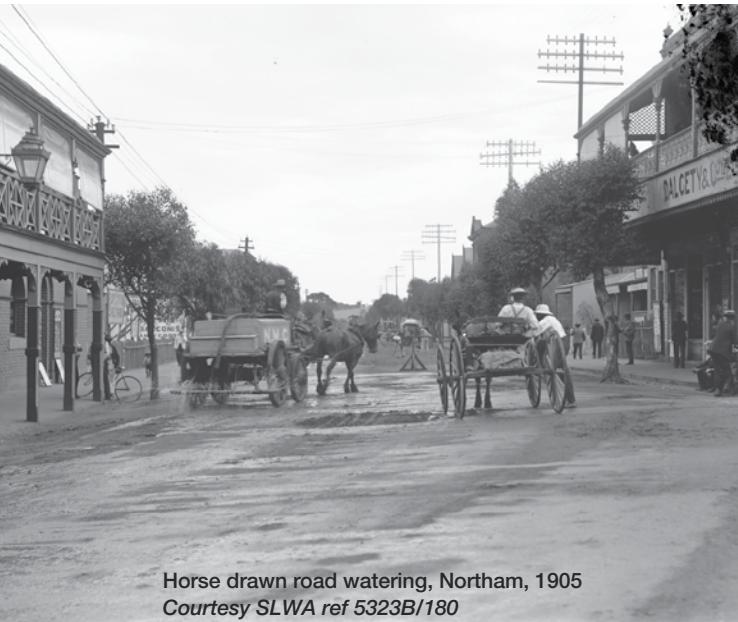
By the 1920s modernity was evident in the change to motor driven machines. As it was with vehicles using the roads, so it was with vehicles making the roads, a change from horsepower to machine power which rapidly became the predominant mode. Light power graders started to come into general use, keeping the roads in reasonable condition despite the rapidly increasing intensity of traffic.

By this time there were about 30,000 miles of surveyed road - main, minor, and cart tracks. Coupled with the change in motorised transport were increasing community expectations and a need for new funding arrangements. The Commonwealth provided road funding for the first time, a breakthrough of sorts, though it was funding for State Governments, not

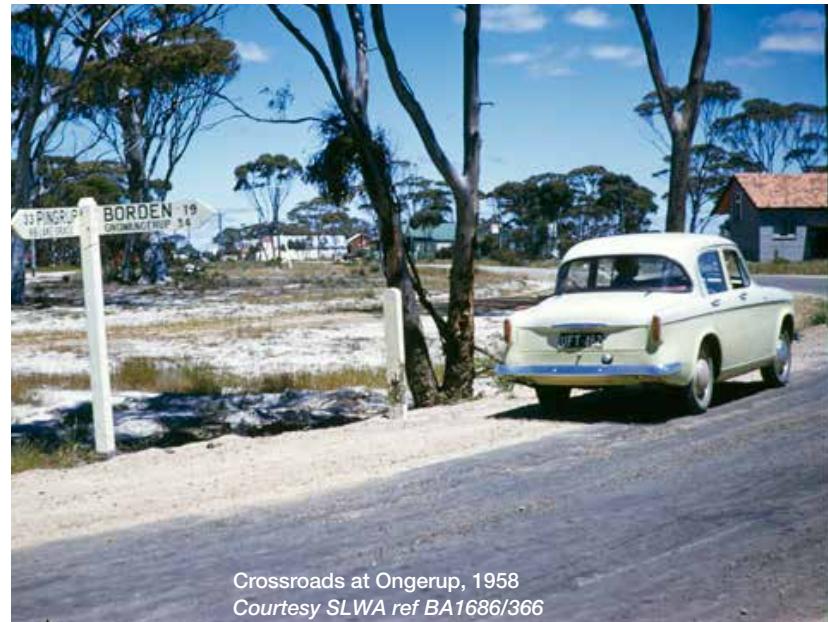
Local Governments. It was a catalyst for the formation of the Main Roads Board in July 1926. It worked in cooperation with Local Governments, taking over the development of significant roads, and providing assistance for others.

As always it was a challenge to get sufficient funds to maintain and improve the roads. Settlers arranged working bees to patch up the roads. Capel's ladies raised money by selling jams and pickles to help fund road improvements. It was clear that the upkeep of main roads had gone beyond the means of Local Government and in 1928 the State declared all main roads to be Government roads to relieve Local Governments of the obligation for their upkeep.

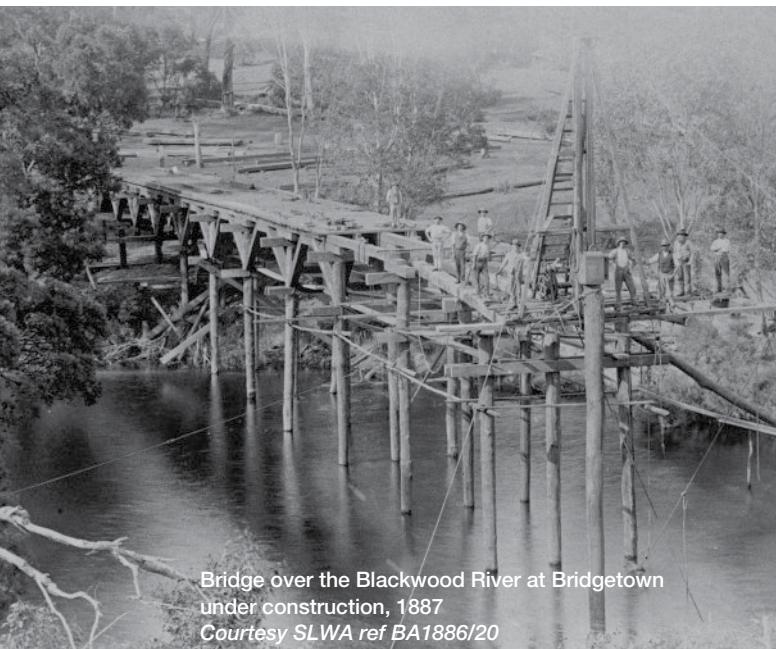
In the 1930's only three of the engineers employed by Local Government were members of the Institute of Engineers. Maintaining roads was a challenge during the years of Depression and World War Two, but after the war heavy machinery came into use and the contributory bitumen scheme introduced in 1954 had a huge impact on increasing the length of bitumen roads serving rural communities. It also played a major role in developing a strong relationship between Local Government and the Main Roads Department.



Horse drawn road watering, Northam, 1905
Courtesy SLWA ref 5323B/180



Crossroads at Ongerup, 1958
Courtesy SLWA ref BA1686/366



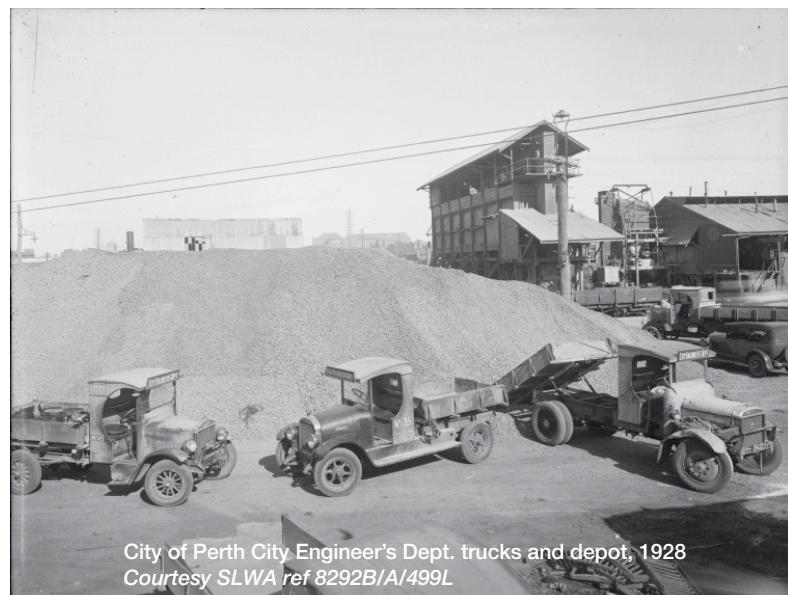
Bridge over the Blackwood River at Bridgetown under construction, 1887
Courtesy SLWA ref BA1886/20



Road grading using Wehr power grader Collie, 1925
Courtesy SLWA ref BA579/77 8292B/A/260L-262L



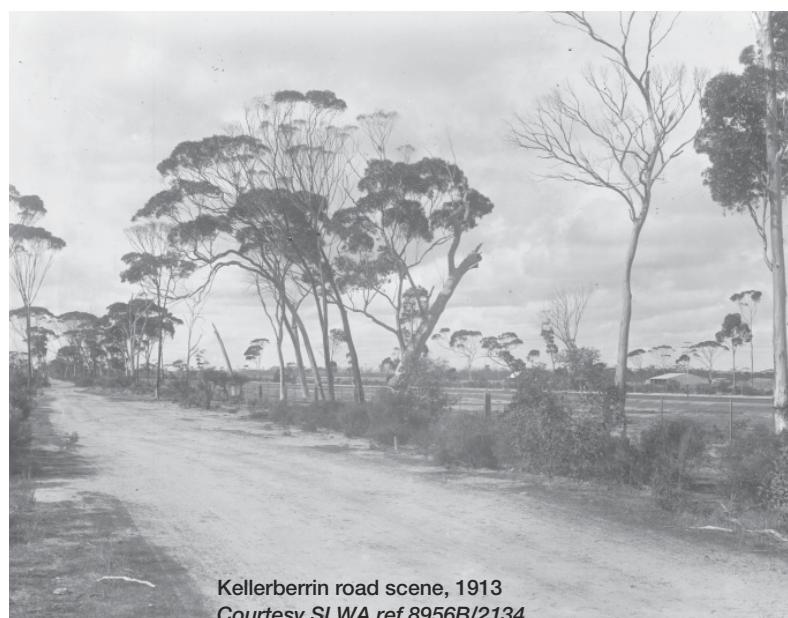
Perth City Council's new steam roller , 1904
Courtesy SLWA ref BA1200/348



City of Perth City Engineer's Dept. trucks and depot, 1928
Courtesy SLWA ref 8292B/A/499L



Perth Road Board's new Dennis Truck at Maylands, 1923
Courtesy SLWA ref 8292B/A/524-1,2



Kellerberrin road scene, 1913
Courtesy SLWA ref 8956B/2134

Conclusions

2019-2020 Report



Addis Street, Kalgoorlie

1. Local Government maintains approximately 127,000 kilometres of roads of which 31.8% are sealed. Local Government roads make up 87.2% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of \$30.26 billion as at 30 June 2020.
2. The written down value of the road network is \$16.72 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 55.3% for local roads compared to 62.9% for State highways and main roads in WA.
3. In 2019-20 the total expenditure on local roads was \$925.9 million, \$46.0 million less than in 2018-19, due to a significant drop in flood related expenditure, reflected also in the drop in State road funding (\$49.9 million). Expenditure from Local Government's own-source revenue also reduced by \$18.7 million.
4. In the five years 2015-16 to 2019-20 total road expenditure increased by 6.6% from \$868.9 million to \$925.9 million.

Conclusions 2019-2020 Report

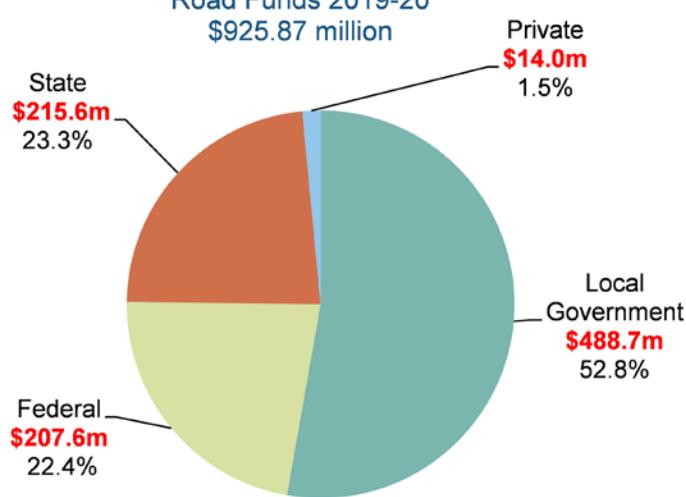
5. Statewide, Local Government provided 52.8% of its total road expenditure from its own resources. The Commonwealth Government provided 22.4%, the State Government 23.3%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 1.5% of the total road expenditure.
 6. Metropolitan Local Governments received approximately 30% of Federal and State funds while non-Metropolitan Local Governments received almost 70%.
 7. Expenditure on maintenance and renewal of the existing road network (\$607.11 million in 2019-20; net of flood damage reinstatement) has increased 4.5% in the five years from 2015-16 to 2019-20. Expenditure on upgrading and expansion (\$278.95 million in 2019-20) has increased by 17.2% since 2015-16.
 8. The estimated cost of maintaining WA's road network in its current condition in 2019-20 was \$800.8 million. Local Governments spent \$607.1 million on road preservation, a shortfall of \$193.7 million.
 9. The \$193.7 million shortfall in 2019-20 was \$37.9 million more than in 2018-19 and \$86.2 million more than in 2015-16.
 10. Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 Local Governments spent 19.2% of their revenue capacity on roads, with 14.4% exclusively on preservation.
 11. Local Governments in the Metropolitan Region have to spend only 9.0% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 they spent 12.5% of their revenue capacity on preservation, significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.
 12. Local Governments in the Wheatbelt South and Gascoyne Regions have the lowest capacity in the State to satisfy their road maintenance needs. Collectively, Local Governments in these regions would have to spend 103.1% and 97.9% respectively of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 the Gascoyne was able to spend only 6.9% of their revenue capacity, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.
 13. Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of the Wheatbelt South and Wheatbelt North Regions. Roads in these two regions are in a worse state than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.
- Important statistics are presented graphically in the following pages.*

Important Statistics

1. Sources of Local Government Road Funds

Total funding for Local Government roads was \$925.9 million in 2019-20, a reduction of \$46 million from the previous year. Local Governments provided 52.8% of their total road expenditure from their own resources (Figure 1). The Federal funds are primarily provided through the Financial Assistance Grants (untied road component) and include \$74.1 million of Roads to Recovery funds and \$7.6 million of Federal Black Spot funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$9.95 million of Black Spot funds.

Figure 1
Sources of Local Government Road Funds 2019-20
\$925.87 million

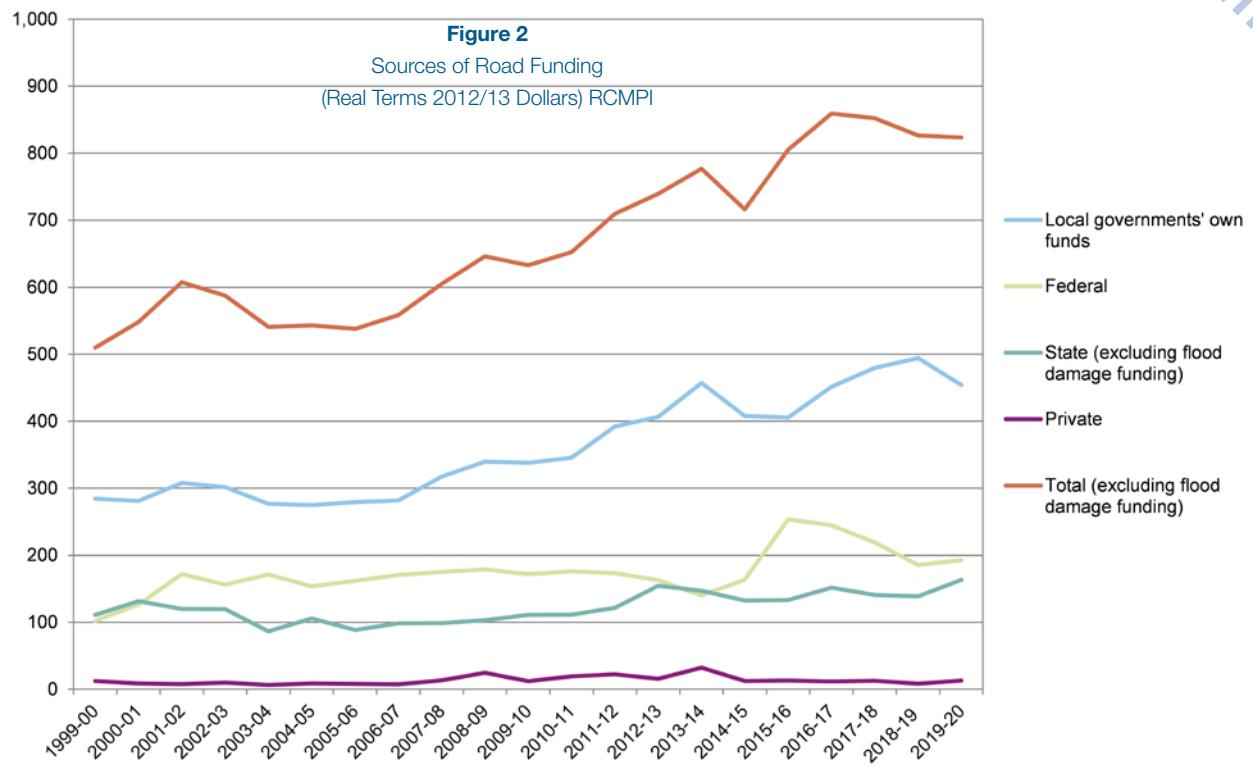


These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Road funding levels for the past 20 years are presented in Figure 2. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). The contribution of all sectors to the road funding task has increased over the long term, although there has been a slight drop in real term in the last year.

Local Government's contribution has increased significantly over the past 20 years. State Government contributions have increased too, in generally a flatter trajectory. The increase in Commonwealth funding in 2001-2 reflects the introduction of Roads to Recovery funding, with the increased funding from 2015-16 being particularly evident, with a further slight increase in 2019-20.

Important Statistics



State and Total funds excludes repair of flood damage.





Important Statistics

2. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on upgrading and capital expansion accounts for more than a quarter of total road expenditure (Figure 3). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic.

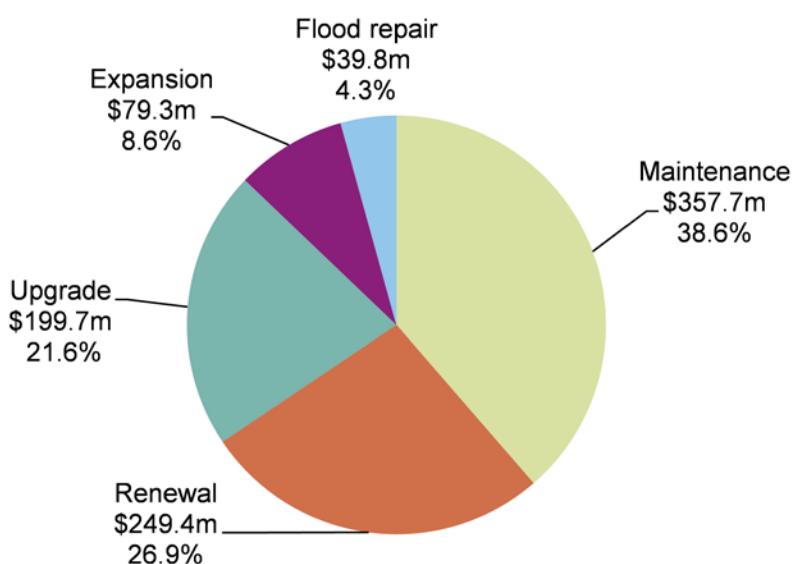
The \$249.4 million spent on renewal in 2019-20 represents about 0.82% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96%.

3. Types of Roads

Local Government is responsible for 126,993 kilometres of roads representing 87.2% of the State's public road network.

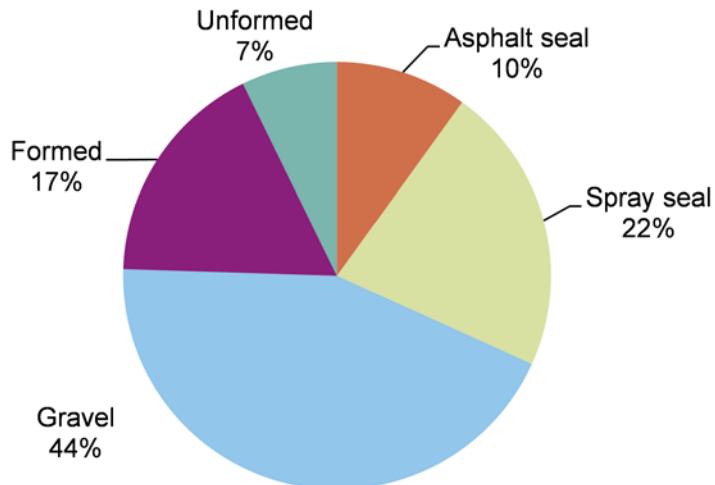
Only 31.8% of the roads are sealed. The remaining 68.2% (86,652 kilometres) have a gravel or natural surface.

Figure 3
Local Government Road Expenditure 2019-20
\$925.83 million



Road expenditure includes bridges.

Figure 4
Types of Local Government Roads 2019-20
(Total Length 126,993km)



Important Statistics

4. Shortfall Between Road Preservation Needs and Expenditure

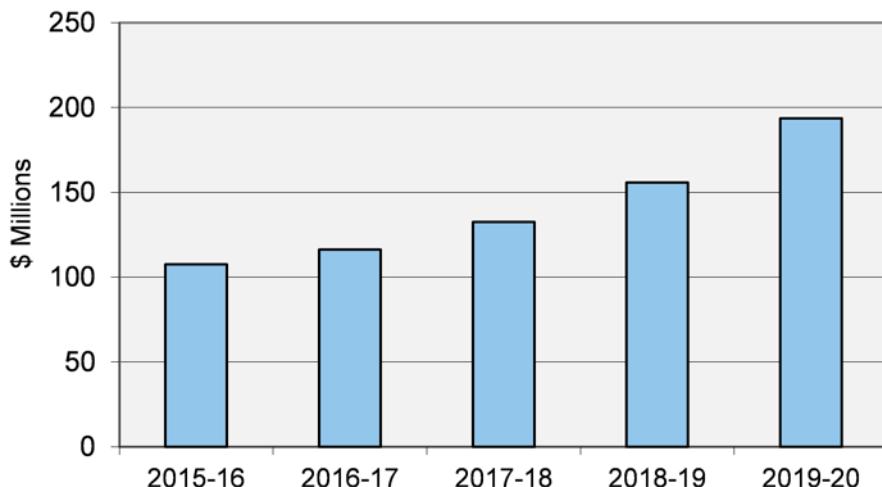
Excluding expenditure on repairing flood damage (\$39.8 million), Local Governments spent \$607.1 million on road preservation. This is \$193.7 million less than the \$800.8 million required to maintain roads at their current condition (Figure 5). The \$193.7 million shortfall in 2019-20 is \$37.9 million more than in 2018-19 and \$86.2 million greater than in 2015-16.

It is clear that the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs.

5. Expenditure on Road Preservation and Capital Upgrading and Expansion

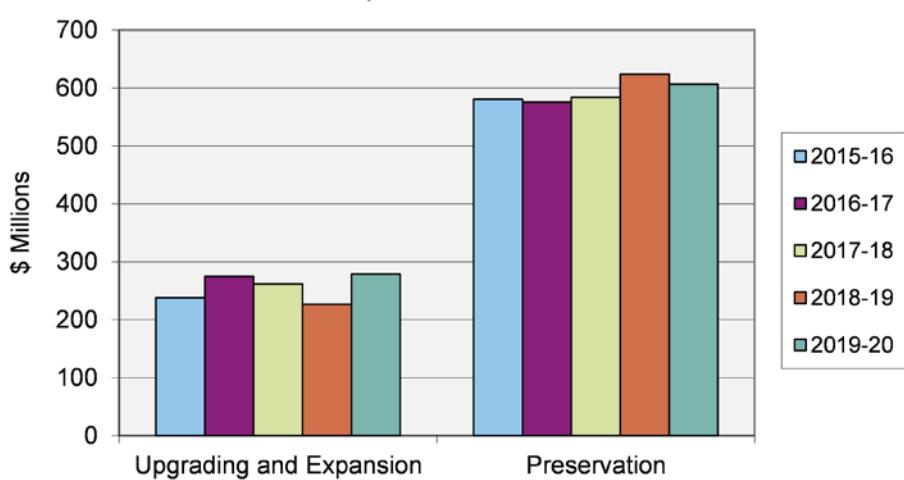
Expenditure on road preservation has increased by 4.5% over the five years from 2015-16 to 2019-20 while expenditure on upgrading and capital expansion has increased by 17.2% (Figure 6). Expenditure on upgrading and expansion has risen to its highest level, while there was a slight reduction in preservation effort.

Figure 5
Shortfall between Preservation Need and Expenditure



The shortfall has increased from \$155.74 million in 2018-19 to \$193.7 million in 2019-20 and is \$86.2 million more than in 2015-16.

Figure 6
Expenditure Trends



Excludes flood damage funding.

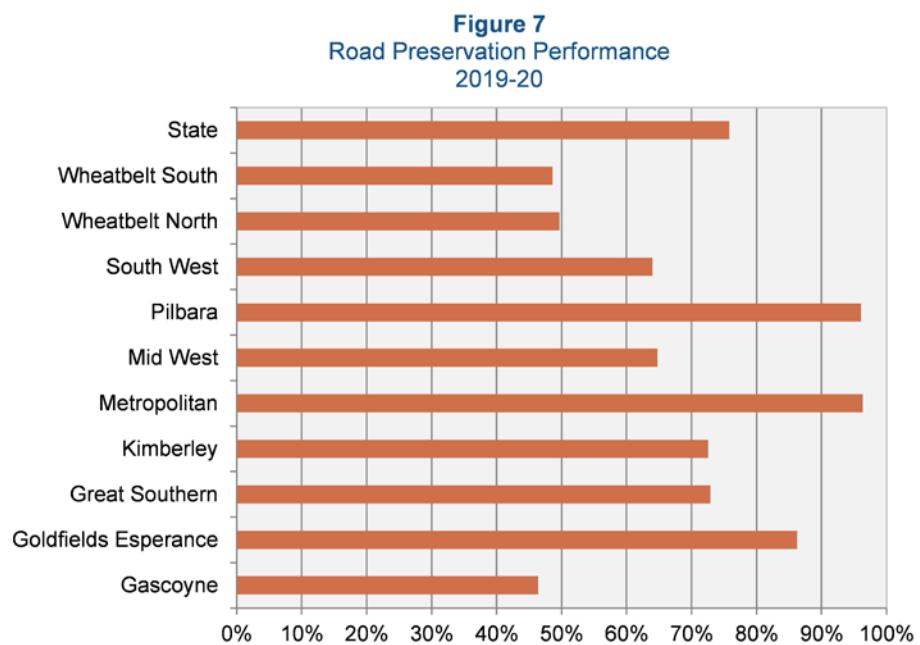


Important Statistics

6. Road Preservation Performance

Road preservation performance is the percentage of the amount spent on road preservation over the amount that should have been spent to maintain roads at their current condition (Figure 7).

Overall State Performance is 75.8%, which means that Local Governments spent 75.8% of the amount required to maintain their roads at their current condition. However, this performance is heavily influenced by the Metropolitan Region which had a very high performance of 96.4%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 63.6%. The preservation performance varies widely between the regions from 96.4% for the Metropolitan Region to 46.4% for the Gascoyne and 48.6% for the Wheatbelt South Region. Preservation performance has improved in the Pilbara to 96.1%, almost at the same level as the Metropolitan region.



Important Statistics

7. Capacity to Fund Road Preservation Needs and Local Government Road Expenditure from its Own Resources

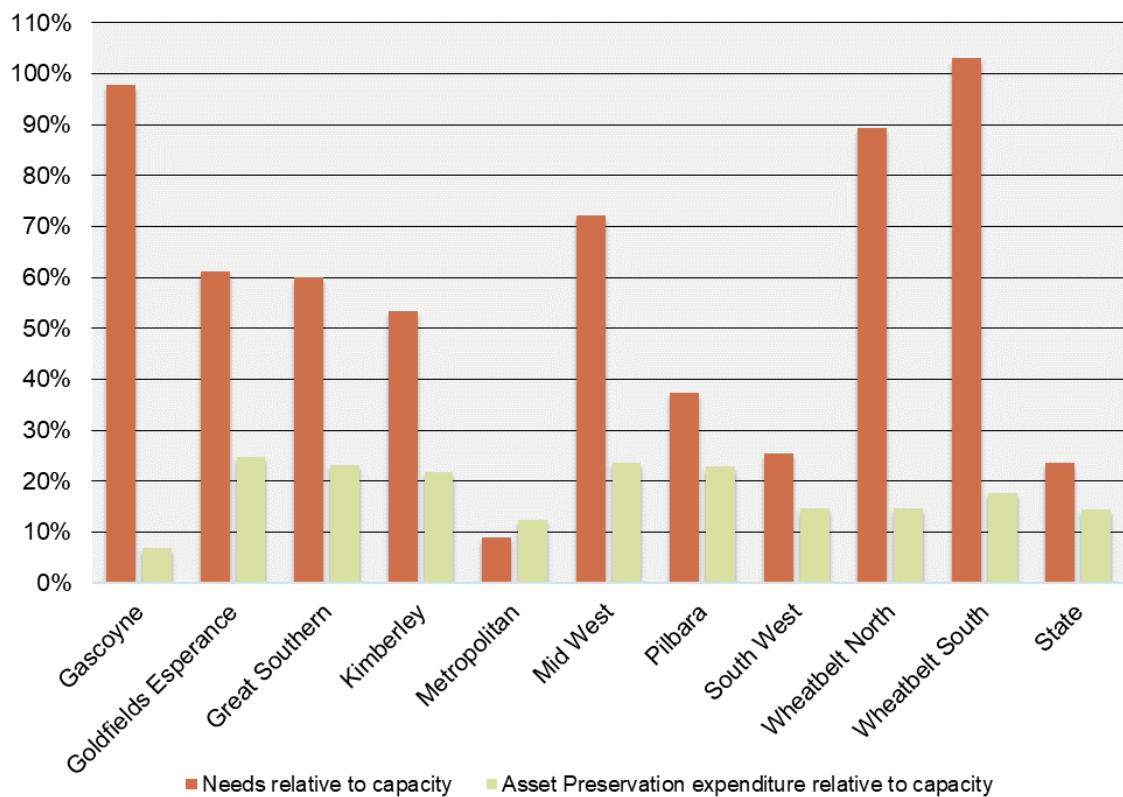
Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 Local Governments spent 14.4% of their estimated revenue capacity on road preservation, about 9% less than the required 23.7%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 8) from 9% for the Metropolitan Region to 103% for Wheatbelt South.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity (Figure 8), averages 14.4% for the State and ranges from 6.9% for the Gascoyne Region to 24.8% for Goldfields Esperance.

Figure 8 also highlights the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Wheatbelt South Region would have to spend 103% of their revenue capacity to meet their road preservation needs but were able to spend only 17.7%. Local Governments in the Metropolitan Region would have to spend only 9.0% of their revenue capacity to meet their preservation needs but spent 12.5 %.

Figure 8
Percentage Revenue Capacity required to meet net Preservation Needs compared to Actual percentage





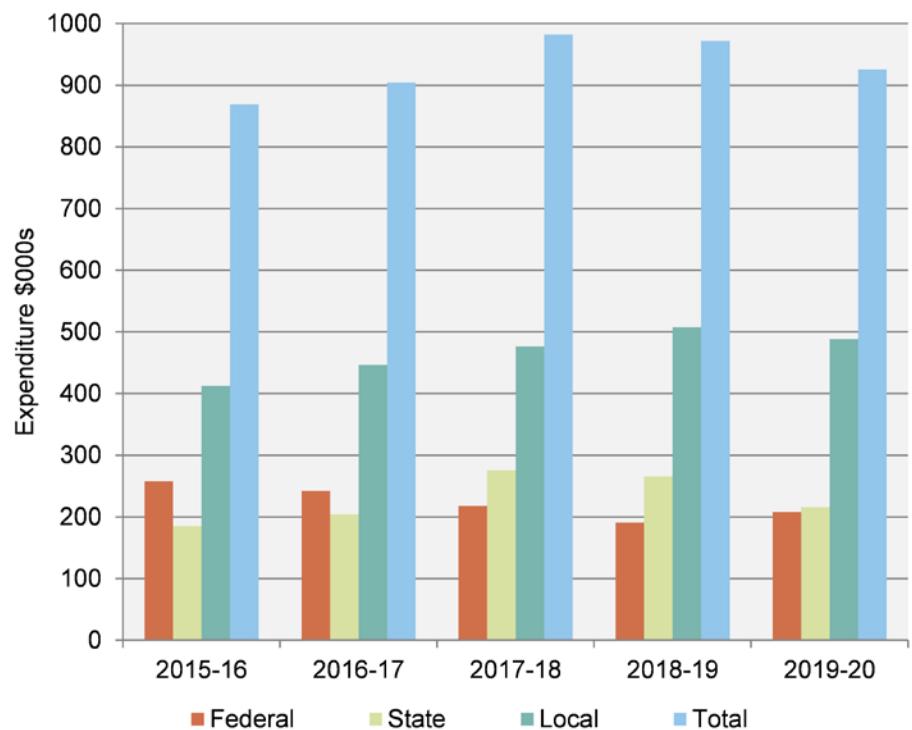
Farina Road, Elachbutting

8. Total Local Government Road Expenditure 2015-16 to 2019-20

Figure 9 shows that:

- Total funding increased by 6.6% between 2015-16 and 2019-20, but was \$46 million less than in 2018-19, largely due to reduced requirement for flood damage reinstatement.
- Local Government funds increased by 18.4% between 2015-16 and 2019-20, but in 2019-20 was \$18.7 million less than in 2018-19.
- Federal road funds in 2019-20 were 19.6% less than five years previously, reflective somewhat of Local Government preferences for timing of roads to recovery funding.
- State Government funding including disaster reconstruction work increased by 16.4% over the last five years.

Figure 9
Federal State and Local Government Funds



State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA but includes flood damage funding.

Important Statistics

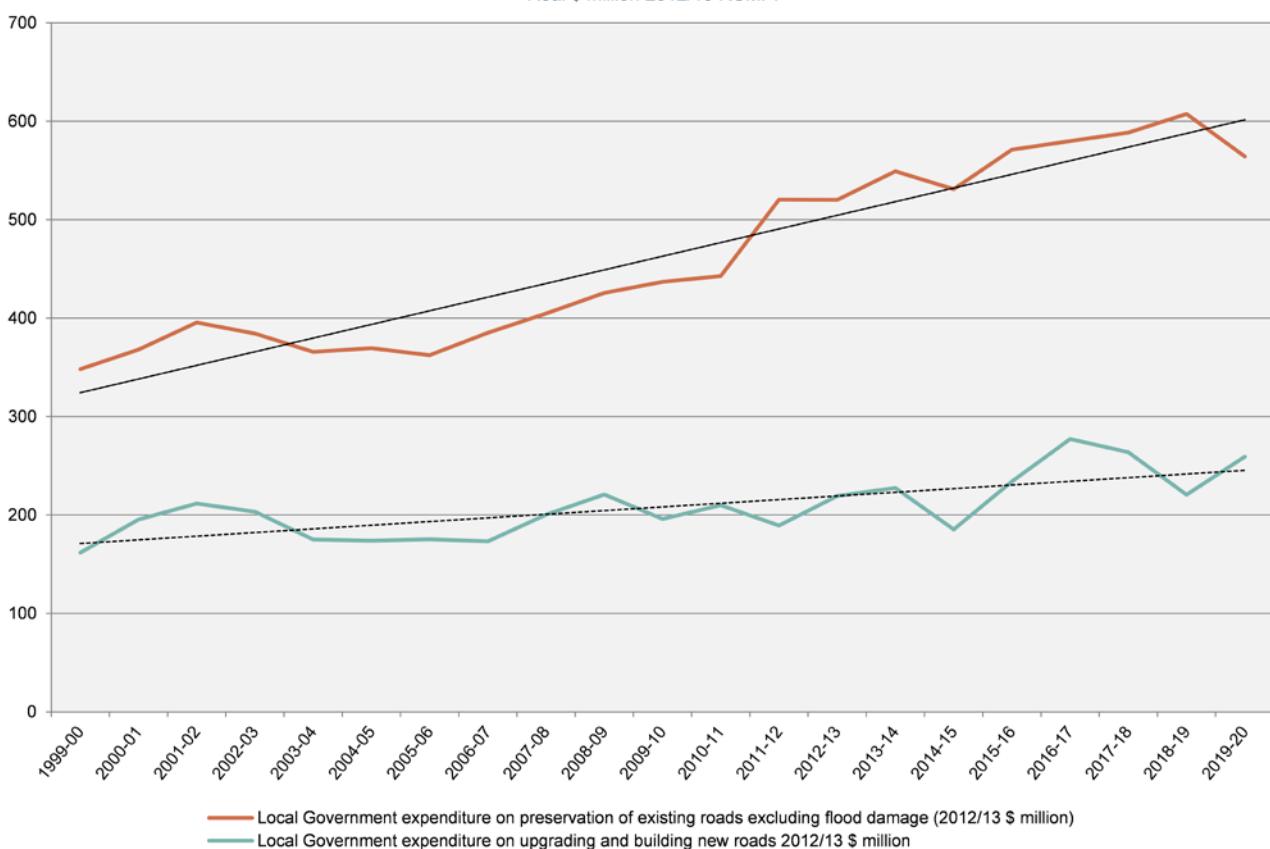
9. Change in expenditure 20 years 2000-01 to 2019-20

Figure 10 shows the expenditure trend over 20 years 2000-01 to 2019-20. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI).

Expenditure on both preservation and upgrade and expansion has increased significantly over

the long term. Expenditure on preservation has increased 53%, from \$367.9m to \$561.30m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (32%), from \$195.4m to \$257.9m. Over the same period, the State's population has increased by 40.7% and the number of licenced motor vehicles by 67.5%.

Figure 10
Expenditure on Roads by Purpose
Real \$ million 2012/13 RCMPI





- Orange Spring Road, Orange Springs
- Priority 4 listed Flora, *Dodonaea hackettina* protected during the works

Report on Local Government Road Assets and Expenditure 2019-2020

1. Introduction

This report is a comprehensive assessment of Local Government road assets and expenditure in Western Australia. It discusses the Replacement Value and Written Down Value for all Local Government roads and bridges and compares current expenditure levels with the amount needed to maintain Local Government roads at their present condition.

The report is based on expenditure statistics provided by Local Governments.¹

The report covers funds that are under the direct control of Local Governments and are spent by them. Funds allocated to Local Government roads for expenditure by Main Roads WA are not included in this report.

The report covers all Local Government roads, bridges, culverts, paths and dual use paths. The road asset valuations include traffic management devices, kerbs, paths, verge improvements and drainage within the road reserve. They do not include the value of land.

The Local Government Road Task

The roads of Western Australia perform a critical task of moving people and freight around the State and its cities and towns and underpin the functioning of our economy and society.

Local Government in WA maintains about 127,000km of roads connecting to around 18,600km of State or National highways and other main roads managed by the State Government. Additionally there is 38,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.²

The roads serve the State's population of over 2.66 million and are used by the 2.28 million vehicles driven by more than 1.86 million licence holders. Collectively these vehicles travelled an estimated 27.4 billion kilometres in 2019-20, including 18.0 billion kilometres in the Perth metropolitan region, representing a reduction in kilometres travelled of more than 6% on the previous year despite an increase in the number of vehicles and licence holders. This is likely influenced by COVID19 related community lockdown measures commencing in March 2020.

Local Government Roads around Australia – an overview

Western Australia accounts for 10.4% of the national population but 19.4% of local road length. The disproportionate length of roads in the State is a function of the size of State. This is also reflected in the number of people per kilometre of road. The cost of maintaining a kilometre of Local Government road in New South Wales is shared between 56 people, while in Western Australia this cost is shared between just 21 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for all but the highest order roads.

¹ 136 Local Governments provided data and estimates were made for the remaining one.

² <https://annualreports.mainroads.wa.gov.au/AR-2020/appendices/road-facts-summary-sheet.html>

Table 1: Key User Statistics

| | 2018-19 | 2019-20 | Change |
|---|-----------|-----------|--------|
| Resident population | 2,621,509 | 2,661,936 | 1.5% |
| Registered motor vehicles | 2,245,000 | 2,278,000 | 1.5% |
| Licence holders | 1,847,963 | 1,864,453 | 0.9% |
| Vehicle kilometres travelled, WA (Billion) | 28.57 | 27.35 | -6.0% |
| Vehicle kilometres travelled, Perth (Billion) | 18.71 | 17.97 | -5.9% |

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2020

Report on Local Government Road Assets and Expenditure 2019-2020

Table 2: Local Government Roads in Australia

| | NSW | Vic | Qld | SA | WA | Tas | NT | Australia |
|---|------------|------------|------------|-----------|-----------|------------|-----------|------------------|
| Population (30 June 2020) | 8,164,128 | 6,694,884 | 5,174,437 | 1,769,319 | 2,661,936 | 540,569 | 245,980 | 25,687,041 |
| Per cent of National | 31.8% | 26.1% | 20.1% | 6.9% | 10.4% | 2.1% | 1.0% | 100.0% |
| Local Road Length (km) | 146,530 | 131,184 | 149,278 | 78,198 | 127,977 | 14,162 | 13,268 | 660,597 |
| Per cent of National Local Road Length | 22.18% | 19.86% | 22.60% | 11.84% | 19.37% | 2.14% | 2.01% | 100.0% |
| Population per km | 55.7 | 51.0 | 34.7 | 22.6 | 20.8 | 38.2 | 18.5 | 38.9 |

Source: Based on Bureau of Infrastructure, Transport and Regional Economics 2020.

Note: The ACT is not included as all local roads are managed by the Territory government.

2. The Reporting System

The reporting system used in this report is based on three asset related values:

Replacement value is the current cost of replacing the road assets. It provides a datum from which the consumption of roads can be assessed.

Written down value is the current value after allowing for depreciation. The difference between replacement value and written down value represents the amount consumed.

Required preservation expenditure is the estimated cost of maintaining roads at their current condition. It provides a datum against which actual expenditure performance can be compared.

Estimates of replacement cost were based on road inventory data from Main Roads WA and road costs from the WA Local Government Grants Commission. Estimates of written down value were based on road age data obtained from Main Roads WA.

The unit costs used in estimating the current replacement value and the required preservation expenditure are provided in Appendix 1. The standards are provided in Appendix 2 and the formulae used in the valuations are provided in Appendix 3. Appendix 4 provides an explanation of terms. The statistics presented in this report in Appendices 5 to 14 are grouped into the ten Local Government Regional Road Groups that are responsible for recommending allocations of State funds to the State Road Funds to Local Government Advisory Committee. This provides the Regional Road Groups with key information for use in their consideration of road funding issues.

The Regional Road Groups are not suitable for benchmarking because of the wide diversity in the Local Governments in each Road Group. For example, the City of Greater Geraldton is in the same Regional Road Group as the Shire of Murchison. To provide better information for benchmarking,

another set of statistics is presented in Appendices 15 to 20 in which non-Metropolitan Local Governments are grouped into six groups each made up of Local Governments with broadly similar populations. The City of Greater Geraldton is grouped with other Country Cities and the Shire of Murchison is grouped with Pastoral Shires.

The six groups of Local Governments with similar characteristics are:

- Country cities with populations over 20,000
- Country towns with populations 10,000 to 20,000
- Country towns with populations 5,000 to 10,000
- Country Shires with populations 2,000 to 5,000
- Country Shires with populations less than 2,000
- Pastoral Shires with populations less than 2,000.

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3. Local Government Roads and Bridges

Local Government is responsible for 126,993 kilometres of roads representing 87.2% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 31.8% of the roads are sealed. A total of 86,652 kilometres have a gravel or natural surface.

Total road length has reduced slightly (0.9%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 9.4%, while six regions have had reductions in road length. These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided

in Appendices 5 to 14. Road area statistics are provided in the appendices for sealed roads.

Local Governments are responsible for bridges on local roads. A bridge is defined as a structure with a clear opening in any span of greater than three metres measured between the faces of abutments. Bridge statistics are presented in Table 4.

Table 3: Local Road Statistics 30 June 2020 (road lengths - kilometres)

| Region | Asphalt Seal | Sprayed Seal | Gravel | Formed | Unformed | Total |
|-----------------------------|---------------|---------------|---------------|---------------|--------------|----------------|
| Gascoyne | 12 | 526 | 1,898 | 1,412 | 369 | 4,218 |
| Goldfields Esperance | 201 | 1,404 | 7,379 | 3,693 | 4,410 | 17,086 |
| Great Southern | 196 | 2,941 | 7,462 | 1,549 | 337 | 12,485 |
| Kimberley | 10 | 648 | 1,837 | 1,066 | 1,019 | 4,579 |
| Metropolitan | 10,415 | 3,396 | 202 | 49 | 22 | 14,085 |
| Mid West | 168 | 2,985 | 7,999 | 4,481 | 1,347 | 16,980 |
| Pilbara | 217 | 511 | 2,054 | 2,587 | 557 | 5,927 |
| South West | 1,310 | 4,826 | 3,723 | 648 | 156 | 10,663 |
| Wheatbelt North | 87 | 6,581 | 12,877 | 3,744 | 649 | 23,938 |
| Wheatbelt South | 19 | 3,890 | 10,106 | 2,682 | 337 | 17,033 |
| State Total | 12,634 | 27,708 | 55,538 | 21,911 | 9,203 | 126,993 |
| As % of total length | 9.9% | 21.8% | 43.7% | 17.3% | 7.2% | 100% |

Table 4: Local Government Bridge Statistics 30 June 2020 (bridge area - square metres)

| Region | Number of Bridges | Concrete and Steel | Timber with Concrete Overlay | Timber without Concrete Overlay | Foot Bridges | All Bridges |
|----------------------|-------------------|--------------------|------------------------------|---------------------------------|--------------|----------------|
| Gascoyne | 5 | 6,590 | 0 | 0 | 272 | 6,862 |
| Goldfields Esperance | 4 | 892 | 0 | 0 | 0 | 892 |
| Great Southern | 69 | 1,316 | 8,950 | 1,359 | 654 | 12,279 |
| Kimberley | 12 | 2,627 | 0 | 0 | 0 | 2,627 |
| Metropolitan | 142 | 21,725 | 9,274 | 1,030 | 1,443 | 33,473 |
| Mid West | 22 | 5,027 | 0 | 230 | 0 | 5,256 |
| Pilbara | 28 | 5,707 | 0 | 0 | 0 | 5,707 |
| South West | 283 | 26,109 | 28,749 | 4,821 | 278 | 59,957 |
| Wheatbelt North | 112 | 7,758 | 14,369 | 2,525 | 0 | 24,652 |
| Wheatbelt South | 223 | 6,866 | 16,967 | 5,638 | 181 | 29,652 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 181,358 |

Bridge statistics for individual Local Governments are provided in Appendices 5 to 14.

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Local Governments are responsible for more than 16,000 kilometres of paths associated with local roads (Table 5). Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.

Table 5: Footpaths and Dual Use Paths 30 June 2020 (length - kilometres)

| Region | Bitumen and Concrete Footpaths | Dual Use Paths | Gravel Footpaths | All |
|----------------------|--------------------------------|----------------|------------------|---------------|
| Gascoyne | 62 | 39 | 20 | 121 |
| Goldfields Esperance | 414 | 175 | 21 | 609 |
| Great Southern | 267 | 87 | 32 | 386 |
| Kimberley | 148 | 50 | 9 | 208 |
| Metropolitan | 8,044 | 2,867 | 93 | 11,003 |
| Mid West | 244 | 92 | 96 | 433 |
| Pilbara | 213 | 174 | 0 | 387 |
| South West | 1,149 | 717 | 214 | 2,079 |
| Wheatbelt North | 277 | 140 | 396 | 814 |
| Wheatbelt South | 123 | 76 | 111 | 310 |
| State | 10,940 | 4,418 | 993 | 16,350 |

Based on data provided by Local Governments to the WA Local Government Grants Commission.

**Table 6: Changes in the Local Road Network, 5 Years 2015-16 to 2019-20
(road lengths - kilometres)**

| Type of Road | 2015-16 | 2019-20 | Change |
|-------------------------------------|----------------|----------------|--------------|
| Sealed roads in built up areas | | | |
| - asphalt seals | 11,973 | 12,634 | 5.5% |
| - sprayed seals | 3,746 | 3,692 | -1.4% |
| Sealed roads outside built up areas | | | |
| - sprayed seals | 23,430 | 24,015 | 2.5% |
| Gravel roads | 54,060 | 55,538 | 2.7% |
| Formed roads | 23,301 | 21,911 | -6.0% |
| Unformed roads | 10,994 | 9,203 | -16.3% |
| All roads | 127,504 | 126,993 | -0.4% |

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Some roads are reclassified as State roads and some are closed. Changes in the road network since 2015-16 are shown in Table 6.



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Changes in bridge statistics since 2015-16 are shown in Table 7.

Excluding the Metropolitan Region, the overall number of bridges continues to slowly reduce, as older bridges are replaced where possible by culverts, particularly in the South West and Wheatbelt. Timber bridges with concrete overlay continue to increase, reflecting the long standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life.

Changes in path statistics since 2015-16 are shown in Table 8.

In 2016 legislation was changed to allow cycling on footpaths. This is likely to have resulted in the redesignation of some dual use paths to footpaths.

Table 7: Changes in Bridge Statistics, 5 Years 2015-16 to 2019-20 (bridge area - square metres)

| Type of Bridge | 2015-16 | 2019-20 | Change |
|---|----------------|----------------|-------------|
| Number of bridges | 907 | 900 | -0.8% |
| Concrete and steel bridges | 66,576 | 84,618 | 27.1% |
| Timber bridges with concrete overlay | 77,503 | 78,309 | 1.0% |
| Timber bridges without concrete overlay | 18,687 | 15,603 | -16.5% |
| Foot bridges | 2,462 | 2,828 | 14.9% |
| All bridges | 165,228 | 178,530 | 8.1% |

**Table 8: Changes in Paths Statistics
5 years 2015-16 to 2019-20 (path lengths - kilometres)**

| Type of Path | 2015-16 | 2019-20 | Change |
|--------------------------------|---------------|---------------|--------------|
| Bitumen and concrete footpaths | 9,401 | 10,940 | 16.4% |
| Gravel footpaths | 483 | 993 | 105.5% |
| Dual use paths | 4,959 | 4,418 | -10.9% |
| All paths | 14,844 | 16,350 | 10.1% |





Lockyer Road, Clackline

4. Expenditure on Local Government Roads and Bridges

In 2019-20 total spending on local road infrastructure was \$925.8 million. This is \$46 million lower than the previous year, due to a significant drop in flood related expenditure, reflected also in the drop in State road funding (\$49.9 million). Expenditure from Local Government's own-source revenue also reduced (\$18.7 million). Federal funds increased by \$17 million, as a Roads to Recovery program (2019-2024) was commenced.

Over the five years 2015-16 to 2019-20 the annual total road expenditure has increased by 6.6% from \$868.9 million to \$925.9 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 8.2%.

2019-20 was the first year of the Federal Government's five year extension to the Roads to Recovery Program (2019-20 to 2023-2024) which is expected to provide \$370.55 million for local roads in WA. Under current policy 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

Note that the State Government grants excludes funds allocated to Local Government roads for expenditure by Main Roads WA. Table 9 includes Roads to Recovery, Royalties for Regions and Black Spot funds.

A more detailed breakdown of these funds is shown in Table 10.

Table 9: Sources of Road Funds 2015-16 to 2019-20 (\$ millions)

| Source | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Total 5 years | Change over 5 years |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|----------------|---------------------|
| Local Governments' own funds | 412.6 | 446.3 | 476.4 | 507.4 | 488.7 | 2,331.3 | 18.4% |
| Federal | 258.1 | 242.4 | 217.7 | 190.5 | 207.5 | 1,116.3 | -19.6% |
| State | 185.2 | 204.2 | 275.6 | 265.5 | 215.6 | 1,146.0 | 16.4% |
| Private | 13.1 | 11.5 | 12.5 | 8.5 | 14.0 | 59.5 | 7.1% |
| Total | 868.9 | 904.3 | 982.2 | 971.8 | 925.9 | 4,653.1 | 6.6% |
| Total (net of flood funding) | 819.1 | 850.7 | 846.2 | 850.6 | 886.1 | 4,252.6 | 8.2% |

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Table 10: Roads to Recovery, Royalties for Regions and Black Spot Funds 2015-16 to 2019-20 (\$ millions)

| Year | Roads to Recovery | Royalties for Regions | Black Spot Federal | Black Spot State |
|--------------|-------------------|-----------------------|--------------------|------------------|
| 2015-16 | 131.82 | 16.71 | 12.05 | 9.92 |
| 2016-17 | 120.85 | 21.03 | 9.06 | 9.36 |
| 2017-18 | 98.31 | 5.18 | 7.70 | 10.52 |
| 2018-19 | 66.08 | 0.32 | 6.78 | 9.16 |
| 2019-20 | 74.11 | 0.87 | 7.63 | 9.95 |
| Total | 491.17 | 44.10 | 43.21 | 48.92 |

The sources of road funds in 2019-20 for the ten Regional Road Groups are listed in Table 11.

Table 11: Sources of Local Government Road Expenditure 2019-20 (\$ thousands)

| Region | Federal | State | Private | Local Government | Total |
|---|----------------|----------------|---------------|------------------|----------------|
| Gascoyne | 5,392 | 15,769 | 13 | 1,450 | 22,624 |
| Goldfields Esperance | 20,326 | 13,947 | 1,821 | 27,478 | 63,572 |
| Great Southern | 15,099 | 14,275 | 341 | 20,959 | 50,674 |
| Kimberley | 8,554 | 5,409 | 0 | 13,078 | 27,041 |
| Metropolitan | 56,576 | 73,049 | 7,264 | 295,467 | 432,356 |
| Mid West | 19,084 | 18,176 | 156 | 24,308 | 61,724 |
| Pilbara | 9,782 | 16,555 | 839 | 20,905 | 48,081 |
| South West | 25,450 | 21,758 | 635 | 51,987 | 99,830 |
| Wheatbelt North | 27,424 | 25,699 | 2,783 | 20,438 | 76,344 |
| Wheatbelt South | 19,861 | 10,986 | 185 | 12,587 | 43,619 |
| Total | 207,548 | 215,623 | 14,037 | 488,657 | 925,865 |
| Percentage | 22.4% | 23.3% | 1.5% | 52.8% | 100.0% |
| Rural Total | 150,972 | 142,574 | 6,773 | 193,190 | 493,509 |
| Rural: Source of funds as % of Total funds | 30.6% | 28.9% | 1.4% | 39.1% | 100% |
| Metropolitan Total | 56,576 | 73,049 | 7,264 | 295,467 | 432,356 |
| Metropolitan: Source of funds as % of Total funds | 13.1% | 16.9% | 1.7% | 68.3% | 100% |

This table includes flood damage funding but excludes expenditure on local roads by Main Roads WA. Statistics for individual Local Governments are provided in Appendix 21.

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The main points that can be drawn from Table 11 are:

- Local Government provided \$488.7 million from its own resources. This is 52.8% of all Local Government road expenditure.
- The Federal Government provided \$207.5 million, representing 22.4% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission.
- The State Government provided \$215.6 million, or 23.3% of all Local Government road expenditure. State funds include Royalties for Regions grants, Black Spot grants and funding for reinstatement of flood damage.
- Rural Local Governments have a greater dependency on State and Federal funds. Rural Local Governments received 59.5% of funds from State and Federal sources compared with 30.0% for the Metropolitan Region.
- Dependency on State and Federal funds was highest in the Gascoyne (93.5%) (largely due to flood damage reinstatement) and Wheatbelt North (70.7%) regions.

Drawing on the information provided in Appendix 21, the following points are evident:

- Federal funding as a percentage of expenditure is highest in Wheatbelt South, lowest in the Metropolitan region. For Carnarvon, it was 73% of expenditure, and highest in absolute terms in Busselton (\$5.65 million). Federal funding was least important for Subiaco (4.2%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (largely flood damage reinstatement), lowest in the Metropolitan region. Wanneroo was the largest recipient (\$24.7m; Marmion Ave dual carriageway); Upper Gascoyne had the highest percentage of expenditure (81.7%); State funding was least important for Claremont (1.2%).
- Private funding as a percentage of expenditure is highest in Wheatbelt North (resource company provided); there was no private funding reported in the Kimberley region (and in 106 Local Governments). Wanneroo (\$6m) and Westonia (\$2.7m) were the two largest beneficiaries.
- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments, lowest in the Gascoyne region. Swan was the highest in absolute terms (\$33.4m), and Perth in percentage terms (93.3%).
- Wanneroo had the highest overall expenditure (\$49m); Peppermint Grove (\$0.275m) and Cottesloe were the lowest in the metropolitan area, while Nungarin

and Mount Magnet had the lowest expenditure of non-metropolitan Local Governments (all less than \$1 million).

5. Classification of Road Expenditure

The reporting procedure classifies road expenditure into expenditure on maintenance, capital renewal, capital upgrade and capital expansion. These are defined as follows:

Maintenance – expenditure which maintains the asset but does not increase its service potential or life e.g. repairing potholes, grading an unsealed road.

Capital Renewal – expenditure which increases the service potential or extends the life of a road, e.g. resealing a sealed road, resheeting a gravel road.

Capital Upgrade – expenditure on upgrading an existing asset to provide a higher level of service, e.g. widening a road pavement or bridge, providing a second carriageway or replacing a bridge with one having a greater traffic capacity.

Capital Expansion – expenditure on extending the road infrastructure network, e.g. constructing a new road or bridge.

Preservation is the sum of maintenance and capital renewal. Explanation of the terms **maintenance, capital renewal, capital upgrade** and **capital expansion** and also **road types** are provided in Appendix 4.

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Table 12: Expenditure on Maintenance, Renewal, Upgrading and Capital Expansion (\$ millions)

| | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Change (2015-16 to 2019-20) |
|---|---------------|---------------|---------------|---------------|---------------|-----------------------------------|
| Maintenance and renewal of existing roads | 581.01 | 575.54 | 584.28 | 623.89 | 607.11 | 4.5% |
| Upgrading and capital expansion | 238.10 | 275.08 | 261.94 | 226.67 | 278.95 | 17.2% |
| Total expenditure | 819.11 | 850.62 | 846.21 | 850.56 | 886.06 | 8.2% |
| % upgrading and capital expansion | 29.1% | 32.3% | 31.0% | 26.6% | 31.5% | 8.3% |

Data for individual Local Governments is provided in Appendices 5 to 14. Expenditure on renewal excludes flood damage.

Almost \$12.76 billion has been expended on the road network by Local Governments in the 20 years since 2000-2001, including \$8.44 billion on maintenance and renewal. It also includes \$3.74 billion on upgrades and new roads as the network continues to expand and improve across the State.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2015-16 to 2019-20 is shown in

Table 12. Note that expenditure on reinstatement of flood damaged roads has been netted out of these figures. Expenditure on maintenance and renewal has increased by 4.5% in the five years between 2015-16 to 2019-20 while expenditure on upgrading and expansion has increased by 17.2%.

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure. This level of expenditure

on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic. Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 13. Expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements.

Table 13: Classification of Road Expenditure 2019-20 (\$ millions)

| Region | Maintenance | Renewal | Upgrade | Expansion | Total |
|----------------------|---------------|---------------|---------------|--------------|---------------|
| Gascoyne | 3.34 | 3.68 | 1.30 | 0.30 | 8.63 |
| Goldfields Esperance | 22.02 | 19.66 | 15.43 | 3.77 | 60.89 |
| Great Southern | 23.97 | 16.95 | 4.74 | 3.04 | 48.70 |
| Kimberley | 12.32 | 3.00 | 8.40 | 1.17 | 24.88 |
| Metropolitan | 172.48 | 114.43 | 99.53 | 45.74 | 432.18 |
| Mid West | 24.22 | 15.73 | 13.13 | 2.80 | 55.88 |
| Pilbara | 21.29 | 3.27 | 10.25 | 2.61 | 37.42 |
| South West | 36.13 | 30.11 | 19.50 | 14.09 | 99.83 |
| Wheatbelt North | 23.94 | 26.75 | 18.79 | 4.65 | 74.14 |
| Wheatbelt South | 17.95 | 15.86 | 8.62 | 1.08 | 43.51 |
| State | 357.67 | 249.43 | 199.68 | 79.27 | 886.06 |
| Percentage | 40.37% | 28.15% | 22.54% | 8.95% | 100% |

Expenditure on renewal excludes repair of flood damage.

Statistics for individual Local Governments are provided in Appendices 5 to 14.

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The Metropolitan Region accounted for 57.7% (\$45.7 million) of the \$79.3 million expenditure on road expansion while the South West (\$14.1 million) was second highest region for expansion, accounting for 17.8%. This reflects the strong population growth and economic activity in these regions.

The \$249.4 million spent on renewal in 2019-20 represents about 0.82% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$9,638 a kilometre a year compared to \$3,499 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2019-20]

6. Flood Damage

In 2019-20 a total of \$39.8 million was spent on repairing flood damage, the lowest amount since 2015-6, and

significantly lower than in the previous two years. The Local Governments with significant expenditures on flood damage in 2019-20 were widely dispersed around the State. The Local Governments with the largest expenditures included Upper Gascoyne, Port Hedland, Karratha, Murchison, and Laverton which together accounted for 72.1% of flood damage expenditure (\$28.7 million) (Table 14). Most of the flood damage repair was reimbursed through DRFAWA but there is also a small component funded from Local Government own source revenue.

Table 14: Largest Expenditures on Flood Damage 2019-20 (\$ millions)

| Local Government | Flood Damage Expenditure |
|-------------------------|---------------------------------|
| Upper Gascoyne | 13.99 |
| Port Hedland | 6.73 |
| Karratha | 2.68 |
| Murchison | 2.65 |
| Laverton | 2.63 |
| Cue | 1.76 |
| Northam | 1.49 |
| Plantagenet | 1.47 |
| Derby-West Kimberley | 1.27 |
| Yalgoo | 1.14 |
| Ashburton | 0.95 |
| Broome | 0.76 |
| Ravensthorpe | 0.50 |
| Dowerin | 0.36 |
| East Pilbara | 0.30 |
| Other Local Governments | 1.10 |
| State Total | 39.78 |



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Table 15: Regional Expenditures on Flood Damage 2015-16 to 2019-20 (\$ millions)

| Region | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Total |
|----------------------|--------------|--------------|---------------|---------------|--------------|---------------|
| Gascoyne | 0.00 | 0.13 | 8.82 | 16.21 | 13.99 | 39.15 |
| Goldfields Esperance | 5.35 | 2.97 | 5.55 | 8.11 | 2.63 | 24.61 |
| Great Southern | 2.43 | 7.83 | 31.93 | 20.12 | 1.98 | 64.29 |
| Kimberley | 5.17 | 0.94 | 18.91 | 11.61 | 2.16 | 38.79 |
| Metropolitan | 1.01 | 0.21 | 0.41 | 0.15 | 0.17 | 1.95 |
| Mid West | 17.94 | 30.16 | 31.36 | 27.46 | 5.86 | 112.77 |
| Pilbara | 0.98 | 2.64 | 4.46 | 15.24 | 10.66 | 33.97 |
| South West | 0.14 | 1.02 | 0.11 | 0.52 | 0.00 | 1.80 |
| Wheatbelt North | 4.48 | 4.87 | 6.50 | 5.53 | 2.22 | 23.60 |
| Wheatbelt South | 0.56 | 2.89 | 27.88 | 16.35 | 0.11 | 47.78 |
| State | 38.06 | 53.67 | 135.93 | 121.28 | 39.78 | 388.72 |

Over the last five years \$388 million has been spent reinstating flood damage. The Mid-West region has been the worst affected region during this period (Table 15), while the South West and Metropolitan regions are consistently the least affected. The Gascoyne and Pilbara were the worst affected regions in 2019-20.

7. Required Expenditure on Preservation

One objective of this report is to see if road expenditure on preservation is keeping up with road preservation needs. Road preservation is the sum of road maintenance and capital renewal. It does this by comparing actual expenditure on road preservation in a year with the estimated amount needed to maintain the roads at their current condition in that year.

Estimates of the amount needed to maintain roads at their current condition would ideally require comprehensive road condition data. As this is not available, the estimates have been made using standards

derived through consultation with Local Government engineers. The standards are for reconstructing and resealing sealed roads and resheeting gravel roads. The costs and standards used in this report are listed in Appendices 1 and 2.

The estimated cost of maintaining Western Australia's local road network in its current condition (the Status Quo cost) during the 2019-20 financial year was \$800.77 million.

A comparison of the estimated required preservation expenditure with actual expenditure shows how

well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$607.11 million on road preservation. This is \$193.66 million below the \$800.77 million required to maintain roads at their current condition. This represents a gap of 24.2%, a gap which has grown from 15.6% in 2015-16.

While there was a reduction in preservation expenditure in 2019-20, there was an increase in capital expenditure (upgrade and expansion).

Table 16: Shortfall Between the Required Expenditure on Preservation and Actual Expenditure (\$ thousands)

| Year | Required Expenditure on Preservation | Actual Expenditure | Shortfall |
|-------------------------|--------------------------------------|--------------------|--------------|
| 2015-16 | 688.50 | 581.01 | 107.49 |
| 2016-17 | 691.79 | 575.54 | 116.25 |
| 2017-18 | 716.73 | 584.28 | 132.45 |
| 2018-19 | 779.63 | 623.89 | 155.74 |
| 2019-20 | 800.77 | 607.11 | 193.66 |
| Increase 5 Years | 16.3% | 4.5% | 80.2% |

Expenditure on preservation excludes repair of flood damage.

Report on Local Government Road Assets and Expenditure 2019-2020

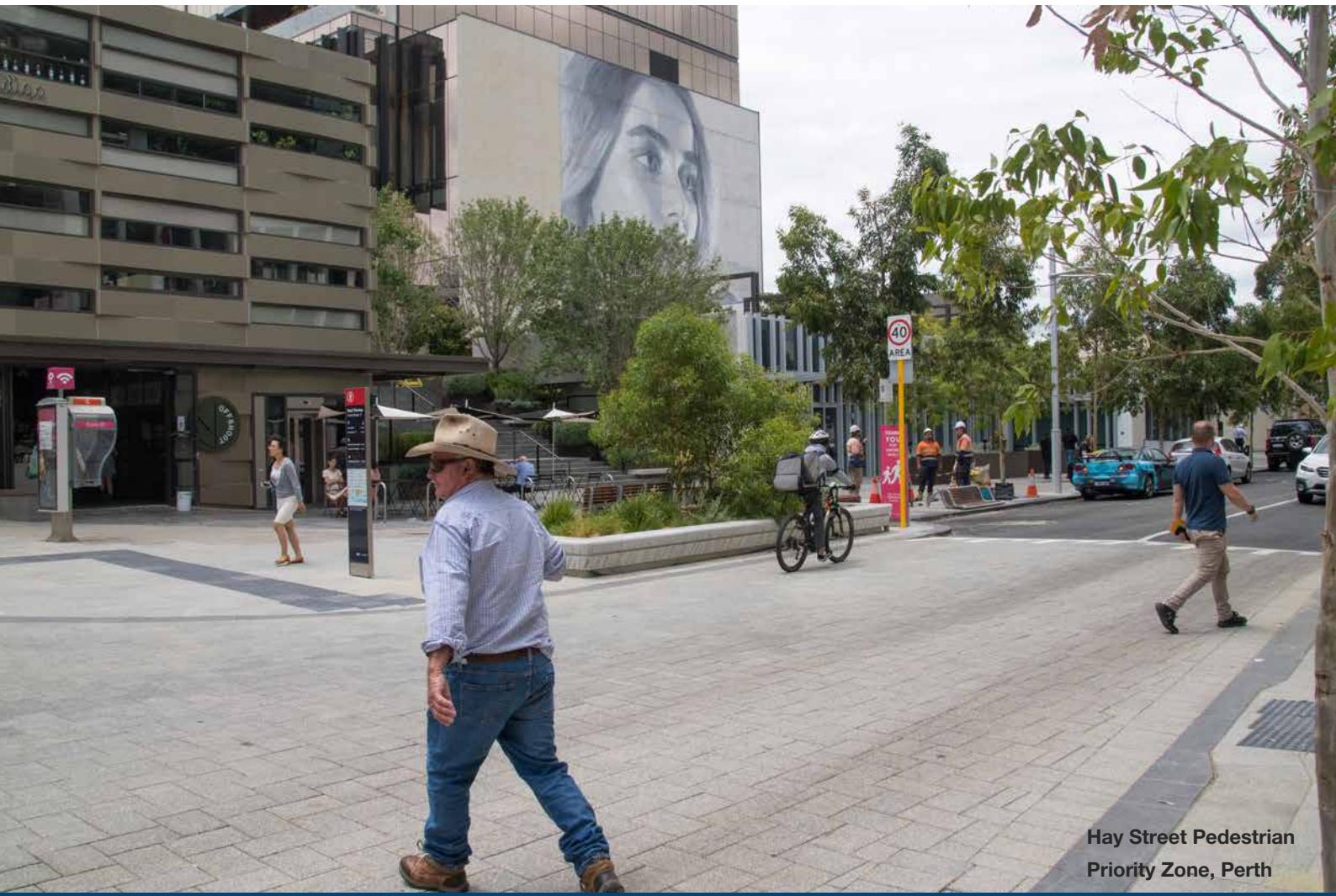
The \$193.7 million shortfall in 2019-20 is \$37.9 million more than in 2018-19. It is clear that with the increasing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed in Section 8.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 17 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Updated costs: As was outlined in last year's report, a review of unit rates for road replacement and road preservation was conducted in 2019 in conjunction with the WA Local Government Grants Commission.

The updated costs had a direct influence on the key data including the cost of road replacement reported in the Road Asset and Expenditure Report. An increase (last year) in the value of a number of indicators, including replacement value, written down value and the required preservation expenditure, can be attributed to this cost update.

While the impact of the updated costs were mainly noted in last year's report, the effect is also noticeable in some elements of this year's report, as the updated costs were also used in the Local Government Grants Commission's Asset Preservation Model in 2020, some outputs of which are incorporated in this report.



Hay Street Pedestrian Priority Zone, Perth

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Table 17 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

Table 17 shows the preservation performance of the Regions. Overall, the State's performance has again reduced to 75.8% which means that Local Governments spent 75.8% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high performance of the Metropolitan Region, although this has dropped below 100% (to 96.4%) for the second year in a row. The preservation performance varies widely between the regions. The Metropolitan Region again achieved the highest performance, having maintained a high performance since these records were introduced in 1993. With the highest performance for 2019-20 of 96.4%, this indicates that 3.6% less than what was required to maintain the roads in their current condition was spent. Preservation performance deteriorated in all regions with the exception of the Goldfields Esperance and Pilbara regions. For the non-metropolitan regions collectively the average performance dropped down to 63.6%. According to this data, the Gascoyne Region had the lowest performance at 46.4%, a significant drop on the previous year (84.1%),

Table 17: Required Expenditure on Preservation and Actual Expenditure 2019-20 (\$ millions)

| Region | Required Expenditure on Preservation | Actual Expenditure on Preservation | Preservation Performance |
|----------------------|--------------------------------------|------------------------------------|--------------------------|
| Gascoyne | 15.138 | 7.025 | 46.4% |
| Goldfields Esperance | 48.316 | 41.687 | 86.3% |
| Great Southern | 56.132 | 40.919 | 72.9% |
| Kimberley | 21.106 | 15.312 | 72.5% |
| Metropolitan | 297.698 | 286.906 | 96.4% |
| Mid West | 61.699 | 39.953 | 64.8% |
| Pilbara | 25.563 | 24.559 | 96.1% |
| South West | 103.501 | 66.237 | 64.0% |
| Wheatbelt North | 102.033 | 50.696 | 49.7% |
| Wheatbelt South | 69.580 | 33.812 | 48.6% |
| Total | 800.765 | 607.106 | 75.8% |

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14. See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.

although this is likely to have been influenced by the high requirement for flood damage reinstatement.

Despite high preservation performance in the Metropolitan Region, road lengths reconstructed and resealed are less than indicated by the expected road life in Table 20. The situation, however, is slightly better when it is considered that work reported as preservation sometimes includes an element of upgrading.

Changes in preservation performance over the longer term between 2015-16 and 2019-20 are set out in Table 18. In 2015-16 the rural regions had a preservation performance of 69.2%; this has reduced to 63.6% in 2019-20. The Metropolitan Region

remains high but has decreased from 110.2% to 96.4%. Three of the nine non-metropolitan regions show increased performance over the long term, however the reduction in metropolitan performance contributed to a reduction in the State preservation performance from 84.4% to 75.8% over the five-year period. The Pilbara is currently the second best performing region, and the Goldfields Esperance region is the most improved. Preservation performance has deteriorated to the greatest degree in the Gascoyne and Kimberley, although performance appears to be somewhat variable from year to year.

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Table 18: Preservation Performance 2015-16 to 2019-20

| Region | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Change |
|-------------------------|---------------|---------------|---------------|---------------|--------------|---------------|
| Gascoyne | 86.2% | 57.6% | 77.2% | 84.1% | 46.4% | -39.8% |
| Goldfields Esperance | 76.4% | 81.8% | 81.4% | 82.6% | 86.3% | 9.9% |
| Great Southern | 69.6% | 72.0% | 78.7% | 76.1% | 72.9% | 3.3% |
| Kimberley | 94.2% | 99.4% | 86.2% | 85.4% | 72.5% | -21.7% |
| Metropolitan | 110.2% | 108.7% | 102.0% | 97.6% | 96.4% | -13.8% |
| Mid West | 78.2% | 81.3% | 75.7% | 79.8% | 64.8% | -13.4% |
| Pilbara | 87.8% | 74.7% | 84.2% | 82.4% | 96.1% | 8.3% |
| South West | 72.5% | 73.6% | 78.4% | 71.3% | 64.0% | -8.5% |
| Wheatbelt North | 57.3% | 56.9% | 53.7% | 53.9% | 49.7% | -7.6% |
| Wheatbelt South | 50.9% | 46.3% | 43.7% | 52.2% | 48.6% | -2.3% |
| Total | 84.4% | 83.20% | 81.52% | 80.02% | 75.8% | -8.6% |
| Metropolitan | 110.2% | 108.7% | 102.0% | 97.6% | 96.4% | -13.8% |
| Non Metropolitan | 69.20% | 68.54% | 69.07% | 69.28% | 63.6% | -5.6% |

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14.

See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.

8. Capacity to Fund Road Preservation Needs

The variations in preservation performance are largely due to the varying capacity of Local Governments to raise the additional funds needed to make up the difference between their road preservation needs and the road grants they receive for preservation. To a lesser extent, they are also due to the priority that Local Governments give to the preservation of roads in the allocation of funds under their control. From the improvements in preservation performance noted it is apparent that many Local Governments have assigned preservation a greater priority, although it is concerning that preservation expenditure has fallen as a percentage of total expenditure.

A comparison of Local Governments' road preservation needs with their revenue raising capacity provides useful insight into the ability of Local Governments to finance their road preservation needs. In making this comparison net preservation needs are used. These are the amounts required to maintain roads at their current condition, less the road grants that Local Governments receive for road preservation. These grants comprise the identified Federal road grants, 63% of the Roads to Recovery grants³, State direct grants, and that portion of the State road project grants allocated to preservation.

Revenue capacity is made up of the Financial Assistance Grants (FAGs) and Local Governments' own revenue capacity as assessed each year by

the WA Local Government Grants Commission. The Commission assesses each Local Government's revenue capacity taking into account residential, commercial and industrial rates in urban areas, and agricultural, pastoral and mining rates in rural areas, as well as investment revenue. The assessments are made by developing models of average capacity based on actual revenues together with data on valuations, number of assessments or leases etc. These assessments are objective measures of capacity; actual revenues may be higher or lower and depend on Council policy.

³ Historically, 63% of the Roads to Recovery funds have been allocated to maintenance and renewal State wide.

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For this analysis, Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's road preservation needs can be compared. Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 they spent 19.2% of their estimated revenue capacity on roads generally, with 14.4% exclusively on preservation (maintenance and renewal). When the net road preservation needs are compared with revenue capacity for the regions, it is found that the burden of maintaining roads varies greatly between the regions as shown in Table 19.

Theoretically, all but one region has enough revenue capacity to fully fund the preservation of their road network. However, Local Governments also need to fund and administer a broad range of other community service requirements, as well as upgrade and expand their road networks, so ultimately there are insufficient funds available to fully meet the needs of maintaining and preserving the road network.

The table shows that Local Governments in Wheatbelt South would have to spend 103.1% of their

Table 19: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2019-20

| Region | Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs | Total Road Expenditure (from own resources) on Preservation as % of Revenue Capacity | Total Road Expenditure (from own resources) as % of Revenue Capacity |
|----------------------|---|--|--|
| Gascoyne | 97.9% | 6.9% | 7.9% |
| Goldfields Esperance | 61.1% | 24.8% | 31.9% |
| Great Southern | 59.9% | 23.1% | 26.1% |
| Kimberley | 53.5% | 21.8% | 32.9% |
| Metropolitan | 9.0% | 12.5% | 17.0% |
| Mid West | 72.1% | 23.7% | 28.0% |
| Pilbara | 37.3% | 23.0% | 29.4% |
| South West | 25.5% | 14.6% | 19.4% |
| Wheatbelt North | 89.2% | 14.6% | 20.1% |
| Wheatbelt South | 103.1% | 17.7% | 21.9% |
| State | 23.7% | 14.4% | 19.2% |

Statistics for individual Local Governments are provided in Appendices 5 to 14.

total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. They were able to spend only 17.7% of their total revenue capacity on preservation. In the Gascoyne, preservation expenditure equated to only 6.9% of revenue capacity, as these Local Governments spent relatively little of their own funds on preservation. Local Governments in the Metropolitan Region would have to spend only 9.0% to preserve the road network at the current standard; their total road expenditure accounted for 12.5% of revenue capacity. Prior to 2018-19 it was the only region where expenditure on preservation from own

resources exceeded the requirement for preservation, but that was not the case in 2019-20 (Table 17).

The large differences in the table explain some of the variations in the preservation performance in Table 17.

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9. Analysis of Asset Renewal Performance

The current rates of reconstructing and resealing sealed roads and resheeting gravel roads have been analysed using data provided by Local Governments.

The implied life is considerably higher than the estimated life for all road categories, indicating that asset renewal is lagging against estimated life.

The estimated life was derived from available data and through consultation with Main Roads WA and Local Government engineers. Essentially the data in the table means that Local Governments collectively are not renewing sufficient lengths of road each year. The implied life

has improved since 2015-16 in all categories of roads outside built up areas, while it has deteriorated in all categories of roads within built up areas. In the Metropolitan Region, the low percentage of roads treated means it would take 474 years to reconstruct the complete network (whereas the estimated life is only 75 years) and 56.6 years to reseal the network (estimated life 15 to 30 years).

These estimates are paradoxical given that Table 17 indicates that expenditure is almost at the level required for asset preservation. Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete.

Further, much preservation work has an element of improvement, and this would be inflating the preservation expenditure to a slight degree.

Table 20: Renewal of Roads within Built Up Areas 2019-20

| Treatment | Lane km Treated | % Treated Each Year | Implied Life Years | Estimated Life Years |
|----------------------------------|-----------------|---------------------|--------------------|----------------------|
| Metropolitan Region | | | | |
| - reconstruction of sealed roads | 53.4 | 0.21% | 474.5 | 75 |
| - resealing | 447.4 | 1.77% | 56.6 | 15 to 30 |
| Outside Metropolitan Region | | | | |
| - reconstruction of sealed roads | 56.1 | 0.55% | 181.8 | 60 |
| - resheeting | 277.7 | 2.72% | 36.7 | 12 to 15 |

The percentage treated is the length treated divided by the total length reported on. For the reconstruction of roads, the implied life is the number of years roads have to last given the percentage reconstructed each year. For example, if 1% is reconstructed each year the implied road life would be 100 years. If 2% is reconstructed each year the implied road life would be 50 years.

For resheeting, the indicated life is the number of years the seal would have to last given the percentage resealed each year.

Table 21: Renewal of Roads Outside Built Up Areas 2019-20

| Treatment | Length Treated | % Treated Each Year | Implied Life Years | Estimated Life Years |
|--|----------------|---------------------|--------------------|----------------------|
| Reconstruction of sealed roads (lane km) | 652 | 1.50% | 66.8 | 60 |
| Resealing of sealed roads (lane km) | 1,722 | 4.00% | 25.0 | 12 to 15 |
| Resheeting of gravel roads (km) | 1,785 | 3.22% | 31.1 | 20 |

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Table 22: Average Age of Sealed Local Roads 2019-20

| Region | Roads in built up areas | | | | Roads outside built up areas | | |
|----------------------------|--------------------------------|---------------------------|-------------------------------|-------------------------------|-------------------------------------|---------------------------|-------------------------------|
| | Length Km | Pavement Age Years | Sprayed Seal Age Years | Asphalt Seal Age Years | Length Km | Pavement Age Years | Sprayed Seal Age Years |
| Gascoyne | 101 | 31 | 13 | 13 | 437 | 21 | 12 |
| Goldfields Esperance | 463 | 31 | 20 | 21 | 1,142 | 26 | 20 |
| Great Southern | 511 | 33 | 23 | 26 | 2,626 | 32 | 19 |
| Kimberley | 223 | 40 | 21 | 12 | 435 | 30 | 16 |
| Metropolitan | 11,355 | 42 | 22 | 23 | 2,456 | 33 | 22 |
| Mid West | 489 | 30 | 17 | 17 | 2,664 | 23 | 15 |
| Pilbara | 460 | 33 | 37 | 16 | 268 | 29 | 22 |
| South West | 1,985 | 34 | 24 | 17 | 4,151 | 32 | 22 |
| Wheatbelt North | 506 | 36 | 24 | 17 | 6,162 | 39 | 23 |
| Wheatbelt South | 234 | 43 | 28 | 17 | 3,675 | 33 | 21 |
| Estimated road life | | 60-75 | 15-20 | 20-25 | | 55 | 15-20 |
| Optimal age | | 30-37.5 | 7.5-10 | 10-12.5 | | 27.5 | 7.5-10 |

Ages for individual Local Governments are provided in Appendices 5 to 14.

10. Road Age

Main Roads WA maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 22. Road ages are used in calculating the written down values in this report.

The road ages provided by Main Roads WA are based on historical records, some of which are very old. The optimal ages in Table 22 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5-10 years.

The pavement ages of roads in built up areas are close to the optimal range. It must be noted, however, that some Local Governments have

much higher ages than the averages in the table. For example the average age for the City of Perth is 53 years and for the City of Vincent 62 years compared to the Metropolitan average of 42 years in Table 22. For the Shire of Serpentine-Jarrahdale, the average age is only 21 years.

The asphalt and sprayed seal ages for roads within built up areas are generally much higher than the optimal ages. The pavement ages for roads outside built up areas are reasonably close to the optimal ages except for the Wheatbelt North Region. The ages for sprayed seal roads outside built up areas are higher than the optimal ages in all regions, including Metropolitan.

11. Sustainability of Sealed Roads

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 23.

The performance measure is calculated by dividing the annual preservation expenditure by the annual life cycle cost. The higher the percentage, the better is the performance.

The state-wide performance is 59.4%, a reduction on the previous year (62.3%), and lower than five years ago (70.9% in 2015-16). The Metropolitan Region, the best performing region, is spending 72.8% of its annual life cycle cost. The worst performing regions, according to this data, are Gascoyne (26.6%) and Kimberley (38.2%).

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Table 23: Sustainability of Sealed Roads 2019-20 (\$ thousands)

| Region | Annual life cycle cost | Annual Preservation Expenditure | Performance |
|----------------------|------------------------|---------------------------------|--------------|
| Gascoyne | 7,163 | 1,902 | 26.6% |
| Goldfields Esperance | 18,340 | 10,623 | 57.9% |
| Great Southern | 28,807 | 18,095 | 62.8% |
| Kimberley | 14,366 | 5,483 | 38.2% |
| Metropolitan | 187,940 | 136,904 | 72.8% |
| Mid West | 29,917 | 8,487 | 28.4% |
| Pilbara | 16,356 | 10,425 | 63.7% |
| South West | 69,074 | 38,262 | 55.4% |
| Wheatbelt North | 51,755 | 25,368 | 49.0% |
| Wheatbelt South | 31,035 | 14,508 | 46.7% |
| State | 454,755 | 270,057 | 59.4% |

Performance data for individual Local Governments are provided in Appendices 5 to 14.

Table 24: Percentage of Sealed Roads Surveyed in the Preceding 5 Years (percentage by length)

| Region | Percentage Surveyed | | | | | |
|----------------------|---------------------|-----------|-----------|-----------|-----------|-----------|
| | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
| Gascoyne | 44 | 46 | 46 | 36 | 89 | 75 |
| Goldfields Esperance | 38 | 35 | 40 | 69 | 44 | 74 |
| Great Southern | 72 | 71 | 71 | 73 | 54 | 50 |
| Kimberley | 75 | 75 | 74 | 53 | 76 | 24 |
| Metropolitan | 81 | 84 | 72 | 78 | 74 | 77 |
| Mid West | 70 | 67 | 62 | 37 | 68 | 43 |
| Pilbara | 94 | 92 | 100 | 100 | 100 | 50 |
| South West | 82 | 74 | 71 | 68 | 74 | 64 |
| Wheatbelt North | 62 | 86 | 83 | 80 | 83 | 72 |
| Wheatbelt South | 59 | 66 | 62 | 62 | 90 | 89 |
| State | 71 | 75 | 70 | 65 | 77 | 71 |

Source: RAMM database November 2020

Note data excludes 20 non RAMM subscriber Local Governments.



Julimar Road, Chittering

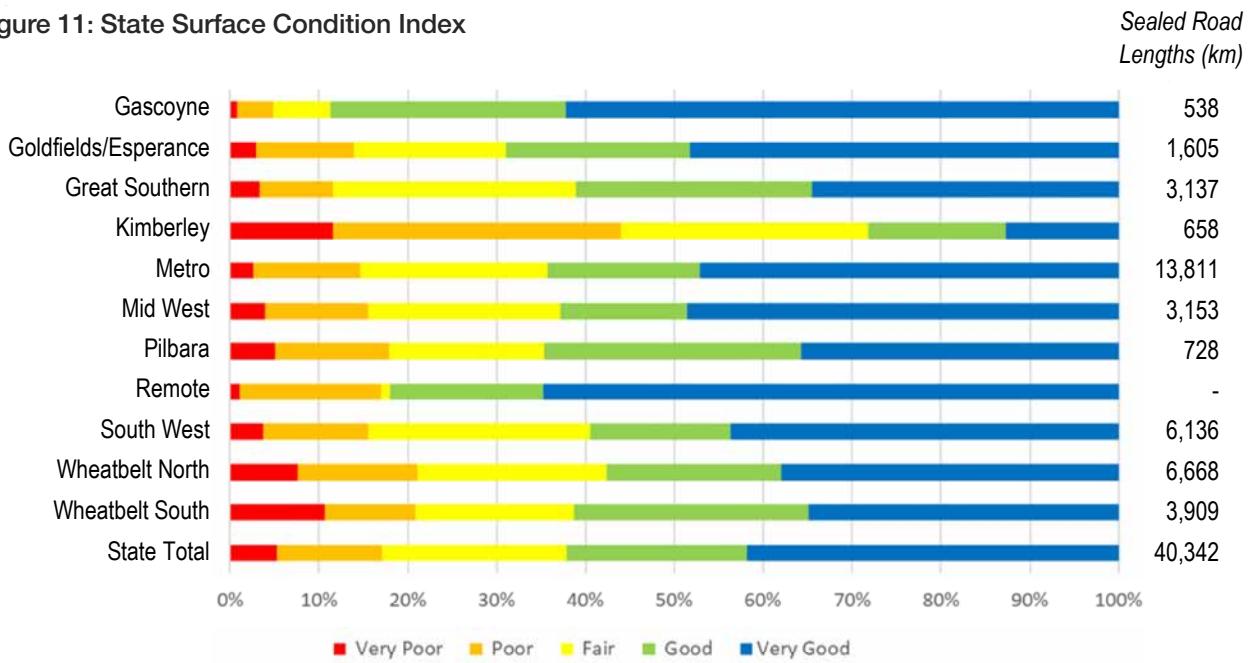
12. Road Condition Surveys

Road condition data is an essential requirement in road management. This data was not previously available, but good progress continues to be made in collecting this data as shown in Table 21. The table shows the length of sealed roads for which road condition data is now available. Local Governments now have access to current road condition data for more than two thirds of their sealed local roads.

The WALGA Road Visual Condition Assessment Manual (2016) introduced algorithms to calculate structural, surface and drainage condition indices and these were incorporated into the RAMM software in 2017. The surface level condition indices for sealed roads at a Regional network level are shown in Figure 11 below. The chart shows that the Wheatbelt South, Wheatbelt North and Kimberley have more than 20% of their sealed roads rated poor or worse which is higher than any of the other Regions. This equates to approximately 2200km of road with a poor surface condition.

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Figure 11: State Surface Condition Index



13. Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources comprises:

- Council rates
- Loan funds
- Funds from Accumulated Reserves; and
- General Purpose Grants received from the WA Local Government Grants Commission.

Expenditure on roads from a Local Government's own resources is an important indicator of the priority the Local Government places on its road needs.



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The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity. Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity (see section 8). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 25 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

The main points that can be drawn from Table 25 are:

- Local Governments provided 55.1% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 19.2% of Local Government revenue capacity over the State, although this was markedly lower in the Gascoyne region (7.9%) (see Table 25).
- Local Governments in the Metropolitan Region provided 68.4% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere.

- The Metropolitan Region accounts for \$295.47 million or 68.4% of the total amount of \$488.66 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economies of scale.
- The low expenditure per person in the Gascoyne reflects the low level of expenditure from their own resources.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 26. More detail is included Appendix 21.

Table 25: Local Government Road Expenditure 2019-20

| Region | Total Local Government Road Expenditure (\$ millions) | Road expenditure from Local Government's own resources | | | |
|----------------------|---|--|-----------------------------|---------------------------------|-----------------------------|
| | | Road expenditure (\$ millions) | % of total road expenditure | % of Councils' revenue capacity | Expenditure per person (\$) |
| Gascoyne | 8.63 | 1.45 | 16.8% | 7.9% | 157 |
| Goldfields Esperance | 60.94 | 27.48 | 45.1% | 31.9% | 518 |
| Great Southern | 48.70 | 20.96 | 43.0% | 26.1% | 333 |
| Kimberley | 24.88 | 13.08 | 52.6% | 32.9% | 363 |
| Metropolitan | 432.18 | 295.47 | 68.4% | 17.0% | 146 |
| Mid West | 55.87 | 24.31 | 43.5% | 28.0% | 467 |
| Pilbara | 37.42 | 20.91 | 55.9% | 29.4% | 333 |
| South West | 99.83 | 51.99 | 52.1% | 19.4% | 177 |
| Wheatbelt North | 74.12 | 20.44 | 27.6% | 20.1% | 395 |
| Wheatbelt South | 43.51 | 12.59 | 28.9% | 21.8% | 574 |
| State | 886.09 | 488.66 | 55.1% | 19.2% | 183 |

Expenditure excludes flood damage. Statistics for individual Local Governments are provided in Appendices 5 to 14.

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Table 26: Local Government Road Expenditure Effort from Own Resources

Local Governments with the highest and lowest road expenditure effort in each group, sorted according to the percentage of revenue capacity spent on roads. Road expenditure includes both maintenance and renewal, and upgrades and capital expansion. Not every Local Government is listed.

| Region | | Local Government | % of revenue capacity |
|----------------------|---------|------------------------|-----------------------|
| Gascoyne | Highest | Upper Gascoyne | 31.3% |
| | | Exmouth | 7.1% |
| | Average | | 7.9% |
| | | Shark Bay | 1.6% |
| | Lowest | Carnarvon | 0.0% |
| Goldfields Esperance | Highest | Esperance | 44.1% |
| | | Laverton | 43.8% |
| | Average | | 31.9% |
| | | Dundas | 4.6% |
| | | Ngaanyatjarraku | 1.6% |
| | Lowest | Wiluna | No data |
| Great Southern | Highest | Cranbrook | 41.4% |
| | | Gnowangerup | 36.5% |
| | | Plantagenet | 31.9% |
| | | Kojonup | 30.6% |
| | Average | | 26.1% |
| | | Katanning | 16.7% |
| | | Woodanilling | 13.5% |
| | Lowest | Denmark | 8.6% |
| Kimberley | Highest | Derby West Kimberley | 48.0% |
| | | Broome | 38.5% |
| | Average | | 32.9% |
| | | Wyndham East Kimberley | 26.6% |
| | Lowest | Halls Creek | 2.5% |



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Table 26 continued: Local Government Road Expenditure Effort from Own Resources

Local Governments with the highest and lowest road expenditure effort in each group, sorted according to percent of revenue capacity spent on roads. Not every Local Government is listed.

| Region | | Local Government | % of revenue capacity |
|--------------|---------|------------------|-----------------------|
| Metropolitan | Highest | Subiaco | 29.5% |
| | | Kalamunda | 27.9% |
| | | Victoria Park | 27.2% |
| | | Swan | 26.9% |
| | | East Fremantle | 26.5% |
| | Average | | 17.0% |
| | | Joondalup | 12.7% |
| | | Fremantle | 8.0% |
| | | Wanneroo | 8.0% |
| | | Cottesloe | 3.6% |
| Mid West | Lowest | Peppermint Grove | 1.9% |
| | Highest | Murchison | 54.3% |
| | | Mingenew | 53.2% |
| | | Three Springs | 42.3% |
| | | Sandstone | 38.1% |
| Pilbara | Average | | 28.0% |
| | | Northampton | 14.2% |
| | | Meekatharra | 12.5% |
| | | Mount Magnet | 7.9% |
| | Lowest | Perenjori | 5.4% |
| | Highest | Ashburton | 46.5% |
| | | Port Hedland | 33.8% |
| | Average | | 29.4% |
| | | Karratha | 28.9% |
| | Lowest | East Pilbara | 9.2% |

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Table 26 continued: Local Government Road Expenditure Effort from Own Resources

Local Governments with the highest and lowest road expenditure effort in each group, sorted according to percent of revenue capacity spent on roads. Not every Local Government is listed.

| Region | | Local Government | % of revenue capacity |
|-----------------|---------|------------------------|-----------------------|
| South West | Highest | Augusta Margaret River | 34.0% |
| | | Harvey | 31.7% |
| | | Busselton | 25.8% |
| | | Boyup Brook | 23.5% |
| | Average | | 19.4% |
| | | Mandurah | 12.9% |
| | | Bridgetown Greenbushes | 12.6% |
| | | Waroona | 11.3% |
| | Lowest | Collie | 10.2% |
| | | | |
| Wheatbelt North | Highest | Toodyay | 35.4% |
| | | Victoria Plains | 33.8% |
| | | Chittering | 31.5% |
| | | York | 31.0% |
| | | Wongan Ballidu | 30.2% |
| | | Goomalling | 29.7% |
| | Average | | 20.1% |
| | | Gingin | 11.4% |
| | | Cunderdin | 11.1% |
| | | Dowerin | 7.5% |
| Wheatbelt South | | Mount Marshall | 6.4% |
| | | Yilgarn | 1.4% |
| | Lowest | Nungarin | 0.0% |
| | | | |
| | Highest | Wandering | 50.2% |
| | | Beverley | 35.4% |
| | | Narrogin | 35.3% |
| | | Wickepin | 32.7% |
| | | Williams | 32.4% |
| | | Brookton | 29.0% |
| | Average | | 21.9% |
| | | Bruce Rock | 16.8% |
| | | Wagin | 14.5% |
| | | Lake Grace | 13.4% |
| | | Kulin | 13.3% |
| | | Kondinin | 13.3% |
| | Lowest | Narembeen | 7.2% |

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Some key observations on Local Government expenditure from its own resources are:

- Expenditure averaged 19.2% of Local Government revenue capacity over the State.
- Murchison (54.3%) and Mingenew (53.2%) expended the highest proportion of their notional revenue capacity on roads.
- 19 Local Governments spent less than 10% of their revenue capacity on roads (up from 18 in 2018-19).

Virtually every Local Government has managed to spend some of their own-source revenue on roads, although two Local Governments reported no own-source revenue

expenditure (and data was missing for another). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record.

Table 27 presents Local Governments' own source road expenditure between 2015-16 and 2019-20 for each of the Regional Road Groups. Statewide expenditure increased by 18.4% from \$412.55 million in 2015-16 to \$488.66 million in 2019-20. The expenditure increased in all regions except Gascoyne, where road expenditure from own resources decreased by 44.1%. A significant increase in

own source road expenditure in the Kimberley region is noted, which reflected an increased commitment to maintenance and renewal by the Shires of Broome and Derby-West Kimberley in particular.

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments also provided data to indicate to what purposes they were allocating their own source funds (Table 28).

Table 27: Total Road Expenditure from Local Governments' Own Resources 2015-16 to 2019-20 (\$ millions)

| Region | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Change 5 years |
|----------------------|----------------|----------------|----------------|----------------|----------------|-----------------------|
| Gascoyne | 2.59 | 1.90 | 1.87 | 0.51 | 1.45 | -44.1% |
| Goldfields Esperance | 16.87 | 18.42 | 24.35 | 25.90 | 27.48 | 62.9% |
| Great Southern | 13.98 | 22.18 | 22.47 | 23.36 | 20.96 | 49.9% |
| Kimberley | 5.29 | 7.64 | 7.59 | 12.18 | 13.08 | 147.5% |
| Metropolitan | 279.11 | 290.54 | 287.38 | 303.58 | 295.47 | 5.9% |
| Mid West | 19.24 | 18.44 | 24.58 | 29.53 | 24.31 | 26.3% |
| Pilbara | 10.72 | 12.52 | 17.43 | 19.49 | 20.91 | 95.1% |
| South West | 37.54 | 44.91 | 52.90 | 53.42 | 51.99 | 38.5% |
| Wheatbelt North | 16.97 | 19.29 | 23.97 | 22.37 | 20.44 | 20.4% |
| Wheatbelt South | 10.24 | 10.42 | 13.89 | 17.05 | 12.59 | 22.9% |
| State | 412.55 | 446.26 | 476.43 | 507.39 | 488.66 | 18.4% |

The change is calculated over the 5 years 2015-16 to 2019-20.

Statistics for individual Local Governments for thirteen years 2007-08 to 2019-20 are provided in Appendix 21.

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The majority of Local Government's own source funds are spent on maintenance and renewal (74.7%). Only 9.8% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 69.1% of all Local Government maintenance expenditure, and 49.4% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade works, as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

Table 28: Road Expenditure from Local Government's Own Resources 2019-20 (\$ thousands)

| | Maintenance | Renewal | Upgrade | Expansion | Total |
|---------------------------------------|-------------|---------|---------|-----------|---------|
| Expenditure of Local Government funds | 247,328 | 123,188 | 73,841 | 47,549 | 488,679 |
| % share of Local Government funds | 50.1% | 24.6% | 15.5% | 9.8% | 100.0% |
| % share of Category expenditure | 69.1% | 49.4% | 37.0% | 60.0% | 55.2% |
| Total Category expenditure | 357,672 | 249,435 | 199,684 | 79,266 | 886,056 |

Expenditure excludes flood damage.

Table 29: Expenditure on Preservation per Kilometre of Road 2019-20

| Region | Built up areas | Outside built up areas | | |
|----------------------|--------------------------------|--------------------------------|---------------------------|---------------------------|
| | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| Gascoyne | 11,795 | 868 | 9,565 | 1,010 |
| Goldfields Esperance | 12,370 | 948 | 2,980 | 1,098 |
| Great Southern | 8,916 | 2,814 | 2,590 | 299 |
| Kimberley | 13,109 | 409 | 4,110 | 2,586 |
| Metropolitan | 11,008 | 3,095 | 6,979 | 3,792 |
| Mid West | 13,310 | 956 | 3,007 | 570 |
| Pilbara | 16,446 | 1,786 | 5,538 | 50 |
| South West | 7,797 | 2,983 | 2,746 | 674 |
| Wheatbelt North | 5,929 | 2,220 | 1,388 | 770 |
| Wheatbelt South | 7,536 | 1,776 | 1,685 | 158 |
| State | 10,653 | 2,057 | 2,766 | 798 |

Expenditure per kilometre is calculated by dividing the total preservation expenditure on a road category by the length of roads in the category. Statistics for individual Local Governments are provided in Appendices 5 to 14. Expenditure includes flood damage; it is not possible to net this out as more detailed information is not available.

14. Expenditure by Class of Road

Each class of road has its own expenditure needs. Table 29 shows the actual expenditure on preservation per kilometre for each class of road for each of the Regional Road Groups. This information is useful for benchmarking purposes.

Local Governments provided expenditure data for bridges on local roads (Table 30). The expenditure is mainly sourced from Commonwealth Financial Assistance Grants (FAG) Special Project allocations and Roads to Recovery grants and Main Roads WA grants. The expenditure on preservation comprises major maintenance and rehabilitation projects.

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The expenditure of \$8.08 million on bridge preservation is a significant reduction, down from \$16.3 million in 2018-19. There was a reduction in expenditure in both bridge maintenance and bridge renewal, although the latter reflects a reduction in government funding for bridge renewal projects, which is in itself a reflection of the timing and scheduling of bridge projects. This level of expenditure represents 0.45% of the current replacement value of \$1.789 billion for Local Government bridges in the State.

Table 30: Expenditure on Local Government Bridges 2019-20

| Region | Preservation | Upgrade and expansion | Total |
|----------------------|---------------------|------------------------------|-------------------|
| | \$ | \$ | \$ |
| Gascoyne | 0 | 98,000 | 98,000 |
| Goldfields Esperance | 0 | 0 | 0 |
| Great Southern | 210,000 | 1,036,000 | 1,246,000 |
| Kimberley | 3,000 | 47,000 | 50,000 |
| Metropolitan | 3,877,000 | 2,503,000 | 6,380,000 |
| Mid West | 14,000 | 0 | 14,000 |
| Pilbara | 20,000 | 139,000 | 159,000 |
| South West | 2,108,000 | 6,738,000 | 8,846,000 |
| Wheatbelt North | 1,264,000 | 0 | 1,264,000 |
| Wheatbelt South | 584,000 | 728,000 | 1,312,000 |
| State | 8,080,000 | 11,289,000 | 19,369,000 |

Statistics for individual Local Governments are provided in Appendices 5 to 14. The expenditure on preservation is made up of major repairs and reconstruction. It does not include routine maintenance for which information was not available.



Sheen Road, Wongamine

Report on Local Government Road Assets and Expenditure 2019-2020

15. Bridge Age and Condition

Main Roads WA undertakes structural bridge inspections on behalf of Local Government and this information is used to prioritise funding for remedial and replacement works. Table 31 provides a guide to the condition of bridges across WA. While the majority of the bridges are in good to very good condition, a significant number of timber bridges in the South West and Wheatbelt regions are in a poor to fair condition.

Nearly 77% of bridges (for which an age is known) are more than 30 years old (Table 32). Incredibly 39% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 98% of timber bridges more than 30 years old, and 64% of timber bridges in the Wheatbelt more than 50 years old. The figures in the South-West are only slightly better, at 96% and 44% respectively.

Table 31: Bridge Condition 2020

| Bridge type | Region | Not calculated | Very good | Good | Fair | Poor |
|---------------------------|----------------------|----------------|-----------|------------|------------|----------|
| Non Timber | Goldfields Esperance | 4 | 0 | 0 | 0 | 0 |
| | Great Southern | 17 | 0 | 0 | 0 | 0 |
| | Kimberley | 14 | 0 | 0 | 0 | 0 |
| | Metropolitan | 121 | 2 | 1 | 0 | 0 |
| | Mid West-Gascoyne | 24 | 2 | 2 | 0 | 0 |
| | Pilbara | 29 | 1 | 0 | 0 | 0 |
| | South West | 95 | 0 | 6 | 0 | 0 |
| | Wheatbelt | 132 | 5 | 1 | 0 | 0 |
| Total - Non Timber | | 436 | 10 | 10 | 0 | 0 |
| Timber | Great Southern | 17 | 0 | 39 | 3 | 0 |
| | Metropolitan | 16 | 0 | 21 | 6 | 0 |
| | Mid West-Gascoyne | 2 | 0 | 0 | 0 | 0 |
| | South West | 51 | 2 | 139 | 21 | 2 |
| | Wheatbelt | 51 | 2 | 124 | 29 | 2 |
| Total - Timber | | 137 | 4 | 323 | 59 | 4 |
| Total | | 573 | 14 | 333 | 59 | 4 |
| | | 58% | | | 42% | |

The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission.

*It is not possible to establish the condition of some bridges because of the difficulties of accessing the underside for inspection.

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Figure 12: Age of Local Government Bridges 2020 (years)

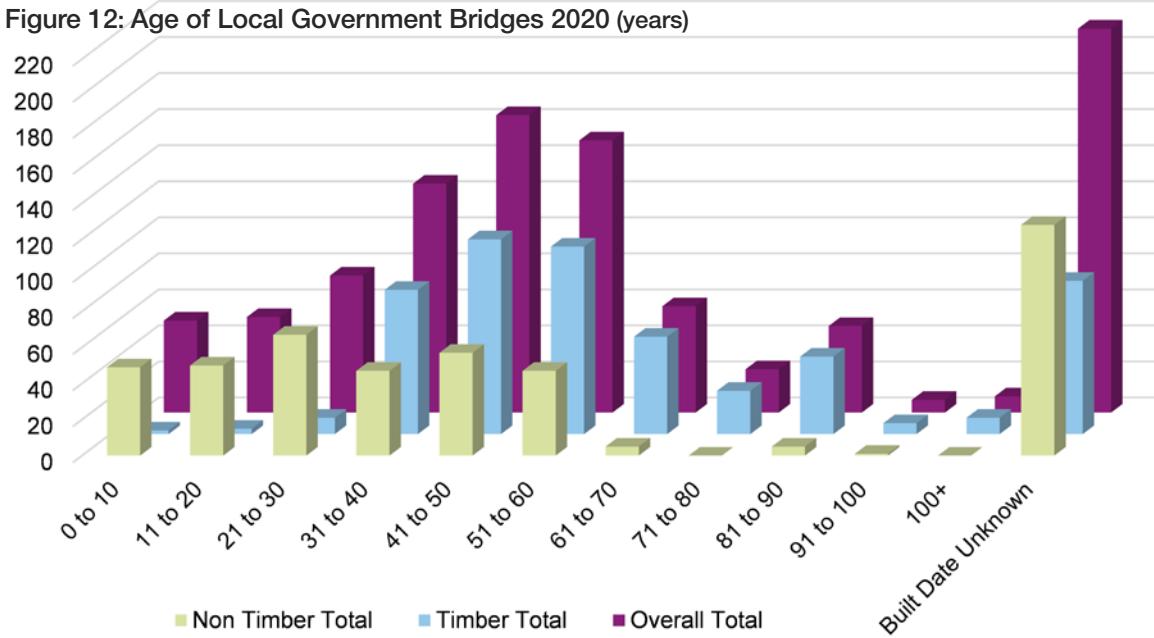


Table 32: Bridge Age (years) (November 2020 data)

| Bridge type | Region | Total No. of bridges | 0 to 10 | 11 to 20 | 21 to 30 | 31 to 40 | 41 to 50 | 51 to 60 | 61 to 70 | 71 to 80 | 81 to 90 | 91 to 100 | 100+ | Built date unknown |
|---------------------------|----------------------|----------------------|-----------|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|-----------|----------|--------------------|
| Non Timber | Goldfields Esperance | 4 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Great Southern | 17 | 7 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Kimberley | 14 | 1 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Metropolitan | 124 | 4 | 18 | 26 | 18 | 25 | 13 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Mid West Gascoyne | 28 | 5 | 2 | 1 | 3 | 2 | 11 | 1 | 0 | 1 | 1 | 0 | 1 |
| | Pilbara | 30 | 5 | 0 | 1 | 4 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| | South West | 101 | 24 | 17 | 14 | 10 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 31 |
| | Wheatbelt | 138 | 2 | 10 | 24 | 11 | 11 | 12 | 4 | 0 | 1 | 0 | 0 | 63 |
| Total - Non Timber | | 456 | 49 | 50 | 67 | 47 | 57 | 47 | 5 | 0 | 5 | 1 | 0 | 128 |
| Timber | Great Southern | 59 | 0 | 0 | 2 | 13 | 11 | 11 | 6 | 1 | 3 | 0 | 1 | 11 |
| | Metropolitan | 43 | 0 | 0 | 2 | 6 | 4 | 7 | 11 | 1 | 5 | 1 | 0 | 6 |
| | Mid West Gascoyne | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | South West | 215 | 1 | 3 | 2 | 37 | 54 | 40 | 14 | 8 | 12 | 2 | 0 | 42 |
| | Wheatbelt | 208 | 0 | 0 | 3 | 23 | 39 | 46 | 23 | 14 | 23 | 3 | 8 | 26 |
| Total - Timber | | 527 | 2 | 3 | 9 | 80 | 108 | 104 | 54 | 24 | 43 | 6 | 9 | 85 |
| Total | | 983 | 51 | 53 | 76 | 127 | 165 | 151 | 59 | 24 | 48 | 7 | 9 | 213 |

The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission.

The number of bridges is different to that reported in Table 4, and includes, for example, footbridges over waterways and other bridges not part of the local road network.

Report on Local Government Road Assets and Expenditure 2019-2020

16. Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 33.

Total preservation expenditure on existing roads (excluding flood damage) reduced by \$16.8 million in 2019-20. Flood damage expenditure is discussed in Section 6.

17. Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$30.26 billion as at 30 June 2020.

The replacement value of the sealed roads in built up areas includes footpaths and dual use paths.

The written down value is the current value after allowing for depreciation. The standards used in calculating the written down values are provided in Appendix 2.

The written down value of \$16.72 billion is 55.3% of the replacement value of \$30.26 billion. It is lower than the 57% rating for 2018-19. The written down value over replacement value is a National Performance Measure termed: ‘state of the road asset’ or the ‘remaining service potential’. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication “Asset Management – Framework and Guidelines”.⁴ The State average of 55.3% is less than the 62.9% rating

Table 33: Local Government Road Assets and Expenditure: 5 Years 2015-16 to 2019-20

| | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Replacement value \$ billions | \$26.24 | \$25.11 | \$27.18 | \$29.57 | \$30.26 |
| Written down value \$ billions | \$15.31 | \$15.11 | \$15.45 | \$16.84 | \$16.72 |
| Required preservation expenditure \$ millions | \$688.50 | \$691.79 | \$716.73 | \$779.63 | \$800.77 |
| Local Government expenditure on preservation of existing roads excluding flood damage \$ millions | \$581.01 | \$575.54 | \$584.28 | \$623.89 | \$607.11 |
| Local Government expenditure on flood damage \$ millions | \$49.85 | \$53.67 | \$135.93 | \$121.28 | \$39.78 |
| Local Government expenditure on upgrading and building new roads \$ millions | \$238.09 | \$275.08 | \$261.94 | \$226.67 | \$278.95 |
| Total Local Government road expenditure \$ millions | \$868.95 | \$904.29 | \$982.14 | \$971.84 | \$925.83 |

This table does not include State funds allocated to Local Government roads for expenditure by Main Roads WA.

Note that corrections to longitudinal pipe drain data has resulted in adjustments to the 2018-19 figures for replacement value and written down value.

for State highways and main roads in WA, and less than the 59.7% rating for local roads ten years ago (2009-10) and the 66% rating of twenty years ago (1999-00).

Replacement and written down values for each of the ten regions are provided in Table 35. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 64.3%) than in all other regions, while roads in

the Wheatbelt North (41.0%) and Wheatbelt South (43.4%) are in a worse state than elsewhere. The State factor (55.3%) has declined slightly since 2015-16 when it was 58%.

⁴ https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.pdf?sfvrsn=d6c24373_3

Report on Local Government Road Assets and Expenditure 2019-2020

A ratio of less than 50% indicates an aging network. The Western Australian Department of Local Government, Sports and Cultural Industries publication “Asset Management – Framework and Guidelines” notes that a ratio of 60% indicates an adequate level of service.⁵ A ratio of over 75% indicates potential over investment.

⁵ ibid

**Table 34: Replacement Value
30 June 2020 (\$ billions)**

| Road type | Replacement Value |
|-------------------------------------|-------------------|
| Sealed roads in built up areas | 17.02 |
| Sealed roads outside built up areas | 7.08 |
| Gravel roads | 3.63 |
| Formed roads | 0.76 |
| Bridges | 1.79 |
| Total | 30.26 |

See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.

Table 35: Replacement and written down value 30 June 2020 (\$ millions)

| Region | Replacement Value | Written Down Value | State of the Road Asset |
|----------------------|-------------------|--------------------|-------------------------|
| Gascoyne | 526.06 | 300.12 | 57.1% |
| Goldfields Esperance | 1,404.04 | 647.63 | 46.1% |
| Great Southern | 1,710.27 | 779.53 | 45.6% |
| Kimberley | 715.10 | 341.51 | 47.8% |
| Metropolitan | 13,634.14 | 8,762.21 | 64.3% |
| Mid West | 1,978.71 | 1,038.16 | 52.5% |
| Pilbara | 855.87 | 493.28 | 57.6% |
| South West | 4,287.29 | 2,198.42 | 51.3% |
| Wheatbelt North | 3,073.58 | 1,258.66 | 41.0% |
| Wheatbelt South | 2,079.23 | 901.55 | 43.4% |
| Total | 30,264.27 | 16,721.07 | 55.3% |

State of the road asset data for individual Local Governments is provided in Appendices 5 to 14.

See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.



Report on Local Government Road Assets and Expenditure 2019-2020

18. Road Asset Consumption

The Australian Local Government Association has developed a National Performance Measure for road asset consumption. The measure is calculated by dividing the depreciation expense by the depreciable amount. The lower the percentage, the better the performance. See Appendix 3 for the formulae used in calculating road asset consumption.

Road asset consumption for the ten regions is given in Table 36. The State average is 2.38%. The Metropolitan Region has the best performance (1.61%), while the Goldfields Esperance Region has the poorest performance (3.55%), with Wheatbelt North (3.49%) close behind.

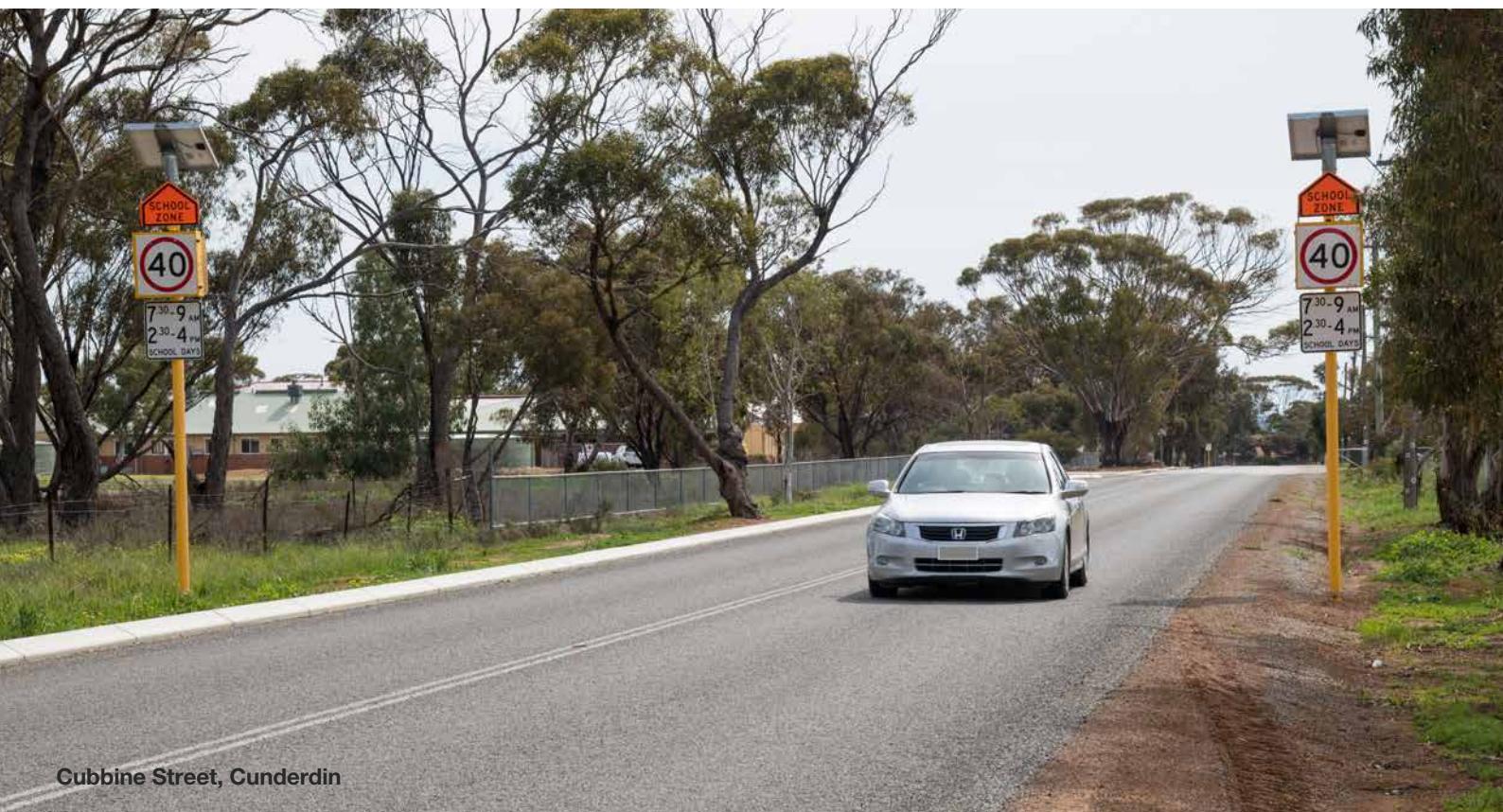
Road asset consumption for the years 2015-16 to 2019-20 are provided in Table 39 in section 21. The State

Table 36: Road Asset Consumption 2019-20 (\$ millions)

| Region | Depreciable Amount | Annual Depreciation Expense | Performance |
|----------------------|--------------------|-----------------------------|--------------|
| Gascoyne | 418.18 | 14.50 | 3.47% |
| Goldfields Esperance | 1,091.12 | 38.71 | 3.55% |
| Great Southern | 1,334.42 | 43.89 | 3.29% |
| Kimberley | 570.16 | 19.59 | 3.44% |
| Metropolitan | 12,102.39 | 194.27 | 1.61% |
| Mid West | 1,541.34 | 52.08 | 3.38% |
| Pilbara | 708.65 | 22.15 | 3.13% |
| South West | 3,746.08 | 83.22 | 2.22% |
| Wheatbelt North | 2,379.26 | 82.97 | 3.49% |
| Wheatbelt South | 1,604.11 | 55.61 | 3.47% |
| State | 25,495.70 | 606.99 | 2.38% |

Performance data for individual Local Governments is provided in Appendices 5 to 14. See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.

average of 2.38% is about the same as in 2015-16 (2.4%) indicating that road assets are being consumed at a consistent rate.



Report on Local Government Road Assets and Expenditure 2019-2020



19. Heavy Vehicle Access to the Road Network

A Restricted Access Vehicle (RAV) is a truck and trailer combination with a gross mass exceeding 42.5 tonnes or more than 19 metres long. RAVs may only operate on a network of roads approved by Main Roads WA. There are 10 levels to the RAV network, accommodating vehicles with increasing length and mass. In addition some of these roads may be approved to allow RAV vehicles to carry additional mass under a concessional permit (AMMS levels 1 to 3).

The table shows the extent of Local Government managed roads that form part of the RAV3, 4 and 7 networks and the Concessional Level 3 network. The RAV 3 and 4 networks give access to double road trains while the RAV 7 network accommodates triple road trains. More than 50% of Local Government Roads are open to access by double road trains and a quarter of the roads are accessible to triple road trains.

**Campbell Street, Kalgoorlie
PMB road surface**

Table 37: Heavy Vehicle Access to the Road Network

| Network | Description | Length of Local Government roads (km) | Percent of Local Government road network (%) | Percent of the total road network (excl. roads in National Parks) |
|--|---|---------------------------------------|--|---|
| All roads | | 126,993 | 100 | 87.2 |
| Tandem Drive Network 7 (with and without conditions) | <= 36.5m long Up to 107.5 tonnes | 31,950 | 25.2 | 32.1 |
| Tandem Drive Network 4 (with and without conditions) | <= 27.5m long Up to 87.5 tonnes | 72,269 | 56.9 | 62.2 |
| Tandem Drive Network 3 (with and without conditions) | <= 27.5m long Up to 84.0 tonnes | 73,487 | 57.9 | 63.0 |
| Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks | Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group | 11,182 | 8.8 | 18.1 |

Report on Local Government Road Assets and Expenditure 2019-2020

20. Regional and Local Government Road Safety Statistics

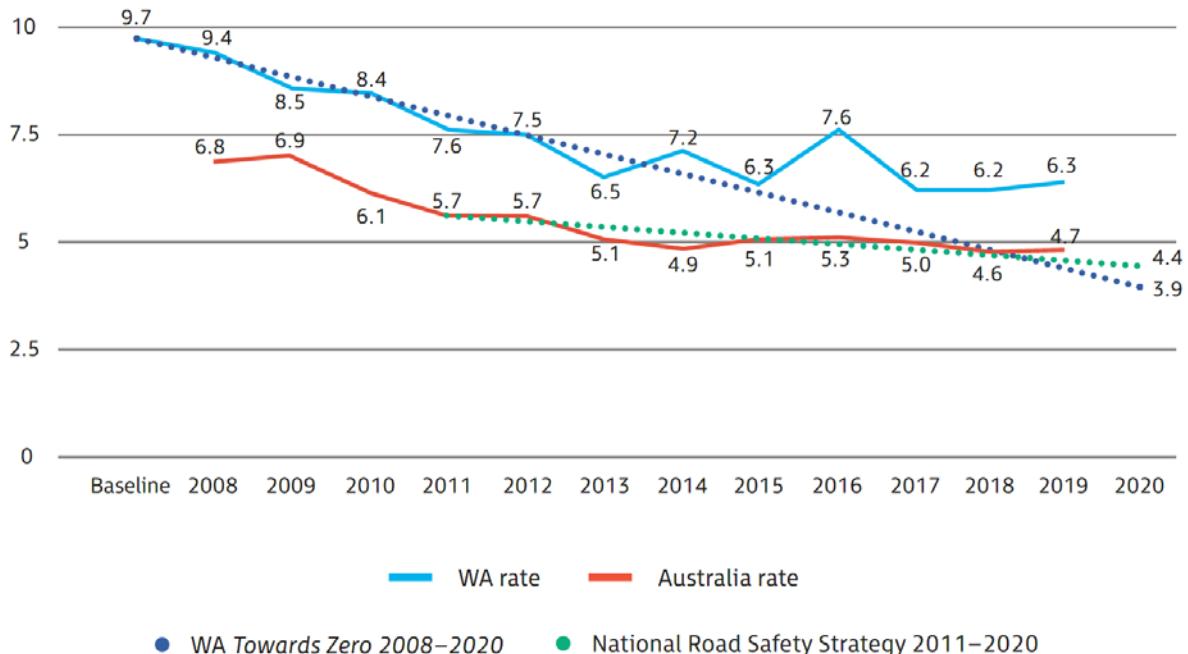
In 2019, there were 164 fatalities in reported road crashes in Western Australia with 65 in the metropolitan area and 99 in regional areas. This represents a 3% increase compared to the 2018 total of 159, but a 4% reduction compared with the preceding five-year average of 172. The reduction has occurred despite ongoing increases in population and the number of registered motor vehicles and licensed drivers and riders.

Key statistics from 2019 are:

- 20-29 years of age was the most common age group for fatalities (23%, 38)
- 74% of fatalities were male (122)
- most motorcycle fatalities were in metropolitan Perth (59%, 19)
- 32% of fatalities were in speed related crashes (52).

The WA fatality rate per 100,000 population in 2019 was 6.3. This was lower than the baseline rate (2005-2007 average: 9.7) before implementation of the State Government's Road Safety Strategy *Towards Zero 2008-2020*.

Figure 13: Fatality Rates per 100,000 Population^{6,7}



⁶ Denominators from Australian Bureau of Statistics. (2019). *Australian demographic statistics, Australia, June 2019 (Catalogue No. 3101.0)*. Retrieved from <http://www.abs.gov.au/ausstats/abs@.nsf/mf/3101.0>

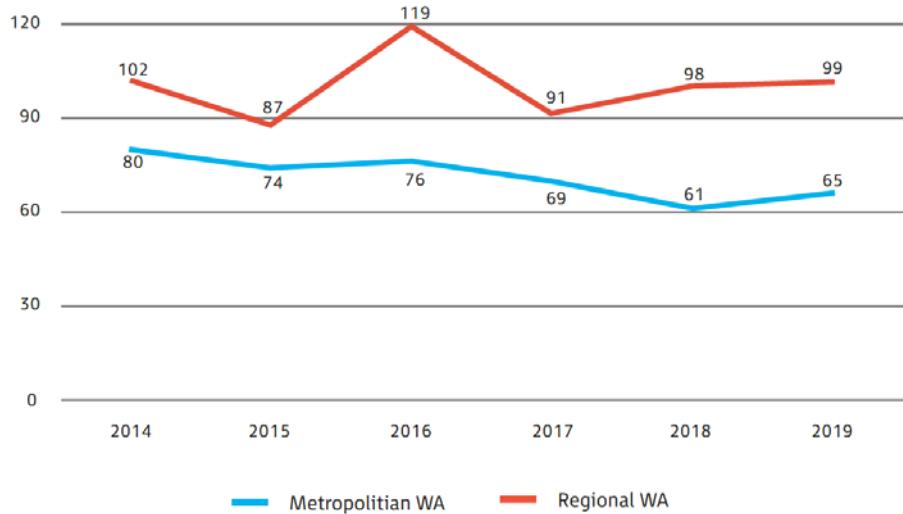
⁷ Department of Infrastructure, Regional Development and Cities (BITRE). *Australian Road Deaths Database, December 2019*. Retrieved from https://www.bitre.gov.au/statistics/safety/fatal_road_crash_database

(Source: 2019 Preliminary summary of fatalities on Western Australian roads, p. 10, Road Safety Commission, 8 April 2020)

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Consistent with historical trends, the majority (60%, 99) of 2019 road fatalities were a result of crashes in regional WA. This is equal to the preceding five-year average (99). Metropolitan WA had 65 fatalities and showed a reduction in fatalities compared with the preceding five-year average (72). The increase in the total number of fatalities for 2019 compared to 2018, was driven by a 7% increase in fatalities in the metropolitan area (4).

Figure 14: Fatality Counts by Region



(Source: 2019 Preliminary summary of fatalities on Western Australian roads, p. 12, Road Safety Commission, 8 April 2020)

Table 38: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2014 to 2018

| Region | Killed | Seriously injured | Killed and seriously injured | Population | Average annual fatality rate per 100,000 | Average annual KSI rate per 100,000 |
|----------------------|------------|-------------------|------------------------------|------------------|--|-------------------------------------|
| Gascoyne | 3 | 23 | 26 | 9,277 | 56.1 | 280.3 |
| Goldfields-Esperance | 18 | 137 | 155 | 53,489 | 58.0 | 289.8 |
| Great Southern | 17 | 101 | 118 | 62,551 | 37.7 | 188.6 |
| Kimberley | 13 | 84 | 97 | 35,901 | 54.0 | 270.2 |
| Metropolitan | 220 | 3140 | 3360 | 1,982,315 | 33.9 | 169.5 |
| Mid West | 13 | 84 | 97 | 52,257 | 37.1 | 185.6 |
| Pilbara | 6 | 123 | 129 | 62,093 | 41.6 | 207.8 |
| South West | 71 | 442 | 513 | 290,189 | 35.4 | 176.8 |
| Wheatbelt North | 35 | 172 | 207 | 51,569 | 80.3 | 401.4 |
| Wheatbelt South | 28 | 102 | 130 | 21,868 | 118.9 | 594.5 |
| State | 424 | 4408 | 4832 | 2,621,509 | 36.9 | 184.3 |

(Source: Main Roads WA Integrated Road Information System (IRIS) prepared by Road Safety Commission, 6 October 2020)

For the five-year period 2014-2018, the average annual killed and seriously injured rate per 100,000 population on Local Government roads was lowest in the Metropolitan Region followed by the South West Region and Mid West Region. The average annual fatality rate per 100,000 population was lowest in the Metropolitan Region at 33.9.

Report on Local Government Road Assets and Expenditure 2019-2020

21. National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 39 for five years 2015-16 to 2019-20.

The formulae used in calculating the WA performance measures are explained in Appendix 3. An explanation of the measures is given below:

- A.** State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in section 5.
- B.** Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C.** Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 29], but expresses it in \$ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of \$ per kilometre because it takes account of road width.
- D.** Expenditure on unsealed roads \$ per km. [Table 29]

Table 39: National Performance Measures WA

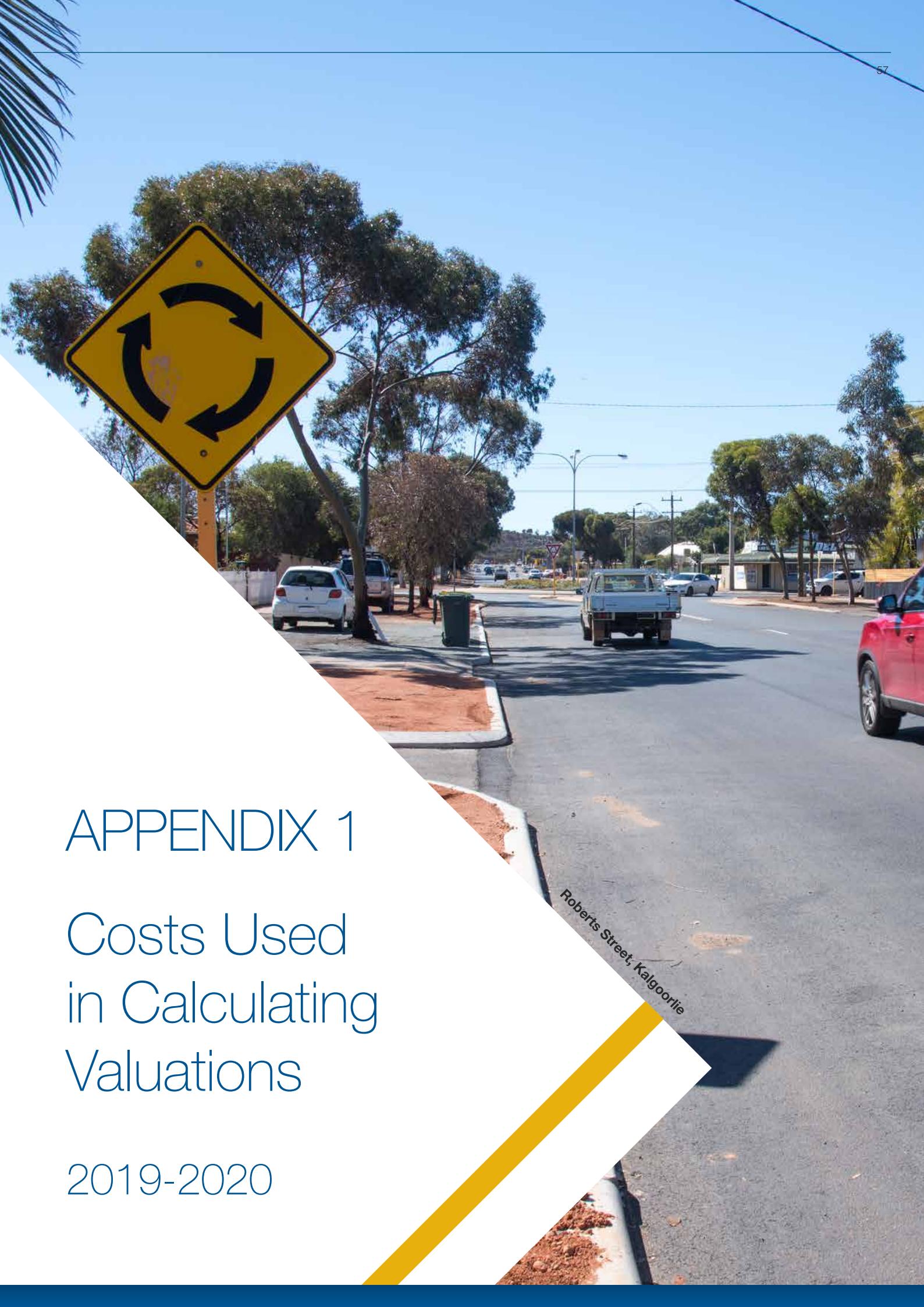
| | Performance measure | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|--|----------|----------|----------|----------|-----------|
| A | State of road asset – service potential remaining % | 58.0 | 60.0 | 57.0 | 57.0 | 55.3 |
| B | Expenditure on roads and bridges \$ millions | \$868.9 | \$904.3 | \$982.15 | \$971.84 | \$925,865 |
| C | Expenditure on sealed roads \$ per km | \$11,768 | \$11,814 | \$11,804 | \$11,711 | \$11,704 |
| D | Expenditure on unsealed roads \$ per km | \$2,094 | \$1,963 | \$3,041 | \$3,305 | \$2,224 |
| E | Road asset consumption | 2.4% | 2.5% | 2.38% | 2.37% | 2.38% |
| F | Sustainability sealed roads | 70.9% | 68.5% | 66.4% | 62.3% | 59.4% |
| G | Road safety sealed roads –fatalities per 1000 km per year | 1.81 | 2.13 | 1.73 | 1.58 | 1.69 |
| H | Road safety unsealed roads – fatalities per 1000 km per year | 0.06 | 0.13 | 0.05 | 0.09 | 0.17 |

- E.** Road asset consumption - this is the annual depreciation expense divided by the depreciable amount. The depreciation expense is the systematic allocation of the depreciable amount over its useful life. The depreciable amount is the current replacement cost less residual value.
- F.** Sustainability of sealed roads - this is the sum of annual maintenance and renewal expenditure divided by the life cycle cost. Life cycle cost is the average annual asset consumption represented by the annual depreciation expense plus current road maintenance expenditure.
- G.** Road Safety - fatalities per 1000 km of sealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of sealed local roads.
- H.** Road Safety - fatalities per 1000 km of unsealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of unsealed local roads.

APPENDIX 1

Costs Used in Calculating Valuations

2019-2020



Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2019-20 prices (\$ per kilometre)

| Region | Residential streets | | Roads outside built up areas | | |
|----------------------|---------------------|------------------|------------------------------|--------|--|
| | Sealed 7.0m wide | Sealed 6.0m wide | Gravel | Formed | |
| Gascoyne | 393,000 - 460,000 | 356,064 | 67,838 | 36,072 | |
| Goldfields Esperance | 363,000 - 425,000 | 337,446 | 68,653 | 33,745 | |
| Great Southern | 356,000 - 416,000 | 311,847 | 62,369 | 30,254 | |
| Kimberley | 535,000 - 622,000 | 503,842 | 75,169 | 40,726 | |
| Metropolitan | 555,000 - 596,000 | 417,735 | 84,943 | 41,890 | |
| Mid West | 344,000 - 402,000 | 308,356 | 62,835 | 30,254 | |
| Pilbara | 500,000 - 581,000 | 480,570 | 73,773 | 33,745 | |
| South West | 433,000 - 486,000 | 383,991 | 68,653 | 34,908 | |
| Wheatbelt North | 330,000 - 390,000 | 290,902 | 61,671 | 30,254 | |
| Wheatbelt South | 337,000 - 396,000 | 295,556 | 60,508 | 30,254 | |

The lower costs for residential streets are for aggregate seals, while the higher costs are for asphalt seals.

The cost of sealed residential streets excludes the cost of kerbing and footpaths.

Kerbing costs \$48,500 to \$69,500 per kilometre, increasing up to \$86,800 in the north of the State.

Concrete footpaths cost \$102,000 to \$116,000 per kilometre, increasing up to \$151,000 in the north of the State.

Dual use paths cost \$111,000 to \$132,000, increasing up to \$175,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region is \$570,000 per km for a 7.0 m asphalt seal.

Road Preservation Costs: Costs are in 2019-20 prices Sealed Roads within Built Up Areas (\$ per kilometre)

| Region | Residential streets sealed 7.0m wide | | |
|----------------------|--------------------------------------|-----------------|-------------------|
| | Routine maintenance | Reseal | Reconstruction |
| Gascoyne | 3,142 | 69,666 | 303,000 - 367,000 |
| Goldfields Esperance | 2,869 | 50,660 - 71,048 | 272,000 - 334,000 |
| Great Southern | 2,555 | 47,747 | 247,000 - 308,000 |
| Kimberley | 3,524 | 84,595 | 356,000 - 448,000 |
| Metropolitan | 3,183 | 45,022 | 225,000 - 260,000 |
| Mid West | 2,514 | 47,747 | 247,000 - 308,000 |
| Pilbara | 3,388 | 69,903 | 340,000 - 422,000 |
| South West | 3,142 | 45,022 | 272,000 - 326,000 |
| Wheatbelt North | 2,514 | 47,747 | 241,000 - 299,000 |
| Wheatbelt South | 2,637 | 47,747 | 244,000 - 303,000 |

Appendix 1: Costs Used in Calculating Valuations

Sealed Roads Outside Built Up Areas: Costs are in 2019-20 prices (\$ per kilometre)

| Region | Roads sealed 6.0m wide | | |
|----------------------|------------------------|-----------------|----------------|
| | Routine maintenance | Reseal | Reconstruction |
| Gascoyne | 2,334 | 59,714 | 312,787 |
| Goldfields Esperance | 2,144 | 43,100 - 69,600 | 276,059 |
| Great Southern | 1,896 | 40,994 | 263,026 |
| Kimberley | 2,607 | 72,510 | 377,951 |
| Metropolitan | 2,370 | 38,388 | 345,962 |
| Mid West | 1,872 | 40,994 | 252,363 |
| Pilbara | 2,524 | 59,714 | 383,875 |
| South West | 2,334 | 38,388 | 311,603 |
| Wheatbelt North | 1,872 | 40,994 | 246,439 |
| Wheatbelt South | 1,955 | 40,994 | 248,808 |

The costs for reconstruction are based on partial replacement of the existing pavement.

Unsealed Roads Outside Built Up Areas: Costs are in 2019-20 prices (\$ per kilometre)

| Region | Gravel roads | | Formed roads | |
|----------------------|----------------------------|---------------------------|----------------------------|---------------------------|
| | Routine maintenance annual | Resheeting every 20 years | Routine maintenance annual | Reformation every 5 years |
| Gascoyne | 1,256 | 32,582 | 758 | 9,241 |
| Goldfields Esperance | 1,149 | 33,174 | 723 | 7,227 |
| Great Southern | 1,096 | 30,805 | 699 | 4,858 |
| Kimberley | 1,327 | 32,701 | 948 | 10,782 |
| Metropolitan | 1,422 | 36,729 | 948 | 5,924 |
| Mid West | 1,149 | 31,516 | 723 | 4,858 |
| Pilbara | 1,280 | 38,388 | 806 | 9,952 |
| South West | 1,366 | 30,805 | 865 | 6,042 |
| Wheatbelt North | 1,149 | 30,331 | 723 | 4,858 |
| Wheatbelt South | 1,244 | 29,146 | 723 | 4,858 |

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APPENDIX 2

Standards for Calculating Expenditure Required to Maintain Current Standards

2019-2020

Raih Street, Leonora

Appendix 2: Standards for Calculating Expenditure Required to Maintain Current Standards

Standards are expressed as frequencies for undertaking work, eg the standard for reconstructing pavements for sealed roads outside built up areas is once every 55 years.

Roads Outside Built Up Areas

| Region | Sealed Roads | | Gravel roads | Formed roads |
|--------------|-------------------------|---------------------|--------------|--------------|
| | Reconstruction pavement | Reseal sprayed seal | Resheet | Reform |
| Metropolitan | 55 | 15 | 20 | 15 |
| Agricultural | 55 | 15 | 20 | 15 |
| Pastoral | 55 | 15 | 20 | 15 |
| Pilbara | 55 | 12 | 20 | 15 |
| Kimberley | 55 | 12 | 20 | 15 |

Bridges

| Region | Reconstruction timber bridges | Reconstruction concrete bridges |
|--------------|-------------------------------|--|
| Metropolitan | 60 | Expected life 100 years |
| Agricultural | 60 | No annual allowance for reconstruction |
| Pastoral | | |
| Pilbara | | |
| Kimberley | | |

Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains

| Region | Footpaths and kerbing | Longitudinal pipe drains |
|--------------|-----------------------|----------------------------|
| Metropolitan | 75 | Expected life 100 years |
| Agricultural | 60 | 0.5% annual allowance |
| Pastoral | 60 | |
| Pilbara | 60 | |
| Kimberley | 60 | for reconstruction |

Sealed Roads Within Built Up Areas - Residential Streets

| Region | Reconstruction pavement | Reseal sprayed seal | Reseal asphalt seal |
|--------------|-------------------------|---------------------|---------------------|
| Metropolitan | 75 | 15 | 25 |
| Agricultural | 60 | 15 | 25 |
| Pastoral | 60 | 15 | |
| Pilbara | 60 | 12 | |
| Kimberley | 60 | 12 | |

Sealed Roads Within Built Up Areas - Local Distributor Roads

| Region | Reconstruction pavement | Reseal sprayed seal | Reseal asphalt seal |
|--------------|-------------------------|---------------------|---------------------|
| Metropolitan | 60 | 15 | 20 |
| Agricultural | 60 | 15 | 20 |
| Pastoral | 60 | 15 | |
| Pilbara | 60 | 12 | |
| Kimberley | 60 | 12 | |



APPENDIX 3

Formulae Used in this Report

2019-2020

Appendix 3: Formulae Used in this Report

Written Down Value

| | |
|--------------------|---|
| Depreciation | $\frac{(CRV - RESID) \times Age}{Useful\ Life}$ |
| Written Down Value | CRV – DEP |

Road Asset Consumption

| | |
|-----------------------------|--|
| Depreciable amount | CRV - RESID |
| Annual Depreciation Expense | $\frac{Depreciable\ Amount}{Useful\ Life}$ |
| Performance | $\frac{Annual\ Depreciation\ Expense}{Depreciation\ Amount}$ |

Sealed Road sustainability

| | |
|-----------------------------|--|
| Annual Depreciation Expense | $\frac{Depreciable\ Amount}{Useful\ Life}$ |
| Life Cycle Cost per year | Annual Depreciation Expense + Maintenance |
| Performance | $\frac{Maintenance\ +\ Renewal}{Life\ Cycle\ Cost\ per\ year}$ |

Explanation of Terms:

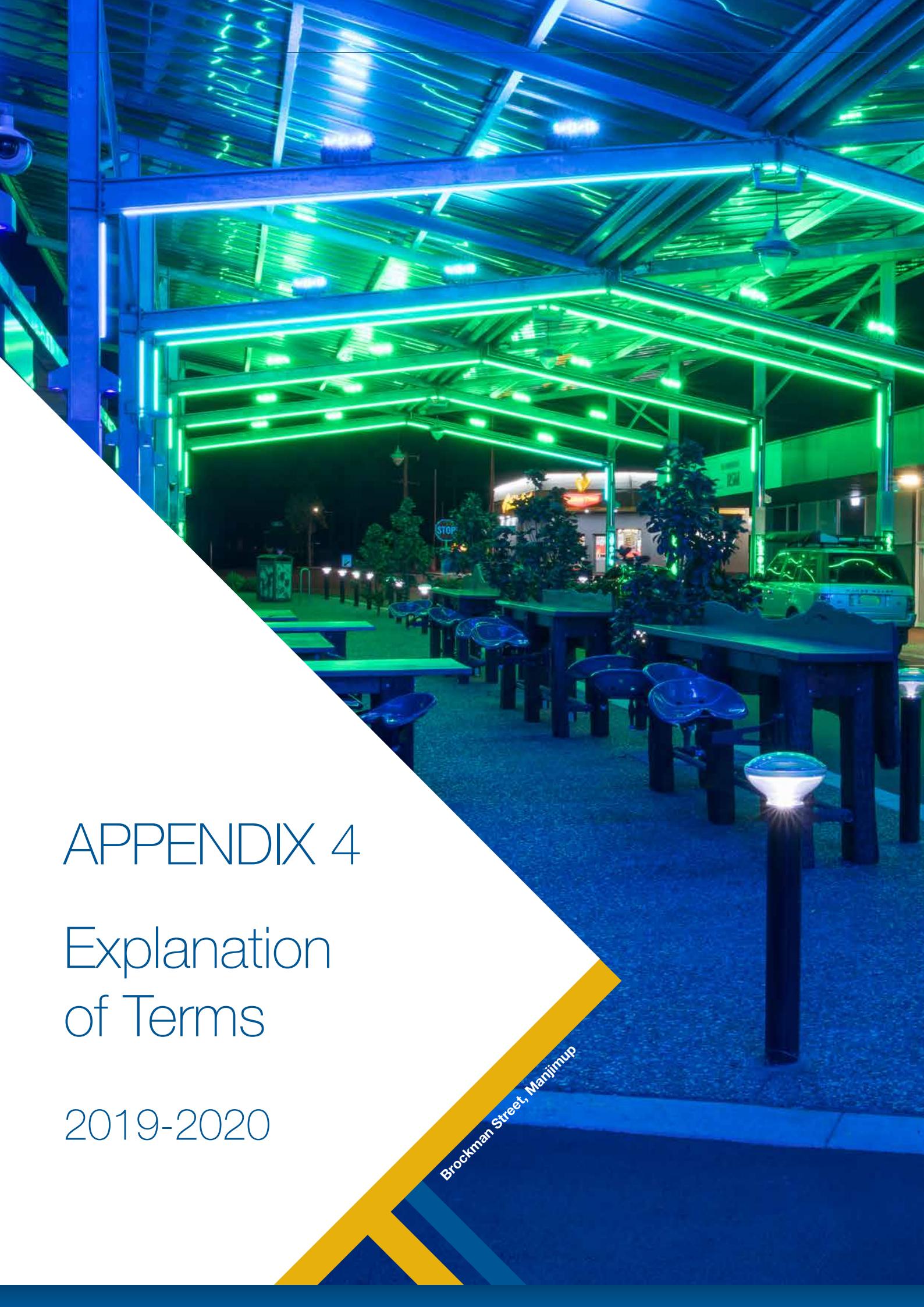
| | |
|-------------|---|
| DEP | Depreciation |
| CRV | Current Replacement Value |
| RESID | Residual value at the end of the road's useful life |
| Age | Age of the road in years |
| Useful Life | Estimated useful life of the road in years |
| Maintenance | Annual expenditure on maintenance |
| Renewal | Annual expenditure on renewal |

APPENDIX 4

Explanation of Terms

2019-2020

Brockman Street, Manjimup



Appendix 4: Explanation of Terms

Maintenance, Capital Renewal, Capital Upgrade, and Capital Expansion

Unformed Road - Cleared and flat bladed with minimum construction.

Formed Road - Unsealed road shaped and drained without imported material and constructed pavement.

Gravel Road - Unsealed road constructed from imported material, shaped and drained.

Sealed Road - A road constructed with a bituminous or asphalt seal.

Maintenance - Maintains the asset, but does not increase the asset's service potential or life.

Expenditure in this category includes:

Roads

Grading unsealed roads

Grading shoulders on sealed roads

Patching potholes

Repairing seal edges

Repairing culverts and end walls

Repairing drainage associated with a road

Clearing culverts and drainage systems associated with a road

Painting and replacing guide posts

Sweeping pavements

Bridges

Repairs to bridge components and surface

Clearing firebreaks

White ant protection

Tightening bolts

Painting handrails

Bridge inspection

Ancillary

Lighting including power costs

Road signals and signs including street signs

Road marking

All other traffic management devices

Footpaths and dual use paths

Road verges (including care and watering of trees)

Capital Renewal - Increases the life of the asset and may increase its service potential.

Expenditure in this category includes:

Roads

Resealing aggregate and asphalt seals

Regravelling existing gravel roads

Reforming existing formed roads

Reconstructing roads to existing standards (may include widening less than lane width)

Reconstructing shoulders on sealed roads

Replacing cattle grids

Replacing culverts

Replacing kerbs

Appendix 4: Explanation of Terms

Bridges

Replacing bridge components
 Strengthening individual structural components
 Constructing concrete overlays
 Reconstructing of bridges to existing standards (may include widening less than 1 metre)

Ancillary

Replacement of lighting infrastructure
 Replacement of road signals and signs including street signs
 Replacement of road marking
 Replacement of all other traffic management devices
 Reconstruction of footpaths and dual use paths

Road Preservation - Is the sum of maintenance and capital renewal.

Capital Upgrade - Provides a higher level of service to users.

Expenditure in this category includes:

Roads

Gravelling a road that was not previously gravelled
 Sealing a road that was not previously sealed
 Constructing a second carriageway
 Widening a road

Bridges

Widening a bridge
 Strengthening a bridge to accommodate higher axle loads

Ancillary

Upgrading or adding to existing:
 Street lighting
 Road signals and signs including street signs
 Road marking
 All other traffic management devices
 Footpaths including dual use paths

Capital Expansion - Extending the road network.

Expenditure in this category includes:

Roads

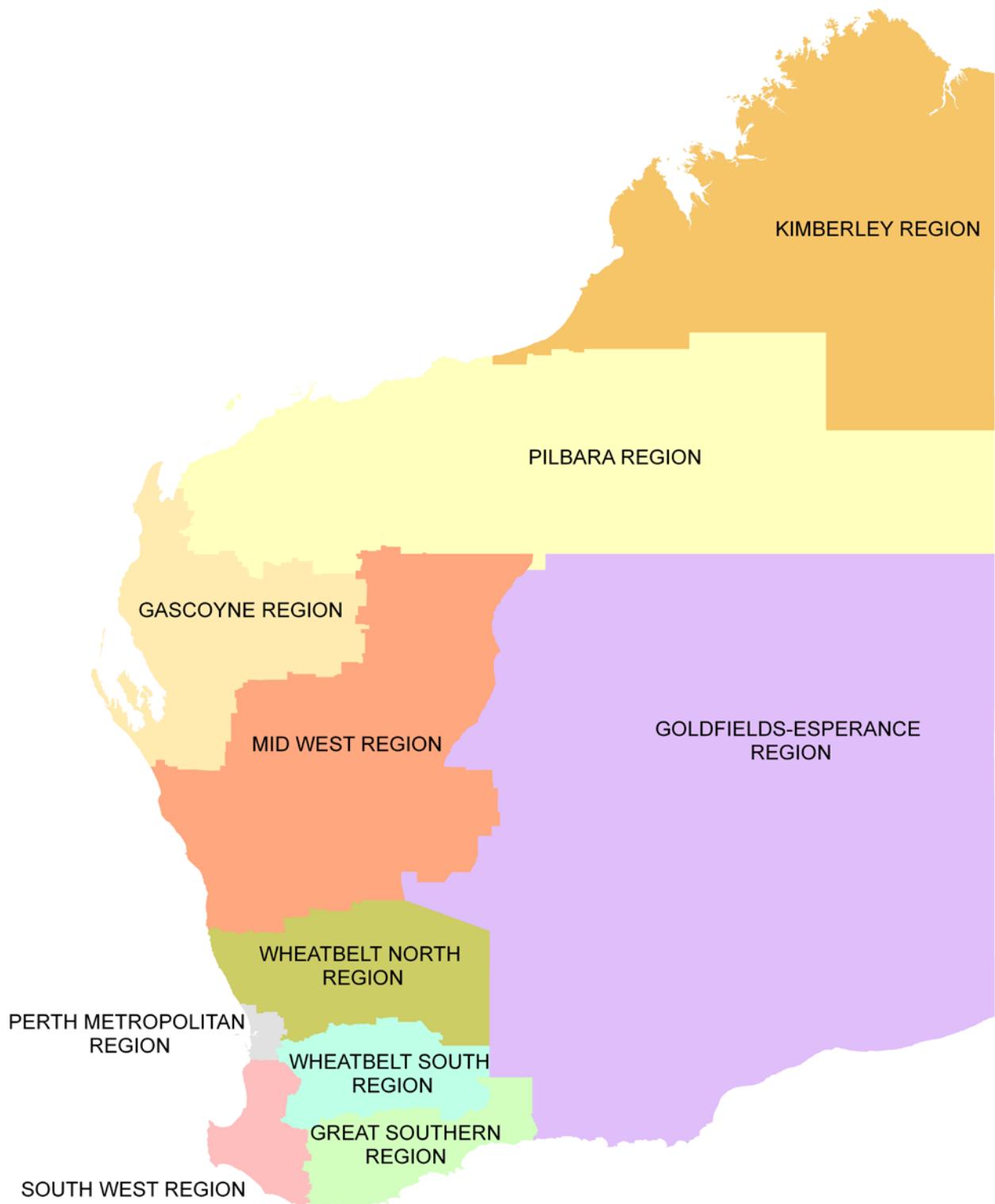
Constructing a road that previously did not exist. It may be a formed, gravelled or sealed road or street

Bridges

Constructing a bridge where none existed previously

Ancillary

Provision of the following on new roads:
 Street lighting
 Road signals and signs including street signs
 Road marking
 All other traffic management devices
 Footpaths including dual use paths

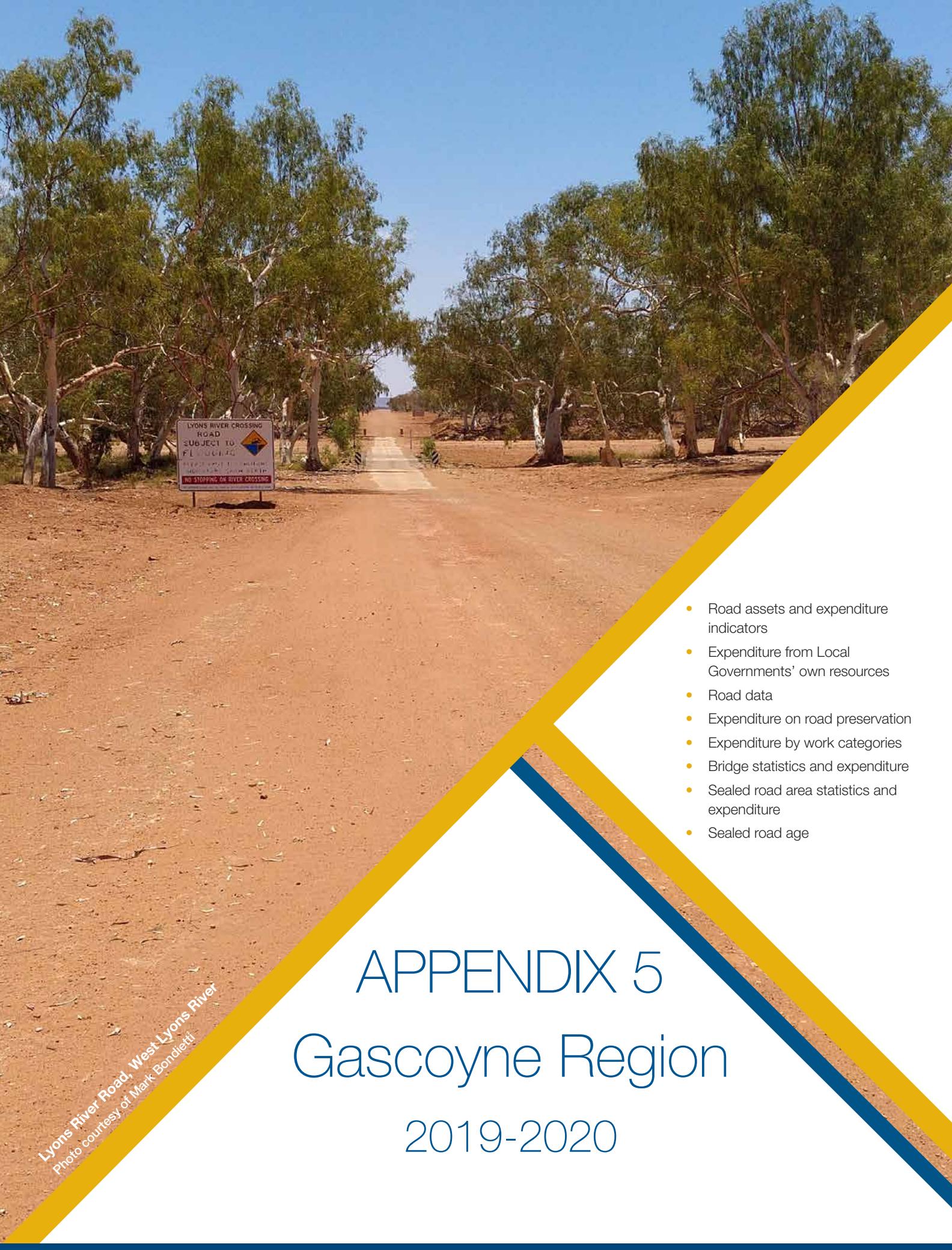


Road Assets and Expenditure Indicators and Expenditure Statistics

2019-2020



Lyons River Road, West Lyons River
Photo courtesy of Mark Bondiotti



- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

APPENDIX 5

Gascoyne Region

2019-2020

Road assets & expenditure indicators 2019-20

Gascoyne Regional Road Group

| Council | Indicators | | | | |
|----------------|-------------------------|------------------------|----------------------------|--------------------------|-----|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance | [5] |
| [1] | [2] | [3] | [4] | [5] | [5] |
| CARNARVON | 0.56 | 3.2% | 23% | 0.40 | |
| EXMOORTH | 0.52 | 2.9% | 21% | 0.36 | |
| SHARK BAY | 0.55 | 4.2% | 100% | 0.79 | |
| UPPER GASCOYNE | 0.62 | 4.1% | 5% | 0.48 | |
| Region Average | 0.57 | 3.5% | 27% | 0.46 | |
| State Average | 0.55 | 2.4% | 59% | 0.76 | |

Expenditure from Local Governments' own resources 2019-20

Gascoyne Regional Road Group

| Council | Total Council expenditure \$000s | Expenditure from Council's own resources \$000s | % of total road expenditure | % revenue needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person | [8] |
|----------------|----------------------------------|---|-----------------------------|--|--|---|---------------------------|-----|
| | | | | | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | |
| CARNARVON | 2,531 | 0 | 0% | 92% | 0.0% | 0% | 0 | |
| EXMOORTH | 1,296 | 321 | 25% | 54% | 7.1% | 3% | 109 | |
| SHARK BAY | 1,505 | 40 | 3% | 106% | 1.6% | 2% | 42 | |
| UPPER GASCOYNE | 17,292 | 1,089 | 6% | 162% | 31.3% | 31% | 3755 | |
| Region | 22,624 | 1,450 | 6% | 98% | 7.9% | 7% | 157 | |
| State | 925,865 | 488,657 | 53% | 24% | 19.2% | 14% | 183 | |

Total Expenditure includes flood damage.

Road data 2019-20

Gascoyne Regional Road Group

| Council | Road data [kilometres] | | | | | | Footpaths [km] | Gravel paths | Dual use paths [km] | |
|----------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|--------------|---------------------|-------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| CARNARVON | 4 | 44 | 221 | 541 | 525 | 181 | 1,515 | 31.5 | 0.0 | 20.2 |
| EXMOORTH | 1 | 38 | 116 | 15 | 43 | 23 | 236 | 21.3 | 10.0 | 10.0 |
| SHARK BAY | 7 | 5 | 28 | 374 | 165 | 6 | 585 | 9.0 | 9.0 | 9.1 |
| UPPER GASCOYNE | 0 | 2 | 73 | 968 | 679 | 159 | 1,881 | 0.7 | 0.6 | 0.0 |
| Region | 12 | 89 | 437 | 1,898 | 1,412 | 369 | 4,218 | 62.5 | 19.6 | 39.3 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20

Gascoyne Regional Road Group

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | | |
|----------------|---------------------------------|-------------------------------------|--------------|--------------|---------|----------------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | |
| CARNARVON | 1,073 | 242 | 952 | 114 | 2,380 | 9,767 | 541 | 1,761 | 216 | |
| EXMOORTH | 923 | 184 | 0 | 0 | 1,107 | 10,779 | 754 | 0 | 0 | |
| SHARK BAY | 647 | 0 | 0 | 858 | 1,505 | 24,073 | 0 | 0 | 5,209 | |
| UPPER GASCOYNE | 41 | 119 | 15,071 | 795 | 16,026 | 7,886 | 943 | 20,325 | 943 | |
| Region | 2,684 | 545 | 16,023 | 1,767 | 21,018 | 11,795 | 868 | 9,565 | 1,010 | |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 | |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Gascoyne Regional Road Group

Appendix 5

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation Required expenditure \$000s | Actual expenditure \$000s (exc. flood damage) |
|---|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|--|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [12] |
| CARNARVON | 1,348 | 1,032 | 24 | 127 | 2,531 | 53.3% | 40.8% | 0.9% | 5.0% | 5,982 |
| EXMOORTH | 574 | 533 | 13 | 176 | 1,296 | 44.3% | 41.1% | 1.0% | 13.6% | 3,051 |
| SHARK BAY | 667 | 838 | 0 | 0 | 1,505 | 44.3% | 55.7% | 0.0% | 0.0% | 1,899 |
| UPPER GASCOYNE | 755 | 15,271 | 1,266 | 0 | 17,292 | 4.4% | 88.3% | 7.3% | 0.0% | 4,205 |
| Region | 3,344 | 17,674 | 1,303 | 303 | 22,624 | 14.8% | 78.1% | 5.8% | 1.3% | 15,138 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |
| <i>Renewal and Total Expenditure includes flood damage.</i> | | | | | | | | | | |

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2019-20

Gascoyne Regional Road Group

| Council | Number All bridges | Bridge deck area [sq metres] | | | Expenditure \$000s | | |
|----------------|-----------------------|------------------------------|---------------------------------|------------------------------------|--------------------|--------------|---------|
| | | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | Footbridges | Preservation | Upgrade |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CARNARVON | 1 | 3,849 | 0 | 0 | 0 | 0 | 98 |
| EXMOORTH | 2 | 327 | 0 | 0 | 272 | 0 | 0 |
| SHARK BAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UPPER GASCOYNE | 2 | 2,414 | 0 | 0 | 0 | 0 | 0 |
| Region | 5 | 6,590 | 0 | 0 | 272 | 0 | 98 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 |

*Excludes expenditure on
flood damage*

Sealed road area statistics and expenditure 2019-20

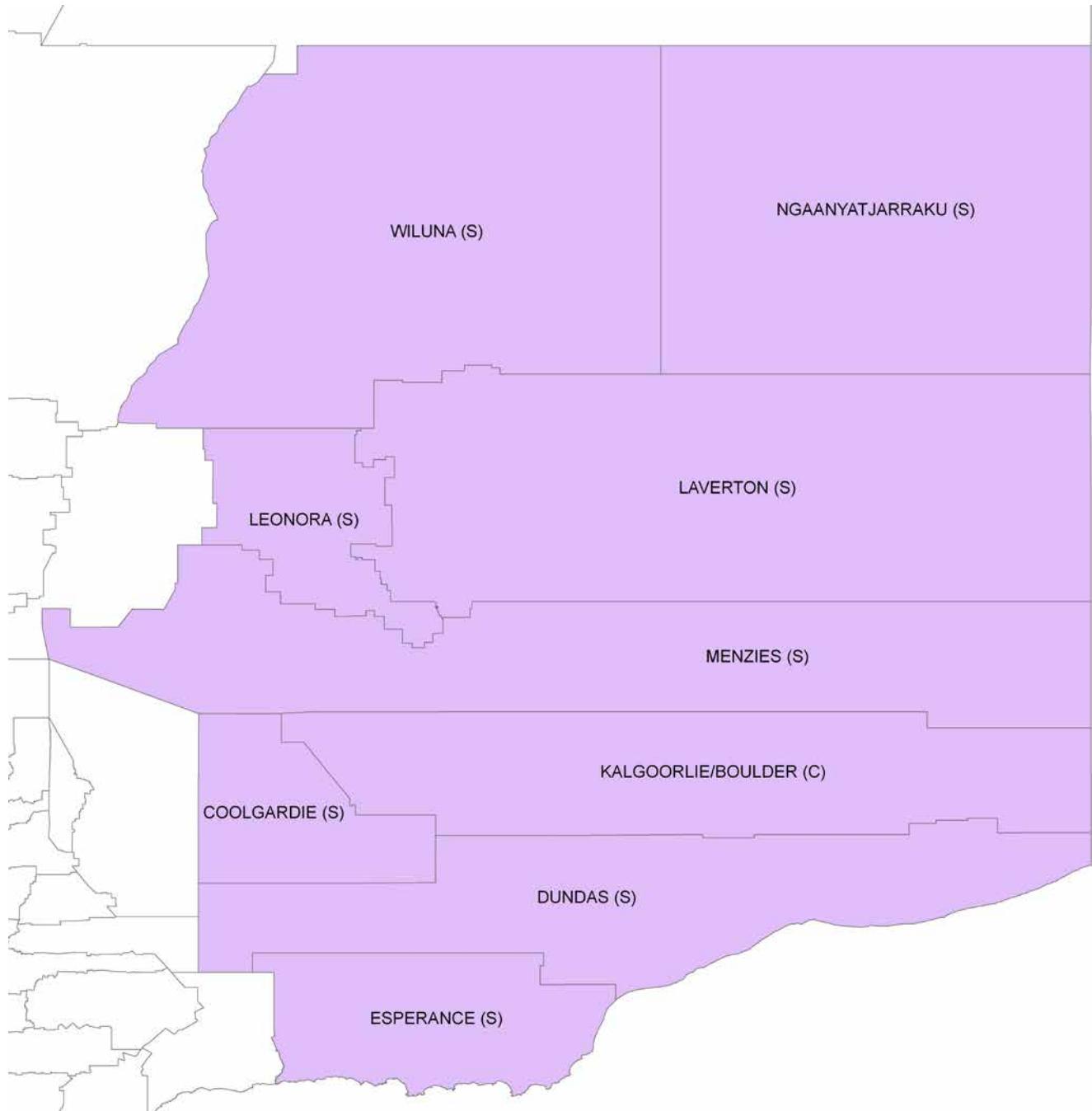
Gascoyne Regional Road Group

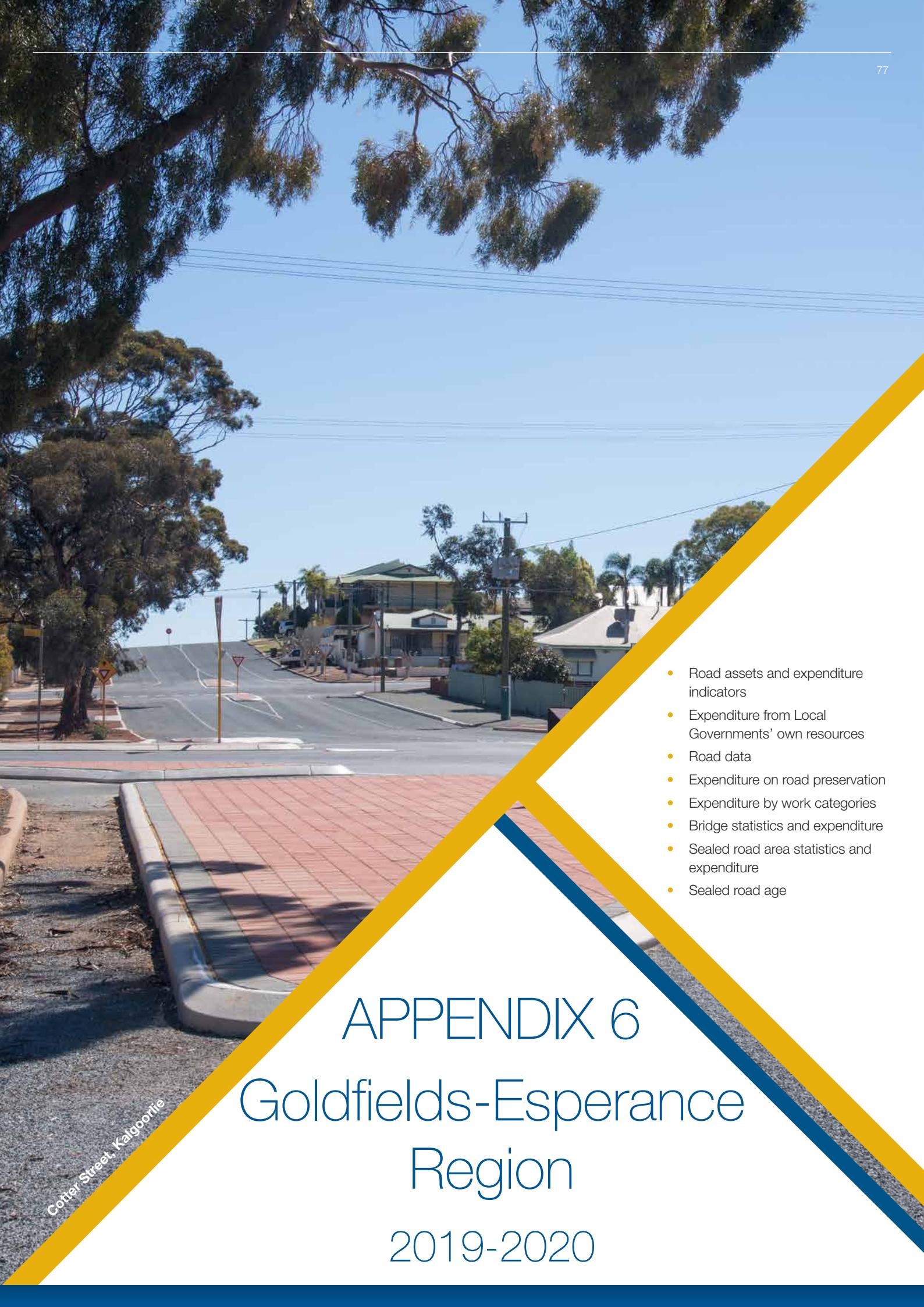
| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre [7] |
|----------------|---------------------------------------|--|---------------------------------------|--|--|
| | Sealed roads in built up areas [2] | Sealed roads outside built up areas [3] | Sealed roads in built up areas [4] | Sealed roads outside built up areas [5] | |
| CARNARVON | 384,490 | 1,564,368 | 1,073 | 242 | 2.79 |
| EXMOORTH | 299,702 | 854,209 | 923 | 184 | 3.08 |
| SHARK BAY | 94,069 | 198,585 | 647 | 0 | 6.88 |
| UPPER GASCOYNE | 18,369 | 529,258 | 41 | 119 | 2.23 |
| Region | 796,629 | 3,146,420 | 2,684 | 545 | 3.37 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 |
| | | | | | 0.62 |

Sealed road age 2019-20

Gascoyne Regional Road Group

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|----------------|-------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|---------------------------|-------------------------------|--|
| | Length km [2] | Pavement age years [3] | Sprayed seal age years [4] | Asphalt seal age years [5] | Length km [6] | Pavement age years [7] | Sprayed seal age years [8] | |
| CARNARVON | 48 | 42 | 16 | 19 | 221 | 22 | 13 | |
| EXMOORTH | 39 | 32 | 17 | 15 | 116 | 26 | 16 | |
| SHARK BAY | 12 | 31 | 16 | 5 | 28 | 19 | 14 | |
| UPPER GASCOYNE | 2 | 17 | 4 | 0 | 73 | 15 | 5 | |
| Region | 101 | 31 | 13 | 13 | 437 | 21 | 12 | |





- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

APPENDIX 6

Goldfields-Esperance Region

2019-2020

Cotter Street, Kalgoorlie

Road assets & expenditure indicators 2019-20

Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Indicators | | | |
|--------------------|-------------------------|------------------------|----------------------------|--------------------------|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance |
| [1] | [2] | [3] | [4] | [5] |
| COOLGARDIE | 0.39 | 3.0% | 51% | 0.63 |
| DUNDAS | 0.53 | 4.0% | 81% | 0.50 |
| ESPERANCE | 0.53 | 3.3% | 27% | 0.52 |
| KALGOORLIE-BOULDER | 0.29 | 2.7% | 101% | 1.27 |
| LAVERTON | 0.50 | 4.8% | 33% | 0.97 |
| LEONORA | 0.54 | 4.5% | 34% | 0.59 |
| MENZIES | 0.55 | 5.2% | 5% | 1.06 |
| NGAANYATJARRAKU | 0.54 | 5.2% | 0% | 1.71 |
| WILUNA | 0.53 | 5.2% | 134% | 1.09 |
| Region Average | 0.46 | 3.5% | 57.9% | 0.86 |
| State Average | 0.55 | 2.4% | 59.4% | 0.76 |

Expenditure from Local Governments' own resources 2019-20 Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|--------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| COOLGARDIE | 2,706 | 1,101 | 41% | 42% | 15% | 12% | 329 |
| DUNDAS | 1,588 | 157 | 10% | 63% | 5% | 5% | 221 |
| ESPERANCE | 16,975 | 8,936 | 53% | 84% | 44% | 31% | 630 |
| KALGOORLIE-BOULDER | 16,208 | 11,661 | 72% | 31% | 41% | 37% | 401 |
| LAVERTON | 11,504 | 2,546 | 22% | 96% | 44% | 21% | 2095 |
| LEONORA | 2,958 | 1,407 | 48% | 50% | 19% | 14% | 909 |
| MENZIES | 3,181 | 748 | 24% | 76% | 14% | 14% | 1425 |
| NGAANYATJARRAKU | 5,349 | 55 | 1% | 100% | 2% | 2% | 31 |
| WILUNA | 3,103 | 867 | 28% | 100% | 17% | 13% | 1268 |
| Region | 63,572 | 27,478 | 43% | 61% | 32% | 25% | 518 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Road data 2019-20
Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] |
|--------------------|--------------------------------------|--------------------------------------|---|-----------------|-----------------|-------------------|----------------|-----------------------|--------|------------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen / concrete | Gravel | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| COOLGARDIE | 3 | 51 | 58 | 414 | 123 | 199 | 847 | 59.1 | 2.4 | 10.4 |
| DUNDAS | 1 | 21 | 21 | 296 | 207 | 86 | 633 | 23.8 | 0.0 | 1.7 |
| ESPERANCE | 79 | 41 | 724 | 3,010 | 193 | 209 | 4,256 | 32.5 | 11.9 | 101.6 |
| KALGOORLIE-BOULDER | 116 | 116 | 164 | 546 | 355 | 74 | 1,372 | 271.5 | 0.0 | 51.7 |
| LAVERTON | 1 | 7 | 62 | 657 | 518 | 2,946 | 4,191 | 4.3 | 1.6 | 8.2 |
| LEONORA | 1 | 9 | 21 | 606 | 379 | 210 | 1,226 | 13.6 | 1.4 | 0.7 |
| MENZIES | 0 | 2 | 42 | 686 | 595 | 0 | 1,325 | 0.8 | 0.4 | 0.5 |
| NGAANYATJARRAKU | 0 | 10 | 39 | 495 | 744 | 41 | 1,329 | 3.6 | 0.0 | 0.0 |
| WILUNA | 0 | 5 | 11 | 669 | 579 | 645 | 1,909 | 4.5 | 3.0 | 0.0 |
| Region | 201 | 262 | 1,142 | 7,379 | 3,693 | 4,410 | 17,086 | 413.8 | 20.8 | 174.8 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20 Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|--------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| COOLGARDIE | 1,227 | 0 | 721 | 0 | 1,948 | 7,919 | 0 | 1,750 | 0 |
| DUNDAS | 254 | 217 | 345 | 0 | 816 | 5,207 | 4,948 | 1,174 | 0 |
| ESPERANCE | 1,226 | 1,480 | 6,769 | 27 | 9,502 | 4,427 | 1,073 | 2,251 | 138 |
| KALGOORLIE-BOULDER | 12,445 | 243 | 1,490 | 0 | 14,178 | 16,551 | 662 | 2,734 | 0 |
| LAVERTON | 256 | 113 | 5,357 | 0 | 5,726 | 12,285 | 916 | 8,153 | 0 |
| LEONORA | 425 | 4 | 650 | 496 | 1,576 | 20,312 | 90 | 1,075 | 1,308 |
| MENZIES | 196 | 0 | 1,169 | 1,817 | 3,182 | 42,996 | 0 | 1,705 | 3,055 |
| NGAANYATJARRAKU | 0 | 0 | 3,964 | 552 | 4,516 | 0 | 0 | 8,003 | 742 |
| WILUNA | 128 | 151 | 1,568 | 1,027 | 2,874 | 11,945 | 7,277 | 2,345 | 1,774 |
| Region | 16,157 | 2,208 | 22,033 | 3,920 | 44,318 | 12,370 | 948 | 2,980 | 1,098 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20
Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|-------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| COOLGARDIE | 1,196 | 752 | 757 | 0 | 2,705 | 44.2% | 27.8% | 28.0% | 0.0% | 3,084 | 1,948 |
| DUNDAS | 233 | 583 | 38 | 734 | 1,588 | 14.7% | 36.7% | 2.4% | 46.2% | 1,643 | 816 |
| ESPERANCE | 4,528 | 4,974 | 5,254 | 2,219 | 16,975 | 26.7% | 29.3% | 31.0% | 13.1% | 18,320 | 9,500 |
| KALGOORIE-BOULDER | 7,856 | 6,322 | 1,846 | 184 | 16,208 | 48.5% | 39.0% | 11.4% | 1.1% | 11,135 | 14,178 |
| LAVERTON | 2,266 | 3,460 | 5,599 | 179 | 11,504 | 19.7% | 30.1% | 48.7% | 1.6% | 3,191 | 3,098 |
| LEONORA | 932 | 644 | 1,382 | 0 | 2,958 | 31.5% | 21.8% | 46.7% | 0.0% | 2,661 | 1,576 |
| MENZIES | 1,001 | 2,181 | 0 | 0 | 3,182 | 31.5% | 68.5% | 0.0% | 0.0% | 3,011 | 3,182 |
| NGAANYATJARRAKU | 1,778 | 2,738 | 342 | 435 | 5,293 | 33.6% | 51.7% | 6.5% | 8.2% | 2,635 | 4,516 |
| WILUNA | 2,235 | 639 | 210 | 19 | 3,103 | 72.0% | 20.6% | 6.8% | 0.6% | 2,637 | 2,874 |
| Region | 22,025 | 22,293 | 15,428 | 3,770 | 63,516 | 34.7% | 35.1% | 24.3% | 5.9% | 48,316 | 41,687 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

*Excludes expenditure on
flood damage*

Bridge statistics and expenditure 2019-20
Goldfields-Esperance Regional Road Group

Appendix 6

| Council | Number | | Bridge deck area [sq metres] | | | Expenditure \$000s | |
|--------------------|-------------|--------------------|------------------------------|---------------------------------|-------------|--------------------|---------|
| | All bridges | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | Footbridges | Preservation | Upgrade |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| COOLGARDIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUNDAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ESPERANCE | 4 | 892 | 0 | 0 | 0 | 0 | 0 |
| KALGOORLIE-BOULDER | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LAVERTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LEONORA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MENZIES | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NGAANYATJARRAKU | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WILUNA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Region | 4 | 892 | 0 | 0 | 0 | 0 | 0 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 |

Sealed road area statistics and expenditure 2019-20

Goldfields-Esperance Regional Road Group

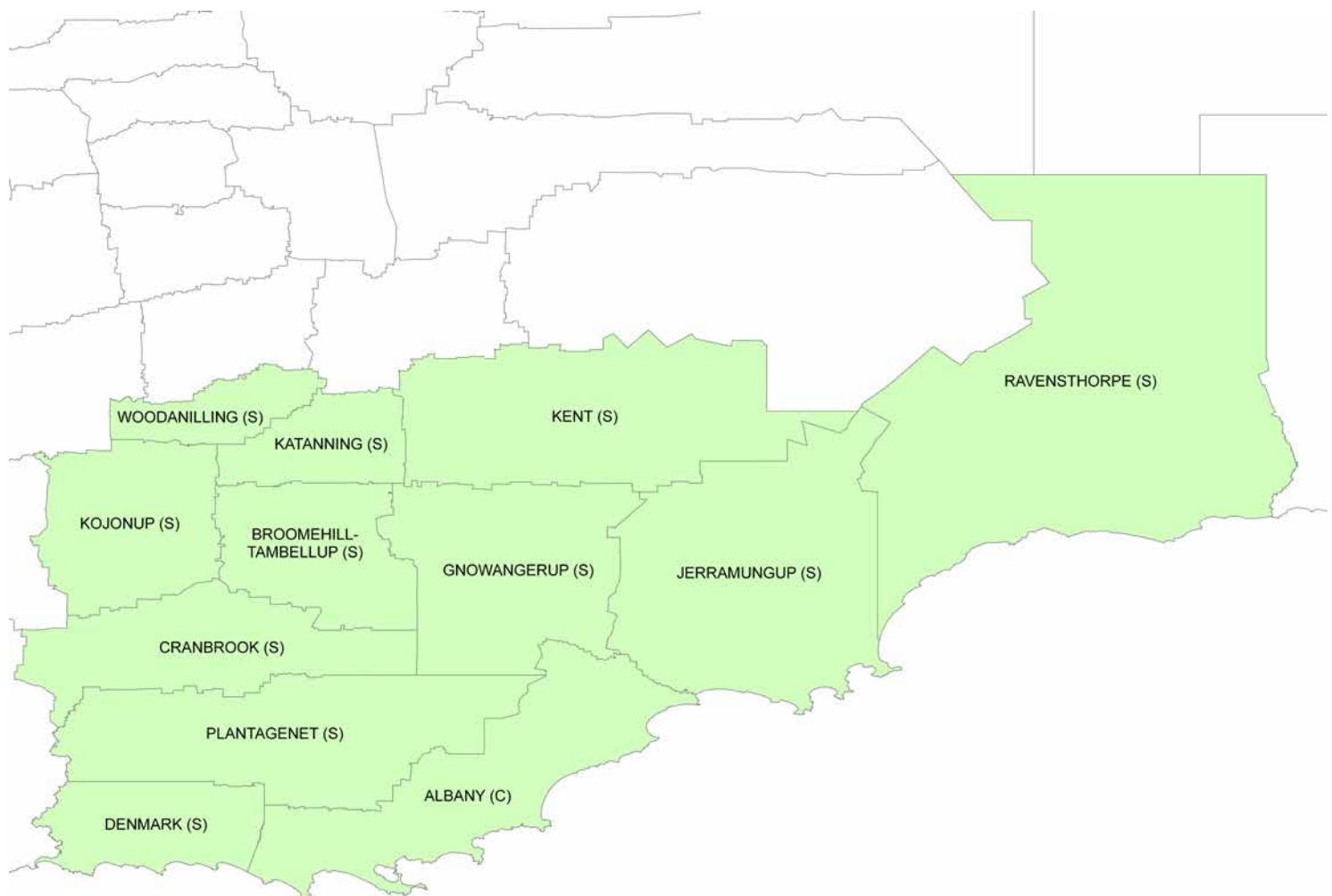
Appendix 6

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|--------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| COOLGARDIE | 542,280 | 366,589 | 1,227 | 0 | 2.26 | 0.00 |
| DUNDAS | 170,726 | 153,488 | 254 | 217 | 1.49 | 1.41 |
| ESPERANCE | 969,246 | 4,829,068 | 1,226 | 1,480 | 1.26 | 0.31 |
| KALGOORLIE-BOULDER | 2,631,745 | 1,283,790 | 12,445 | 243 | 4.73 | 0.19 |
| LAVERTON | 72,932 | 431,754 | 256 | 113 | 3.51 | 0.26 |
| LEONORA | 73,234 | 170,026 | 425 | 4 | 5.80 | 0.03 |
| MENZIES | 15,955 | 311,913 | 196 | 0 | 12.28 | 0.00 |
| NGAANYATJARRAKU | 58,030 | 264,317 | 0 | 0 | 0.00 | 0.00 |
| WILUNA | 37,450 | 72,468 | 128 | 151 | 3.41 | 2.08 |
| Region | 4,571,598 | 7,883,413 | 16,157 | 2,208 | 3.53 | 0.28 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

**Sealed road age 2019-20
Goldfields-Esperance Road Group**

Appendix 6

| Council | Roads in built up areas | | | | Roads outside built up areas | | | | | | | |
|--------------------|-------------------------|-----------|--------------------|------------------------|------------------------------|-----|-----|-----|--------------------|-----------|------------------------|-----|
| | [2] | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | [5] | [6] | [7] | Pavement age years | Length km | Sprayed seal age years | [8] |
| COOLGARDIE | 53 | 44 | 29 | 21 | 26 | 21 | 58 | 45 | | | | 35 |
| DUNDAS | 22 | 36 | 21 | 22 | 22 | 724 | | | 22 | | | 14 |
| ESPERANCE | 120 | 31 | | | | | | | 26 | | | 21 |
| KALGOORLIE-BOULDER | 233 | 52 | 31 | 33 | 33 | 164 | 34 | | | | | 26 |
| LAVERTON | 8 | 38 | 26 | 24 | 24 | 62 | 28 | | | | | 17 |
| LEONORA | 10 | 31 | 14 | 11 | 11 | 21 | 25 | | | | | 18 |
| MENZIES | 2 | 27 | 8 | 0 | 0 | 42 | 20 | | | | | 12 |
| NGAANYATJARRAKU | 10 | 15 | 15 | 0 | 0 | 39 | 15 | | | | | 15 |
| WILUNA | 5 | 22 | 22 | 0 | 0 | 11 | 27 | | | | | 25 |
| Region | 463 | 33 | 21 | 23 | 1,142 | 27 | 20 | | | | | |



Crellin Street, Denmark

APPENDIX 7

Great Southern Region

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

Road assets & expenditure indicators 2019-20

Great Southern Regional Road Group

Appendix 7

| Council | [1] | Indicators | | | |
|----------------------|------|------------------------|----------------------------|--------------------------|-----|
| | | [2] | [3] | [4] | [5] |
| | | Road asset consumption | Sealed road sustainability | Preservation performance | |
| ALBANY | 0.44 | 2.6% | 65% | 0.99 | |
| BROOMEHILL-TAMBELLUP | 0.50 | 3.6% | 68% | 0.49 | |
| CRANBROOK | 0.39 | 3.4% | 27% | 0.49 | |
| DENMARK | 0.53 | 2.8% | 84% | 1.02 | |
| GNOWANGERUP | 0.53 | 3.8% | 52% | 0.61 | |
| JERRAMUNGUP | 0.51 | 3.8% | 60% | 0.70 | |
| KATANNING | 0.39 | 3.2% | 41% | 0.60 | |
| KENT | 0.52 | 4.4% | 102% | 0.71 | |
| KOJONUP | 0.37 | 3.5% | 36% | 0.47 | |
| PLANTAGENET | 0.39 | 3.6% | 66% | 0.70 | |
| RAVENSTHORPE | 0.60 | 3.7% | 75% | 0.84 | |
| WOODANILLING | 0.41 | 3.9% | 108% | 0.63 | |
| Region | 0.46 | 3.3% | 63% | 0.73 | |
| State | 0.55 | 2.4% | 59% | 0.76 | |

Expenditure from Local Governments' own resources 2019-20

Great Southern Regional Road Group

Appendix 7

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|----------------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| ALBANY | 15,271 | 9,322 | 61% | 31% | 28% | 24% | 243 |
| BROOMEHILL-TAMBELLUP | 2,893 | 796 | 28% | 88% | 24% | 19% | 732 |
| CRANBROOK | 3,070 | 1,274 | 41% | 114% | 41% | 41% | 1220 |
| DENMARK | 4,131 | 578 | 14% | 34% | 9% | 9% | 91 |
| GNOWANGERUP | 2,846 | 1,334 | 47% | 106% | 37% | 26% | 1112 |
| JERRAMUNGUP | 2,688 | 839 | 31% | 83% | 21% | 21% | 742 |
| KATANNING | 2,360 | 836 | 35% | 57% | 17% | 17% | 207 |
| KENT | 2,809 | 787 | 28% | 128% | 23% | 22% | 1408 |
| KOJONUP | 2,982 | 1,190 | 40% | 90% | 31% | 27% | 622 |
| PLANTAGENET | 6,329 | 2,196 | 35% | 73% | 32% | 26% | 416 |
| RAVENSTHORPE | 4,076 | 1,604 | 39% | 82% | 30% | 30% | 1024 |
| WOODANILLING | 1,219 | 203 | 17% | 114% | 13% | 13% | 472 |
| Region | 50,674 | 20,959 | 41% | 60% | 26% | 23% | 333 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Road data 2019-20
Great Southern Regional Road Group

Appendix 7

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] [11] |
|----------------------|---|---|--|------------------------|------------------------|--------------------------|---------------------|------------------------------|---------------|--------------------------------|
| | Built up areas asphalt seal [1] | Built up areas sprayed seal [2] | Sealed roads outside built up areas [3] | Gravel roads [4] | Formed roads [5] | Unformed roads [6] | Total length [7] | Bitumen / concrete [8] | Gravel [9] | |
| ALBANY | 160 | 113 | 499 | 768 | 50 | 12 | 1,602 | 103.0 | 5.0 | 60.0 |
| BROOMEHILL-TAMBELLUP | 0 | 12 | 220 | 598 | 114 | 28 | 971 | 10.0 | 1.0 | 7.5 |
| CRANBROOK | 1 | 8 | 292 | 607 | 75 | 32 | 1,014 | 5.0 | 4.4 | 2.7 |
| DENMARK | 18 | 39 | 161 | 326 | 49 | 32 | 625 | 40.2 | 1.9 | 0.0 |
| GNOWANGERUP | 0 | 17 | 209 | 618 | 160 | 23 | 1,027 | 6.4 | 0.0 | 0.0 |
| JERRAMUNGUP | 3 | 12 | 190 | 656 | 108 | 88 | 1,057 | 13.6 | 1.5 | 4.2 |
| KATANNING | 8 | 41 | 139 | 442 | 61 | 1 | 692 | 21.2 | 11.2 | 5.7 |
| KENT | 0 | 6 | 143 | 786 | 316 | 73 | 1,324 | 1.6 | 0.9 | 0.5 |
| KOJONUP | 0 | 15 | 234 | 729 | 131 | 3 | 1,112 | 6.1 | 0.0 | 2.1 |
| PLANTAGENET | 1 | 24 | 353 | 624 | 301 | 10 | 1,312 | 34.7 | 0.2 | 2.4 |
| RAVENSTHORPE | 6 | 29 | 98 | 960 | 121 | 13 | 1,227 | 22.5 | 6.1 | 1.8 |
| WOODANILLING | 0 | 2 | 87 | 350 | 62 | 21 | 522 | 2.3 | 0.0 | 0.0 |
| Region | 196 | 315 | 2,626 | 7,462 | 1,549 | 337 | 12,485 | 266.6 | 32.2 | 86.8 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20

Great Southern Regional Road Group

Appendix 7

| Council | Preservation expenditure \$000s | | | | Preservation expenditure \$/km | | | |
|----------------------|---------------------------------|-------------------------------------|--------------|--------------|--------------------------------|----------------|-----------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Gravel roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] |
| ALBANY | 5,612 | 2,924 | 3,901 | 75 | 12,512 | 10,203 | 3,248 | 5,196 |
| BROOMEHILL-TAMBELLUP | 113 | 1,316 | 590 | 56 | 2,075 | 4,378 | 3,203 | 993 |
| CRANBROOK | 0 | 525 | 1,807 | 0 | 2,332 | 0 | 1,042 | 2,981 |
| DENMARK | 328 | 1,526 | 1,508 | 24 | 3,386 | 3,230 | 5,266 | 4,843 |
| GNOWANGERUP | 55 | 770 | 1,590 | 0 | 2,415 | 1,434 | 1,997 | 2,574 |
| JERRAMUNGUP | 375 | 693 | 1,529 | 0 | 2,597 | 12,252 | 2,115 | 2,338 |
| KATANNING | 1,068 | 110 | 851 | 4 | 2,033 | 7,836 | 465 | 1,933 |
| KENT | 103 | 1,073 | 1,379 | 25 | 2,580 | 8,584 | 4,124 | 1,754 |
| KOJONUP | 392 | 655 | 961 | 63 | 2,070 | 11,384 | 1,617 | 1,322 |
| PLANTAGENET | 1,047 | 2,442 | 1,750 | 159 | 5,398 | 15,608 | 3,801 | 2,815 |
| RAVENSTHORPE | 567 | 772 | 2,737 | 0 | 4,076 | 7,876 | 3,917 | 2,890 |
| WOODANILLING | 68 | 688 | 457 | 0 | 1,213 | 18,349 | 3,979 | 1,305 |
| Region | 9,728 | 13,493 | 19,059 | 407 | 42,687 | 8,916 | 2,814 | 2,590 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 |
| | | | | | | | | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Great Southern Regional Road Group

Appendix 7

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
|----------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|--|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [12] |
| ALBANY | 7,935 | 4,679 | 319 | 2,338 | 15,271 | 52.0% | 30.6% | 2.1% | 15.3% | 12,780 |
| BROOMEHILL-TAMBELLUP | 986 | 1,101 | 806 | 0 | 2,893 | 34.1% | 38.1% | 27.9% | 0.0% | 4,261 |
| CRANBROOK | 1,274 | 1,058 | 738 | 0 | 3,070 | 41.5% | 34.5% | 24.0% | 0.0% | 4,716 |
| DENMARK | 1,278 | 2,134 | 720 | 0 | 4,132 | 30.9% | 51.6% | 17.4% | 0.0% | 3,346 |
| GNOWANGERUP | 1,385 | 1,032 | 429 | 0 | 2,846 | 48.7% | 36.3% | 15.1% | 0.0% | 3,971 |
| JERRAMUNGUP | 746 | 1,851 | 91 | 0 | 2,688 | 27.8% | 68.9% | 3.4% | 0.0% | 3,716 |
| KATANNING | 1,310 | 723 | 327 | 0 | 2,360 | 55.5% | 30.6% | 13.9% | 0.0% | 3,384 |
| KENT | 1,125 | 1,455 | 176 | 53 | 2,809 | 40.0% | 51.8% | 6.3% | 1.9% | 3,639 |
| KOJONUP | 1,571 | 561 | 853 | 0 | 2,985 | 52.6% | 18.8% | 28.6% | 0.0% | 4,501 |
| PLANTAGENET | 3,483 | 1,915 | 278 | 652 | 6,328 | 55.0% | 30.3% | 4.4% | 10.3% | 5,623 |
| RAVENSTHORPE | 2,518 | 1,558 | 0 | 0 | 4,076 | 61.8% | 38.2% | 0.0% | 0.0% | 4,275 |
| WOODANILLING | 362 | 857 | 0 | 0 | 1,219 | 29.7% | 70.3% | 0.0% | 0.0% | 1,921 |
| Region | 23,973 | 18,924 | 4,737 | 3,043 | 50,677 | 47.3% | 37.3% | 9.3% | 6.0% | 56,132 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |
| | | | | | | | | | | 607,106 |

Renewal and Total Expenditure includes flood damage.

*Excludes expenditure on
flood damage*

Bridge statistics and expenditure 2019-20

Great Southern Regional Road Group

Appendix 7

| Council | Number All bridges | Bridge deck area [sq metres] | | | Footbridges | Preservation | Expenditure \$000s |
|----------------------|-----------------------|------------------------------|--------|--------|-------------|--------------|--------------------|
| | | [2] | [3] | [4] | [5] | [6] | [7] |
| ALBANY | 13 | 487 | 3,046 | 107 | 654 | 102 | 0 |
| BROOMEHILL-TAMBELLUP | 6 | 67 | 1,044 | 74 | 0 | 12 | 0 |
| CRANBROOK | 12 | 0 | 1,931 | 674 | 0 | 0 | 270 |
| DENMARK | 16 | 283 | 584 | 282 | 0 | 26 | 720 |
| GNOWANGERUP | 2 | 49 | 252 | 0 | 0 | 2 | 0 |
| JERRAMUNGUP | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KATANNING | 3 | 271 | 147 | 0 | 0 | 0 | 0 |
| KENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KOJONUP | 14 | 158 | 1,582 | 222 | 0 | 62 | 46 |
| PLANTAGENET | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RAVENSTHORPE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WOODANILLING | 3 | 0 | 365 | 0 | 0 | 6 | 0 |
| Region | 69 | 1,316 | 8,950 | 1,359 | 654 | 210 | 1,036 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 |

Sealed road area statistics and expenditure 2019-20
Great Southern Regional Road Group

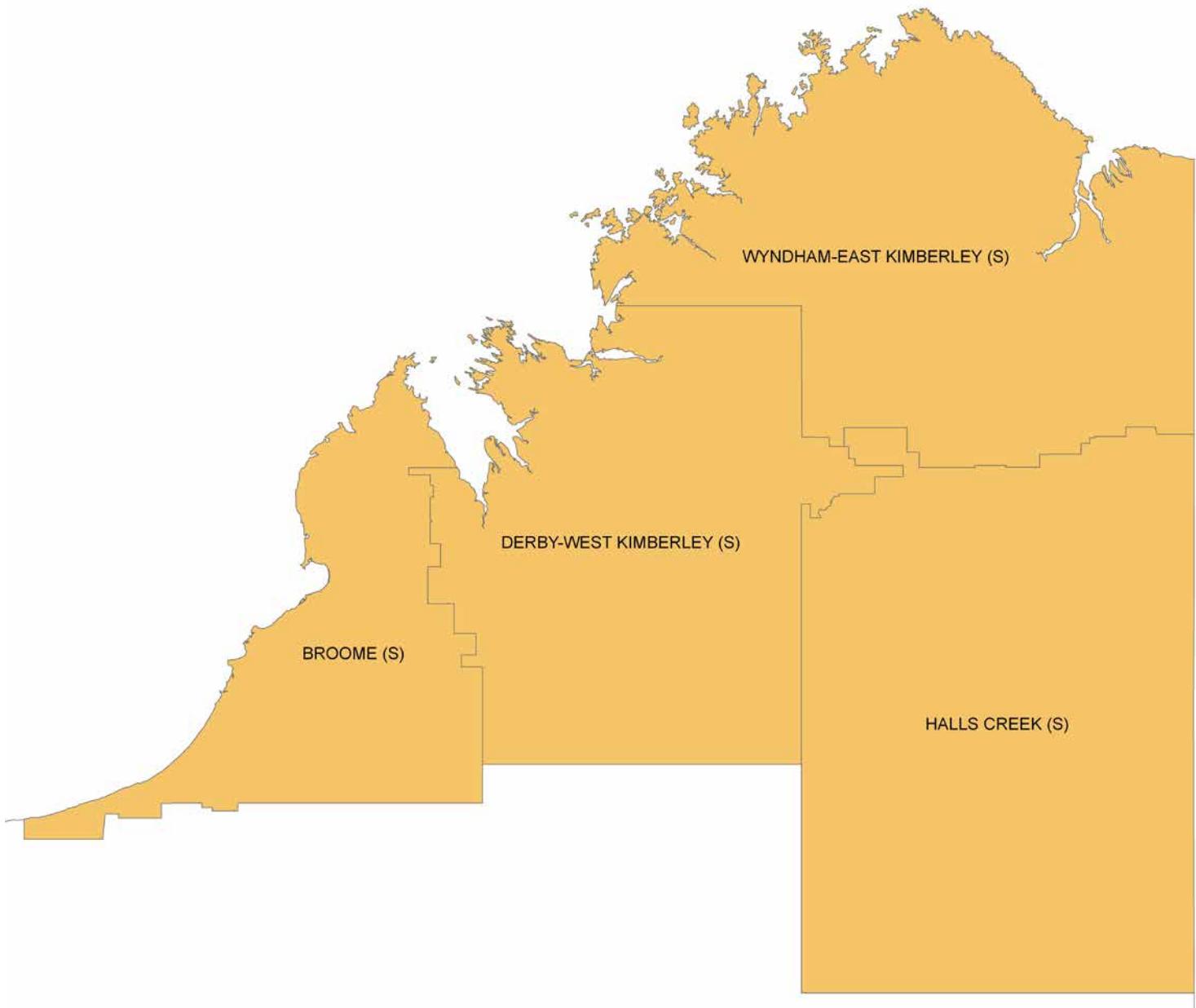
Appendix 7

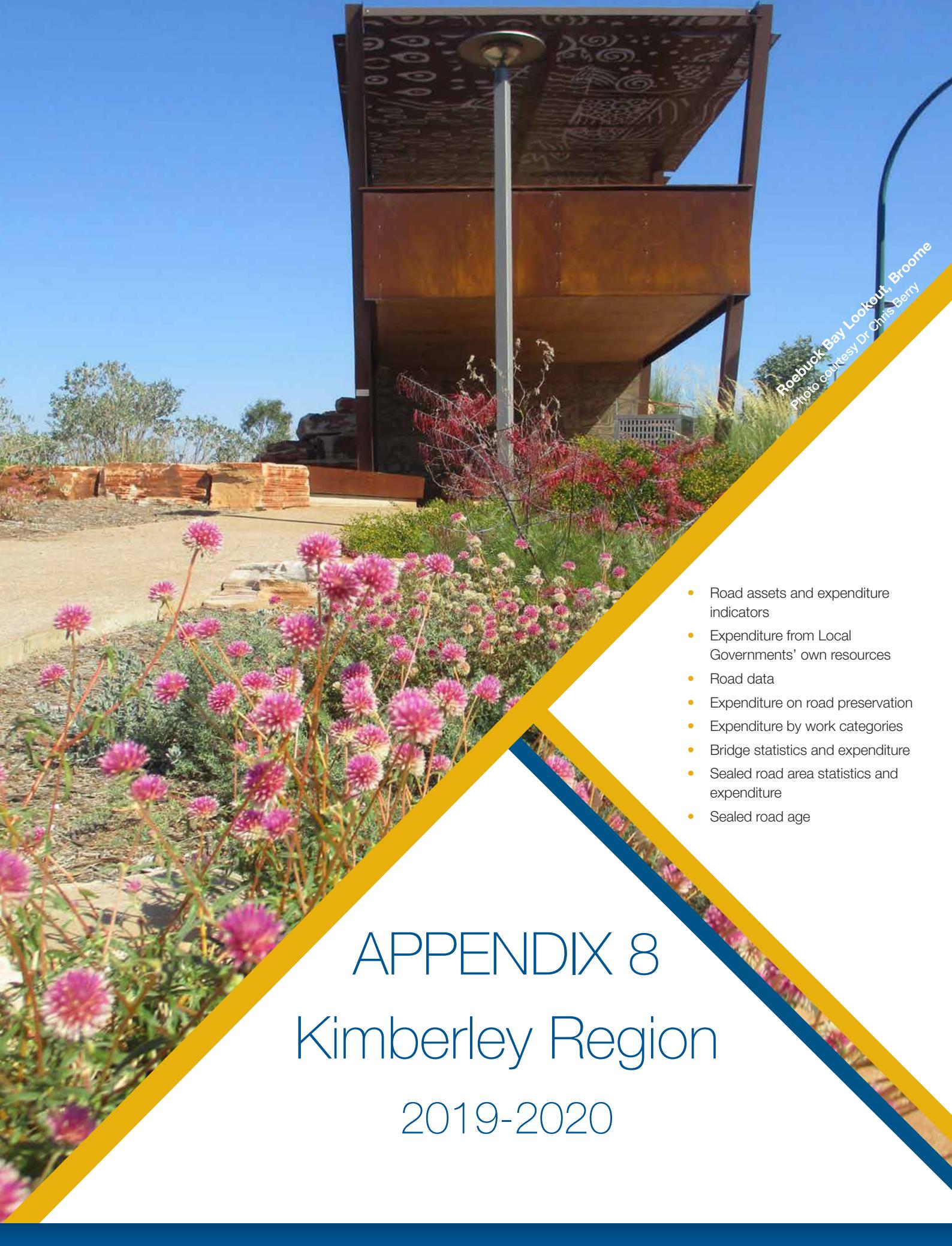
| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|----------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| ALBANY | 1,925,092 | 3,150,691 | 5,612 | 2,924 | 2.92 | 0.93 |
| BROOMEHILL-TAMBELLUP | 90,333 | 1,437,690 | 113 | 1,316 | 1.25 | 0.92 |
| CRANBROOK | 67,261 | 1,762,752 | 0 | 525 | 0.00 | 0.30 |
| DENMARK | 365,227 | 992,506 | 328 | 1,526 | 0.90 | 1.54 |
| GNOWANGERUP | 134,248 | 1,349,577 | 55 | 770 | 0.41 | 0.57 |
| JERRAMUNGUP | 107,124 | 1,146,932 | 375 | 693 | 3.50 | 0.60 |
| KATANNING | 477,043 | 825,594 | 1,068 | 110 | 2.24 | 0.13 |
| KENT | 41,998 | 910,587 | 103 | 1,073 | 2.45 | 1.18 |
| KOJONUP | 120,524 | 1,416,724 | 392 | 655 | 3.25 | 0.46 |
| PLANTAGENET | 234,785 | 2,248,270 | 1,047 | 2,442 | 4.46 | 1.09 |
| RAVENSTHORPE | 251,976 | 689,822 | 567 | 772 | 2.25 | 1.12 |
| WOODANILLING | 12,971 | 605,191 | 68 | 688 | 5.24 | 1.14 |
| Region | 3,828,582 | 16,536,337 | 9,728 | 13,493 | 2.54 | 0.82 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20 Great Southern Regional Road Group

Appendix 7

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|----------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Sprayed seal age years |
| ALBANY | 273 | 33 | 19 | 24 | 499 | 29 | 19 |
| BROOMEHILL-TAMBELLUP | 12 | 35 | 27 | 0 | 220 | 31 | 13 |
| CRANBROOK | 8 | 38 | 22 | 33 | 292 | 36 | 22 |
| DENMARK | 56 | 27 | 23 | 15 | 161 | 28 | 18 |
| GNOWANGERUP | 17 | 35 | 12 | 0 | 209 | 31 | 11 |
| JERRAMUNGUP | 14 | 30 | 29 | 16 | 190 | 30 | 16 |
| KATANNING | 49 | 40 | 24 | 27 | 139 | 40 | 27 |
| KENT | 6 | 33 | 27 | 0 | 143 | 25 | 17 |
| KOJONUP | 15 | 36 | 23 | 57 | 234 | 43 | 25 |
| PLANTAGENET | 25 | 48 | 32 | 18 | 353 | 35 | 22 |
| RAVENSTHORPE | 35 | 17 | 16 | 14 | 98 | 18 | 17 |
| WOODANILLING | 2 | 25 | 22 | 0 | 87 | 37 | 23 |
| Region | 511 | 33 | 23 | 26 | 2,626 | 32 | 19 |





APPENDIX 8

Kimberley Region

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

Road assets and expenditure indicators 2019-20

Kimberley Regional Road Group

Appendix 8

| Council | Indicators | | | |
|------------------------|-------------------------|------------------------|----------------------------|--------------------------|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance |
| [1] | [2] | [3] | [4] | [5] |
| BROOME | 0.58 | 3.0% | 35% | 0.67 |
| DERBY-WEST KIMBERLEY | 0.49 | 4.1% | 94% | 1.30 |
| HALLS CREEK | 0.50 | 4.6% | 0% | 0.91 |
| WYNDHAM-EAST KIMBERLEY | 0.38 | 3.1% | 21% | 0.34 |
| Region | 0.48 | 3.4% | 38% | 0.73 |
| State | 0.55 | 2.4% | 59% | 0.76 |

Expenditure from Local Governments' own resources 2019-20

Kimberley Regional Road Group

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|------------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| | | | | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| BROOME | 9,460 | 6,117 | 65% | 32% | 39% | 23% | 360 |
| DERBY-WEST KIMBERLEY | 8,987 | 4,301 | 48% | 76% | 48% | 42% | 524 |
| HALLS CREEK | 3,167 | 134 | 4% | 84% | 2% | 2% | 38 |
| WYNDHAM-EAST KIMBERLEY | 5,427 | 2,526 | 47% | 51% | 27% | 12% | 343 |
| Region | 27,041 | 13,078 | 48% | 53% | 33% | 22% | 363 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Road data 2019-20

Kimberley Regional Road Group

| Council | Road data [kilometres] | | | | | | Footpaths [km] | Dual use Paths [km] | | |
|------------------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|------------------------|------|-------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| BROOME | 4 | 105 | 173 | 10 | 146 | 125 | 562 | 98.4 | 0.0 | 24.4 |
| DERBY-WEST KIMBERLEY | 0 | 43 | 58 | 454 | 766 | 418 | 1,739 | 16.8 | 0.0 | 8.4 |
| HALLS CREEK | 0 | 12 | 21 | 895 | 133 | 359 | 1,420 | 7.4 | 5.0 | 1.9 |
| WYNDHAM-EAST KIMBERLEY | 6 | 53 | 183 | 478 | 23 | 116 | 857 | 25.6 | 4.2 | 15.7 |
| Region | 10 | 213 | 435 | 1,837 | 1,066 | 1,019 | 4,579 | 148.2 | 9.2 | 50.4 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20

Kimberley Regional Road Group

| Council | Preservation expenditure \$000s | | | | | | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Preservation expenditure \$/km |
|------------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------|----------------|-----------------------------|-----------------------------|------------------------|--------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | | | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| BROOME | 3,438 | 57 | 0 | 1,491 | 4,986 | 14,011 | 168 | 0 | 0 | 10,243 | |
| DERBY-WEST KIMBERLEY | 1,982 | 302 | 4,556 | 0 | 6,840 | 21,142 | 2,595 | 10,071 | 0 | 0 | |
| HALLS CREEK | 0 | 0 | 1,900 | 1,267 | 3,167 | 0 | 0 | 2,122 | 9,554 | | |
| WYNDHAM-EAST KIMBERLEY | 1,380 | 20 | 1,074 | 0 | 2,474 | 9,039 | 47 | 2,260 | 0 | 0 | |
| Region | 6,800 | 379 | 7,530 | 2,758 | 17,467 | 13,109 | 409 | 4,110 | 2,586 | | |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 | | |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Kimberley Regional Road Group

Appendix 8

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|------------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| BROOME | 4,416 | 570 | 3,301 | 1,173 | 9,460 | 46.7% | 6.0% | 34.9% | 12.4% | 6,321 | 4,222 |
| DERBY-WEST KIMBERLEY | 5,098 | 1,742 | 2,147 | 0 | 8,987 | 56.7% | 19.4% | 23.9% | 0.0% | 4,283 | 5,566 |
| HALLS CREEK | 1,125 | 2,042 | 0 | 0 | 3,167 | 35.5% | 64.5% | 0.0% | 0.0% | 3,427 | 3,132 |
| WYNDHAM-EAST KIMBERLEY | 1,676 | 801 | 2,950 | 0 | 5,427 | 30.9% | 14.8% | 54.4% | 0.0% | 7,075 | 2,392 |
| Region | 12,315 | 5,155 | 8,398 | 1,173 | 27,041 | 45.5% | 19.1% | 31.1% | 4.3% | 21,106 | 15,312 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

Bridge statistics and expenditure 2019-20

Kimberley Regional Road Group

| Council | Number | Bridge deck area [sq metres] | | | Expenditure \$000s | | | |
|------------------------|--------|------------------------------|--------------------|------------------------------|---------------------------------|-------------|--------------|---------|
| | | All bridges | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | Footbridges | Preservation | Upgrade |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | |
| BROOME | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DERBY-WEST KIMBERLEY | 1 | 746 | 0 | 0 | 0 | 0 | 0 | 0 |
| HALLS CREEK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WYNDHAM-EAST KIMBERLEY | 11 | 1,881 | 0 | 0 | 0 | 3 | 3 | 47 |
| Region | 12 | 2,627 | 0 | 0 | 0 | 3 | 3 | 47 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 | |

Sealed road area statistics and expenditure 2019-20

Kimberley Regional Road Group

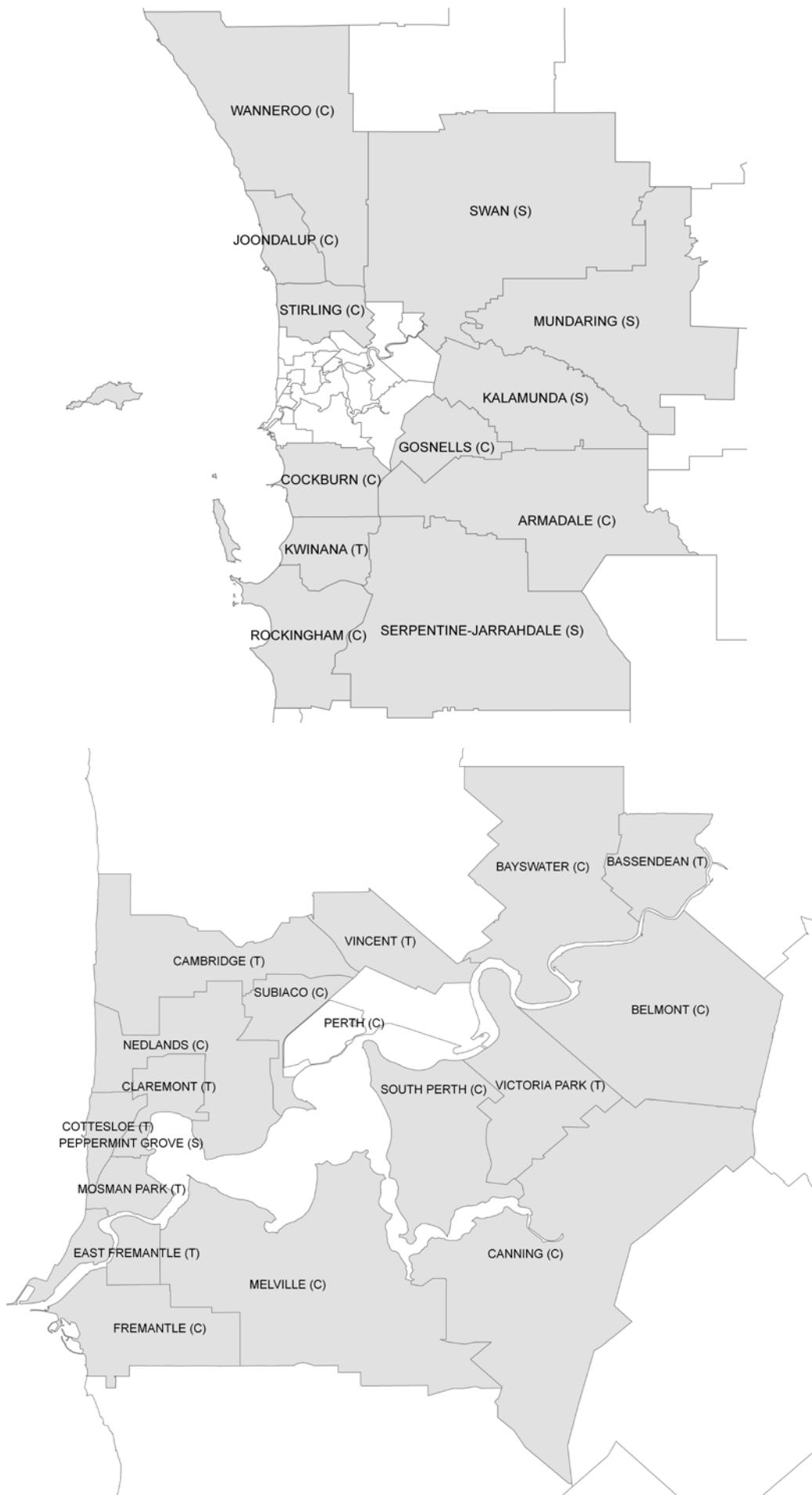
Appendix 8

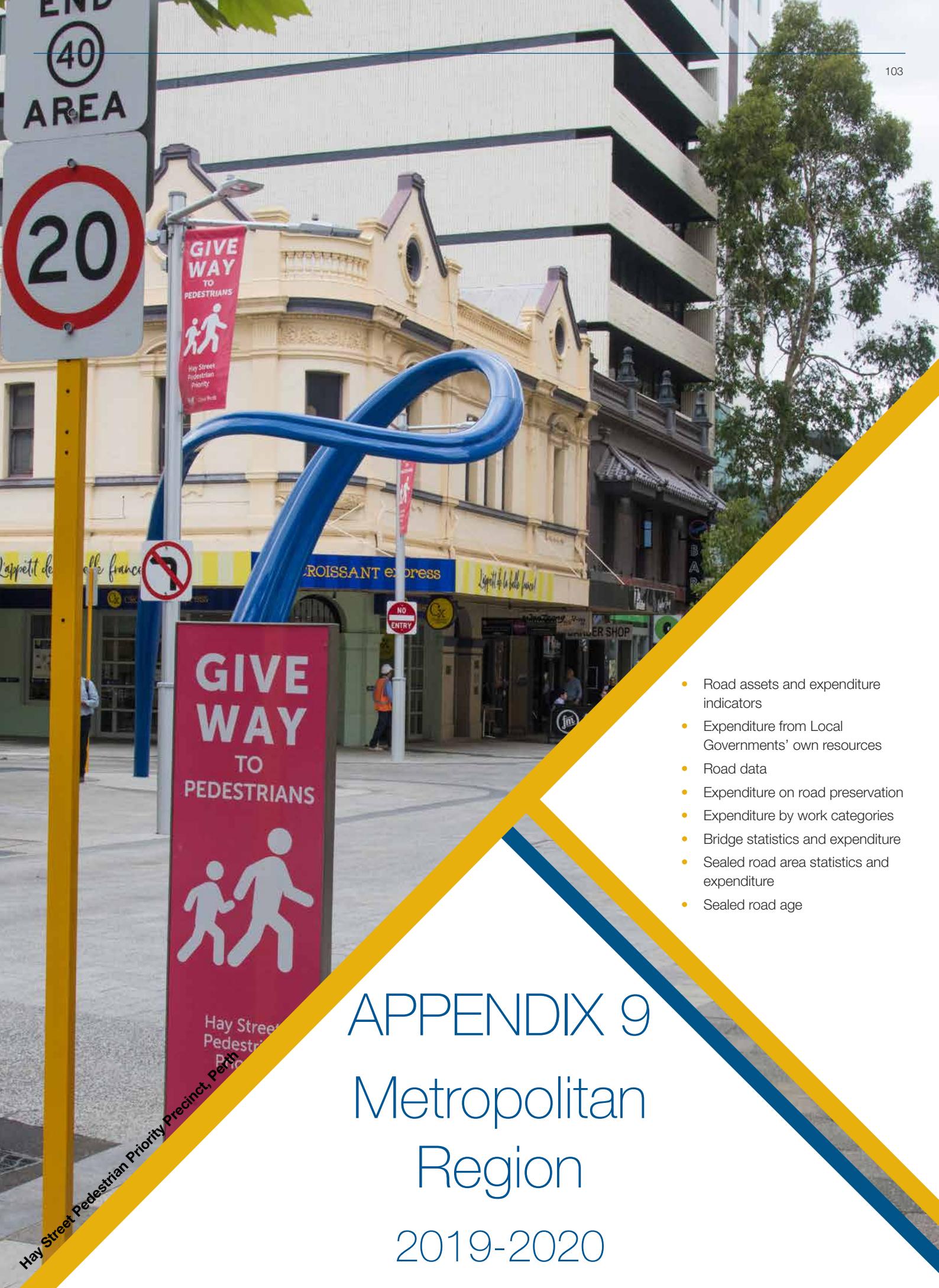
| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|------------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| BROOME | 858,802 | 1,185,904 | 3,438 | 57 | 4.00 | 0.05 |
| DERBY-WEST KIMBERLEY | 328,114 | 407,320 | 1,982 | 302 | 6.04 | 0.74 |
| HALLS CREEK | 94,313 | 145,798 | 0 | 0 | 0.00 | 0.00 |
| WYNDHAM-EAST KIMBERLEY | 534,333 | 1,505,139 | 1,380 | 20 | 2.58 | 0.01 |
| Region | 1,815,562 | 3,244,160 | 6,800 | 379 | 3.75 | 0.12 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20

Kimberley Regional Road Group

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|------------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|-----------|------------------------|
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Length km | Sprayed seal age years |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] |
| BROOME | 109 | 27 | 17 | 14 | 173 | 18 | 13 | 13 |
| DERBY-WEST KIMBERLEY | 43 | 36 | 23 | 17 | 58 | 24 | 18 | 18 |
| HALLS CREEK | 12 | 48 | 23 | 0 | 21 | 45 | 10 | 10 |
| WYNDHAM-EAST KIMBERLEY | 58 | 47 | 22 | 6 | 183 | 34 | 23 | 23 |
| Region | 223 | 40 | 21 | 12 | 435 | 30 | 16 | 16 |





- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

APPENDIX 9

Metropolitan Region

2019-2020

Road assets & expenditure indicators 2019-20

Metropolitan Regional Road Group

Appendix 9

| Council | Indicators | | | |
|----------------|-------------------------|------------------------|----------------------------|--------------------------|
| | [1] | [2] | [3] | [4] |
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance |
| ARMADALE | 0.70 | 1.7% | 44% | 0.58 |
| BASSENGEAN | 0.55 | 1.7% | 58% | 1.41 |
| BAYSWATER | 0.66 | 1.3% | 48% | 0.89 |
| BELMONT | 0.69 | 1.9% | 213% | 1.71 |
| CAMBRIDGE | 0.62 | 1.4% | 95% | 0.92 |
| CANNING | 0.64 | 1.6% | 77% | 1.01 |
| CLAREMONT | 0.28 | 1.5% | 133% | 1.55 |
| COCKBURN | 0.68 | 1.8% | 35% | 0.48 |
| COTTESLOE | 0.47 | 1.7% | 64% | 0.50 |
| EAST FREMANTLE | 0.08 | 1.4% | 340% | 2.87 |
| FREMANTLE | 0.71 | 1.7% | 78% | 1.00 |
| GOSNELL | 0.71 | 1.4% | 99% | 1.14 |
| JOONDALUP | 0.66 | 1.3% | 51% | 0.66 |
| KALAMUNDA | 0.61 | 1.7% | 98% | 1.16 |
| KWINANA | 0.70 | 2.0% | 63% | 1.05 |
| MELVILLE | 0.60 | 1.3% | 92% | 1.18 |
| MOSMAN PARK | 0.62 | 1.6% | 69% | 1.39 |
| MUNDARING | 0.53 | 2.1% | 68% | 1.06 |

Road assets & expenditure indicators 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Indicators | | | |
|-----------------------|--------------------------------|-------------------------------|-----------------------------------|---------------------------------|
| | [1] State of the road asset | [2] Road asset consumption | [3] Sealed road sustainability | [4] Preservation performance |
| NEDLANDS | 0.51 | 1.7% | 191% | 1.52 |
| PEPPERMINT GROVE | 0.72 | 1.4% | 189% | 0.99 |
| PERTH | 0.51 | 1.6% | 107% | 4.35 |
| ROCKINGHAM | 0.74 | 1.5% | 56% | 0.96 |
| SERPENTINE-JARRAHDALE | 0.46 | 2.3% | 17% | 0.29 |
| SOUTH PERTH | 0.65 | 1.3% | 99% | 1.29 |
| STIRLING | 0.51 | 1.8% | 99% | 1.08 |
| SUBIACO | 0.54 | 1.4% | 220% | 2.80 |
| SWAN | 0.65 | 1.7% | 45% | 0.82 |
| VICTORIA PARK | 0.46 | 1.5% | 135% | 1.82 |
| VINCENT | 0.48 | 1.4% | 79% | 1.19 |
| WANNEROO | 0.75 | 1.7% | 46% | 0.51 |
| Region | 0.64 | 1.6% | 73% | 0.96 |
| State | 0.55 | 2.4% | 59% | 0.76 |

Expenditure from Local Governments' own resources 2019-20

Metropolitan Regional Road Group

Appendix 9

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of Total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of capacity | Expenditure \$ per person |
|----------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| ARMADALE | 13,869 | 9,136 | 66% | 13% | 14% | 8% | 97 |
| BASSENDERAN | 3,572 | 2,745 | 77% | 8% | 21% | 20% | 172 |
| BAYSWATER | 10,290 | 8,297 | 81% | 8% | 15% | 13% | 120 |
| BELMONT | 10,512 | 6,686 | 64% | 6% | 13% | 11% | 156 |
| CAMBRIIDGE | 5,687 | 4,315 | 76% | 6% | 15% | 12% | 147 |
| CANNING | 21,456 | 13,395 | 62% | 7% | 15% | 12% | 142 |
| CLAREMONT | 2,175 | 1,705 | 78% | 2% | 13% | 12% | 155 |
| COCKBURN | 21,524 | 15,800 | 73% | 9% | 15% | 7% | 135 |
| COTTESLOE | 535 | 354 | 66% | 6% | 4% | 4% | 42 |
| EAST FREMANTLE | 2,950 | 1,897 | 64% | 6% | 26% | 26% | 240 |
| FREMANTLE | 4,340 | 2,950 | 68% | 5% | 8% | 8% | 94 |
| GOSNELL | 26,232 | 18,956 | 72% | 11% | 22% | 19% | 151 |
| JOONDALUP | 21,974 | 15,774 | 72% | 10% | 13% | 10% | 98 |
| KALAMUNDA | 17,613 | 12,629 | 72% | 15% | 28% | 20% | 213 |
| KWINANA | 8,496 | 5,692 | 46% | 20% | 18% | 15% | 122 |
| MELVILLE | 18,007 | 14,780 | 82% | 7% | 17% | 15% | 143 |
| MOSMAN PARK | 1,448 | 1,284 | 89% | 4% | 15% | 14% | 141 |
| MUNDARING | 10,426 | 6,949 | 67% | 22% | 25% | 21% | 178 |

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of Total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-----------------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| NEDLANDS | 4,585 | 3,578 | 78% | 6% | 15% | 15% | 156 |
| PEPPERMINT GROVE | 273 | 42 | 15% | 3% | 2% | 2% | 24 |
| PERTH | 17,838 | 16,648 | 93% | 3% | 18% | 17% | 538 |
| ROCKINGHAM | 26,989 | 20,025 | 74% | 12% | 21% | 17% | 145 |
| SERPENTINE-JARRAHDALE | 12,906 | 5,563 | 43% | 25% | 24% | 3% | 164 |
| SOUTH PERTH | 10,379 | 8,363 | 81% | 5% | 21% | 15% | 190 |
| STIRLING | 34,768 | 29,157 | 84% | 6% | 15% | 10% | 130 |
| SUBIACO | 7,466 | 6,406 | 86% | 3% | 29% | 27% | 367 |
| SWAN | 48,015 | 33,364 | 69% | 12% | 27% | 14% | 219 |
| VICTORIA PARK | 11,590 | 9,762 | 84% | 5% | 27% | 20% | 258 |
| VINCENT | 7,454 | 6,163 | 83% | 5% | 17% | 12% | 165 |
| WANNEROO | 48,987 | 13,052 | 27% | 11% | 8% | 5% | 61 |
| Region | 432,356 | 295,467 | 68% | 9% | 17% | 12% | 146 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Appendix 9: Metropolitan Region

Road data 2019-20
Metropolitan Regional Road Group

Appendix 9

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] [11] |
|----------------|---|---|--|------------------------|------------------------|--------------------------|------------------------|------------------------------|---------------|--------------------------------|
| | Built up areas asphalt seal [1] | Built up areas sprayed seal [2] | Sealed roads outside built up areas [3] | Gravel roads [4] | Formed roads [5] | Unformed roads [6] | Total length [7] | Bitumen / concrete [8] | Gravel [9] | |
| ARMADALE | 485 | 54 | 217 | 1 | 5 | 1 | 762 | 246.0 | 0.0 | 264.0 |
| BASSENGEAN | 94 | 1 | 1 | 0 | 0 | 0 | 96 | 100.8 | 0.5 | 1.7 |
| BAYSWATER | 347 | 1 | 2 | 0 | 0 | 0 | 350 | 123.2 | 0.0 | 225.8 |
| BELMONT | 223 | 5 | 0 | 0 | 0 | 0 | 228 | 86.0 | 0.0 | 147.0 |
| CAMBRIDGE | 167 | 3 | 2 | 0 | 0 | 0 | 173 | 166.2 | 23.7 | 34.8 |
| CANNING | 539 | 34 | 3 | 1 | 0 | 0 | 578 | 146.0 | 0.0 | 219.0 |
| CLAREMONT | 47 | 0 | 0 | 0 | 0 | 0 | 47 | 85.8 | 4.9 | 4.5 |
| COCKBURN | 672 | 17 | 163 | 2 | 0 | 0 | 854 | 554.7 | 0.0 | 134.2 |
| COTTESLOE | 36 | 11 | 0 | 0 | 0 | 0 | 47 | 70.4 | 0.0 | 0.0 |
| EAST FREMANTLE | 36 | 1 | 0 | 0 | 0 | 0 | 37 | 59.3 | 2.6 | 0.0 |
| FREMANTLE | 167 | 9 | 0 | 0 | 0 | 0 | 176 | 287.0 | 0.3 | 0.0 |
| GOSNELLS | 663 | 18 | 104 | 1 | 0 | 0 | 786 | 303.0 | 2.0 | 339.0 |
| JOONDALUP | 972 | 31 | 8 | 0 | 0 | 0 | 1,011 | 687.0 | 19.0 | 207.0 |
| KALAMUNDA | 312 | 139 | 154 | 9 | 3 | 0 | 616 | 296.0 | 11.0 | 74.0 |
| KWINANA | 268 | 44 | 111 | 1 | 1 | 0 | 425 | 271.7 | 2.7 | 25.7 |
| MELVILLE | 520 | 7 | 0 | 0 | 0 | 0 | 528 | 381.0 | 4.0 | 98.0 |
| MOSMAN PARK | 40 | 3 | 1 | 0 | 0 | 0 | 44 | 53.0 | 0.9 | 0.0 |
| MUNDARING | 172 | 110 | 334 | 25 | 21 | 9 | 671 | 108.5 | 4.1 | 2.6 |

Road data 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | Dual use |
|-----------------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|--------------------|-------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen / concrete | Gravel Paths [km] |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| NEDLANDS | 119 | 19 | 0 | 0 | 0 | 0 | 137 | 141.7 | 0.0 |
| PEPPERMINT GROVE | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 17.0 | 0.0 |
| PERTH | 99 | 8 | 0 | 0 | 0 | 0 | 106 | 210.0 | 4.0 |
| ROCKINGHAM | 760 | 86 | 202 | 4 | 1 | 4 | 1,056 | 640.0 | 0.0 |
| SERPENTINE-JARRAHDALE | 129 | 36 | 468 | 108 | 1 | 4 | 747 | 140.7 | 5.5 |
| SOUTH PERTH | 188 | 4 | 0 | 0 | 0 | 0 | 192 | 261.2 | 2.6 |
| STIRLING | 1,008 | 21 | 0 | 0 | 0 | 0 | 1,029 | 948.0 | 0.0 |
| SUBIACO | 75 | 2 | 0 | 0 | 0 | 0 | 77 | 133.9 | 3.3 |
| SWAN | 786 | 80 | 556 | 44 | 11 | 3 | 1,480 | 424.5 | 0.0 |
| VICTORIA PARK | 161 | 3 | 0 | 2 | 0 | 0 | 166 | 213.0 | 1.7 |
| VINCENT | 139 | 7 | 0 | 0 | 0 | 0 | 146 | 244.0 | 0.0 |
| WANNEROO | 1,183 | 185 | 131 | 6 | 5 | 0 | 1,510 | 644.0 | 0.0 |
| Region | 10,415 | 940 | 2,456 | 202 | 49 | 22 | 14,085 | 804.4 | 93 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 |
| | | | | | | | | | 2867 4,418 |

Expenditure on road preservation 2019-20
Metropolitan Regional Road Group

Appendix 9

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | | |
|----------------|---------------------------------|-------------------------------------|--------------|--------------|--------|--------------------------------|----------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Sealed roads \$ per lane km | Built up areas | Sealed roads \$ per lane km | Gravel roads \$ per km | Outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | |
| ARMADALE | 8,184 | 126 | 0 | 0 | 8,310 | 7,436 | 303 | 0 | 0 | |
| BASSENGEAN | 3,194 | 0 | 0 | 0 | 3,194 | 14,331 | 0 | 0 | 0 | |
| BAYSWATER | 9,070 | 0 | 0 | 0 | 9,070 | 11,017 | 0 | 0 | 0 | |
| BELMONT | 8,885 | 0 | 0 | 0 | 8,885 | 16,580 | 0 | 0 | 0 | |
| CAMBRIDGE | 4,615 | 0 | 0 | 0 | 4,615 | 11,344 | 0 | 0 | 0 | |
| CANNING | 13,803 | 0 | 0 | 0 | 13,803 | 10,633 | 0 | 0 | 0 | |
| CLAREMONT | 2,015 | 0 | 0 | 0 | 2,015 | 19,375 | 0 | 0 | 0 | |
| COCKBURN | 10,063 | 0 | 0 | 0 | 10,063 | 7,253 | 0 | 0 | 0 | |
| COTTESLOE | 535 | 0 | 0 | 0 | 535 | 5,203 | 0 | 0 | 0 | |
| EAST FREMANTLE | 2,950 | 0 | 0 | 0 | 2,950 | 35,399 | 0 | 0 | 0 | |
| FREMANTLE | 4,340 | 0 | 0 | 0 | 4,340 | 10,641 | 0 | 0 | 0 | |
| GOSNELL | 17,719 | 2,342 | 0 | 0 | 20,061 | 12,485 | 11,097 | 0 | 0 | |
| JOONDALUP | 17,757 | 0 | 0 | 0 | 17,757 | 7,843 | 0 | 0 | 0 | |
| KALAMUNDA | 9,530 | 3,282 | 130 | 81 | 13,023 | 10,439 | 11,902 | 22,078 | 28,959 | |
| KWINANA | 6,791 | 559 | 0 | 2 | 7,352 | 11,447 | 2,459 | 0 | 1,975 | |
| MELVILLE | 16,441 | 0 | 0 | 0 | 16,441 | 14,011 | 0 | 0 | 0 | |
| MOSMAN PARK | 1,312 | 0 | 0 | 0 | 1,312 | 15,324 | 0 | 0 | 0 | |
| MUNDARING | 5,525 | 2,267 | 246 | 79 | 8,116 | 10,329 | 4,006 | 12,399 | 3,733 | |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|-----------------------|--------------------------------------|---|-----------------|-----------------|---------|--------------------------------|--------------------------------|--------------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| NEDLANDS | 4,585 | 0 | 0 | 0 | 4,585 | 15,807 | 0 | 0 | 0 |
| PEPPERMINT GROVE | 273 | 0 | 0 | 0 | 273 | 12,853 | 0 | 0 | 0 |
| PERTH | 16,616 | 0 | 0 | 0 | 16,616 | 51,638 | 0 | 0 | 0 |
| ROCKINGHAM | 20,514 | 82 | 1 | 0 | 20,597 | 11,928 | 193 | 193 | 193 |
| SERPENTINE-JARRAHDALE | 1,309 | 433 | 417 | 0 | 2,159 | 4,218 | 514 | 3,943 | 158 |
| SOUTH PERTH | 7,067 | 0 | 0 | 0 | 7,067 | 15,723 | 0 | 0 | 0 |
| STIRLING | 23,364 | 0 | 0 | 0 | 23,364 | 10,126 | 0 | 0 | 0 |
| SUBIACO | 6,861 | 0 | 0 | 0 | 6,861 | 36,520 | 0 | 0 | 0 |
| SWAN | 15,319 | 4,895 | 458 | 45 | 20,716 | 8,920 | 4,847 | 10,634 | 3,757 |
| VICTORIA PARK | 8,226 | 0 | 0 | 0 | 8,226 | 20,238 | 0 | 0 | 0 |
| VINCENT | 5,643 | 0 | 0 | 0 | 5,643 | 14,574 | 0 | 0 | 0 |
| WANNEROO | 14,855 | 395 | 0 | 1 | 15,251 | 5,476 | 1,282 | 0 | 211 |
| Region | 267,361 | 14,380 | 1,250 | 208 | 283,200 | 11,008 | 3,095 | 6,979 | 3,792 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Metropolitan Regional Road Group

Appendix 9

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | Preservation | | | |
|----------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-----------------------------|--|--------|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| ARMADALE | 4,712 | 3,651 | 5,506 | 0 | 13,869 | 34.0% | 26.3% | 39.7% | 0.0% | 14,364 | 8,363 |
| BASSENGEAN | 2,854 | 340 | 278 | 100 | 3,572 | 79.9% | 9.5% | 7.8% | 2.8% | 2,262 | 3,194 |
| BAYSWATER | 6,833 | 2,237 | 105 | 1,115 | 10,290 | 66.4% | 21.7% | 1.0% | 10.8% | 10,136 | 9,070 |
| BELMONT | 2,842 | 6,043 | 549 | 1,078 | 10,512 | 27.0% | 57.5% | 5.2% | 10.3% | 5,185 | 8,885 |
| CAMBRIGE | 2,119 | 2,496 | 758 | 314 | 5,687 | 37.3% | 43.9% | 13.3% | 5.5% | 5,013 | 4,615 |
| CANNING | 8,978 | 5,235 | 6,070 | 1,171 | 21,454 | 41.8% | 24.4% | 28.3% | 5.5% | 14,062 | 14,213 |
| CLAREMONT | 515 | 1,500 | 160 | 0 | 2,175 | 23.7% | 69.0% | 7.4% | 0.0% | 1,298 | 2,015 |
| COCKBURN | 7,598 | 2,465 | 3,496 | 7,964 | 21,523 | 35.3% | 11.5% | 16.2% | 37.0% | 20,657 | 9,892 |
| COTTESLOE | 397 | 138 | 0 | 0 | 535 | 74.2% | 25.8% | 0.0% | 0.0% | 1,068 | 535 |
| EAST FREMANTLE | 968 | 1,982 | 0 | 0 | 2,950 | 32.8% | 67.2% | 0.0% | 0.0% | 1,029 | 2,950 |
| FREMANTLE | 3,305 | 1,035 | 0 | 0 | 4,340 | 76.2% | 23.8% | 0.0% | 0.0% | 4,330 | 4,340 |
| GOSNELLS | 11,239 | 10,703 | 3,430 | 858 | 26,230 | 42.8% | 40.8% | 13.1% | 3.3% | 19,238 | 21,942 |
| JOONDALUP | 8,224 | 9,690 | 4,060 | 0 | 21,974 | 37.4% | 44.1% | 18.5% | 0.0% | 27,301 | 17,914 |
| KALAMUNDA | 7,538 | 5,485 | 3,775 | 815 | 17,613 | 42.8% | 31.1% | 21.4% | 4.6% | 11,206 | 13,023 |
| KWINANA | 5,608 | 1,744 | 158 | 986 | 8,496 | 66.0% | 20.5% | 1.9% | 11.6% | 6,991 | 7,352 |
| MELVILLE | 9,839 | 6,602 | 507 | 1,059 | 18,007 | 54.6% | 36.7% | 2.8% | 5.9% | 13,925 | 16,441 |
| MOSMAN PARK | 903 | 409 | 136 | 0 | 1,448 | 62.4% | 28.2% | 9.4% | 0.0% | 941 | 1,312 |
| MUNDARING | 5,202 | 3,619 | 912 | 693 | 10,426 | 49.9% | 34.7% | 8.7% | 6.6% | 8,291 | 8,821 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

Expenditure by work categories 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Expenditure on roads and bridges - \$000s | | | % Road expenditure spent on | | | Preservation | | | | |
|-----------------------|---|---------|-----------------|-----------------------------|---------|-------------|--------------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| NEDLANDS | 944 | 3,641 | 0 | 0 | 4,585 | 20.6% | 79.4% | 0.0% | 0.0% | 3,008 | 4,585 |
| PEPPERMINT GROVE | 39 | 234 | 0 | 0 | 273 | 14.3% | 85.7% | 0.0% | 0.0% | 274 | 273 |
| PERTH | 9,288 | 7,681 | 869 | 0 | 17,838 | 52.1% | 43.1% | 4.9% | 0.0% | 3,899 | 16,969 |
| ROCKINGHAM | 15,328 | 5,269 | 5,718 | 674 | 26,989 | 56.8% | 19.5% | 21.2% | 2.5% | 21,489 | 20,597 |
| SERPENTINE-JARRAHDALE | 1,970 | 217 | 6,399 | 4,320 | 12,906 | 15.3% | 1.7% | 49.6% | 33.5% | 7,618 | 2,187 |
| SOUTH PERTH | 4,414 | 2,653 | 592 | 2,721 | 10,380 | 42.5% | 25.6% | 5.7% | 26.2% | 5,477 | 7,067 |
| STIRLING | 12,847 | 10,517 | 5,330 | 6,074 | 34,768 | 37.0% | 30.2% | 15.3% | 17.5% | 21,651 | 23,364 |
| SUBIACO | 3,402 | 3,459 | 249 | 356 | 7,466 | 45.6% | 46.3% | 3.3% | 4.8% | 2,447 | 6,861 |
| SWAN | 16,104 | 4,902 | 14,792 | 12,218 | 48,016 | 33.5% | 10.2% | 30.8% | 25.4% | 25,554 | 21,006 |
| VICTORIA PARK | 4,842 | 3,384 | 1,541 | 1,823 | 11,590 | 41.8% | 29.2% | 13.3% | 15.7% | 4,521 | 8,226 |
| VINCENT | 3,839 | 1,804 | 1,558 | 253 | 7,454 | 51.5% | 24.2% | 20.9% | 3.4% | 4,736 | 5,643 |
| WANNEROO | 9,786 | 5,465 | 32,585 | 1,151 | 48,987 | 20.0% | 11.2% | 66.5% | 2.3% | 29,730 | 15,251 |
| Region | 172,477 | 114,600 | 99,533 | 45,743 | 432,353 | 39.9% | 26.5% | 23.0% | 10.6% | 297,698 | 286,906 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Bridge statistics and expenditure 2019-20

Metropolitan Regional Road Group

Appendix 9

| Council | Number All bridges | Bridge deck area [sq metres] | | | | Footbridges | Preservation | Expenditure \$000s |
|----------------|-----------------------|------------------------------|---------------------------------|------------------------------------|-----|-------------|--------------|--------------------|
| | | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | [5] | | | |
| ARMADALE | [1] 14 | 2,431 | 890 | 313 | 0 | 0 | 53 | 0 |
| BASSENGEAN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BAYSWATER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BELMONT | 1 | 243 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAMBRIDGE | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 |
| CANNING | 5 | 1,558 | 1,072 | 0 | 0 | 0 | 410 | 0 |
| CLAREMONT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| COCKBURN | 3 | 909 | 0 | 0 | 0 | 0 | 0 | 0 |
| COTTESLOE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAST FREMANTLE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FREMANTLE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GOSNELL | 17 | 3,887 | 3,303 | 0 | 0 | 0 | 1,881 | 0 |
| JOONDALUP | 25 | 3,234 | 0 | 0 | 220 | 157 | 0 | 0 |
| KALAMUNDA | 3 | 69 | 84 | 0 | 0 | 0 | 2 | 0 |
| KWINANA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MELVILLE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MOSMAN PARK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MUNDARING | 7 | 620 | 666 | 0 | 0 | 705 | 0 | 0 |

Bridge statistics and expenditure 2019-20 [continued]

Metropolitan Regional Road Group

Appendix 9

| Council | Number All bridges [2] | Bridge deck area [sq metres] | | | | Footbridges [6] | Preservation [7] | Expenditure \$000s Upgrade [8] |
|-----------------------|------------------------------|------------------------------|--|---|--|--------------------|---------------------|--------------------------------------|
| | | Concrete and steel [3] | Timber with concrete overlay [4] | Timber without concrete overlay [5] | | | | |
| NEDLANDS | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| PEPPERMINT GROVE | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| PERTH | 9 | 1,032 | 0 | 0 | | 449 | 353 | 0 |
| ROCKINGHAM | 1 | 688 | 0 | 0 | | 0 | 0 | 0 |
| SERPENTINE-JARRAHDALE | 12 | 1,549 | 249 | 36 | | 0 | 28 | 0 |
| SOUTH PERTH | 2 | 255 | 0 | 0 | | 0 | 0 | 0 |
| STIRLING | 4 | 183 | 0 | 0 | | 329 | 0 | 0 |
| SUBIACO | 1 | 129 | 0 | 0 | | 0 | 0 | 0 |
| SWAN | 28 | 3,853 | 3,009 | 682 | | 160 | 290 | 2,501 |
| VICTORIA PARK | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| VINCENT | 3 | 214 | 0 | 0 | | 286 | 0 | 0 |
| WANNEROO | 6 | 795 | 0 | 0 | | 0 | 0 | 0 |
| Region | 142 | 21,725 | 9,274 | 1,030 | | 1,443 | 3,877 | 2,503 |
| State | 900 | 84,618 | 78,309 | 15,603 | | 2,828 | 8,080 | 11,289 |

Sealed road area statistics and expenditure 2019-20
Metropolitan Regional Road Group

Appendix 9

| Council | Area [Sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|----------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| ARMADALE | 3,852,019 | 1,455,428 | 8,184 | 126 | 2.12 | 0.09 |
| BASSENGEAN | 780,064 | 5,455 | 3,194 | 0 | 4.09 | 0.00 |
| BAYSWATER | 2,881,350 | 16,292 | 9,070 | 0 | 3.15 | 0.00 |
| BELMONT | 1,875,622 | 2,624 | 8,885 | 0 | 4.74 | 0.00 |
| CAMBRIDGE | 1,423,862 | 15,408 | 4,615 | 0 | 3.24 | 0.00 |
| CANNING | 4,543,332 | 23,319 | 13,803 | 0 | 3.04 | 0.00 |
| CLAREMONT | 364,007 | 0 | 2,015 | 0 | 5.54 | 0.00 |
| COCKBURN | 6,760,844 | 1,543,043 | 10,063 | 0 | 1.49 | 0.00 |
| COTTESLOE | 359,906 | 0 | 535 | 0 | 1.49 | 0.00 |
| EAST FREMANTLE | 291,675 | 0 | 2,950 | 0 | 10.11 | 0.00 |
| FREMANTLE | 1,425,429 | 0 | 4,340 | 0 | 3.04 | 0.00 |
| GOSNELL | 5,040,151 | 730,125 | 17,719 | 2,342 | 3.52 | 3.21 |
| JOONDALUP | 7,924,510 | 54,837 | 17,757 | 0 | 2.24 | 0.00 |
| KALAMUNDA | 3,202,357 | 977,754 | 9,530 | 3,282 | 2.98 | 3.36 |
| KWINANA | 2,094,034 | 814,368 | 6,791 | 559 | 3.24 | 0.69 |
| MELVILLE | 4,107,121 | 0 | 16,441 | 0 | 4.00 | 0.00 |
| MOSMAN PARK | 299,664 | 9,849 | 1,312 | 0 | 4.38 | 0.00 |
| MUNDARING | 1,872,078 | 1,980,373 | 5,525 | 2,267 | 2.95 | 1.14 |

Sealed road area statistics and expenditure 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|-----------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| NEDLANDS | 1,015,188 | 0 | 4,585 | 0 | 4.52 | 0.00 |
| PEPPERMINT GROVE | 74,340 | 0 | 273 | 0 | 3.67 | 0.00 |
| PERTH | 1,125,922 | 0 | 16,616 | 0 | 14.76 | 0.00 |
| ROCKINGHAM | 6,015,236 | 1,487,885 | 20,514 | 82 | 3.41 | 0.06 |
| SERPENTINE-JARRAHDALE | 1,093,139 | 2,953,864 | 1,309 | 433 | 1.20 | 0.15 |
| SOUTH PERTH | 1,573,145 | 0 | 7,067 | 0 | 4.49 | 0.00 |
| STIRLING | 8,075,772 | 0 | 23,364 | 0 | 2.89 | 0.00 |
| SUBIACO | 657,536 | 0 | 6,861 | 0 | 10.43 | 0.00 |
| SWAN | 6,018,805 | 3,487,912 | 15,319 | 4,895 | 2.55 | 1.40 |
| VICTORIA PARK | 1,422,615 | 0 | 8,226 | 0 | 5.78 | 0.00 |
| VINCENT | 1,355,170 | 0 | 5,643 | 0 | 4.16 | 0.00 |
| WANNEROO | 9,494,708 | 1,073,495 | 14,855 | 395 | 1.56 | 0.37 |
| Region | 87,019,596 | 16,632,029 | 267,361 | 14,380 | 3.07 | 0.86 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20 Metropolitan Regional Road Group

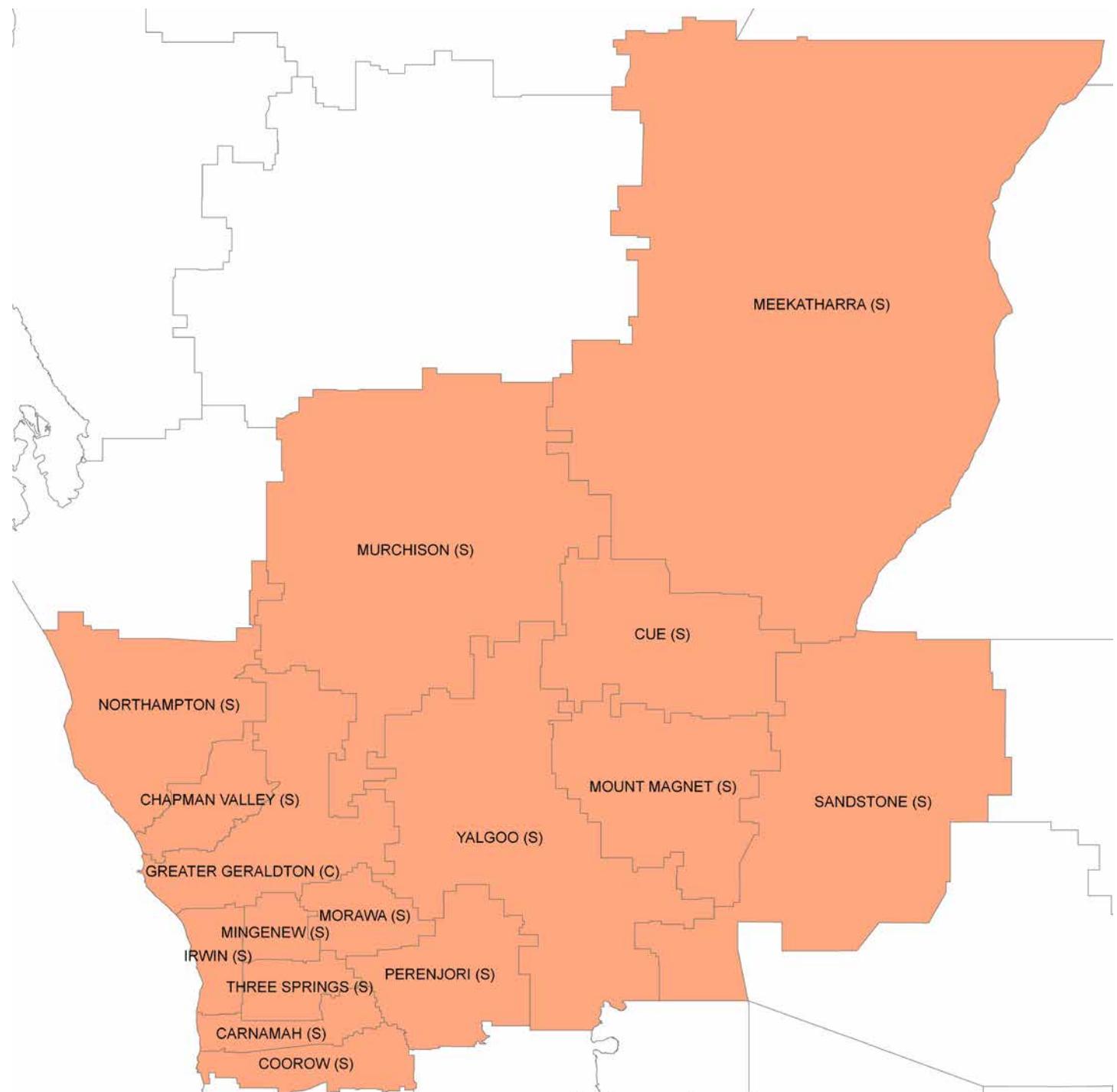
Appendix 9

| Council | Roads in built up areas | | | | | Roads outside built up areas | | |
|----------------|-------------------------|--------------------|------------------------|------------------------|-----------|------------------------------|------------------------------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Roads outside built up areas | Sprayed seal age years |
| ARMADALE | 539 | 23 | 29 | 19 | 217 | 28 | 20 | 13 |
| BASSENGEAN | 96 | 42 | 0 | 28 | 1 | 36 | 13 | 20 |
| BAYSWATER | 348 | 41 | 0 | 19 | 2 | 27 | 27 | 25 |
| BELMONT | 228 | 28 | 0 | 20 | 0 | 25 | 25 | 25 |
| CAMBRIDGE | 170 | 42 | 16 | 24 | 2 | 45 | 41 | 41 |
| CANNING | 573 | 37 | 25 | 20 | 3 | 24 | 23 | 23 |
| CLAREMONT | 47 | 79 | 0 | 40 | 0 | 0 | 0 | 0 |
| COCKBURN | 689 | 29 | 0 | 17 | 163 | 37 | 21 | 21 |
| COTTESLOE | 47 | 54 | 25 | 26 | 0 | 0 | 0 | 0 |
| EAST FREMANTLE | 37 | 115 | 0 | 42 | 0 | 0 | 0 | 0 |
| FREMANTLE | 176 | 26 | 19 | 20 | 0 | 0 | 0 | 0 |
| GOSNELL | 680 | 30 | 24 | 18 | 104 | 29 | 20 | 20 |
| JOONDALUP | 1,003 | 37 | 0 | 26 | 8 | 23 | 18 | 18 |
| KALAMUNDA | 451 | 41 | 13 | 14 | 154 | 48 | 15 | 15 |
| KWINANA | 313 | 24 | 28 | 15 | 111 | 31 | 21 | 21 |
| MELVILLE | 528 | 43 | 0 | 30 | 0 | 0 | 0 | 0 |
| MOSMAN PARK | 43 | 40 | 18 | 22 | 1 | 35 | 19 | 19 |
| MUNDARING | 282 | 37 | 25 | 23 | 334 | 31 | 23 | 23 |

Sealed road age 2019-20 [continued]
Metropolitan Regional Road Group

Appendix 9

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|-----------------------|-------------------------|------------------------------|----------------------------------|----------------------------------|------------------------------|------------------------------|----------------------------------|
| | Length km [1] | Pavement age years [2] | Sprayed seal age years [3] | Asphalt seal age years [4] | Length km [5] | Pavement age years [6] | Sprayed seal age years [7] |
| NEDLANDS | 137 | 57 | 0 | 20 | 0 | 0 | 0 |
| PEPPERMINT GROVE | 9 | 30 | 0 | 23 | 0 | 0 | 0 |
| PERTH | 106 | 53 | 0 | 27 | 0 | 0 | 0 |
| ROCKINGHAM | 846 | 24 | 18 | 16 | 202 | 36 | 21 |
| SERPENTINE-JARRAHDALE | 166 | 21 | 24 | 11 | 468 | 48 | 23 |
| SOUTH PERTH | 192 | 38 | 0 | 27 | 0 | 0 | 0 |
| STIRLING | 1,029 | 49 | 18 | 24 | 0 | 0 | 0 |
| SUBIACO | 77 | 50 | 0 | 31 | 0 | 0 | 0 |
| SWAN | 866 | 26 | 24 | 20 | 556 | 35 | 25 |
| VICTORIA PARK | 164 | 60 | 24 | 29 | 0 | 0 | 0 |
| VINCENT | 146 | 62 | 27 | 26 | 0 | 0 | 0 |
| WANNEROO | 1,368 | 22 | 22 | 18 | 131 | 24 | 20 |
| Region | 11,355 | 42 | 22 | 23 | 2,456 | 33 | 22 |





Road assets & expenditure indicators 2019-20

Mid West Regional Road Group

Appendix 10

| Council | [1] | Indicators | | | |
|-------------------|------|-----------------------------|----------------------------|--------------------------------|------------------------------|
| | | State of the road asset [2] | Road asset consumption [3] | Sealed road sustainability [4] | Preservation performance [5] |
| CARNAMAH | 0.45 | 3.5% | 13% | 0.51 | 0.51 |
| CHAPMAN VALLEY | 0.61 | 3.8% | 0% | 0.43 | 0.43 |
| COOROW | 0.45 | 3.6% | 40% | 0.41 | 0.41 |
| CUE | 0.59 | 4.3% | 35% | 0.55 | 0.55 |
| GREATER GERALDTON | 0.50 | 2.3% | 23% | 0.96 | 0.96 |
| IRWIN | 0.58 | 2.8% | 40% | 0.88 | 0.88 |
| MEEKATHARRA | 0.53 | 4.7% | 100% | 0.58 | 0.58 |
| MINGENEW | 0.61 | 2.9% | 7% | 0.25 | 0.25 |
| MORAWA | 0.45 | 4.1% | 4% | 0.49 | 0.49 |
| MOUNT MAGNET | 0.53 | 4.5% | 40% | 0.54 | 0.54 |
| MURCHISON | 0.58 | 4.7% | 54% | 0.92 | 0.92 |
| NORTHAMPTON | 0.45 | 3.3% | 37% | 0.40 | 0.40 |
| PERENJORI | 0.57 | 4.1% | 11% | 0.19 | 0.19 |
| SANDSTONE | 0.56 | 5.3% | 0% | 1.47 | 1.47 |
| THREE SPRINGS | 0.56 | 3.8% | 49% | 0.70 | 0.70 |
| YALGOO | 0.57 | 4.7% | 9% | 0.50 | 0.50 |
| Region | 0.52 | 3.4% | 28% | 0.65 | 0.65 |
| State | 0.55 | 2.4% | 59% | 0.76 | 0.76 |

Expenditure from Local Governments' own resources 2019-20

Mid West Regional Road Group

Appendix 10

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-------------------|-------------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CARNAMAH | 3,177 | 709 | 22% | 96% | 30% | 26% | 1345 |
| CHAPMAN VALLEY | 3,153 | 964 | 31% | 94% | 33% | 19% | 626 |
| COOROW | 2,774 | 1,268 | 46% | 83% | 33% | 32% | 1319 |
| CUE | 3,278 | 928 | 28% | 109% | 32% | 30% | 6629 |
| GREATER GERALDTON | 17,621 | 10,952 | 62% | 32% | 31% | 25% | 286 |
| IRWIN | 2,123 | 1,305 | 61% | 40% | 29% | 29% | 363 |
| MEEKATHARRA | 3,476 | 829 | 24% | 114% | 13% | 12% | 856 |
| MINGNEW | 2,998 | 846 | 28% | 105% | 53% | 31% | 2024 |
| MORAWA | 2,354 | 856 | 36% | 112% | 30% | 18% | 1295 |
| MOUNT MAGNET | 975 | 203 | 21% | 75% | 8% | 6% | 452 |
| MURCHISON | 6,403 | 1,807 | 28% | 161% | 54% | 54% | 11154 |
| NORTHAMPTON | 3,463 | 879 | 25% | 68% | 14% | 12% | 306 |
| PERENJORI | 2,300 | 191 | 8% | 151% | 5% | 4% | 337 |
| SANDSTONE | 2,095 | 892 | 43% | 124% | 38% | 38% | 11436 |
| THREE SPRINGS | 2,390 | 1,004 | 42% | 107% | 42% | 41% | 1790 |
| YALGOO | 3,144 | 675 | 21% | 104% | 20% | 17% | 1923 |
| Region | 61,724 | 24,308 | 39% | 72% | 28% | 24% | 467 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Road data 2019-20

Mid West Regional Road Group

Appendix 10

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use |
|-------------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|------------------|--------|------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen/concrete | Gravel | Paths [km] |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| CARNAMAH | 3 | 10 | 161 | 341 | 74 | 54 | 643 | 0.9 | 9.0 | 1.2 |
| CHAPMAN VALLEY | 0 | 7 | 180 | 348 | 257 | 75 | 866 | 1.7 | 0.0 | 0.0 |
| COOROW | 1 | 22 | 196 | 512 | 66 | 59 | 856 | 9.0 | 3.3 | 3.1 |
| CUE | 0 | 6 | 100 | 341 | 233 | 49 | 730 | 0.7 | 0.2 | 5.4 |
| GREATER GERALDTON | 136 | 155 | 532 | 967 | 202 | 93 | 2,084 | 165.0 | 35.0 | 32.0 |
| IRWIN | 8 | 24 | 116 | 258 | 13 | 27 | 445 | 12.0 | 1.0 | 12.0 |
| MEEKATHARRA | 0 | 12 | 72 | 1,450 | 495 | 393 | 2,423 | 4.6 | 12.2 | 12.2 |
| MINGENEW | 1 | 10 | 133 | 253 | 52 | 4 | 451 | 4.6 | 8.7 | 8.5 |
| MORAWA | 1 | 12 | 126 | 515 | 271 | 46 | 971 | 17.3 | 12.7 | 2.3 |
| MOUNT MAGNET | 1 | 14 | 12 | 202 | 200 | 150 | 579 | 1.1 | 6.8 | 4.8 |
| MURCHISON | 0 | 0 | 170 | 498 | 943 | 35 | 1,647 | 0.5 | 0.9 | 0.0 |
| NORTHAMPTON | 15 | 33 | 242 | 481 | 272 | 30 | 1,073 | 18.9 | 5.6 | 6.7 |
| PERENJORI | 0 | 5 | 259 | 918 | 247 | 43 | 1,472 | 4.1 | 0.0 | 1.8 |
| SANDSTONE | 1 | 3 | 12 | 306 | 388 | 204 | 914 | 1.5 | 0.9 | 0.0 |
| THREE SPRINGS | 1 | 7 | 168 | 453 | 33 | 31 | 692 | 2.1 | 0.0 | 2.3 |
| YALGOO | 0 | 2 | 187 | 155 | 737 | 53 | 1,133 | 0.5 | 0.0 | 0.0 |
| Region | 168 | 321 | 2,664 | 7,999 | 4,481 | 1,347 | 16,980 | 244 | 96 | 92 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20

Mid West Regional Road Group

Appendix 10

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|-------------------|---------------------------------|-------------------------------------|-------------|--------------|---------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Paved roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| CARNAMAH | 28 | 226 | 977 | 26 | 1,257 | 935 | 831 | 2,865 | 346 |
| CHAPMAN VALLEY | 0 | 0 | 1,220 | 0 | 1,220 | 0 | 0 | 3,213 | 0 |
| COOROW | 1,449 | 0 | 0 | 0 | 1,449 | 30,692 | 0 | 0 | 0 |
| CUE | 527 | 255 | 2,377 | 4 | 3,163 | 42,312 | 1,151 | 6,978 | 15 |
| GREATER GERALDTON | 10,013 | 1,199 | 3,219 | 18 | 14,450 | 15,397 | 1,134 | 3,342 | 95 |
| IRWIN | 861 | 31 | 1,230 | 2 | 2,124 | 12,771 | 136 | 4,774 | 136 |
| MEEKATHARRA | 224 | 869 | 1,906 | 337 | 3,336 | 5,013 | 5,956 | 1,317 | 680 |
| MINGENEW | 37 | 32 | 428 | 1 | 499 | 1,658 | 152 | 1,696 | 25 |
| MORAWA | 285 | 0 | 1,096 | 0 | 1,381 | 8,496 | 0 | 2,132 | 0 |
| MOUNT MAGNET | 224 | 0 | 492 | 0 | 716 | 7,445 | 0 | 2,435 | 0 |
| MURCHISON | 6 | 764 | 5,539 | 88 | 6,397 | 87,500 | 2,427 | 11,118 | 93 |
| NORTHAMPTON | 468 | 613 | 442 | 403 | 1,926 | 4,689 | 1,256 | 925 | 1,482 |
| PERENJORI | 130 | 135 | 828 | 154 | 1,247 | 11,525 | 247 | 902 | 627 |
| SANDSTONE | 0 | 0 | 2,095 | 0 | 2,095 | 0 | 0 | 6,848 | 0 |
| THREE SPRINGS | 34 | 672 | 1,362 | 3 | 2,071 | 2,075 | 1,911 | 3,006 | 84 |
| YALGOO | 113 | 2 | 940 | 1,408 | 2,464 | 14,814 | 10 | 6,078 | 1,912 |
| Region | 14,399 | 4,800 | 24,152 | 2,444 | 45,795 | 13,310 | 956 | 3,007 | 570 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Mid West Regional Road Group

Appendix 10

| Council | Expenditure on roads and bridges - \$000s | | | | | % Road expenditure spent on | | | Preservation | | |
|-------------------|---|---------|-----------------|-------------------|---------|-----------------------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| CARNAMAH | 1,004 | 254 | 1,877 | 42 | 3,177 | 31.6% | 8.0% | 59.1% | 1.3% | 2,489 | 1,258 |
| CHAPMAN VALLEY | 527 | 693 | 1,933 | 0 | 3,153 | 16.7% | 22.0% | 61.3% | 0.0% | 2,811 | 1,220 |
| COOROW | 1,449 | 0 | 19 | 1,306 | 2,774 | 52.2% | 0.0% | 0.7% | 47.1% | 3,513 | 1,449 |
| CUE | 2,471 | 692 | 115 | 0 | 3,278 | 75.4% | 21.1% | 3.5% | 0.0% | 2,550 | 1,407 |
| GREATER GERALDTON | 5,068 | 9,389 | 2,173 | 990 | 17,620 | 28.8% | 53.3% | 12.3% | 5.6% | 15,025 | 14,457 |
| IRWIN | 1,147 | 977 | 0 | 0 | 2,124 | 54.0% | 46.0% | 0.0% | 0.0% | 2,410 | 2,124 |
| MEEKATHARRA | 813 | 2,523 | 143 | 0 | 3,479 | 23.4% | 72.5% | 4.1% | 0.0% | 5,738 | 3,336 |
| MINGENEW | 499 | 0 | 2,499 | 0 | 2,998 | 16.6% | 0.0% | 83.4% | 0.0% | 1,975 | 499 |
| MORAWA | 1,071 | 310 | 973 | 0 | 2,354 | 45.5% | 13.2% | 41.3% | 0.0% | 2,811 | 1,381 |
| MOUNT MAGNET | 529 | 187 | 259 | 0 | 975 | 54.3% | 19.2% | 26.6% | 0.0% | 1,190 | 641 |
| MURCHISON | 3,675 | 2,728 | 0 | 0 | 6,403 | 57.4% | 42.6% | 0.0% | 0.0% | 4,067 | 3,758 |
| NORTHAMPTON | 1,253 | 673 | 1,404 | 133 | 3,463 | 36.2% | 19.4% | 40.5% | 3.8% | 4,785 | 1,926 |
| PERENJORI | 650 | 597 | 1,053 | 0 | 2,300 | 28.3% | 26.0% | 45.8% | 0.0% | 5,272 | 1,017 |
| SANDSTONE | 930 | 1,165 | 0 | 0 | 2,095 | 44.4% | 55.6% | 0.0% | 0.0% | 1,418 | 2,085 |
| THREE SPRINGS | 674 | 1,397 | 0 | 329 | 2,400 | 28.1% | 58.2% | 0.0% | 13.7% | 2,980 | 2,071 |
| YALGOO | 2,464 | 0 | 680 | 0 | 3,144 | 78.4% | 0.0% | 21.6% | 0.0% | 2,665 | 1,324 |
| Region | 24,224 | 21,585 | 13,128 | 2,800 | 61,737 | 39.2% | 35.0% | 21.3% | 4.5% | 61,699 | 39,953 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

Bridge statistics and expenditure 2019-20

Mid West Regional Road Group

Appendix 10

| Council | Number | Bridge deck area [sq metres] | | | Expenditure \$000s | | |
|-------------------|--------|------------------------------|--------------------|------------------------------|---------------------------------|-------------|--------------|
| | | All bridges | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | Footbridges | Preservation |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CARNAMAH | 2 | 295 | 0 | 0 | 0 | 1 | 0 |
| CHAPMAN VALLEY | 3 | 502 | 0 | 0 | 0 | 0 | 0 |
| COOROW | 2 | 480 | 0 | 0 | 0 | 0 | 0 |
| CUE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GREATER GERALDTON | 5 | 1,112 | 0 | 141 | 0 | 7 | 0 |
| IRWIN | 2 | 464 | 0 | 89 | 0 | 0 | 0 |
| MEEKATHARRA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MINGENEW | 6 | 1,679 | 0 | 0 | 0 | 0 | 0 |
| MORAWA | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MOUNT MAGNET | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MURCHISON | 1 | 374 | 0 | 0 | 0 | 6 | 0 |
| NORTHAMPTON | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PERENJORI | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SANDSTONE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| THREE SPRINGS | 1 | 122 | 0 | 0 | 0 | 0 | 0 |
| YALGOO | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Region | 22 | 5,027 | 0 | 230 | 0 | 14 | 0 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 |

Sealed road area statistics and expenditure 2019-20

Mid West Regional Road Group

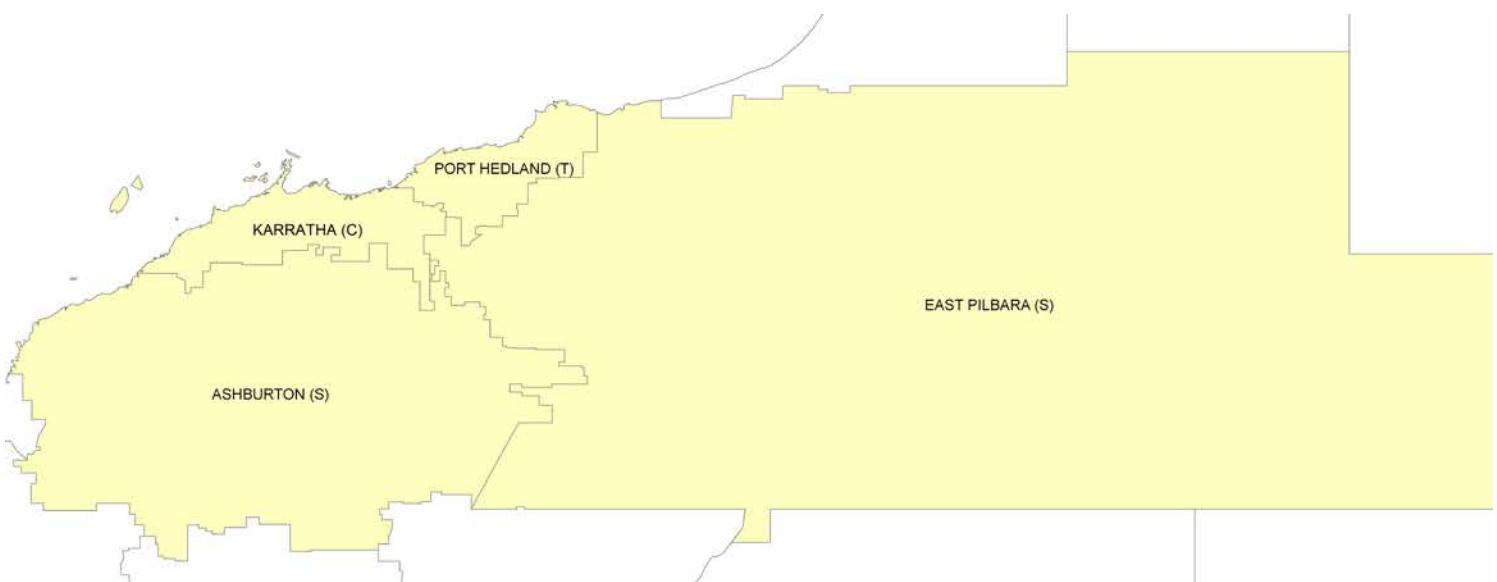
Appendix 10

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|-------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| CARNAMAH | 104,832 | 953,063 | 28 | 226 | 0.27 | 0.24 |
| CHAPMAN VALLEY | 46,930 | 1,144,034 | 0 | 0 | 0.00 | 0.00 |
| COOROW | 165,237 | 1,331,674 | 1,449 | 0 | 8.77 | 0.00 |
| CUE | 43,593 | 776,166 | 527 | 255 | 12.09 | 0.33 |
| GREATER GERALDTON | 2,276,166 | 3,694,030 | 10,013 | 1,199 | 4.40 | 0.32 |
| IRWIN | 235,965 | 804,021 | 861 | 31 | 3.65 | 0.04 |
| MEEKATHARRA | 156,407 | 510,986 | 224 | 869 | 1.43 | 1.70 |
| MINGENEW | 78,102 | 74,4753 | 37 | 32 | 0.47 | 0.04 |
| MORAWA | 117,411 | 69,5848 | 285 | 0 | 2.43 | 0.00 |
| MOUNT MAGNET | 105,304 | 96,252 | 224 | 0 | 2.13 | 0.00 |
| MURCHISON | 240 | 1,101,130 | 6 | 764 | 25.0 | 0.69 |
| NORTHAMPTON | 349,344 | 1,708,525 | 468 | 613 | 1.34 | 0.36 |
| PERENJORI | 39,480 | 1,905,795 | 130 | 135 | 3.29 | 0.07 |
| SANDSTONE | 33,847 | 85,391 | 0 | 0 | 0.00 | 0.00 |
| THREE SPRINGS | 57,363 | 1,231,633 | 34 | 672 | 0.59 | 0.55 |
| YALGOO | 26,698 | 88,385 | 113 | 2 | 4.23 | 0.00 |
| Region | 3,836,918 | 17,668,686 | 14,399 | 4,800 | 3.75 | 0.27 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

**Sealed road age 2019-20
Mid West Regional Road Group**

Appendix 10

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|-------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|---|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Roads outside built up areas age years [8] |
| CARNAMAH | 13 | 30 | 15 | 22 | 161 | 36 | 20 |
| CHAPMAN VALLEY | 7 | 12 | 13 | 0 | 180 | 20 | 11 |
| COOROW | 23 | 41 | 22 | 15 | 196 | 29 | 22 |
| CUE | 6 | 25 | 12 | 0 | 100 | 14 | 13 |
| GREATER GERALDTON | 290 | 43 | 21 | 20 | 532 | 30 | 20 |
| IRWIN | 32 | 31 | 21 | 14 | 116 | 20 | 18 |
| MEEKATHARRA | 13 | 49 | 20 | 19 | 72 | 22 | 11 |
| MINGENEW | 10 | 35 | 17 | 18 | 133 | 25 | 13 |
| MORAWA | 13 | 46 | 22 | 14 | 126 | 40 | 18 |
| MOUNT MAGNET | 15 | 28 | 18 | 0 | 12 | 20 | 19 |
| MURCHISON | 0 | 8 | 8 | 0 | 170 | 13 | 13 |
| NORTHAMPTON | 48 | 34 | 26 | 29 | 242 | 33 | 21 |
| PERENJORI | 5 | 27 | 14 | 0 | 259 | 24 | 11 |
| SANDSTONE | 4 | 14 | 14 | 11 | 12 | 10 | 8 |
| THREE SPRINGS | 7 | 24 | 16 | 12 | 168 | 23 | 14 |
| YALGOO | 2 | 25 | 10 | 0 | 187 | 16 | 13 |
| Region | 489 | 30 | 17 | 17 | 2,664 | 23 | 15 |





APPENDIX 11

Pilbara Region

2019-2020

Karratha
Photo courtesy Sebastian Davies-Slate

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

Road assets & expenditure indicators 2019-20

Pilbara Regional Road Group

Appendix 11

| Council | Indicators | | | | |
|--------------|-------------------------|------------------------|----------------------------|--------------------------|-----|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance | [5] |
| [1] | [2] | [3] | [4] | [5] | [5] |
| ASHBURTON | 0.46 | 4.3% | 75% | 1.72 | |
| EAST PILBARA | 0.49 | 4.0% | 53% | 0.41 | |
| KARRATHA | 0.77 | 2.5% | 59% | 1.00 | |
| PORT HEDLAND | 0.47 | 2.5% | 75% | 1.15 | |
| Region | 0.58 | 3.1% | 64% | 0.96 | |
| State | 0.55 | 2.4% | 59% | 0.76 | |

Expenditure from Local Governments' own resources 2019-20

Pilbara Regional Road Group

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person | [8] |
|----------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|-----|
| | | | | | | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [8] |
| ASHBURTON | 10,835 | 6,718 | 62% | 42% | 46% | 35% | 504 | |
| EAST PILBARA | 7,699 | 1,445 | 19% | 63% | 9% | 5% | 132 | |
| KARRATHA | 13,293 | 6,438 | 48% | 28% | 29% | 25% | 278 | |
| PORT HEDLAND | 16,254 | 6,304 | 39% | 22% | 34% | 27% | 407 | |
| Region Average | 48,081 | 20,905 | 43% | 37% | 29% | 23% | 333 | |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 | |

Total Expenditure includes flood damage.

Road data 2019-20

Pilbara Regional Road Group

Appendix 11

| Council | Road data [kilometres] | | | | | | Footpaths [km] | Gravel paths [km] | Dual use paths [km] |
|--------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|-------------------|---------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| ASHBURTON | 7 | 55 | 76 | 0 | 1,573 | 0 | 1,711 | 25.6 | 0.0 |
| EAST PILBARA | 19 | 28 | 83 | 1,528 | 1,014 | 438 | 3,110 | 67.1 | 0.0 |
| KARRATHA | 148 | 68 | 49 | 320 | 0 | 63 | 648 | 89.9 | 0.0 |
| PORT HEDLAND | 42 | 92 | 61 | 206 | 0 | 57 | 458 | 29.9 | 0.0 |
| Region | 217 | 243 | 268 | 2,054 | 2,587 | 557 | 5,927 | 213 | 0 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 |
| | | | | | | | | | 4,418 |

Expenditure on road preservation 2019-20

Pilbara Regional Road Group

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | |
|--------------|---------------------------------|-------------------------------------|--------------|--------------|---------|----------------|--------------------------------|-----------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| ASHBURTON | 2,338 | 10 | 5,442 | 24 | 7,814 | 18,298 | 75 | 5,263 | 75 |
| EAST PILBARA | 1,966 | 300 | 1,317 | 0 | 3,583 | 18,742 | 1,914 | 862 | 0 |
| KARRATHA | 6,665 | 694 | 3,347 | 0 | 10,706 | 13,514 | 5,898 | 8,852 | 0 |
| PORT HEDLAND | 5,756 | 0 | 7,341 | 0 | 13,097 | 19,775 | 0 | 35,714 | 0 |
| Region | 16,725 | 1,005 | 17,446 | 24 | 35,200 | 16,446 | 1,786 | 5,538 | 50 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20 Pilbara Regional Road Group

Appendix 11

| Council | Expenditure on roads and bridges - \$000s | | | % Road expenditure spent on | | | Preservation | | | |
|---|---|---------|-----------------|-----------------------------|---------|-------------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [12] |
| ASHBURTON | 3,483 | 4,331 | 2,256 | 765 | 10,835 | 32.1% | 40.0% | 20.8% | 7.1% | 6,863 |
| EAST PILBARA | 2,994 | 589 | 4,116 | 0 | 7,699 | 38.9% | 7.7% | 53.5% | 0.0% | 8,007 |
| KARRATHA | 8,762 | 1,964 | 990 | 1,577 | 13,293 | 65.9% | 14.8% | 7.4% | 11.9% | 8,014 |
| PORT HEDLAND | 6,047 | 7,050 | 2,887 | 271 | 16,255 | 37.2% | 43.4% | 17.8% | 1.7% | 5,545 |
| Region Average | 21,286 | 13,934 | 10,249 | 2,613 | 48,082 | 44.3% | 29.0% | 21.3% | 5.4% | 25,563 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |
| <i>Renewal and Total Expenditure includes flood damage.</i> | | | | | | | | | | |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Bridge statistics and expenditure 2019-20 Pilbara Regional Road Group

| Council | Bridge deck area [sq metres] | | | Expenditure \$000s | | | Preservation | Upgrade |
|--------------|------------------------------|-------------|--------------------|------------------------------|---------------------------------|-------------|--------------|---------|
| | Number | All bridges | Concrete and steel | Timber with concrete overlay | Timber without concrete overlay | Footbridges | | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | |
| ASHBURTON | 2 | 444 | 0 | 0 | 0 | 0 | 0 | 0 |
| EAST PILBARA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KARRATHA | 19 | 2,879 | 0 | 0 | 0 | 0 | 20 | 139 |
| PORT HEDLAND | 7 | 2,385 | 0 | 0 | 0 | 0 | 0 | 0 |
| Region | 28 | 5,707 | 0 | 0 | 0 | 0 | 20 | 139 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 | |

Sealed road area statistics and expenditure 2019-20

Pilbara Regional Road Group

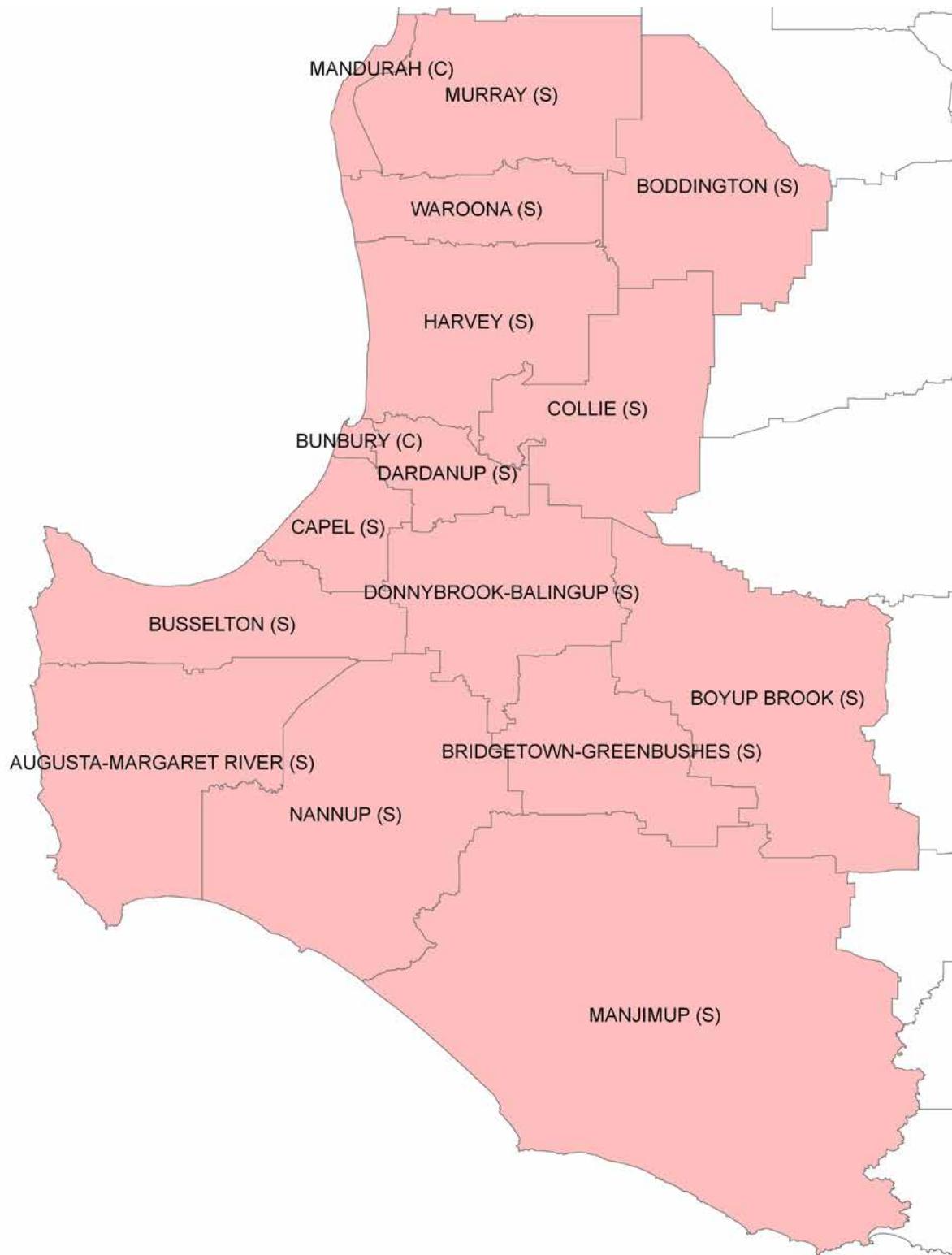
Appendix 11

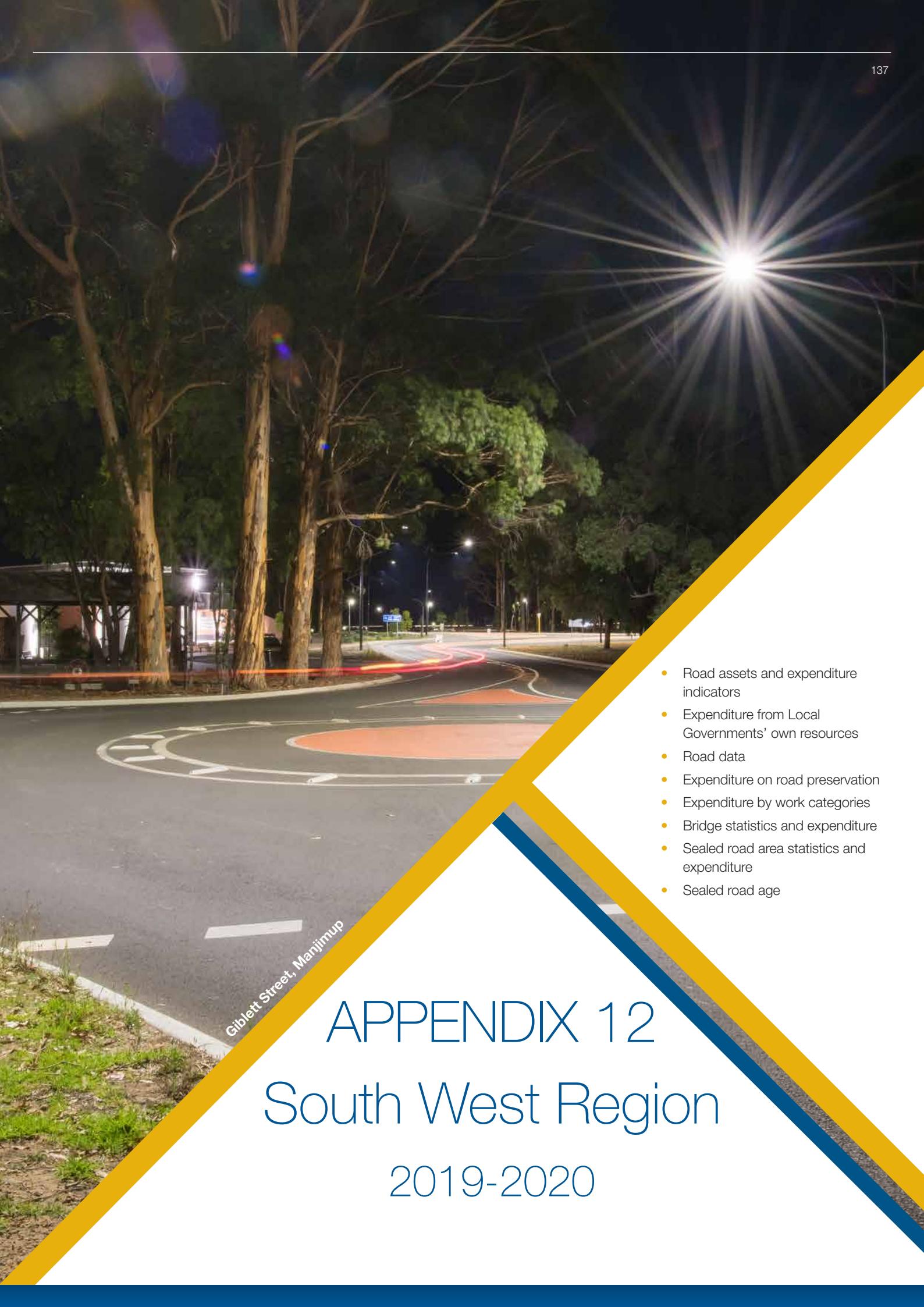
| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|--------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| ASHBURTON | 445,894 | 572,083 | 2,338 | 10 | 5.24 | 0.02 |
| EAST PILBARA | 367,137 | 548,618 | 1,966 | 300 | 5.35 | 0.55 |
| KARRATHA | 1,726,631 | 411,212 | 6,665 | 694 | 3.86 | 1.69 |
| PORT HEDLAND | 1,018,786 | 502,706 | 5,756 | 0 | 5.65 | 0.00 |
| Region | 3,558,448 | 2,034,618 | 16,725 | 1,005 | 4.70 | 0.49 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20

Pilbara Regional Road Group

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|--------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|------------------------|
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Sprayed seal age years |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| ASHBURTON | 63 | 23 | 36 | 13 | 76 | 34 | 11 |
| EAST PILBARA | 47 | 39 | 34 | 27 | 83 | 21 | 20 |
| KARRATHA | 216 | 35 | 44 | 5 | 49 | 36 | 35 |
| PORT HEDLAND | 135 | 36 | 34 | 19 | 61 | 24 | 22 |
| Region | 460 | 33 | 37 | 16 | 268 | 29 | 22 |





APPENDIX 12

South West Region

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

Giblett Street, Manjimup

Road assets & expenditure indicators 2019-20

South West Regional Road Group

Appendix 12

| Council | Indicators | | | |
|------------------------|-------------------------|------------------------|----------------------------|--------------------------|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance |
| [1] | [2] | [3] | [4] | [5] |
| AUGUSTA-MARGARET RIVER | 0.49 | 2.7% | 86% | 0.88 |
| BODDINGTON | 0.42 | 3.1% | 34% | 0.47 |
| BOYUP BROOK | 0.42 | 3.1% | 15% | 0.40 |
| BRIDGETOWN-GREENBUSHES | 0.44 | 3.1% | 24% | 0.44 |
| BUNBURY | 0.54 | 1.8% | 60% | 0.77 |
| BUSSELTON | 0.31 | 2.0% | 54% | 0.74 |
| CAPEL | 0.61 | 2.4% | 52% | 0.72 |
| COLLIE | 0.45 | 2.7% | 28% | 0.45 |
| DARDANUP | 0.63 | 2.1% | 84% | 0.95 |
| DONNYBROOK-BALINGUP | 0.39 | 2.7% | 63% | 0.58 |
| HARVEY | 0.55 | 2.2% | 77% | 0.86 |
| MANDURAH | 0.68 | 1.5% | 62% | 0.61 |
| MANJIMUP | 0.37 | 2.8% | 63% | 0.58 |
| MURRAY | 0.63 | 2.3% | 18% | 0.36 |
| NANNUP | 0.39 | 2.9% | 26% | 0.49 |
| WARROONA | 0.47 | 2.8% | 32% | 0.34 |
| Region | 0.51 | 2.2% | 55% | 0.64 |
| State | 0.55 | 2.4% | 59% | 0.76 |

Expenditure from Local Governments' own resources 2019-20

South West Regional Road Group

Appendix 12

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|------------------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| AUGUSTA-MARGARET RIVER | 10,837 | 5,543 | 51% | 33% | 34% | 25% | 332 |
| BODDINGTON | 2,154 | 670 | 31% | 31% | 20% | 12% | 380 |
| BOYUP BROOK | 2,538 | 850 | 33% | 100% | 23% | 15% | 480 |
| BRIDGETOWN-GREENBUSHES | 2,309 | 797 | 35% | 59% | 13% | 10% | 168 |
| BUNBURY | 8,903 | 4,982 | 56% | 16% | 17% | 11% | 157 |
| BUSSELTON | 18,135 | 10,500 | 58% | 19% | 26% | 15% | 260 |
| CAPEL | 5,596 | 2,216 | 40% | 28% | 17% | 17% | 120 |
| COLLIE | 3,109 | 850 | 27% | 32% | 10% | 10% | 99 |
| DARDANUP | 5,016 | 2,283 | 46% | 25% | 21% | 18% | 157 |
| DONNYBROOK-BALINGUP | 3,192 | 1,270 | 40% | 52% | 19% | 16% | 206 |
| HARVEY | 9,671 | 6,974 | 72% | 25% | 32% | 23% | 246 |
| MANDURAH | 12,437 | 9,165 | 74% | 10% | 13% | 12% | 104 |
| MANJIMUP | 5,919 | 1,957 | 33% | 62% | 16% | 12% | 215 |
| MURRAY | 5,710 | 2,721 | 48% | 30% | 17% | 15% | 149 |
| NANNUP | 1,770 | 641 | 36% | 104% | 23% | 22% | 451 |
| WARROONA | 2,534 | 568 | 22% | 38% | 11% | 5% | 133 |
| Region | 99,830 | 51,987 | 52% | 25% | 19% | 15% | 177 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Appendix 12: South West Region

Road data 2019-20
South West Regional Road Group

Appendix 12

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] |
|------------------------|--------------------------------|--------------------------------|---|-----------------|-----------------|-------------------|-----------------|-----------------------|--------|---------------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen / concrete | Gravel | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| AUGUSTA-MARGARET RIVER | 96 | 29 | 392 | 338 | 43 | 9 | 907 | 12.0 | 40.0 | 86.0 |
| BODDINGTON | 2 | 10 | 86 | 156 | 12 | 0 | 265 | 5.8 | 0.0 | 8.3 |
| BOYUP BROOK | 0 | 10 | 207 | 429 | 359 | 15 | 1,020 | 9.5 | 6.0 | 4.5 |
| BRIDGETOWN-GREENBUSHES | 7 | 22 | 226 | 394 | 19 | 17 | 686 | 5.4 | 11.5 | 0.4 |
| BUNBURY | 147 | 121 | 52 | 1 | 0 | 0 | 321 | 221.0 | 0.2 | 180.2 |
| BUSSELTON | 204 | 63 | 582 | 215 | 24 | 8 | 1,095 | 218.2 | 2.9 | 39.1 |
| CAPEL | 101 | 44 | 179 | 155 | 6 | 17 | 502 | 37.0 | 3.4 | 63.0 |
| COLLIE | 24 | 48 | 188 | 117 | 3 | 10 | 389 | 15.4 | 26.4 | 9.0 |
| DARDANUP | 77 | 5 | 213 | 88 | 11 | 28 | 422 | 21.5 | 13.0 | 59.0 |
| DONNYBROOK-BALINGUP | 10 | 20 | 257 | 337 | 28 | 17 | 669 | 18.5 | 2.9 | 1.8 |
| HARVEY | 74 | 45 | 437 | 280 | 17 | 1 | 854 | 16.2 | 9.8 | 124.7 |
| MANDURAH | 481 | 133 | 78 | 5 | 0 | 0 | 696 | 410.7 | 13.5 | 128.2 |
| MANJIMUP | 10 | 59 | 444 | 704 | 66 | 19 | 1,302 | 42.9 | 1.0 | 2.4 |
| MURRAY | 76 | 34 | 381 | 181 | 33 | 0 | 706 | 92.4 | 73.0 | 2.5 |
| NANNUP | 0 | 7 | 200 | 247 | 22 | 14 | 490 | 7.9 | 10.0 | 0.5 |
| WARROONA | 2 | 28 | 229 | 76 | 4 | 2 | 340 | 14.0 | 0.2 | 7.2 |
| Region | 1,310 | 675 | 4,151 | 3,723 | 648 | 156 | 10,663 | 1149 | 214 | 717 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20

South West Regional Road Group

Appendix 12

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|------------------------|---------------------------------|-------------------------------------|-------------|--------------|---------|--------------------------------|-------|-------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Paved roads | Formed roads | Total | Sealed roads \$ per lane km | [7] | [8] | Outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | 6,625 | 4,019 | 6,859 | 3,313 |
| AUGUSTA-MARGARET RIVER | 958 | 4,508 | 1,115 | 44 | | | | | 1,022 |
| BODDINGTON | 278 | 210 | 261 | 0 | 749 | 10,745 | 1,361 | 1,682 | 19 |
| BOYUP BROOK | 96 | 170 | 1,346 | 0 | 1,612 | 3,409 | 528 | 3,142 | 0 |
| BRIDGETOWN-GREENBUSHES | 355 | 675 | 843 | 9 | 1,882 | 5,811 | 1,664 | 2,160 | 490 |
| BUNBURY | 5,701 | 0 | 0 | 0 | 5,701 | 9,669 | 0 | 0 | 0 |
| BUSSELTON | 5,203 | 2,996 | 877 | 128 | 9,204 | 10,110 | 2,951 | 4,097 | 5,242 |
| CAPEL | 1,530 | 877 | 851 | 111 | 3,369 | 5,591 | 2,788 | 5,541 | 17,526 |
| COLLIE | 611 | 376 | 251 | 1 | 1,239 | 3,615 | 1,042 | 2,167 | 421 |
| DARDANUP | 1,411 | 2,382 | 462 | 6 | 4,262 | 8,955 | 6,801 | 5,234 | 586 |
| DONNYBROOK-BALINGUP | 386 | 1,563 | 732 | 7 | 2,688 | 6,450 | 3,547 | 2,199 | 258 |
| HARVEY | 2,987 | 3,342 | 565 | 3 | 6,898 | 12,152 | 4,271 | 2,018 | 194 |
| MANDURAH | 9,973 | 0 | 0 | 0 | 9,973 | 7,788 | 0 | 0 | 0 |
| MANJIMUP | 1,176 | 2,530 | 1,378 | 14 | 5,098 | 7,518 | 3,567 | 1,967 | 212 |
| MURRAY | 810 | 1,004 | 607 | 20 | 2,441 | 3,659 | 1,426 | 3,376 | 622 |
| NANNUP | 138 | 478 | 779 | 1 | 1,396 | 8,573 | 1,360 | 3,188 | 45 |
| WAROONA | 361 | 538 | 77 | 16 | 992 | 5,743 | 1,372 | 1,017 | 4,190 |
| Region | 31,974 | 21,649 | 10,145 | 361 | 64,129 | 7,797 | 2,983 | 2,746 | 674 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20
South West Regional Road Group

Appendix 12

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|------------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| AUGUSTA-MARGARET RIVER | 2,721 | 4,025 | 3,617 | 473 | 10,836 | 25.1% | 37.1% | 33.4% | 4.4% | 7,677 | 6,746 |
| BODDINGTON | 588 | 190 | 828 | 548 | 2,154 | 27.3% | 8.8% | 38.4% | 25.4% | 1,665 | 778 |
| BOYUP BROOK | 1,283 | 451 | 738 | 63 | 2,535 | 50.6% | 17.8% | 29.1% | 2.5% | 4,299 | 1,734 |
| BRIDGETOWN-GREENBUSHES | 1,289 | 668 | 315 | 37 | 2,309 | 55.8% | 28.9% | 13.6% | 1.6% | 4,473 | 1,957 |
| BUNBURY | 3,663 | 2,040 | 2,196 | 1,004 | 8,903 | 41.1% | 22.9% | 24.7% | 11.3% | 7,399 | 5,703 |
| BUSSELTON | 5,791 | 3,599 | 2,792 | 5,952 | 18,134 | 31.9% | 19.8% | 15.4% | 32.8% | 12,717 | 9,390 |
| CAPEL | 2,594 | 841 | 335 | 1,826 | 5,596 | 46.4% | 15.0% | 6.0% | 32.6% | 4,773 | 3,435 |
| COLLIE | 744 | 1,079 | 26 | 1,260 | 3,109 | 23.9% | 34.7% | 0.8% | 40.5% | 4,045 | 1,823 |
| DARDANUP | 1,944 | 2,362 | 550 | 160 | 5,016 | 38.8% | 47.1% | 11.0% | 3.2% | 4,543 | 4,306 |
| DONNYBROOK-BALINGUP | 1,386 | 1,480 | 135 | 191 | 3,192 | 43.4% | 46.4% | 4.2% | 6.0% | 4,901 | 2,866 |
| HARVEY | 3,503 | 3,455 | 1,706 | 1,007 | 9,671 | 36.2% | 35.7% | 17.6% | 10.4% | 8,093 | 6,958 |
| MANDURAH | 4,332 | 5,669 | 2,081 | 355 | 12,437 | 34.8% | 45.6% | 16.7% | 2.9% | 16,440 | 10,001 |
| MANJIMUP | 2,935 | 2,372 | 238 | 374 | 5,919 | 49.6% | 40.1% | 4.0% | 6.3% | 9,076 | 5,307 |
| MURRAY | 1,648 | 965 | 2,257 | 840 | 5,710 | 28.9% | 16.9% | 39.5% | 14.7% | 7,163 | 2,613 |
| NANNUP | 1,028 | 600 | 142 | 0 | 1,770 | 58.1% | 33.9% | 8.0% | 0.0% | 3,312 | 1,628 |
| WARROONA | 683 | 309 | 1,542 | 0 | 2,534 | 27.0% | 12.2% | 60.9% | 0.0% | 2,925 | 992 |
| Region | 36,132 | 30,105 | 19,498 | 14,090 | 99,825 | 36.2% | 30.2% | 19.5% | 14.1% | 103,501 | 66,237 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Bridge statistics and expenditure 2019-20

South West Regional Road Group

Appendix 12

| Council | Number | Bridge deck area [sq metres] | | | Expenditure \$000s | |
|------------------------|--------|------------------------------|--------------------|---------------------------------|--------------------|--------|
| | | All bridges | Concrete and steel | Timber with concrete overlay | [5] | [6] |
| [1] | [2] | [3] | [4] | Timber without concrete overlay | [7] | [8] |
| AUGUSTA-MARGARET RIVER | 15 | 17 | 1,724 | 400 | 0 | 121 |
| BODDINGTON | 5 | 0 | 1,206 | 0 | 0 | 29 |
| BOYUP BROOK | 18 | 762 | 3,781 | 287 | 0 | 122 |
| BRIDGETOWN-GREENBUSHES | 15 | 196 | 2,186 | 255 | 0 | 75 |
| BUNBURY | 1 | 655 | 0 | 0 | 0 | 2 |
| BUSSELTON | 41 | 1,225 | 3,270 | 680 | 0 | 186 |
| CAPEL | 13 | 960 | 889 | 254 | 0 | 66 |
| COLLIE | 6 | 154 | 1,468 | 0 | 0 | 584 |
| DARDANUP | 19 | 941 | 1,705 | 127 | 0 | 44 |
| DONNYBROOK-BALINGUP | 33 | 1,078 | 3,614 | 872 | 0 | 178 |
| HARVEY | 19 | 5,573 | 1,812 | 253 | 0 | 60 |
| MANDURAH | 22 | 10,718 | 0 | 0 | 278 | 28 |
| MANJIMUP | 42 | 491 | 3,533 | 1,284 | 0 | 209 |
| MURRAY | 18 | 2,327 | 1,860 | 245 | 0 | 172 |
| NANNUP | 13 | 688 | 1,361 | 165 | 0 | 232 |
| WARROONA | 3 | 326 | 341 | 0 | 0 | 0 |
| Region | 283 | 26,109 | 28,749 | 4,821 | 278 | 2,108 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 |
| | | | | | | 6,738 |
| | | | | | | 11,289 |

Sealed road area statistics and expenditure 2019-20

South West Regional Road Group

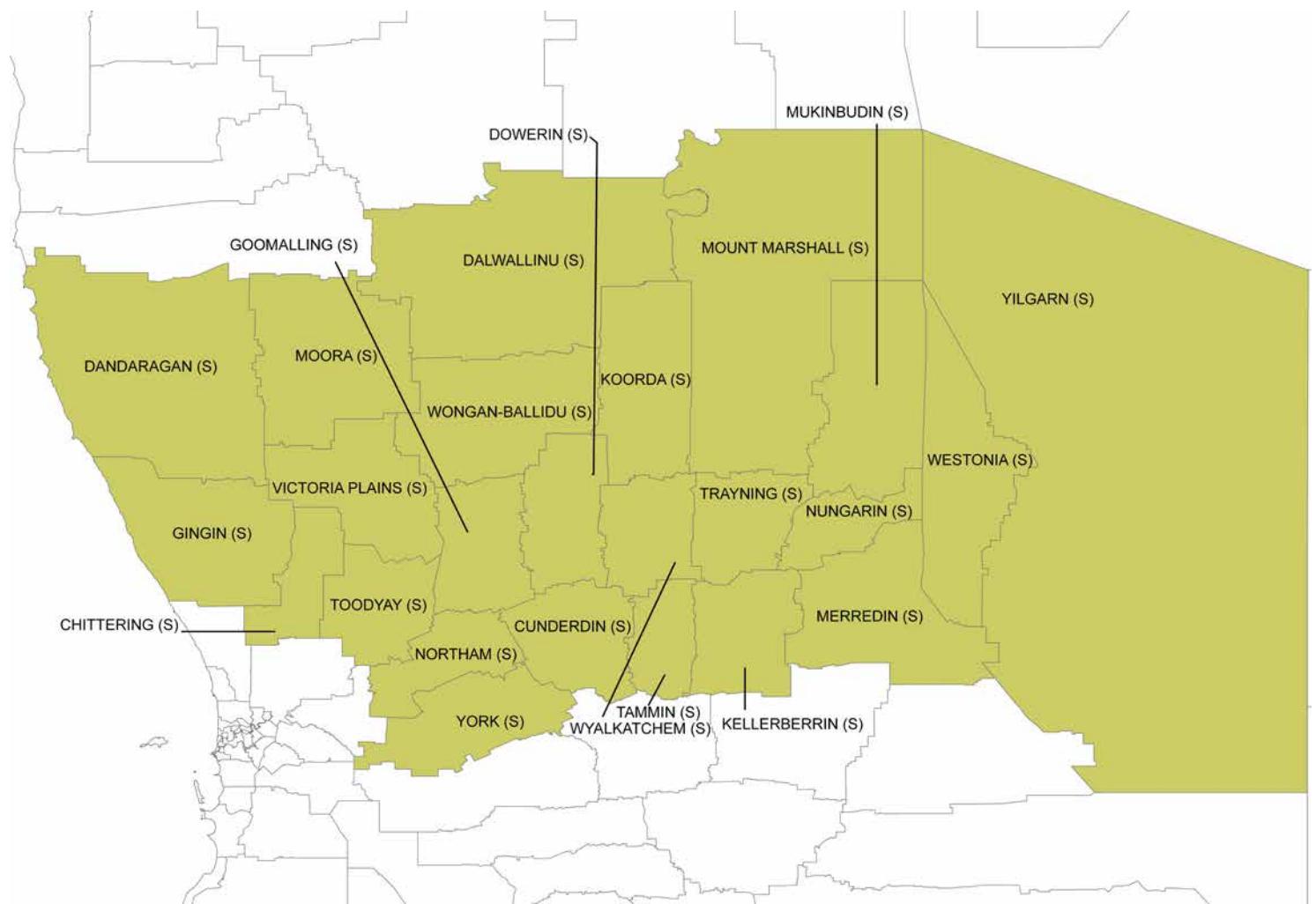
Appendix 12

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|------------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| AUGUSTA-MARGARET RIVER | 834,270 | 2,300,051 | 958 | 4,508 | 1.15 | 1.96 |
| BODDINGTON | 90,555 | 539,810 | 278 | 210 | 3.07 | 0.39 |
| BOYUP BROOK | 98,685 | 1,141,989 | 96 | 170 | 0.97 | 0.15 |
| BRIDGETOWN-GREENBUSHES | 213,804 | 1,421,362 | 355 | 675 | 1.66 | 0.47 |
| BUNBURY | 2,063,571 | 366,909 | 5,701 | 0 | 2.76 | 0.00 |
| BUSSELTON | 1,801,283 | 3,552,974 | 5,203 | 2,996 | 2.89 | 0.84 |
| CAPEL | 957,710 | 1,101,015 | 1,530 | 877 | 1.60 | 0.80 |
| COLLIE | 604,271 | 1,342,937 | 611 | 376 | 1.01 | 0.28 |
| DARDANUP | 569,056 | 1,314,998 | 1,411 | 2,382 | 2.48 | 1.81 |
| DONNYBROOK-BALINGUP | 209,467 | 1,541,901 | 386 | 1,563 | 1.84 | 1.01 |
| HARVEY | 863,192 | 2,743,087 | 2,987 | 3,342 | 3.46 | 1.22 |
| MANDURAH | 4,483,367 | 573,127 | 9,973 | 0 | 2.22 | 0.00 |
| MANJIMUP | 547,212 | 2,482,594 | 1,176 | 2,530 | 2.15 | 1.02 |
| MURRAY | 775,061 | 2,464,725 | 810 | 1,004 | 1.05 | 0.41 |
| NANNUP | 56,339 | 1,229,883 | 138 | 478 | 2.45 | 0.39 |
| WARROONA | 219,990 | 1,372,517 | 361 | 538 | 1.64 | 0.39 |
| Region | 14,387,833 | 25,489,879 | 31,974 | 21,619 | 2.22 | 0.85 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20 South West Regional Road Group

Appendix 12

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|------------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Sprayed seal age years |
| AUGUSTA-MARGARET RIVER | 125 | 28 | 29 | 20 | 392 | 30 | 22 |
| BODDINGTON | 11 | 26 | 23 | 14 | 86 | 29 | 24 |
| BOYUP BROOK | 10 | 37 | 28 | 0 | 207 | 36 | 25 |
| BRIDGETOWN-GREENBUSHES | 29 | 39 | 26 | 20 | 226 | 31 | 20 |
| BUNBURY | 267 | 38 | 24 | 22 | 52 | 30 | 25 |
| BUSSELTON | 266 | 60 | 32 | 18 | 582 | 60 | 21 |
| CAPEL | 145 | 21 | 14 | 15 | 179 | 27 | 17 |
| COLLIE | 72 | 40 | 19 | 11 | 188 | 29 | 20 |
| DARDANUP | 81 | 24 | 14 | 15 | 213 | 24 | 17 |
| DONNYBROOK-BALINGUP | 30 | 31 | 28 | 16 | 257 | 40 | 25 |
| HARVEY | 119 | 28 | 25 | 20 | 437 | 29 | 23 |
| MANDURAH | 613 | 28 | 25 | 24 | 78 | 29 | 24 |
| MANJIMUP | 69 | 38 | 36 | 21 | 444 | 37 | 31 |
| MURRAY | 111 | 25 | 16 | 14 | 381 | 23 | 15 |
| NANNUP | 7 | 46 | 30 | 0 | 200 | 35 | 27 |
| WARROONA | 30 | 37 | 22 | 8 | 229 | 28 | 20 |
| Region | 1,985 | 34 | 24 | 17 | 4,151 | 32 | 22 |





- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

APPENDIX 13

Wheatbelt North Region

2019-2020

Road assets & expenditure indicators 2019-20

Wheatbelt North Regional Road Group

Appendix 13

| Council | Indicators | | | | |
|-----------------|-------------------------|------------------------|----------------------------|--------------------------|-----|
| | [1] | [2] | [3] | [4] | [5] |
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance | |
| CHITTERING | 0.51 | 3.2% | 13% | 0.50 | |
| CUNDERDIN | 0.29 | 3.6% | 46% | 0.47 | |
| DALWALLINU | 0.49 | 3.9% | 47% | 0.41 | |
| DANDARAGAN | 0.51 | 3.2% | 15% | 0.36 | |
| DOWERIN | 0.41 | 4.0% | 102% | 0.64 | |
| GINGIN | 0.41 | 3.3% | 115% | 1.05 | |
| GOOMALLING | 0.38 | 3.6% | 30% | 0.37 | |
| KELLERBERRIN | 0.30 | 3.8% | 145% | 0.88 | |
| KOORDA | 0.45 | 4.0% | 38% | 0.40 | |
| MERRIDIN | 0.46 | 3.3% | 51% | 0.53 | |
| MOORA | 0.25 | 3.2% | 80% | 0.59 | |
| MOUNT MARSHALL | 0.44 | 4.3% | 19% | 0.29 | |
| MUKINBUDIN | 0.28 | 3.6% | 71% | 0.43 | |
| NORTHAM | 0.36 | 2.6% | 32% | 0.68 | |
| NUNGARIN | 0.32 | 4.0% | 64% | 0.55 | |
| TAMMIN | 0.33 | 3.9% | 19% | 0.25 | |
| TOODYAY | 0.43 | 2.9% | 23% | 0.40 | |
| TRAYNING | 0.34 | 4.0% | 74% | 0.55 | |
| VICTORIA PLAINS | 0.33 | 3.7% | 69% | 0.63 | |
| WESTONIA | 0.29 | 4.4% | 34% | 0.20 | |
| WONGAN-BALLIDU | 0.40 | 3.8% | 25% | 0.52 | |
| WYALKATCHEM | 0.48 | 3.9% | 19% | 0.35 | |
| YILGARN | 0.55 | 4.3% | 36% | 0.29 | |
| YORK | 0.43 | 2.9% | 31% | 0.39 | |
| Region | 0.41 | 3.5% | 49% | 0.50 | |
| State | 0.55 | 2.4% | 59% | 0.76 | |

Expenditure from Local Governments' own resources 2019-20

Wheatbelt North Regional Road Group

Appendix 13

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-----------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CHITTERING | 3,907 | 1,792 | 46% | 46% | 32% | 22% | 298 |
| CUNDERDIN | 1,619 | 314 | 19% | 103% | 11% | 11% | 223 |
| DALWALLINU | 3,616 | 1,001 | 28% | 148% | 21% | 14% | 717 |
| DANDARAGAN | 4,380 | 1,208 | 28% | 74% | 15% | 7% | 364 |
| DOWERIN | 2,342 | 179 | 8% | 132% | 7% | 7% | 268 |
| GINGIN | 6,495 | 1,044 | 16% | 51% | 11% | 11% | 195 |
| GOOMALLING | 2,009 | 700 | 35% | 88% | 30% | 13% | 706 |
| KELLERBERRIN | 4,209 | 520 | 12% | 109% | 17% | 8% | 439 |
| KOORDA | 2,127 | 617 | 29% | 135% | 24% | 22% | 1535 |
| MERREDIN | 3,097 | 1,160 | 37% | 92% | 22% | 22% | 344 |
| MOORA | 3,560 | 690 | 19% | 83% | 15% | 10% | 289 |
| MOUNT MARSHALL | 2,617 | 228 | 9% | 141% | 6% | 6% | 445 |
| MUKINBUDIN | 1,971 | 516 | 26% | 120% | 21% | 19% | 985 |
| NORTHAM | 7,302 | 3,226 | 44% | 39% | 27% | 21% | 293 |
| NUNGARIN | 908 | 0 | 0% | 115% | 0% | 0% | 0 |
| TAMMIN | 1,236 | 360 | 29% | 105% | 23% | 5% | 916 |
| TOODYAY | 4,003 | 1,971 | 49% | 58% | 35% | 18% | 442 |
| TRAYNING | 1,573 | 403 | 26% | 126% | 19% | 19% | 1161 |
| VICTORIA PLAINS | 2,979 | 934 | 31% | 109% | 34% | 34% | 1019 |
| WESTONIA | 4,276 | 442 | 10% | 145% | 22% | 22% | 1449 |
| WONGAN-BALLIDU | 3,369 | 1,159 | 34% | 121% | 30% | 30% | 900 |
| WYALKATCHEM | 1,399 | 282 | 20% | 111% | 13% | 8% | 573 |
| YILGARN | 4,004 | 89 | 2% | 127% | 1% | 1% | 77 |
| YORK | 3,346 | 1,603 | 48% | 72% | 31% | 12% | 442 |
| Region | 76,344 | 20,438 | 27% | 89% | 20% | 15% | 395 |
| State | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Road data 2019-20

Wheatbelt North Regional Road Group

Appendix 13

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] |
|-----------------|-----------------------------------|--------------------------------------|---|-----------------|-----------------|-------------------|----------------|-----------------------|--------|------------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen / concrete | Gravel | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| CHITTERING | 1 | 1 | 292 | 118 | 22 | 5 | 440 | 8.1 | 0.0 | 0.0 |
| CUNDERDIN | 3 | 15 | 230 | 373 | 150 | 11 | 783 | 6.5 | 0.0 | 0.0 |
| DALWALLINU | 1 | 21 | 465 | 1,055 | 309 | 60 | 1,912 | 13.2 | 0.3 | 0.9 |
| DANDARAGAN | 21 | 24 | 463 | 766 | 13 | 7 | 1,295 | 46.6 | 2.2 | 10.1 |
| DOWERIN | 1 | 6 | 165 | 509 | 192 | 66 | 939 | 7.1 | 1.0 | 3.4 |
| GINGIN | 14 | 69 | 402 | 348 | 26 | 17 | 875 | 12.5 | 0.0 | 2.2 |
| GOOMALLING | 0 | 7 | 104 | 392 | 81 | 5 | 589 | 9.5 | 7.0 | 1.5 |
| KELLERBERRIN | 1 | 17 | 216 | 418 | 287 | 7 | 945 | 3.6 | 0.7 | 11.6 |
| KOORDA | 0 | 7 | 242 | 480 | 302 | 36 | 1,067 | 4.8 | 4.0 | 5.0 |
| MERREDIN | 11 | 38 | 370 | 564 | 286 | 23 | 1,291 | 28.1 | 21.3 | 41.7 |
| MOORA | 2 | 22 | 313 | 564 | 20 | 13 | 935 | 8.4 | 2.0 | 21.1 |
| MOUNT MARSHALL | 0 | 8 | 292 | 725 | 632 | 19 | 1,676 | 3.4 | 0.2 | 6.3 |
| MUKINBUDIN | 0 | 9 | 179 | 579 | 126 | 13 | 905 | 0.1 | 303.0 | 7.8 |
| NORTHAM | 20 | 61 | 387 | 245 | 49 | 1 | 764 | 55.6 | 0.5 | 4.2 |
| NUNGARIN | 0 | 3 | 103 | 364 | 23 | 17 | 510 | 3.9 | 1.2 | 0.0 |
| TAMMIN | 0 | 6 | 126 | 262 | 83 | 18 | 495 | 5.5 | 4.0 | 3.1 |
| TOODYAY | 6 | 7 | 300 | 269 | 33 | 20 | 635 | 10.7 | 0.2 | 2.0 |
| TRAYNING | 0 | 8 | 139 | 544 | 41 | 20 | 752 | 5.4 | 0.4 | 5.7 |
| VICTORIA PLAINS | 0 | 7 | 246 | 414 | 118 | 23 | 807 | 5.2 | 0.1 | 2.7 |
| WESTONIA | 0 | 3 | 115 | 527 | 209 | 26 | 880 | 0.0 | 0.0 | 0.0 |
| WONGAN-BALLIDU | 3 | 19 | 331 | 483 | 466 | 19 | 1,320 | 8.9 | 4.3 | 0.0 |
| WYALKATCHEM | 0 | 11 | 133 | 494 | 61 | 26 | 724 | 3.8 | 0.0 | 1.0 |
| YILGARN | 0 | 14 | 287 | 2,184 | 57 | 188 | 2,731 | 6.3 | 7.9 | 7.0 |
| YORK | 2 | 36 | 261 | 201 | 158 | 9 | 667 | 19.6 | 36.2 | 3.0 |
| Region | 87 | 419 | 6,162 | 12,877 | 3,744 | 649 | 23,938 | 277 | 396 | 140 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20 Wheatbelt North Regional Road Group

Appendix 13

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | |
|-----------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------------------------------|-----------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [10] |
| CHITTERING | 226 | 602 | 605 | 15 | 1,448 | 47,638 | 1,007 | 5,131 |
| CUNDERDIN | 301 | 582 | 734 | 0 | 1,617 | 5,950 | 1,381 | 1,967 |
| DALWALLINU | 453 | 1,222 | 1,053 | 24 | 2,753 | 8,430 | 1,783 | 999 |
| DANDARAGAN | 264 | 318 | 1,973 | 58 | 2,613 | 2,619 | 354 | 2,576 |
| DOWERIN | 48 | 1,337 | 888 | 0 | 2,273 | 2,473 | 4,466 | 1,746 |
| GINGIN | 482 | 4,979 | 1,025 | 9 | 6,496 | 2,923 | 6,291 | 2,955 |
| GOOMALLING | 180 | 200 | 360 | 40 | 780 | 11,246 | 1,120 | 922 |
| KELLERBERRIN | 318 | 1,897 | 562 | 109 | 2,886 | 6,766 | 5,444 | 1,348 |
| KOORDA | 137 | 663 | 644 | 20 | 1,464 | 5,936 | 1,560 | 1,343 |
| MERREDIN | 1,308 | 611 | 315 | 863 | 3,097 | 9,827 | 948 | 560 |
| MOORA | 379 | 2,013 | 461 | 48 | 2,902 | 6,446 | 3,687 | 820 |
| MOUNT MARSHALL | 39 | 301 | 685 | 355 | 1,380 | 2,399 | 601 | 945 |
| MUKINBUDIN | 208 | 902 | 559 | 7 | 1,676 | 10,206 | 2,908 | 966 |
| NORTHAM | 1,285 | 3,698 | 505 | 102 | 5,590 | 7,168 | 5,896 | 2,088 |
| NUNGARIN | 0 | 307 | 601 | 0 | 908 | 0 | 2,527 | 1,652 |
| TAMMIN | 80 | 83 | 294 | 0 | 457 | 5,718 | 411 | 1,126 |
| TOODYAY | 144 | 632 | 413 | 2 | 1,191 | 4,931 | 1,170 | 1,537 |
| TRAYNING | 0 | 688 | 898 | 0 | 1,586 | 0 | 2,882 | 1,672 |
| VICTORIA PLAINS | 121 | 1,417 | 666 | 111 | 2,316 | 7,368 | 3,124 | 1,613 |
| WESTONIA | 0 | 278 | 244 | 0 | 522 | 0 | 1,223 | 463 |
| WONGAN-BALLIDU | 428 | 506 | 1,402 | 24 | 2,360 | 7,405 | 953 | 51 |
| WYALKATCHEM | 70 | 175 | 676 | 0 | 921 | 2,038 | 787 | 1,368 |
| YILGARN | 132 | 731 | 791 | 810 | 2,464 | 3,810 | 1,438 | 365 |
| YORK | 460 | 694 | 729 | 72 | 1,955 | 5,526 | 1,578 | 3,669 |
| Region | 7,063 | 24,837 | 17,083 | 2,672 | 51,655 | 5,929 | 2,220 | 1,388 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 |
| | | | | | | | | 770 |
| | | | | | | | | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Wheatbelt North Regional Road Group

Appendix 13

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|-----------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| CHITTERING | 1,084 | 721 | 1,508 | 594 | 3,907 | 27.7% | 18.5% | 38.6% | 15.2% | 3,582 | 1,805 |
| CUNDERDIN | 443 | 1,177 | 0 | 0 | 1,620 | 27.3% | 72.7% | 0.0% | 0.0% | 3,453 | 1,620 |
| DALWALLINU | 1,552 | 1,201 | 863 | 0 | 3,616 | 42.9% | 33.2% | 23.9% | 0.0% | 6,686 | 2,753 |
| DANDARAGAN | 1,524 | 1,094 | 1,765 | 0 | 4,383 | 34.8% | 25.0% | 40.3% | 0.0% | 7,320 | 2,618 |
| DOWERIN | 1,098 | 1,175 | 0 | 69 | 2,342 | 46.9% | 50.2% | 0.0% | 2.9% | 2,988 | 1,910 |
| GINGIN | 2,165 | 4,331 | 0 | 0 | 6,496 | 33.3% | 66.7% | 0.0% | 0.0% | 6,179 | 6,496 |
| GOOMALLING | 650 | 180 | 1,179 | 0 | 2,009 | 32.4% | 9.0% | 58.7% | 0.0% | 2,274 | 830 |
| KELLERBERRIN | 461 | 2,435 | 1,231 | 82 | 4,209 | 11.0% | 57.9% | 29.2% | 1.9% | 3,306 | 2,896 |
| KOORDA | 682 | 782 | 652 | 11 | 2,127 | 32.1% | 36.8% | 30.7% | 0.5% | 3,656 | 1,464 |
| MERREDIN | 1,350 | 1,747 | 0 | 0 | 3,097 | 43.6% | 56.4% | 0.0% | 0.0% | 5,857 | 3,097 |
| MOORA | 881 | 2,036 | 644 | 0 | 3,561 | 24.7% | 57.2% | 18.1% | 0.0% | 4,936 | 2,917 |
| MOUNT MARSHALL | 790 | 590 | 1,237 | 0 | 2,617 | 30.2% | 22.5% | 47.3% | 0.0% | 4,818 | 1,380 |
| MUKINBUDIN | 593 | 1,083 | 295 | 0 | 1,971 | 30.1% | 54.9% | 15.0% | 0.0% | 3,818 | 1,629 |
| NORTHAM | 2,683 | 3,205 | 1,370 | 44 | 7,302 | 36.7% | 43.9% | 18.8% | 0.6% | 6,466 | 4,397 |
| NUNGARIN | 378 | 530 | 0 | 0 | 908 | 41.6% | 58.4% | 0.0% | 0.0% | 1,658 | 908 |
| TAMMIN | 399 | 58 | 779 | 0 | 1,236 | 32.3% | 4.7% | 63.0% | 0.0% | 1,800 | 457 |
| TOODAY | 1,092 | 587 | 2,324 | 0 | 4,003 | 27.3% | 14.7% | 58.1% | 0.0% | 4,220 | 1,679 |
| TRAYNING | 658 | 928 | 0 | 0 | 1,586 | 41.5% | 58.5% | 0.0% | 0.0% | 2,795 | 1,550 |
| VICTORIA PLAINS | 1,038 | 1,304 | 637 | 0 | 2,979 | 34.8% | 43.8% | 21.4% | 0.0% | 3,701 | 2,342 |
| WESTONIA | 244 | 278 | 20 | 3,734 | 4,276 | 5.7% | 6.5% | 0.5% | 87.3% | 2,656 | 522 |
| WONGAN-BALLIDU | 1,319 | 1,041 | 1,009 | 0 | 3,369 | 39.2% | 30.9% | 29.9% | 0.0% | 4,521 | 2,360 |
| WYALKATCHEM | 687 | 234 | 478 | 0 | 1,399 | 49.1% | 16.7% | 34.2% | 0.0% | 2,595 | 921 |
| YILGARN | 1,266 | 1,198 | 1,423 | 117 | 4,004 | 31.6% | 29.9% | 35.5% | 2.9% | 8,463 | 2,464 |
| YORK | 905 | 1,062 | 1,379 | 0 | 3,346 | 27.0% | 31.7% | 41.2% | 0.0% | 4,286 | 1,681 |
| Region | 23,942 | 28,977 | 18,793 | 4,651 | 76,363 | 31.4% | 37.9% | 24.6% | 6.1% | 102,033 | 50,696 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Bridge statistics and expenditure 2019-20

Wheatbelt North Regional Road Group

Appendix 13

| Council | Number All Bridges | Bridge deck area [sq metres] | | | | Footbridges | Preservation | Expenditure \$000s |
|-----------------|-----------------------|------------------------------|--------|--------|-------|-------------|--------------|--------------------|
| | | [2] | [3] | [4] | [5] | | | |
| CHITTERING | 11 | 276 | 681 | 331 | 0 | 0 | 357 | 0 |
| CUNDERDIN | 5 | 196 | 409 | 37 | 0 | 0 | 3 | 0 |
| DALWALLINU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DANDARAGAN | 1 | 0 | 484 | 0 | 0 | 0 | 0 | 0 |
| DOWERIN | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 |
| GINGIN | 5 | 0 | 369 | 620 | 0 | 0 | 0 | 0 |
| GOOMALLING | 6 | 30 | 753 | 55 | 0 | 0 | 50 | 0 |
| KELLERBERRIN | 4 | 379 | 149 | 0 | 0 | 0 | 10 | 0 |
| KOORDA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MERRIDIN | 4 | 485 | 0 | 0 | 0 | 0 | 0 | 0 |
| MOORA | 8 | 1,329 | 579 | 0 | 0 | 0 | 15 | 0 |
| MOUNT MARSHALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MUKINBUDIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NORTHAM | 26 | 3,056 | 4,228 | 1,009 | 0 | 0 | 298 | 0 |
| NUNGARIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TAMMIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOODYAY | 15 | 1,740 | 2,865 | 107 | 0 | 0 | 488 | 0 |
| TRAYNING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VICTORIA PLAINS | 7 | 0 | 812 | 0 | 0 | 0 | 26 | 0 |
| WESTONIA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WONGAN-BALLIDU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WYALKATCHEM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| YILGARN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| YORK | 19 | 198 | 3,041 | 365 | 0 | 0 | 12 | 0 |
| Region | 112 | 7,758 | 14,369 | 2,525 | 0 | 0 | 1,264 | 0 |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 | |

Sealed road area statistics and expenditure 2019-20

Wheatbelt North Regional Road Group

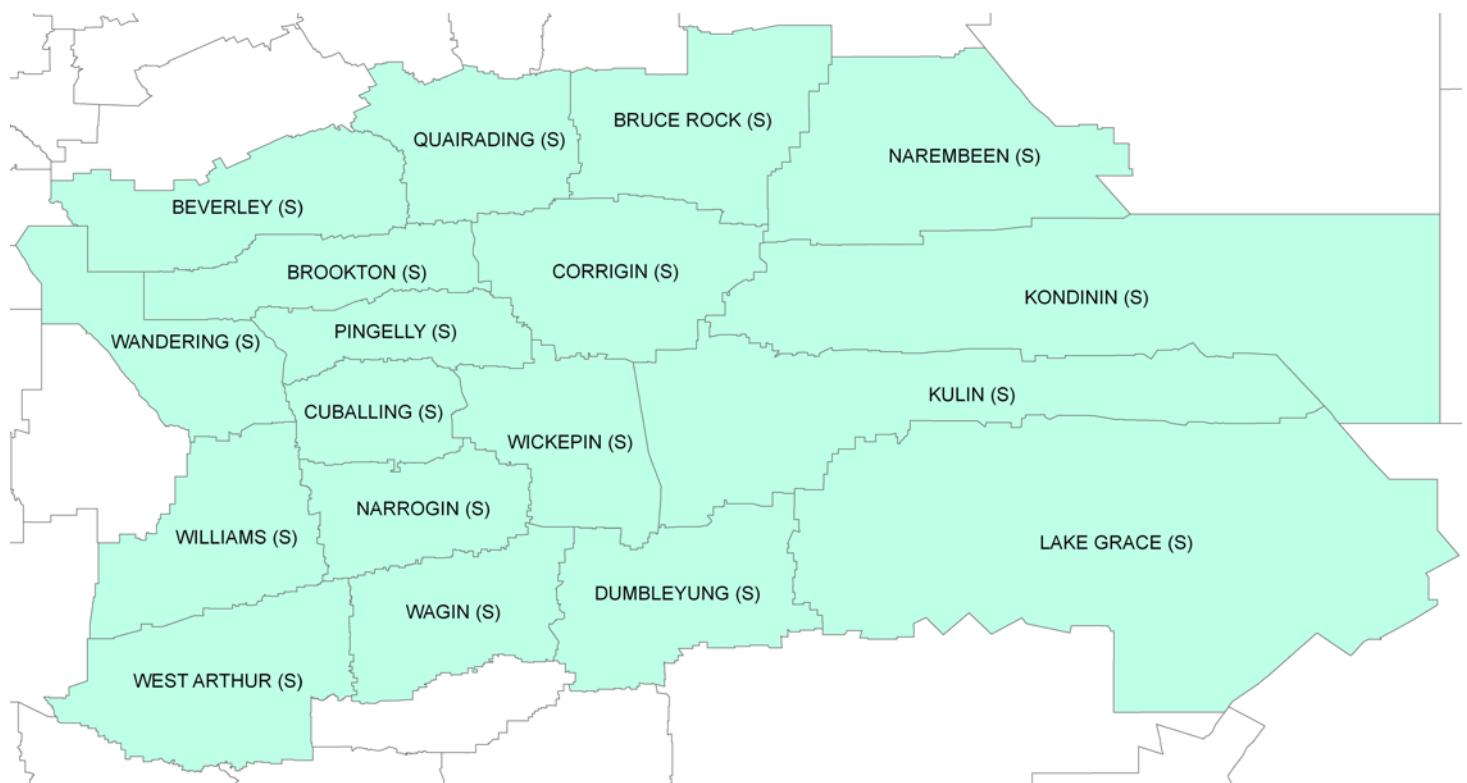
Appendix 13

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|-----------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| CHITTERING | 16,604 | 2,092,899 | 226 | 602 | 13.61 | 0.29 |
| CUNDERDIN | 177,057 | 1,474,755 | 301 | 582 | 1.70 | 0.39 |
| DALWALLINU | 187,928 | 2,399,187 | 453 | 1,222 | 2.41 | 0.51 |
| DANDARAGAN | 352,770 | 3,144,436 | 264 | 318 | 0.75 | 0.10 |
| DOWERIN | 67,933 | 1,047,793 | 48 | 1,337 | 0.71 | 1.28 |
| GINGIN | 577,227 | 2,770,240 | 482 | 4,979 | 0.84 | 1.80 |
| GOOMALLING | 56,018 | 625,142 | 180 | 200 | 3.21 | 0.32 |
| KELLERBERRIN | 164,491 | 1,219,607 | 318 | 1,897 | 1.93 | 1.56 |
| KOORDA | 80,781 | 1,487,596 | 137 | 663 | 1.70 | 0.45 |
| MERREDIN | 465,842 | 2,254,086 | 1,308 | 611 | 2.81 | 0.27 |
| MOORA | 205,506 | 1,911,197 | 379 | 2,013 | 1.84 | 1.05 |
| MOUNT MARSHALL | 56,899 | 1,752,673 | 39 | 301 | 0.69 | 0.17 |
| MUKINBUDIN | 71,332 | 1,086,167 | 208 | 902 | 2.92 | 0.83 |
| NORTHAM | 627,476 | 2,194,934 | 1,285 | 3,698 | 2.05 | 1.68 |
| NUNGARIN | 16,227 | 425,267 | 0 | 307 | 0.00 | 0.72 |
| TAMMIN | 48,967 | 706,030 | 80 | 83 | 1.63 | 0.12 |
| TOODYAY | 102,216 | 1,890,949 | 144 | 632 | 1.41 | 0.33 |
| TRAYNING | 76,785 | 835,450 | 0 | 688 | 0.00 | 0.82 |
| VICTORIA PLAINS | 57,482 | 1,588,109 | 121 | 1,417 | 2.11 | 0.89 |
| WESTONIA | 24,039 | 794,340 | 0 | 278 | 0.00 | 0.35 |
| WONGAN-BALLIDU | 202,288 | 1,858,948 | 428 | 506 | 2.12 | 0.27 |
| WYALKATCHEM | 120,199 | 776,578 | 70 | 175 | 0.58 | 0.22 |
| YILGARN | 123,525 | 1,911,391 | 132 | 731 | 1.07 | 0.38 |
| YORK | 291,349 | 1,539,141 | 460 | 694 | 1.58 | 0.45 |
| Region | 4,170,942 | 37,786,914 | 7,063 | 24,837 | 1.69 | 0.66 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20 Wheatbelt North Regional Road Group

Appendix 13

| Council | Roads in built up areas | | | | | | Roads outside built up areas | | |
|-----------------|-------------------------|-----|-----|-----|-------|-----|------------------------------|--------------------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | Pavement age years | Sprayed seal age years |
| CHITTERING | 2 | 22 | 23 | 11 | 292 | 24 | | | 16 |
| CUNDERDIN | 19 | 41 | 21 | 7 | 230 | 48 | | | 25 |
| DALVALLINU | 22 | 38 | 17 | 15 | 465 | 33 | | | 14 |
| DANDARAGAN | 44 | 26 | 23 | 14 | 463 | 28 | | | 17 |
| DOWERIN | 7 | 36 | 28 | 22 | 165 | 41 | | | 20 |
| GINGIN | 83 | 34 | 25 | 16 | 402 | 30 | | | 21 |
| GOOMALLING | 7 | 47 | 26 | 0 | 104 | 44 | | | 24 |
| KELLERBERRIN | 18 | 42 | 23 | 11 | 216 | 42 | | | 32 |
| KOORDA | 7 | 31 | 17 | 0 | 242 | 40 | | | 15 |
| MERREDIN | 49 | 28 | 21 | 17 | 370 | 31 | | | 23 |
| MOORA | 24 | 59 | 31 | 31 | 313 | 60 | | | 25 |
| MOUNT MARSHALL | 8 | 26 | 23 | 0 | 292 | 34 | | | 21 |
| MUKINBUDIN | 9 | 56 | 34 | 0 | 179 | 58 | | | 33 |
| NORTHAM | 81 | 52 | 27 | 18 | 387 | 44 | | | 23 |
| NUNGARIN | 3 | 0 | 0 | 0 | 103 | 50 | | | 35 |
| TAMMIN | 6 | 36 | 30 | 21 | 126 | 39 | | | 27 |
| TOODAY | 13 | 33 | 16 | 8 | 300 | 33 | | | 21 |
| TRAYNING | 9 | 14 | 15 | 6 | 139 | 45 | | | 32 |
| VICTORIA PLAINS | 7 | 54 | 27 | 0 | 246 | 46 | | | 20 |
| WESTONIA | 3 | 37 | 37 | 0 | 115 | 48 | | | 35 |
| WONGAN-BALLIDU | 22 | 31 | 26 | 30 | 331 | 33 | | | 24 |
| WYALKATCHEM | 11 | 28 | 26 | 0 | 133 | 28 | | | 20 |
| YILGARN | 14 | 37 | 13 | 0 | 287 | 23 | | | 13 |
| YORK | 38 | 27 | 21 | 21 | 261 | 29 | | | 23 |
| Region | 506 | 36 | 24 | 17 | 6,162 | 39 | | | 23 |





- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road data
- Expenditure on road preservation
- Expenditure by work categories
- Bridge statistics and expenditure
- Sealed road area statistics and expenditure
- Sealed road age

APPENDIX 14

Wheatbelt South Region

2019-2020

Campbell Street, Corrigin

Road assets & expenditure indicators 2019-20
Wheatbelt South Regional Road Group

Appendix 14

| Council | Indicators | | | | |
|-------------|------------|------|-------------------------------|-----------------------------------|---------------------------------|
| | [1] | [2] | Road asset consumption [3] | Sealed road sustainability [4] | Preservation performance [5] |
| BEVERLEY | 0.50 | 2.7% | 61% | 0.47 | |
| BROOKTON | 0.39 | 3.1% | 96% | 0.60 | |
| BRUCE ROCK | 0.50 | 2.9% | 42% | 0.50 | |
| CORRIGIN | 0.23 | 3.6% | 91% | 0.63 | |
| CUBALLING | 0.47 | 3.2% | 34% | 0.31 | |
| DUMBLEYUNG | 0.55 | 3.7% | 53% | 0.49 | |
| KONDININ | 0.43 | 4.2% | 85% | 0.53 | |
| KULIN | 0.45 | 4.1% | 18% | 0.40 | |
| LAKE GRACE | 0.54 | 4.4% | 19% | 0.38 | |
| NAREMBEEN | 0.34 | 4.1% | 31% | 0.47 | |
| NARRGIN | 0.46 | 3.4% | 54% | 0.72 | |
| PINGELLY | 0.50 | 3.2% | 55% | 0.63 | |
| QUARADING | 0.29 | 3.4% | 15% | 0.26 | |
| WAGIN | 0.52 | 3.2% | 40% | 0.39 | |
| WANDERING | 0.41 | 3.0% | 15% | 0.51 | |
| WEST ARTHUR | 0.32 | 3.2% | 50% | 0.35 | |
| WICKEPIN | 0.47 | 3.9% | 27% | 0.79 | |
| WILLIAMS | 0.39 | 3.2% | 38% | 0.50 | |
| Region | 0.43 | 3.5% | 47% | 0.49 | |
| State | 0.55 | 2.4% | 59% | 0.76 | |

Expenditure from Local Governments' own resources 2019-20

Wheatbelt South Regional Road Group

Appendix 14

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of Total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| BEVERLEY | 2,483 | 1,213 | 49% | 55% | 35% | 30% | 686 |
| BROOKTON | 1,632 | 668 | 41% | 81% | 29% | 29% | 697 |
| BRUCE ROCK | 2,701 | 582 | 22% | 132% | 17% | 17% | 613 |
| CORRIGIN | 4,409 | 736 | 17% | 121% | 23% | 15% | 650 |
| CUBBALLING | 1,598 | 394 | 25% | 96% | 21% | 12% | 462 |
| DUMBLEYUNG | 2,154 | 644 | 30% | 129% | 23% | 23% | 955 |
| KONDININ | 2,484 | 532 | 21% | 118% | 13% | 11% | 610 |
| KULIN | 2,610 | 492 | 19% | 140% | 13% | 10% | 635 |
| LAKE GRACE | 3,035 | 798 | 26% | 129% | 13% | 9% | 621 |
| NAREMBEEN | 2,496 | 242 | 10% | 143% | 7% | 7% | 285 |
| NARROGIN | 3,933 | 2,153 | 55% | 51% | 35% | 26% | 436 |
| PINGELLY | 1,962 | 453 | 23% | 73% | 18% | 18% | 394 |
| QUARADING | 2,515 | 542 | 22% | 104% | 18% | 9% | 549 |
| WAGIN | 2,184 | 487 | 22% | 82% | 15% | 13% | 274 |
| WANDERING | 1,479 | 669 | 45% | 90% | 50% | 41% | 1578 |
| WEST ARTHUR | 1,959 | 448 | 23% | 113% | 18% | 12% | 573 |
| WICKEPIN | 2,431 | 875 | 36% | 110% | 33% | 33% | 1204 |
| WILLIAMS | 1,554 | 659 | 42% | 82% | 32% | 23% | 649 |
| Region | 43,619 | 12,587 | 29% | 103% | 22% | 18% | 574 |
| State | 925,865 | 488,657 | 53% | 24% | 19.2% | 14.4% | 183 |

Total Expenditure includes flood damage.

Appendix 14: Wheatbelt South Region

Road data 2019-20

Wheatbelt South Regional Road Group

Appendix 14

| Council | Road data [kilometres] | | | | | | Footpaths [km] | | | Dual use Paths [km] |
|-------------|-----------------------------|-----------------------------|-------------------------------------|--------------|--------------|----------------|----------------|--------------------|--------|---------------------|
| | Built up areas asphalt seal | Built up areas sprayed seal | Sealed roads outside built up areas | Gravel roads | Formed roads | Unformed roads | Total length | Bitumen / concrete | Gravel | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| BEVERLEY | 0 | 12 | 204 | 328 | 137 | 15 | 697 | 12.8 | 0.0 | 1.7 |
| BROOKTON | 0 | 10 | 95 | 330 | 93 | 1 | 529 | 5.2 | 0.0 | 3.1 |
| BRUCE ROCK | 0 | 13 | 430 | 582 | 131 | 16 | 1,173 | 5.6 | 14.4 | 2.1 |
| CORRIGIN | 1 | 13 | 317 | 568 | 148 | 12 | 1,059 | 10.0 | 0.0 | 4.9 |
| CUBBALLING | 0 | 1 | 162 | 209 | 164 | 19 | 555 | 2.2 | 2.6 | 0.0 |
| DUMBLEYUNG | 0 | 7 | 226 | 639 | 112 | 10 | 993 | 6.7 | 3.1 | 2.6 |
| KONDININ | 4 | 8 | 181 | 1,004 | 119 | 21 | 1,337 | 3.2 | 5.0 | 7.5 |
| KULIN | 0 | 7 | 216 | 1,091 | 101 | 19 | 1,434 | 3.8 | 0.7 | 6.3 |
| LAKE GRACE | 0 | 15 | 193 | 1,811 | 200 | 61 | 2,281 | 0.3 | 0.0 | 0.0 |
| NAREMBEEN | 0 | 8 | 284 | 907 | 193 | 16 | 1,410 | 1.7 | 5.4 | 5.2 |
| NARROGIN | 6 | 43 | 194 | 300 | 247 | 10 | 800 | 7.7 | 0.0 | 0.0 |
| PINGELLY | 0 | 16 | 180 | 188 | 153 | 31 | 569 | 13.8 | 3.4 | 4.1 |
| QUARADING | 5 | 8 | 257 | 406 | 170 | 17 | 863 | 8.5 | 0.0 | 0.1 |
| WAGIN | 1 | 27 | 143 | 392 | 190 | 29 | 783 | 10.0 | 68.5 | 31.8 |
| WANDERING | 0 | 3 | 89 | 191 | 66 | 6 | 355 | 2.9 | 0.3 | 0.4 |
| WEST ARTHUR | 0 | 6 | 221 | 488 | 122 | 17 | 855 | 7.4 | 2.7 | 2.2 |
| WICKEPIN | 0 | 9 | 156 | 390 | 281 | 33 | 868 | 13.5 | 2.3 | 0.0 |
| WILLIAMS | 0 | 8 | 126 | 282 | 55 | 3 | 473 | 7.6 | 3.1 | 4.5 |
| Region | 19 | 215 | 3,675 | 10,106 | 2,682 | 337 | 17,033 | 123 | 111 | 76 |
| State | 12,634 | 3,692 | 24,015 | 55,538 | 21,911 | 9,203 | 126,993 | 10,940 | 993 | 4,418 |

Expenditure on road preservation 2019-20
Wheatbelt South Regional Road Group

Appendix 14

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | |
|-------------|---------------------------------|-------------------------------------|--------------|--------------|---------|----------------|--------------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per km | Gravel roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| BEVERLEY | 274 | 930 | 644 | 79 | 1,927 | 6,776 | 2,690 | 1,971 | 578 |
| BROOKTON | 377 | 503 | 747 | 0 | 1,627 | 15,508 | 3,148 | 2,265 | 0 |
| BRUCE ROCK | 283 | 1,350 | 688 | 68 | 2,389 | 6,617 | 1,990 | 1,182 | 522 |
| CORRIGIN | 389 | 1,979 | 367 | 7 | 2,742 | 9,979 | 4,184 | 646 | 50 |
| CUBALLING | 84 | 392 | 311 | 0 | 787 | 35,383 | 1,357 | 1,488 | 0 |
| DUMBLEYUNG | 329 | 711 | 844 | 143 | 2,027 | 16,970 | 1,627 | 1,345 | 1,117 |
| KONDININ | 384 | 693 | 1,282 | 0 | 2,360 | 12,473 | 2,077 | 1,285 | 1 |
| KULIN | 223 | 200 | 1,647 | 0 | 2,070 | 11,325 | 603 | 1,506 | 0 |
| LAKE GRACE | 188 | 283 | 2,194 | 8 | 2,673 | 5,327 | 739 | 1,212 | 41 |
| NAREMBEEN | 19 | 647 | 1,691 | 0 | 2,357 | 884 | 1,327 | 1,865 | 0 |
| NARROGIN | 1,037 | 669 | 938 | 4 | 2,648 | 7,447 | 1,805 | 3,172 | 16 |
| PINGELLY | 353 | 704 | 714 | 0 | 1,771 | 10,872 | 2,179 | 3,897 | 0 |
| QUARADING | 165 | 241 | 530 | 1 | 937 | 5,043 | 567 | 1,307 | 5 |
| WAGIN | 268 | 390 | 565 | 1 | 1,224 | 3,465 | 1,854 | 1,449 | 5 |
| WANDERING | 54 | 101 | 803 | 36 | 995 | 8,217 | 579 | 4,207 | 552 |
| WEST ARTHUR | 47 | 879 | 484 | 53 | 1,463 | 3,067 | 2,239 | 993 | 431 |
| WICKEPIN | 87 | 222 | 1,930 | 0 | 2,239 | 4,911 | 737 | 4,947 | 0 |
| WILLIAMS | 88 | 407 | 587 | 17 | 1,099 | 4,400 | 1,728 | 2,105 | 305 |
| Region | 4,649 | 11,301 | 16,967 | 418 | 33,335 | 7,536 | 1,776 | 1,685 | 158 |
| State | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,057 | 2,766 | 798 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Wheatbelt South Regional Road Group

Appendix 14

| Council | Expenditure on roads and bridges - \$000s | | | | | % Road expenditure spent on | | | Preservation | |
|-------------|---|---------|-----------------|-------------------|---------|-----------------------------|---------|-----------------|-------------------|-----------------------------|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| BEVERLEY | 966 | 1,038 | 444 | 35 | 2,483 | 38.9% | 41.8% | 17.9% | 1.4% | 4,275 |
| BROOKTON | 620 | 1,012 | 0 | 0 | 1,632 | 38.0% | 62.0% | 0.0% | 0.0% | 2,712 |
| BRUCE ROCK | 1,300 | 1,329 | 72 | 0 | 2,701 | 48.1% | 49.2% | 2.7% | 0.0% | 5,205 |
| CORRIGIN | 1,033 | 1,709 | 1,664 | 0 | 4,406 | 23.4% | 38.8% | 37.8% | 0.0% | 4,357 |
| CUBBALLING | 704 | 107 | 787 | 0 | 1,598 | 44.1% | 6.7% | 49.2% | 0.0% | 2,577 |
| DUMBLEYUNG | 480 | 1,551 | 123 | 0 | 2,154 | 22.3% | 72.0% | 5.7% | 0.0% | 4,179 |
| KONDININ | 784 | 1,576 | 0 | 124 | 2,484 | 31.6% | 63.4% | 0.0% | 5.0% | 4,444 |
| KULIN | 974 | 1,096 | 526 | 14 | 2,610 | 37.3% | 42.0% | 20.2% | 0.5% | 5,150 |
| LAKE GRACE | 1,538 | 1,135 | 153 | 209 | 3,035 | 50.7% | 37.4% | 5.0% | 6.9% | 7,069 |
| NAREMBEEN | 1,749 | 608 | 139 | 0 | 2,496 | 70.1% | 24.4% | 5.6% | 0.0% | 4,893 |
| NARROGIN | 1,823 | 881 | 1,035 | 194 | 3,933 | 46.4% | 22.4% | 26.3% | 4.9% | 3,753 |
| PINGELLY | 909 | 862 | 191 | 0 | 1,962 | 46.3% | 43.9% | 9.7% | 0.0% | 2,809 |
| QUARADING | 720 | 276 | 1,518 | 0 | 2,514 | 28.6% | 11.0% | 60.4% | 0.0% | 3,780 |
| WAGIN | 586 | 658 | 940 | 0 | 2,184 | 26.8% | 30.1% | 43.0% | 0.0% | 3,143 |
| WANDERING | 789 | 221 | 469 | 0 | 1,479 | 53.3% | 14.9% | 31.7% | 0.0% | 1,967 |
| WEST ARTHUR | 666 | 832 | 461 | 0 | 1,959 | 34.0% | 42.5% | 23.5% | 0.0% | 4,197 |
| WICKEPIN | 1,688 | 590 | 0 | 153 | 2,431 | 69.4% | 24.3% | 0.0% | 6.3% | 2,874 |
| WILLIAMS | 625 | 484 | 95 | 350 | 1,554 | 40.2% | 31.1% | 6.1% | 22.5% | 2,196 |
| Region | 17,954 | 15,965 | 8,617 | 1,079 | 43,615 | 41.2% | 36.6% | 19.8% | 2.5% | 69,580 |
| State | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |
| | | | | | | | | | | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

Bridge statistics and expenditure 2019-20

Wheatbelt South Regional Road Group

Appendix 14

| Council | Number All Bridges | Bridge deck area [sq metres] | | | | Footbridges | Preservation | Expenditure \$000s |
|-------------|-----------------------|------------------------------|---------------------------------|--------|-------|-------------|--------------|--------------------|
| | | Concrete and steel | Timber with concrete overlay | [4] | [5] | | | |
| [1] | [2] | [3] | 4,983 | 658 | 0 | 77 | 143 | |
| BEVERLEY | 26 | 112 | 1,011 | 1,570 | 0 | 5 | 0 | |
| BROOKTON | 15 | 137 | 0 | 0 | 0 | 240 | 0 | |
| BRUCE ROCK | 80 | 4,531 | 0 | 0 | 0 | | | |
| CORRIGIN | 2 | 0 | 0 | 230 | 0 | 0 | 0 | |
| CUBALLING | 12 | 0 | 1,889 | 373 | 0 | 24 | 31 | |
| DUMBLEYUNG | 5 | 70 | 628 | 112 | 0 | 4 | 0 | |
| KONDININ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| KULIN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| LAKE GRACE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| NAREMBEEN | 1 | 94 | 0 | 0 | 0 | 0 | 0 | |
| NARROGIN | 6 | 0 | 530 | 90 | 181 | 56 | 19 | |
| PINGELLY | 15 | 42 | 591 | 846 | 0 | 0 | 100 | |
| QUARADING | 14 | 222 | 797 | 338 | 0 | 59 | 0 | |
| WAGIN | 8 | 553 | 410 | 240 | 0 | 20 | 435 | |
| WANDERING | 14 | 457 | 1,502 | 580 | 0 | 15 | 0 | |
| WEST ARTHUR | 16 | 90 | 3,574 | 547 | 0 | 35 | 0 | |
| WICKEPIN | 4 | 33 | 274 | 54 | 0 | 39 | 0 | |
| WILLIAMS | 5 | 525 | 779 | 0 | 0 | 10 | 0 | |
| Region | 223 | 6,866 | 16,967 | 5,638 | 181 | 584 | 728 | |
| State | 900 | 84,618 | 78,309 | 15,603 | 2,828 | 8,080 | 11,289 | |

Sealed road area statistics and expenditure 2019-20

Wheatbelt South Regional Road Group

Appendix 14

| Council [1] | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|----------------|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|
| | Sealed roads in built up areas [2] | Sealed roads outside built up areas [3] | Sealed roads in built up areas [4] | Sealed roads outside built up areas [5] | Sealed roads in built up areas [6] | Sealed roads outside built up areas [7] |
| BEVERLEY | 141,533 | 1,210,057 | 274 | 930 | 1.94 | 0.77 |
| BROOKTON | 85,086 | 559,273 | 377 | 503 | 4.43 | 0.90 |
| BRUCE ROCK | 149,701 | 2,374,132 | 283 | 1,350 | 1.89 | 0.57 |
| CORRIGIN | 136,438 | 1,655,246 | 389 | 1,979 | 2.85 | 1.20 |
| CUBBALLING | 8,309 | 1,010,871 | 84 | 392 | 10.11 | 0.39 |
| DUMBLEYUNG | 67,747 | 1,574,675 | 329 | 711 | 4.86 | 0.45 |
| KONDININ | 107,743 | 1,175,294 | 384 | 693 | 3.56 | 0.59 |
| KULIN | 68,357 | 1,456,618 | 223 | 200 | 3.26 | 0.14 |
| LAKE GRACE | 123,532 | 1,339,042 | 188 | 283 | 1.52 | 0.21 |
| NAREMBEEN | 75,240 | 1,704,280 | 19 | 647 | 0.25 | 0.38 |
| NARROGIN | 487,409 | 1,297,350 | 1,037 | 669 | 2.13 | 0.52 |
| PINGELLY | 113,641 | 1,130,911 | 353 | 704 | 3.11 | 0.62 |
| QUARADING | 114,511 | 1,488,290 | 165 | 241 | 1.44 | 0.16 |
| WAGIN | 270,681 | 736,224 | 268 | 390 | 0.99 | 0.53 |
| WANDERING | 23,001 | 612,035 | 54 | 101 | 2.35 | 0.17 |
| WEST ARTHUR | 53,628 | 1,374,224 | 47 | 879 | 0.88 | 0.64 |
| WICKEPIN | 62,004 | 1,054,106 | 87 | 222 | 1.40 | 0.21 |
| WILLIAMS | 69,997 | 824,328 | 88 | 407 | 1.26 | 0.49 |
| Region | 2,158,558 | 22,576,953 | 4,649 | 11,301 | 2.15 | 0.50 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

**Sealed road age 2019-20
Wheatbelt South Regional Road Group**

Appendix 14

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|-------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|-----------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Length km | Sprayed seal age years |
| BEVERLEY | 13 | 23 | 14 | 23 | 204 | 24 | 16 | |
| BROOKTON | 10 | 29 | 29 | 0 | 95 | 31 | | 31 |
| BRUCE ROCK | 14 | 52 | 19 | 5 | 430 | 34 | | 20 |
| CORRIGIN | 13 | 55 | 61 | 46 | 317 | 43 | | 33 |
| CUBBALLING | 1 | 29 | 17 | 0 | 162 | 27 | | 16 |
| DUMBLEYUNG | 7 | 47 | 32 | 0 | 226 | 28 | | 9 |
| KONDININ | 12 | 43 | 19 | 0 | 181 | 38 | | 24 |
| KULIN | 7 | 47 | 31 | 0 | 216 | 34 | | 20 |
| LAKE GRACE | 16 | 46 | 33 | 0 | 193 | 20 | | 14 |
| NAREMBEEN | 9 | 58 | 28 | 18 | 284 | 44 | | 25 |
| NARROGIN | 49 | 39 | 20 | 8 | 194 | 30 | | 16 |
| PINGELLY | 16 | 52 | 36 | 0 | 180 | 19 | | 15 |
| QUARRADING | 13 | 16 | 17 | 15 | 257 | 48 | | 30 |
| WAGIN | 28 | 26 | 24 | 24 | 143 | 25 | | 20 |
| WANDERING | 3 | 39 | 37 | 0 | 89 | 34 | | 22 |
| WEST ARTHUR | 6 | 39 | 27 | 9 | 221 | 45 | | 27 |
| WICKEPIN | 9 | 37 | 27 | 0 | 156 | 31 | | 17 |
| WILLIAMS | 8 | 101 | 32 | 5 | 126 | 35 | | 19 |
| Region | 234 | 43 | 28 | 17 | 3,675 | 33 | | 21 |

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APPENDIX 15

Country Cities

(populations over 20,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Campbell Street, Kalgoorlie



Road assets & expenditure indicators 2019-20

Country cities (populations over 20,000)

Appendix 15

| Council | Indicators | | | |
|--------------------|-----------------------------|----------------------------|--------------------------------|------------------------------|
| | State of the road asset [1] | Road asset consumption [2] | Sealed road sustainability [3] | Preservation performance [5] |
| ALBANY | 0.44 | 2.6% | 65% | 0.99 |
| BUNBURY | 0.54 | 1.8% | 60% | 0.77 |
| BUSSELTON | 0.31 | 2.0% | 54% | 0.74 |
| GREATER GERALDTON | 0.50 | 2.3% | 23% | 0.96 |
| HARVEY | 0.55 | 2.2% | 77% | 0.86 |
| KALGOORlie-BOULDER | 0.29 | 2.7% | 101% | 1.27 |
| KARRATHA | 0.77 | 2.5% | 59% | 1.00 |
| MANDURAH | 0.68 | 1.5% | 62% | 0.61 |
| Group Average | 0.52 | 2.1% | 61% | 0.88 |
| State Average | 0.55 | 2.4% | 59% | 0.75 |

Expenditure from Local Governments' own resources 2019-20 Country cities (populations over 20,000)

Appendix 15

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of Total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| ALBANY | 15,271 | 9,322 | 61% | 31% | 28% | 24% | 243 |
| BUNBURY | 8,903 | 4,982 | 56% | 16% | 17% | 11% | 157 |
| BUSSELTON | 18,135 | 10,500 | 58% | 19% | 26% | 15% | 260 |
| GREATER GERALDTON | 17,621 | 10,952 | 62% | 32% | 31% | 25% | 286 |
| HARVEY | 9,671 | 6,974 | 72% | 25% | 32% | 23% | 246 |
| KALGOORIE-BOULDER | 16,208 | 11,661 | 72% | 31% | 41% | 37% | 401 |
| KARRATHA | 13,293 | 6,438 | 48% | 28% | 29% | 25% | 278 |
| MANDURAH | 12,437 | 9,165 | 74% | 10% | 13% | 12% | 104 |
| Group Average | 111,539 | 69,994 | 63% | 22% | 25% | 20% | 221 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

**Expenditure on road preservation 2019-20
Country cities (populations over 20,000)**

Appendix 15

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|-------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| [1] | [2] | [3] | [4] | [6] | [7] | [8] | [9] | [10] | [11] |
| ALBANY | 5,612 | 2,924 | 3,901 | 75 | 12,512 | 10,203 | 3,248 | 5,196 | 1,492 |
| BUNBURY | 5,701 | 0 | 0 | 0 | 5,701 | 9,669 | 0 | 0 | 0 |
| BUSSELTON | 5,203 | 2,996 | 877 | 128 | 9,204 | 10,110 | 2,951 | 4,097 | 5,242 |
| GREATER GERALDTON | 10,013 | 1,199 | 3,219 | 18 | 14,450 | 15,397 | 1,134 | 3,342 | 95 |
| HARVEY | 2,987 | 3,342 | 565 | 3 | 6,898 | 12,152 | 4,271 | 2,018 | 194 |
| KALGOORIE-BOULDER | 12,445 | 243 | 1,490 | 0 | 14,178 | 16,551 | 662 | 2,734 | 0 |
| KARRATHA | 6,665 | 694 | 3,347 | 0 | 10,706 | 13,514 | 5,898 | 8,852 | 0 |
| MANDURAH | 9,973 | 0 | 0 | 0 | 9,973 | 7,788 | 0 | 0 | 0 |
| Group Average | 58,599 | 11,400 | 13,399 | 224 | 83,622 | 11,544 | 2,536 | 4,221 | 550 |
| State Average | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20 Country cities (populations over 20,000)

Appendix 15

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | Preservation | | | |
|--------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| ALBANY | 7,935 | 4,679 | 319 | 2,338 | 15,271 | 52.0% | 30.6% | 2.1% | 15.3% | 12,780 | 12,614 |
| BUNBURY | 3,663 | 2,040 | 2,196 | 1,004 | 8,903 | 41.1% | 22.9% | 24.7% | 11.3% | 7,399 | 5,703 |
| BUSSELTON | 5,791 | 3,599 | 2,792 | 5,952 | 18,134 | 31.9% | 19.8% | 15.4% | 32.8% | 12,717 | 9,390 |
| GREATER GERALDTON | 5,068 | 9,389 | 2,173 | 990 | 17,620 | 28.8% | 53.3% | 12.3% | 5.6% | 15,025 | 14,457 |
| HARVEY | 3,503 | 3,455 | 1,706 | 1,007 | 9,671 | 36.2% | 35.7% | 17.6% | 10.4% | 8,093 | 6,958 |
| KALGOORLIE BOULDER | 7,856 | 6,322 | 1,846 | 184 | 16,208 | 48.5% | 39.0% | 11.4% | 1.1% | 11,135 | 14,178 |
| KARRATHA | 8,762 | 1,964 | 990 | 1,577 | 13,293 | 65.9% | 14.8% | 7.4% | 11.9% | 8,014 | 8,042 |
| MANDURAH | 4,332 | 5,669 | 2,081 | 355 | 12,437 | 34.8% | 45.6% | 16.7% | 2.9% | 16,440 | 10,001 |
| Group Average | 46,910 | 37,117 | 14,103 | 13,407 | 111,537 | 42.1% | 33.3% | 12.6% | 12.0% | 91,603 | 81,343 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

**Sealed road area statistics and expenditure 2019-20
Country cities (populations over 20,000)**

Appendix 15

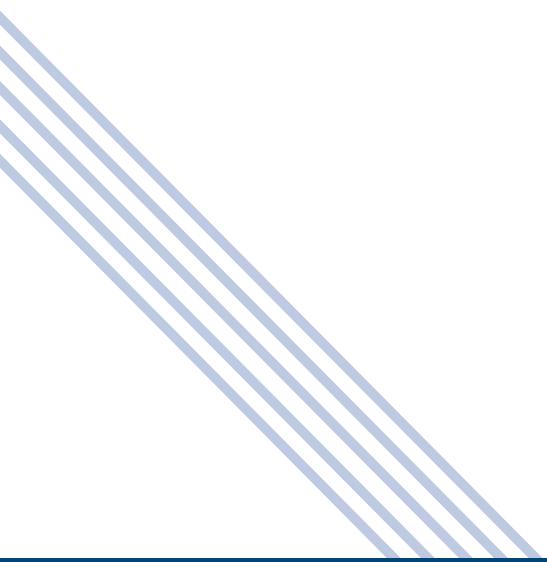
| Council [1] | Area [sq metres] Sealed roads in built up areas [2] | | Expenditure \$000s Sealed roads in built up areas [4] | | Expenditure \$ per square metre Sealed roads in built up areas [6] | | Expenditure \$ per square metre Sealed roads outside built up areas [7] |
|-------------------|---|--|---|--|--|---------------------------------------|--|
| | Sealed roads outside built up areas [3] | Sealed roads outside built up areas [5] | Sealed roads outside built up areas [6] | Sealed roads outside built up areas [7] | Sealed roads in built up areas [6] | Sealed roads in built up areas [7] | |
| ALBANY | 1,925,092 | 3,150,691 | 5,612 | 2,924 | 2,92 | 2,92 | 0.93 |
| BUNBURY | 2,063,571 | 366,909 | 5,701 | 0 | 2,76 | 2,76 | 0.00 |
| BUSSELTON | 1,801,283 | 3,552,974 | 5,203 | 2,996 | 2,89 | 2,89 | 0.84 |
| GREATER GERALDTON | 2,276,166 | 3,694,030 | 10,013 | 1,199 | 4,40 | 4,40 | 0.32 |
| HARVEY | 863,192 | 2,743,087 | 2,987 | 3,342 | 3,46 | 3,46 | 1.22 |
| KALGOORIE-BOULDER | 2,631,745 | 1,283,790 | 12,445 | 243 | 4,73 | 4,73 | 0.19 |
| KARRATHA | 1,726,631 | 411,212 | 6,665 | 694 | 3,86 | 3,86 | 1.69 |
| MANDURAH | 4,483,367 | 573,127 | 9,973 | 0 | 2,22 | 2,22 | 0.00 |
| Group | 17,771,046 | 15,775,821 | 58,599 | 11,400 | 3,30 | 3,30 | 0.72 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2,99 | 2,99 | 0.62 |

**Sealed road age 2019-20
Country cities (populations over 20,000)**

Appendix 15

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|--------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|-----------|--------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | | Length km | Pavement age years |
| ALBANY | 273 | 33 | 19 | 24 | 499 | 29 | 19 |
| BUNBURY | 267 | 38 | 24 | 22 | 52 | 30 | 25 |
| BUSSELTON | 266 | 60 | 32 | 18 | 582 | 60 | 21 |
| GREATER GERALDTON | 290 | 43 | 21 | 20 | 532 | 30 | 20 |
| HARVEY | 119 | 28 | 25 | 20 | 437 | 29 | 23 |
| KALGOORlie-BOULDER | 233 | 52 | 31 | 33 | 164 | 34 | 26 |
| KARRATHA | 216 | 35 | 44 | 5 | 49 | 36 | 35 |
| MANDURAH | 613 | 28 | 25 | 24 | 78 | 29 | 24 |
| Group | | | | | | 35 | 24 |

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APPENDIX 16

Large Country Towns

(populations 10,000 to 20,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Manari Road, Broome
Photo courtesy of Dr Chris Berry



Road assets & expenditure indicators 2019-20

Large country towns (populations 10,000 to 20,000)

Appendix 16

| Council | Indicators | | | | |
|------------------------|-------------------------|------------------------|----------------------------|--------------------------|--|
| | State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance | |
| [1] | [2] | [3] | [4] | [5] | |
| ASHBURTON | 0.46 | 4.3% | 75% | 1.72 | |
| AUGUSTA MARGARET RIVER | 0.49 | 2.7% | 86% | 0.88 | |
| BROOME | 0.58 | 3.0% | 35% | 0.67 | |
| CAPEL | 0.61 | 2.4% | 52% | 0.72 | |
| DARDANUP | 0.63 | 2.1% | 84% | 0.95 | |
| EAST PILBARA | 0.49 | 4.0% | 53% | 0.41 | |
| ESPERANCE | 0.53 | 3.3% | 27% | 0.52 | |
| MURRAY | 0.63 | 2.3% | 18% | 0.36 | |
| NORTHAM (S) | 0.36 | 2.6% | 32% | 0.68 | |
| PORT HEDLAND | 0.47 | 2.5% | 75% | 1.15 | |
| Group Average | 0.52 | 2.9% | 50% | 0.70 | |
| State Average | 0.55 | 2.4% | 59% | 0.75 | |

Expenditure from Local Governments' own resources 2019-20
Large country towns (populations 10,000 to 20,000)

Appendix 16

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of Total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|------------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| ASHBURTON | 10,835 | 6,718 | 62% | 42% | 46% | 35% | 504 |
| AUGUSTA MARGARET RIVER | 10,837 | 5,543 | 51% | 33% | 34% | 25% | 332 |
| BROOME | 9,460 | 6,117 | 65% | 32% | 39% | 23% | 360 |
| CAPEL | 5,596 | 2,216 | 40% | 28% | 17% | 17% | 120 |
| DARDANUP | 5,016 | 2,283 | 46% | 25% | 21% | 18% | 157 |
| EAST PILBARA | 7,699 | 1,445 | 19% | 63% | 9% | 5% | 132 |
| ESPERANCE | 16,975 | 8,936 | 53% | 84% | 44% | 31% | 630 |
| MURRAY | 5,710 | 2,721 | 48% | 30% | 17% | 15% | 149 |
| NORTHAM (S) | 7,302 | 3,226 | 44% | 39% | 27% | 21% | 293 |
| PORT HEDLAND | 16,254 | 6,304 | 39% | 22% | 34% | 27% | 407 |
| Group Average | 95,684 | 45,509 | 48% | 42% | 30% | 22% | 304 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Expenditure on road preservation 2019-20

Large country towns (populations 10,000 to 20,000)

Appendix 16

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | |
|------------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|----------------|--------------------------------|-----------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km |
| [1] | [2] | [3] | [4] | [6] | [7] | [8] | [9] | [10] | [11] |
| ASHBURTON | 2,338 | 10 | 5,442 | 24 | 7,814 | 18,298 | 75 | 5,263 | 75 |
| AUGUSTA MARGARET RIVER | 958 | 4,508 | 1,115 | 44 | 6,625 | 4,019 | 6,859 | 3,313 | 1,022 |
| BROOME | 3,438 | 57 | 0 | 1,491 | 4,986 | 14,011 | 168 | 0 | 10,243 |
| CAPEL | 1,530 | 877 | 851 | 111 | 3,369 | 5,591 | 2,788 | 5,541 | 17,526 |
| DARDANUP | 1,411 | 2,382 | 462 | 6 | 4,262 | 8,955 | 6,801 | 5,234 | 586 |
| EAST PILBARA | 1,966 | 300 | 1,317 | 0 | 3,583 | 18,742 | 1,914 | 862 | 0 |
| ESPERANCE | 1,226 | 1,480 | 6,769 | 27 | 9,502 | 4,427 | 1,073 | 2,251 | 138 |
| MURRAY | 810 | 1,004 | 607 | 20 | 2,441 | 3,659 | 1,426 | 3,376 | 622 |
| NORTHAM (S) | 1,285 | 3,698 | 505 | 102 | 5,590 | 7,168 | 5,896 | 2,088 | 2,088 |
| PORT HEDLAND | 5,756 | 0 | 7,341 | 0 | 13,097 | 19,775 | 0 | 35,714 | 0 |
| Group Average | 20,718 | 14,316 | 24,408 | 1,827 | 61,269 | 9,790 | 2,967 | 3,573 | 1,122 |
| State Average | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Large country towns (populations 10,000 to 20,000)

Appendix 16

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|------------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| ASHBURTON | 3,483 | 4,331 | 2,256 | 765 | 10,835 | 32.1% | 40.0% | 20.8% | 7.1% | 3,997 | 6,863 |
| AUGUSTA MARGARET RIVER | 2,721 | 4,025 | 3,617 | 473 | 10,836 | 25.1% | 37.1% | 33.4% | 4.4% | 7,677 | 6,746 |
| BROOME | 4,416 | 570 | 3,301 | 1,173 | 9,460 | 46.7% | 6.0% | 34.9% | 12.4% | 6,321 | 4,222 |
| CAPEL | 2,594 | 841 | 335 | 1,826 | 5,596 | 46.4% | 15.0% | 6.0% | 32.6% | 4,773 | 3,435 |
| DARDANUP | 1,944 | 2,362 | 550 | 160 | 5,016 | 38.8% | 47.1% | 11.0% | 3.2% | 4,543 | 4,306 |
| EAST PILBARA | 2,994 | 589 | 4,116 | 0 | 7,699 | 38.9% | 7.7% | 53.5% | 0.0% | 8,007 | 3,283 |
| ESPERANCE | 4,528 | 4,974 | 5,254 | 2,219 | 16,975 | 26.7% | 29.3% | 31.0% | 13.1% | 18,320 | 9,500 |
| MURRAY | 1,648 | 965 | 2,257 | 840 | 5,710 | 28.9% | 16.9% | 39.5% | 14.7% | 7,163 | 2,613 |
| NORTHAM | 2,683 | 3,205 | 1,370 | 44 | 7,302 | 36.7% | 43.9% | 18.8% | 0.6% | 6,466 | 4,397 |
| PORT HEDLAND | 6,047 | 7,050 | 2,887 | 271 | 16,255 | 37.2% | 43.4% | 17.8% | 1.7% | 5,545 | 6,371 |
| Group Average | 33,058 | 28,912 | 25,943 | 7,771 | 95,684 | 34.5% | 30.2% | 27.1% | 8.1% | 72,812 | 51,736 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

**Sealed road area statistics and expenditure 2019-20
Large country towns (populations 10,000 to 20,000)**

Appendix 16

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|------------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| ASHBURTON | 445,894 | 572,083 | 2,338 | 10 | 5.24 | 0.02 |
| AUGUSTA MARGARET RIVER | 834,270 | 2,300,051 | 958 | 4,508 | 1.15 | 1.96 |
| BROOME | 858,802 | 1,185,904 | 3,438 | 57 | 4.00 | 0.05 |
| CAPEL | 957,710 | 1,101,015 | 1,530 | 877 | 1.60 | 0.80 |
| DARDANUP | 569,056 | 1,314,998 | 1,411 | 2,382 | 2.48 | 1.81 |
| EAST PILBARA | 367,137 | 548,618 | 1,966 | 300 | 5.35 | 0.55 |
| ESPERANCE | 969,246 | 4,829,068 | 1,226 | 1,480 | 1.26 | 0.31 |
| MURRAY | 775,061 | 2,464,725 | 810 | 1,004 | 1.05 | 0.41 |
| NORTHAM (S) | 627,476 | 2,194,934 | 1,285 | 3,698 | 2.05 | 1.68 |
| PORT HEDLAND | 1,018,786 | 502,706 | 5,756 | 0 | 5.65 | 0.00 |
| Group | 7,423,438 | 17,014,099 | 20,718 | 14,316 | 2.79 | 0.84 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20

Large country towns (populations 10,000 to 20,000)

Appendix 16

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|------------------------|-------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-----|---------------------------|-------------------------------|
| | [1] Length km | [2] Pavement age years | [3] Sprayed seal age years | [4] Asphalt seal age years | [5] | [6] | [7] Pavement age years | [8] Sprayed seal age years |
| ASHBURTON | 63 | 23 | 36 | 13 | | 76 | 34 | 11 |
| AUGUSTA MARGARET RIVER | 125 | 28 | 29 | 20 | | 392 | 30 | 22 |
| BROOME | 109 | 27 | 17 | 14 | | 173 | 18 | 13 |
| CAPEL | 145 | 21 | 14 | 15 | | 179 | 27 | 17 |
| DARDANUP | 81 | 24 | 14 | 15 | | 213 | 24 | 17 |
| EAST PILBARA | 47 | 39 | 34 | 27 | | 83 | 21 | 20 |
| ESPERANCE | 120 | 31 | 22 | 22 | | 724 | 26 | 21 |
| MURRAY | 111 | 25 | 16 | 14 | | 381 | 23 | 15 |
| NORTHAM (S) | 81 | 52 | 27 | 18 | | 387 | 44 | 23 |
| PORT HEDLAND | 135 | 36 | 34 | 19 | | 61 | 24 | 22 |
| Group | | 31 | 24 | 18 | | | 27 | 18 |

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APPENDIX 17

Country Towns

(populations 5,000 to 10,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Orange Springs Road, Orange Springs

Road assets & expenditure indicators 2019-20

Country towns (populations 5,000 to 10,000)

Appendix 17

| Council | Indicators | | | | |
|------------------------|-----------------------------|----------------------------|-------------------------------|--------------------------------|------------------------------|
| | State of the road asset [1] | Road asset consumption [2] | Road asset sustainability [3] | Sealed road sustainability [4] | Preservation performance [5] |
| CARNARVON | 0.56 | 3.2% | 23% | | 0.40 |
| CHITTERING | 0.51 | 3.2% | 13% | | 0.50 |
| COLLIE | 0.45 | 2.7% | 28% | | 0.45 |
| DENMARK | 0.53 | 2.8% | 84% | | 1.02 |
| DERBY-WEST KIMBERLEY | 0.49 | 4.1% | 94% | | 1.30 |
| DONNYBROOK-BALINGUP | 0.39 | 2.7% | 63% | | 0.58 |
| GINGIN | 0.41 | 3.3% | 115% | | 1.05 |
| MANJIMUP | 0.37 | 2.8% | 63% | | 0.58 |
| PLANTAGENET | 0.39 | 3.6% | 66% | | 0.70 |
| WYNDHAM-EAST KIMBERLEY | 0.38 | 3.1% | 21% | | 0.34 |
| Group Average | 0.44 | 3.1% | 56% | | 0.64 |
| State Average | 0.55 | 2.4% | 59% | | 0.75 |

Expenditure from Local Governments' own resources 2019-20 Country towns (populations 5,000 to 10,000)

Appendix 17

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|------------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CARNARVON | 2,531 | 0 | 0% | 92% | 0% | 0% | 0 |
| CHITTERING | 3,907 | 1,792 | 46% | 46% | 32% | 22% | 298 |
| COLLIE | 3,109 | 850 | 27% | 32% | 10% | 10% | 99 |
| DENMARK | 4,131 | 578 | 14% | 34% | 9% | 9% | 91 |
| DERBY-WEST KIMBERLEY | 8,987 | 4,301 | 48% | 76% | 48% | 42% | 524 |
| DONNYBROOK-BALINGUP | 3,192 | 1,270 | 40% | 52% | 19% | 16% | 206 |
| GINGIN | 6,495 | 1,044 | 16% | 51% | 11% | 11% | 195 |
| MANJIMUP | 5,919 | 1,957 | 33% | 62% | 16% | 12% | 215 |
| PLANTAGENET | 6,329 | 2,196 | 35% | 73% | 32% | 26% | 416 |
| WYNDHAM-EAST KIMBERLEY | 5,427 | 2,526 | 47% | 51% | 27% | 12% | 343 |
| Group Average | 50,027 | 16,514 | 33% | 57% | 20% | 16% | 245 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

**Expenditure on road preservation 2019-20
Country towns (populations 5,000 to 10,000)**

Appendix 17

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|-------------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] |
| CARNARVON | 1,073 | 242 | 952 | 114 | 2,380 | 9,767 | 541 | 1,761 | 216 |
| CHITTERING | 226 | 602 | 605 | 15 | 1,448 | 47,638 | 1,007 | 5,131 | 676 |
| COLLIE | 611 | 376 | 251 | 1 | 1,239 | 3,615 | 1,042 | 2,167 | 421 |
| DENMARK | 328 | 1,526 | 1,508 | 24 | 3,386 | 3,230 | 5,266 | 4,843 | 462 |
| DERBY-WEST KIMBERLEY | 1,982 | 302 | 4,556 | 0 | 6,840 | 21,142 | 2,595 | 10,071 | 0 |
| DONNYBROOK-BALINGUP | 386 | 1,563 | 732 | 7 | 2,688 | 6,450 | 3,547 | 2,199 | 258 |
| GINGIN | 482 | 4,979 | 1,025 | 9 | 6,496 | 2,923 | 6,291 | 2,955 | 367 |
| MANJIMUP | 1,176 | 2,530 | 1,378 | 14 | 5,098 | 7,518 | 3,567 | 1,967 | 212 |
| PLANTAGENET | 1,047 | 2,442 | 1,750 | 159 | 5,398 | 15,608 | 3,801 | 2,815 | 531 |
| WYNDDHAM-EAST KIMBERLEY | 1,380 | 20 | 1,074 | 0 | 2,474 | 9,039 | 47 | 2,260 | 0 |
| Group Average | 8,691 | 14,582 | 13,830 | 344 | 37,447 | 8,049 | 3,029 | 3,425 | 216 |
| State Average | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20 Country towns (populations 5,000 to 10,000)

Appendix 17

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | |
|------------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [12] |
| CARNARVON | 1,348 | 1,032 | 24 | 127 | 2,531 | 53.3% | 40.8% | 0.9% | 5.0% | 5,982 |
| CHITTERING | 1,084 | 721 | 1,508 | 594 | 3,907 | 27.7% | 18.5% | 38.6% | 15.2% | 2,380 |
| COLLIE | 744 | 1,079 | 26 | 1,260 | 3,109 | 23.9% | 34.7% | 0.8% | 40.5% | 1,805 |
| DENMARK | 1,278 | 2,134 | 720 | 0 | 4,132 | 30.9% | 51.6% | 17.4% | 0.0% | 4,045 |
| DERBY-WEST KIMBERLEY | 5,098 | 1,742 | 2,147 | 0 | 8,987 | 56.7% | 19.4% | 23.9% | 0.0% | 1,823 |
| DONNYBROOK-BALINGUP | 1,386 | 1,480 | 135 | 191 | 3,192 | 43.4% | 46.4% | 4.2% | 6.0% | 3,412 |
| GINGIN | 2,165 | 4,331 | 0 | 0 | 6,496 | 33.3% | 66.7% | 0.0% | 0.0% | 6,496 |
| MANJIMUP | 2,935 | 2,372 | 238 | 374 | 5,919 | 49.6% | 40.1% | 4.0% | 6.3% | 4,283 |
| PLANTAGENET | 3,483 | 1,915 | 278 | 652 | 6,328 | 55.0% | 30.3% | 4.4% | 10.3% | 2,866 |
| WYNDHAM-EAST KIMBERLEY | 1,676 | 801 | 2,950 | 0 | 5,427 | 30.9% | 14.8% | 54.4% | 0.0% | 5,307 |
| Group Average | 21,197 | 17,607 | 8,026 | 3,198 | 50,028 | 42.4% | 35.2% | 16.0% | 6.4% | 35,977 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |
| | | | | | | | | | | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on
flood damage

**Sealed road area statistics and expenditure 2019-20
Country towns (populations 5,000 to 10,000)**

Appendix 17

| Council [1] | Area [sq metres] [2] | | Expenditure \$000s [4] | | Expenditure \$ per square metre [7] | |
|------------------------|---------------------------------------|--|---------------------------------------|--|---|------|
| | Sealed roads in built up areas [3] | Sealed roads outside built up areas [5] | Sealed roads in built up areas [6] | Sealed roads outside built up areas [7] | | |
| CARNARVON | 384,490 | 1,564,368 | 1,073 | 242 | 2.79 | 0.15 |
| CHITTERING | 16,604 | 2,092,899 | 226 | 602 | 13.61 | 0.29 |
| COLLIE | 604,271 | 1,342,937 | 611 | 376 | 1.01 | 0.28 |
| DENMARK | 365,227 | 992,506 | 328 | 1,526 | 0.90 | 1.54 |
| DERBY-WEST KIMBERLEY | 328,114 | 407,320 | 1,982 | 302 | 6.04 | 0.74 |
| DONNYBROOK-BALINGUP | 209,467 | 1,541,901 | 386 | 1,563 | 1.84 | 1.01 |
| GINGIN | 577,227 | 2,770,240 | 482 | 4,979 | 0.84 | 1.80 |
| MANJIMUP | 547,212 | 2,482,594 | 1,176 | 2,530 | 2.15 | 1.02 |
| PLANTAGENET | 234,785 | 2,248,270 | 1,047 | 2,442 | 4.46 | 1.09 |
| WYNDHAM-EAST KIMBERLEY | 534,333 | 1,505,139 | 1,380 | 20 | 2.58 | 0.01 |
| Group | 3,801,730 | 16,948,173 | 8,691 | 14,582 | 2.29 | 0.86 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

Sealed road age 2019-20 Country towns (populations 5,000 to 10,000)

Appendix 17

| Council [1] | Roads in built up areas | | | | Roads outside built up areas | | |
|------------------------|-------------------------|------------------------------|----------------------------------|----------------------------------|------------------------------|------------------------------|----------------------------------|
| | Length km [2] | Pavement age years [3] | Sprayed seal age years [4] | Asphalt seal age years [5] | Length km [6] | Pavement age years [7] | Sprayed seal age years [8] |
| CARNARVON | 48 | 42 | 16 | 19 | 221 | 22 | 13 |
| CHITTERING | 2 | 22 | 23 | 11 | 292 | 24 | 16 |
| COLLIE | 72 | 40 | 19 | 11 | 188 | 29 | 20 |
| DENMARK | 56 | 27 | 23 | 15 | 161 | 28 | 18 |
| DERBY-WEST KIMBERLEY | 43 | 36 | 23 | 17 | 58 | 24 | 18 |
| DONNYBROOK-BALINGUP | 30 | 31 | 28 | 16 | 257 | 40 | 25 |
| GINGIN | 83 | 34 | 25 | 16 | 402 | 30 | 21 |
| MANJIMUP | 69 | 38 | 36 | 21 | 444 | 37 | 31 |
| PLANTAGENET | 25 | 48 | 32 | 18 | 353 | 35 | 22 |
| WYNDHAM-EAST KIMBERLEY | 58 | 47 | 22 | 6 | 183 | 34 | 23 |
| Group | 37 | 25 | 15 | | 30 | 21 | |

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APPENDIX 18

Country Shires

(populations 2,000 to 5,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Lady Loch Truck Bay, Coolgardie

Road assets & expenditure indicators 2019-20

Country shires (populations 2,000 to 5,000)

Appendix 18

| Council [1] | Indicators | | | | Preservation performance [5] |
|------------------------|-----------------------------------|----------------------------------|--------------------------------------|--|------------------------------------|
| | State of the road asset [2] | Road asset consumption [3] | Sealed road sustainability [4] | | |
| BRIDGETOWN-GREENBUSHES | 0.44 | 3.1% | 24% | | 0.44 |
| COOLGARDIE | 0.39 | 3.0% | 51% | | 0.63 |
| DANDARAGAN | 0.51 | 3.2% | 15% | | 0.36 |
| EXMOUTH | 0.52 | 2.9% | 21% | | 0.36 |
| HALLS CREEK | 0.50 | 4.6% | 0% | | 0.91 |
| IRWIN | 0.58 | 2.8% | 40% | | 0.88 |
| KATANNING | 0.39 | 3.2% | 41% | | 0.60 |
| MERREDIN | 0.46 | 3.3% | 51% | | 0.53 |
| MOORA | 0.25 | 3.2% | 80% | | 0.59 |
| NARRGIN | 0.46 | 3.4% | 54% | | 0.72 |
| NORTHAMPTON | 0.45 | 3.3% | 37% | | 0.40 |
| TOODYAY | 0.43 | 2.9% | 23% | | 0.40 |
| WARROONA | 0.47 | 2.8% | 32% | | 0.34 |
| YORK | 0.43 | 2.9% | 31% | | 0.39 |
| Group Average | 0.45 | 3.2% | 37% | | 0.51 |
| State Average | 0.55 | 2.4% | 59% | | 0.75 |

**Expenditure from Local Governments' own resources 2019-20
Country shires (populations 2,000 to 5,000)**

Appendix 18

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|------------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| BRIDGETOWN-GREENBUSHES | 2,309 | 797 | 35% | 59% | 13% | 10% | 168 |
| COOLGARDIE | 2,706 | 1,101 | 41% | 42% | 15% | 12% | 329 |
| DANDARAGAN | 4,380 | 1,208 | 28% | 74% | 15% | 7% | 364 |
| EXMOORTH | 1,296 | 321 | 25% | 54% | 7% | 3% | 109 |
| HALLS CREEK | 3,167 | 134 | 4% | 84% | 2% | 2% | 38 |
| IRWIN | 2,123 | 1,305 | 61% | 40% | 29% | 29% | 363 |
| KATANNING | 2,360 | 836 | 35% | 57% | 17% | 17% | 207 |
| MERREDIN | 3,097 | 1,160 | 37% | 92% | 22% | 22% | 344 |
| MOORA | 3,560 | 690 | 19% | 83% | 15% | 10% | 289 |
| NARRGIN | 3,933 | 2,153 | 55% | 51% | 35% | 26% | 436 |
| NORTHAMPTON | 3,463 | 879 | 25% | 68% | 14% | 12% | 306 |
| TOODYAY | 4,003 | 1,971 | 49% | 58% | 35% | 18% | 442 |
| WARROONA | 2,534 | 568 | 22% | 38% | 11% | 5% | 133 |
| YORK | 3,346 | 1,603 | 48% | 72% | 31% | 12% | 442 |
| Group Average | 42,277 | 14,726 | 35% | 62% | 19% | 13% | 286 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Appendix 18: Country Shires

**Expenditure on road preservation 2019-20
Country shires (populations 2,000 to 5,000)**

Appendix 18

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | |
|------------------------|---------------------------------|-------------------------------------|--------------|--------------|---------|-----------------------------|--------------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | | Outside built up areas | |
| | | | | | | [6] | [7] | [8] | [9] |
| [1] | [2] | [3] | [4] | [5] | [6] | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| BRIDGETOWN-GREENBUSHES | 355 | 675 | 843 | 9 | 1,882 | 5,811 | 1,664 | 2,160 | 490 |
| COOLGARDIE | 1,227 | 0 | 721 | 0 | 1,948 | 7,919 | 0 | 1,750 | 0 |
| DANDARAGAN | 264 | 318 | 1,973 | 58 | 2,613 | 2,619 | 354 | 2,576 | 4,371 |
| EXMOUGH | 923 | 184 | 0 | 0 | 1,107 | 10,779 | 754 | 0 | 0 |
| HALLS CREEK | 0 | 0 | 1,900 | 1,267 | 3,167 | 0 | 0 | 2,122 | 9,554 |
| IRWIN | 861 | 31 | 1,230 | 2 | 2,124 | 12,771 | 136 | 4,774 | 136 |
| KATANNING | 1,068 | 110 | 851 | 4 | 2,033 | 7,836 | 465 | 1,933 | 66 |
| MERRIDIN | 1,308 | 611 | 315 | 863 | 3,097 | 9,827 | 948 | 560 | 3,017 |
| MOORA | 379 | 2,013 | 461 | 48 | 2,902 | 6,446 | 3,687 | 820 | 2,421 |
| NARRGIN | 1,037 | 669 | 938 | 4 | 2,648 | 7,447 | 1,805 | 3,172 | 16 |
| NORTHAMPTON | 468 | 613 | 442 | 403 | 1,926 | 4,689 | 1,256 | 925 | 1,482 |
| TOODYAY | 144 | 632 | 413 | 2 | 1,191 | 4,931 | 1,170 | 1,537 | 70 |
| WARROONA | 361 | 538 | 77 | 16 | 992 | 5,743 | 1,372 | 1,017 | 4,190 |
| YORK | 460 | 694 | 729 | 72 | 1,955 | 5,526 | 1,578 | 3,669 | 457 |
| Group Average | 8,855 | 7,088 | 10,894 | 2,748 | 29,585 | 7,145 | 1,284 | 1,924 | 1,934 |
| State Average | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20 Country shires (populations 2,000 to 5,000)

Appendix 18

| Council | Expenditure on roads and bridges - \$000s | | | | | % Road expenditure spent on | | | Preservation | | |
|------------------------|---|---------|-----------------|-------------------|---------|-----------------------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| BRIDGETOWN-GREENBUSHES | 1,289 | 668 | 315 | 37 | 2,309 | 55.8% | 28.9% | 13.6% | 1.6% | 4,473 | 1,957 |
| COOLGARDIE | 1,196 | 752 | 757 | 0 | 2,705 | 44.2% | 27.8% | 28.0% | 0.0% | 3,084 | 1,948 |
| DANDARAGAN | 1,524 | 1,094 | 1,765 | 0 | 4,383 | 34.8% | 25.0% | 40.3% | 0.0% | 7,320 | 2,618 |
| EXMOORTH | 574 | 533 | 13 | 176 | 1,296 | 44.3% | 41.1% | 1.0% | 13.6% | 3,051 | 1,107 |
| HALLS CREEK | 1,125 | 2,042 | 0 | 0 | 3,167 | 35.5% | 64.5% | 0.0% | 0.0% | 3,427 | 3,132 |
| IRWIN | 1,147 | 977 | 0 | 0 | 2,124 | 54.0% | 46.0% | 0.0% | 0.0% | 2,410 | 2,124 |
| KATANNING | 1,310 | 723 | 327 | 0 | 2,360 | 55.5% | 30.6% | 13.9% | 0.0% | 3,384 | 2,033 |
| MERRIDIN | 1,350 | 1,747 | 0 | 0 | 3,097 | 43.6% | 56.4% | 0.0% | 0.0% | 5,857 | 3,097 |
| MOORA | 881 | 2,036 | 644 | 0 | 3,561 | 24.7% | 57.2% | 18.1% | 0.0% | 4,936 | 2,917 |
| NARROGIN | 1,823 | 881 | 1,035 | 194 | 3,933 | 46.4% | 22.4% | 26.3% | 4.9% | 3,753 | 2,704 |
| NORTHAMPTON | 1,253 | 673 | 1,404 | 133 | 3,463 | 36.2% | 19.4% | 40.5% | 3.8% | 4,785 | 1,926 |
| TOODYAY | 1,092 | 587 | 2,324 | 0 | 4,003 | 27.3% | 14.7% | 58.1% | 0.0% | 4,220 | 1,679 |
| WARROONA | 683 | 309 | 1,542 | 0 | 2,534 | 27.0% | 12.2% | 60.9% | 0.0% | 2,925 | 992 |
| YORK | 905 | 1,062 | 1,379 | 0 | 3,346 | 27.0% | 31.7% | 41.2% | 0.0% | 4,286 | 1,681 |
| Group Average | 16,152 | 14,084 | 11,505 | 540 | 42,281 | 38.2% | 33.3% | 27.2% | 1.3% | 57,911 | 29,915 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

**Sealed road area statistics and expenditure 2019-20
Country shires (populations 2,000 to 5,000)**

Appendix 18

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|------------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| BRIDGETOWN-GREENBUSHES | 213,804 | 1,421,362 | 355 | 675 | 1.66 | 0.47 |
| COOLGARDIE | 542,280 | 366,589 | 1,227 | 0 | 2.26 | 0.00 |
| DANDARAGAN | 352,770 | 3,144,436 | 264 | 318 | 0.75 | 0.10 |
| EXMOORTH | 299,702 | 854,209 | 923 | 184 | 3.08 | 0.22 |
| HALLS CREEK | 94,313 | 145,798 | 0 | 0 | 0.00 | 0.00 |
| IRWIN | 235,965 | 804,021 | 861 | 31 | 3.65 | 0.04 |
| KATANNING | 477,043 | 825,594 | 1,068 | 110 | 2.24 | 0.13 |
| MERRIDIN | 465,842 | 2,254,086 | 1,308 | 611 | 2.81 | 0.27 |
| MOORA | 205,506 | 1,911,197 | 379 | 2,013 | 1.84 | 1.05 |
| NARROGIN | 487,409 | 1,297,350 | 1,037 | 669 | 2.13 | 0.52 |
| NORTHAMPTON | 349,344 | 1,708,525 | 468 | 613 | 1.34 | 0.36 |
| TOODYAY | 102,216 | 1,890,949 | 144 | 632 | 1.41 | 0.33 |
| WARROONA | 219,990 | 1,372,517 | 361 | 538 | 1.64 | 0.39 |
| YORK | 291,349 | 1,539,141 | 460 | 694 | 1.58 | 0.45 |
| Group | 4,337,533 | 19,535,775 | 8,855 | 7,088 | 2.04 | 0.36 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

**Sealed road age 2019-20
Country shires (populations 2,000 to 5,000)**

Appendix 18

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|------------------------|-------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-----|------------------|---------------------------|
| | [1] Length km | [2] Pavement age years | [3] Sprayed seal age years | [4] Asphalt seal age years | [5] | [6] | [7] Length km | [8] Pavement age years |
| BRIDGETOWN-GREENBUSHES | 29 | 39 | 26 | 20 | | 226 | 31 | 20 |
| COOLGARDIE | 53 | 44 | 29 | 26 | | 58 | 45 | 35 |
| DANDARAGAN | 44 | 26 | 23 | 14 | | 463 | 28 | 17 |
| EXMOUGH | 39 | 32 | 17 | 15 | | 116 | 26 | 16 |
| HALLS CREEK | 12 | 48 | 23 | 0 | | 21 | 45 | 10 |
| IRWIN | 32 | 31 | 21 | 14 | | 116 | 20 | 18 |
| KATANNING | 49 | 40 | 24 | 27 | | 139 | 40 | 27 |
| MERREDIN | 49 | 28 | 21 | 17 | | 370 | 31 | 23 |
| MOORA | 24 | 59 | 31 | 31 | | 313 | 60 | 25 |
| NARROGIN | 49 | 39 | 20 | 8 | | 194 | 30 | 16 |
| NORTHAMPTON | 48 | 34 | 26 | 29 | | 242 | 33 | 21 |
| TOODAY | 13 | 33 | 16 | 8 | | 300 | 33 | 21 |
| WARROONA | 30 | 37 | 22 | 8 | | 229 | 28 | 20 |
| YORK | 38 | 27 | 21 | 21 | | 261 | 29 | 23 |
| Group | | 37 | 23 | 18 | | 34 | 21 | |

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APPENDIX 19

Small Country Shires

(populations less than 2,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Echo Valley Road, Warralakin

Road assets & expenditure indicators 2019-20

Small country shires (populations less than 2,000)

Appendix 19

| Council | [1] | Indicators | | | |
|----------------------|-----|-----------------------------|----------------------------|--------------------------------|------------------------------|
| | | State of the road asset [2] | Road asset consumption [3] | Sealed road sustainability [4] | Preservation performance [5] |
| BEVERLEY | | 0.50 | 2.7% | 61% | 0.47 |
| BODDINGTON | | 0.42 | 3.1% | 34% | 0.47 |
| BOYUP BROOK | | 0.42 | 3.1% | 15% | 0.40 |
| BROOKTON | | 0.39 | 3.1% | 96% | 0.60 |
| BROOMEHILL-TAMBELLUP | | 0.50 | 3.6% | 68% | 0.49 |
| BRUCE ROCK | | 0.50 | 2.9% | 42% | 0.50 |
| CARNAMAH | | 0.45 | 3.5% | 13% | 0.51 |
| CHAPMAN VALLEY | | 0.61 | 3.8% | 0% | 0.43 |
| COORROW | | 0.45 | 3.6% | 40% | 0.41 |
| CORRIGIN | | 0.23 | 3.6% | 91% | 0.63 |
| CRANBROOK | | 0.39 | 3.4% | 27% | 0.49 |
| CUBALLING | | 0.47 | 3.2% | 34% | 0.31 |
| CUNDERDIN | | 0.29 | 3.6% | 46% | 0.47 |
| DALWALLINU | | 0.49 | 3.9% | 47% | 0.41 |
| DOWERIN | | 0.41 | 4.0% | 102% | 0.64 |
| DUMBLEYUNG | | 0.55 | 3.7% | 53% | 0.49 |
| GNOWANGERUP | | 0.53 | 3.8% | 52% | 0.61 |
| GOOMALLING | | 0.38 | 3.6% | 30% | 0.37 |
| JERRAMUNGUP | | 0.51 | 3.8% | 60% | 0.70 |
| KELLERBERRIN | | 0.30 | 3.8% | 145% | 0.88 |
| KENT | | 0.52 | 4.4% | 102% | 0.71 |
| KOJONUP | | 0.37 | 3.5% | 36% | 0.47 |
| KONDININ | | 0.43 | 4.2% | 85% | 0.53 |
| KOORDA | | 0.45 | 4.0% | 38% | 0.40 |
| KULIN | | 0.45 | 4.1% | 18% | 0.40 |

Road assets & expenditure indicators 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Indicators | | | | |
|-------------------------|------------------------|----------------------------|--------------------------|------|-----|
| | [1] | [2] | [3] | [4] | [5] |
| State of the road asset | Road asset consumption | Sealed road sustainability | Preservation performance | | |
| LAKE GRACE | 0.54 | 4.4% | 19% | 0.38 | |
| MINGENEW | 0.61 | 2.9% | 7% | 0.25 | |
| MORAWA | 0.45 | 4.1% | 4% | 0.49 | |
| MOUNT MARSHALL | 0.44 | 4.3% | 19% | 0.29 | |
| MUKINBUDIN | 0.28 | 3.6% | 71% | 0.43 | |
| NANNUP | 0.39 | 2.9% | 26% | 0.49 | |
| NAREMBEEN | 0.34 | 4.1% | 31% | 0.47 | |
| NUNGARIN | 0.32 | 4.0% | 64% | 0.55 | |
| PERENJORI | 0.57 | 4.1% | 11% | 0.19 | |
| PINGELLY | 0.50 | 3.2% | 55% | 0.63 | |
| QUARADING | 0.29 | 3.4% | 15% | 0.26 | |
| RAVENSTHORPE | 0.60 | 3.7% | 75% | 0.84 | |
| TAMMIN | 0.33 | 3.9% | 19% | 0.25 | |
| THREE SPRINGS | 0.56 | 3.8% | 49% | 0.70 | |
| TRAYNING | 0.34 | 4.0% | 74% | 0.55 | |
| VICTORIA PLAINS | 0.33 | 3.7% | 69% | 0.63 | |
| WAGIN | 0.52 | 3.2% | 40% | 0.39 | |
| WANDERING | 0.41 | 3.0% | 15% | 0.51 | |
| WEST ARTHUR | 0.32 | 3.2% | 50% | 0.35 | |
| WEST STONIA | 0.29 | 4.4% | 34% | 0.20 | |
| WICKEPIN | 0.47 | 3.9% | 27% | 0.79 | |
| WILLIAMS | 0.39 | 3.2% | 38% | 0.50 | |
| WONGAN-BALLIDU | 0.40 | 3.8% | 25% | 0.52 | |
| WOODANILLING | 0.41 | 3.9% | 108% | 0.63 | |

Road assets & expenditure indicators 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council [1] | Indicators | | | |
|----------------|--------------------------------|-------------------------------|-----------------------------------|---------------------------------|
| | State of the road asset [2] | Road asset consumption [3] | Sealed road sustainability [4] | Preservation performance [5] |
| WYALKATEM | 0.48 | 3.9% | 19% | 0.35 |
| YILGARN | 0.55 | 4.3% | 36% | 0.29 |
| Group Average | 0.44 | 3.6% | 45% | 0.47 |
| State Average | 0.55 | 2.4% | 59% | 0.75 |

Expenditure from Local Governments' own resources 2019-20
Small country shires (populations less than 2,000)

Appendix 19

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road Expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|----------------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| BEVERLEY | 2,483 | 1,213 | 49% | 55% | 35% | 30% | 686 |
| BODDINGTON | 2,154 | 670 | 31% | 31% | 20% | 12% | 380 |
| BOYUP BROOK | 2,538 | 850 | 33% | 100% | 23% | 15% | 480 |
| BROOKTON | 1,632 | 668 | 41% | 81% | 29% | 29% | 697 |
| BROOMEHILL-TAMBELLUP | 2,893 | 796 | 28% | 88% | 24% | 19% | 732 |
| BRUCE ROCK | 2,701 | 582 | 22% | 132% | 17% | 17% | 613 |
| CARNAMAH | 3,177 | 709 | 22% | 96% | 30% | 26% | 1,345 |
| CHAPMAN VALLEY | 3,153 | 964 | 31% | 94% | 33% | 19% | 626 |
| COOROW | 2,774 | 1,268 | 46% | 83% | 33% | 32% | 1,319 |
| CORRIGIN | 4,409 | 736 | 17% | 121% | 23% | 15% | 650 |
| CRANBROOK | 3,070 | 1,274 | 41% | 114% | 41% | 41% | 1,220 |
| CUBBALLING | 1,598 | 394 | 25% | 96% | 21% | 12% | 462 |
| CUNDERDIN | 1,619 | 314 | 19% | 103% | 11% | 11% | 223 |
| DALVALLINU | 3,616 | 1,001 | 28% | 148% | 21% | 14% | 717 |
| DOWERIN | 2,342 | 179 | 8% | 132% | 7% | 7% | 268 |
| DUMBLEYUNG | 2,154 | 644 | 30% | 129% | 23% | 23% | 955 |
| GNOWANGERUP | 2,846 | 1,334 | 47% | 106% | 37% | 26% | 1,112 |
| GOOMALLING | 2,009 | 700 | 35% | 88% | 30% | 13% | 706 |
| JERRAMUNGUP | 2,688 | 839 | 31% | 83% | 21% | 21% | 742 |
| KELLERBERRIN | 4,209 | 520 | 12% | 109% | 17% | 8% | 439 |
| KENT | 2,809 | 787 | 28% | 128% | 23% | 22% | 1,408 |
| KOJONUP | 2,982 | 1,190 | 40% | 90% | 31% | 27% | 622 |
| KONDININ | 2,484 | 532 | 21% | 118% | 13% | 11% | 610 |
| KOORDA | 2,127 | 617 | 29% | 135% | 24% | 22% | 1,535 |
| KULIN | 2,610 | 492 | 19% | 140% | 13% | 10% | 635 |

Total Expenditure includes flood damage.

Appendix 19: Small Country Shires

Expenditure from Local Governments' own resources 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road Expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-----------------|----------------------------------|---|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| LAKE GRACE | 3,035 | 798 | 26% | 129% | 13% | 9% | 621 |
| MINGNEW | 2,998 | 846 | 28% | 105% | 53% | 31% | 2,024 |
| MORAWA | 2,354 | 856 | 36% | 112% | 30% | 18% | 1,295 |
| MOUNT MARSHALL | 2,617 | 228 | 9% | 141% | 6% | 6% | 445 |
| MUKINBUDIN | 1,971 | 516 | 26% | 120% | 21% | 19% | 985 |
| NANNUP | 1,770 | 641 | 36% | 104% | 23% | 22% | 451 |
| NAREMBEEN | 2,496 | 242 | 10% | 143% | 7% | 7% | 285 |
| NUNGARIN | 908 | 0 | 0% | 115% | 0% | 0% | 0 |
| PERENJORI | 2,300 | 191 | 8% | 151% | 5% | 4% | 337 |
| PINGELLY | 1,962 | 453 | 23% | 73% | 18% | 18% | 394 |
| QUARADING | 2,515 | 542 | 22% | 104% | 18% | 9% | 549 |
| RAVENSTHORPE | 4,076 | 1,604 | 39% | 82% | 30% | 30% | 1,024 |
| TAMMIN | 1,236 | 360 | 29% | 105% | 23% | 5% | 916 |
| THREE SPRINGS | 2,390 | 1,004 | 42% | 107% | 42% | 41% | 1,790 |
| TRAYNING | 1,573 | 403 | 26% | 126% | 19% | 19% | 1,161 |
| VICTORIA PLAINS | 2,979 | 934 | 31% | 109% | 34% | 34% | 1,019 |
| WAGIN | 2,184 | 487 | 22% | 82% | 15% | 13% | 274 |
| WANDERING | 1,479 | 669 | 45% | 90% | 50% | 41% | 1,578 |
| WEST ARTHUR | 1,959 | 448 | 23% | 113% | 18% | 12% | 573 |
| WESTONIA | 4,276 | 442 | 10% | 145% | 22% | 22% | 1,449 |
| WICKEPIN | 2,431 | 875 | 36% | 110% | 33% | 33% | 1,204 |
| WILLIAMS | 1,554 | 659 | 42% | 82% | 32% | 23% | 649 |
| WONGAN-BALLIDU | 3,369 | 1,159 | 34% | 121% | 30% | 30% | 900 |
| WOODANILLING | 1,219 | 203 | 17% | 114% | 13% | 13% | 472 |

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road Expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total Road Preservation Expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|---------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| WYALKATCHEM | 1,399 | 282 | 20% | 111% | 13% | 8% | 573 |
| YILGARN | 4,004 | 89 | 2% | 127% | 1% | 1% | 77 |
| Group Average | 128,131 | 34,204 | 27% | 109% | 22% | 18% | 708 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

Expenditure on road preservation 2019-20

Small country shires (populations less than 2,000)

Appendix 19

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | | |
|----------------------|---------------------------------|-------------------------------------|--------------|--------------|-------|-----------------------------|--------------------------------|------------------------|-----------------------|------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed road \$ per km | [11] |
| | | | | | | | | | | |
| [1] | [2] | [3] | [4] | [6] | [7] | [8] | [9] | [10] | [11] | |
| BEVERLEY | 274 | 930 | 644 | 79 | 1,927 | 6,776 | 2,690 | 1,971 | 578 | |
| BODDINGTON | 278 | 210 | 261 | 0 | 749 | 10,745 | 1,361 | 1,682 | 19 | |
| BOYUP BROOK | 96 | 170 | 1,346 | 0 | 1,612 | 3,409 | 528 | 3,142 | 0 | |
| BROOKTON | 377 | 503 | 747 | 0 | 1,627 | 15,508 | 3,148 | 2,265 | 0 | |
| BROOMEHILL-TAMBELLUP | 113 | 1,316 | 590 | 56 | 2,075 | 4,378 | 3,203 | 993 | 494 | |
| BRUCE ROCK | 283 | 1,350 | 688 | 68 | 2,389 | 6,617 | 1,990 | 1,182 | 522 | |
| CARNAMAH | 28 | 226 | 977 | 26 | 1,257 | 935 | 831 | 2,865 | 346 | |
| CHAPMAN VALLEY | 0 | 0 | 1,220 | 0 | 1,220 | 0 | 0 | 0 | 3,213 | 0 |
| COOROW | 1,449 | 0 | 0 | 0 | 1,449 | 30,692 | 0 | 0 | 0 | |
| CORRIGIN | 389 | 1,979 | 367 | 7 | 2,742 | 9,979 | 4,184 | 646 | 50 | |
| CRANBROOK | 0 | 525 | 1,807 | 0 | 2,332 | 0 | 1,042 | 2,981 | 0 | |
| CUBALLING | 84 | 392 | 311 | 0 | 787 | 35,383 | 1,357 | 1,488 | 0 | |
| CUNDERDIN | 301 | 582 | 734 | 0 | 1,617 | 5,950 | 1,381 | 1,967 | 0 | |
| DALWALLINU | 453 | 1,222 | 1,053 | 24 | 2,753 | 8,430 | 1,783 | 999 | 79 | |
| DOWERIN | 48 | 1,337 | 888 | 0 | 2,273 | 2,473 | 4,466 | 1,746 | 0 | |
| DUMBLEYUNG | 329 | 711 | 844 | 143 | 2,027 | 16,970 | 1,627 | 1,345 | 1,117 | |
| GNOWANGERUP | 55 | 770 | 1,590 | 0 | 2,415 | 1,434 | 1,997 | 2,574 | 0 | |
| GOOMALLING | 180 | 200 | 360 | 40 | 780 | 11,246 | 1,120 | 922 | 492 | |
| JERRAMUNGUP | 375 | 693 | 1,529 | 0 | 2,597 | 12,252 | 2,115 | 2,338 | 0 | |
| KELLERBERRIN | 318 | 1,897 | 562 | 109 | 2,886 | 6,766 | 5,444 | 1,348 | 380 | |
| KENT | 103 | 1,073 | 1,379 | 25 | 2,580 | 8,584 | 4,124 | 1,754 | 80 | |
| KOJONUP | 392 | 655 | 961 | 63 | 2,070 | 11,384 | 1,617 | 1,322 | 478 | |
| KONDININ | 384 | 693 | 1,282 | 0 | 2,360 | 12,473 | 2,077 | 1,285 | 1 | |
| KOORDA | 137 | 663 | 644 | 20 | 1,464 | 5,936 | 1,560 | 1,343 | 66 | |
| KULIN | 223 | 200 | 1,647 | 0 | 2,070 | 11,325 | 603 | 1,506 | 0 | |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | | |
|-----------------|---------------------------------|-------------------------------------|--------------|--------------|-------|--------------------------------|-----------------------------|-----------------------------|------------------------|-----------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed road \$ per km |
| [1] | [2] | [3] | [4] | [6] | [7] | [8] | [9] | [10] | [11] | |
| LAKE GRACE | 188 | 283 | 2,194 | 8 | 2,673 | 5,327 | 739 | 1,212 | 41 | |
| MINGENEW | 37 | 32 | 428 | 1 | 499 | 1,658 | 152 | 1,696 | 25 | |
| MORAWA | 285 | 0 | 1,096 | 0 | 1,381 | 8,496 | 0 | 2,132 | 0 | |
| MOUNT MARSHALL | 39 | 301 | 685 | 355 | 1,380 | 2,399 | 601 | 945 | 562 | |
| MUKINBUDIN | 208 | 902 | 559 | 7 | 1,676 | 10,206 | 2,908 | 966 | 55 | |
| NANNUP | 138 | 478 | 779 | 1 | 1,396 | 8,573 | 1,360 | 3,188 | 45 | |
| NAREMBEEN | 19 | 647 | 1,691 | 0 | 2,357 | 884 | 1,327 | 1,865 | 0 | |
| NUNGARIN | 0 | 307 | 601 | 0 | 908 | 0 | 2,527 | 1,652 | 0 | |
| PERENJORI | 130 | 135 | 828 | 154 | 1,247 | 11,525 | 247 | 902 | 627 | |
| PINGELLY | 353 | 704 | 714 | 0 | 1,771 | 10,872 | 2,179 | 3,897 | 0 | |
| QUAIRADING | 165 | 241 | 530 | 1 | 937 | 5,043 | 567 | 1,307 | 5 | |
| RAVENSTHORPE | 567 | 772 | 2,737 | 0 | 4,076 | 7,876 | 3,917 | 2,890 | 0 | |
| TAMMIN | 80 | 83 | 294 | 0 | 457 | 5,718 | 411 | 1,126 | 0 | |
| THREE SPRINGS | 34 | 672 | 1,362 | 3 | 2,071 | 2,075 | 1,911 | 3,006 | 84 | |
| TRAYNING | 0 | 688 | 898 | 0 | 1,586 | 0 | 2,882 | 1,672 | 0 | |
| VICTORIA PLAINS | 121 | 1,417 | 666 | 111 | 2,316 | 7,368 | 3,124 | 1,613 | 941 | |
| WAGIN | 268 | 390 | 565 | 1 | 1,224 | 3,465 | 1,854 | 1,449 | 5 | |
| WANDERING | 54 | 101 | 803 | 36 | 995 | 8,217 | 579 | 4,207 | 552 | |
| WEST ARTHUR | 47 | 879 | 484 | 53 | 1,463 | 3,067 | 2,239 | 993 | 431 | |
| WESTONIA | 0 | 278 | 244 | 0 | 522 | 0 | 1,223 | 463 | 0 | |
| WICKEPIN | 87 | 222 | 1,930 | 0 | 2,239 | 4,911 | 737 | 4,947 | 0 | |
| WILLIAMS | 88 | 407 | 587 | 17 | 1,099 | 4,400 | 1,728 | 2,105 | 305 | |
| WONGAN-BALLIDU | 428 | 506 | 1,402 | 24 | 2,360 | 7,405 | 953 | 2,915 | 51 | |
| WOODANILLING | 68 | 688 | 457 | 0 | 1,213 | 18,349 | 3,979 | 1,305 | 0 | |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Preservation expenditure \$000s | | | | | Preservation expenditure \$/km | | | |
|---------------|---------------------------------|-------------------------------------|--------------|--------------|---------|--------------------------------|-----------------------------|-----------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | | Outside built up areas | |
| | | | | | | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Sealed roads \$ per lane km | Gravel roads \$ per km |
| [1] | [2] | [3] | [4] | [6] | [7] | [8] | [9] | [10] | [11] |
| WYALKATEM | 70 | 175 | 676 | 0 | 921 | 2,038 | 787 | 1,368 | 8 |
| YILGARN | 132 | 731 | 791 | 810 | 2,464 | 3,810 | 1,438 | 365 | 10,943 |
| Group Average | 10,275 | 30,337 | 46,433 | 2,245 | 89,289 | 7,390 | 1,780 | 1,583 | 270 |
| State Average | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20

Small country shires (populations less than 2,000)

Appendix 19

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|----------------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| BEVERLEY | 966 | 1,038 | 444 | 35 | 2,483 | 38.9% | 41.8% | 17.9% | 1.4% | 4,275 | 2,002 |
| BODDINGTON | 588 | 190 | 828 | 548 | 2,154 | 27.3% | 8.8% | 38.4% | 25.4% | 1,665 | 778 |
| BOYUP BROOK | 1,283 | 451 | 738 | 63 | 2,535 | 50.6% | 17.8% | 29.1% | 2.5% | 4,299 | 1,734 |
| BROOKTON | 620 | 1,012 | 0 | 0 | 1,632 | 38.0% | 62.0% | 0.0% | 0.0% | 2,712 | 1,632 |
| BROOMEHILL-TAMBELLUP | 986 | 1,101 | 806 | 0 | 2,893 | 34.1% | 38.1% | 27.9% | 0.0% | 4,261 | 2,087 |
| BRUCE ROCK | 1,300 | 1,329 | 72 | 0 | 2,701 | 48.1% | 49.2% | 2.7% | 0.0% | 5,205 | 2,614 |
| CARNAMAH | 1,004 | 254 | 1,877 | 42 | 3,177 | 31.6% | 8.0% | 59.1% | 1.3% | 2,489 | 1,258 |
| CHAPMAN VALLEY | 527 | 693 | 1,933 | 0 | 3,153 | 16.7% | 22.0% | 61.3% | 0.0% | 2,811 | 1,220 |
| COORAW | 1,449 | 0 | 19 | 1,306 | 2,774 | 52.2% | 0.0% | 0.7% | 47.1% | 3,513 | 1,449 |
| CORRIGIN | 1,033 | 1,709 | 1,664 | 0 | 4,406 | 23.4% | 38.8% | 37.8% | 0.0% | 4,357 | 2,742 |
| CRANBROOK | 1,274 | 1,058 | 738 | 0 | 3,070 | 41.5% | 34.5% | 24.0% | 0.0% | 4,716 | 2,332 |
| CUBALLING | 704 | 107 | 787 | 0 | 1,598 | 44.1% | 6.7% | 49.2% | 0.0% | 2,577 | 811 |
| CUNDERDIN | 443 | 1,177 | 0 | 0 | 1,620 | 27.3% | 72.7% | 0.0% | 0.0% | 3,453 | 1,620 |
| DALWALLINU | 1,552 | 1,201 | 863 | 0 | 3,616 | 42.9% | 33.2% | 23.9% | 0.0% | 6,686 | 2,753 |
| DOWERIN | 1,098 | 1,175 | 0 | 69 | 2,342 | 46.9% | 50.2% | 0.0% | 2.9% | 2,988 | 1,910 |
| DUMBLEYUNG | 480 | 1,551 | 123 | 0 | 2,154 | 22.3% | 72.0% | 5.7% | 0.0% | 4,179 | 2,031 |
| GNOWANGERUP | 1,385 | 1,032 | 429 | 0 | 2,846 | 48.7% | 36.3% | 15.1% | 0.0% | 3,971 | 2,417 |
| GOOMALLING | 650 | 180 | 1,179 | 0 | 2,009 | 32.4% | 9.0% | 58.7% | 0.0% | 2,274 | 830 |
| JERRAMUNGUP | 746 | 1,851 | 91 | 0 | 2,688 | 27.8% | 68.9% | 3.4% | 0.0% | 3,716 | 2,597 |
| KELLERBERRIN | 461 | 2,435 | 1,231 | 82 | 4,209 | 11.0% | 57.9% | 29.2% | 1.9% | 3,639 | 2,580 |
| KENT | 1,125 | 1,455 | 176 | 53 | 2,809 | 40.0% | 51.8% | 6.3% | 1.9% | 3,06 | 2,896 |
| KOJONUP | 1,571 | 561 | 853 | 0 | 2,985 | 52.6% | 18.8% | 28.6% | 0.0% | 4,501 | 2,132 |
| KONDININ | 784 | 1,576 | 0 | 124 | 2,484 | 31.6% | 63.4% | 0.0% | 5.0% | 4,444 | 2,360 |
| KOORDA | 682 | 782 | 652 | 11 | 2,127 | 32.1% | 36.8% | 30.7% | 0.5% | 3,656 | 1,464 |
| KULIN | 974 | 1,096 | 526 | 14 | 2,610 | 37.3% | 42.0% | 20.2% | 0.5% | 5,150 | 2,070 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 19: Small Country Shires

Expenditure by Work Categories 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | | |
|-----------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|---|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) [12] |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| LAKE GRACE | 1,538 | 1,135 | 153 | 209 | 3,035 | 50.7% | 37.4% | 5.0% | 6.9% | 7,069 | 2,673 |
| MINGNEW | 499 | 0 | 2,499 | 0 | 2,998 | 16.6% | 0.0% | 83.4% | 0.0% | 1,975 | 499 |
| MORAWA | 1,071 | 310 | 973 | 0 | 2,354 | 45.5% | 13.2% | 41.3% | 0.0% | 2,811 | 1,381 |
| MOUNT MARSHALL | 790 | 590 | 1,237 | 0 | 2,617 | 30.2% | 22.5% | 47.3% | 0.0% | 4,818 | 1,380 |
| MUKINBUDIN | 593 | 1,083 | 295 | 0 | 1,971 | 30.1% | 54.9% | 15.0% | 0.0% | 3,818 | 1,629 |
| NANNUP | 1,028 | 600 | 142 | 0 | 1,770 | 58.1% | 33.9% | 8.0% | 0.0% | 3,312 | 1,628 |
| NAREMBEEN | 1,749 | 608 | 139 | 0 | 2,496 | 70.1% | 24.4% | 5.6% | 0.0% | 4,893 | 2,319 |
| NUNGARIN | 378 | 530 | 0 | 0 | 908 | 41.6% | 58.4% | 0.0% | 0.0% | 1,658 | 908 |
| PERENJORI | 650 | 597 | 1,053 | 0 | 2,300 | 28.3% | 26.0% | 45.8% | 0.0% | 5,272 | 1,017 |
| PINGELLY | 909 | 862 | 191 | 0 | 1,962 | 46.3% | 43.9% | 9.7% | 0.0% | 2,809 | 1,771 |
| QUAIRADING | 720 | 276 | 1,518 | 0 | 2,514 | 28.6% | 11.0% | 60.4% | 0.0% | 3,780 | 994 |
| RAVENSTHORPE | 2,518 | 1,558 | 0 | 0 | 4,076 | 61.8% | 38.2% | 0.0% | 0.0% | 4,275 | 3,578 |
| TAMMIN | 399 | 58 | 779 | 0 | 1,236 | 32.3% | 4.7% | 63.0% | 0.0% | 1,800 | 457 |
| THREE SPRINGS | 674 | 1,397 | 0 | 329 | 2,400 | 28.1% | 58.2% | 0.0% | 13.7% | 2,980 | 2,071 |
| TRAYNING | 658 | 928 | 0 | 0 | 1,586 | 41.5% | 58.5% | 0.0% | 0.0% | 2,795 | 1,550 |
| VICTORIA PLAINS | 1,038 | 1,304 | 637 | 0 | 2,979 | 34.8% | 43.8% | 21.4% | 0.0% | 3,701 | 2,342 |
| WAGIN | 586 | 658 | 940 | 0 | 2,184 | 26.8% | 30.1% | 43.0% | 0.0% | 3,143 | 1,225 |
| WANDERING | 789 | 221 | 469 | 0 | 1,479 | 53.3% | 14.9% | 31.7% | 0.0% | 1,967 | 995 |
| WEST ARTHUR | 666 | 832 | 461 | 0 | 1,959 | 34.0% | 42.5% | 23.5% | 0.0% | 4,197 | 1,482 |
| WESTONIA | 244 | 278 | 20 | 3,734 | 4,276 | 5.7% | 6.5% | 0.5% | 87.3% | 2,656 | 522 |
| WICKEPIN | 1,688 | 590 | 0 | 153 | 2,431 | 69.4% | 24.3% | 0.0% | 6.3% | 2,874 | 2,278 |
| WILLIAMS | 625 | 484 | 95 | 350 | 1,554 | 40.2% | 31.1% | 6.1% | 22.5% | 2,196 | 1,109 |
| WONGAN-BALLIDU | 1,319 | 1,041 | 1,009 | 0 | 3,369 | 39.2% | 30.9% | 29.9% | 0.0% | 4,521 | 2,360 |
| WOODANILLING | 362 | 857 | 0 | 0 | 1,219 | 29.7% | 70.3% | 0.0% | 0.0% | 1,921 | 1,207 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Expenditure by work categories 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Expenditure on roads and bridges - \$000s | | | | | % Road expenditure spent on | | | Preservation | | |
|---------------|---|---------|-----------------|-------------------|---------|-----------------------------|---------|-----------------|-------------------|-----------------------------|--|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s | Actual expenditure \$000s (excl. flood damage) |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] | [12] |
| WYALKATCHEM | 687 | 234 | 478 | 0 | 1,399 | 49.1% | 16.7% | 34.2% | 0.0% | 2,595 | 921 |
| YILGARN | 1,266 | 1,198 | 1,423 | 117 | 4,004 | 31.6% | 29.9% | 35.5% | 2.9% | 8,463 | 2,464 |
| Group Average | 47,129 | 43,243 | 30,540 | 7,239 | 128,151 | 36.8% | 33.7% | 23.8% | 5.6% | 187,137 | 89,078 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 | 607,106 |

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

**Sealed Road Area statistics and expenditure 2019-20
Small country shires (populations less than 2,000)**

Appendix 19

| Council | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|----------------------|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|---------------------------------|-------------------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| BEVERLEY | 141,533 | 1,210,057 | 274 | 930 | 1.94 | 0.77 |
| BODDINGTON | 90,555 | 539,810 | 278 | 210 | 3.07 | 0.39 |
| BOYUP BROOK | 98,685 | 1,141,989 | 96 | 170 | 0.97 | 0.15 |
| BROOKTON | 85,086 | 559,273 | 377 | 503 | 4.43 | 0.90 |
| BROOMEHILL-TAMBELLUP | 90,333 | 1,437,690 | 113 | 1,316 | 1.25 | 0.92 |
| BRUCE ROCK | 149,701 | 2,374,132 | 283 | 1,350 | 1.89 | 0.57 |
| CARNAMAH | 104,832 | 953,063 | 28 | 226 | 0.27 | 0.24 |
| CHAPMAN VALLEY | 46,930 | 1,144,034 | 0 | 0 | 0.00 | 0.00 |
| COOROW | 165,237 | 1,331,674 | 1,449 | 0 | 8.77 | 0.00 |
| CORRIGIN | 136,438 | 1,655,246 | 389 | 1,979 | 2.85 | 1.20 |
| CRANBROOK | 67,261 | 1,762,752 | 0 | 525 | 0.00 | 0.30 |
| CUBBALLING | 8,309 | 1,010,871 | 84 | 392 | 10.11 | 0.39 |
| CUNDERBIN | 177,057 | 1,474,755 | 301 | 582 | 1.70 | 0.39 |
| DALWALLINU | 187,928 | 2,399,187 | 453 | 1,222 | 2.41 | 0.51 |
| DOWERIN | 67,933 | 1,047,793 | 48 | 1,337 | 0.71 | 1.28 |
| DUMBLEYUNG | 67,747 | 1,574,675 | 329 | 711 | 4.86 | 0.45 |
| GNOWANGERUP | 134,248 | 1,349,577 | 55 | 770 | 0.41 | 0.57 |
| GOOMALLING | 56,018 | 625,142 | 180 | 200 | 3.21 | 0.32 |
| JERRAMUNGUP | 107,124 | 1,146,932 | 375 | 693 | 3.50 | 0.60 |
| KELLERBERRIN | 164,491 | 1,219,607 | 318 | 1,897 | 1.93 | 1.56 |
| KENT | 41,998 | 910,587 | 103 | 1,073 | 2.45 | 1.18 |
| KOJONUP | 120,524 | 1,416,724 | 392 | 655 | 3.25 | 0.46 |
| KONDININ | 107,743 | 1,175,294 | 384 | 693 | 3.56 | 0.59 |
| KOORDA | 80,781 | 1,487,596 | 137 | 663 | 1.70 | 0.45 |
| KULIN | 68,357 | 1,456,618 | 223 | 200 | 3.26 | 0.14 |

Sealed Road Area statistics and expenditure 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Area [sq metres] | | Expenditure \$000s | | | Expenditure \$ per square metre Sealed roads outside built up areas |
|-----------------|-----------------------------------|--|-----------------------------------|--|-----------------------------------|--|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | Sealed roads outside built up areas | Sealed roads in built up areas | |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] |
| LAKE GRACE | 123,532 | 1,339,042 | 188 | 283 | 1,52 | 0.21 |
| MINGENEW | 78,102 | 744,753 | 37 | 32 | 0.47 | 0.04 |
| MORAWA | 117,411 | 695,848 | 285 | 0 | 243 | 0.00 |
| MOUNT MARSHALL | 56,899 | 1,752,673 | 39 | 301 | 0.69 | 0.17 |
| MUKINBUDIN | 71,332 | 1,086,167 | 208 | 902 | 2.92 | 0.83 |
| NANNUP | 56,339 | 1,229,883 | 138 | 478 | 245 | 0.39 |
| NAREMBEEN | 75,240 | 1,704,280 | 19 | 647 | 0.25 | 0.38 |
| NUNGARIN | 16,227 | 425,267 | 0 | 307 | 0.00 | 0.72 |
| PERENJORI | 39,480 | 1,905,795 | 130 | 135 | 3.29 | 0.07 |
| PINGELLY | 113,641 | 1,130,911 | 353 | 704 | 3.11 | 0.62 |
| QUARADING | 114,511 | 1,488,290 | 165 | 241 | 1.44 | 0.16 |
| RAVENTHORPE | 251,976 | 689,822 | 567 | 772 | 2.25 | 1.12 |
| TAMMIN | 48,967 | 706,030 | 80 | 83 | 1.63 | 0.12 |
| THREE SPRINGS | 57,363 | 1,231,633 | 34 | 672 | 0.59 | 0.55 |
| TRAYNING | 76,785 | 835,450 | 0 | 688 | 0.00 | 0.82 |
| VICTORIA PLAINS | 57,482 | 1,588,109 | 121 | 1,417 | 2.11 | 0.89 |
| WAGIN | 270,681 | 736,224 | 268 | 390 | 0.99 | 0.53 |
| WANDERING | 23,001 | 612,035 | 54 | 101 | 2.35 | 0.17 |
| WEST ARTHUR | 53,628 | 1,374,224 | 47 | 879 | 0.88 | 0.64 |
| WEST TONIA | 24,039 | 794,340 | 0 | 278 | 0.00 | 0.35 |
| WICKEPIN | 62,004 | 1,054,106 | 87 | 222 | 1.40 | 0.21 |
| WILLIAMS | 69,997 | 824,328 | 88 | 407 | 1.26 | 0.49 |
| WONGAN-BALLIDU | 202,288 | 1,858,948 | 428 | 506 | 2.12 | 0.27 |
| WOODANILLING | 12,971 | 605,191 | 68 | 688 | 5.24 | 1.14 |

Sealed Road Area statistics and expenditure 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council [1] | Area [sq metres] | | Expenditure \$000s | | Expenditure \$ per square metre | |
|----------------|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|
| | Sealed roads in built up areas [2] | Sealed roads outside built up areas [3] | Sealed roads in built up areas [4] | Sealed roads outside built up areas [5] | Sealed roads in built up areas [6] | Sealed roads outside built up areas [7] |
| WYALKATEM | 120,199 | 776,578 | | 70 | 175 | 0.58 |
| YILGARN | 123,525 | 1,911,391 | | 132 | 731 | 1.07 |
| Group | 4,884,468 | 61,506,394 | | 10,275 | 30,337 | 0.49 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.10 | 0.62 |
| | | | | | 2.99 | |

**Sealed road age 2019-20
Small country shires (populations less than 2,000)**

Appendix 19

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|----------------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|------------------------------|-----|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Roads outside built up areas | |
| BEVERLEY | 13 | 23 | 14 | 23 | 204 | 24 | 16 | |
| BODDINGTON | 11 | 26 | 23 | 14 | 86 | 29 | | 24 |
| BOYUP BROOK | 10 | 37 | 28 | 0 | 207 | 36 | | 25 |
| BROOKTON | 10 | 29 | 29 | 0 | 95 | 31 | | 31 |
| BROOMEHILL-TAMBELLUP | 12 | 35 | 27 | 0 | 220 | 31 | | 13 |
| BRUCE ROCK | 14 | 52 | 19 | 5 | 430 | 34 | | 20 |
| CARNAMAH | 13 | 30 | 15 | 22 | 161 | 36 | | 20 |
| CHAPMAN VALLEY | 7 | 12 | 13 | 0 | 180 | 20 | | 11 |
| COOROW | 23 | 41 | 22 | 15 | 196 | 29 | | 22 |
| CORRIGIN | 13 | 55 | 61 | 46 | 317 | 43 | | 33 |
| CRANBROOK | 8 | 38 | 22 | 33 | 292 | 36 | | 22 |
| CUBALLING | 1 | 29 | 17 | 0 | 162 | 27 | | 16 |
| CUNDERDIN | 19 | 41 | 21 | 7 | 230 | 48 | | 25 |
| DALWALLINU | 22 | 38 | 17 | 15 | 465 | 33 | | 14 |
| DOWERIN | 7 | 36 | 28 | 22 | 165 | 41 | | 20 |
| DUMBLEYUNG | 7 | 47 | 32 | 0 | 226 | 28 | | 9 |
| GNOWANGERUP | 17 | 35 | 12 | 0 | 209 | 31 | | 11 |
| GOOMALLING | 7 | 47 | 26 | 0 | 104 | 44 | | 24 |
| JERRAMUNGUP | 14 | 30 | 29 | 16 | 190 | 30 | | 16 |
| KELLERBERRIN | 18 | 42 | 23 | 11 | 216 | 42 | | 32 |
| KENT | 6 | 33 | 27 | 0 | 143 | 25 | | 17 |
| KOJONUP | 15 | 36 | 23 | 57 | 234 | 43 | | 25 |
| KONDININ | 12 | 43 | 19 | 0 | 181 | 38 | | 24 |
| KOORDA | 7 | 31 | 17 | 0 | 242 | 40 | | 15 |
| KULIN | 7 | 47 | 31 | 0 | 216 | 34 | | 20 |

Sealed road age 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

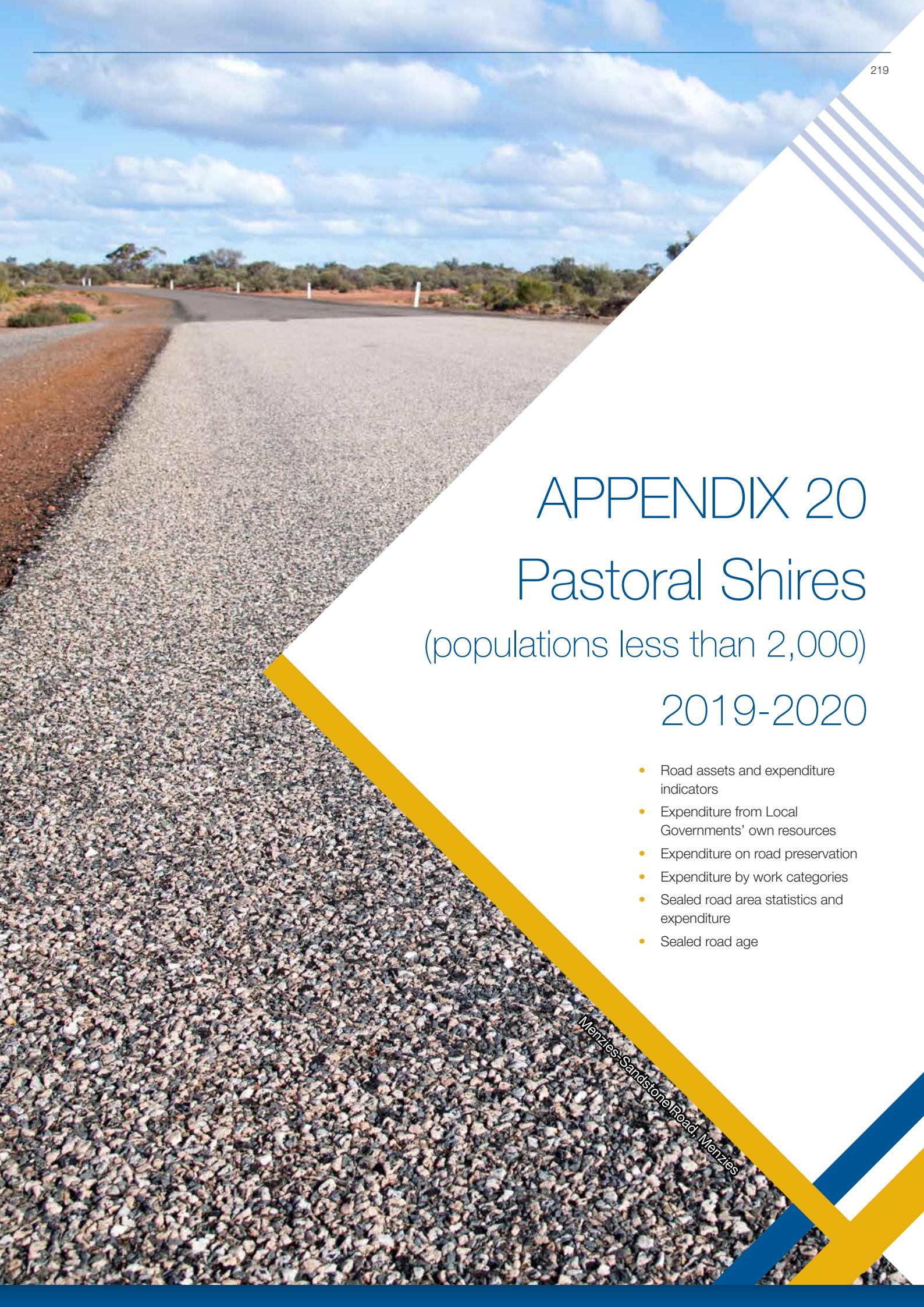
| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|-----------------|-------------------------|------------------------------|----------------------------------|----------------------------------|------------------------------|------------------------------|----------------------------------|----|
| | Length km [1] | Pavement age years [2] | Sprayed seal age years [3] | Asphalt seal age years [5] | Length km [6] | Pavement age years [7] | Sprayed seal age years [8] | |
| LAKE GRACE | 16 | 46 | 33 | 0 | 193 | 20 | | 14 |
| MINGENEW | 10 | 35 | 17 | 18 | 133 | 25 | | 13 |
| MORAWA | 13 | 46 | 22 | 14 | 126 | 40 | | 18 |
| OUNT MARSHALL | 8 | 26 | 23 | 0 | 292 | 34 | | 21 |
| MUKINBUDIN | 9 | 56 | 34 | 0 | 179 | 58 | | 33 |
| NANNUP | 7 | 46 | 30 | 0 | 200 | 35 | | 27 |
| NAREMBEEN | 9 | 58 | 28 | 18 | 284 | 44 | | 25 |
| NUNGARIN | 3 | 0 | 0 | 0 | 103 | 50 | | 35 |
| PERENJORI | 5 | 27 | 14 | 0 | 259 | 24 | | 11 |
| PINGELLY | 16 | 52 | 36 | 0 | 180 | 19 | | 15 |
| QUARADING | 13 | 16 | 17 | 15 | 257 | 48 | | 30 |
| RAVENSTHORPE | 35 | 17 | 16 | 14 | 98 | 18 | | 17 |
| TAMMIN | 6 | 36 | 30 | 21 | 126 | 39 | | 27 |
| THREE SPRINGS | 7 | 24 | 16 | 12 | 168 | 23 | | 14 |
| TRAYNING | 9 | 14 | 15 | 6 | 139 | 45 | | 32 |
| VICTORIA PLAINS | 7 | 54 | 27 | 0 | 246 | 46 | | 20 |
| WAGIN | 28 | 26 | 24 | 24 | 143 | 25 | | 20 |
| WANDERING | 3 | 39 | 37 | 0 | 89 | 34 | | 22 |
| WEST ARTHUR | 6 | 39 | 27 | 9 | 221 | 45 | | 27 |
| WESTONIA | 3 | 37 | 37 | 0 | 115 | 48 | | 35 |
| WICKEPIN | 9 | 37 | 27 | 0 | 156 | 31 | | 17 |
| WILLIAMS | 8 | 101 | 32 | 5 | 126 | 35 | | 19 |
| WONGAN-BALIDU | 22 | 31 | 26 | 30 | 331 | 33 | | 24 |
| WOODANILLING | 2 | 25 | 22 | 0 | 87 | 37 | | 23 |

Sealed road age 2019-20 [continued]
Small country shires (populations less than 2,000)

Appendix 19

| Council | Roads in built up areas | | | | Roads outside built up areas | | |
|-------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|--------------------|------------------------|
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | Length km | Pavement age years | Sprayed seal age years |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| WYALKATECHM | 11 | 28 | 26 | 0 | 133 | 28 | 20 |
| YILGARN | 14 | 37 | 13 | 0 | 287 | 23 | 13 |
| Group | | 37 | 24 | 19 | | 35 | 21 |

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APPENDIX 20

Pastoral Shires

(populations less than 2,000)

2019-2020

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Expenditure on road preservation
- Expenditure by work categories
- Sealed road area statistics and expenditure
- Sealed road age

Menzies-Sandstone Road, Menzies

Road assets & expenditure indicators 2019-20

Pastoral shires (populations less than 2,000)

Appendix 20

| Council | Indicators | | | | |
|-----------------|------------|------|-------------------------------|-----------------------------------|---------------------------------|
| | [1] | [2] | Road asset consumption [3] | Sealed road sustainability [4] | Preservation performance [5] |
| CUE | 0.59 | 4.3% | 35% | 0.55 | |
| DUNDAS | 0.53 | 4.0% | 81% | 0.50 | |
| LAVERTON | 0.50 | 4.8% | 33% | 0.97 | |
| LEONORA | 0.54 | 4.5% | 34% | 0.59 | |
| MEEKATHARRA | 0.53 | 4.7% | 100% | 0.58 | |
| MENZIES | 0.55 | 5.2% | 5% | 1.06 | |
| MOUNT MAGNET | 0.53 | 4.5% | 40% | 0.54 | |
| MURCHISON | 0.58 | 4.7% | 54% | 0.92 | |
| NGAANYATJARRAKU | 0.54 | 5.2% | 0% | 1.71 | |
| SANDSTONE | 0.56 | 5.3% | 0% | 1.47 | |
| SHARK BAY | 0.55 | 4.2% | 100% | 0.79 | |
| UPPER GASCOYNE | 0.62 | 4.1% | 5% | 0.48 | |
| WILUNA | 0.53 | 5.2% | 134% | 1.09 | |
| YALGOO | 0.57 | 4.7% | 9% | 0.50 | |
| Group Average | 0.56 | 4.6% | 44% | 0.81 | |
| State Average | 0.55 | 2.4% | 59% | 0.75 | |

Expenditure from Local Governments' own resources 2019-20
Pastoral shires (populations less than 2,000)

Appendix 20

| Council | Total Council expenditure \$000s | Expenditure from Councils' own resources \$000s | % of total road expenditure | % Revenue capacity needed to meet net road preservation needs | Total road expenditure (from own resources) as % of revenue capacity | Total road preservation expenditure (from own resources) as % of revenue capacity | Expenditure \$ per person |
|-----------------|-------------------------------------|--|-----------------------------|---|--|---|---------------------------|
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| CUE | 3,278 | 928 | 28% | 109% | 32% | 30% | 6,629 |
| DUNDAS | 1,588 | 157 | 10% | 63% | 5% | 5% | 221 |
| LAVERTON | 11,504 | 2,546 | 22% | 96% | 44% | 21% | 2,095 |
| LEONORA | 2,958 | 1,407 | 48% | 50% | 19% | 14% | 909 |
| MEEKATHARRA | 3,476 | 829 | 24% | 114% | 13% | 12% | 856 |
| MENZIES | 3,181 | 748 | 24% | 76% | 14% | 14% | 1,425 |
| MOUNT MAGNET | 975 | 203 | 21% | 75% | 8% | 6% | 452 |
| MURCHISON | 6,403 | 1,807 | 28% | 161% | 54% | 54% | 11,154 |
| NGAANYATJARRAKU | 5,349 | 55 | 1% | 100% | 2% | 2% | 31 |
| SANDSTONE | 2,095 | 892 | 43% | 124% | 38% | 38% | 11,436 |
| SHARK BAY | 1,505 | 40 | 3% | 106% | 2% | 2% | 42 |
| UPPER GASCOYNE | 17,292 | 1,089 | 6% | 162% | 31% | 31% | 3,755 |
| WILLUNA | 3,103 | 867 | 28% | 100% | 17% | 13% | 1,268 |
| YALGOO | 3,144 | 675 | 21% | 104% | 20% | 17% | 1,923 |
| Group Average | 65,851 | 12,243 | 19% | 99% | 21% | 18% | 1,243 |
| State Average | 925,865 | 488,657 | 53% | 24% | 19% | 14% | 183 |

Total Expenditure includes flood damage.

**Expenditure on road preservation 2019-20
Pastoral shires (populations less than 2,000)**

Appendix 20

| Council | Preservation expenditure \$000s | | | | | | Preservation expenditure \$/km | | | |
|-----------------|---------------------------------|-------------------------------------|--------------|--------------|---------|----------------|--------------------------------|-----------------------------|------------------------|------------------------|
| | Sealed roads in built up areas | Sealed roads outside built up areas | Gravel roads | Formed roads | Total | Built up areas | | Sealed roads \$ per lane km | Gravel roads \$ per km | Formed roads \$ per km |
| | | | | | | [6] | [7] | | | |
| CUE | [2] | [3] | [4] | | | | | | | |
| DUNDAS | 527 | 255 | 2,377 | 4 | 3,163 | 42,312 | 1,151 | 6,978 | 15 | 15 |
| LAVERTON | 254 | 217 | 345 | 0 | 816 | 5,207 | 4,948 | 1,174 | 0 | 0 |
| LEONORA | 256 | 113 | 5,357 | 0 | 5,726 | 12,285 | 916 | 8,153 | 0 | 0 |
| MEEKATHARRA | 425 | 4 | 650 | 496 | 1,576 | 20,312 | 90 | 1,075 | 1,308 | 680 |
| MENZIES | 224 | 869 | 1,906 | 337 | 3,336 | 5,013 | 5,956 | 1,317 | | |
| MOUNT MAGNET | 196 | 0 | 1,169 | 1,817 | 3,182 | 42,996 | 0 | 1,705 | 3,055 | 0 |
| MURCHISON | 224 | 0 | 492 | 0 | 716 | 7,445 | 0 | 2,435 | | |
| NGAANYATJARRAKU | 6 | 764 | 5,539 | 88 | 6,397 | 87,500 | 2,427 | 11,118 | 93 | 93 |
| SANDSTONE | 0 | 0 | 3,964 | 552 | 4,516 | 0 | 0 | 8,003 | 742 | 742 |
| SHARK BAY | 0 | 0 | 2,095 | 0 | 2,095 | 0 | 0 | 6,848 | 0 | 0 |
| UPPER GASCOYNE | 647 | 0 | 0 | 858 | 1,505 | 24,073 | 0 | 0 | 5,209 | 5,209 |
| WILUNA | 41 | 119 | 15,071 | 795 | 16,026 | 7,886 | 943 | 20,325 | 943 | 943 |
| YALGOO | 128 | 151 | 1,568 | 1,027 | 2,874 | 11,945 | 7,277 | 2,345 | 1,774 | 1,774 |
| Group Average | 113 | 2 | 940 | 1,408 | 2,464 | 14,814 | 10 | 6,078 | 1,912 | 1,912 |
| State Average | 3,041 | 2,495 | 41,474 | 7,382 | 54,392 | 12,193 | 2,221 | 5,512 | 952 | 952 |
| | 377,540 | 94,597 | 151,688 | 14,978 | 638,804 | 10,653 | 2,169 | 36,859 | 21,063 | 21,063 |

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2019-20
Pastoral shires (populations less than 2,000)

Appendix 20

| Council | Expenditure on roads and bridges - \$000s | | | | % Road expenditure spent on | | | | Preservation | |
|-----------------|---|---------|-----------------|-------------------|-----------------------------|-------------|---------|-----------------|-------------------|-----------------------------|
| | Maintenance | Renewal | Capital upgrade | Capital expansion | Total | Maintenance | Renewal | Capital upgrade | Capital expansion | Required expenditure \$000s |
| [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] | [9] | [10] | [11] |
| CUE | 2,471 | 692 | 115 | 0 | 3,278 | 75.4% | 21.1% | 3.5% | 0.0% | 2,550 |
| DUNDAS | 233 | 583 | 38 | 734 | 1,588 | 14.7% | 36.7% | 2.4% | 46.2% | 1,643 |
| LAVERTON | 2,266 | 3,460 | 5,599 | 179 | 11,504 | 19.7% | 30.1% | 48.7% | 1.6% | 3,191 |
| LEONORA | 932 | 644 | 1,382 | 0 | 2,958 | 31.5% | 21.8% | 46.7% | 0.0% | 2,661 |
| MEEKATHARRA | 813 | 2,523 | 143 | 0 | 3,479 | 23.4% | 72.5% | 4.1% | 0.0% | 5,738 |
| MENZIES | 1,001 | 2,181 | 0 | 0 | 3,182 | 31.5% | 68.5% | 0.0% | 0.0% | 3,011 |
| MOUNT MAGNET | 529 | 187 | 259 | 0 | 975 | 54.3% | 19.2% | 26.6% | 0.0% | 1,190 |
| MURCHISON | 3,675 | 2,728 | 0 | 0 | 6,403 | 57.4% | 42.6% | 0.0% | 0.0% | 4,067 |
| NGAANYATJARRAKU | 1,778 | 2,738 | 342 | 435 | 5,293 | 33.6% | 51.7% | 6.5% | 8.2% | 2,635 |
| SANDSTONE | 930 | 1,165 | 0 | 0 | 2,095 | 44.4% | 55.6% | 0.0% | 0.0% | 1,418 |
| SHARK BAY | 667 | 838 | 0 | 0 | 1,505 | 44.3% | 55.7% | 0.0% | 0.0% | 1,899 |
| UPPER GASCOYNE | 755 | 15,271 | 1,266 | 0 | 17,292 | 4.4% | 88.3% | 7.3% | 0.0% | 4,205 |
| WILUNA | 2,235 | 639 | 210 | 19 | 3,103 | 72.0% | 20.6% | 6.8% | 0.6% | 2,637 |
| YALGOO | 2,464 | 0 | 680 | 0 | 3,144 | 78.4% | 0.0% | 21.6% | 0.0% | 2,665 |
| Group Average | 20,749 | 33,649 | 10,034 | 1,367 | 65,799 | 31.5% | 51.1% | 15.2% | 2.1% | 39,511 |
| State Average | 357,672 | 289,212 | 199,684 | 79,265 | 925,833 | 38.6% | 31.2% | 21.6% | 8.6% | 800,765 |

Renewal and Total Expenditure includes flood damage.

*Excludes expenditure on
flood damage*

**Sealed road area statistics and expenditure 2019-20
Pastoral shires (populations less than 2,000)**

Appendix 20

| Council [1] | Area [sq metres] [2] | | Expenditure \$000s [4] | | Expenditure \$ per square metre [6] | |
|-----------------|---------------------------------------|--|---------------------------------------|--|--|--|
| | Sealed roads in built up areas [3] | Sealed roads outside built up areas [5] | Sealed roads in built up areas [4] | Sealed roads outside built up areas [5] | Sealed roads in built up areas [6] | Sealed roads outside built up areas [7] |
| CUE | 43,593 | 776,166 | 527 | 255 | 12.09 | 0.33 |
| DUNDAS | 170,726 | 153,488 | 254 | 217 | 1.49 | 1.41 |
| LAVERTON | 72,932 | 431,754 | 256 | 113 | 3.51 | 0.26 |
| LEONORA | 73,234 | 170,026 | 425 | 4 | 5.80 | 0.03 |
| MEEKATHARRA | 156,407 | 510,986 | 224 | 869 | 1.43 | 1.70 |
| MENZIES | 15,955 | 311,913 | 196 | 0 | 12.28 | 0.00 |
| MOUNT MAGNET | 105,304 | 96,252 | 224 | 0 | 2.13 | 0.00 |
| MURCHISON | 240 | 1,101,130 | 6 | 764 | 25.00 | 0.69 |
| NGAANYATJARRAKU | 58,030 | 264,317 | 0 | 0 | 0.00 | 0.00 |
| SANDSTONE | 33,847 | 85,391 | 0 | 0 | 0.00 | 0.00 |
| SHARK BAY | 94,069 | 198,585 | 647 | 0 | 6.88 | 0.00 |
| UPPER GASCOYNE | 18,369 | 529,258 | 41 | 119 | 2.23 | 0.22 |
| WILUNA | 37,450 | 72,468 | 128 | 151 | 3.41 | 2.08 |
| YALGOO | 26,698 | 885,385 | 113 | 2 | 4.23 | 0.00 |
| Group | 906,853 | 5,587,118 | 3,041 | 2,495 | 3.35 | 0.45 |
| State | 126,144,665 | 152,999,408 | 377,540 | 94,597 | 2.99 | 0.62 |

**Sealed road age 2019-20
Pastoral shires (populations less than 2,000)**

Appendix 20

| Council | Roads in built up areas | | | | Roads outside built up areas | | | |
|-----------------|-------------------------|--------------------|------------------------|------------------------|------------------------------|-----------|--------------------|------------------------|
| | [1] | [2] | [3] | [4] | [5] | [6] | [7] | [8] |
| | Length km | Pavement age years | Sprayed seal age years | Asphalt seal age years | | Length km | Pavement age years | Sprayed seal age years |
| CUE | 6 | 25 | 12 | 0 | | 100 | 14 | 13 |
| DUNDAS | 22 | 36 | 21 | 21 | | 22 | 22 | 14 |
| LAVERTON | 8 | 38 | 26 | 24 | | 62 | 28 | 17 |
| LEONORA | 10 | 31 | 14 | 11 | | 21 | 25 | 18 |
| MEEKATHARRA | 13 | 49 | 20 | 19 | | 72 | 22 | 11 |
| MENZIES | 2 | 27 | 8 | 0 | | 42 | 20 | 12 |
| MOUNT MAGNET | 15 | 28 | 18 | 0 | | 12 | 20 | 19 |
| MURCHISON | 0 | 8 | 8 | 0 | | 170 | 13 | 13 |
| NGAANYATJARRAKU | 10 | 15 | 15 | 0 | | 39 | 15 | 15 |
| SANDSTONE | 4 | 14 | 14 | 11 | | 12 | 10 | 8 |
| SHARK BAY | 12 | 31 | 16 | 5 | | 28 | 19 | 14 |
| UPPER GASCOYNE | 2 | 17 | 4 | 0 | | 73 | 15 | 5 |
| WILUNA | 5 | 22 | 22 | 0 | | 11 | 27 | 25 |
| YALGOO | 2 | 25 | 10 | 0 | | 187 | 16 | 13 |
| Group | | 26 | 15 | 15 | | | 19 | 14 |

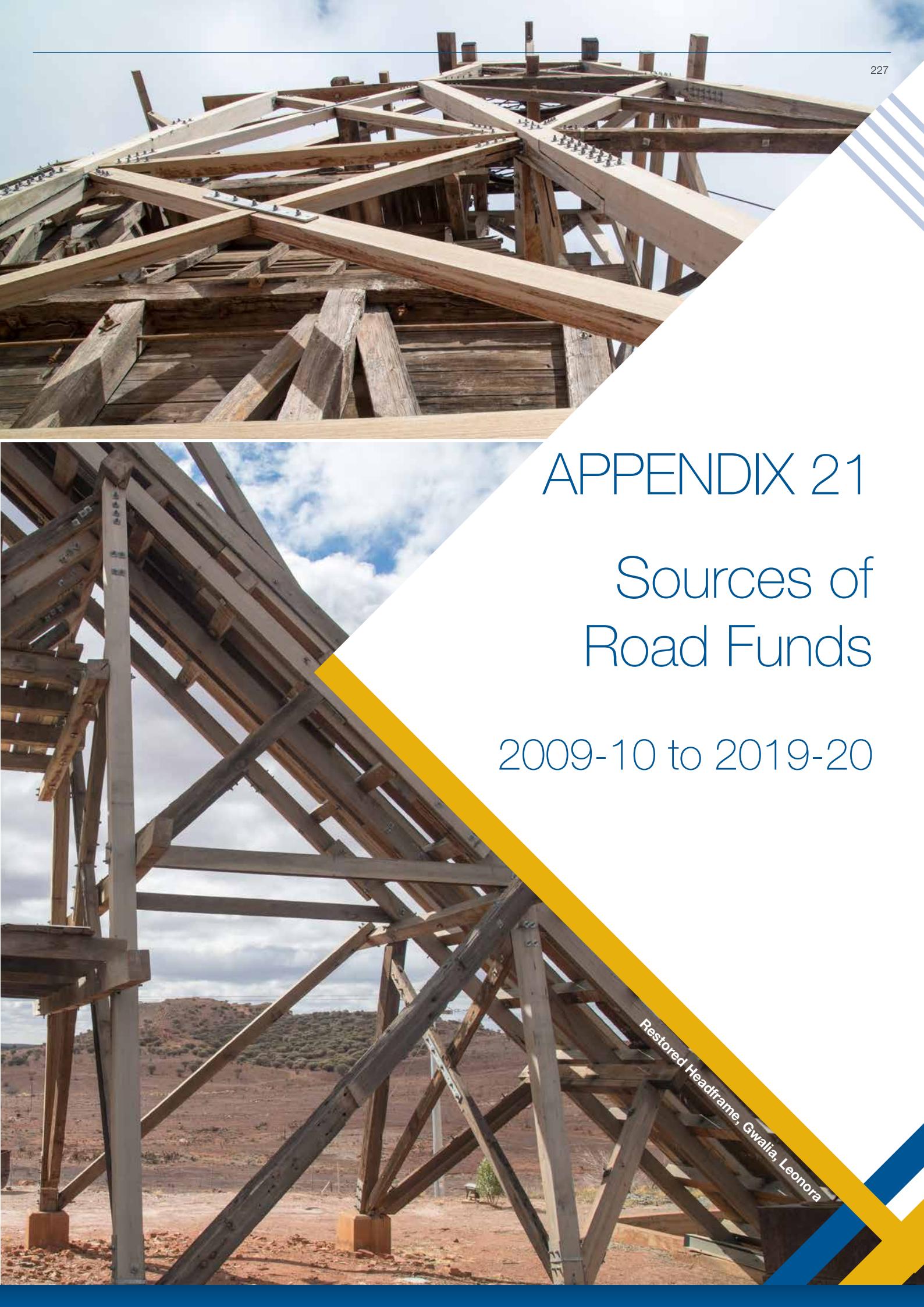
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APPENDIX 21

Sources of Road Funds

2009-10 to 2019-20

Restored Headframe, Gwalia, Leonora



Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total \$000s |
|------------------------|---------|-------|--------|-------|---------|-------|---------------|--------|-----------------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | |
| Gascoyne Region | | | | | | | | | |
| 2009-10 | 3,649 | 44.6% | 3,171 | 38.8% | 0 | 0.0% | 1,354 | 16.6% | 8,174 |
| 2010-11 | 4,170 | 23.3% | 12,354 | 68.9% | 30 | 0.2% | 1,365 | 7.6% | 17,919 |
| 2011-12 | 3,931 | 13.5% | 22,765 | 77.9% | 44 | 0.2% | 2,471 | 8.5% | 29,211 |
| 2012-13 | 3,395 | 19.3% | 8,340 | 47.5% | 178 | 1.0% | 5,654 | 32.2% | 17,567 |
| 2013-14 | 3,165 | 32.1% | 3,160 | 32.0% | 35 | 0.4% | 3,514 | 35.6% | 9,874 |
| 2014-15 | 3,286 | 38.9% | 2,552 | 30.2% | 8 | 0.1% | 2,607 | 30.8% | 8,453 |
| 2015-16 | 4,594 | 39.5% | 4,426 | 38.1% | 8 | 0.1% | 2,594 | 22.3% | 11,622 |
| 2016-17 | 4,679 | 26.5% | 11,053 | 62.6% | 34 | 0.2% | 1,901 | 10.8% | 17,667 |
| 2017-18 | 6,705 | 33.0% | 11,742 | 57.8% | 9 | 0.0% | 1,866 | 9.2% | 20,322 |
| 2018-19 | 7,000 | 22.8% | 21,519 | 70.0% | 1,731 | 5.6% | 510 | 1.7% | 30,760 |
| 2019-20 | 5,392 | 23.8% | 15,769 | 69.7% | 13 | 0.1% | 1,450 | 6.4% | 22,624 |
| Carnarvon | | | | | | | | | |
| 2009-10 | 1,445 | 48.8% | 583 | 19.7% | 0 | 0.0% | 932 | 31.5% | 2,960 |
| 2010-11 | 1,381 | 13.3% | 8,542 | 82.1% | 0 | 0.0% | 486 | 4.7% | 10,409 |
| 2011-12 | 1,649 | 9.7% | 13,919 | 81.9% | 0 | 0.0% | 1,422 | 8.4% | 16,990 |
| 2012-13 | 1,406 | 27.1% | 794 | 15.3% | 0 | 0.0% | 2,989 | 57.6% | 5,189 |
| 2013-14 | 1,503 | 43.4% | 867 | 25.0% | 0 | 0.0% | 1,093 | 31.6% | 3,463 |
| 2014-15 | 1,132 | 46.9% | 879 | 36.4% | 0 | 0.0% | 401 | 16.6% | 2,412 |
| 2015-16 | 1,100 | 37.2% | 884 | 29.9% | 0 | 0.0% | 973 | 32.9% | 2,957 |
| 2016-17 | 1,132 | 52.6% | 760 | 35.3% | 0 | 0.0% | 260 | 12.1% | 2,152 |
| 2017-18 | 2,962 | 66.0% | 947 | 21.1% | 0 | 0.0% | 581 | 12.9% | 4,490 |
| 2018-19 | 4,345 | 78.2% | 978 | 17.6% | 0 | 0.0% | 236 | 4.2% | 5,559 |
| 2019-20 | 1,848 | 73.0% | 683 | 27.0% | 0 | 0.0% | 0 | 0.0% | 2,531 |
| Exmouth | | | | | | | | | |
| 2009-10 | 501 | 34.1% | 415 | 28.3% | 0 | 0.0% | 553 | 37.6% | 1,469 |
| 2010-11 | 560 | 34.6% | 359 | 22.2% | 0 | 0.0% | 699 | 43.2% | 1,618 |
| 2011-12 | 675 | 24.8% | 1,668 | 61.3% | 0 | 0.0% | 376 | 13.8% | 2,719 |
| 2012-13 | 567 | 22.2% | 1,383 | 54.2% | 0 | 0.0% | 604 | 23.6% | 2,554 |
| 2013-14 | 361 | 15.2% | 541 | 22.8% | 0 | 0.0% | 1,471 | 62.0% | 2,373 |
| 2014-15 | 484 | 18.2% | 515 | 19.3% | 0 | 0.0% | 1,663 | 62.5% | 2,662 |
| 2015-16 | 672 | 19.6% | 1,935 | 56.5% | 0 | 0.0% | 819 | 23.9% | 3,426 |
| 2016-17 | 847 | 51.6% | 441 | 26.9% | 0 | 0.0% | 353 | 21.5% | 1,641 |
| 2017-18 | 797 | 52.0% | 344 | 22.5% | 0 | 0.0% | 391 | 25.5% | 1,532 |
| 2018-19 | 615 | 18.6% | 2,671 | 80.6% | 0 | 0.0% | 29 | 0.9% | 3,315 |
| 2019-20 | 692 | 53.4% | 283 | 21.8% | 0 | 0.0% | 321 | 24.8% | 1,296 |
| Shark Bay | | | | | | | | | |
| 2009-10 | 831 | 54.9% | 684 | 45.1% | 0 | 0.0% | 0 | 0.0% | 1,515 |
| 2010-11 | 436 | 46.7% | 595 | 63.8% | 30 | 3.2% | -128 | -13.7% | 933 |
| 2011-12 | 573 | 33.1% | 787 | 45.4% | 44 | 2.5% | 329 | 19.0% | 1,733 |
| 2012-13 | 227 | 15.2% | 1,010 | 67.8% | 178 | 12.0% | 74 | 5.0% | 1,489 |
| 2013-14 | 507 | 33.8% | 758 | 50.5% | 35 | 2.3% | 202 | 13.4% | 1,502 |
| 2014-15 | 422 | 38.9% | 640 | 59.0% | 8 | 0.7% | 15 | 1.4% | 1,085 |
| 2015-16 | 698 | 41.9% | 608 | 36.5% | 8 | 0.5% | 353 | 21.2% | 1,667 |
| 2016-17 | 891 | 42.2% | 1,046 | 49.6% | 8 | 0.4% | 164 | 7.8% | 2,109 |
| 2017-18 | 1,039 | 48.9% | 827 | 39.0% | 9 | 0.4% | 248 | 11.7% | 2,123 |
| 2018-19 | 670 | 49.3% | 668 | 49.1% | 9 | 0.7% | 13 | 1.0% | 1,360 |
| 2019-20 | 783 | 52.0% | 669 | 44.5% | 13 | 0.9% | 40 | 2.7% | 1,505 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Upper Gascoyne | | | | | | | | | |
| 2009-10 | 872 | 39.1% | 1,489 | 66.8% | 0 | 0.0% | -131 | -5.9% | 2,230 |
| 2010-11 | 1,793 | 36.2% | 2,858 | 57.6% | 0 | 0.0% | 308 | 6.2% | 4,959 |
| 2011-12 | 1,034 | 13.3% | 6,391 | 82.3% | 0 | 0.0% | 344 | 4.4% | 7,769 |
| 2012-13 | 1,195 | 14.3% | 5,153 | 61.8% | 0 | 0.0% | 1,987 | 23.8% | 8,335 |
| 2013-14 | 794 | 31.3% | 994 | 39.2% | 0 | 0.0% | 748 | 29.5% | 2,536 |
| 2014-15 | 1,248 | 54.4% | 518 | 22.6% | 0 | 0.0% | 528 | 23.0% | 2,294 |
| 2015-16 | 2,124 | 59.5% | 999 | 28.0% | 0 | 0.0% | 449 | 12.6% | 3,572 |
| 2016-17 | 1,809 | 15.4% | 8,806 | 74.8% | 26 | 0.2% | 1,124 | 9.6% | 11,765 |
| 2017-18 | 1,907 | 15.7% | 9,624 | 79.0% | 0 | 0.0% | 646 | 5.3% | 12,177 |
| 2018-19 | 1,370 | 6.7% | 17,202 | 83.8% | 1,722 | 8.4% | 232 | 1.1% | 20,526 |
| 2019-20 | 2,069 | 12.0% | 14,134 | 81.7% | 0 | 0.0% | 1,089 | 6.3% | 17,292 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Goldfields - Esperance Region | | | | | | | | | |
| 2009-10 | 13,691 | 36.9% | 7,316 | 19.7% | 210 | 0.6% | 15,867 | 42.8% | 37,084 |
| 2010-11 | 14,270 | 34.7% | 9,642 | 23.4% | 1,100 | 2.7% | 16,145 | 39.2% | 41,157 |
| 2011-12 | 12,762 | 32.7% | 7,998 | 20.5% | 314 | 0.8% | 17,940 | 46.0% | 39,014 |
| 2012-13 | 13,245 | 28.5% | 12,793 | 27.6% | 173 | 0.4% | 20,211 | 43.5% | 46,422 |
| 2013-14 | 12,615 | 28.4% | 9,097 | 20.4% | 165 | 0.4% | 22,610 | 50.8% | 44,487 |
| 2014-15 | 12,331 | 26.0% | 14,088 | 29.8% | 0 | 0.0% | 20,929 | 44.2% | 47,348 |
| 2015-16 | 23,610 | 36.8% | 23,159 | 36.1% | 130 | 0.2% | 17,326 | 27.0% | 64,225 |
| 2016-17 | 17,584 | 36.3% | 12,459 | 25.7% | 40 | 0.1% | 18,423 | 38.0% | 48,506 |
| 2017-18 | 20,008 | 27.5% | 28,351 | 39.0% | 0 | 0.0% | 24,348 | 33.5% | 72,707 |
| 2018-19 | 19,489 | 28.9% | 21,892 | 32.4% | 258 | 0.4% | 25,902 | 38.4% | 67,541 |
| 2019-20 | 20,326 | 32.0% | 13,947 | 21.9% | 1,821 | 2.9% | 27,478 | 43.2% | 63,572 |
| Coolgardie | | | | | | | | | |
| 2009-10 | 650 | 35.2% | 740 | 40.0% | 0 | 0.0% | 459 | 24.8% | 1,849 |
| 2010-11 | 696 | 42.9% | 292 | 18.0% | 0 | 0.0% | 634 | 39.1% | 1,622 |
| 2011-12 | 813 | 49.9% | 237 | 14.6% | 0 | 0.0% | 578 | 35.5% | 1,628 |
| 2012-13 | 638 | 22.3% | 347 | 12.1% | 0 | 0.0% | 1,872 | 65.5% | 2,857 |
| 2013-14 | 789 | 42.2% | 238 | 12.7% | 165 | 8.8% | 678 | 36.3% | 1,870 |
| 2014-15 | 606 | 32.5% | 860 | 46.1% | 0 | 0.0% | 400 | 21.4% | 1,866 |
| 2015-16 | 905 | 53.8% | 284 | 16.9% | 94 | 5.6% | 400 | 23.8% | 1,683 |
| 2016-17 | 1,203 | 47.6% | 592 | 23.4% | 40 | 1.6% | 694 | 27.4% | 2,529 |
| 2017-18 | 1,441 | 51.3% | 679 | 24.2% | 0 | 0.0% | 691 | 24.6% | 2,811 |
| 2018-19 | 1,435 | 34.5% | 631 | 15.2% | 258 | 6.2% | 1,833 | 44.1% | 4,157 |
| 2019-20 | 860 | 31.8% | 745 | 27.5% | 0 | 0.0% | 1,101 | 40.7% | 2,706 |
| Dundas | | | | | | | | | |
| 2009-10 | 528 | 32.3% | 571 | 34.9% | 100 | 6.1% | 435 | 26.6% | 1,634 |
| 2010-11 | 795 | 44.2% | 395 | 21.9% | 0 | 0.0% | 610 | 33.9% | 1,800 |
| 2011-12 | 781 | 45.5% | 235 | 13.7% | 0 | 0.0% | 701 | 40.8% | 1,717 |
| 2012-13 | 557 | 29.6% | 597 | 31.7% | 0 | 0.0% | 727 | 38.6% | 1,881 |
| 2013-14 | 395 | 22.5% | 466 | 26.6% | 0 | 0.0% | 894 | 50.9% | 1,755 |
| 2014-15 | 376 | 15.5% | 1,179 | 48.7% | 0 | 0.0% | 865 | 35.7% | 2,420 |
| 2015-16 | 868 | 44.7% | 645 | 33.2% | 0 | 0.0% | 428 | 22.1% | 1,941 |
| 2016-17 | 666 | 55.0% | 546 | 45.0% | 0 | 0.0% | 0 | 0.0% | 1,212 |
| 2017-18 | 515 | 86.6% | 80 | 13.4% | 0 | 0.0% | 0 | 0.0% | 595 |
| 2018-19 | 884 | 56.7% | 307 | 19.7% | 0 | 0.0% | 368 | 23.6% | 1,559 |
| 2019-20 | 667 | 42.0% | 764 | 48.1% | 0 | 0.0% | 157 | 9.9% | 1,588 |
| Esperance | | | | | | | | | |
| 2009-10 | 3,526 | 34.4% | 1,680 | 16.4% | 0 | 0.0% | 5,032 | 49.2% | 10,238 |
| 2010-11 | 4,367 | 42.6% | 1,753 | 17.1% | 0 | 0.0% | 4,136 | 40.3% | 10,256 |
| 2011-12 | 4,493 | 41.3% | 1,989 | 18.3% | 0 | 0.0% | 4,405 | 40.5% | 10,887 |
| 2012-13 | 3,941 | 36.6% | 2,109 | 19.6% | 0 | 0.0% | 4,729 | 43.9% | 10,779 |
| 2013-14 | 2,525 | 22.8% | 2,133 | 19.2% | 0 | 0.0% | 6,423 | 58.0% | 11,081 |
| 2014-15 | 3,975 | 33.6% | 2,185 | 18.5% | 0 | 0.0% | 5,660 | 47.9% | 11,820 |
| 2015-16 | 6,502 | 47.7% | 1,856 | 13.6% | 0 | 0.0% | 5,275 | 38.7% | 13,633 |
| 2016-17 | 6,015 | 38.3% | 3,501 | 22.3% | 0 | 0.0% | 6,194 | 39.4% | 15,710 |
| 2017-18 | 5,517 | 34.2% | 3,083 | 19.1% | 0 | 0.0% | 7,535 | 46.7% | 16,135 |
| 2018-19 | 4,269 | 24.6% | 3,008 | 17.3% | 0 | 0.0% | 10,065 | 58.0% | 17,342 |
| 2019-20 | 5,070 | 29.9% | 2,969 | 17.5% | 0 | 0.0% | 8,936 | 52.6% | 16,975 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Kalgoorlie-Boulder | | | | | | | | | |
| 2009-10 | 2,287 | 23.3% | 1,113 | 11.4% | 110 | 1.1% | 6,295 | 64.2% | 9,805 |
| 2010-11 | 2,336 | 20.2% | 1,845 | 16.0% | 50 | 0.4% | 7,332 | 63.4% | 11,563 |
| 2011-12 | 1,714 | 13.9% | 1,705 | 13.8% | 75 | 0.6% | 8,839 | 71.7% | 12,333 |
| 2012-13 | 2,245 | 18.1% | 2,090 | 16.9% | 173 | 1.4% | 7,876 | 63.6% | 12,384 |
| 2013-14 | 2,998 | 22.6% | 2,202 | 16.6% | 0 | 0.0% | 8,076 | 60.8% | 13,276 |
| 2014-15 | 2,336 | 19.0% | 2,131 | 17.3% | 0 | 0.0% | 7,841 | 63.7% | 12,308 |
| 2015-16 | 6,149 | 39.3% | 1,881 | 12.0% | 0 | 0.0% | 7,611 | 48.7% | 15,641 |
| 2016-17 | 3,527 | 26.6% | 2,523 | 19.0% | 0 | 0.0% | 7,200 | 54.3% | 13,250 |
| 2017-18 | 4,298 | 24.0% | 6,948 | 38.7% | 0 | 0.0% | 6,688 | 37.3% | 17,934 |
| 2018-19 | 2,318 | 18.6% | 1,656 | 13.3% | 0 | 0.0% | 8,501 | 68.1% | 12,475 |
| 2019-20 | 3,093 | 19.1% | 1,454 | 9.0% | 0 | 0.0% | 11,661 | 71.9% | 16,208 |
| Laverton | | | | | | | | | |
| 2009-10 | 1,622 | 55.5% | 552 | 18.9% | 0 | 0.0% | 748 | 25.6% | 2,922 |
| 2010-11 | 802 | 16.2% | 2,503 | 50.6% | 1,050 | 21.2% | 593 | 12.0% | 4,948 |
| 2011-12 | 1,150 | 30.2% | 2,074 | 54.4% | 137 | 3.6% | 450 | 11.8% | 3,811 |
| 2012-13 | 1,244 | 18.0% | 4,677 | 67.8% | 0 | 0.0% | 981 | 14.2% | 6,902 |
| 2013-14 | 1,089 | 25.7% | 894 | 21.1% | 0 | 0.0% | 2,248 | 53.1% | 4,231 |
| 2014-15 | 911 | 21.1% | 2,599 | 60.3% | 0 | 0.0% | 800 | 18.6% | 4,310 |
| 2015-16 | 1,969 | 28.9% | 3,961 | 58.2% | 28 | 0.4% | 847 | 12.4% | 6,805 |
| 2016-17 | 1,199 | 25.3% | 2,855 | 60.2% | 0 | 0.0% | 689 | 14.5% | 4,743 |
| 2017-18 | 2,358 | 12.4% | 11,789 | 62.0% | 0 | 0.0% | 4,868 | 25.6% | 19,015 |
| 2018-19 | 1,491 | 10.4% | 10,286 | 72.1% | 0 | 0.0% | 2,491 | 17.5% | 14,268 |
| 2019-20 | 3,456 | 30.0% | 3,681 | 32.0% | 1,821 | 15.8% | 2,546 | 22.1% | 11,504 |
| Leonora | | | | | | | | | |
| 2009-10 | 879 | 45.9% | 271 | 14.2% | 0 | 0.0% | 763 | 39.9% | 1,913 |
| 2010-11 | 1,117 | 45.1% | 453 | 18.3% | 0 | 0.0% | 904 | 36.5% | 2,474 |
| 2011-12 | 1,019 | 37.9% | 322 | 12.0% | 102 | 3.8% | 1,244 | 46.3% | 2,687 |
| 2012-13 | 874 | 30.0% | 439 | 15.1% | 0 | 0.0% | 1,598 | 54.9% | 2,911 |
| 2013-14 | 593 | 23.0% | 413 | 16.0% | 0 | 0.0% | 1,568 | 60.9% | 2,574 |
| 2014-15 | 881 | 20.0% | 1,648 | 37.3% | 0 | 0.0% | 1,887 | 42.7% | 4,416 |
| 2015-16 | 1,402 | 46.5% | 432 | 14.3% | 8 | 0.3% | 1,171 | 38.9% | 3,013 |
| 2016-17 | 1,528 | 43.8% | 444 | 12.7% | 0 | 0.0% | 1,516 | 43.5% | 3,488 |
| 2017-18 | 1,181 | 23.0% | 1,517 | 29.5% | 0 | 0.0% | 2,443 | 47.5% | 5,141 |
| 2018-19 | 638 | 27.1% | 1,429 | 60.6% | 0 | 0.0% | 291 | 12.3% | 2,358 |
| 2019-20 | 1,138 | 38.5% | 413 | 14.0% | 0 | 0.0% | 1,407 | 47.6% | 2,958 |
| Menzies | | | | | | | | | |
| 2009-10 | 1,319 | 51.5% | 760 | 29.7% | 0 | 0.0% | 482 | 18.8% | 2,561 |
| 2010-11 | 1,263 | 52.5% | 485 | 20.1% | 0 | 0.0% | 659 | 27.4% | 2,407 |
| 2011-12 | 952 | 55.0% | 481 | 27.8% | 0 | 0.0% | 298 | 17.2% | 1,731 |
| 2012-13 | 1,552 | 45.4% | 827 | 24.2% | 0 | 0.0% | 1,037 | 30.4% | 3,416 |
| 2013-14 | 1,216 | 42.1% | 628 | 21.8% | 0 | 0.0% | 1,041 | 36.1% | 2,885 |
| 2014-15 | 1,139 | 37.7% | 794 | 26.2% | 0 | 0.0% | 1,092 | 36.1% | 3,025 |
| 2015-16 | 1,739 | 38.1% | 1,701 | 37.3% | 0 | 0.0% | 1,126 | 24.7% | 4,566 |
| 2016-17 | 1,075 | 64.0% | 178 | 10.6% | 0 | 0.0% | 428 | 25.5% | 1,681 |
| 2017-18 | 1,681 | 49.1% | 1,260 | 36.8% | 0 | 0.0% | 481 | 14.1% | 3,422 |
| 2018-19 | 1,420 | 26.6% | 2,622 | 49.1% | 0 | 0.0% | 1,303 | 24.4% | 5,345 |
| 2019-20 | 1,429 | 44.9% | 1,004 | 31.6% | 0 | 0.0% | 748 | 23.5% | 3,181 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Ngaanyatjarraku | | | | | | | | | |
| 2009-10 | 1,856 | 42.0% | 1,480 | 33.5% | 0 | 0.0% | 1,085 | 24.5% | 4,421 |
| 2010-11 | 1,765 | 44.5% | 1,686 | 42.5% | 0 | 0.0% | 512 | 12.9% | 3,963 |
| 2011-12 | 1,291 | 43.3% | 692 | 23.2% | 0 | 0.0% | 1,000 | 33.5% | 2,983 |
| 2012-13 | 1,092 | 36.3% | 1,320 | 43.8% | 0 | 0.0% | 600 | 19.9% | 3,012 |
| 2013-14 | 1,825 | 46.2% | 1,829 | 46.3% | 0 | 0.0% | 300 | 7.6% | 3,954 |
| 2014-15 | 1,198 | 31.3% | 2,296 | 59.9% | 0 | 0.0% | 338 | 8.8% | 3,832 |
| 2015-16 | 2,368 | 55.8% | 1,411 | 33.2% | 0 | 0.0% | 468 | 11.0% | 4,247 |
| 2016-17 | 1,555 | 43.1% | 1,510 | 41.9% | 0 | 0.0% | 541 | 15.0% | 3,606 |
| 2017-18 | 1,208 | 25.0% | 2,307 | 47.7% | 0 | 0.0% | 1,324 | 27.4% | 4,839 |
| 2018-19 | 4,719 | 73.5% | 1,516 | 23.6% | 0 | 0.0% | 183 | 2.9% | 6,418 |
| 2019-20 | 3,176 | 59.4% | 2,118 | 39.6% | 0 | 0.0% | 55 | 1.0% | 5,349 |
| Wiluna | | | | | | | | | |
| 2009-10 | 1,024 | 58.8% | 149 | 8.6% | 0 | 0.0% | 568 | 32.6% | 1,741 |
| 2010-11 | 1,129 | 53.2% | 230 | 10.8% | 0 | 0.0% | 765 | 36.0% | 2,124 |
| 2011-12 | 549 | 44.4% | 263 | 21.3% | 0 | 0.0% | 425 | 34.4% | 1,237 |
| 2012-13 | 1,102 | 48.3% | 387 | 17.0% | 0 | 0.0% | 791 | 34.7% | 2,280 |
| 2013-14 | 1,185 | 41.4% | 294 | 10.3% | 0 | 0.0% | 1,382 | 48.3% | 2,861 |
| 2014-15 | 909 | 27.1% | 396 | 11.8% | 0 | 0.0% | 2,046 | 61.1% | 3,351 |
| 2015-16 | 1,708 | 13.5% | 10,988 | 86.5% | 0 | 0.0% | 0 | 0.0% | 12,696 |
| 2016-17 | 816 | 35.7% | 310 | 13.6% | 0 | 0.0% | 1,161 | 50.8% | 2,287 |
| 2017-18 | 1,809 | 64.3% | 688 | 24.4% | 0 | 0.0% | 318 | 11.3% | 2,815 |
| 2018-19 | 2,315 | 64.0% | 437 | 12.1% | 0 | 0.0% | 867 | 24.0% | 3,619 |
| 2019-20 | 1,437 | 46.3% | 799 | 25.7% | 0 | 0.0% | 867 | 27.9% | 3,103 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Great Southern Region | | | | | | | | | |
| 2009-10 | 12,737 | 36.7% | 10,997 | 31.7% | 0 | 0.0% | 10,991 | 31.7% | 34,725 |
| 2010-11 | 12,577 | 34.4% | 10,016 | 27.4% | 0 | 0.0% | 13,980 | 38.2% | 36,573 |
| 2011-12 | 13,529 | 36.9% | 9,862 | 26.9% | 0 | 0.0% | 13,266 | 36.2% | 36,657 |
| 2012-13 | 11,901 | 28.0% | 13,807 | 32.4% | 0 | 0.0% | 16,851 | 39.6% | 42,559 |
| 2013-14 | 11,158 | 23.4% | 17,096 | 35.8% | 0 | 0.0% | 19,483 | 40.8% | 47,737 |
| 2014-15 | 11,964 | 32.9% | 8,673 | 23.9% | 152 | 0.4% | 15,540 | 42.8% | 36,329 |
| 2015-16 | 20,602 | 47.2% | 9,041 | 20.7% | 0 | 0.0% | 13,984 | 32.1% | 43,627 |
| 2016-17 | 18,604 | 33.7% | 14,345 | 26.0% | 1 | 0.0% | 22,183 | 40.2% | 55,133 |
| 2017-18 | 17,043 | 21.1% | 41,124 | 51.0% | 34 | 0.0% | 22,468 | 27.9% | 80,669 |
| 2018-19 | 16,622 | 23.4% | 31,138 | 43.8% | 0 | 0.0% | 23,359 | 32.8% | 71,119 |
| 2019-20 | 15,099 | 29.8% | 14,275 | 28.2% | 341 | 0.7% | 20,959 | 41.4% | 50,674 |
| Albany | | | | | | | | | |
| 2009-10 | 3,081 | 32.6% | 2,945 | 31.1% | 0 | 0.0% | 3,438 | 36.3% | 9,464 |
| 2010-11 | 2,931 | 22.8% | 3,547 | 27.6% | 0 | 0.0% | 6,368 | 49.6% | 12,846 |
| 2011-12 | 2,810 | 30.4% | 2,204 | 23.9% | 0 | 0.0% | 4,221 | 45.7% | 9,235 |
| 2012-13 | 2,744 | 27.8% | 2,203 | 22.4% | 0 | 0.0% | 4,908 | 49.8% | 9,855 |
| 2013-14 | 2,722 | 20.4% | 5,299 | 39.7% | 0 | 0.0% | 5,341 | 40.0% | 13,362 |
| 2014-15 | 2,552 | 28.3% | 1,697 | 18.8% | 0 | 0.0% | 4,761 | 52.8% | 9,010 |
| 2015-16 | 4,956 | 54.6% | 1,538 | 16.9% | 0 | 0.0% | 2,586 | 28.5% | 9,080 |
| 2016-17 | 3,933 | 29.5% | 1,466 | 11.0% | 0 | 0.0% | 7,951 | 59.6% | 13,350 |
| 2017-18 | 3,106 | 20.4% | 2,394 | 15.8% | 0 | 0.0% | 9,689 | 63.8% | 15,189 |
| 2018-19 | 3,040 | 21.3% | 1,426 | 10.0% | 0 | 0.0% | 9,815 | 68.7% | 14,281 |
| 2019-20 | 3,052 | 20.0% | 2,598 | 17.0% | 299 | 2.0% | 9,322 | 61.0% | 15,271 |
| Broomehill-Tambellup | | | | | | | | | |
| 2009-10 | 705 | 37.6% | 564 | 30.1% | 0 | 0.0% | 604 | 32.2% | 1,873 |
| 2010-11 | 947 | 46.1% | 414 | 20.1% | 0 | 0.0% | 695 | 33.8% | 2,056 |
| 2011-12 | 847 | 45.7% | 494 | 26.7% | 0 | 0.0% | 511 | 27.6% | 1,852 |
| 2012-13 | 740 | 22.8% | 1,688 | 52.0% | 0 | 0.0% | 820 | 25.2% | 3,248 |
| 2013-14 | 1,253 | 28.8% | 2,021 | 46.4% | 0 | 0.0% | 1,079 | 24.8% | 4,353 |
| 2014-15 | 813 | 25.9% | 1,297 | 41.3% | 0 | 0.0% | 1,034 | 32.9% | 3,144 |
| 2015-16 | 1,421 | 46.3% | 871 | 28.4% | 0 | 0.0% | 776 | 25.3% | 3,068 |
| 2016-17 | 1,189 | 27.5% | 2,255 | 52.1% | 0 | 0.0% | 881 | 20.4% | 4,325 |
| 2017-18 | 1,228 | 24.2% | 3,021 | 59.7% | 0 | 0.0% | 815 | 16.1% | 5,064 |
| 2018-19 | 1,687 | 31.6% | 2,824 | 52.8% | 0 | 0.0% | 835 | 15.6% | 5,346 |
| 2019-20 | 1,059 | 36.6% | 1,038 | 35.9% | 0 | 0.0% | 796 | 27.5% | 2,893 |
| Cranbrook | | | | | | | | | |
| 2009-10 | 1,045 | 50.8% | 850 | 41.3% | 0 | 0.0% | 163 | 7.9% | 2,058 |
| 2010-11 | 904 | 42.0% | 1,027 | 47.7% | 0 | 0.0% | 221 | 10.3% | 2,152 |
| 2011-12 | 1,139 | 49.6% | 851 | 37.0% | 0 | 0.0% | 308 | 13.4% | 2,298 |
| 2012-13 | 1,223 | 59.2% | 639 | 30.9% | 0 | 0.0% | 205 | 9.9% | 2,067 |
| 2013-14 | 596 | 26.0% | 800 | 34.8% | 0 | 0.0% | 900 | 39.2% | 2,296 |
| 2014-15 | 1,138 | 55.1% | 661 | 32.0% | 0 | 0.0% | 265 | 12.8% | 2,064 |
| 2015-16 | 2,113 | 43.1% | 1,213 | 24.8% | 0 | 0.0% | 1,575 | 32.1% | 4,901 |
| 2016-17 | 941 | 35.5% | 669 | 25.3% | 0 | 0.0% | 1,038 | 39.2% | 2,648 |
| 2017-18 | 1,215 | 33.8% | 1,237 | 34.5% | 0 | 0.0% | 1,138 | 31.7% | 3,590 |
| 2018-19 | 1,484 | 42.1% | 816 | 23.2% | 0 | 0.0% | 1,224 | 34.7% | 3,524 |
| 2019-20 | 1,069 | 34.8% | 727 | 23.7% | 0 | 0.0% | 1,274 | 41.5% | 3,070 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Denmark | | | | | | | | | |
| 2009-10 | 768 | 22.8% | 625 | 18.6% | 0 | 0.0% | 1,973 | 58.6% | 3,366 |
| 2010-11 | 635 | 23.9% | 517 | 19.4% | 0 | 0.0% | 1,509 | 56.7% | 2,661 |
| 2011-12 | 776 | 25.0% | 751 | 24.2% | 0 | 0.0% | 1,573 | 50.7% | 3,100 |
| 2012-13 | 906 | 18.1% | 2,614 | 52.3% | 0 | 0.0% | 1,481 | 29.6% | 5,001 |
| 2013-14 | 411 | 10.0% | 1,415 | 34.3% | 0 | 0.0% | 2,300 | 55.7% | 4,126 |
| 2014-15 | 576 | 16.5% | 1,308 | 37.5% | 0 | 0.0% | 1,604 | 46.0% | 3,488 |
| 2015-16 | 572 | 19.6% | 809 | 27.8% | 0 | 0.0% | 1,534 | 52.6% | 2,915 |
| 2016-17 | 1,260 | 32.2% | 1,033 | 26.4% | 0 | 0.0% | 1,617 | 41.4% | 3,910 |
| 2017-18 | 1,631 | 32.3% | 1,917 | 38.0% | 0 | 0.0% | 1,500 | 29.7% | 5,048 |
| 2018-19 | 1,122 | 18.8% | 3,746 | 62.7% | 0 | 0.0% | 1,109 | 18.6% | 5,977 |
| 2019-20 | 1,444 | 35.0% | 2,109 | 51.1% | 0 | 0.0% | 578 | 14.0% | 4,131 |
| Gnowangerup | | | | | | | | | |
| 2009-10 | 952 | 51.8% | 258 | 14.0% | 0 | 0.0% | 627 | 34.1% | 1,837 |
| 2010-11 | 850 | 48.2% | 319 | 18.1% | 0 | 0.0% | 593 | 33.7% | 1,762 |
| 2011-12 | 713 | 33.9% | 235 | 11.2% | 0 | 0.0% | 1,156 | 54.9% | 2,104 |
| 2012-13 | 861 | 38.7% | 395 | 17.8% | 0 | 0.0% | 968 | 43.5% | 2,224 |
| 2013-14 | 948 | 20.9% | 1,447 | 31.9% | 0 | 0.0% | 2,148 | 47.3% | 4,543 |
| 2014-15 | 899 | 47.9% | 153 | 8.2% | 0 | 0.0% | 825 | 44.0% | 1,877 |
| 2015-16 | 1,428 | 59.1% | 251 | 10.4% | 0 | 0.0% | 737 | 30.5% | 2,416 |
| 2016-17 | 1,255 | 23.7% | 2,283 | 43.1% | 0 | 0.0% | 1,763 | 33.3% | 5,301 |
| 2017-18 | 1,184 | 11.5% | 7,793 | 75.4% | 0 | 0.0% | 1,352 | 13.1% | 10,329 |
| 2018-19 | 897 | 17.5% | 3,085 | 60.0% | 0 | 0.0% | 1,156 | 22.5% | 5,138 |
| 2019-20 | 1,056 | 37.1% | 456 | 16.0% | 0 | 0.0% | 1,334 | 46.9% | 2,846 |
| Jerramungup | | | | | | | | | |
| 2009-10 | 896 | 45.9% | 402 | 20.6% | 0 | 0.0% | 656 | 33.6% | 1,954 |
| 2010-11 | 950 | 40.2% | 787 | 33.3% | 0 | 0.0% | 629 | 26.6% | 2,366 |
| 2011-12 | 993 | 26.6% | 1,981 | 53.0% | 0 | 0.0% | 765 | 20.5% | 3,739 |
| 2012-13 | 654 | 22.6% | 472 | 16.3% | 0 | 0.0% | 1,769 | 61.1% | 2,895 |
| 2013-14 | 518 | 18.3% | 608 | 21.5% | 0 | 0.0% | 1,699 | 60.1% | 2,825 |
| 2014-15 | 875 | 29.6% | 642 | 21.7% | 0 | 0.0% | 1,440 | 48.7% | 2,957 |
| 2015-16 | 1,394 | 46.2% | 622 | 20.6% | 0 | 0.0% | 1,004 | 33.2% | 3,020 |
| 2016-17 | 1,110 | 31.2% | 680 | 19.1% | 0 | 0.0% | 1,766 | 49.7% | 3,556 |
| 2017-18 | 1,176 | 20.9% | 3,343 | 59.5% | 0 | 0.0% | 1,100 | 19.6% | 5,619 |
| 2018-19 | 1,052 | 36.8% | 753 | 26.4% | 0 | 0.0% | 1,050 | 36.8% | 2,855 |
| 2019-20 | 1,045 | 38.9% | 762 | 28.3% | 42 | 1.6% | 839 | 31.2% | 2,688 |
| Kataning | | | | | | | | | |
| 2009-10 | 787 | 40.9% | 662 | 34.4% | 0 | 0.0% | 475 | 24.7% | 1,924 |
| 2010-11 | 857 | 47.8% | 436 | 24.3% | 0 | 0.0% | 499 | 27.8% | 1,792 |
| 2011-12 | 820 | 42.8% | 350 | 18.3% | 0 | 0.0% | 744 | 38.9% | 1,914 |
| 2012-13 | 525 | 17.1% | 1,073 | 35.0% | 0 | 0.0% | 1,466 | 47.8% | 3,064 |
| 2013-14 | 1,011 | 27.3% | 1,879 | 50.7% | 0 | 0.0% | 815 | 22.0% | 3,705 |
| 2014-15 | 704 | 36.4% | 605 | 31.3% | 0 | 0.0% | 624 | 32.3% | 1,933 |
| 2015-16 | 1,170 | 44.2% | 745 | 28.2% | 0 | 0.0% | 731 | 27.6% | 2,646 |
| 2016-17 | 914 | 21.8% | 2,193 | 52.4% | 0 | 0.0% | 1,080 | 25.8% | 4,187 |
| 2017-18 | 888 | 22.2% | 2,276 | 56.8% | 34 | 0.8% | 807 | 20.1% | 4,005 |
| 2018-19 | 843 | 35.9% | 342 | 14.6% | 0 | 0.0% | 1,160 | 49.5% | 2,345 |
| 2019-20 | 829 | 35.1% | 695 | 29.4% | 0 | 0.0% | 836 | 35.4% | 2,360 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Kent | | | | | | | | | |
| 2009-10 | 804 | 44.6% | 231 | 12.8% | 0 | 0.0% | 766 | 42.5% | 1,801 |
| 2010-11 | 862 | 48.8% | 314 | 17.8% | 0 | 0.0% | 590 | 33.4% | 1,766 |
| 2011-12 | 1,305 | 61.5% | 266 | 12.5% | 0 | 0.0% | 550 | 25.9% | 2,121 |
| 2012-13 | 955 | 44.2% | 356 | 16.5% | 0 | 0.0% | 848 | 39.3% | 2,159 |
| 2013-14 | 660 | 35.5% | 270 | 14.5% | 0 | 0.0% | 931 | 50.0% | 1,861 |
| 2014-15 | 691 | 38.4% | 257 | 14.3% | 0 | 0.0% | 850 | 47.3% | 1,798 |
| 2015-16 | 1,622 | 54.9% | 303 | 10.3% | 0 | 0.0% | 1,028 | 34.8% | 2,953 |
| 2016-17 | 1,498 | 56.5% | 376 | 14.2% | 0 | 0.0% | 779 | 29.4% | 2,653 |
| 2017-18 | 1,466 | 27.0% | 3,035 | 55.9% | 0 | 0.0% | 930 | 17.1% | 5,431 |
| 2018-19 | 1,235 | 33.4% | 2,046 | 55.4% | 0 | 0.0% | 414 | 11.2% | 3,695 |
| 2019-20 | 1,211 | 43.1% | 811 | 28.9% | 0 | 0.0% | 787 | 28.0% | 2,809 |
| Kojonup | | | | | | | | | |
| 2009-10 | 898 | 32.8% | 1,262 | 46.1% | 0 | 0.0% | 577 | 21.1% | 2,737 |
| 2010-11 | 943 | 37.0% | 905 | 35.5% | 0 | 0.0% | 700 | 27.5% | 2,548 |
| 2011-12 | 1,322 | 50.5% | 621 | 23.7% | 0 | 0.0% | 676 | 25.8% | 2,619 |
| 2012-13 | 929 | 22.1% | 2,341 | 55.8% | 0 | 0.0% | 925 | 22.1% | 4,195 |
| 2013-14 | 650 | 19.2% | 1,439 | 42.5% | 0 | 0.0% | 1,300 | 38.4% | 3,389 |
| 2014-15 | 1,009 | 38.8% | 721 | 27.7% | 0 | 0.0% | 870 | 33.5% | 2,600 |
| 2015-16 | 1,757 | 55.7% | 878 | 27.9% | 0 | 0.0% | 517 | 16.4% | 3,152 |
| 2016-17 | 2,159 | 64.1% | 421 | 12.5% | 0 | 0.0% | 786 | 23.4% | 3,366 |
| 2017-18 | 1,749 | 54.3% | 1,034 | 32.1% | 0 | 0.0% | 436 | 13.5% | 3,219 |
| 2018-19 | 1,749 | 32.6% | 1,098 | 20.5% | 0 | 0.0% | 2,521 | 47.0% | 5,368 |
| 2019-20 | 1,082 | 36.3% | 710 | 23.8% | 0 | 0.0% | 1,190 | 39.9% | 2,982 |
| Plantagenet | | | | | | | | | |
| 2009-10 | 1,393 | 33.6% | 1,725 | 41.6% | 0 | 0.0% | 1,030 | 24.8% | 4,148 |
| 2010-11 | 1,160 | 32.7% | 1,068 | 30.1% | 0 | 0.0% | 1,315 | 37.1% | 3,543 |
| 2011-12 | 1,277 | 33.1% | 991 | 25.7% | 0 | 0.0% | 1,589 | 41.2% | 3,857 |
| 2012-13 | 1,288 | 29.5% | 1,277 | 29.3% | 0 | 0.0% | 1,798 | 41.2% | 4,363 |
| 2013-14 | 766 | 18.8% | 1,171 | 28.8% | 0 | 0.0% | 2,131 | 52.4% | 4,068 |
| 2014-15 | 1,247 | 35.5% | 494 | 14.1% | 0 | 0.0% | 1,768 | 50.4% | 3,509 |
| 2015-16 | 1,974 | 37.3% | 643 | 12.2% | 0 | 0.0% | 2,675 | 50.5% | 5,292 |
| 2016-17 | 2,122 | 38.0% | 1,513 | 27.1% | 0 | 0.0% | 1,943 | 34.8% | 5,578 |
| 2017-18 | 1,387 | 25.0% | 596 | 10.7% | 0 | 0.0% | 3,574 | 64.3% | 5,557 |
| 2018-19 | 1,644 | 30.5% | 1,962 | 36.4% | 0 | 0.0% | 1,787 | 33.1% | 5,393 |
| 2019-20 | 1,540 | 24.3% | 2,593 | 41.0% | 0 | 0.0% | 2,196 | 34.7% | 6,329 |
| Ravensthorpe | | | | | | | | | |
| 2009-10 | 947 | 41.0% | 752 | 32.6% | 0 | 0.0% | 608 | 26.4% | 2,307 |
| 2010-11 | 1,022 | 46.4% | 378 | 17.2% | 0 | 0.0% | 801 | 36.4% | 2,201 |
| 2011-12 | 1,225 | 43.3% | 393 | 13.9% | 0 | 0.0% | 1,209 | 42.8% | 2,827 |
| 2012-13 | 669 | 29.2% | 133 | 5.8% | 0 | 0.0% | 1,487 | 65.0% | 2,289 |
| 2013-14 | 1,172 | 57.6% | 132 | 6.5% | 0 | 0.0% | 732 | 36.0% | 2,036 |
| 2014-15 | 1,020 | 36.2% | 303 | 10.8% | 152 | 5.4% | 1,339 | 47.6% | 2,814 |
| 2015-16 | 1,498 | 50.8% | 748 | 25.4% | 0 | 0.0% | 703 | 23.8% | 2,949 |
| 2018-19 | 1,673 | 31.5% | 1,063 | 20.0% | 1 | 0.0% | 2,579 | 48.5% | 5,316 |
| 2017-18 | 1,357 | 9.0% | 13,243 | 88.2% | 0 | 0.0% | 415 | 2.8% | 15,015 |
| 2018-19 | 1,203 | 7.7% | 12,878 | 82.3% | 0 | 0.0% | 1,576 | 10.1% | 15,657 |
| 2019-20 | 1,261 | 30.9% | 1,211 | 29.7% | 0 | 0.0% | 1,604 | 39.4% | 4,076 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Woodanilling | | | | | | | | | |
| 2009-10 | 461 | 36.7% | 721 | 57.4% | 0 | 0.0% | 74 | 5.9% | 1,256 |
| 2010-11 | 516 | 58.6% | 304 | 34.5% | 0 | 0.0% | 60 | 6.8% | 880 |
| 2011-12 | 302 | 30.5% | 725 | 73.2% | 0 | 0.0% | -36 | -3.6% | 991 |
| 2012-13 | 407 | 33.9% | 616 | 51.4% | 0 | 0.0% | 176 | 14.7% | 1,199 |
| 2013-14 | 451 | 38.4% | 615 | 52.4% | 0 | 0.0% | 107 | 9.1% | 1,173 |
| 2014-15 | 440 | 38.8% | 535 | 47.1% | 0 | 0.0% | 160 | 14.1% | 1,135 |
| 2015-16 | 697 | 56.4% | 420 | 34.0% | 0 | 0.0% | 118 | 9.6% | 1,235 |
| 2016-17 | 550 | 58.3% | 393 | 41.7% | 0 | 0.0% | 0 | 0.0% | 943 |
| 2017-18 | 656 | 25.2% | 1,235 | 47.4% | 0 | 0.0% | 712 | 27.4% | 2,603 |
| 2018-19 | 666 | 43.2% | 162 | 10.5% | 0 | 0.0% | 712 | 46.2% | 1,540 |
| 2019-20 | 451 | 37.0% | 565 | 46.3% | 0 | 0.0% | 203 | 16.7% | 1,219 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Kimberley Region | | | | | | | | | |
| 2009-10 | 5,920 | 32.9% | 5,032 | 27.9% | 33 | 0.2% | 7,021 | 39.0% | 18,006 |
| 2010-11 | 5,054 | 37.2% | 2,710 | 19.9% | 76 | 0.6% | 5,759 | 42.3% | 13,599 |
| 2011-12 | 5,676 | 30.9% | 5,555 | 30.2% | 648 | 3.5% | 6,515 | 35.4% | 18,394 |
| 2012-13 | 7,150 | 30.4% | 9,486 | 40.4% | 575 | 2.4% | 6,289 | 26.8% | 23,500 |
| 2013-14 | 3,787 | 21.7% | 6,338 | 36.4% | 174 | 1.0% | 7,133 | 40.9% | 17,432 |
| 2014-15 | 6,162 | 33.8% | 5,375 | 29.5% | 276 | 1.5% | 6,433 | 35.3% | 18,246 |
| 2015-16 | 9,997 | 39.3% | 9,984 | 39.3% | 149 | 0.6% | 5,285 | 20.8% | 25,415 |
| 2016-17 | 8,255 | 39.6% | 4,940 | 23.7% | 0 | 0.0% | 7,636 | 36.7% | 20,831 |
| 2017-18 | 7,535 | 20.2% | 22,234 | 59.5% | 22 | 0.1% | 7,589 | 20.3% | 37,380 |
| 2018-19 | 11,526 | 32.2% | 12,064 | 33.7% | 0 | 0.0% | 12,177 | 34.0% | 35,767 |
| 2019-20 | 8,554 | 31.6% | 5,409 | 20.0% | 0 | 0.0% | 13,078 | 48.4% | 27,041 |
| Broome | | | | | | | | | |
| 2009-10 | 1,797 | 34.9% | 908 | 17.6% | 12 | 0.2% | 2,438 | 47.3% | 5,155 |
| 2010-11 | 1,153 | 31.1% | 644 | 17.4% | 53 | 1.4% | 1,856 | 50.1% | 3,706 |
| 2011-12 | 1,107 | 34.0% | 706 | 21.7% | 12 | 0.4% | 1,433 | 44.0% | 3,258 |
| 2012-13 | 1,818 | 31.4% | 1,575 | 27.2% | 0 | 0.0% | 2,400 | 41.4% | 5,793 |
| 2013-14 | 471 | 7.1% | 1,548 | 23.5% | 0 | 0.0% | 4,574 | 69.4% | 6,593 |
| 2014-15 | 1,733 | 28.0% | 751 | 12.1% | 0 | 0.0% | 3,710 | 59.9% | 6,194 |
| 2015-16 | 3,259 | 43.8% | 744 | 10.0% | 0 | 0.0% | 3,432 | 46.2% | 7,435 |
| 2016-17 | 2,003 | 27.3% | 959 | 13.0% | 0 | 0.0% | 4,387 | 59.7% | 7,349 |
| 2017-18 | 1,687 | 21.1% | 2,711 | 34.0% | 0 | 0.0% | 3,586 | 44.9% | 7,984 |
| 2018-19 | 1,854 | 16.6% | 3,358 | 30.1% | 0 | 0.0% | 5,962 | 53.4% | 11,174 |
| 2019-20 | 2,454 | 25.9% | 889 | 9.4% | 0 | 0.0% | 6,117 | 64.7% | 9,460 |
| Derby-West Kimberley | | | | | | | | | |
| 2009-10 | 2,015 | 36.3% | 1,460 | 26.3% | 21 | 0.4% | 2,054 | 37.0% | 5,550 |
| 2010-11 | 1,477 | 28.4% | 1,435 | 27.6% | 23 | 0.4% | 2,269 | 43.6% | 5,204 |
| 2011-12 | 1,087 | 16.1% | 2,312 | 34.3% | 164 | 2.4% | 3,178 | 47.1% | 6,741 |
| 2012-13 | 1,454 | 25.5% | 2,167 | 38.0% | 0 | 0.0% | 2,079 | 36.5% | 5,700 |
| 2013-14 | 955 | 23.6% | 2,323 | 57.5% | 0 | 0.0% | 762 | 18.9% | 4,040 |
| 2014-15 | 1,081 | 20.1% | 1,918 | 35.6% | 0 | 0.0% | 2,383 | 44.3% | 5,382 |
| 2015-16 | 2,792 | 45.0% | 2,784 | 44.9% | 0 | 0.0% | 624 | 10.1% | 6,200 |
| 2016-17 | 2,711 | 47.6% | 1,522 | 26.7% | 0 | 0.0% | 1,462 | 25.7% | 5,695 |
| 2017-18 | 912 | 9.8% | 7,161 | 77.0% | 22 | 0.2% | 1,203 | 12.9% | 9,298 |
| 2018-19 | 2,247 | 20.8% | 4,267 | 39.6% | 0 | 0.0% | 4,267 | 39.6% | 10,781 |
| 2019-20 | 2,029 | 22.6% | 2,657 | 29.6% | 0 | 0.0% | 4,301 | 47.9% | 8,987 |
| Halls Creek | | | | | | | | | |
| 2009-10 | 977 | 22.3% | 2,283 | 52.1% | 0 | 0.0% | 1,125 | 25.7% | 4,385 |
| 2010-11 | 1,358 | 77.2% | 247 | 14.0% | 0 | 0.0% | 155 | 8.8% | 1,760 |
| 2011-12 | 1,511 | 42.1% | 1,066 | 29.7% | 0 | 0.0% | 1,014 | 28.2% | 3,591 |
| 2012-13 | 1,349 | 24.6% | 3,213 | 58.7% | 0 | 0.0% | 916 | 16.7% | 5,478 |
| 2013-14 | 1,455 | 53.2% | 1,144 | 41.8% | 0 | 0.0% | 137 | 5.0% | 2,736 |
| 2014-15 | 1,763 | 54.5% | 1,306 | 40.4% | 0 | 0.0% | 163 | 5.0% | 3,232 |
| 2015-16 | 2,189 | 33.7% | 3,516 | 54.2% | 0 | 0.0% | 782 | 12.1% | 6,487 |
| 2016-17 | 2,024 | 51.0% | 1,541 | 38.9% | 0 | 0.0% | 401 | 10.1% | 3,966 |
| 2017-18 | 2,010 | 34.0% | 3,432 | 58.0% | 0 | 0.0% | 476 | 8.0% | 5,918 |
| 2018-19 | 1,511 | 33.6% | 2,416 | 53.7% | 0 | 0.0% | 568 | 12.6% | 4,495 |
| 2019-20 | 1,484 | 46.9% | 1,549 | 48.9% | 0 | 0.0% | 134 | 4.2% | 3,167 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Wyndham-East Kimberley | | | | | | | | | |
| 2009-10 | 1,131 | 38.8% | 381 | 13.1% | 0 | 0.0% | 1,404 | 48.1% | 2,916 |
| 2010-11 | 1,066 | 36.4% | 384 | 13.1% | 0 | 0.0% | 1,479 | 50.5% | 2,929 |
| 2011-12 | 1,971 | 41.0% | 1,471 | 30.6% | 472 | 9.8% | 890 | 18.5% | 4,804 |
| 2012-13 | 2,529 | 38.7% | 2,531 | 38.8% | 575 | 8.8% | 894 | 13.7% | 6,529 |
| 2013-14 | 906 | 22.3% | 1,323 | 32.6% | 174 | 4.3% | 1,660 | 40.9% | 4,063 |
| 2014-15 | 1,585 | 46.1% | 1,400 | 40.7% | 276 | 8.0% | 177 | 5.1% | 3,438 |
| 2015-16 | 1,757 | 33.2% | 2,940 | 55.5% | 149 | 2.8% | 447 | 8.4% | 5,293 |
| 2016-17 | 1,517 | 39.7% | 918 | 24.0% | 0 | 0.0% | 1,386 | 36.3% | 3,821 |
| 2017-18 | 2,926 | 20.6% | 8,930 | 63.0% | 0 | 0.0% | 2,324 | 16.4% | 14,180 |
| 2018-19 | 5,914 | 63.5% | 2,023 | 21.7% | 0 | 0.0% | 1,380 | 14.8% | 9,317 |
| 2019-20 | 2,587 | 47.7% | 314 | 5.8% | 0 | 0.0% | 2,526 | 46.5% | 5,427 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|----------------------------|---------|-------|--------|-------|---------|-------|---------------|-------|---------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Metropolitan Region | | | | | | | | | |
| 2009-10 | 42,754 | 15.1% | 35,693 | 12.6% | 8,570 | 3.0% | 195,776 | 69.2% | 282,793 |
| 2010-11 | 42,701 | 14.4% | 35,363 | 11.9% | 15,374 | 5.2% | 203,635 | 68.5% | 297,073 |
| 2011-12 | 42,819 | 12.3% | 34,708 | 9.9% | 16,250 | 4.7% | 255,098 | 73.1% | 348,875 |
| 2012-13 | 41,302 | 11.5% | 41,653 | 11.6% | 12,065 | 3.4% | 264,311 | 73.6% | 359,331 |
| 2013-14 | 37,530 | 9.8% | 35,881 | 9.4% | 10,376 | 2.7% | 299,160 | 78.1% | 382,947 |
| 2014-15 | 41,330 | 11.6% | 42,781 | 12.0% | 7,535 | 2.1% | 265,473 | 74.3% | 357,119 |
| 2015-16 | 65,614 | 16.8% | 34,253 | 8.8% | 11,417 | 2.9% | 279,413 | 71.5% | 390,697 |
| 2016-17 | 63,209 | 15.4% | 47,436 | 11.6% | 8,324 | 2.0% | 290,831 | 71.0% | 409,800 |
| 2017-18 | 60,273 | 15.2% | 45,497 | 11.5% | 2,103 | 0.5% | 287,381 | 72.7% | 395,254 |
| 2018-19 | 47,887 | 11.8% | 50,546 | 12.4% | 4,014 | 1.0% | 303,578 | 74.8% | 406,025 |
| 2019-20 | 56,576 | 13.1% | 73,049 | 16.9% | 7,264 | 1.7% | 295,467 | 68.3% | 432,356 |
| Armadale | | | | | | | | | |
| 2009-10 | 2,569 | 18.3% | 4,264 | 30.4% | 308 | 2.2% | 6,887 | 49.1% | 14,028 |
| 2010-11 | 1,624 | 15.3% | 2,506 | 23.6% | 2,455 | 23.1% | 4,049 | 38.1% | 10,634 |
| 2011-12 | 1,414 | 7.8% | 1,833 | 10.2% | 5,222 | 28.9% | 9,587 | 53.1% | 18,056 |
| 2012-13 | 2,234 | 12.3% | 527 | 2.9% | 4,994 | 27.4% | 10,460 | 57.4% | 18,215 |
| 2013-14 | 2,833 | 16.0% | 2,485 | 14.0% | 2,017 | 11.4% | 10,425 | 58.7% | 17,760 |
| 2014-15 | 3,526 | 24.6% | 1,789 | 12.5% | 1,728 | 12.1% | 7,277 | 50.8% | 14,320 |
| 2015-16 | 4,173 | 29.3% | 930 | 6.5% | 249 | 1.8% | 8,876 | 62.4% | 14,228 |
| 2016-17 | 3,162 | 23.0% | 1,302 | 9.5% | 15 | 0.1% | 9,252 | 67.4% | 13,731 |
| 2017-18 | 2,676 | 33.0% | 2,126 | 26.2% | 9 | 0.1% | 3,310 | 40.8% | 8,121 |
| 2018-19 | 2,119 | 20.0% | 1,690 | 16.0% | 0 | 0.0% | 6,763 | 64.0% | 10,572 |
| 2019-20 | 2,547 | 18.4% | 2,186 | 15.8% | 0 | 0.0% | 9,136 | 65.9% | 13,869 |
| Bassendean | | | | | | | | | |
| 2009-10 | 313 | 17.2% | 166 | 9.1% | 0 | 0.0% | 1,339 | 73.7% | 1,818 |
| 2010-11 | 288 | 18.0% | 361 | 22.6% | 0 | 0.0% | 949 | 59.4% | 1,598 |
| 2011-12 | 406 | 18.0% | 99 | 4.4% | 0 | 0.0% | 1,755 | 77.7% | 2,260 |
| 2012-13 | 395 | 13.3% | 91 | 3.1% | 0 | 0.0% | 2,484 | 83.6% | 2,970 |
| 2013-14 | 99 | 4.0% | 180 | 7.2% | 0 | 0.0% | 2,227 | 88.9% | 2,506 |
| 2014-15 | 320 | 9.3% | 333 | 9.7% | 0 | 0.0% | 2,782 | 81.0% | 3,435 |
| 2015-16 | 496 | 11.9% | 814 | 19.6% | 67 | 1.6% | 2,784 | 66.9% | 4,161 |
| 2016-17 | 522 | 14.6% | 521 | 14.5% | 116 | 3.2% | 2,426 | 67.7% | 3,585 |
| 2017-18 | 356 | 9.0% | 308 | 7.8% | 43 | 1.1% | 3,255 | 82.2% | 3,962 |
| 2018-19 | 265 | 7.8% | 50 | 1.5% | 81 | 2.4% | 2,994 | 88.3% | 3,390 |
| 2019-20 | 359 | 10.1% | 410 | 11.5% | 58 | 1.6% | 2,745 | 76.8% | 3,572 |
| Bayswater | | | | | | | | | |
| 2009-10 | 1,042 | 15.8% | 651 | 9.9% | 0 | 0.0% | 4,911 | 74.4% | 6,604 |
| 2010-11 | 1,343 | 22.1% | 149 | 2.5% | 0 | 0.0% | 4,574 | 75.4% | 6,066 |
| 2011-12 | 1,146 | 17.7% | 398 | 6.1% | 0 | 0.0% | 4,948 | 76.2% | 6,492 |
| 2012-13 | 1,008 | 15.1% | 659 | 9.9% | 0 | 0.0% | 4,997 | 75.0% | 6,664 |
| 2013-14 | 1,031 | 11.7% | 807 | 9.2% | 252 | 2.9% | 6,699 | 76.2% | 8,789 |
| 2014-15 | 1,096 | 12.6% | 659 | 7.6% | 294 | 3.4% | 6,617 | 76.4% | 8,666 |
| 2015-16 | 1,697 | 17.0% | 487 | 4.9% | 180 | 1.8% | 7,628 | 76.3% | 9,992 |
| 2016-17 | 1,536 | 13.7% | 1,719 | 15.3% | 710 | 6.3% | 7,283 | 64.7% | 11,248 |
| 2017-18 | 1,502 | 16.2% | 919 | 9.9% | 287 | 3.1% | 6,537 | 70.7% | 9,245 |
| 2018-19 | 1,142 | 11.0% | 813 | 7.8% | 290 | 2.8% | 8,169 | 78.4% | 10,414 |
| 2019-20 | 1,323 | 12.9% | 370 | 3.6% | 300 | 2.9% | 8,297 | 80.6% | 10,290 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Belmont | | | | | | | | | |
| 2009-10 | 725 | 11.2% | 1,338 | 20.7% | 123 | 1.9% | 4,273 | 66.2% | 6,459 |
| 2010-11 | 757 | 11.1% | 765 | 11.2% | 69 | 1.0% | 5,234 | 76.7% | 6,825 |
| 2011-12 | 870 | 11.5% | 473 | 6.2% | 103 | 1.4% | 6,139 | 80.9% | 7,585 |
| 2012-13 | 722 | 10.0% | 289 | 4.0% | 32 | 0.4% | 6,152 | 85.5% | 7,195 |
| 2013-14 | 506 | 6.9% | 448 | 6.1% | 0 | 0.0% | 6,376 | 87.0% | 7,330 |
| 2014-15 | 802 | 11.0% | 497 | 6.8% | 0 | 0.0% | 5,986 | 82.2% | 7,285 |
| 2015-16 | 1,599 | 22.5% | 305 | 4.3% | 0 | 0.0% | 5,218 | 73.3% | 7,122 |
| 2016-17 | 2,412 | 29.7% | 423 | 5.2% | 0 | 0.0% | 5,275 | 65.0% | 8,110 |
| 2017-18 | 1,694 | 18.1% | 1,232 | 13.2% | 0 | 0.0% | 6,421 | 68.7% | 9,347 |
| 2018-19 | 2,249 | 26.4% | 1,783 | 20.9% | 0 | 0.0% | 4,502 | 52.8% | 8,534 |
| 2019-20 | 2,810 | 26.7% | 1,016 | 9.7% | 0 | 0.0% | 6,686 | 63.6% | 10,512 |
| Cambridge | | | | | | | | | |
| 2009-10 | 518 | 8.9% | 485 | 8.4% | 93 | 1.6% | 4,696 | 81.1% | 5,792 |
| 2010-11 | 615 | 12.9% | 707 | 14.9% | 135 | 2.8% | 3,297 | 69.4% | 4,754 |
| 2011-12 | 763 | 8.0% | 596 | 6.3% | 84 | 0.9% | 8,054 | 84.8% | 9,497 |
| 2012-13 | 536 | 7.1% | 819 | 10.9% | 20 | 0.3% | 6,132 | 81.7% | 7,507 |
| 2013-14 | 790 | 9.5% | 555 | 6.6% | 0 | 0.0% | 7,004 | 83.9% | 8,349 |
| 2014-15 | 661 | 7.0% | 1,133 | 12.0% | 14 | 0.1% | 7,619 | 80.8% | 9,427 |
| 2015-16 | 727 | 9.7% | 417 | 5.6% | 251 | 3.3% | 6,114 | 81.4% | 7,509 |
| 2016-17 | 779 | 11.5% | 743 | 10.9% | -22 | -0.3% | 5,290 | 77.9% | 6,790 |
| 2017-18 | 747 | 12.1% | 698 | 11.3% | 0 | 0.0% | 4,748 | 76.7% | 6,193 |
| 2018-19 | 553 | 8.6% | 667 | 10.3% | 90 | 1.4% | 5,142 | 79.7% | 6,452 |
| 2019-20 | 505 | 8.9% | 867 | 15.2% | 0 | 0.0% | 4,315 | 75.9% | 5,687 |
| Canning | | | | | | | | | |
| 2009-10 | 1,904 | 10.2% | 2,011 | 10.7% | 915 | 4.9% | 13,897 | 74.2% | 18,727 |
| 2010-11 | 2,296 | 15.6% | 2,139 | 14.6% | 140 | 1.0% | 10,099 | 68.8% | 14,674 |
| 2011-12 | 2,026 | 16.2% | 2,062 | 16.5% | 106 | 0.8% | 8,336 | 66.5% | 12,530 |
| 2012-13 | 2,507 | 14.4% | 1,606 | 9.3% | 899 | 5.2% | 12,347 | 71.1% | 17,359 |
| 2013-14 | 1,162 | 6.0% | 3,676 | 18.9% | 155 | 0.8% | 14,467 | 74.3% | 19,460 |
| 2014-15 | 2,064 | 12.4% | 1,927 | 11.6% | 169 | 1.0% | 12,503 | 75.0% | 16,663 |
| 2015-16 | 3,621 | 18.2% | 2,713 | 13.6% | 143 | 0.7% | 13,459 | 67.5% | 19,936 |
| 2016-17 | 3,310 | 15.4% | 3,753 | 17.5% | 1,991 | 9.3% | 12,444 | 57.9% | 21,498 |
| 2017-18 | 2,751 | 12.8% | 3,672 | 17.1% | 65 | 0.3% | 14,989 | 69.8% | 21,477 |
| 2018-19 | 1,337 | 6.0% | 2,467 | 11.1% | 930 | 4.2% | 17,454 | 78.7% | 22,188 |
| 2019-20 | 2,219 | 10.3% | 5,746 | 26.8% | 96 | 0.4% | 13,395 | 62.4% | 21,456 |
| Claremont | | | | | | | | | |
| 2009-10 | 138 | 5.2% | 207 | 7.7% | 0 | 0.0% | 2,334 | 87.1% | 2,679 |
| 2010-11 | 139 | 4.9% | 23 | 0.8% | 0 | 0.0% | 2,669 | 94.3% | 2,831 |
| 2011-12 | 165 | 3.5% | 30 | 0.6% | 0 | 0.0% | 4,530 | 95.9% | 4,725 |
| 2012-13 | 291 | 3.5% | 1,499 | 17.8% | 0 | 0.0% | 6,608 | 78.7% | 8,398 |
| 2013-14 | 61 | 1.4% | 202 | 4.5% | 0 | 0.0% | 4,228 | 94.1% | 4,491 |
| 2014-15 | 103 | 4.1% | 248 | 9.8% | 0 | 0.0% | 2,175 | 86.1% | 2,526 |
| 2015-16 | 548 | 19.0% | 172 | 6.0% | 0 | 0.0% | 2,162 | 75.0% | 2,882 |
| 2016-17 | 100 | 4.2% | 221 | 9.3% | 0 | 0.0% | 2,067 | 86.6% | 2,388 |
| 2017-18 | 218 | 10.0% | 568 | 26.1% | 0 | 0.0% | 1,390 | 63.9% | 2,176 |
| 2018-19 | 106 | 3.1% | 786 | 23.1% | 0 | 0.0% | 2,504 | 73.7% | 3,396 |
| 2019-20 | 444 | 20.4% | 26 | 1.2% | 0 | 0.0% | 1,705 | 78.4% | 2,175 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Cockburn | | | | | | | | | |
| 2009-10 | 2,110 | 21.0% | 752 | 7.5% | 1,446 | 14.4% | 5,717 | 57.0% | 10,025 |
| 2010-11 | 1,631 | 13.5% | 2,943 | 24.4% | 362 | 3.0% | 7,117 | 59.0% | 12,053 |
| 2011-12 | 2,628 | 14.4% | 3,804 | 20.8% | 1,340 | 7.3% | 10,522 | 57.5% | 18,294 |
| 2012-13 | 2,466 | 13.8% | 2,104 | 11.8% | 981 | 5.5% | 12,295 | 68.9% | 17,846 |
| 2013-14 | 695 | 3.9% | 3,998 | 22.3% | 1,263 | 7.0% | 11,984 | 66.8% | 17,940 |
| 2014-15 | 1,738 | 9.3% | 2,302 | 12.4% | 58 | 0.3% | 14,516 | 78.0% | 18,614 |
| 2015-16 | 3,542 | 21.3% | 1,807 | 10.8% | 49 | 0.3% | 11,267 | 67.6% | 16,665 |
| 2016-17 | 3,032 | 13.2% | 5,643 | 24.5% | 4,172 | 18.1% | 10,152 | 44.1% | 22,999 |
| 2017-18 | 3,103 | 16.4% | 2,631 | 13.9% | 143 | 0.8% | 13,096 | 69.0% | 18,973 |
| 2018-19 | 5,440 | 20.2% | 3,900 | 14.5% | 290 | 1.1% | 17,248 | 64.2% | 26,878 |
| 2019-20 | 3,951 | 18.4% | 1,709 | 7.9% | 64 | 0.3% | 15,800 | 73.4% | 21,524 |
| Cottesloe | | | | | | | | | |
| 2009-10 | 331 | 16.1% | 135 | 6.6% | 0 | 0.0% | 1,590 | 77.3% | 2,056 |
| 2010-11 | 165 | 11.3% | 15 | 1.0% | 0 | 0.0% | 1,281 | 87.7% | 1,461 |
| 2011-12 | 125 | 7.5% | 26 | 1.6% | 0 | 0.0% | 1,525 | 91.0% | 1,676 |
| 2012-13 | 96 | 5.4% | 135 | 7.6% | 0 | 0.0% | 1,552 | 87.0% | 1,783 |
| 2013-14 | 275 | 11.0% | 237 | 9.4% | 0 | 0.0% | 1,999 | 79.6% | 2,511 |
| 2014-15 | 102 | 9.4% | 20 | 1.8% | 0 | 0.0% | 968 | 88.8% | 1,090 |
| 2015-16 | 101 | 11.5% | 19 | 2.2% | 15 | 1.7% | 743 | 84.6% | 878 |
| 2016-17 | 100 | 15.2% | 24 | 3.6% | 0 | 0.0% | 534 | 81.2% | 658 |
| 2017-18 | 103 | 6.5% | 14 | 0.9% | 0 | 0.0% | 1,457 | 92.6% | 1,574 |
| 2018-19 | 549 | 48.8% | 24 | 2.1% | 0 | 0.0% | 552 | 49.1% | 1,125 |
| 2019-20 | 156 | 29.2% | 25 | 4.7% | 0 | 0.0% | 354 | 66.2% | 535 |
| East Fremantle | | | | | | | | | |
| 2009-10 | 62 | 5.2% | 10 | 0.8% | 0 | 0.0% | 1,125 | 94.0% | 1,197 |
| 2010-11 | 262 | 8.8% | 155 | 5.2% | 0 | 0.0% | 2,553 | 86.0% | 2,970 |
| 2011-12 | 70 | 3.1% | 286 | 12.6% | 391 | 17.2% | 1,531 | 67.2% | 2,278 |
| 2012-13 | 87 | 4.5% | 42 | 2.2% | 0 | 0.0% | 1,784 | 93.3% | 1,913 |
| 2013-14 | 33 | 1.6% | 103 | 4.9% | 0 | 0.0% | 1,969 | 93.5% | 2,105 |
| 2014-15 | 73 | 3.8% | 14 | 0.7% | 0 | 0.0% | 1,831 | 95.5% | 1,918 |
| 2015-16 | 72 | 3.9% | 13 | 0.7% | 0 | 0.0% | 1,766 | 95.4% | 1,851 |
| 2016-17 | 71 | 6.1% | 17 | 1.5% | 0 | 0.0% | 1,070 | 92.4% | 1,158 |
| 2017-18 | 142 | 12.9% | 15 | 1.4% | 7 | 0.6% | 936 | 85.1% | 1,100 |
| 2018-19 | 222 | 16.2% | 34 | 2.5% | 0 | 0.0% | 1,115 | 81.3% | 1,371 |
| 2019-20 | 313 | 10.6% | 740 | 25.1% | 0 | 0.0% | 1,897 | 64.3% | 2,950 |
| Fremantle | | | | | | | | | |
| 2009-10 | 649 | 10.8% | 476 | 7.9% | 0 | 0.0% | 4,878 | 81.3% | 6,003 |
| 2010-11 | 977 | 10.1% | 1,135 | 11.8% | 0 | 0.0% | 7,536 | 78.1% | 9,648 |
| 2011-12 | 689 | 6.9% | 868 | 8.6% | 0 | 0.0% | 8,479 | 84.5% | 10,036 |
| 2012-13 | 557 | 5.3% | 1,311 | 12.4% | 17 | 0.2% | 8,707 | 82.2% | 10,592 |
| 2013-14 | 374 | 3.9% | 916 | 9.5% | 0 | 0.0% | 8,359 | 86.6% | 9,649 |
| 2014-15 | 553 | 5.6% | 1,159 | 11.7% | 0 | 0.0% | 8,188 | 82.7% | 9,900 |
| 2015-16 | 1,151 | 11.7% | 752 | 7.6% | 175 | 1.8% | 7,778 | 78.9% | 9,856 |
| 2016-17 | 996 | 12.4% | 1,511 | 18.8% | 0 | 0.0% | 5,534 | 68.8% | 8,041 |
| 2017-18 | 881 | 21.1% | 1,253 | 30.0% | 0 | 0.0% | 2,043 | 48.9% | 4,177 |
| 2018-19 | 576 | 13.0% | 452 | 10.2% | 0 | 0.0% | 3,398 | 76.8% | 4,426 |
| 2019-20 | 674 | 15.5% | 716 | 16.5% | 0 | 0.0% | 2,950 | 68.0% | 4,340 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Gosnells | | | | | | | | | |
| 2009-10 | 4,254 | 20.6% | 5,397 | 26.1% | 165 | 0.8% | 10,867 | 52.5% | 20,683 |
| 2010-11 | 2,166 | 12.3% | 5,144 | 29.3% | 41 | 0.2% | 10,195 | 58.1% | 17,546 |
| 2011-12 | 2,677 | 12.9% | 4,743 | 22.9% | 0 | 0.0% | 13,287 | 64.2% | 20,707 |
| 2012-13 | 2,151 | 9.8% | 3,760 | 17.1% | 113 | 0.5% | 15,930 | 72.6% | 21,954 |
| 2013-14 | 1,442 | 6.9% | 2,853 | 13.6% | 0 | 0.0% | 16,739 | 79.6% | 21,034 |
| 2014-15 | 2,779 | 12.6% | 4,220 | 19.1% | 0 | 0.0% | 15,143 | 68.4% | 22,142 |
| 2015-16 | 4,566 | 20.0% | 1,555 | 6.8% | 0 | 0.0% | 16,704 | 73.2% | 22,825 |
| 2016-17 | 3,142 | 11.9% | 1,912 | 7.3% | 136 | 0.5% | 21,178 | 80.3% | 26,368 |
| 2017-18 | 3,539 | 13.6% | 2,863 | 11.0% | 23 | 0.1% | 19,635 | 75.3% | 26,060 |
| 2018-19 | 2,722 | 10.4% | 5,448 | 20.7% | 0 | 0.0% | 18,119 | 68.9% | 26,289 |
| 2019-20 | 2,915 | 11.1% | 4,361 | 16.6% | 0 | 0.0% | 18,956 | 72.3% | 26,232 |
| Joondalup | | | | | | | | | |
| 2009-10 | 5,172 | 25.6% | 3,809 | 18.9% | 0 | 0.0% | 11,223 | 55.5% | 20,204 |
| 2010-11 | 2,692 | 11.7% | 4,475 | 19.5% | 1 | 0.0% | 15,759 | 68.7% | 22,927 |
| 2011-12 | 3,604 | 17.7% | 1,604 | 7.9% | 1 | 0.0% | 15,173 | 74.4% | 20,382 |
| 2012-13 | 3,146 | 12.2% | 5,028 | 19.5% | 1 | 0.0% | 17,603 | 68.3% | 25,778 |
| 2013-14 | 2,401 | 12.0% | 1,681 | 8.4% | 1 | 0.0% | 15,931 | 79.6% | 20,014 |
| 2014-15 | 3,207 | 18.0% | 2,500 | 14.0% | 139 | 0.8% | 11,957 | 67.2% | 17,803 |
| 2015-16 | 5,325 | 22.6% | 5,507 | 23.3% | 95 | 0.4% | 12,685 | 53.7% | 23,612 |
| 2016-17 | 4,863 | 17.0% | 2,853 | 10.0% | 30 | 0.1% | 20,854 | 72.9% | 28,600 |
| 2017-18 | 5,051 | 23.1% | 2,823 | 12.9% | 54 | 0.2% | 13,895 | 63.7% | 21,823 |
| 2018-19 | 1,940 | 8.1% | 3,156 | 13.1% | 345 | 1.4% | 18,579 | 77.3% | 24,020 |
| 2019-20 | 3,890 | 17.7% | 2,150 | 9.8% | 160 | 0.7% | 15,774 | 71.8% | 21,974 |
| Kalamunda | | | | | | | | | |
| 2009-10 | 1,232 | 20.5% | 846 | 14.1% | 0 | 0.0% | 3,927 | 65.4% | 6,005 |
| 2010-11 | 2,277 | 40.6% | 1,050 | 18.7% | 0 | 0.0% | 2,280 | 40.7% | 5,607 |
| 2011-12 | 1,778 | 28.5% | 2,093 | 33.6% | 0 | 0.0% | 2,360 | 37.9% | 6,231 |
| 2012-13 | 1,655 | 17.7% | 1,059 | 11.3% | 47 | 0.5% | 6,588 | 70.5% | 9,349 |
| 2013-14 | 868 | 8.1% | 1,401 | 13.1% | 122 | 1.1% | 8,324 | 77.7% | 10,715 |
| 2014-15 | 1,210 | 15.0% | 809 | 10.0% | 15 | 0.2% | 6,032 | 74.8% | 8,066 |
| 2015-16 | 2,856 | 26.4% | 390 | 3.6% | 40 | 0.4% | 7,546 | 69.7% | 10,832 |
| 2016-17 | 2,662 | 24.5% | 780 | 7.2% | 6 | 0.1% | 7,423 | 68.3% | 10,871 |
| 2017-18 | 2,414 | 18.2% | 619 | 4.7% | 6 | 0.0% | 10,211 | 77.1% | 13,250 |
| 2018-19 | 2,707 | 20.3% | 1,219 | 9.1% | 1 | 0.0% | 9,427 | 70.6% | 13,354 |
| 2019-20 | 2,449 | 13.9% | 2,495 | 14.2% | 40 | 0.2% | 12,629 | 71.7% | 17,613 |
| Kwinana | | | | | | | | | |
| 2009-10 | 1,365 | 18.3% | 568 | 7.6% | 40 | 0.5% | 5,471 | 73.5% | 7,444 |
| 2010-11 | 1,090 | 10.6% | 1,404 | 13.6% | 198 | 1.9% | 7,600 | 73.8% | 10,292 |
| 2011-12 | 959 | 12.3% | 1,177 | 15.1% | 138 | 1.8% | 5,509 | 70.8% | 7,783 |
| 2012-13 | 884 | 7.5% | 3,397 | 28.9% | 2,583 | 22.0% | 4,871 | 41.5% | 11,735 |
| 2013-14 | 853 | 8.3% | 1,077 | 10.5% | 301 | 2.9% | 8,034 | 78.3% | 10,265 |
| 2014-15 | 999 | 7.8% | 4,497 | 35.0% | 0 | 0.0% | 7,344 | 57.2% | 12,840 |
| 2015-16 | 1,854 | 15.4% | 2,577 | 21.4% | 24 | 0.2% | 7,571 | 63.0% | 12,026 |
| 2016-17 | 1,326 | 16.7% | 1,483 | 18.6% | 44 | 0.6% | 5,099 | 64.1% | 7,952 |
| 2017-18 | 1,457 | 17.0% | 1,087 | 12.7% | 0 | 0.0% | 6,015 | 70.3% | 8,559 |
| 2018-19 | 1,214 | 14.2% | 1,030 | 12.0% | 98 | 1.1% | 6,207 | 72.6% | 8,549 |
| 2019-20 | 1,255 | 14.8% | 1,549 | 18.2% | 0 | 0.0% | 5,692 | 67.0% | 8,496 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Melville | | | | | | | | | |
| 2009-10 | 1,141 | 12.1% | 2,735 | 29.0% | 57 | 0.6% | 5,513 | 58.4% | 9,446 |
| 2010-11 | 1,733 | 12.7% | 1,332 | 9.7% | 55 | 0.4% | 10,559 | 77.2% | 13,679 |
| 2011-12 | 1,760 | 11.9% | 1,316 | 8.9% | 7 | 0.0% | 11,734 | 79.2% | 14,817 |
| 2012-13 | 1,904 | 11.0% | 1,703 | 9.8% | 58 | 0.3% | 13,697 | 78.9% | 17,362 |
| 2013-14 | 980 | 6.1% | 898 | 5.6% | 20 | 0.1% | 14,111 | 88.1% | 16,009 |
| 2014-15 | 1,932 | 11.0% | 2,413 | 13.7% | 0 | 0.0% | 13,291 | 75.4% | 17,636 |
| 2015-16 | 2,587 | 16.0% | 1,248 | 7.7% | 1 | 0.0% | 12,363 | 76.3% | 16,199 |
| 2016-17 | 3,597 | 18.9% | 3,227 | 17.0% | 0 | 0.0% | 12,190 | 64.1% | 19,014 |
| 2017-18 | 2,373 | 12.8% | 1,899 | 10.2% | 15 | 0.1% | 14,314 | 77.0% | 18,601 |
| 2018-19 | 1,776 | 9.1% | 2,259 | 11.5% | 13 | 0.1% | 15,523 | 79.3% | 19,571 |
| 2019-20 | 1,876 | 10.4% | 1,351 | 7.5% | 0 | 0.0% | 14,780 | 82.1% | 18,007 |
| Mosman Park | | | | | | | | | |
| 2009-10 | 142 | 20.1% | 12 | 1.7% | 0 | 0.0% | 554 | 78.2% | 708 |
| 2010-11 | 114 | 14.5% | 12 | 1.5% | 0 | 0.0% | 660 | 84.0% | 786 |
| 2011-12 | 58 | 7.6% | 15 | 2.0% | 0 | 0.0% | 687 | 90.4% | 760 |
| 2012-13 | 190 | 18.2% | 14 | 1.3% | 0 | 0.0% | 841 | 80.5% | 1,045 |
| 2013-14 | 86 | 11.2% | 15 | 2.0% | 0 | 0.0% | 664 | 86.8% | 765 |
| 2014-15 | 122 | 14.0% | 16 | 1.8% | 0 | 0.0% | 732 | 84.1% | 870 |
| 2015-16 | 81 | 12.0% | 15 | 2.2% | 0 | 0.0% | 580 | 85.8% | 676 |
| 2016-17 | 131 | 12.0% | 19 | 1.7% | 0 | 0.0% | 941 | 86.3% | 1,091 |
| 2017-18 | 85 | 4.9% | 483 | 27.8% | 0 | 0.0% | 1,167 | 67.3% | 1,735 |
| 2018-19 | 87 | 5.5% | 20 | 1.3% | 0 | 0.0% | 1,467 | 93.2% | 1,574 |
| 2019-20 | 143 | 9.9% | 21 | 1.5% | 0 | 0.0% | 1,284 | 88.7% | 1,448 |
| Mundaring | | | | | | | | | |
| 2009-10 | 1,514 | 25.0% | 137 | 2.3% | 80 | 1.3% | 4,314 | 71.4% | 6,045 |
| 2010-11 | 1,166 | 21.8% | 274 | 5.1% | 6 | 0.1% | 3,907 | 73.0% | 5,353 |
| 2011-12 | 2,051 | 31.6% | 255 | 3.9% | 55 | 0.8% | 4,129 | 63.6% | 6,490 |
| 2012-13 | 1,672 | 17.0% | 591 | 6.0% | 93 | 0.9% | 7,486 | 76.1% | 9,842 |
| 2013-14 | 1,451 | 18.3% | 831 | 10.5% | 130 | 1.6% | 5,525 | 69.6% | 7,937 |
| 2014-15 | 1,692 | 20.5% | 1,069 | 12.9% | 180 | 2.2% | 5,325 | 64.4% | 8,266 |
| 2015-16 | 2,974 | 32.5% | 679 | 7.4% | 94 | 1.0% | 5,415 | 59.1% | 9,162 |
| 2016-17 | 1,904 | 24.6% | 705 | 9.1% | 143 | 1.8% | 4,978 | 64.4% | 7,730 |
| 2017-18 | 2,436 | 25.8% | 691 | 7.3% | 47 | 0.5% | 6,262 | 66.4% | 9,436 |
| 2018-19 | 1,540 | 16.8% | 911 | 9.9% | 84 | 0.9% | 6,649 | 72.4% | 9,184 |
| 2019-20 | 2,303 | 22.1% | 1,118 | 10.7% | 56 | 0.5% | 6,949 | 66.7% | 10,426 |
| Nedlands | | | | | | | | | |
| 2009-10 | 1,182 | 21.4% | 236 | 4.3% | 0 | 0.0% | 4,101 | 74.3% | 5,519 |
| 2010-11 | 286 | 5.4% | 534 | 10.1% | 0 | 0.0% | 4,479 | 84.5% | 5,299 |
| 2011-12 | 286 | 5.4% | 805 | 15.1% | 0 | 0.0% | 4,227 | 79.5% | 5,318 |
| 2012-13 | 459 | 8.7% | 532 | 10.1% | 0 | 0.0% | 4,300 | 81.3% | 5,291 |
| 2013-14 | 125 | 2.1% | 206 | 3.5% | 0 | 0.0% | 5,538 | 94.4% | 5,869 |
| 2014-15 | 293 | 7.1% | 101 | 2.4% | 0 | 0.0% | 3,759 | 90.5% | 4,153 |
| 2015-16 | 946 | 29.2% | 104 | 3.2% | 0 | 0.0% | 2,195 | 67.6% | 3,245 |
| 2016-17 | 953 | 11.1% | 569 | 6.6% | 0 | 0.0% | 7,075 | 82.3% | 8,597 |
| 2017-18 | 541 | 7.2% | 759 | 10.0% | 0 | 0.0% | 6,256 | 82.8% | 7,556 |
| 2018-19 | 292 | 4.3% | 429 | 6.3% | 0 | 0.0% | 6,059 | 89.4% | 6,780 |
| 2019-20 | 483 | 10.5% | 524 | 11.4% | 0 | 0.0% | 3,578 | 78.0% | 4,585 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Peppermint Grove | | | | | | | | | |
| 2009-10 | 22 | 6.6% | 3 | 0.9% | 0 | 0.0% | 310 | 92.5% | 335 |
| 2010-11 | 18 | 3.7% | 3 | 0.6% | 0 | 0.0% | 467 | 95.7% | 488 |
| 2011-12 | 17 | 4.5% | 3 | 0.8% | 0 | 0.0% | 356 | 94.7% | 376 |
| 2012-13 | 30 | 7.6% | 3 | 0.8% | 0 | 0.0% | 363 | 91.7% | 396 |
| 2013-14 | 9 | 2.2% | 4 | 1.0% | 0 | 0.0% | 397 | 96.8% | 410 |
| 2014-15 | 30 | 5.2% | 4 | 0.7% | 0 | 0.0% | 540 | 94.1% | 574 |
| 2015-16 | 20 | 3.5% | 4 | 0.7% | 0 | 0.0% | 550 | 95.8% | 574 |
| 2016-17 | 42 | 10.7% | 42 | 10.7% | 0 | 0.0% | 307 | 78.5% | 391 |
| 2017-18 | 49 | 10.1% | 69 | 14.2% | 0 | 0.0% | 367 | 75.7% | 485 |
| 2018-19 | 20 | 4.5% | 86 | 19.4% | 0 | 0.0% | 338 | 76.1% | 444 |
| 2019-20 | 85 | 31.1% | 146 | 53.5% | 0 | 0.0% | 42 | 15.4% | 273 |
| Perth | | | | | | | | | |
| 2009-10 | 415 | 1.6% | 353 | 1.4% | 0 | 0.0% | 24,825 | 97.0% | 25,593 |
| 2010-11 | 757 | 3.8% | 719 | 3.6% | 0 | 0.0% | 18,637 | 92.7% | 20,113 |
| 2011-12 | 586 | 1.4% | 714 | 1.7% | 0 | 0.0% | 41,304 | 96.9% | 42,604 |
| 2012-13 | 809 | 3.0% | 596 | 2.2% | 0 | 0.0% | 25,526 | 94.8% | 26,931 |
| 2013-14 | 371 | 0.9% | 1,355 | 3.2% | 0 | 0.0% | 40,340 | 95.9% | 42,066 |
| 2014-15 | 475 | 2.3% | 917 | 4.3% | 0 | 0.0% | 19,713 | 93.4% | 21,105 |
| 2015-16 | 1,013 | 3.2% | 759 | 2.4% | 0 | 0.0% | 29,530 | 94.3% | 31,302 |
| 2016-17 | 771 | 3.2% | 662 | 2.7% | 0 | 0.0% | 23,012 | 94.1% | 24,445 |
| 2017-18 | 1,190 | 5.2% | 438 | 1.9% | 0 | 0.0% | 21,453 | 92.9% | 23,081 |
| 2018-19 | 462 | 2.0% | 404 | 1.8% | 0 | 0.0% | 21,704 | 96.2% | 22,570 |
| 2019-20 | 759 | 4.3% | 431 | 2.4% | 0 | 0.0% | 16,648 | 93.3% | 17,838 |
| Rockingham | | | | | | | | | |
| 2009-10 | 2,559 | 20.7% | 2,889 | 23.3% | 110 | 0.9% | 6,833 | 55.1% | 12,391 |
| 2010-11 | 2,804 | 19.6% | 1,277 | 8.9% | 26 | 0.2% | 10,216 | 71.3% | 14,323 |
| 2011-12 | 2,488 | 14.0% | 2,288 | 12.9% | 7 | 0.0% | 12,991 | 73.1% | 17,774 |
| 2012-13 | 4,143 | 17.7% | 1,724 | 7.3% | 0 | 0.0% | 17,600 | 75.0% | 23,467 |
| 2013-14 | 6,291 | 19.1% | 2,397 | 7.3% | 2 | 0.0% | 24,218 | 73.6% | 32,908 |
| 2014-15 | 2,659 | 10.5% | 990 | 3.9% | 2 | 0.0% | 21,575 | 85.5% | 25,226 |
| 2015-16 | 3,230 | 12.4% | 2,416 | 9.3% | 203 | 0.8% | 20,206 | 77.6% | 26,055 |
| 2016-17 | 3,911 | 15.3% | 2,248 | 8.8% | 379 | 1.5% | 18,960 | 74.4% | 25,498 |
| 2017-18 | 3,740 | 14.5% | 1,813 | 7.0% | 66 | 0.3% | 20,259 | 78.3% | 25,878 |
| 2018-19 | 3,177 | 12.5% | 1,814 | 7.1% | 89 | 0.4% | 20,310 | 80.0% | 25,390 |
| 2019-20 | 3,706 | 13.7% | 3,169 | 11.7% | 89 | 0.3% | 20,025 | 74.2% | 26,989 |
| Serpentine-Jarrahdale | | | | | | | | | |
| 2009-10 | 1,121 | 31.2% | 689 | 19.2% | 0 | 0.0% | 1,780 | 49.6% | 3,590 |
| 2010-11 | 1,349 | 33.3% | 908 | 22.4% | 0 | 0.0% | 1,788 | 44.2% | 4,045 |
| 2011-12 | 1,567 | 37.3% | 993 | 23.6% | 0 | 0.0% | 1,644 | 39.1% | 4,204 |
| 2012-13 | 1,451 | 20.1% | 1,712 | 23.7% | 802 | 11.1% | 3,259 | 45.1% | 7,224 |
| 2013-14 | 1,444 | 27.0% | 1,098 | 20.5% | 470 | 8.8% | 2,333 | 43.6% | 5,345 |
| 2014-15 | 1,650 | 26.1% | 1,210 | 19.1% | 722 | 11.4% | 2,750 | 43.4% | 6,332 |
| 2015-16 | 2,094 | 28.0% | 791 | 10.6% | 730 | 9.8% | 3,868 | 51.7% | 7,483 |
| 2016-17 | 1,967 | 26.8% | 1,589 | 21.6% | 0 | 0.0% | 3,785 | 51.6% | 7,341 |
| 2017-18 | 3,705 | 30.9% | 1,930 | 16.1% | 0 | 0.0% | 6,353 | 53.0% | 11,988 |
| 2018-19 | 4,083 | 38.4% | 1,241 | 11.7% | 0 | 0.0% | 5,320 | 50.0% | 10,644 |
| 2019-20 | 4,519 | 35.0% | 2,824 | 21.9% | 0 | 0.0% | 5,563 | 43.1% | 12,906 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| South Perth | | | | | | | | | |
| 2009-10 | 818 | 13.6% | 380 | 6.3% | 24 | 0.4% | 4,793 | 79.7% | 6,015 |
| 2010-11 | 700 | 11.8% | 460 | 7.8% | 105 | 1.8% | 4,660 | 78.6% | 5,925 |
| 2011-12 | 713 | 11.5% | 471 | 7.6% | 64 | 1.0% | 4,926 | 79.8% | 6,174 |
| 2012-13 | 615 | 7.3% | 389 | 4.6% | 124 | 1.5% | 7,245 | 86.5% | 8,373 |
| 2013-14 | 860 | 10.2% | 555 | 6.6% | 240 | 2.9% | 6,751 | 80.3% | 8,406 |
| 2014-15 | 720 | 9.5% | 140 | 1.8% | 286 | 3.8% | 6,453 | 84.9% | 7,599 |
| 2015-16 | 1,213 | 13.4% | 357 | 3.9% | 143 | 1.6% | 7,355 | 81.1% | 9,068 |
| 2016-17 | 1,124 | 11.9% | 614 | 6.5% | 87 | 0.9% | 7,585 | 80.6% | 9,410 |
| 2017-18 | 1,540 | 15.2% | 258 | 2.5% | 119 | 1.2% | 8,201 | 81.1% | 10,118 |
| 2018-19 | 559 | 7.7% | 631 | 8.7% | 0 | 0.0% | 6,062 | 83.6% | 7,252 |
| 2019-20 | 681 | 6.6% | 1,335 | 12.9% | 0 | 0.0% | 8,363 | 80.6% | 10,379 |
| Stirling | | | | | | | | | |
| 2009-10 | 3,371 | 13.5% | 1,123 | 4.5% | 160 | 0.6% | 20,306 | 81.4% | 24,960 |
| 2010-11 | 2,986 | 11.6% | 1,781 | 6.9% | 178 | 0.7% | 20,844 | 80.8% | 25,789 |
| 2011-12 | 2,302 | 8.7% | 1,460 | 5.5% | 161 | 0.6% | 22,576 | 85.2% | 26,499 |
| 2012-13 | 3,418 | 12.4% | 1,631 | 5.9% | 182 | 0.7% | 22,282 | 81.0% | 27,513 |
| 2013-14 | 3,274 | 11.9% | 1,162 | 4.2% | 70 | 0.3% | 23,083 | 83.7% | 27,589 |
| 2014-15 | 3,243 | 11.5% | 1,969 | 7.0% | 2 | 0.0% | 22,876 | 81.4% | 28,090 |
| 2015-16 | 4,471 | 15.3% | 1,540 | 5.3% | 382 | 1.3% | 22,759 | 78.1% | 29,152 |
| 2016-17 | 5,014 | 16.1% | 1,697 | 5.4% | 0 | 0.0% | 24,498 | 78.5% | 31,209 |
| 2017-18 | 4,253 | 12.4% | 1,456 | 4.2% | 0 | 0.0% | 28,556 | 83.3% | 34,265 |
| 2018-19 | 3,185 | 8.6% | 1,296 | 3.5% | 0 | 0.0% | 32,383 | 87.8% | 36,864 |
| 2019-20 | 4,047 | 11.6% | 1,564 | 4.5% | 0 | 0.0% | 29,157 | 83.9% | 34,768 |
| Subiaco | | | | | | | | | |
| 2009-10 | 523 | 9.5% | 488 | 8.8% | 0 | 0.0% | 4,514 | 81.7% | 5,525 |
| 2010-11 | 356 | 7.0% | 506 | 9.9% | 2 | 0.0% | 4,245 | 83.1% | 5,109 |
| 2011-12 | 213 | 4.1% | 251 | 4.8% | 0 | 0.0% | 4,748 | 91.1% | 5,212 |
| 2012-13 | 523 | 9.9% | 656 | 12.5% | 0 | 0.0% | 4,083 | 77.6% | 5,262 |
| 2013-14 | 214 | 4.2% | 535 | 10.5% | 0 | 0.0% | 4,369 | 85.4% | 5,118 |
| 2014-15 | 356 | 5.8% | 488 | 8.0% | 0 | 0.0% | 5,255 | 86.2% | 6,099 |
| 2015-16 | 576 | 9.6% | 158 | 2.6% | 0 | 0.0% | 5,262 | 87.8% | 5,996 |
| 2016-17 | 381 | 4.3% | 510 | 5.8% | 0 | 0.0% | 7,919 | 89.9% | 8,810 |
| 2017-18 | 423 | 7.2% | 467 | 8.0% | 36 | 0.6% | 4,913 | 84.1% | 5,839 |
| 2018-19 | 354 | 5.9% | 659 | 10.9% | 210 | 3.5% | 4,826 | 79.8% | 6,049 |
| 2019-20 | 314 | 4.2% | 694 | 9.3% | 52 | 0.7% | 6,406 | 85.8% | 7,466 |
| Swan | | | | | | | | | |
| 2009-10 | 3,198 | 13.1% | 2,678 | 10.9% | 0 | 0.0% | 18,623 | 76.0% | 24,499 |
| 2010-11 | 3,487 | 13.8% | 1,515 | 6.0% | 90 | 0.4% | 20,190 | 79.9% | 25,282 |
| 2011-12 | 2,529 | 8.6% | 2,809 | 9.5% | 0 | 0.0% | 24,173 | 81.9% | 29,511 |
| 2012-13 | 3,069 | 11.1% | 6,176 | 22.3% | 0 | 0.0% | 18,420 | 66.6% | 27,665 |
| 2013-14 | 3,333 | 12.2% | 1,379 | 5.1% | 0 | 0.0% | 22,497 | 82.7% | 27,209 |
| 2014-15 | 4,159 | 12.1% | 5,627 | 16.3% | 0 | 0.0% | 24,721 | 71.6% | 34,507 |
| 2015-16 | 5,839 | 12.8% | 4,567 | 10.0% | 0 | 0.0% | 35,186 | 77.2% | 45,592 |
| 2016-17 | 6,963 | 14.6% | 3,314 | 6.9% | 0 | 0.0% | 37,476 | 78.5% | 47,753 |
| 2017-18 | 6,859 | 13.6% | 6,772 | 13.4% | 0 | 0.0% | 36,891 | 73.0% | 50,522 |
| 2018-19 | 3,448 | 8.3% | 4,633 | 11.2% | 0 | 0.0% | 33,311 | 80.5% | 41,392 |
| 2019-20 | 5,412 | 11.3% | 9,239 | 19.2% | 0 | 0.0% | 33,364 | 69.5% | 48,015 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|----------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Victoria Park | | | | | | | | | |
| 2009-10 | 478 | 7.8% | 681 | 11.1% | 36 | 0.6% | 4,937 | 80.5% | 6,132 |
| 2010-11 | 500 | 7.3% | 551 | 8.0% | 31 | 0.5% | 5,791 | 84.3% | 6,873 |
| 2011-12 | 484 | 7.4% | 360 | 5.5% | 46 | 0.7% | 5,659 | 86.4% | 6,549 |
| 2012-13 | 324 | 4.4% | 561 | 7.6% | 12 | 0.2% | 6,513 | 87.9% | 7,410 |
| 2013-14 | 680 | 8.5% | 779 | 9.7% | 20 | 0.2% | 6,563 | 81.6% | 8,042 |
| 2014-15 | 508 | 5.5% | 1,056 | 11.4% | 17 | 0.2% | 7,685 | 82.9% | 9,266 |
| 2015-16 | 1,030 | 12.3% | 513 | 6.1% | 0 | 0.0% | 6,824 | 81.6% | 8,367 |
| 2016-17 | 1,080 | 11.8% | 904 | 9.8% | 90 | 1.0% | 7,115 | 77.4% | 9,189 |
| 2017-18 | 1,087 | 12.0% | 660 | 7.3% | 90 | 1.0% | 7,188 | 79.6% | 9,025 |
| 2018-19 | 881 | 10.5% | 827 | 9.9% | 147 | 1.8% | 6,508 | 77.8% | 8,363 |
| 2019-20 | 651 | 5.6% | 912 | 7.9% | 265 | 2.3% | 9,762 | 84.2% | 11,590 |
| Vincent | | | | | | | | | |
| 2009-10 | 483 | 9.5% | 879 | 17.2% | 113 | 2.2% | 3,629 | 71.1% | 5,104 |
| 2010-11 | 544 | 10.9% | 596 | 11.9% | 70 | 1.4% | 3,798 | 75.8% | 5,008 |
| 2011-12 | 649 | 12.5% | 637 | 12.3% | 322 | 6.2% | 3,589 | 69.1% | 5,197 |
| 2012-13 | 1,743 | 27.2% | 584 | 9.1% | 135 | 2.1% | 3,940 | 61.5% | 6,402 |
| 2013-14 | 379 | 5.7% | 755 | 11.3% | 33 | 0.5% | 5,526 | 82.6% | 6,693 |
| 2014-15 | 591 | 8.4% | 764 | 10.8% | 217 | 3.1% | 5,495 | 77.8% | 7,067 |
| 2015-16 | 903 | 12.4% | 688 | 9.4% | 85 | 1.2% | 5,624 | 77.0% | 7,300 |
| 2016-17 | 697 | 9.7% | 983 | 13.7% | 64 | 0.9% | 5,431 | 75.7% | 7,175 |
| 2017-18 | 712 | 8.8% | 1,617 | 20.0% | 47 | 0.6% | 5,691 | 70.5% | 8,067 |
| 2018-19 | 513 | 7.8% | 1,097 | 16.6% | 37 | 0.6% | 4,972 | 75.1% | 6,619 |
| 2019-20 | 610 | 8.2% | 633 | 8.5% | 48 | 0.6% | 6,163 | 82.7% | 7,454 |
| Wanneroo | | | | | | | | | |
| 2009-10 | 3,403 | 19.8% | 1,295 | 7.5% | 4,900 | 28.5% | 7,609 | 44.2% | 17,207 |
| 2010-11 | 7,579 | 26.0% | 1,924 | 6.6% | 11,410 | 39.2% | 8,202 | 28.2% | 29,115 |
| 2011-12 | 7,796 | 27.0% | 2,239 | 7.8% | 8,203 | 28.4% | 10,620 | 36.8% | 28,858 |
| 2012-13 | 2,217 | 14.0% | 2,455 | 15.4% | 972 | 6.1% | 10,246 | 64.5% | 15,890 |
| 2013-14 | 4,610 | 18.0% | 3,293 | 12.8% | 5,280 | 20.6% | 12,480 | 48.6% | 25,663 |
| 2014-15 | 3,667 | 14.3% | 3,910 | 15.3% | 3,692 | 14.4% | 14,365 | 56.0% | 25,634 |
| 2015-16 | 6,309 | 24.1% | 1,956 | 7.5% | 8,491 | 32.5% | 9,395 | 35.9% | 26,151 |
| 2016-17 | 6,661 | 23.7% | 7,448 | 26.5% | 363 | 1.3% | 13,678 | 48.6% | 28,150 |
| 2017-18 | 4,646 | 20.5% | 5,357 | 23.7% | 1,046 | 4.6% | 11,572 | 51.2% | 22,621 |
| 2018-19 | 4,369 | 13.5% | 10,720 | 33.1% | 1,309 | 4.0% | 15,973 | 49.3% | 32,371 |
| 2019-20 | 5,177 | 10.6% | 24,722 | 50.5% | 6,036 | 12.3% | 13,052 | 26.6% | 48,987 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Mid West Region | | | | | | | | | |
| 2009-10 | 15,170 | 37.3% | 10,170 | 25.0% | 241 | 0.6% | 15,130 | 37.2% | 40,711 |
| 2010-11 | 14,945 | 39.8% | 10,200 | 27.2% | 56 | 0.1% | 12,347 | 32.9% | 37,548 |
| 2011-12 | 14,896 | 27.2% | 23,004 | 42.0% | 1,949 | 3.6% | 14,966 | 27.3% | 54,815 |
| 2012-13 | 17,504 | 31.0% | 20,927 | 37.1% | 1,126 | 2.0% | 16,895 | 29.9% | 56,452 |
| 2013-14 | 16,082 | 26.4% | 25,008 | 41.1% | 520 | 0.9% | 19,252 | 31.6% | 60,862 |
| 2014-15 | 20,605 | 33.1% | 19,859 | 31.9% | 782 | 1.3% | 20,921 | 33.7% | 62,167 |
| 2015-16 | 30,086 | 36.0% | 34,134 | 40.8% | 100 | 0.1% | 19,244 | 23.0% | 83,564 |
| 2016-17 | 32,287 | 37.1% | 36,281 | 41.7% | 96 | 0.1% | 18,438 | 21.2% | 87,102 |
| 2017-18 | 19,566 | 21.8% | 45,452 | 50.7% | 58 | 0.1% | 24,579 | 27.4% | 89,655 |
| 2018-19 | 14,711 | 17.3% | 40,554 | 47.6% | 435 | 0.5% | 29,526 | 34.6% | 85,226 |
| 2019-20 | 19,084 | 30.9% | 18,176 | 29.4% | 156 | 0.3% | 24,308 | 39.4% | 61,724 |
| Carnamah | | | | | | | | | |
| 2009-10 | 529 | 47.9% | 280 | 25.4% | 0 | 0.0% | 295 | 26.7% | 1,104 |
| 2010-11 | 542 | 44.1% | 284 | 23.1% | 0 | 0.0% | 404 | 32.8% | 1,230 |
| 2011-12 | 650 | 31.9% | 970 | 47.5% | 0 | 0.0% | 420 | 20.6% | 2,040 |
| 2012-13 | 567 | 21.2% | 1,496 | 56.1% | 0 | 0.0% | 606 | 22.7% | 2,669 |
| 2013-14 | 371 | 16.5% | 1,267 | 56.3% | 0 | 0.0% | 614 | 27.3% | 2,252 |
| 2014-15 | 967 | 29.6% | 1,731 | 53.0% | 0 | 0.0% | 567 | 17.4% | 3,265 |
| 2015-16 | 1,565 | 39.3% | 1,685 | 42.3% | 0 | 0.0% | 734 | 18.4% | 3,984 |
| 2016-17 | 2,371 | 49.1% | 1,652 | 34.2% | 0 | 0.0% | 809 | 16.7% | 4,832 |
| 2017-18 | 842 | 7.9% | 8,985 | 84.7% | 0 | 0.0% | 783 | 7.4% | 10,610 |
| 2018-19 | 587 | 12.4% | 3,464 | 73.3% | 0 | 0.0% | 677 | 14.3% | 4,728 |
| 2019-20 | 663 | 20.9% | 1,805 | 56.8% | 0 | 0.0% | 709 | 22.3% | 3,177 |
| Chapman Valley | | | | | | | | | |
| 2009-10 | 772 | 32.3% | 468 | 19.6% | 112 | 4.7% | 1,040 | 43.5% | 2,392 |
| 2010-11 | 690 | 40.5% | 705 | 41.4% | 0 | 0.0% | 307 | 18.0% | 1,702 |
| 2011-12 | 834 | 27.2% | 1,658 | 54.2% | 0 | 0.0% | 569 | 18.6% | 3,061 |
| 2012-13 | 1,101 | 60.1% | 386 | 21.1% | 0 | 0.0% | 346 | 18.9% | 1,833 |
| 2013-14 | 404 | 17.1% | 1,141 | 48.2% | 38 | 1.6% | 785 | 33.2% | 2,368 |
| 2014-15 | 701 | 22.6% | 1,757 | 56.8% | 13 | 0.4% | 624 | 20.2% | 3,095 |
| 2015-16 | 1,190 | 36.2% | 1,288 | 39.2% | 37 | 1.1% | 768 | 23.4% | 3,283 |
| 2016-17 | 1,224 | 34.9% | 1,271 | 36.2% | 49 | 1.4% | 968 | 27.6% | 3,512 |
| 2017-18 | 743 | 23.6% | 1,230 | 39.1% | 21 | 0.7% | 1,149 | 36.6% | 3,143 |
| 2018-19 | 763 | 26.6% | 1,288 | 45.0% | 18 | 0.6% | 795 | 27.8% | 2,864 |
| 2019-20 | 864 | 27.4% | 1,311 | 41.6% | 14 | 0.4% | 964 | 30.6% | 3,153 |
| Coorow | | | | | | | | | |
| 2009-10 | 718 | 37.3% | 825 | 42.8% | 0 | 0.0% | 383 | 19.9% | 1,926 |
| 2010-11 | 771 | 37.5% | 675 | 32.8% | 0 | 0.0% | 609 | 29.6% | 2,055 |
| 2011-12 | 787 | 42.4% | 433 | 23.4% | 0 | 0.0% | 634 | 34.2% | 1,854 |
| 2012-13 | 1,097 | 43.7% | 977 | 38.9% | 0 | 0.0% | 437 | 17.4% | 2,511 |
| 2013-14 | 1,130 | 38.2% | 671 | 22.7% | 0 | 0.0% | 1,159 | 39.2% | 2,960 |
| 2014-15 | 663 | 36.5% | 616 | 33.9% | 0 | 0.0% | 536 | 29.5% | 1,815 |
| 2015-16 | 1,262 | 49.1% | 921 | 35.9% | 0 | 0.0% | 385 | 15.0% | 2,568 |
| 2016-17 | 1,234 | 50.9% | 675 | 27.9% | 0 | 0.0% | 513 | 21.2% | 2,422 |
| 2017-18 | 1,018 | 36.1% | 598 | 21.2% | 0 | 0.0% | 1,204 | 42.7% | 2,820 |
| 2018-19 | 789 | 29.6% | 625 | 23.4% | 0 | 0.0% | 1,252 | 47.0% | 2,666 |
| 2019-20 | 917 | 33.1% | 589 | 21.2% | 0 | 0.0% | 1,268 | 45.7% | 2,774 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---|---------|--|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Cue | | | | | | | | | |
| 2009-10 | 694 | 14.9% | 3,470 | 74.6% | 0 | 0.0% | 489 | 10.5% | 4,653 |
| 2010-11 | 544 | 61.6% | 188 | 21.3% | 0 | 0.0% | 151 | 17.1% | 883 |
| 2011-12 | 556 | 13.3% | 3,378 | 80.9% | 0 | 0.0% | 242 | 5.8% | 4,176 |
| 2012-13 | 512 | 60.9% | 73 | 8.7% | 0 | 0.0% | 256 | 30.4% | 841 |
| 2013-14 | 563 | 49.7% | 330 | 29.2% | 16 | 1.4% | 223 | 19.7% | 1,132 |
| 2014-15 | 2,947 | 75.9% | 353 | 9.1% | 0 | 0.0% | 585 | 15.1% | 3,885 |
| 2015-16 | 5,964 | 91.2% | 280 | 4.3% | 0 | 0.0% | 296 | 4.5% | 6,540 |
| 2016-17 | 7,427 | 85.7% | 364 | 4.2% | 0 | 0.0% | 880 | 10.1% | 8,671 |
| 2017-18 | 826 | 28.0% | 1,085 | 36.8% | 0 | 0.0% | 1,034 | 35.1% | 2,945 |
| 2018-19 | 480 | 18.0% | 738 | 27.7% | 0 | 0.0% | 1,448 | 54.3% | 2,666 |
| 2019-20 | 560 | 17.1% | 1,790 | 54.6% | 0 | 0.0% | 928 | 28.3% | 3,278 |
| City of Greater Geraldton [New City established 1 July 2011] | | | | | | | | | |
| 2009-10 | | Sum of the former City of Geraldton Greenough and the Shire of Mullewa | | | | | | | |
| 2010-11 onwards | | New City of Greater Geraldton | | | | | | | |
| 2009-10 | 2,369 | 22.3% | 720 | 6.8% | 0 | 0.0% | 7,556 | 71.0% | 10,645 |
| 2010-11 | 2,280 | 22.4% | 1,227 | 12.1% | 0 | 0.0% | 6,659 | 65.5% | 10,166 |
| 2011-12 | 3,114 | 26.5% | 1,566 | 13.3% | 0 | 0.0% | 7,079 | 60.2% | 11,759 |
| 2012-13 | 5,248 | 31.6% | 3,916 | 23.6% | 0 | 0.0% | 7,442 | 44.8% | 16,606 |
| 2013-14 | 5,340 | 26.1% | 6,648 | 32.5% | 0 | 0.0% | 8,477 | 41.4% | 20,465 |
| 2014-15 | 6,477 | 32.7% | 1,899 | 9.6% | 0 | 0.0% | 11,449 | 57.8% | 19,825 |
| 2015-16 | 5,413 | 20.9% | 9,209 | 35.5% | 0 | 0.0% | 11,314 | 43.6% | 25,936 |
| 2016-17 | 6,068 | 31.8% | 5,230 | 27.4% | 0 | 0.0% | 7,803 | 40.9% | 19,101 |
| 2017-18 | 3,762 | 18.6% | 4,748 | 23.5% | 0 | 0.0% | 11,669 | 57.8% | 20,179 |
| 2018-19 | 2,047 | 10.5% | 3,256 | 16.7% | 412 | 2.1% | 13,823 | 70.7% | 19,538 |
| 2019-20 | 4,640 | 26.3% | 1,975 | 11.2% | 54 | 0.3% | 10,952 | 62.2% | 17,621 |
| Irwin | | | | | | | | | |
| 2009-10 | 416 | 23.1% | 383 | 21.2% | 0 | 0.0% | 1,004 | 55.7% | 1,803 |
| 2010-11 | 537 | 23.3% | 941 | 40.8% | 0 | 0.0% | 827 | 35.9% | 2,305 |
| 2011-12 | 381 | 21.3% | 565 | 31.6% | 0 | 0.0% | 840 | 47.0% | 1,786 |
| 2012-13 | 435 | 17.4% | 1,023 | 41.0% | 0 | 0.0% | 1,038 | 41.6% | 2,496 |
| 2013-14 | 481 | 25.5% | 481 | 25.5% | 0 | 0.0% | 926 | 49.0% | 1,888 |
| 2014-15 | 481 | 26.2% | 452 | 24.6% | 0 | 0.0% | 905 | 49.2% | 1,838 |
| 2015-16 | 739 | 39.5% | 538 | 28.7% | 0 | 0.0% | 596 | 31.8% | 1,873 |
| 2016-17 | 651 | 30.6% | 454 | 21.4% | 0 | 0.0% | 1,019 | 48.0% | 2,124 |
| 2017-18 | 650 | 25.0% | 430 | 16.6% | 0 | 0.0% | 1,517 | 58.4% | 2,597 |
| 2018-19 | 512 | 15.5% | 492 | 14.9% | 0 | 0.0% | 2,294 | 69.6% | 3,298 |
| 2019-20 | 559 | 26.3% | 259 | 12.2% | 0 | 0.0% | 1,305 | 61.5% | 2,123 |
| Meekatharra | | | | | | | | | |
| 2009-10 | 1,476 | 55.6% | 1,144 | 43.1% | 0 | 0.0% | 36 | 1.4% | 2,656 |
| 2010-11 | 1,738 | 60.6% | 428 | 14.9% | 0 | 0.0% | 704 | 24.5% | 2,870 |
| 2011-12 | 1,315 | 26.7% | 2,840 | 57.6% | 0 | 0.0% | 774 | 15.7% | 4,929 |
| 2012-13 | 2,016 | 27.9% | 4,478 | 61.9% | 0 | 0.0% | 738 | 10.2% | 7,232 |
| 2013-14 | 1,006 | 10.0% | 8,140 | 81.0% | 0 | 0.0% | 908 | 9.0% | 10,054 |
| 2014-15 | 1,635 | 23.7% | 3,935 | 57.0% | 0 | 0.0% | 1,334 | 19.3% | 6,904 |
| 2015-16 | 2,602 | 30.3% | 5,164 | 60.2% | 0 | 0.0% | 817 | 9.5% | 8,583 |
| 2016-17 | 2,911 | 27.5% | 6,347 | 59.9% | 0 | 0.0% | 1,345 | 12.7% | 10,603 |
| 2017-18 | 2,257 | 22.0% | 6,525 | 63.7% | 0 | 0.0% | 1,461 | 14.3% | 10,243 |
| 2018-19 | 1,241 | 14.9% | 3,813 | 45.8% | 0 | 0.0% | 3,273 | 39.3% | 8,327 |
| 2019-20 | 2,043 | 58.8% | 604 | 17.4% | 0 | 0.0% | 829 | 23.8% | 3,476 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Mingenew | | | | | | | | | |
| 2009-10 | 417 | 28.1% | 435 | 29.3% | 0 | 0.0% | 631 | 42.5% | 1,483 |
| 2010-11 | 481 | 33.7% | 619 | 43.4% | 0 | 0.0% | 326 | 22.9% | 1,426 |
| 2011-12 | 443 | 28.5% | 533 | 34.2% | 0 | 0.0% | 581 | 37.3% | 1,557 |
| 2012-13 | 290 | 6.6% | 3,231 | 73.1% | 0 | 0.0% | 898 | 20.3% | 4,419 |
| 2013-14 | 587 | 25.1% | 958 | 40.9% | 0 | 0.0% | 798 | 34.1% | 2,343 |
| 2014-15 | 633 | 30.5% | 1,229 | 59.3% | 0 | 0.0% | 212 | 10.2% | 2,074 |
| 2015-16 | 731 | 45.8% | 723 | 45.3% | 0 | 0.0% | 143 | 9.0% | 1,597 |
| 2016-17 | 670 | 44.7% | 564 | 37.6% | 0 | 0.0% | 266 | 17.7% | 1,500 |
| 2017-18 | 468 | 31.3% | 658 | 44.0% | 0 | 0.0% | 368 | 24.6% | 1,494 |
| 2018-19 | 554 | 11.0% | 4,447 | 88.0% | 0 | 0.0% | 52 | 1.0% | 5,053 |
| 2019-20 | 526 | 17.5% | 1,626 | 54.2% | 0 | 0.0% | 846 | 28.2% | 2,998 |
| Morawa | | | | | | | | | |
| 2009-10 | 797 | 62.9% | 318 | 25.1% | 0 | 0.0% | 152 | 12.0% | 1,267 |
| 2010-11 | 781 | 65.9% | 349 | 29.5% | 0 | 0.0% | 55 | 4.6% | 1,185 |
| 2011-12 | 914 | 57.5% | 281 | 17.7% | 394 | 24.8% | 0 | 0.0% | 1,589 |
| 2012-13 | 802 | 47.0% | 381 | 22.3% | 80 | 4.7% | 442 | 25.9% | 1,705 |
| 2013-14 | 519 | 31.1% | 595 | 35.7% | 13 | 0.8% | 540 | 32.4% | 1,667 |
| 2014-15 | 763 | 48.3% | 536 | 33.9% | 31 | 2.0% | 251 | 15.9% | 1,581 |
| 2015-16 | 1,016 | 55.2% | 583 | 31.7% | 48 | 2.6% | 193 | 10.5% | 1,840 |
| 2016-17 | 1,430 | 69.1% | 461 | 22.3% | 47 | 2.3% | 132 | 6.4% | 2,070 |
| 2017-18 | 1,065 | 29.9% | 2,311 | 65.0% | 37 | 1.0% | 144 | 4.0% | 3,557 |
| 2018-19 | 932 | 23.1% | 2,998 | 74.3% | 5 | 0.1% | 98 | 2.4% | 4,033 |
| 2019-20 | 891 | 37.9% | 595 | 25.3% | 12 | 0.5% | 856 | 36.4% | 2,354 |
| Mount Magnet | | | | | | | | | |
| 2009-10 | 758 | 69.3% | 162 | 14.8% | 0 | 0.0% | 174 | 15.9% | 1,094 |
| 2010-11 | 762 | 70.0% | 323 | 29.7% | 0 | 0.0% | 3 | 0.3% | 1,088 |
| 2011-12 | 517 | 55.8% | 185 | 20.0% | 0 | 0.0% | 224 | 24.2% | 926 |
| 2012-13 | 437 | 50.8% | 132 | 15.3% | 0 | 0.0% | 292 | 33.9% | 861 |
| 2013-14 | 591 | 63.5% | 239 | 25.7% | 0 | 0.0% | 100 | 10.8% | 930 |
| 2014-15 | 454 | 47.0% | 361 | 37.4% | 0 | 0.0% | 150 | 15.5% | 965 |
| 2015-16 | 721 | 20.8% | 2,491 | 71.8% | 0 | 0.0% | 258 | 7.4% | 3,470 |
| 2016-17 | 401 | 8.5% | 4,049 | 86.0% | 0 | 0.0% | 258 | 5.5% | 4,708 |
| 2017-18 | 747 | 69.6% | 177 | 16.5% | 0 | 0.0% | 150 | 14.0% | 1,074 |
| 2018-19 | 560 | 57.0% | 232 | 23.6% | 0 | 0.0% | 191 | 19.4% | 983 |
| 2019-20 | 565 | 57.9% | 207 | 21.2% | 0 | 0.0% | 203 | 20.8% | 975 |
| Murchison | | | | | | | | | |
| 2009-10 | 1,253 | 67.9% | 164 | 8.9% | 0 | 0.0% | 429 | 23.2% | 1,846 |
| 2010-11 | 540 | 19.6% | 2,216 | 80.4% | 0 | 0.0% | 0 | 0.0% | 2,756 |
| 2011-12 | 1,131 | 12.6% | 6,186 | 69.0% | 1,353 | 15.1% | 297 | 3.3% | 8,967 |
| 2012-13 | 1,108 | 24.4% | 2,025 | 44.6% | 750 | 16.5% | 656 | 14.5% | 4,539 |
| 2013-14 | 1,160 | 38.2% | 366 | 12.1% | 173 | 5.7% | 1,338 | 44.1% | 3,037 |
| 2014-15 | 1,054 | 16.0% | 3,299 | 49.9% | 458 | 6.9% | 1,797 | 27.2% | 6,608 |
| 2015-16 | 2,313 | 32.7% | 3,553 | 50.2% | 15 | 0.2% | 1,201 | 17.0% | 7,082 |
| 2016-17 | 1,832 | 23.1% | 5,669 | 71.5% | 0 | 0.0% | 423 | 5.3% | 7,924 |
| 2017-18 | 2,084 | 17.8% | 8,538 | 72.9% | 0 | 0.0% | 1,083 | 9.3% | 11,705 |
| 2018-19 | 1,160 | 7.3% | 13,362 | 84.6% | 0 | 0.0% | 1,273 | 8.1% | 15,795 |
| 2019-20 | 1,478 | 23.1% | 3,042 | 47.5% | 76 | 1.2% | 1,807 | 28.2% | 6,403 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|----------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Northampton | | | | | | | | | |
| 2009-10 | 1,199 | 39.8% | 500 | 16.6% | 15 | 0.5% | 1,297 | 43.1% | 3,011 |
| 2010-11 | 1,285 | 42.0% | 361 | 11.8% | 56 | 1.8% | 1,355 | 44.3% | 3,057 |
| 2011-12 | 1,067 | 35.0% | 779 | 25.6% | 0 | 0.0% | 1,201 | 39.4% | 3,047 |
| 2012-13 | 1,067 | 40.8% | 266 | 10.2% | 0 | 0.0% | 1,280 | 49.0% | 2,613 |
| 2013-14 | 523 | 18.5% | 1,434 | 50.8% | 0 | 0.0% | 867 | 30.7% | 2,824 |
| 2014-15 | 1,182 | 45.4% | 870 | 33.4% | 0 | 0.0% | 552 | 21.2% | 2,604 |
| 2015-16 | 1,334 | 40.2% | 1,046 | 31.5% | 0 | 0.0% | 938 | 28.3% | 3,318 |
| 2016-17 | 1,304 | 36.2% | 1,507 | 41.8% | 0 | 0.0% | 790 | 21.9% | 3,601 |
| 2017-18 | 1,196 | 32.8% | 1,989 | 54.6% | 0 | 0.0% | 461 | 12.6% | 3,646 |
| 2018-19 | 1,506 | 42.4% | 1,454 | 41.0% | 0 | 0.0% | 590 | 16.6% | 3,550 |
| 2019-20 | 1,378 | 39.8% | 1,206 | 34.8% | 0 | 0.0% | 879 | 25.4% | 3,463 |
| Perenjori | | | | | | | | | |
| 2009-10 | 1,259 | 74.9% | 216 | 12.8% | 0 | 0.0% | 206 | 12.3% | 1,681 |
| 2010-11 | 1,043 | 70.3% | 158 | 10.7% | 0 | 0.0% | 282 | 19.0% | 1,483 |
| 2011-12 | 943 | 52.1% | 203 | 11.2% | 0 | 0.0% | 664 | 36.7% | 1,810 |
| 2012-13 | 1,146 | 46.7% | 620 | 25.3% | 0 | 0.0% | 687 | 28.0% | 2,453 |
| 2013-14 | 1,176 | 43.1% | 719 | 26.3% | 0 | 0.0% | 836 | 30.6% | 2,731 |
| 2014-15 | 1,209 | 51.6% | 784 | 33.5% | 0 | 0.0% | 349 | 14.9% | 2,342 |
| 2015-16 | 1,918 | 63.1% | 707 | 23.3% | 0 | 0.0% | 415 | 13.7% | 3,040 |
| 2016-17 | 1,621 | 37.5% | 1,979 | 45.8% | 0 | 0.0% | 718 | 16.6% | 4,318 |
| 2017-18 | 1,677 | 37.0% | 2,471 | 54.6% | 0 | 0.0% | 379 | 8.4% | 4,527 |
| 2018-19 | 1,234 | 62.9% | 525 | 26.8% | 0 | 0.0% | 202 | 10.3% | 1,961 |
| 2019-20 | 1,458 | 63.4% | 651 | 28.3% | 0 | 0.0% | 191 | 8.3% | 2,300 |
| Sandstone | | | | | | | | | |
| 2009-10 | 1,033 | 62.7% | 292 | 17.7% | 0 | 0.0% | 322 | 19.6% | 1,647 |
| 2010-11 | 850 | 54.3% | 252 | 16.1% | 0 | 0.0% | 464 | 29.6% | 1,566 |
| 2011-12 | 578 | 36.3% | 504 | 31.7% | 0 | 0.0% | 509 | 32.0% | 1,591 |
| 2012-13 | 746 | 46.1% | 233 | 14.4% | 0 | 0.0% | 639 | 39.5% | 1,618 |
| 2013-14 | 880 | 53.3% | 349 | 21.2% | 0 | 0.0% | 421 | 25.5% | 1,650 |
| 2014-15 | 428 | 23.3% | 754 | 41.1% | 0 | 0.0% | 654 | 35.6% | 1,836 |
| 2015-16 | 1,300 | 25.2% | 2,980 | 57.8% | 0 | 0.0% | 873 | 16.9% | 5,153 |
| 2016-17 | 1,157 | 17.1% | 4,134 | 61.0% | 0 | 0.0% | 1,481 | 21.9% | 6,772 |
| 2017-18 | 613 | 8.9% | 4,754 | 68.9% | 0 | 0.0% | 1,535 | 22.2% | 6,902 |
| 2018-19 | 450 | 8.3% | 2,994 | 55.3% | 0 | 0.0% | 1,968 | 36.4% | 5,412 |
| 2019-20 | 808 | 38.6% | 395 | 18.9% | 0 | 0.0% | 892 | 42.6% | 2,095 |
| Three Springs | | | | | | | | | |
| 2009-10 | 651 | 41.3% | 412 | 26.1% | 0 | 0.0% | 515 | 32.6% | 1,578 |
| 2010-11 | 1,077 | 67.9% | 451 | 28.5% | 0 | 0.0% | 57 | 3.6% | 1,585 |
| 2011-12 | 612 | 48.6% | 300 | 23.8% | 0 | 0.0% | 347 | 27.6% | 1,259 |
| 2012-13 | 392 | 33.4% | 333 | 28.4% | 0 | 0.0% | 449 | 38.2% | 1,174 |
| 2013-14 | 774 | 33.6% | 820 | 35.6% | 0 | 0.0% | 710 | 30.8% | 2,304 |
| 2014-15 | 434 | 34.1% | 433 | 34.0% | 0 | 0.0% | 406 | 31.9% | 1,273 |
| 2015-16 | 1,001 | 59.5% | 459 | 27.3% | 0 | 0.0% | 222 | 13.2% | 1,682 |
| 2016-17 | 827 | 36.7% | 657 | 29.1% | 0 | 0.0% | 771 | 34.2% | 2,255 |
| 2017-18 | 842 | 39.8% | 620 | 29.3% | 0 | 0.0% | 651 | 30.8% | 2,113 |
| 2018-19 | 772 | 41.2% | 508 | 27.1% | 0 | 0.0% | 595 | 31.7% | 1,875 |
| 2019-20 | 749 | 31.3% | 637 | 26.7% | 0 | 0.0% | 1,004 | 42.0% | 2,390 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Yalgoo | | | | | | | | | |
| 2009-10 | 829 | 43.1% | 381 | 19.8% | 114 | 5.9% | 601 | 31.2% | 1,925 |
| 2010-11 | 1,024 | 46.7% | 1,023 | 46.7% | 0 | 0.0% | 144 | 6.6% | 2,191 |
| 2011-12 | 1,054 | 23.6% | 2,623 | 58.8% | 202 | 4.5% | 585 | 13.1% | 4,464 |
| 2012-13 | 540 | 18.7% | 1,357 | 47.1% | 296 | 10.3% | 689 | 23.9% | 2,882 |
| 2013-14 | 577 | 25.6% | 850 | 37.7% | 280 | 12.4% | 550 | 24.4% | 2,257 |
| 2014-15 | 577 | 25.6% | 850 | 37.7% | 280 | 12.4% | 550 | 24.4% | 2,257 |
| 2015-16 | 1,017 | 28.1% | 2,507 | 69.3% | 0 | 0.0% | 91 | 2.5% | 3,615 |
| 2016-17 | 1,159 | 43.1% | 1,268 | 47.2% | 0 | 0.0% | 262 | 9.7% | 2,689 |
| 2017-18 | 776 | 37.0% | 333 | 15.9% | 0 | 0.0% | 991 | 47.2% | 2,100 |
| 2018-19 | 1,124 | 45.4% | 358 | 14.5% | 0 | 0.0% | 995 | 40.2% | 2,477 |
| 2019-20 | 985 | 31.3% | 1,484 | 47.2% | 0 | 0.0% | 675 | 21.5% | 3,144 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Pilbara Region | | | | | | | | | |
| 2009-10 | 7,893 | 33.3% | 5,793 | 24.5% | 1,922 | 8.1% | 8,060 | 34.1% | 23,668 |
| 2010-11 | 7,666 | 34.9% | 5,354 | 24.4% | 68 | 0.3% | 8,881 | 40.4% | 21,969 |
| 2011-12 | 7,762 | 35.6% | 6,773 | 31.1% | 1,650 | 7.6% | 5,604 | 25.7% | 21,789 |
| 2012-13 | 7,852 | 28.7% | 7,819 | 28.6% | 1,136 | 4.2% | 10,542 | 38.5% | 27,349 |
| 2013-14 | 5,792 | 12.4% | 7,084 | 15.2% | 20,516 | 44.0% | 13,183 | 28.3% | 46,575 |
| 2014-15 | 8,301 | 26.9% | 6,972 | 22.6% | 2,958 | 9.6% | 12,633 | 40.9% | 30,864 |
| 2015-16 | 13,789 | 44.2% | 6,128 | 19.7% | 551 | 1.8% | 10,716 | 34.4% | 31,184 |
| 2016-17 | 9,704 | 33.5% | 6,613 | 22.8% | 127 | 0.4% | 12,516 | 43.2% | 28,960 |
| 2017-18 | 9,875 | 28.3% | 7,053 | 20.2% | 530 | 1.5% | 17,432 | 50.0% | 34,890 |
| 2018-19 | 9,450 | 21.2% | 15,123 | 33.9% | 576 | 1.3% | 19,491 | 43.7% | 44,640 |
| 2019-20 | 9,782 | 20.3% | 16,555 | 34.4% | 839 | 1.7% | 20,905 | 43.5% | 48,081 |
| Ashburton | | | | | | | | | |
| 2009-10 | 2,229 | 30.5% | 3,024 | 41.4% | 1,572 | 21.5% | 485 | 6.6% | 7,310 |
| 2010-11 | 2,229 | 40.5% | 1,671 | 30.3% | 13 | 0.2% | 1,597 | 29.0% | 5,510 |
| 2011-12 | 1,909 | 47.8% | 1,283 | 32.1% | 0 | 0.0% | 800 | 20.0% | 3,992 |
| 2012-13 | 1,739 | 29.7% | 1,464 | 25.0% | 984 | 16.8% | 1,671 | 28.5% | 5,858 |
| 2013-14 | 1,692 | 56.1% | 1,086 | 36.0% | 0 | 0.0% | 240 | 8.0% | 3,018 |
| 2014-15 | 1,934 | 25.1% | 1,427 | 18.5% | 2,258 | 29.3% | 2,090 | 27.1% | 7,709 |
| 2015-16 | 3,069 | 61.1% | 1,373 | 27.3% | 0 | 0.0% | 584 | 11.6% | 5,026 |
| 2016-17 | 1,763 | 38.6% | 742 | 16.3% | 0 | 0.0% | 2,061 | 45.1% | 4,566 |
| 2017-18 | 1,807 | 36.3% | 1,000 | 20.1% | 0 | 0.0% | 2,177 | 43.7% | 4,984 |
| 2018-19 | 2,415 | 16.2% | 10,111 | 67.7% | 0 | 0.0% | 2,420 | 16.2% | 14,946 |
| 2019-20 | 1,906 | 17.6% | 2,211 | 20.4% | 0 | 0.0% | 6,718 | 62.0% | 10,835 |
| East Pilbara | | | | | | | | | |
| 2009-10 | 3,360 | 60.6% | 1,198 | 21.6% | 100 | 1.8% | 888 | 16.0% | 5,546 |
| 2010-11 | 3,634 | 47.0% | 2,596 | 33.5% | 55 | 0.7% | 1,453 | 18.8% | 7,738 |
| 2011-12 | 3,012 | 35.8% | 4,112 | 48.9% | 50 | 0.6% | 1,236 | 14.7% | 8,410 |
| 2012-13 | 3,322 | 38.9% | 4,163 | 48.7% | 150 | 1.8% | 907 | 10.6% | 8,542 |
| 2013-14 | 2,456 | 26.8% | 3,835 | 41.9% | 150 | 1.6% | 2,711 | 29.6% | 9,152 |
| 2014-15 | 3,915 | 48.1% | 1,668 | 20.5% | 200 | 2.5% | 2,362 | 29.0% | 8,145 |
| 2015-16 | 7,022 | 69.0% | 1,360 | 13.4% | 200 | 2.0% | 1,595 | 15.7% | 10,177 |
| 2016-17 | 4,181 | 49.1% | 2,858 | 33.6% | 100 | 1.2% | 1,377 | 16.2% | 8,516 |
| 2017-18 | 4,938 | 49.8% | 3,254 | 32.8% | 319 | 3.2% | 1,408 | 14.2% | 9,919 |
| 2018-19 | 3,902 | 46.9% | 2,484 | 29.9% | 219 | 2.6% | 1,710 | 20.6% | 8,315 |
| 2019-20 | 4,241 | 55.1% | 1,813 | 23.5% | 200 | 2.6% | 1,445 | 18.8% | 7,699 |
| Karratha | | | | | | | | | |
| 2009-10 | 1,248 | 20.6% | 707 | 11.7% | 0 | 0.0% | 4,092 | 67.7% | 6,047 |
| 2010-11 | 1,110 | 23.1% | 580 | 12.1% | 0 | 0.0% | 3,122 | 64.9% | 4,812 |
| 2011-12 | 1,387 | 27.9% | 571 | 11.5% | 0 | 0.0% | 3,012 | 60.6% | 4,970 |
| 2012-13 | 1,369 | 20.6% | 840 | 12.7% | 0 | 0.0% | 4,425 | 66.7% | 6,634 |
| 2013-14 | 625 | 7.7% | 695 | 8.5% | 0 | 0.0% | 6,828 | 83.8% | 8,148 |
| 2014-15 | 1,241 | 14.7% | 1,357 | 16.1% | 0 | 0.0% | 5,833 | 69.2% | 8,431 |
| 2015-16 | 2,063 | 21.4% | 2,114 | 21.9% | 0 | 0.0% | 5,460 | 56.7% | 9,637 |
| 2016-17 | 2,206 | 26.0% | 1,304 | 15.4% | 0 | 0.0% | 4,964 | 58.6% | 8,474 |
| 2017-18 | 1,615 | 18.2% | 1,155 | 13.0% | 211 | 2.4% | 5,873 | 66.3% | 8,854 |
| 2018-19 | 1,711 | 14.5% | 2,065 | 17.5% | 357 | 3.0% | 7,638 | 64.9% | 11,771 |
| 2019-20 | 2,171 | 16.3% | 4,052 | 30.5% | 632 | 4.8% | 6,438 | 48.4% | 13,293 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Port Hedland | | | | | | | | | |
| 2009-10 | 1,056 | 22.2% | 864 | 18.1% | 250 | 5.2% | 2,595 | 54.5% | 4,765 |
| 2010-11 | 693 | 17.7% | 507 | 13.0% | 0 | 0.0% | 2,709 | 69.3% | 3,909 |
| 2011-12 | 1,454 | 32.9% | 807 | 18.3% | 1,600 | 36.2% | 556 | 12.6% | 4,417 |
| 2012-13 | 1,422 | 22.5% | 1,352 | 21.4% | 2 | 0.0% | 3,539 | 56.0% | 6,315 |
| 2013-14 | 1,019 | 3.9% | 1,468 | 5.6% | 20,366 | 77.6% | 3,404 | 13.0% | 26,257 |
| 2014-15 | 1,211 | 18.4% | 2,520 | 38.3% | 500 | 7.6% | 2,348 | 35.7% | 6,579 |
| 2015-16 | 1,635 | 25.8% | 1,281 | 20.2% | 351 | 5.5% | 3,077 | 48.5% | 6,344 |
| 2016-17 | 1,554 | 21.0% | 1,709 | 23.1% | 27 | 0.4% | 4,114 | 55.6% | 7,404 |
| 2017-18 | 1,515 | 13.6% | 1,644 | 14.8% | 0 | 0.0% | 7,974 | 71.6% | 11,133 |
| 2018-19 | 1,422 | 14.8% | 463 | 4.8% | 0 | 0.0% | 7,723 | 80.4% | 9,608 |
| 2019-20 | 1,464 | 9.0% | 8,479 | 52.2% | 7 | 0.0% | 6,304 | 38.8% | 16,254 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|---------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| South West Region | | | | | | | | | |
| 2009-10 | 19,276 | 26.1% | 16,033 | 21.7% | 70 | 0.1% | 38,361 | 52.0% | 73,740 |
| 2010-11 | 22,119 | 28.8% | 17,614 | 22.9% | 1,188 | 1.5% | 35,940 | 46.8% | 76,861 |
| 2011-12 | 21,699 | 28.1% | 19,669 | 25.4% | 314 | 0.4% | 35,662 | 46.1% | 77,344 |
| 2012-13 | 22,825 | 25.0% | 28,771 | 31.5% | 355 | 0.4% | 39,455 | 43.2% | 91,406 |
| 2013-14 | 19,510 | 21.7% | 25,110 | 28.0% | 440 | 0.5% | 44,681 | 49.8% | 89,741 |
| 2014-15 | 25,635 | 27.8% | 20,411 | 22.1% | 521 | 0.6% | 45,621 | 49.5% | 92,188 |
| 2015-16 | 32,315 | 32.1% | 29,621 | 29.4% | 894 | 0.9% | 37,822 | 37.6% | 100,652 |
| 2016-17 | 32,546 | 28.2% | 35,244 | 30.6% | 2,511 | 2.2% | 44,909 | 39.0% | 115,210 |
| 2017-18 | 27,988 | 25.1% | 22,677 | 20.3% | 8,093 | 7.2% | 52,898 | 47.4% | 111,656 |
| 2018-19 | 20,868 | 21.1% | 23,332 | 23.6% | 1,183 | 1.2% | 53,419 | 54.1% | 98,802 |
| 2019-20 | 25,450 | 25.5% | 21,758 | 21.8% | 635 | 0.6% | 51,987 | 52.1% | 99,830 |
| Augusta-Margaret River | | | | | | | | | |
| 2009-10 | 1,670 | 35.4% | 767 | 16.2% | 29 | 0.6% | 2,255 | 47.8% | 4,721 |
| 2010-11 | 1,601 | 36.6% | 766 | 17.5% | 0 | 0.0% | 2,008 | 45.9% | 4,375 |
| 2011-12 | 2,244 | 43.8% | 981 | 19.2% | 0 | 0.0% | 1,894 | 37.0% | 5,119 |
| 2012-13 | 1,592 | 35.0% | 963 | 21.2% | 0 | 0.0% | 1,996 | 43.9% | 4,551 |
| 2013-14 | 875 | 13.5% | 2,502 | 38.5% | 133 | 2.0% | 2,984 | 46.0% | 6,494 |
| 2014-15 | 1,541 | 24.5% | 1,404 | 22.3% | 212 | 3.4% | 3,133 | 49.8% | 6,290 |
| 2015-16 | 2,629 | 40.2% | 1,435 | 21.9% | 0 | 0.0% | 2,474 | 37.8% | 6,538 |
| 2016-17 | 2,464 | 34.0% | 1,071 | 14.8% | 0 | 0.0% | 3,710 | 51.2% | 7,245 |
| 2017-18 | 1,998 | 24.4% | 1,923 | 23.5% | 0 | 0.0% | 4,265 | 52.1% | 8,186 |
| 2018-19 | 1,025 | 16.5% | 1,570 | 25.2% | 0 | 0.0% | 3,633 | 58.3% | 6,228 |
| 2019-20 | 2,076 | 19.2% | 3,218 | 29.7% | 0 | 0.0% | 5,543 | 51.1% | 10,837 |
| Boddington | | | | | | | | | |
| 2009-10 | 272 | 36.4% | 230 | 30.8% | 0 | 0.0% | 245 | 32.8% | 747 |
| 2010-11 | 228 | 16.5% | 816 | 59.1% | 105 | 7.6% | 231 | 16.7% | 1,380 |
| 2011-12 | 242 | 27.2% | 354 | 39.7% | 0 | 0.0% | 295 | 33.1% | 891 |
| 2012-13 | 278 | 19.2% | 767 | 53.0% | 0 | 0.0% | 401 | 27.7% | 1,446 |
| 2013-14 | 378 | 38.8% | 595 | 61.2% | 0 | 0.0% | 0 | 0.0% | 973 |
| 2014-15 | 286 | 33.2% | 226 | 26.2% | 0 | 0.0% | 350 | 40.6% | 862 |
| 2015-16 | 465 | 46.1% | 280 | 27.8% | 0 | 0.0% | 264 | 26.2% | 1,009 |
| 2016-17 | 499 | 44.8% | 271 | 24.3% | 0 | 0.0% | 344 | 30.9% | 1,114 |
| 2017-18 | 497 | 31.0% | 836 | 52.2% | 0 | 0.0% | 269 | 16.8% | 1,602 |
| 2018-19 | 303 | 25.7% | 338 | 28.6% | 0 | 0.0% | 540 | 45.7% | 1,181 |
| 2019-20 | 365 | 16.9% | 1,119 | 51.9% | 0 | 0.0% | 670 | 31.1% | 2,154 |
| Boyup Brook | | | | | | | | | |
| 2009-10 | 1,031 | 44.1% | 584 | 25.0% | 0 | 0.0% | 724 | 31.0% | 2,339 |
| 2010-11 | 1,116 | 59.1% | 431 | 22.8% | 0 | 0.0% | 341 | 18.1% | 1,888 |
| 2011-12 | 769 | 34.0% | 706 | 31.2% | 0 | 0.0% | 790 | 34.9% | 2,265 |
| 2012-13 | 911 | 54.4% | 265 | 15.8% | 0 | 0.0% | 498 | 29.7% | 1,674 |
| 2013-14 | 1,318 | 52.8% | 869 | 34.8% | 0 | 0.0% | 310 | 12.4% | 2,497 |
| 2014-15 | 1,261 | 56.0% | 471 | 20.9% | 80 | 3.6% | 440 | 19.5% | 2,252 |
| 2015-16 | 1,450 | 38.1% | 1,837 | 48.2% | 0 | 0.0% | 522 | 13.7% | 3,809 |
| 2016-17 | 2,107 | 45.5% | 1,987 | 42.9% | 5 | 0.1% | 530 | 11.4% | 4,629 |
| 2017-18 | 1,445 | 40.4% | 1,425 | 39.8% | 0 | 0.0% | 710 | 19.8% | 3,580 |
| 2018-19 | 1,147 | 45.3% | 580 | 22.9% | 0 | 0.0% | 804 | 31.8% | 2,531 |
| 2019-20 | 976 | 38.5% | 712 | 28.1% | 0 | 0.0% | 850 | 33.5% | 2,538 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Bridgetown-Greenbushes | | | | | | | | | |
| 2009-10 | 882 | 29.9% | 1,063 | 36.0% | 0 | 0.0% | 1,008 | 34.1% | 2,953 |
| 2010-11 | 1,317 | 39.9% | 306 | 9.3% | 529 | 16.0% | 1,150 | 34.8% | 3,302 |
| 2011-12 | 1,067 | 44.4% | 480 | 20.0% | 0 | 0.0% | 854 | 35.6% | 2,401 |
| 2012-13 | 947 | 43.0% | 585 | 26.5% | 0 | 0.0% | 672 | 30.5% | 2,204 |
| 2013-14 | 1,124 | 43.3% | 516 | 19.9% | 0 | 0.0% | 956 | 36.8% | 2,596 |
| 2014-15 | 985 | 45.4% | 470 | 21.7% | 0 | 0.0% | 713 | 32.9% | 2,168 |
| 2015-16 | 1,766 | 60.4% | 389 | 13.3% | 14 | 0.5% | 756 | 25.8% | 2,925 |
| 2016-17 | 2,803 | 73.1% | 681 | 17.8% | 0 | 0.0% | 351 | 9.2% | 3,835 |
| 2017-18 | 1,278 | 52.0% | 354 | 14.4% | 0 | 0.0% | 826 | 33.6% | 2,458 |
| 2018-19 | 1,487 | 45.2% | 547 | 16.6% | 351 | 10.7% | 908 | 27.6% | 3,293 |
| 2019-20 | 1,101 | 47.7% | 411 | 17.8% | 0 | 0.0% | 797 | 34.5% | 2,309 |
| Bunbury | | | | | | | | | |
| 2009-10 | 1,294 | 15.2% | 1,451 | 17.0% | 0 | 0.0% | 5,794 | 67.9% | 8,539 |
| 2010-11 | 1,452 | 18.0% | 1,099 | 13.7% | 0 | 0.0% | 5,495 | 68.3% | 8,046 |
| 2011-12 | 2,272 | 20.8% | 1,838 | 16.9% | 0 | 0.0% | 6,789 | 62.3% | 10,899 |
| 2012-13 | 1,458 | 12.3% | 3,460 | 29.2% | 26 | 0.2% | 6,896 | 58.2% | 11,840 |
| 2013-14 | 1,370 | 13.9% | 1,395 | 14.1% | 3 | 0.0% | 7,103 | 72.0% | 9,871 |
| 2014-15 | 1,458 | 16.4% | 1,649 | 18.5% | 7 | 0.1% | 5,786 | 65.0% | 8,900 |
| 2015-16 | 1,824 | 24.9% | 1,852 | 25.3% | 73 | 1.0% | 3,573 | 48.8% | 7,322 |
| 2016-17 | 1,550 | 16.1% | 2,305 | 24.0% | 20 | 0.2% | 5,746 | 59.7% | 9,621 |
| 2017-18 | 2,000 | 24.9% | 1,466 | 18.2% | 25 | 0.3% | 4,547 | 56.6% | 8,038 |
| 2018-19 | 1,726 | 18.2% | 1,090 | 11.5% | 59 | 0.6% | 6,610 | 69.7% | 9,485 |
| 2019-20 | 1,665 | 18.7% | 2,256 | 25.3% | 0 | 0.0% | 4,982 | 56.0% | 8,903 |
| Busselton | | | | | | | | | |
| 2009-10 | 2,156 | 32.5% | 706 | 10.6% | 0 | 0.0% | 3,774 | 56.9% | 6,636 |
| 2010-11 | 2,381 | 27.3% | 1,343 | 15.4% | 0 | 0.0% | 5,011 | 57.4% | 8,735 |
| 2011-12 | 2,741 | 26.9% | 3,413 | 33.5% | 139 | 1.4% | 3,893 | 38.2% | 10,186 |
| 2012-13 | 3,803 | 30.8% | 2,538 | 20.5% | 164 | 1.3% | 5,849 | 47.3% | 12,354 |
| 2013-14 | 2,190 | 17.1% | 3,432 | 26.8% | 103 | 0.8% | 7,082 | 55.3% | 12,807 |
| 2014-15 | 2,086 | 19.9% | 1,298 | 12.4% | 26 | 0.2% | 7,087 | 67.5% | 10,497 |
| 2015-16 | 3,834 | 29.9% | 1,440 | 11.2% | 0 | 0.0% | 7,562 | 58.9% | 12,836 |
| 2016-17 | 4,708 | 31.6% | 2,029 | 13.6% | 0 | 0.0% | 8,142 | 54.7% | 14,879 |
| 2017-18 | 3,388 | 26.0% | 2,253 | 17.3% | 0 | 0.0% | 7,369 | 56.6% | 13,010 |
| 2018-19 | 1,849 | 14.5% | 1,653 | 13.0% | 0 | 0.0% | 9,242 | 72.5% | 12,744 |
| 2019-20 | 5,649 | 31.1% | 1,597 | 8.8% | 389 | 2.1% | 10,500 | 57.9% | 18,135 |
| Capel | | | | | | | | | |
| 2009-10 | 771 | 22.1% | 938 | 26.9% | 0 | 0.0% | 1,776 | 51.0% | 3,485 |
| 2010-11 | 834 | 24.9% | 686 | 20.5% | 34 | 1.0% | 1,797 | 53.6% | 3,351 |
| 2011-12 | 678 | 20.3% | 891 | 26.7% | 3 | 0.1% | 1,768 | 52.9% | 3,340 |
| 2012-13 | 517 | 16.4% | 263 | 8.3% | 48 | 1.5% | 2,328 | 73.8% | 3,156 |
| 2013-14 | 921 | 27.3% | 289 | 8.6% | 22 | 0.7% | 2,143 | 63.5% | 3,375 |
| 2014-15 | 813 | 21.4% | 461 | 12.1% | 26 | 0.7% | 2,502 | 65.8% | 3,802 |
| 2015-16 | 1,350 | 33.1% | 204 | 5.0% | 28 | 0.7% | 2,495 | 61.2% | 4,077 |
| 2016-17 | 1,496 | 30.8% | 851 | 17.5% | 0 | 0.0% | 2,512 | 51.7% | 4,859 |
| 2017-18 | 1,255 | 26.2% | 438 | 9.1% | 70 | 1.5% | 3,035 | 63.3% | 4,798 |
| 2018-19 | 879 | 13.2% | 2,324 | 35.0% | 57 | 0.9% | 3,384 | 50.9% | 6,644 |
| 2019-20 | 1,033 | 18.5% | 2,293 | 41.0% | 54 | 1.0% | 2,216 | 39.6% | 5,596 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|----------------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Collie | | | | | | | | | |
| 2009-10 | 820 | 19.4% | 2,146 | 50.9% | 0 | 0.0% | 1,250 | 29.6% | 4,216 |
| 2010-11 | 654 | 18.3% | 477 | 13.4% | 0 | 0.0% | 2,439 | 68.3% | 3,570 |
| 2011-12 | 1,163 | 33.7% | 1,229 | 35.6% | 0 | 0.0% | 1,057 | 30.6% | 3,449 |
| 2012-13 | 891 | 27.2% | 864 | 26.4% | 4 | 0.1% | 1,514 | 46.3% | 3,273 |
| 2013-14 | 435 | 15.7% | 763 | 27.5% | 0 | 0.0% | 1,580 | 56.9% | 2,778 |
| 2014-15 | 703 | 19.9% | 1,769 | 50.1% | 0 | 0.0% | 1,057 | 30.0% | 3,529 |
| 2015-16 | 1,381 | 58.6% | 558 | 23.7% | 0 | 0.0% | 416 | 17.7% | 2,355 |
| 2016-17 | 1,497 | 56.4% | 605 | 22.8% | 0 | 0.0% | 551 | 20.8% | 2,653 |
| 2017-18 | 868 | 36.8% | 530 | 22.5% | 0 | 0.0% | 959 | 40.7% | 2,357 |
| 2018-19 | 478 | 20.8% | 903 | 39.2% | 0 | 0.0% | 922 | 40.0% | 2,303 |
| 2019-20 | 1,862 | 59.9% | 397 | 12.8% | 0 | 0.0% | 850 | 27.3% | 3,109 |
| Dardanup | | | | | | | | | |
| 2009-10 | 615 | 14.1% | 1,874 | 43.0% | 0 | 0.0% | 1,871 | 42.9% | 4,360 |
| 2010-11 | 626 | 19.4% | 1,059 | 32.9% | 15 | 0.5% | 1,520 | 47.2% | 3,220 |
| 2011-12 | 649 | 19.9% | 1,623 | 49.7% | 13 | 0.4% | 979 | 30.0% | 3,264 |
| 2012-13 | 1,696 | 26.2% | 2,603 | 40.2% | 0 | 0.0% | 2,177 | 33.6% | 6,476 |
| 2013-14 | 1,031 | 18.5% | 2,176 | 39.1% | 0 | 0.0% | 2,358 | 42.4% | 5,565 |
| 2014-15 | 902 | 16.5% | 1,630 | 29.8% | 10 | 0.2% | 2,928 | 53.5% | 5,470 |
| 2015-16 | 1,092 | 20.6% | 1,468 | 27.7% | 10 | 0.2% | 2,721 | 51.4% | 5,291 |
| 2016-17 | 1,199 | 21.1% | 1,948 | 34.3% | 0 | 0.0% | 2,531 | 44.6% | 5,678 |
| 2017-18 | 1,207 | 18.1% | 2,144 | 32.2% | 0 | 0.0% | 3,312 | 49.7% | 6,663 |
| 2018-19 | 1,254 | 22.6% | 1,371 | 24.8% | 0 | 0.0% | 2,913 | 52.6% | 5,538 |
| 2019-20 | 831 | 16.6% | 1,902 | 37.9% | 0 | 0.0% | 2,283 | 45.5% | 5,016 |
| Donnybrook-Balingup | | | | | | | | | |
| 2009-10 | 898 | 31.1% | 1,104 | 38.3% | 41 | 1.4% | 843 | 29.2% | 2,886 |
| 2010-11 | 1,022 | 42.1% | 683 | 28.1% | 44 | 1.8% | 680 | 28.0% | 2,429 |
| 2011-12 | 1,735 | 53.1% | 658 | 20.1% | 19 | 0.6% | 858 | 26.2% | 3,270 |
| 2012-13 | 1,268 | 31.9% | 1,470 | 37.0% | 19 | 0.5% | 1,220 | 30.7% | 3,977 |
| 2013-14 | 1,477 | 33.8% | 1,398 | 32.0% | 21 | 0.5% | 1,473 | 33.7% | 4,369 |
| 2014-15 | 1,363 | 17.8% | 3,808 | 49.9% | 5 | 0.1% | 2,462 | 32.2% | 7,638 |
| 2015-16 | 2,818 | 38.1% | 3,730 | 50.4% | 11 | 0.1% | 840 | 11.4% | 7,399 |
| 2016-17 | 926 | 23.7% | 1,554 | 39.7% | 0 | 0.0% | 1,432 | 36.6% | 3,912 |
| 2017-18 | 1,332 | 38.6% | 786 | 22.8% | 17 | 0.5% | 1,312 | 38.1% | 3,447 |
| 2018-19 | 2,025 | 31.9% | 2,675 | 42.1% | 17 | 0.3% | 1,637 | 25.8% | 6,354 |
| 2019-20 | 1,101 | 34.5% | 809 | 25.3% | 12 | 0.4% | 1,270 | 39.8% | 3,192 |
| Harvey | | | | | | | | | |
| 2009-10 | 1,817 | 29.9% | 502 | 8.3% | 0 | 0.0% | 3,748 | 61.8% | 6,067 |
| 2010-11 | 1,881 | 30.7% | 1,410 | 23.0% | 0 | 0.0% | 2,844 | 46.4% | 6,135 |
| 2011-12 | 1,407 | 22.7% | 1,891 | 30.6% | 0 | 0.0% | 2,887 | 46.7% | 6,185 |
| 2012-13 | 1,699 | 23.3% | 1,609 | 22.0% | 0 | 0.0% | 3,999 | 54.7% | 7,307 |
| 2013-14 | 1,785 | 26.3% | 1,020 | 15.0% | 0 | 0.0% | 3,973 | 58.6% | 6,778 |
| 2014-15 | 2,686 | 36.2% | 824 | 11.1% | 0 | 0.0% | 3,908 | 52.7% | 7,418 |
| 2015-16 | 2,257 | 35.7% | 798 | 12.6% | 0 | 0.0% | 3,263 | 51.6% | 6,318 |
| 2016-17 | 2,183 | 25.2% | 1,243 | 14.4% | 0 | 0.0% | 5,226 | 60.4% | 8,652 |
| 2017-18 | 2,139 | 12.8% | 1,092 | 6.5% | 7,105 | 42.5% | 6,400 | 38.2% | 16,736 |
| 2018-19 | 2,783 | 25.0% | 2,601 | 23.4% | 205 | 1.8% | 5,528 | 49.7% | 11,117 |
| 2019-20 | 1,583 | 16.4% | 1,114 | 11.5% | 0 | 0.0% | 6,974 | 72.1% | 9,671 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Mandurah | | | | | | | | | |
| 2009-10 | 1,775 | 13.1% | 1,577 | 11.6% | 0 | 0.0% | 10,247 | 75.4% | 13,599 |
| 2010-11 | 4,502 | 32.2% | 1,394 | 10.0% | 231 | 1.7% | 7,863 | 56.2% | 13,990 |
| 2011-12 | 1,776 | 14.5% | 2,252 | 18.4% | 0 | 0.0% | 8,199 | 67.1% | 12,227 |
| 2012-13 | 1,875 | 14.3% | 4,365 | 33.3% | 0 | 0.0% | 6,877 | 52.4% | 13,117 |
| 2013-14 | 2,094 | 17.9% | 2,731 | 23.4% | 0 | 0.0% | 6,865 | 58.7% | 11,690 |
| 2014-15 | 6,594 | 38.7% | 2,023 | 11.9% | 0 | 0.0% | 8,421 | 49.4% | 17,038 |
| 2015-16 | 3,284 | 20.6% | 4,197 | 26.3% | 673 | 4.2% | 7,784 | 48.8% | 15,938 |
| 2016-17 | 3,311 | 13.1% | 11,657 | 46.1% | 2,444 | 9.7% | 7,895 | 31.2% | 25,307 |
| 2017-18 | 2,462 | 14.0% | 2,074 | 11.8% | 13 | 0.1% | 13,042 | 74.1% | 17,591 |
| 2018-19 | 1,328 | 9.9% | 2,263 | 16.9% | 85 | 0.6% | 9,740 | 72.6% | 13,416 |
| 2019-20 | 1,375 | 11.1% | 1,897 | 15.3% | 0 | 0.0% | 9,165 | 73.7% | 12,437 |
| Manjimup | | | | | | | | | |
| 2009-10 | 1,732 | 35.1% | 1,476 | 29.9% | 0 | 0.0% | 1,728 | 35.0% | 4,936 |
| 2010-11 | 2,268 | 45.7% | 933 | 18.8% | 0 | 0.0% | 1,765 | 35.5% | 4,966 |
| 2011-12 | 1,634 | 32.6% | 1,648 | 32.9% | 0 | 0.0% | 1,723 | 34.4% | 5,005 |
| 2012-13 | 2,660 | 45.6% | 1,528 | 26.2% | 0 | 0.0% | 1,647 | 28.2% | 5,835 |
| 2013-14 | 2,477 | 34.3% | 2,334 | 32.3% | 0 | 0.0% | 2,405 | 33.3% | 7,216 |
| 2014-15 | 2,139 | 36.8% | 1,757 | 30.2% | 40 | 0.7% | 1,883 | 32.4% | 5,819 |
| 2015-16 | 2,989 | 38.4% | 2,654 | 34.1% | 15 | 0.2% | 2,116 | 27.2% | 7,774 |
| 2016-17 | 3,328 | 37.1% | 3,471 | 38.7% | 20 | 0.2% | 2,158 | 24.0% | 8,977 |
| 2017-18 | 2,804 | 27.5% | 4,455 | 43.7% | 10 | 0.1% | 2,927 | 28.7% | 10,196 |
| 2018-19 | 1,541 | 21.7% | 2,606 | 36.6% | 10 | 0.1% | 2,956 | 41.6% | 7,113 |
| 2019-20 | 2,302 | 38.9% | 1,660 | 28.0% | 0 | 0.0% | 1,957 | 33.1% | 5,919 |
| Murray | | | | | | | | | |
| 2009-10 | 1,328 | 34.2% | 697 | 18.0% | 0 | 0.0% | 1,856 | 47.8% | 3,881 |
| 2010-11 | 916 | 27.8% | 486 | 14.8% | 230 | 7.0% | 1,660 | 50.4% | 3,292 |
| 2011-12 | 1,437 | 28.6% | 997 | 19.8% | 140 | 2.8% | 2,456 | 48.8% | 5,030 |
| 2012-13 | 1,062 | 23.3% | 1,392 | 30.5% | 94 | 2.1% | 2,019 | 44.2% | 4,567 |
| 2013-14 | 908 | 16.1% | 1,117 | 19.8% | 158 | 2.8% | 3,447 | 61.2% | 5,630 |
| 2014-15 | 1,172 | 21.7% | 1,049 | 19.4% | 115 | 2.1% | 3,072 | 56.8% | 5,408 |
| 2015-16 | 2,711 | 22.2% | 7,777 | 63.7% | 70 | 0.6% | 1,658 | 13.6% | 12,216 |
| 2016-17 | 2,311 | 29.5% | 3,895 | 49.7% | 22 | 0.3% | 1,612 | 20.6% | 7,840 |
| 2017-18 | 3,130 | 37.1% | 1,750 | 20.7% | 853 | 10.1% | 2,702 | 32.0% | 8,435 |
| 2018-19 | 1,690 | 24.2% | 1,311 | 18.8% | 399 | 5.7% | 3,573 | 51.2% | 6,973 |
| 2019-20 | 1,439 | 25.2% | 1,370 | 24.0% | 180 | 3.2% | 2,721 | 47.7% | 5,710 |
| Nannup | | | | | | | | | |
| 2009-10 | 1,547 | 55.8% | 671 | 24.2% | 0 | 0.0% | 555 | 20.0% | 2,773 |
| 2010-11 | 654 | 9.6% | 5,491 | 81.0% | 0 | 0.0% | 634 | 9.4% | 6,779 |
| 2011-12 | 1,300 | 55.3% | 304 | 12.9% | 0 | 0.0% | 745 | 31.7% | 2,349 |
| 2012-13 | 1,616 | 20.2% | 5,754 | 71.9% | 0 | 0.0% | 638 | 8.0% | 8,008 |
| 2013-14 | 815 | 15.7% | 3,442 | 66.2% | 0 | 0.0% | 944 | 18.2% | 5,201 |
| 2014-15 | 1,073 | 33.3% | 1,250 | 38.8% | 0 | 0.0% | 900 | 27.9% | 3,223 |
| 2015-16 | 1,564 | 54.3% | 441 | 15.3% | 0 | 0.0% | 875 | 30.4% | 2,880 |
| 2016-17 | 1,229 | 32.1% | 950 | 24.8% | 0 | 0.0% | 1,646 | 43.0% | 3,825 |
| 2017-18 | 1,433 | 61.1% | 384 | 16.4% | 0 | 0.0% | 530 | 22.6% | 2,347 |
| 2018-19 | 709 | 49.5% | 319 | 22.3% | 0 | 0.0% | 403 | 28.2% | 1,431 |
| 2019-20 | 802 | 45.3% | 327 | 18.5% | 0 | 0.0% | 641 | 36.2% | 1,770 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|----------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Waroona | | | | | | | | | |
| 2009-10 | 668 | 41.7% | 247 | 15.4% | 0 | 0.0% | 687 | 42.9% | 1,602 |
| 2010-11 | 667 | 47.5% | 234 | 16.7% | 0 | 0.0% | 502 | 35.8% | 1,403 |
| 2011-12 | 585 | 40.0% | 404 | 27.6% | 0 | 0.0% | 475 | 32.4% | 1,464 |
| 2012-13 | 552 | 34.1% | 345 | 21.3% | 0 | 0.0% | 724 | 44.7% | 1,621 |
| 2013-14 | 312 | 16.4% | 531 | 27.9% | 0 | 0.0% | 1,058 | 55.7% | 1,901 |
| 2014-15 | 573 | 30.6% | 322 | 17.2% | 0 | 0.0% | 979 | 52.2% | 1,874 |
| 2015-16 | 901 | 45.9% | 561 | 28.5% | 0 | 0.0% | 503 | 25.6% | 1,965 |
| 2016-17 | 935 | 42.8% | 726 | 33.2% | 0 | 0.0% | 523 | 23.9% | 2,184 |
| 2017-18 | 752 | 34.0% | 767 | 34.7% | 0 | 0.0% | 693 | 31.3% | 2,212 |
| 2018-19 | 644 | 26.3% | 1,181 | 48.2% | 0 | 0.0% | 626 | 25.5% | 2,451 |
| 2019-20 | 1,290 | 50.9% | 676 | 26.7% | 0 | 0.0% | 568 | 22.4% | 2,534 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Wheatbelt North Region | | | | | | | | | |
| 2009-10 | 22,970 | 47.5% | 11,192 | 23.1% | 18 | 0.0% | 14,179 | 29.3% | 48,359 |
| 2010-11 | 23,368 | 47.7% | 11,722 | 23.9% | 106 | 0.2% | 13,809 | 28.2% | 49,005 |
| 2011-12 | 23,531 | 43.0% | 16,756 | 30.6% | 165 | 0.3% | 14,295 | 26.1% | 54,747 |
| 2012-13 | 23,484 | 39.2% | 18,926 | 31.6% | 68 | 0.1% | 17,488 | 29.2% | 59,966 |
| 2013-14 | 18,503 | 28.6% | 21,788 | 33.7% | 344 | 0.5% | 24,104 | 37.2% | 64,739 |
| 2014-15 | 22,920 | 36.8% | 22,243 | 35.7% | 333 | 0.5% | 16,735 | 26.9% | 62,231 |
| 2014-16 | 34,070 | 47.5% | 20,130 | 28.1% | 65 | 0.1% | 17,472 | 24.4% | 71,737 |
| 2016-17 | 33,272 | 45.5% | 20,604 | 28.2% | 23 | 0.0% | 19,293 | 26.4% | 73,192 |
| 2017-18 | 28,079 | 39.5% | 18,859 | 26.5% | 171 | 0.2% | 23,974 | 33.7% | 71,083 |
| 2018-19 | 22,133 | 32.2% | 24,213 | 35.2% | 49 | 0.1% | 22,371 | 32.5% | 68,766 |
| 2019-20 | 27,424 | 35.9% | 25,699 | 33.7% | 2,783 | 3.6% | 20,438 | 26.8% | 76,344 |
| Chittering | | | | | | | | | |
| 2009-10 | 1,442 | 42.4% | 471 | 13.8% | 0 | 0.0% | 1,489 | 43.8% | 3,402 |
| 2010-11 | 858 | 31.8% | 605 | 22.4% | 7 | 0.3% | 1,226 | 45.5% | 2,696 |
| 2011-12 | 818 | 28.1% | 292 | 10.0% | 135 | 4.6% | 1,667 | 57.2% | 2,912 |
| 2012-13 | 791 | 37.8% | 754 | 36.0% | 0 | 0.0% | 548 | 26.2% | 2,093 |
| 2013-14 | 382 | 14.4% | 840 | 31.6% | 0 | 0.0% | 1,435 | 54.0% | 2,657 |
| 2014-15 | 678 | 28.0% | 613 | 25.3% | 0 | 0.0% | 1,134 | 46.8% | 2,425 |
| 2015-16 | 745 | 23.4% | 868 | 27.3% | 0 | 0.0% | 1,564 | 49.2% | 3,177 |
| 2016-17 | 2,106 | 47.8% | 728 | 16.5% | 0 | 0.0% | 1,571 | 35.7% | 4,405 |
| 2017-18 | 440 | 14.1% | 1,454 | 46.5% | 0 | 0.0% | 1,235 | 39.5% | 3,129 |
| 2018-19 | 595 | 16.8% | 1,411 | 39.8% | 0 | 0.0% | 1,541 | 43.4% | 3,547 |
| 2019-20 | 1,000 | 25.6% | 1,115 | 28.5% | 0 | 0.0% | 1,792 | 45.9% | 3,907 |
| Cunderdin | | | | | | | | | |
| 2009-10 | 685 | 50.5% | 265 | 19.5% | 0 | 0.0% | 406 | 29.9% | 1,356 |
| 2010-11 | 693 | 33.3% | 1,117 | 53.7% | 0 | 0.0% | 272 | 13.1% | 2,082 |
| 2011-12 | 725 | 32.5% | 1,220 | 54.7% | 0 | 0.0% | 286 | 12.8% | 2,231 |
| 2012-13 | 971 | 46.3% | 1,056 | 50.3% | 0 | 0.0% | 71 | 3.4% | 2,098 |
| 2013-14 | 484 | 27.0% | 723 | 40.4% | 0 | 0.0% | 583 | 32.6% | 1,790 |
| 2014-15 | 731 | 50.0% | 431 | 29.5% | 0 | 0.0% | 300 | 20.5% | 1,462 |
| 2015-16 | 1,162 | 66.9% | 423 | 24.4% | 0 | 0.0% | 151 | 8.7% | 1,736 |
| 2016-17 | 1,081 | 56.4% | 443 | 23.1% | 0 | 0.0% | 393 | 20.5% | 1,917 |
| 2017-18 | 966 | 60.5% | 363 | 22.7% | 0 | 0.0% | 268 | 16.8% | 1,597 |
| 2018-19 | 700 | 39.2% | 505 | 28.3% | 0 | 0.0% | 582 | 32.6% | 1,787 |
| 2019-20 | 864 | 53.4% | 441 | 27.2% | 0 | 0.0% | 314 | 19.4% | 1,619 |
| Dalwallinu | | | | | | | | | |
| 2009-10 | 1,752 | 71.4% | 288 | 11.7% | 0 | 0.0% | 413 | 16.8% | 2,453 |
| 2010-11 | 1,566 | 64.1% | 373 | 15.3% | 0 | 0.0% | 503 | 20.6% | 2,442 |
| 2011-12 | 1,895 | 59.0% | 589 | 18.3% | 0 | 0.0% | 727 | 22.6% | 3,211 |
| 2012-13 | 1,555 | 46.0% | 691 | 20.4% | 0 | 0.0% | 1,134 | 33.6% | 3,380 |
| 2013-14 | 1,055 | 26.7% | 791 | 20.0% | 0 | 0.0% | 2,110 | 53.3% | 3,956 |
| 2014-15 | 1,658 | 56.7% | 950 | 32.5% | 0 | 0.0% | 318 | 10.9% | 2,926 |
| 2015-16 | 2,607 | 35.6% | 4,020 | 54.9% | 0 | 0.0% | 698 | 9.5% | 7,325 |
| 2016-17 | 2,470 | 37.1% | 3,799 | 57.1% | 0 | 0.0% | 383 | 5.8% | 6,652 |
| 2017-18 | 2,144 | 28.2% | 2,922 | 38.5% | 0 | 0.0% | 2,529 | 33.3% | 7,595 |
| 2018-19 | 1,143 | 18.3% | 4,038 | 64.7% | 0 | 0.0% | 1,063 | 17.0% | 6,244 |
| 2019-20 | 1,890 | 52.3% | 725 | 20.0% | 0 | 0.0% | 1,001 | 27.7% | 3,616 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Dandaragan | | | | | | | | | |
| 2009-10 | 1,370 | 52.3% | 485 | 18.5% | 0 | 0.0% | 763 | 29.1% | 2,618 |
| 2010-11 | 1,574 | 61.0% | 448 | 17.4% | 0 | 0.0% | 558 | 21.6% | 2,580 |
| 2011-12 | 1,614 | 51.6% | 810 | 25.9% | 0 | 0.0% | 705 | 22.5% | 3,129 |
| 2012-13 | 1,314 | 46.9% | 476 | 17.0% | 0 | 0.0% | 1,011 | 36.1% | 2,801 |
| 2013-14 | 824 | 26.9% | 904 | 29.5% | 0 | 0.0% | 1,337 | 43.6% | 3,065 |
| 2014-15 | 930 | 27.4% | 1,838 | 54.1% | 0 | 0.0% | 628 | 18.5% | 3,396 |
| 2015-16 | 2,311 | 41.7% | 2,459 | 44.4% | 0 | 0.0% | 771 | 13.9% | 5,541 |
| 2016-17 | 1,829 | 34.2% | 2,593 | 48.5% | 0 | 0.0% | 927 | 17.3% | 5,349 |
| 2017-18 | 1,654 | 38.4% | 941 | 21.8% | 0 | 0.0% | 1,714 | 39.8% | 4,309 |
| 2018-19 | 1,274 | 31.3% | 1,382 | 33.9% | 0 | 0.0% | 1,420 | 34.8% | 4,076 |
| 2019-20 | 1,592 | 36.3% | 1,580 | 36.1% | 0 | 0.0% | 1,208 | 27.6% | 4,380 |
| Dowerin | | | | | | | | | |
| 2009-10 | 709 | 58.8% | 411 | 34.1% | 0 | 0.0% | 85 | 7.1% | 1,205 |
| 2010-11 | 743 | 57.1% | 311 | 23.9% | 0 | 0.0% | 247 | 19.0% | 1,301 |
| 2011-12 | 790 | 55.1% | 320 | 22.3% | 0 | 0.0% | 325 | 22.6% | 1,435 |
| 2012-13 | 747 | 47.8% | 390 | 25.0% | 0 | 0.0% | 426 | 27.3% | 1,563 |
| 2013-14 | 878 | 59.5% | 383 | 25.9% | 0 | 0.0% | 215 | 14.6% | 1,476 |
| 2014-15 | 775 | 52.6% | 398 | 27.0% | 0 | 0.0% | 300 | 20.4% | 1,473 |
| 2015-16 | 1,185 | 81.2% | 40 | 2.7% | 0 | 0.0% | 235 | 16.1% | 1,460 |
| 2016-17 | 1,035 | 71.1% | 311 | 21.4% | 0 | 0.0% | 109 | 7.5% | 1,455 |
| 2017-18 | 752 | 48.1% | 630 | 40.3% | 0 | 0.0% | 180 | 11.5% | 1,562 |
| 2018-19 | 849 | 31.0% | 1,061 | 38.8% | 0 | 0.0% | 826 | 30.2% | 2,736 |
| 2019-20 | 806 | 34.4% | 1,357 | 57.9% | 0 | 0.0% | 179 | 7.6% | 2,342 |
| Gingin | | | | | | | | | |
| 2009-10 | 1,336 | 39.0% | 1,340 | 39.1% | 0 | 0.0% | 750 | 21.9% | 3,426 |
| 2010-11 | 1,422 | 49.7% | 563 | 19.7% | 0 | 0.0% | 878 | 30.7% | 2,863 |
| 2011-12 | 1,485 | 38.8% | 1,360 | 35.5% | 0 | 0.0% | 981 | 25.6% | 3,826 |
| 2012-13 | 1,305 | 30.3% | 1,756 | 40.8% | 0 | 0.0% | 1,248 | 29.0% | 4,309 |
| 2013-14 | 809 | 18.9% | 757 | 17.7% | 0 | 0.0% | 2,704 | 63.3% | 4,270 |
| 2014-15 | 1,694 | 32.4% | 1,497 | 28.6% | 305 | 5.8% | 1,732 | 33.1% | 5,228 |
| 2015-16 | 1,973 | 37.1% | 929 | 17.5% | 0 | 0.0% | 2,411 | 45.4% | 5,313 |
| 2016-17 | 1,738 | 35.1% | 896 | 18.1% | 9 | 0.2% | 2,307 | 46.6% | 4,950 |
| 2017-18 | 1,635 | 29.0% | 767 | 13.6% | 78 | 1.4% | 3,157 | 56.0% | 5,637 |
| 2018-19 | 1,352 | 29.6% | 1,886 | 41.3% | 0 | 0.0% | 1,326 | 29.1% | 4,564 |
| 2019-20 | 1,480 | 22.8% | 3,971 | 61.1% | 0 | 0.0% | 1,044 | 16.1% | 6,495 |
| Goomalling | | | | | | | | | |
| 2009-10 | 537 | 27.9% | 485 | 25.2% | 0 | 0.0% | 902 | 46.9% | 1,924 |
| 2010-11 | 508 | 22.6% | 550 | 24.5% | 0 | 0.0% | 1,189 | 52.9% | 2,247 |
| 2011-12 | 691 | 23.5% | 1,246 | 42.4% | 0 | 0.0% | 1,001 | 34.1% | 2,938 |
| 2012-13 | 502 | 19.9% | 457 | 18.1% | 0 | 0.0% | 1,562 | 62.0% | 2,521 |
| 2013-14 | 333 | 12.4% | 441 | 16.4% | 0 | 0.0% | 1,915 | 71.2% | 2,689 |
| 2014-15 | 517 | 15.0% | 1,739 | 50.4% | 0 | 0.0% | 1,196 | 34.6% | 3,452 |
| 2015-16 | 820 | 26.6% | 596 | 19.3% | 0 | 0.0% | 1,668 | 54.1% | 3,084 |
| 2016-17 | 730 | 24.3% | 637 | 21.2% | 0 | 0.0% | 1,632 | 54.4% | 2,999 |
| 2017-18 | 689 | 36.1% | 495 | 26.0% | 0 | 0.0% | 722 | 37.9% | 1,906 |
| 2018-19 | 534 | 35.6% | 218 | 14.5% | 0 | 0.0% | 750 | 49.9% | 1,502 |
| 2019-20 | 615 | 30.6% | 694 | 34.5% | 0 | 0.0% | 700 | 34.8% | 2,009 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|---------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Kellerberrin | | | | | | | | | |
| 2009-10 | 738 | 55.9% | 272 | 20.6% | 0 | 0.0% | 310 | 23.5% | 1,320 |
| 2010-11 | 774 | 61.4% | 356 | 28.3% | 0 | 0.0% | 130 | 10.3% | 1,260 |
| 2011-12 | 793 | 21.7% | 2,621 | 71.8% | 0 | 0.0% | 236 | 6.5% | 3,650 |
| 2012-13 | 780 | 16.9% | 3,573 | 77.3% | 0 | 0.0% | 272 | 5.9% | 4,625 |
| 2013-14 | 817 | 13.2% | 5,095 | 82.1% | 0 | 0.0% | 294 | 4.7% | 6,206 |
| 2014-15 | 1,497 | 23.2% | 4,198 | 65.2% | 0 | 0.0% | 746 | 11.6% | 6,441 |
| 2015-16 | 1,292 | 60.3% | 575 | 26.9% | 0 | 0.0% | 274 | 12.8% | 2,141 |
| 2016-17 | 1,146 | 45.8% | 731 | 29.2% | 0 | 0.0% | 626 | 25.0% | 2,503 |
| 2017-18 | 1,079 | 28.0% | 1,980 | 51.4% | 0 | 0.0% | 795 | 20.6% | 3,854 |
| 2018-19 | 916 | 45.9% | 570 | 28.5% | 0 | 0.0% | 511 | 25.6% | 1,997 |
| 2019-20 | 1,785 | 42.4% | 1,904 | 45.2% | 0 | 0.0% | 520 | 12.4% | 4,209 |
| Koorda | | | | | | | | | |
| 2009-10 | 1,042 | 63.5% | 352 | 21.5% | 0 | 0.0% | 247 | 15.1% | 1,641 |
| 2010-11 | 932 | 50.3% | 384 | 20.7% | 0 | 0.0% | 537 | 29.0% | 1,853 |
| 2011-12 | 779 | 45.1% | 410 | 23.7% | 0 | 0.0% | 538 | 31.2% | 1,727 |
| 2012-13 | 887 | 50.7% | 453 | 25.9% | 0 | 0.0% | 408 | 23.3% | 1,748 |
| 2013-14 | 930 | 53.3% | 497 | 28.5% | 0 | 0.0% | 318 | 18.2% | 1,745 |
| 2014-15 | 897 | 46.9% | 451 | 23.6% | 0 | 0.0% | 565 | 29.5% | 1,913 |
| 2015-16 | 602 | 28.5% | 1,447 | 68.5% | 0 | 0.0% | 62 | 2.9% | 2,111 |
| 2016-17 | 1,363 | 51.1% | 477 | 17.9% | 0 | 0.0% | 826 | 31.0% | 2,666 |
| 2017-18 | 1,201 | 52.9% | 442 | 19.5% | 0 | 0.0% | 626 | 27.6% | 2,269 |
| 2018-19 | 915 | 47.3% | 488 | 25.2% | 0 | 0.0% | 533 | 27.5% | 1,936 |
| 2019-20 | 1,058 | 49.7% | 452 | 21.3% | 0 | 0.0% | 617 | 29.0% | 2,127 |
| Merredin | | | | | | | | | |
| 2009-10 | 1,049 | 55.4% | 520 | 27.5% | 0 | 0.0% | 325 | 17.2% | 1,894 |
| 2010-11 | 1,309 | 61.5% | 497 | 23.4% | 0 | 0.0% | 321 | 15.1% | 2,127 |
| 2011-12 | 924 | 54.4% | 482 | 28.4% | 0 | 0.0% | 293 | 17.2% | 1,699 |
| 2012-13 | 1,557 | 57.3% | 624 | 23.0% | 0 | 0.0% | 535 | 19.7% | 2,716 |
| 2013-14 | 873 | 35.0% | 666 | 26.7% | 0 | 0.0% | 952 | 38.2% | 2,491 |
| 2014-15 | 1,171 | 35.7% | 1,569 | 47.9% | 0 | 0.0% | 537 | 16.4% | 3,277 |
| 2015-16 | 1,925 | 57.4% | 723 | 21.5% | 0 | 0.0% | 707 | 21.1% | 3,355 |
| 2016-17 | 1,916 | 55.6% | 649 | 18.8% | 0 | 0.0% | 881 | 25.6% | 3,446 |
| 2017-18 | 1,602 | 43.6% | 661 | 18.0% | 0 | 0.0% | 1,415 | 38.5% | 3,678 |
| 2018-19 | 1,257 | 36.9% | 808 | 23.7% | 0 | 0.0% | 1,346 | 39.5% | 3,411 |
| 2019-20 | 1,404 | 45.3% | 533 | 17.2% | 0 | 0.0% | 1,160 | 37.5% | 3,097 |
| Moora | | | | | | | | | |
| 2009-10 | 855 | 34.1% | 722 | 28.8% | 0 | 0.0% | 932 | 37.1% | 2,509 |
| 2010-11 | 1,143 | 48.8% | 671 | 28.7% | 0 | 0.0% | 528 | 22.5% | 2,342 |
| 2011-12 | 1,109 | 57.3% | 694 | 35.9% | 2 | 0.1% | 130 | 6.7% | 1,935 |
| 2012-13 | 936 | 39.5% | 713 | 30.1% | 0 | 0.0% | 719 | 30.4% | 2,368 |
| 2013-14 | 830 | 33.7% | 906 | 36.8% | 0 | 0.0% | 728 | 29.5% | 2,464 |
| 2014-15 | 997 | 39.3% | 781 | 30.8% | 0 | 0.0% | 759 | 29.9% | 2,537 |
| 2015-16 | 1,652 | 63.6% | 742 | 28.6% | 0 | 0.0% | 203 | 7.8% | 2,597 |
| 2016-17 | 1,467 | 36.5% | 1,138 | 28.3% | 0 | 0.0% | 1,415 | 35.2% | 4,020 |
| 2017-18 | 1,364 | 39.5% | 812 | 23.5% | 0 | 0.0% | 1,278 | 37.0% | 3,454 |
| 2018-19 | 943 | 31.2% | 817 | 27.0% | 0 | 0.0% | 1,264 | 41.8% | 3,024 |
| 2019-20 | 1,230 | 34.6% | 1,640 | 46.1% | 0 | 0.0% | 690 | 19.4% | 3,560 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Mount Marshall | | | | | | | | | |
| 2009-10 | 1,204 | 63.9% | 449 | 23.8% | 0 | 0.0% | 230 | 12.2% | 1,883 |
| 2010-11 | 1,300 | 58.9% | 628 | 28.4% | 0 | 0.0% | 281 | 12.7% | 2,209 |
| 2011-12 | 1,504 | 71.6% | 547 | 26.0% | 0 | 0.0% | 51 | 2.4% | 2,102 |
| 2012-13 | 1,393 | 62.8% | 630 | 28.4% | 0 | 0.0% | 195 | 8.8% | 2,218 |
| 2013-14 | 924 | 40.3% | 667 | 29.1% | 0 | 0.0% | 702 | 30.6% | 2,293 |
| 2014-15 | 1,178 | 58.9% | 690 | 34.5% | 0 | 0.0% | 131 | 6.6% | 1,999 |
| 2015-16 | 1,798 | 63.8% | 715 | 25.4% | 0 | 0.0% | 307 | 10.9% | 2,820 |
| 2016-17 | 1,735 | 60.3% | 1,045 | 36.3% | 0 | 0.0% | 97 | 3.4% | 2,877 |
| 2017-18 | 1,816 | 64.3% | 794 | 28.1% | 0 | 0.0% | 213 | 7.5% | 2,823 |
| 2018-19 | 1,316 | 54.5% | 799 | 33.1% | 0 | 0.0% | 301 | 12.5% | 2,416 |
| 2019-20 | 1,460 | 55.8% | 929 | 35.5% | 0 | 0.0% | 228 | 8.7% | 2,617 |
| Mukinbudin | | | | | | | | | |
| 2009-10 | 821 | 67.5% | 316 | 26.0% | 0 | 0.0% | 80 | 6.6% | 1,217 |
| 2010-11 | 733 | 52.4% | 533 | 38.1% | 0 | 0.0% | 132 | 9.4% | 1,398 |
| 2011-12 | 862 | 74.2% | 300 | 25.8% | 0 | 0.0% | 0 | 0.0% | 1,162 |
| 2012-13 | 763 | 47.1% | 459 | 28.3% | 0 | 0.0% | 398 | 24.6% | 1,620 |
| 2013-14 | 485 | 26.4% | 595 | 32.3% | 0 | 0.0% | 760 | 41.3% | 1,840 |
| 2014-15 | 757 | 40.9% | 770 | 41.6% | 0 | 0.0% | 325 | 17.5% | 1,852 |
| 2015-16 | 1,203 | 60.2% | 518 | 25.9% | 0 | 0.0% | 276 | 13.8% | 1,997 |
| 2016-17 | 877 | 54.4% | 440 | 27.3% | 0 | 0.0% | 295 | 18.3% | 1,612 |
| 2017-18 | 1,110 | 60.3% | 332 | 18.0% | 0 | 0.0% | 399 | 21.7% | 1,841 |
| 2018-19 | 777 | 44.7% | 577 | 33.2% | 0 | 0.0% | 386 | 22.2% | 1,740 |
| 2019-20 | 971 | 49.3% | 484 | 24.6% | 0 | 0.0% | 516 | 26.2% | 1,971 |
| Northam | | | | | | | | | |
| 2009-10 | 1,220 | 33.7% | 641 | 17.7% | 0 | 0.0% | 1,758 | 48.6% | 3,619 |
| 2010-11 | 1,421 | 37.6% | 396 | 10.5% | 0 | 0.0% | 1,961 | 51.9% | 3,778 |
| 2011-12 | 1,532 | 39.5% | 445 | 11.5% | 0 | 0.0% | 1,900 | 49.0% | 3,877 |
| 2012-13 | 1,706 | 35.2% | 609 | 12.5% | 0 | 0.0% | 2,538 | 52.3% | 4,853 |
| 2013-14 | 908 | 12.3% | 3,778 | 51.2% | 0 | 0.0% | 2,686 | 36.4% | 7,372 |
| 2014-15 | 1,248 | 24.6% | 1,393 | 27.4% | 0 | 0.0% | 2,435 | 48.0% | 5,076 |
| 2015-16 | 2,169 | 37.3% | 702 | 12.1% | 0 | 0.0% | 2,944 | 50.6% | 5,815 |
| 2016-17 | 1,231 | 21.9% | 800 | 14.2% | 0 | 0.0% | 3,591 | 63.9% | 5,622 |
| 2017-18 | 1,325 | 23.5% | 967 | 17.1% | 0 | 0.0% | 3,358 | 59.4% | 5,650 |
| 2018-19 | 1,323 | 17.5% | 2,231 | 29.5% | 0 | 0.0% | 4,021 | 53.1% | 7,575 |
| 2019-20 | 1,308 | 17.9% | 2,725 | 37.3% | 43 | 0.6% | 3,226 | 44.2% | 7,302 |
| Nungarin | | | | | | | | | |
| 2009-10 | 377 | 46.9% | 304 | 37.9% | 0 | 0.0% | 122 | 15.2% | 803 |
| 2010-11 | 398 | 43.0% | 148 | 16.0% | 0 | 0.0% | 379 | 41.0% | 925 |
| 2011-12 | 568 | 61.7% | 193 | 21.0% | 0 | 0.0% | 160 | 17.4% | 921 |
| 2012-13 | 416 | 29.2% | 566 | 39.8% | 0 | 0.0% | 441 | 31.0% | 1,423 |
| 2013-14 | 293 | 26.0% | 431 | 38.3% | 0 | 0.0% | 402 | 35.7% | 1,126 |
| 2014-15 | 433 | 34.7% | 357 | 28.6% | 0 | 0.0% | 457 | 36.6% | 1,247 |
| 2015-16 | 713 | 53.6% | 239 | 18.0% | 0 | 0.0% | 377 | 28.4% | 1,329 |
| 2016-17 | 686 | 56.4% | 244 | 20.1% | 0 | 0.0% | 286 | 23.5% | 1,216 |
| 2017-18 | 371 | 38.5% | 169 | 17.5% | 0 | 0.0% | 423 | 43.9% | 963 |
| 2018-19 | 342 | 35.6% | 246 | 25.6% | 0 | 0.0% | 372 | 38.8% | 960 |
| 2019-20 | 527 | 58.0% | 381 | 42.0% | 0 | 0.0% | 0 | 0.0% | 908 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Tammin | | | | | | | | | |
| 2009-10 | 491 | 51.3% | 271 | 28.3% | 0 | 0.0% | 196 | 20.5% | 958 |
| 2010-11 | 386 | 42.0% | 171 | 18.6% | 0 | 0.0% | 363 | 39.5% | 920 |
| 2011-12 | 406 | 51.3% | 173 | 21.8% | 0 | 0.0% | 213 | 26.9% | 792 |
| 2012-13 | 465 | 46.9% | 248 | 25.0% | 0 | 0.0% | 278 | 28.1% | 991 |
| 2013-14 | 242 | 25.9% | 204 | 21.8% | 0 | 0.0% | 489 | 52.3% | 935 |
| 2014-15 | 419 | 44.6% | 291 | 31.0% | 0 | 0.0% | 229 | 24.4% | 939 |
| 2015-16 | 559 | 45.4% | 373 | 30.3% | 0 | 0.0% | 298 | 24.2% | 1,230 |
| 2016-17 | 663 | 49.0% | 415 | 30.7% | 0 | 0.0% | 275 | 20.3% | 1,353 |
| 2017-18 | 555 | 44.7% | 230 | 18.5% | 0 | 0.0% | 458 | 36.8% | 1,243 |
| 2018-19 | 374 | 38.1% | 326 | 33.2% | 0 | 0.0% | 281 | 28.6% | 981 |
| 2019-20 | 489 | 39.6% | 387 | 31.3% | 0 | 0.0% | 360 | 29.1% | 1,236 |
| Toodyay | | | | | | | | | |
| 2009-10 | 732 | 28.0% | 459 | 17.6% | 0 | 0.0% | 1,419 | 54.4% | 2,610 |
| 2010-11 | 983 | 32.1% | 499 | 16.3% | 0 | 0.0% | 1,578 | 51.6% | 3,060 |
| 2011-12 | 1,139 | 27.7% | 1,413 | 34.4% | 0 | 0.0% | 1,559 | 37.9% | 4,111 |
| 2012-13 | 1,003 | 30.4% | 512 | 15.5% | 25 | 0.8% | 1,754 | 53.2% | 3,294 |
| 2013-14 | 1,260 | 33.8% | 843 | 22.6% | 308 | 8.3% | 1,315 | 35.3% | 3,726 |
| 2014-15 | 810 | 36.9% | 376 | 17.1% | 0 | 0.0% | 1,007 | 45.9% | 2,193 |
| 2015-16 | 1,322 | 50.2% | 797 | 30.3% | 0 | 0.0% | 515 | 19.6% | 2,634 |
| 2016-17 | 1,350 | 44.8% | 1,051 | 34.9% | 0 | 0.0% | 611 | 20.3% | 3,012 |
| 2017-18 | 1,060 | 41.9% | 279 | 11.0% | 0 | 0.0% | 1,193 | 47.1% | 2,532 |
| 2018-19 | 585 | 21.5% | 395 | 14.5% | 0 | 0.0% | 1,745 | 64.0% | 2,725 |
| 2019-20 | 944 | 23.6% | 1,088 | 27.2% | 0 | 0.0% | 1,971 | 49.2% | 4,003 |
| Trayning | | | | | | | | | |
| 2009-10 | 607 | 65.3% | 202 | 21.7% | 0 | 0.0% | 120 | 12.9% | 929 |
| 2010-11 | 625 | 62.9% | 436 | 43.9% | 0 | 0.0% | -67 | -6.7% | 994 |
| 2011-12 | 730 | 48.9% | 864 | 57.9% | 0 | 0.0% | -101 | -6.8% | 1,493 |
| 2012-13 | 654 | 23.1% | 2,018 | 71.3% | 0 | 0.0% | 158 | 5.6% | 2,830 |
| 2013-14 | 652 | 57.7% | 328 | 29.0% | 0 | 0.0% | 150 | 13.3% | 1,130 |
| 2014-15 | 659 | 58.3% | 349 | 30.9% | 0 | 0.0% | 122 | 10.8% | 1,130 |
| 2015-16 | 994 | 73.4% | 360 | 26.6% | 0 | 0.0% | 0 | 0.0% | 1,354 |
| 2016-17 | 1,076 | 74.3% | 373 | 25.7% | 0 | 0.0% | 0 | 0.0% | 1,449 |
| 2017-18 | 779 | 52.7% | 578 | 39.1% | 0 | 0.0% | 121 | 8.2% | 1,478 |
| 2018-19 | 570 | 44.4% | 523 | 40.8% | 0 | 0.0% | 190 | 14.8% | 1,283 |
| 2019-20 | 764 | 48.6% | 406 | 25.8% | 0 | 0.0% | 403 | 25.6% | 1,573 |
| Victoria Plains | | | | | | | | | |
| 2009-10 | 623 | 30.2% | 778 | 37.7% | 0 | 0.0% | 663 | 32.1% | 2,064 |
| 2010-11 | 770 | 32.8% | 833 | 35.5% | 0 | 0.0% | 744 | 31.7% | 2,347 |
| 2011-12 | 573 | 33.4% | 528 | 30.8% | 0 | 0.0% | 614 | 35.8% | 1,715 |
| 2012-13 | 712 | 40.8% | 437 | 25.0% | 0 | 0.0% | 597 | 34.2% | 1,746 |
| 2013-14 | 744 | 34.3% | 277 | 12.8% | 0 | 0.0% | 1,150 | 53.0% | 2,171 |
| 2014-15 | 748 | 39.4% | 207 | 10.9% | 0 | 0.0% | 942 | 49.7% | 1,897 |
| 2015-16 | 1,201 | 44.1% | 672 | 24.7% | 20 | 0.7% | 831 | 30.5% | 2,724 |
| 2016-17 | 1,235 | 46.0% | 313 | 11.7% | 0 | 0.0% | 1,138 | 42.4% | 2,686 |
| 2017-18 | 1,139 | 52.2% | 306 | 14.0% | 0 | 0.0% | 738 | 33.8% | 2,183 |
| 2018-19 | 1,018 | 21.1% | 3,078 | 63.7% | 0 | 0.0% | 738 | 15.3% | 4,834 |
| 2019-20 | 901 | 30.2% | 1,144 | 38.4% | 0 | 0.0% | 934 | 31.4% | 2,979 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-----------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Westonia | | | | | | | | | |
| 2009-10 | 777 | 69.0% | 349 | 31.0% | 0 | 0.0% | 0 | 0.0% | 1,126 |
| 2010-11 | 694 | 65.6% | 245 | 23.2% | 0 | 0.0% | 119 | 11.2% | 1,058 |
| 2011-12 | 597 | 57.3% | 325 | 31.2% | 0 | 0.0% | 120 | 11.5% | 1,042 |
| 2012-13 | 663 | 67.8% | 177 | 18.1% | 0 | 0.0% | 138 | 14.1% | 978 |
| 2013-14 | 748 | 64.8% | 276 | 23.9% | 0 | 0.0% | 130 | 11.3% | 1,154 |
| 2014-15 | 748 | 64.8% | 276 | 23.9% | 0 | 0.0% | 130 | 11.3% | 1,154 |
| 2015-16 | 1,152 | 67.9% | 345 | 20.3% | 0 | 0.0% | 200 | 11.8% | 1,697 |
| 2016-17 | 1,022 | 51.6% | 669 | 33.8% | 0 | 0.0% | 288 | 14.6% | 1,979 |
| 2017-18 | 963 | 68.0% | 296 | 20.9% | 0 | 0.0% | 158 | 11.2% | 1,417 |
| 2018-19 | 788 | 54.5% | 410 | 28.4% | 0 | 0.0% | 248 | 17.2% | 1,446 |
| 2019-20 | 852 | 19.9% | 314 | 7.3% | 2,668 | 62.4% | 442 | 10.3% | 4,276 |
| Wongan-Ballidu | | | | | | | | | |
| 2009-10 | 1,327 | 50.2% | 567 | 21.5% | 0 | 0.0% | 748 | 28.3% | 2,642 |
| 2010-11 | 1,102 | 43.2% | 665 | 26.1% | 0 | 0.0% | 783 | 30.7% | 2,550 |
| 2011-12 | 1,332 | 47.6% | 635 | 22.7% | 0 | 0.0% | 831 | 29.7% | 2,798 |
| 2012-13 | 1,101 | 41.6% | 665 | 25.1% | 0 | 0.0% | 879 | 33.2% | 2,645 |
| 2013-14 | 643 | 21.0% | 647 | 21.2% | 0 | 0.0% | 1,766 | 57.8% | 3,056 |
| 2014-15 | 1,158 | 40.9% | 1,145 | 40.4% | 0 | 0.0% | 528 | 18.7% | 2,831 |
| 2015-16 | 1,811 | 57.5% | 763 | 24.2% | 0 | 0.0% | 578 | 18.3% | 3,152 |
| 2016-17 | 1,656 | 55.9% | 723 | 24.4% | 0 | 0.0% | 585 | 19.7% | 2,964 |
| 2017-18 | 1,454 | 46.9% | 1,049 | 33.8% | 0 | 0.0% | 598 | 19.3% | 3,101 |
| 2018-19 | 983 | 37.2% | 598 | 22.6% | 0 | 0.0% | 1,062 | 40.2% | 2,643 |
| 2019-20 | 1,334 | 39.6% | 876 | 26.0% | 0 | 0.0% | 1,159 | 34.4% | 3,369 |
| Wyalkatchem | | | | | | | | | |
| 2009-10 | 555 | 71.6% | 220 | 28.4% | 0 | 0.0% | 0 | 0.0% | 775 |
| 2010-11 | 626 | 77.8% | 225 | 28.0% | 0 | 0.0% | -46 | -5.7% | 805 |
| 2011-12 | 470 | 51.9% | 270 | 29.8% | 0 | 0.0% | 166 | 18.3% | 906 |
| 2012-13 | 710 | 57.8% | 318 | 25.9% | 0 | 0.0% | 200 | 16.3% | 1,228 |
| 2013-14 | 686 | 62.9% | 329 | 30.2% | 0 | 0.0% | 75 | 6.9% | 1,090 |
| 2014-15 | 633 | 55.2% | 341 | 29.8% | 0 | 0.0% | 172 | 15.0% | 1,146 |
| 2015-16 | 975 | 65.0% | 342 | 22.8% | 0 | 0.0% | 182 | 12.1% | 1,499 |
| 2016-17 | 893 | 66.2% | 400 | 29.7% | 0 | 0.0% | 56 | 4.2% | 1,349 |
| 2017-18 | 842 | 41.8% | 727 | 36.1% | 0 | 0.0% | 447 | 22.2% | 2,016 |
| 2018-19 | 651 | 55.6% | 376 | 32.1% | 0 | 0.0% | 143 | 12.2% | 1,170 |
| 2019-20 | 746 | 53.3% | 371 | 26.5% | 0 | 0.0% | 282 | 20.2% | 1,399 |
| Yilgarn | | | | | | | | | |
| 2009-10 | 1,538 | 49.7% | 603 | 19.5% | 0 | 0.0% | 952 | 30.8% | 3,093 |
| 2010-11 | 1,935 | 64.6% | 659 | 22.0% | 91 | 3.0% | 312 | 10.4% | 2,997 |
| 2011-12 | 1,397 | 43.6% | 686 | 21.4% | 28 | 0.9% | 1,092 | 34.1% | 3,203 |
| 2012-13 | 1,626 | 45.7% | 806 | 22.7% | 43 | 1.2% | 1,082 | 30.4% | 3,557 |
| 2013-14 | 1,706 | 45.6% | 915 | 24.4% | 36 | 1.0% | 1,088 | 29.1% | 3,745 |
| 2014-15 | 1,689 | 45.4% | 883 | 23.7% | 28 | 0.8% | 1,120 | 30.1% | 3,720 |
| 2015-16 | 2,684 | 57.9% | 919 | 19.8% | 45 | 1.0% | 989 | 21.3% | 4,637 |
| 2016-17 | 2,531 | 63.5% | 921 | 23.1% | 14 | 0.4% | 521 | 13.1% | 3,987 |
| 2017-18 | 2,462 | 62.1% | 920 | 23.2% | 93 | 2.3% | 488 | 12.3% | 3,963 |
| 2018-19 | 2,036 | 55.2% | 1,050 | 28.4% | 49 | 1.3% | 556 | 15.1% | 3,691 |
| 2019-20 | 2,367 | 59.1% | 1,476 | 36.9% | 72 | 1.8% | 89 | 2.2% | 4,004 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| York | | | | | | | | | |
| 2009-10 | 1,183 | 40.9% | 422 | 14.6% | 18 | 0.6% | 1,269 | 43.9% | 2,892 |
| 2010-11 | 873 | 40.2% | 409 | 18.8% | 8 | 0.4% | 881 | 40.6% | 2,171 |
| 2011-12 | 798 | 41.3% | 333 | 17.2% | 0 | 0.0% | 801 | 41.5% | 1,932 |
| 2012-13 | 927 | 39.3% | 538 | 22.8% | 0 | 0.0% | 896 | 38.0% | 2,361 |
| 2013-14 | 997 | 43.5% | 495 | 21.6% | 0 | 0.0% | 800 | 34.9% | 2,292 |
| 2014-15 | 895 | 35.6% | 700 | 27.8% | 0 | 0.0% | 922 | 36.6% | 2,517 |
| 2015-16 | 1,215 | 40.4% | 563 | 18.7% | 0 | 0.0% | 1,231 | 40.9% | 3,009 |
| 2016-17 | 1,436 | 52.7% | 808 | 29.7% | 0 | 0.0% | 480 | 17.6% | 2,724 |
| 2017-18 | 677 | 23.5% | 745 | 25.8% | 0 | 0.0% | 1,461 | 50.7% | 2,883 |
| 2018-19 | 892 | 36.0% | 420 | 16.9% | 0 | 0.0% | 1,166 | 47.1% | 2,478 |
| 2019-20 | 1,037 | 31.0% | 706 | 21.1% | 0 | 0.0% | 1,603 | 47.9% | 3,346 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Wheatbelt South Region | | | | | | | | | |
| 2009-10 | 16,452 | 50.9% | 6,760 | 20.9% | 39 | 0.1% | 9,047 | 28.0% | 32,298 |
| 2010-11 | 16,081 | 50.2% | 8,162 | 25.5% | 53 | 0.2% | 7,752 | 24.2% | 32,048 |
| 2011-12 | 18,160 | 45.7% | 13,791 | 34.7% | 0 | 0.0% | 7,780 | 19.6% | 39,731 |
| 2012-13 | 14,464 | 33.6% | 19,874 | 46.2% | 5 | 0.0% | 8,678 | 20.2% | 43,021 |
| 2013-14 | 14,078 | 32.7% | 18,501 | 43.0% | 0 | 0.0% | 10,472 | 24.3% | 43,051 |
| 2014-15 | 15,245 | 39.6% | 12,172 | 31.6% | 12 | 0.0% | 11,037 | 28.7% | 38,466 |
| 2015-16 | 22,724 | 52.8% | 9,228 | 21.4% | 1,040 | 2.4% | 10,046 | 23.3% | 43,038 |
| 2016-17 | 22,282 | 46.5% | 15,205 | 31.7% | 13 | 0.0% | 10,422 | 21.7% | 47,922 |
| 2017-18 | 20,625 | 30.1% | 32,581 | 47.5% | 1,454 | 2.1% | 13,892 | 20.3% | 68,552 |
| 2018-19 | 20,839 | 33.0% | 25,092 | 39.7% | 214 | 0.3% | 17,052 | 27.0% | 63,197 |
| 2019-20 | 18,305 | 42.0% | 10,986 | 25.2% | 185 | 0.4% | 12,587 | 28.9% | 43,619 |
| Beverley | | | | | | | | | |
| 2009-10 | 745 | 29.8% | 610 | 24.4% | 12 | 0.5% | 1,132 | 45.3% | 2,499 |
| 2010-11 | 644 | 25.9% | 1,137 | 45.7% | 0 | 0.0% | 706 | 28.4% | 2,487 |
| 2011-12 | 1,262 | 40.8% | 1,224 | 39.6% | 0 | 0.0% | 608 | 19.7% | 3,094 |
| 2012-13 | 988 | 40.8% | 434 | 17.9% | 0 | 0.0% | 998 | 41.2% | 2,420 |
| 2013-14 | 423 | 16.7% | 967 | 38.2% | 0 | 0.0% | 1,140 | 45.1% | 2,530 |
| 2014-15 | 826 | 41.0% | 392 | 19.5% | 12 | 0.6% | 785 | 39.0% | 2,015 |
| 2015-16 | 1,106 | 51.3% | 438 | 20.3% | 13 | 0.6% | 599 | 27.8% | 2,156 |
| 2016-17 | 1,103 | 48.7% | 496 | 21.9% | 13 | 0.6% | 655 | 28.9% | 2,267 |
| 2017-18 | 1,164 | 21.4% | 1,845 | 33.9% | 5 | 0.1% | 2,423 | 44.6% | 5,437 |
| 2018-19 | 4,574 | 71.0% | 561 | 8.7% | 5 | 0.1% | 1,299 | 20.2% | 6,439 |
| 2019-20 | 688 | 27.7% | 582 | 23.4% | 0 | 0.0% | 1,213 | 48.9% | 2,483 |
| Brookton | | | | | | | | | |
| 2009-10 | 502 | 38.3% | 270 | 20.6% | 0 | 0.0% | 538 | 41.1% | 1,310 |
| 2010-11 | 456 | 40.8% | 298 | 26.7% | 0 | 0.0% | 363 | 32.5% | 1,117 |
| 2011-12 | 1,019 | 59.0% | 475 | 27.5% | 0 | 0.0% | 232 | 13.4% | 1,726 |
| 2012-13 | 605 | 36.5% | 601 | 36.2% | 5 | 0.3% | 448 | 27.0% | 1,659 |
| 2013-14 | 628 | 43.0% | 288 | 19.7% | 0 | 0.0% | 545 | 37.3% | 1,461 |
| 2014-15 | 483 | 39.7% | 317 | 26.1% | 0 | 0.0% | 416 | 34.2% | 1,216 |
| 2015-16 | 771 | 53.9% | 325 | 22.7% | 0 | 0.0% | 335 | 23.4% | 1,431 |
| 2016-17 | 808 | 50.2% | 449 | 27.9% | 0 | 0.0% | 351 | 21.8% | 1,608 |
| 2017-18 | 645 | 44.1% | 353 | 24.1% | 0 | 0.0% | 465 | 31.8% | 1,463 |
| 2018-19 | 425 | 32.6% | 405 | 31.0% | 0 | 0.0% | 475 | 36.4% | 1,305 |
| 2019-20 | 579 | 35.5% | 385 | 23.6% | 0 | 0.0% | 668 | 40.9% | 1,632 |
| Bruce Rock | | | | | | | | | |
| 2009-10 | 1,093 | 67.1% | 405 | 24.8% | 0 | 0.0% | 132 | 8.1% | 1,630 |
| 2010-11 | 1,117 | 68.4% | 353 | 21.6% | 0 | 0.0% | 162 | 9.9% | 1,632 |
| 2011-12 | 1,392 | 70.1% | 461 | 23.2% | 0 | 0.0% | 132 | 6.6% | 1,985 |
| 2012-13 | 1,144 | 25.3% | 3,182 | 70.3% | 0 | 0.0% | 203 | 4.5% | 4,529 |
| 2013-14 | 746 | 17.3% | 3,427 | 79.6% | 0 | 0.0% | 133 | 3.1% | 4,306 |
| 2014-15 | 1,312 | 43.7% | 583 | 19.4% | 0 | 0.0% | 1,107 | 36.9% | 3,002 |
| 2015-16 | 1,590 | 60.5% | 540 | 20.5% | 0 | 0.0% | 500 | 19.0% | 2,630 |
| 2016-17 | 1,598 | 61.8% | 737 | 28.5% | 0 | 0.0% | 250 | 9.7% | 2,585 |
| 2017-18 | 1,764 | 46.8% | 1,583 | 42.0% | 0 | 0.0% | 426 | 11.3% | 3,773 |
| 2018-19 | 1,331 | 52.0% | 793 | 31.0% | 0 | 0.0% | 436 | 17.0% | 2,560 |
| 2019-20 | 1,452 | 53.8% | 667 | 24.7% | 0 | 0.0% | 582 | 21.5% | 2,701 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Corrigin | | | | | | | | | |
| 2009-10 | 859 | 65.2% | 312 | 23.7% | 0 | 0.0% | 147 | 11.2% | 1,318 |
| 2010-11 | 904 | 64.6% | 346 | 24.7% | 0 | 0.0% | 150 | 10.7% | 1,400 |
| 2011-12 | 1,150 | 72.1% | 349 | 21.9% | 0 | 0.0% | 96 | 6.0% | 1,595 |
| 2012-13 | 995 | 51.4% | 511 | 26.4% | 0 | 0.0% | 428 | 22.1% | 1,934 |
| 2013-14 | 567 | 31.6% | 372 | 20.7% | 0 | 0.0% | 855 | 47.7% | 1,794 |
| 2014-15 | 1,018 | 49.1% | 469 | 22.6% | 0 | 0.0% | 588 | 28.3% | 2,075 |
| 2015-16 | 1,332 | 54.5% | 469 | 19.2% | 0 | 0.0% | 642 | 26.3% | 2,443 |
| 2016-17 | 1,592 | 51.3% | 663 | 21.4% | 0 | 0.0% | 850 | 27.4% | 3,105 |
| 2017-18 | 1,423 | 27.3% | 2,495 | 47.9% | 0 | 0.0% | 1,289 | 24.8% | 5,207 |
| 2018-19 | 858 | 15.2% | 3,765 | 66.5% | 0 | 0.0% | 1,039 | 18.4% | 5,662 |
| 2019-20 | 2,963 | 67.2% | 710 | 16.1% | 0 | 0.0% | 736 | 16.7% | 4,409 |
| Cuballing | | | | | | | | | |
| 2009-10 | 490 | 40.0% | 389 | 31.8% | 0 | 0.0% | 346 | 28.2% | 1,225 |
| 2010-11 | 815 | 42.8% | 417 | 21.9% | 0 | 0.0% | 672 | 35.3% | 1,904 |
| 2011-12 | 701 | 26.2% | 1,402 | 52.3% | 0 | 0.0% | 577 | 21.5% | 2,680 |
| 2012-13 | 963 | 28.5% | 1,422 | 42.1% | 0 | 0.0% | 991 | 29.4% | 3,376 |
| 2013-14 | 687 | 32.8% | 662 | 31.6% | 0 | 0.0% | 747 | 35.6% | 2,096 |
| 2014-15 | 472 | 28.5% | 449 | 27.1% | 0 | 0.0% | 735 | 44.4% | 1,656 |
| 2015-16 | 713 | 39.2% | 369 | 20.3% | 0 | 0.0% | 737 | 40.5% | 1,819 |
| 2016-17 | 819 | 51.1% | 442 | 27.6% | 0 | 0.0% | 343 | 21.4% | 1,604 |
| 2017-18 | 573 | 36.7% | 620 | 39.7% | 0 | 0.0% | 367 | 23.5% | 1,560 |
| 2018-19 | 530 | 31.3% | 455 | 26.9% | 0 | 0.0% | 708 | 41.8% | 1,693 |
| 2019-20 | 568 | 35.5% | 636 | 39.8% | 0 | 0.0% | 394 | 24.7% | 1,598 |
| Dumbleyung | | | | | | | | | |
| 2009-10 | 898 | 58.5% | 302 | 19.7% | 0 | 0.0% | 335 | 21.8% | 1,535 |
| 2010-11 | 816 | 50.4% | 332 | 20.5% | 0 | 0.0% | 472 | 29.1% | 1,620 |
| 2011-12 | 673 | 41.5% | 338 | 20.8% | 0 | 0.0% | 612 | 37.7% | 1,623 |
| 2012-13 | 805 | 44.0% | 499 | 27.3% | 0 | 0.0% | 525 | 28.7% | 1,829 |
| 2013-14 | 525 | 28.7% | 483 | 26.4% | 0 | 0.0% | 821 | 44.9% | 1,829 |
| 2014-15 | 843 | 45.1% | 449 | 24.0% | 0 | 0.0% | 577 | 30.9% | 1,869 |
| 2015-16 | 1,330 | 58.8% | 520 | 23.0% | 0 | 0.0% | 412 | 18.2% | 2,262 |
| 2016-17 | 1,433 | 62.4% | 384 | 16.7% | 0 | 0.0% | 481 | 20.9% | 2,298 |
| 2017-18 | 1,108 | 49.6% | 467 | 20.9% | 0 | 0.0% | 661 | 29.6% | 2,236 |
| 2018-19 | 619 | 31.6% | 486 | 24.8% | 0 | 0.0% | 853 | 43.6% | 1,958 |
| 2019-20 | 1,018 | 47.3% | 492 | 22.8% | 0 | 0.0% | 644 | 29.9% | 2,154 |
| Kondinin | | | | | | | | | |
| 2009-10 | 1,104 | 55.3% | 483 | 24.2% | 0 | 0.0% | 409 | 20.5% | 1,996 |
| 2010-11 | 1,017 | 41.2% | 889 | 36.0% | 50 | 2.0% | 515 | 20.8% | 2,471 |
| 2011-12 | 1,223 | 53.7% | 361 | 15.8% | 0 | 0.0% | 695 | 30.5% | 2,279 |
| 2012-13 | 1,040 | 57.7% | 620 | 34.4% | 0 | 0.0% | 143 | 7.9% | 1,803 |
| 2013-14 | 664 | 27.0% | 732 | 29.8% | 0 | 0.0% | 1,061 | 43.2% | 2,457 |
| 2014-15 | 1,138 | 42.9% | 1,062 | 40.1% | 0 | 0.0% | 451 | 17.0% | 2,651 |
| 2015-16 | 1,699 | 52.5% | 488 | 15.1% | 0 | 0.0% | 1,047 | 32.4% | 3,234 |
| 2016-17 | 1,877 | 61.0% | 773 | 25.1% | 0 | 0.0% | 425 | 13.8% | 3,075 |
| 2017-18 | 1,397 | 39.7% | 809 | 23.0% | 716 | 20.3% | 601 | 17.1% | 3,523 |
| 2018-19 | 800 | 17.4% | 663 | 14.5% | 20 | 0.4% | 3,104 | 67.7% | 4,587 |
| 2019-20 | 1,315 | 52.9% | 637 | 25.6% | 0 | 0.0% | 532 | 21.4% | 2,484 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--|---------|-------|--------|-------|---------|-------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Kulin | | | | | | | | | |
| 2009-10 | 1,421 | 50.9% | 599 | 21.5% | 0 | 0.0% | 771 | 27.6% | 2,791 |
| 2010-11 | 1,166 | 50.0% | 447 | 19.2% | 0 | 0.0% | 718 | 30.8% | 2,331 |
| 2011-12 | 1,199 | 46.3% | 1,097 | 42.4% | 0 | 0.0% | 293 | 11.3% | 2,589 |
| 2012-13 | 977 | 30.8% | 1,897 | 59.9% | 0 | 0.0% | 295 | 9.3% | 3,169 |
| 2013-14 | 1,167 | 38.9% | 1,352 | 45.1% | 0 | 0.0% | 480 | 16.0% | 2,999 |
| 2014-15 | 1,372 | 49.6% | 1,168 | 42.2% | 0 | 0.0% | 228 | 8.2% | 2,768 |
| 2015-16 | 2,178 | 81.1% | 506 | 18.9% | 0 | 0.0% | 0 | 0.0% | 2,684 |
| 2016-17 | 1,612 | 55.3% | 532 | 18.3% | 0 | 0.0% | 771 | 26.4% | 2,915 |
| 2017-18 | 1,390 | 56.8% | 504 | 20.6% | 271 | 11.1% | 282 | 11.5% | 2,447 |
| 2018-19 | 856 | 36.5% | 637 | 27.2% | 189 | 8.1% | 662 | 28.2% | 2,344 |
| 2019-20 | 1,398 | 53.6% | 535 | 20.5% | 185 | 7.1% | 492 | 18.9% | 2,610 |
| Lake Grace | | | | | | | | | |
| 2009-10 | 2,003 | 55.2% | 516 | 14.2% | 0 | 0.0% | 1,112 | 30.6% | 3,631 |
| 2010-11 | 1,725 | 61.9% | 470 | 16.9% | 0 | 0.0% | 594 | 21.3% | 2,789 |
| 2011-12 | 2,161 | 55.6% | 545 | 14.0% | 0 | 0.0% | 1,182 | 30.4% | 3,888 |
| 2012-13 | 1,036 | 38.0% | 502 | 18.4% | 0 | 0.0% | 1,186 | 43.5% | 2,724 |
| 2013-14 | 1,740 | 49.2% | 556 | 15.7% | 0 | 0.0% | 1,242 | 35.1% | 3,538 |
| 2014-15 | 1,771 | 54.8% | 533 | 16.5% | 0 | 0.0% | 930 | 28.8% | 3,234 |
| 2015-16 | 2,969 | 72.5% | 600 | 14.7% | 0 | 0.0% | 526 | 12.8% | 4,095 |
| 2016-17 | 1,948 | 54.2% | 981 | 27.3% | 0 | 0.0% | 667 | 18.5% | 3,596 |
| 2017-18 | 2,850 | 30.4% | 6,085 | 64.9% | 0 | 0.0% | 443 | 4.7% | 9,378 |
| 2018-19 | 2,552 | 33.6% | 4,236 | 55.7% | 0 | 0.0% | 813 | 10.7% | 7,601 |
| 2019-20 | 1,769 | 58.3% | 468 | 15.4% | 0 | 0.0% | 798 | 26.3% | 3,035 |
| Narembeen | | | | | | | | | |
| 2009-10 | 1,408 | 75.5% | 334 | 17.9% | 0 | 0.0% | 123 | 6.6% | 1,865 |
| 2010-11 | 1,210 | 74.5% | 364 | 22.4% | 0 | 0.0% | 51 | 3.1% | 1,625 |
| 2011-12 | 999 | 41.7% | 1,010 | 42.1% | 0 | 0.0% | 388 | 16.2% | 2,397 |
| 2012-13 | 1,162 | 64.8% | 457 | 25.5% | 0 | 0.0% | 174 | 9.7% | 1,793 |
| 2013-14 | 768 | 24.8% | 2,130 | 68.9% | 0 | 0.0% | 195 | 6.3% | 3,093 |
| 2014-15 | 968 | 36.7% | 1,477 | 56.0% | 0 | 0.0% | 191 | 7.2% | 2,636 |
| 2015-16 | 1,459 | 56.2% | 673 | 25.9% | 0 | 0.0% | 463 | 17.8% | 2,595 |
| 2016-17 | 1,455 | 28.0% | 2,544 | 49.0% | 0 | 0.0% | 1,192 | 23.0% | 5,191 |
| 2017-18 | 1,515 | 20.1% | 4,685 | 62.0% | 0 | 0.0% | 1,355 | 17.9% | 7,555 |
| 2018-19 | 1,170 | 16.1% | 5,056 | 69.5% | 0 | 0.0% | 1,045 | 14.4% | 7,271 |
| 2019-20 | 0 | 62.3% | 698 | 28.0% | 0 | 0.0% | 242 | 9.7% | 2,496 |
| Shire of Narrogin [New Shire established 1 July 2016] | | | | | | | | | |
| Amalgamation of the former Shire of Narrogin and the Town of Narrogin | | | | | | | | | |
| The amounts for 2009-10 to 2015-16 are the sum of the amounts for the former Shire of Narrogin and the Town of Narrogin | | | | | | | | | |
| 2009-10 | 901 | 36.1% | 426 | 17.1% | 26 | 1.0% | 1,141 | 45.7% | 2,494 |
| 2010-11 | 837 | 31.5% | 728 | 27.4% | 0 | 0.0% | 1,095 | 41.2% | 2,660 |
| 2011-12 | 941 | 35.2% | 774 | 28.9% | 0 | 0.0% | 959 | 35.9% | 2,674 |
| 2012-13 | 423 | 13.4% | 1,909 | 60.7% | 0 | 0.0% | 814 | 25.9% | 3,146 |
| 2013-14 | 740 | 20.1% | 1,719 | 46.6% | 0 | 0.0% | 1,228 | 33.3% | 3,687 |
| 2014-15 | 769 | 17.0% | 2,289 | 50.7% | 0 | 0.0% | 1,454 | 32.2% | 4,512 |
| 2015-16 | 1,035 | 22.0% | 681 | 14.5% | 1,025 | 21.8% | 1,963 | 41.7% | 4,704 |
| 2016-17 | 1,189 | 30.9% | 599 | 15.6% | 0 | 0.0% | 2,059 | 53.5% | 3,847 |
| 2017-18 | 1,118 | 27.3% | 1,851 | 45.2% | 0 | 0.0% | 1,126 | 27.5% | 4,095 |
| 2018-19 | 1,763 | 39.1% | 664 | 14.7% | 0 | 0.0% | 2,077 | 46.1% | 4,504 |
| 2019-20 | 981 | 24.9% | 799 | 20.3% | 0 | 0.0% | 2,153 | 54.7% | 3,933 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|-------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| Pingelly | | | | | | | | | |
| 2009-10 | 489 | 29.7% | 318 | 19.3% | 0 | 0.0% | 840 | 51.0% | 1,647 |
| 2010-11 | 429 | 30.5% | 329 | 23.4% | 0 | 0.0% | 650 | 46.2% | 1,408 |
| 2011-12 | 1,221 | 41.2% | 1,411 | 47.7% | 0 | 0.0% | 329 | 11.1% | 2,961 |
| 2012-13 | 937 | 30.0% | 2,090 | 66.8% | 0 | 0.0% | 101 | 3.2% | 3,128 |
| 2013-14 | 1,763 | 68.6% | 627 | 24.4% | 0 | 0.0% | 181 | 7.0% | 2,571 |
| 2014-15 | 492 | 29.4% | 465 | 27.8% | 0 | 0.0% | 715 | 42.8% | 1,672 |
| 2015-16 | 784 | 35.7% | 583 | 26.6% | 0 | 0.0% | 827 | 37.7% | 2,194 |
| 2016-17 | 1,376 | 55.4% | 633 | 25.5% | 0 | 0.0% | 476 | 19.2% | 2,485 |
| 2017-18 | 644 | 26.4% | 869 | 35.6% | 0 | 0.0% | 927 | 38.0% | 2,440 |
| 2018-19 | 365 | 17.9% | 750 | 36.9% | 0 | 0.0% | 919 | 45.2% | 2,034 |
| 2019-20 | 843 | 43.0% | 666 | 33.9% | 0 | 0.0% | 453 | 23.1% | 1,962 |
| Quairading | | | | | | | | | |
| 2009-10 | 792 | 63.3% | 225 | 18.0% | 0 | 0.0% | 235 | 18.8% | 1,252 |
| 2010-11 | 718 | 61.2% | 262 | 22.3% | 0 | 0.0% | 193 | 16.5% | 1,173 |
| 2011-12 | 966 | 60.4% | 611 | 38.2% | 0 | 0.0% | 22 | 1.4% | 1,599 |
| 2012-13 | 645 | 33.8% | 1,284 | 67.3% | 0 | 0.0% | -20 | -1.0% | 1,909 |
| 2013-14 | 977 | 38.1% | 1,252 | 48.9% | 0 | 0.0% | 332 | 13.0% | 2,561 |
| 2014-15 | 806 | 46.5% | 429 | 24.7% | 0 | 0.0% | 499 | 28.8% | 1,734 |
| 2015-16 | 698 | 39.9% | 725 | 41.5% | 0 | 0.0% | 325 | 18.6% | 1,748 |
| 2016-17 | 889 | 19.3% | 3,420 | 74.2% | 0 | 0.0% | 299 | 6.5% | 4,608 |
| 2017-18 | 1,186 | 12.1% | 7,109 | 72.4% | 462 | 4.7% | 1,064 | 10.8% | 9,821 |
| 2018-19 | 717 | 17.0% | 2,610 | 62.0% | 0 | 0.0% | 884 | 21.0% | 4,211 |
| 2019-20 | 1,143 | 45.4% | 830 | 33.0% | 0 | 0.0% | 542 | 21.6% | 2,515 |
| Wagin | | | | | | | | | |
| 2009-10 | 862 | 63.8% | 335 | 24.8% | 0 | 0.0% | 155 | 11.5% | 1,352 |
| 2010-11 | 864 | 60.7% | 421 | 29.6% | 0 | 0.0% | 139 | 9.8% | 1,424 |
| 2011-12 | 695 | 56.1% | 381 | 30.8% | 0 | 0.0% | 162 | 13.1% | 1,238 |
| 2012-13 | 702 | 47.6% | 470 | 31.8% | 0 | 0.0% | 304 | 20.6% | 1,476 |
| 2013-14 | 712 | 50.9% | 435 | 31.1% | 0 | 0.0% | 252 | 18.0% | 1,399 |
| 2014-15 | 748 | 52.0% | 395 | 27.5% | 0 | 0.0% | 295 | 20.5% | 1,438 |
| 2015-16 | 1,107 | 61.1% | 408 | 22.5% | 0 | 0.0% | 298 | 16.4% | 1,813 |
| 2016-17 | 981 | 54.3% | 521 | 28.8% | 0 | 0.0% | 305 | 16.9% | 1,807 |
| 2017-18 | 925 | 47.9% | 743 | 38.5% | 0 | 0.0% | 263 | 13.6% | 1,931 |
| 2018-19 | 715 | 22.5% | 2,080 | 65.5% | 0 | 0.0% | 379 | 11.9% | 3,174 |
| 2019-20 | 835 | 38.2% | 862 | 39.5% | 0 | 0.0% | 487 | 22.3% | 2,184 |
| Wandering | | | | | | | | | |
| 2009-10 | 427 | 39.8% | 482 | 45.0% | 0 | 0.0% | 163 | 15.2% | 1,072 |
| 2010-11 | 784 | 47.7% | 561 | 34.1% | 0 | 0.0% | 298 | 18.1% | 1,643 |
| 2011-12 | 261 | 12.0% | 1,696 | 78.0% | 0 | 0.0% | 218 | 10.0% | 2,175 |
| 2012-13 | 321 | 15.9% | 1,275 | 63.3% | 0 | 0.0% | 417 | 20.7% | 2,013 |
| 2013-14 | 372 | 14.6% | 1,792 | 70.1% | 0 | 0.0% | 391 | 15.3% | 2,555 |
| 2014-15 | 477 | 32.6% | 463 | 31.7% | 0 | 0.0% | 521 | 35.7% | 1,461 |
| 2015-16 | 1,042 | 60.7% | 413 | 24.1% | 0 | 0.0% | 262 | 15.3% | 1,717 |
| 2016-17 | 592 | 38.4% | 561 | 36.4% | 0 | 0.0% | 390 | 25.3% | 1,543 |
| 2017-18 | 369 | 15.8% | 1,360 | 58.1% | 0 | 0.0% | 612 | 26.1% | 2,341 |
| 2018-19 | 320 | 21.8% | 385 | 26.3% | 0 | 0.0% | 761 | 51.9% | 1,466 |
| 2019-20 | 409 | 27.7% | 401 | 27.1% | 0 | 0.0% | 669 | 45.2% | 1,479 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------------|---------|-------|--------|-------|---------|------|---------------|-------|--------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| West Arthur | | | | | | | | | |
| 2009-10 | 658 | 50.9% | 204 | 15.8% | 1 | 0.1% | 431 | 33.3% | 1,294 |
| 2010-11 | 827 | 59.9% | 255 | 18.5% | 3 | 0.2% | 295 | 21.4% | 1,380 |
| 2011-12 | 914 | 45.3% | 433 | 21.5% | 0 | 0.0% | 669 | 33.2% | 2,016 |
| 2012-13 | 700 | 34.6% | 516 | 25.5% | 0 | 0.0% | 807 | 39.9% | 2,023 |
| 2013-14 | 668 | 42.8% | 676 | 43.4% | 0 | 0.0% | 215 | 13.8% | 1,559 |
| 2014-15 | 560 | 38.8% | 233 | 16.2% | 0 | 0.0% | 649 | 45.0% | 1,442 |
| 2015-16 | 1,025 | 46.5% | 599 | 27.2% | 2 | 0.1% | 578 | 26.2% | 2,204 |
| 2016-17 | 1,353 | 59.6% | 572 | 25.2% | 0 | 0.0% | 346 | 15.2% | 2,271 |
| 2017-18 | 996 | 52.4% | 364 | 19.2% | 0 | 0.0% | 540 | 28.4% | 1,900 |
| 2018-19 | 1,945 | 69.9% | 484 | 17.4% | 0 | 0.0% | 355 | 12.8% | 2,784 |
| 2019-20 | 796 | 40.6% | 715 | 36.5% | 0 | 0.0% | 448 | 22.9% | 1,959 |
| Wickepin | | | | | | | | | |
| 2009-10 | 1,071 | 60.5% | 302 | 17.1% | 0 | 0.0% | 396 | 22.4% | 1,769 |
| 2010-11 | 864 | 62.4% | 250 | 18.1% | 0 | 0.0% | 271 | 19.6% | 1,385 |
| 2011-12 | 1,013 | 46.1% | 895 | 40.8% | 0 | 0.0% | 288 | 13.1% | 2,196 |
| 2012-13 | 461 | 19.4% | 1,808 | 76.1% | 0 | 0.0% | 108 | 4.5% | 2,377 |
| 2013-14 | 668 | 38.3% | 771 | 44.3% | 0 | 0.0% | 303 | 17.4% | 1,742 |
| 2014-15 | 753 | 40.9% | 659 | 35.8% | 0 | 0.0% | 429 | 23.3% | 1,841 |
| 2015-16 | 1,174 | 77.3% | 317 | 20.9% | 0 | 0.0% | 27 | 1.8% | 1,518 |
| 2016-17 | 1,037 | 70.0% | 429 | 28.9% | 0 | 0.0% | 16 | 1.1% | 1,482 |
| 2017-18 | 976 | 48.1% | 448 | 22.1% | 0 | 0.0% | 607 | 29.9% | 2,031 |
| 2018-19 | 807 | 40.1% | 499 | 24.8% | 0 | 0.0% | 707 | 35.1% | 2,013 |
| 2019-20 | 1,032 | 42.5% | 524 | 21.6% | 0 | 0.0% | 875 | 36.0% | 2,431 |
| Williams | | | | | | | | | |
| 2009-10 | 729 | 45.1% | 248 | 15.3% | 0 | 0.0% | 641 | 39.6% | 1,618 |
| 2010-11 | 888 | 55.5% | 303 | 18.9% | 0 | 0.0% | 408 | 25.5% | 1,599 |
| 2011-12 | 370 | 36.4% | 328 | 32.3% | 0 | 0.0% | 318 | 31.3% | 1,016 |
| 2012-13 | 560 | 32.7% | 397 | 23.2% | 0 | 0.0% | 756 | 44.1% | 1,713 |
| 2013-14 | 263 | 30.1% | 260 | 29.7% | 0 | 0.0% | 351 | 40.2% | 874 |
| 2014-15 | 437 | 35.1% | 340 | 27.3% | 0 | 0.0% | 467 | 37.5% | 1,244 |
| 2015-16 | 712 | 39.8% | 574 | 32.0% | 0 | 0.0% | 505 | 28.2% | 1,791 |
| 2016-17 | 620 | 37.9% | 469 | 28.7% | 0 | 0.0% | 546 | 33.4% | 1,635 |
| 2017-18 | 582 | 41.2% | 391 | 27.7% | 0 | 0.0% | 441 | 31.2% | 1,414 |
| 2018-19 | 492 | 30.9% | 563 | 35.4% | 0 | 0.0% | 536 | 33.7% | 1,591 |
| 2019-20 | 516 | 33.2% | 379 | 24.4% | 0 | 0.0% | 659 | 42.4% | 1,554 |

Sources of Road Funds – 2009-10 to 2019-20

| Year | Federal | | State | | Private | | Own Resources | | Total |
|--------------|-----------|-------|-----------|-------|---------|------|---------------|-------|------------------|
| | \$000s | % | \$000s | % | \$000s | % | \$000s | % | \$000s |
| State | | | | | | | | | |
| | Federal | | State | | Private | | Council | | Total |
| 2009-10 | 160,512 | 26.8% | 112,157 | 18.7% | 11,103 | 1.9% | 315,786 | 52.7% | 599,558 |
| 2010-11 | 162,951 | 26.1% | 123,137 | 19.7% | 18,051 | 2.9% | 319,613 | 51.2% | 623,752 |
| 2011-12 | 164,765 | 22.9% | 160,881 | 22.3% | 21,334 | 3.0% | 373,597 | 51.8% | 720,577 |
| 2012-13 | 163,122 | 21.3% | 182,396 | 23.8% | 15,681 | 2.0% | 406,374 | 52.9% | 767,573 |
| 2013-14 | 142,220 | 17.6% | 169,063 | 20.9% | 32,570 | 4.0% | 463,592 | 57.4% | 807,445 |
| 2014-15 | 167,779 | 22.3% | 155,126 | 20.6% | 12,577 | 1.7% | 417,929 | 55.5% | 753,411 |
| 2015-16 | 257,401 | 29.7% | 180,104 | 20.8% | 14,354 | 1.7% | 413,902 | 47.8% | 865,761 |
| 2016-17 | 242,422 | 26.8% | 204,180 | 22.6% | 11,169 | 1.2% | 446,552 | 49.4% | 904,323 |
| 2017-18 | 217,697 | 22.2% | 275,570 | 28.1% | 12,474 | 1.3% | 476,427 | 48.5% | 982,168 |
| 2018-19 | 190,525 | 19.6% | 265,473 | 27.3% | 8,460 | 0.9% | 507,385 | 52.2% | 971,843 |
| 2019-20 | 205,992 | 22.2% | 215,623 | 23.3% | 14,037 | 1.5% | 488,657 | 52.8% | 925,865 |
| 10 Years | 1,914,874 | 23.0% | 1,931,553 | 23.2% | 160,707 | 1.9% | 4,314,028 | 51.8% | 8,322,718 |
| 5 Years | 1,114,037 | 24.0% | 1,140,950 | 24.5% | 60,494 | 1.3% | 2,332,923 | 50.2% | 4,649,960 |



The Shire of Leonora won the 2019 Heritage Award for their \$3.3million dollar Gwalia Upgrade Project





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