Report on Local Government Road Assets and Expenditure

2022-2023

WALGA

Influence. Support. Expertise.

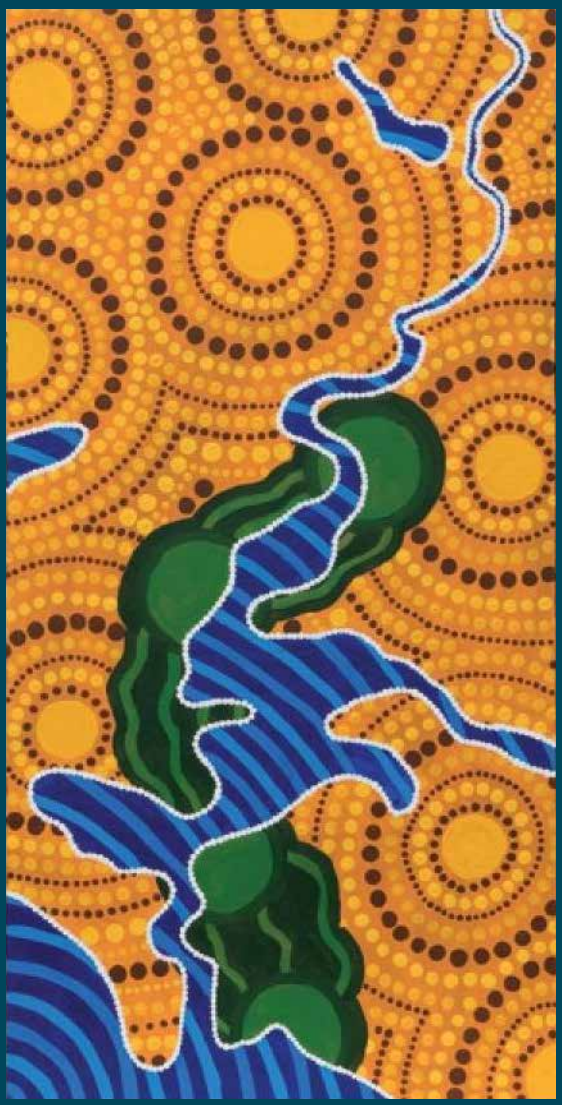
Acknowledgements

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.

Acknowledgement of Traditional Owners

WALGA acknowledges the continuing connection of Aboriginal people to Country, culture and community. We embrace the vast Aboriginal cultural diversity throughout Western Australia, including Boorloo (Perth), on the land of the Whadjuk Nyoongar People, where WALGA is located and we acknowledge and pay respect to Elders past and present.

WALGA is committed to supporting the efforts of WA Local Governments to foster respectful partnerships and strengthen relationships with local Aboriginal communities.



Pictured: Artwork by Jade Dolman, a young Whadjuk/ Ballardong Nyoongar, Eastern Arrernte, Irish woman from Perth.

Photography by Audra de Pina

Front Cover: Jurien Road, Jurien Bay

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Foreword

Western Australia's roads perform the critical task of enabling movement of people and freight around the State, underpinning the functioning of our economy and society. The State's population and economic activity continued to grow strongly in 2023. Initiatives and investments designed to reduce dependence on cars and road freight are urgently required and are underway. However, collectively our community continues to rely heavily on road transport and therefore on roads managed by Local Governments.

The number of registered motor vehicles grew 3.0% in 2022-23, broadly in line with population growth. However, vehicle kilometres travelled grew 4.0% in both Western Australia as a whole and in the Perth region. Also growing much more rapidly than population is the number of registered articulated trucks, which increased 6.3% in 2023 following an increase of 5.8% in 2022[1]. Heavy vehicles contribute disproportionately to road wear, necessitating much shorter road maintenance and renewal cycles.

Western Australia's Local Governments worked hard in 2022-23 to deliver road projects costing $1,046 million in the face of continuing challenges attracting labour and resources to undertake civil construction work. It is pleasing to note that Road Preservation performance improved from 70.1% in 2021-22 to 73.2%, indicating that Local Governments spent 73.2% of the amount required to maintain roads in their current condition. Similarly, the performance measure for sustainability of sealed roads also improved, from 61% to 64%. In part these measures reflect the decision of Councils to invest some of the $450 million in Commonwealth funding to West Australian Local Governments provided through the Local Roads and Community Infrastructure Program since 2020-21 in road works.

It is estimated that $957 million per year is required to be invested in road maintenance and renewal to maintain the network in its current condition. While there is sufficient funding available to enable this to occur, this same funding is also needed to expand and upgrade the road network to meet the needs of increasing traffic, increasing freight demands and contribute to achieving State and National road safety objectives. Local Governments spent $700.3 million on road preservation during 2022-23, resulting in a shortfall of $257 million compared with that required to ensure that the network remains in its current condition. While the gap remains concerning, it was over $25 million per year smaller than the gap in the previous year.

This report covers investment during the final year of the 2018-19 to 2022-23 State Road Funds to Local Government Agreement and the penultimate year of the five-year Commonwealth Roads to Recovery funding tranche ending June 2024. Combined, these two programs provide a significant proportion of the funding available for Local Government roads. I am pleased to note that both Federal and State Governments have recognised the critical role they play in contributing to sustainable road funding, and the have responded to the increasing costs faced since 2021 with increases in funding committed for the next few years.

The Road Assets and Expenditure Report provides both public accountability of the funds invested in Local Government roads and identifies the needs and opportunities for further investment. It would not be possible to compile this analysis without the data provided by Local Governments and I would like to acknowledge and thank everyone involved in providing the information that enables all stakeholders to better understand management of the public road and path network.

[i] Bureau of Infrastructure and Transport Research Economics Statistical Report, Road Vehicles Australia January 2023. Published June 2023.

Cr Karen Chappel JP
President

Executive Summary

Local Government maintains 127,284 kilometres of roads of which 32.4% are sealed. Local Government roads make up 86.2% 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 $35.51 billion as at 30 June 2023.

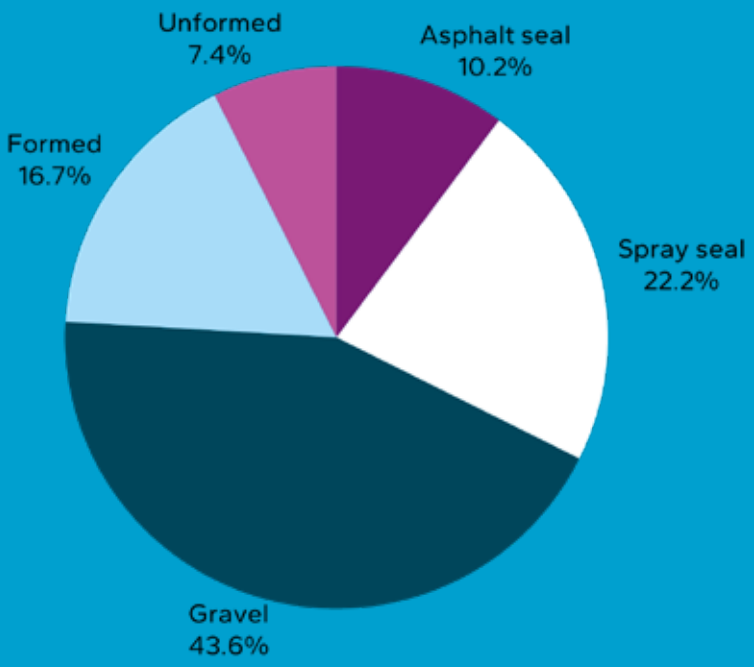
The written down value of the road network is $18.81 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 53.0% for local roads compared to 63.98% for State highways and main roads in WA.

1. Types of Roads

Local Government is responsible for 127,284 kilometres of roads representing 86.2% of the State's public road network.

Only 32.4% of the roads are sealed. The remaining 67.6% (86,085 kilometres) have a gravel or natural surface.

Figure 1
Types of Local Government Roads 2022-23
(Total Length 127,284km)



Peninsula Road, Bridgetown

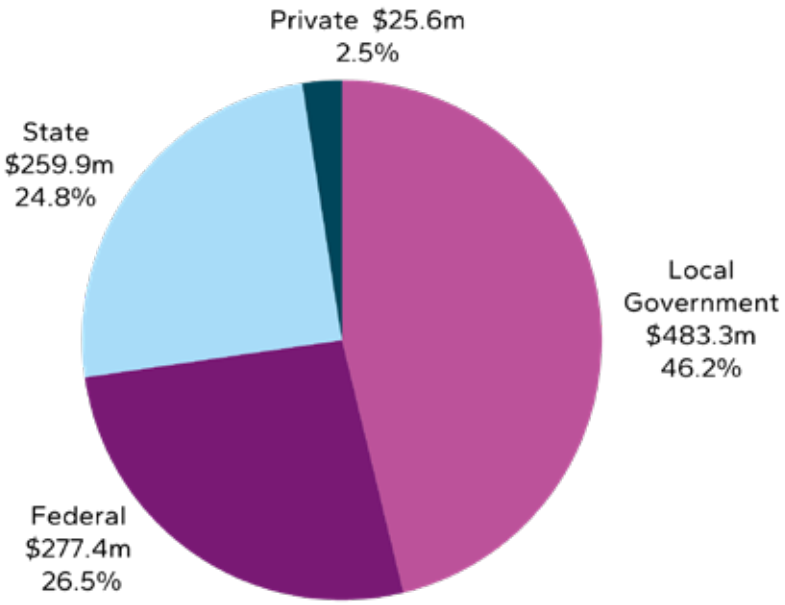
2. Sources of Local Government Road Funds

Total funding for Local Government roads was $1046.1 million in 2022-23, $24.1 million more than in the previous year. Local Governments provided 46.2% of their total road expenditure from their own resources (Figure 2). Federal funds reduced by $14.7 million while State funds increased by $32.0 million. The Commonwealth Government provided 26.5%, the State Government 24.8%, excluding funds allocated for expenditure by Main Roads WA. Contributions from private sources increased significantly (increasing $20.6 million), and represented 2.4% of the total road expenditure. This included multi-million dollar contributions to just a few local governments (including Moora, Murray, Ravensthorpe and Sandstone). Expenditure from Local Government's own-source revenue again decreased, by $7.6 million.

The Federal funds are primarily provided through the Financial Assistance Grants (untied road component, $129.7 million) and also include $61.7 million of Roads to Recovery funds, $9.4 million of Federal Black Spot funds and a portion ($41.22 million) of Local Roads and Community Infrastructure Program 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 $8.9 million of Black Spot funds. Metropolitan Local Governments received approximately 29.5% of Federal and State funds while non-Metropolitan Local Governments received 70.5%.

In the five years 2018-19 to 2022-23 total road expenditure has increased by 7.6% from $971.8 million to $1046.1 million.

Figure 2
Sources of Local Government Road Funds 2022-23
$1,046.1 million

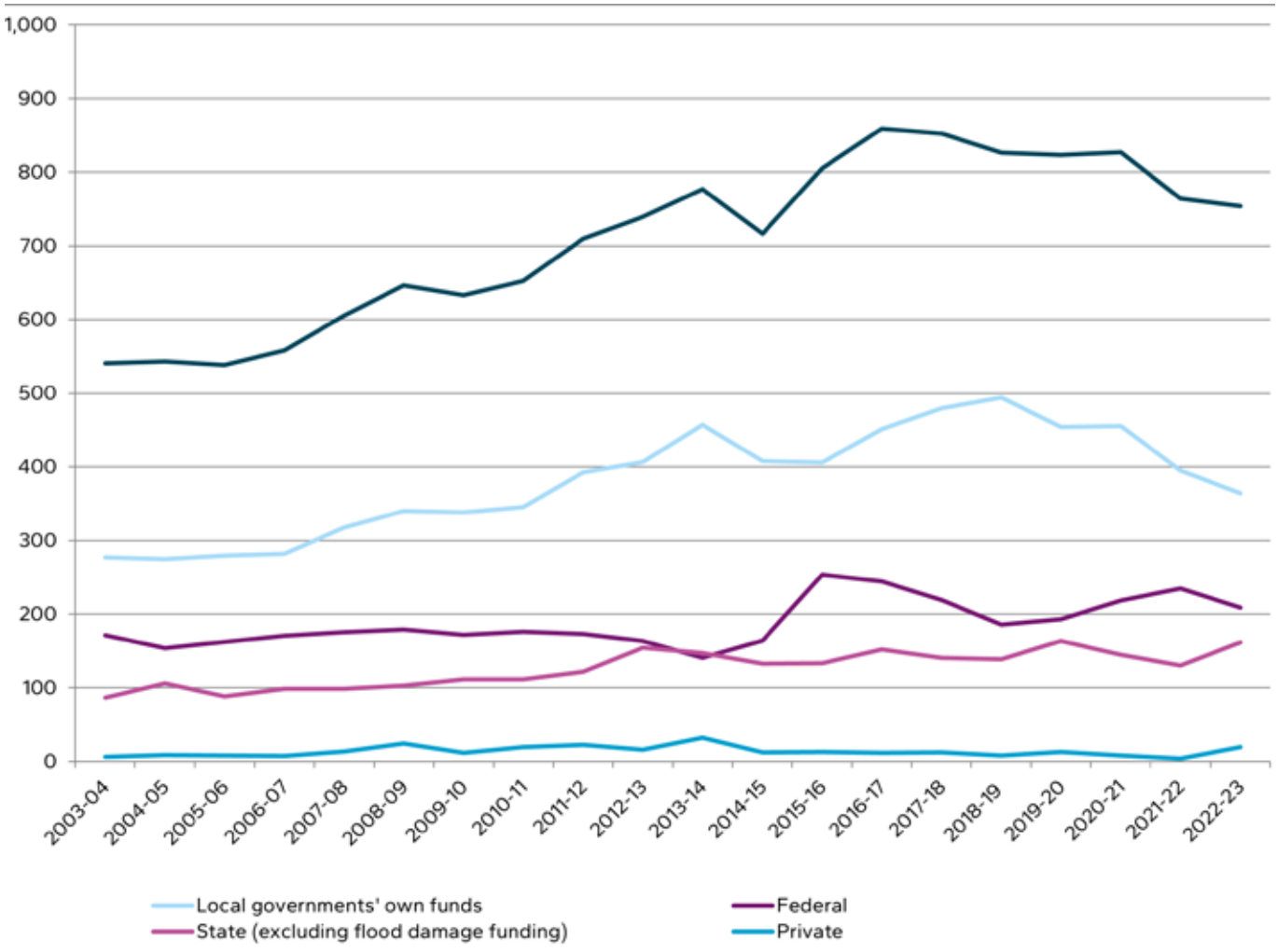


These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Executive Summary

Road funding levels for the past 20 years are presented in Figure 3. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). The contribution of all government 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 recent years reflects the introduction of the Local Roads and Community Infrastructure Program (LRCIP) in May 2020.

Figure 3
Sources of Road Funding
(Real Terms 2012/13 Dollars) RCMPI



State and Total funds excludes repair of flood damage.

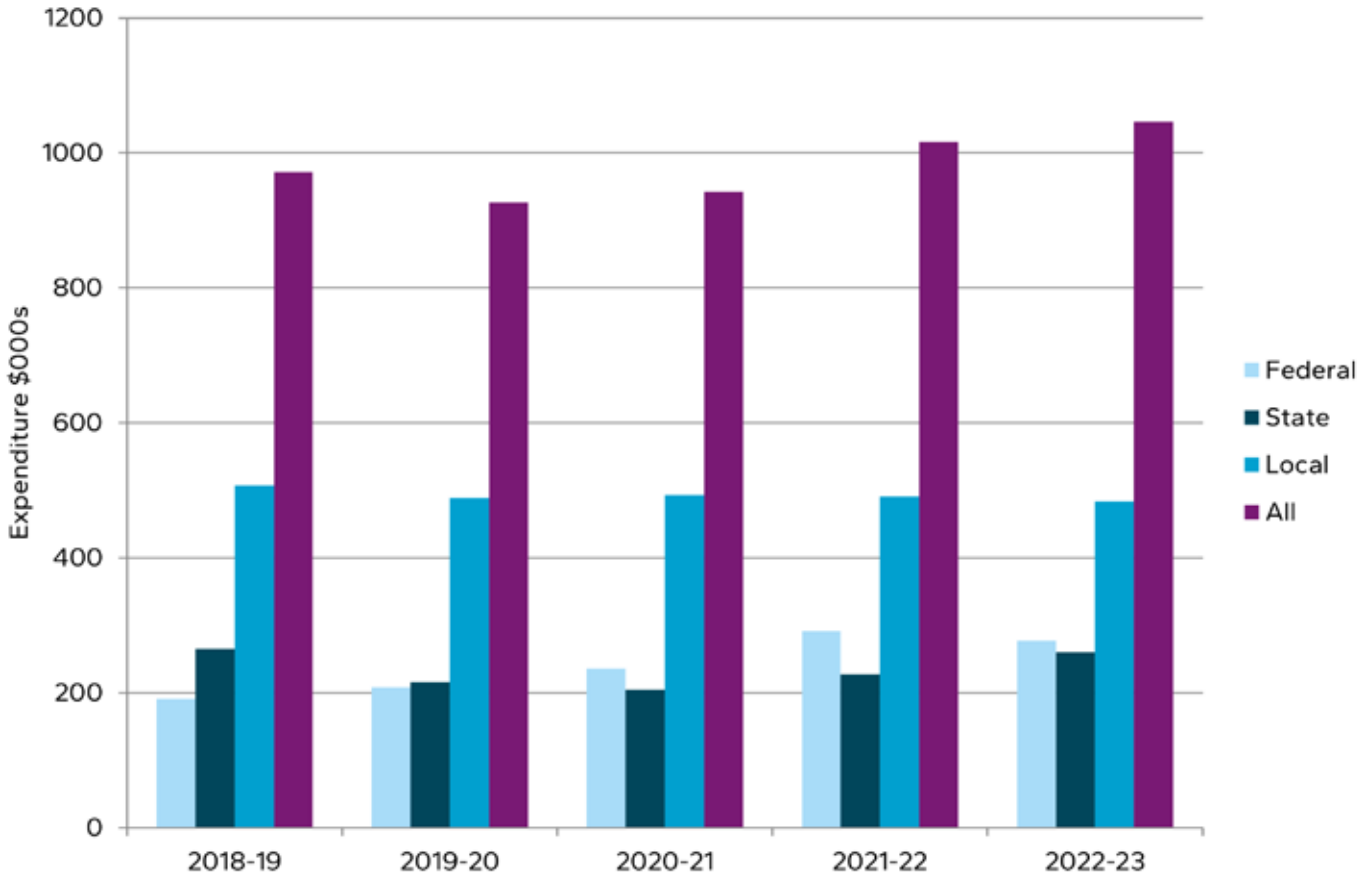
3. Total Local Government Road Expenditure 2018-19 to 2022-23

Figure 4 shows that:

- Total funding increased by 7.6% between 2018-19 and 2022-23 and was $24.1 million more than in 2021-22.
- Local Government funds reduced by 4.7% between 2018-19 and 2022-23, and in 2022-23 it was $7.6 million less than in 2021-22.
- Federal road funds in 2022-23 were 45.6% more than five years previously, reflecting the introduction of the Local Roads and Community Infrastructure Program.
- State Government funding including disaster reconstruction work was 2.1% lower than it was five years ago. However, State funding was particularly high in 2018-19 due to a high level of flood damage repair funding, and if the flood expenditure is netted out, State funding has otherwise increased by $69.5m (48.2%).

Figure 4

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.

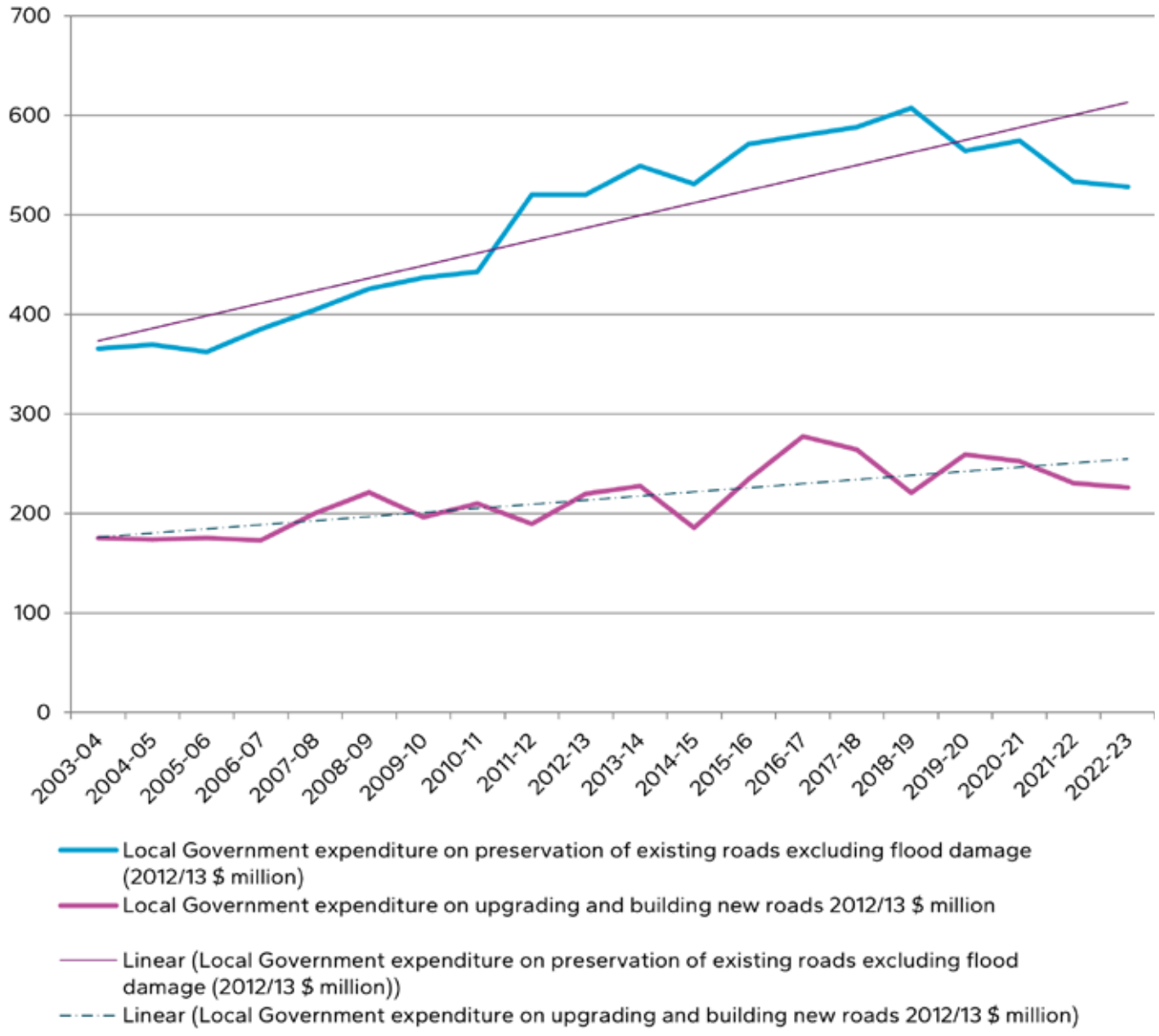
Executive Summary

4. Change in expenditure 20 years 2003-04 to 2022-23

Figure 5 shows the expenditure trend over twenty years 2003-04 to 2022-23. 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 44.3%, from $365.8m to $527.7m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (28.9%), from $175.2m to $225.8m. Over the same period, the State's population has increased by 40.5% and the number of licenced motor vehicles by 64.7%.

Figure 5
Expenditure on Roads by Purpose
Real $million 2012/13 RCMPI

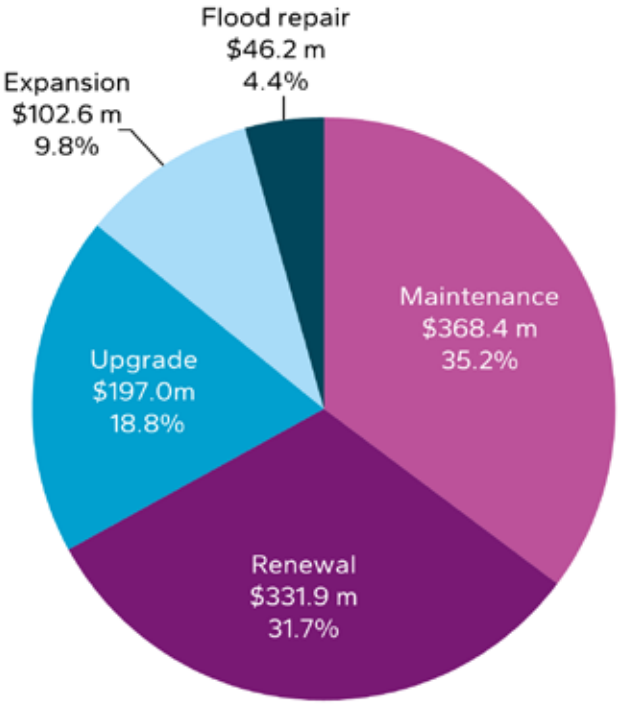


5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on maintenance and renewal of the existing road network ($700.32 million in 2022-23) has increased 12.3% in the five years from 2018-19 to 2022-23. Expenditure on upgrading and expansion ($299.6 million in 2022-23) is 32.2% higher than in 2018-19.

Expenditure on upgrading and capital expansion accounts for nearly a third of total road expenditure (30%). (Figure 6). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic, but will also add to maintenance and renewal needs going forward. The $331.9 million spent on renewal in 2022-23 represents about 0.93% 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 also 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 1.06%.

Figure 6
Local Government Road Expenditure 2022-23
$1046.1 million



Road expenditure includes bridges.

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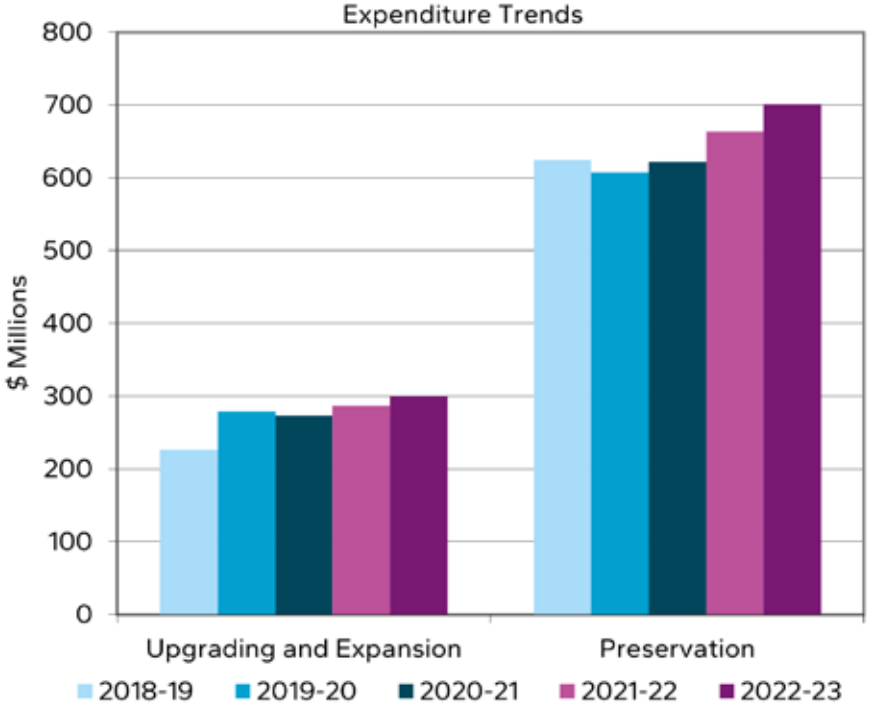
6. Trends in Expenditure on Road Preservation and Capital Upgrading and Expansion

Expenditure on road preservation has increased by 12.3% over the five years from 2018-19 to 2022-23 while expenditure on upgrading and capital expansion increased by 32.2% (Figure 7). Expenditure on upgrading and expansion and expenditure on preservation are continuing at relatively high levels.

Figure 7
Expenditure Trends



Excludes flood damage funding.

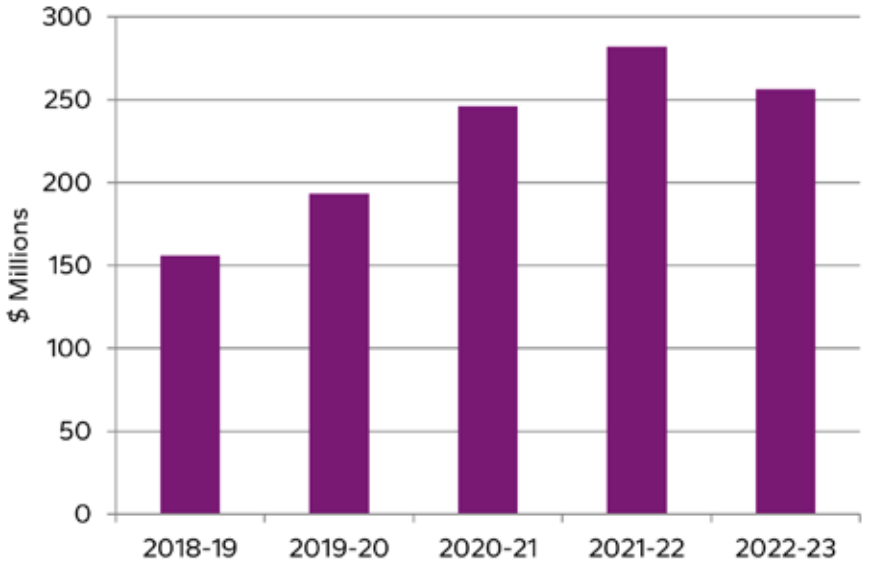
7. Shortfall Between Road Preservation Needs and Expenditure

Local Governments spent $700.32 million on road preservation. This is $257.0 million less than the $957.3 million required to maintain roads at their current condition (Figure 8). The $257.0 million shortfall in 2022-23 is $25.3 million less than in 2021-22 and $101.3 million greater than in 2018-19.

The shortfall for 2022-23 is somewhat ameliorated by the expenditure of $46.2 million on repairing flood damage which by its nature includes an element of asset renewal.

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.

Figure 8
Shortfall Between Preservation Needs and Expenditure



The shortfall has reduced from $282.3 million in 2021-22 to $256.6 million in 2022-23 but is $100.8 million more than in 2017-18.

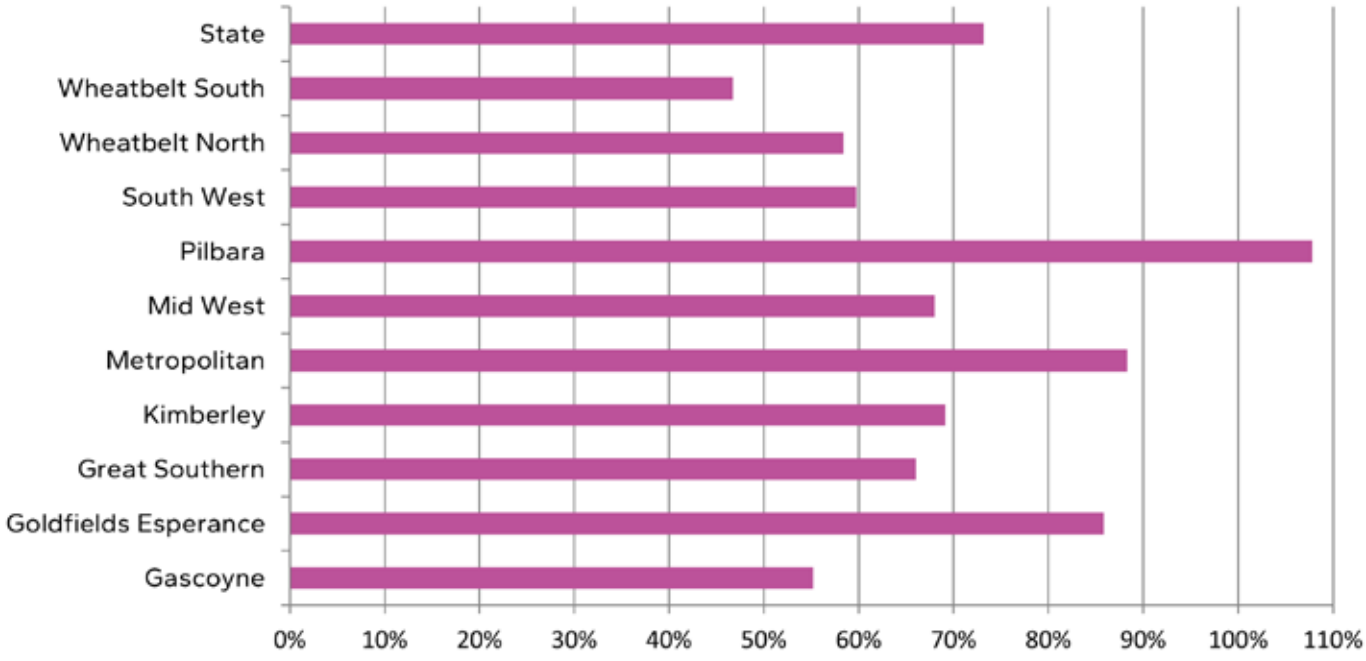
8. Road Preservation Performance

The estimated cost of maintaining WA's road network in its current condition in 2022-23 was $957.34 million. Local Governments spent $700.32 million on road preservation, a shortfall of $257.0 million.

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 9).

Overall State Performance is 73.2%, which means that Local Governments spent 73.2% of the amount required to maintain their roads at their current condition. The State performance is greatly influenced by the high performance (88.3%) and large expenditure of the Metropolitan Region, although this too has dropped over the long term; prior to 2018-19 it was always over 100%. This indicates that 11.7% less than what was required to maintain the roads in their current condition was spent in the metropolitan area. The Pilbara region had the largest improvement performance over the long term, but even this performance has dropped in the last two years. There were also slight improvements in the Goldfields Esperance and Wheatbelt North regions. There has been a significant decline in the Gascoyne region's performance, which is currently at 55.2%, down from 84.1% in 2018-19.

Figure 9
Road Preservation Performance
2022-3



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9. 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 26.6% 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 2022-23 Local Governments spent 17.9% of their estimated revenue capacity on roads generally, and 14.2% on road preservation specifically, about 12.4% less than the required 26.6%.

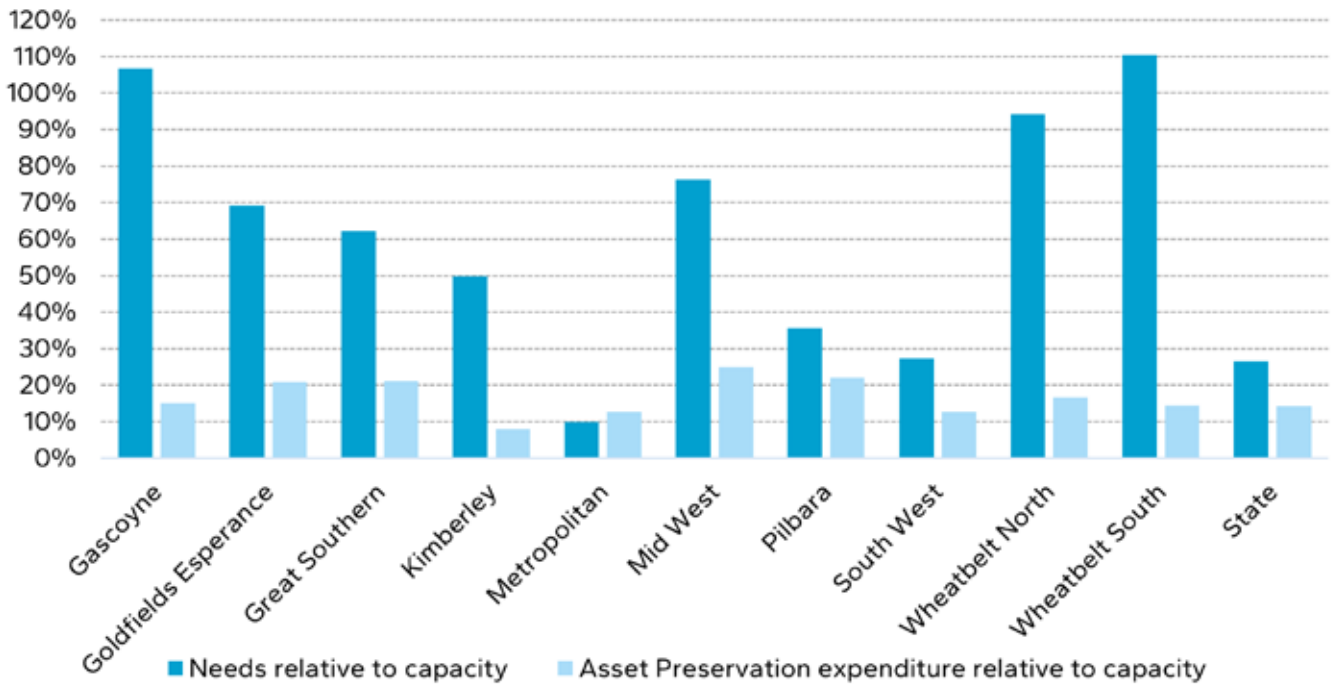
The percentage that Local Governments would have to spend varies widely between the regions (Figure 10, dark blue columns) from 9.9% for the Metropolitan Region to 106.8% for Gascoyne and 110.4% for Wheatbelt South.

Local Governments in the Metropolitan Region have to spend only 9.9% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2022-23 they spent 12.7% 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.

Local Governments in the Wheatbelt South have the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 110.4% 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 2022-23 the Wheatbelt South was able to spend only 14.6% of their revenue capacity on road preservation works, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more to likely to be in poorer condition.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 17.9% for the State and ranges from 8.9% for Kimberley to 29.9% for Mid West.

Figure 10
Percentage Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Percentage



Nabawa Northampton Road, Dindiloa

Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of the Gascoyne, Wheatbelt South and Wheatbelt North Regions. Roads in these regions are more likely to be 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.

Road Assets and Investments

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, footpaths 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 report is structured into three main sections:

1. Local Government Road Assets
2. Local Government Road Funding and Expenditure
3. Local Government Road Asset management performance.

1. Local Government Road Assets

Local Government Roads and Bridges

Local Government is responsible for 127,284 kilometres of roads representing 86.2% 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 32.4% of the roads are sealed. A total of 86,085 kilometres have a gravel or natural surface.

Total road length has reduced slightly (0.6%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 8.5%, while five 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 for sealed roads (in square metres) are provided in the appendices.

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 2.

[1] 133 Local Governments provided data and an estimate was made for the remaining four.

Road Assets and Investments

Table 1: Local Road Statistics 30 June 2023 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	13	534	1,646	1,805	275	4,272
Goldfields Esperance	201	1,703	7,103	3,945	4,448	17,400
Great Southern	199	2,963	7,418	1,569	335	12,483
Kimberley	12	532	1,520	1,299	978	4,341
Metropolitan	10,729	3,364	200	50	22	14,364
Mid West	171	3,084	8,424	4,321	1,099	17,099
Pilbara	233	532	2,521	1,296	1,156	5,737
South West	1,334	4,844	3,682	641	155	10,655
Wheatbelt North	89	6,690	12,806	3,677	644	23,905
Wheatbelt South	26	3,949	10,131	2,596	326	17,027
State Total	**13,005**	**28,194**	**55,451**	**21,196**	**9,437**	**127,284**
As % of total length	**10.2%**	**22.2%**	**43.6%**	**16.7%**	**7.4%**	**100%**

Source: Main Roads WA.

Table 2: Local Government Bridge Statistics 30 June 2023 (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	6,459	0	0	272	6,731
Goldfields Esperance	4	892	0	0	0	892
Great Southern	57	1,401	7,274	433	654	9,762
Kimberley	8	1,674	0	0	0	1,674
Metropolitan	164	21,748	11,659	989	1,606	36,002
Mid West	22	4,999	89	141	0	5,229
Pilbara	27	5,654	0	0	0	5,654
South West	280	27,287	28,266	4,284	278	60,115
Wheatbelt North	111	7,761	17,307	586	0	25,653
Wheatbelt South	212	6,331	18,272	4,527	181	29,311
State	**890**	**84,206**	**82,866**	**10,959**	**2,992**	**181,023**

Source: Main Roads WA.

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

Road Assets and Investments

Local Governments are responsible for more than 16,000 kilometres of paths associated with local roads (Table 3). Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.

Table 3: Footpaths and Dual Use Paths 30 June 2022 (length - kilometres)

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	52	39	20	111
Goldfields Esperance	424	166	24	614
Great Southern	230	104	34	367
Kimberley	147	52	9	208
Metropolitan	8,142	3,883	77	12,102
Mid West	259	93	47	399
Pilbara	212	176	0	389
South West	1,022	793	80	1,895
Wheatbelt North	268	155	120	543
Wheatbelt South	151	48	101	301
State	**10,908**	**5,509**	**511**	**16,928**

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

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 2018-19 are shown in Table 4.

Table 4: Changes in the Local Road Network, 5 Years 2018-19 to 2022-23 (road lengths - kilometres)

Type of Road	2018-19	2022-23	Change
Sealed roads in built up areas			
- asphalt seals	12,586	13,005	3.3%
- sprayed seals	3,698	3,636	-1.7%
Sealed roads outside built up areas			
- sprayed seals	24,139	24,559	1.7%
Gravel roads	56,414	55,451	-1.7%
Formed roads	20,897	21,196	1.4%
Unformed roads	9,569	9,437	-1.4%
All roads	**127,304**	**127,284**	**0.0%**

Road Assets and Investments

Changes in bridge statistics since 2018-19 are shown in Table 5.

The overall number of bridges continues to slowly reduce, as older bridges are replaced by culverts where possible, particularly in the 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 2018-19 are shown in Table 6.

While some changes in path lengths are evident, it is based on data provided by Local Governments to the WA Local Government Grants Commission (last collected in 2022). 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 5: Changes in Bridge Statistics, 5 Years 2018-19 to 2022-23 (bridge area - square metres)

Type of Bridge	2018-19	2022-23	Change
Number of bridges	907	890	-1.9%
Concrete and steel bridges	83,301	84,206	1.1%
Timber bridges with concrete overlay	78,342	82,866	5.8%
Timber bridges without concrete overlay	16,327	10,959	-32.9%
Foot bridges	2,556	2,992	17.0%
All bridges	**180,527**	**181,023**	**0.3%**

Table 6: Changes in Footpath and Dual Use Path Statistics, 5 years 2018-19 to 2022-23 (path lengths - kilometres)

Type of Path	2018-19	2022-23	Change
Bitumen and concrete footpaths	10,813	10,940	1.2%
Dual use paths	990	993	0.2%
Gravel footpaths	4,484	4,418	-1.5%
All paths	**16,287**	**16,350**	**0.4%**

Shared Path, Glenfield

Road Assets and Investments

Local Government Road Hierarchy

Main Roads WA categorises local roads into 5 categories defined as follows (see the Main Roads WA website for detailed descriptions):

Regional Distributor: Roads linking significant destinations in rural areas.

District Distributor A: Urban arterial connectors in industrial, commercial and residential areas.

District Distributor B: Similar function to type A but with reduced capacity.

Local Distributor: Roads in urban or rural areas that link Regional Distributors and District Distributors.

Access Roads: Residential roads providing access to properties.

The percentage lengths of each type of road by region is shown in Table 7.

Table 7: Local Road Network Hierarchy by Region (Main Roads WA 2023)

Region	Access Road % length	Local Distributor % length	Distributor A % length	Distributor B % length	Regional Distributor % length	Total
Goldfields Esperance	68.6	21.0	0.0	0.0	10.4	100.0
Great Southern	70.6	23.1	0.0	0.1	6.2	100.0
Kimberley	64.2	20.8	0.0	0.0	15.0	100.0
Metropolitan	74.7	13.5	5.6	3.1	3.1	100.0
Mid West - Gascoyne	65.0	26.1	0.0	0.0	8.9	100.0
Pilbara	77.7	14.6	0.0	0.0	7.7	100.0
South West	74.0	17.0	0.3	0.2	8.5	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

Regional road groups (excluding Metropolitan) also define a network of strategically significant roads that are eleigible for road project grant funding through the State Road Funds to Local Government Agreement. These roads must meet a range of criteria and are documented together with their improvement strategies in the "ROADS 2040" documents. These roads can fall into any of the hierarchy categories listed above. The percentage length of significant roads in each region are showin in Table 8.

Table 8: Local Government Significant Roads (ROADS 2040, May 2023)

Region	Significant Roads km	Total Network km	Share
Gascoyne	2,026	4,272	47%
Goldfields Esperance	6,959	17,400	40%
Great Southern	2,304	12,483	18%
Kimberley	2,643	4,341	61%
Mid West	4,746	17,099	28%
Pilbara	3,113	5,737	54%
South West	2,021	10,655	19%
Wheatbelt North	5,645	23,905	24%
Wheatbelt South	3,854	17,027	23%
Total	**33,311**	**127,284**	**26%**


Eedle Terrace, Bridgetown

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 more than 127,000km of roads connecting to around 19,000km of State or National highways and other main roads managed by the State Government. Additionally there is 35,000km 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] Local Government in WA is thus responsible for 70.4% of the roads in the State.

The roads serve the State's population of over 2.88 million and are used by the 2.44 million vehicles driven by more than 1.94 million licence holders. Collectively these vehicles travelled an estimated 29.6 billion kilometres in 2022-23, including 19.3 billion kilometres in the Perth metropolitan region. The kilometres travelled increased 4% on the previous year.

[2] https://annualreports.mainroads.wa.gov.au/AR-2022/downloads-and-appendices/road-facts-summary-sheet.html

Table 9: Key User Statistics

	2021-22	2022-23	Change
Resident population	2,787,883	2,878,563	3.3%
Registered motor vehicles	2,367,800	2,437,785	3.0%
Licence holders	1,908,803	1942272	1.8%
Vehicle kilometres travelled, WA (Billion)	28.48	29.62	4.0%
Vehicle kilometres travelled, Perth (Billion)	18.57	19.31	4.0%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2023

Road Assets and Investments

Local Government Roads around Australia – an overview

Western Australia accounts for 10.8% of the national population but 19.2% 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 23 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for a larger proportion of the road network.

Table 10: Local Government Roads in Australia

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2023)	8,339,347	6,812,477	5,459,413	1,851,704	2,878,563	572,780	252,473	26,638,544
Per cent of National Population	31.3%	25.6%	20.5%	7.0%	10.8%	2.2%	0.9%	98.2%
Local Road Length (km)	147,617	133,042	150,092	78,146	127,360	14,205	13,141	663,603
Per cent of National Local Road Length	22.24%	20.05%	22.62%	11.78%	19.19%	2.14%	1.98%	100%
Population per km	56.5	51.2	36.4	23.7	22.6	40.3	19.2	40.1

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, Australian Infrastructure and Transport Statistics - Yearbook 2023, Table 6.2b.

Note: The ACT (1.8% of the national population) is not included as all local roads are managed by the Territory Government.

 Willcock Drive, Mahomet Flats

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 mass management scheme (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.

RAV networks on Local Government roads have continued to increase in the past 12 months.

Table 11: 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		127,284	100	86.2
Tandem Drive Network 7 (with and without conditions) 	<= 36.5m long Up to 107.5 tonnes	35,684	28.0	24.2
Tandem Drive Network 4 (with and without conditions) 	<= 27.5m long Up to 87.5 tonnes	73,346	57.6	49.7
Tandem Drive Network 3 (with and without conditions) 	<= 27.5m long Up to 84.0 tonnes	74,439	58.5	50.4
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	25,814	20.3	17.5

Source: Main Roads WA

Road Assets and Investments

2. Local Government Road Funding and Expenditure

Expenditure on Local Government Roads and Bridges

In 2022-23 total spending on local road infrastructure was $1046.1 million. This is $24.1 million more than the previous year (Table 12). Federal funds reduced by $14.7 million, and expenditure from Local Government's own-source revenue also reduced slightly ($7.6 million). There were increases in State road funding ($32.0 million) and private funding for roads ($20.6 million)

Over the five years 2018-19 to 2022-23 the annual total road expenditure increased by 7.6% from $971.8 million to $1046.1 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 17.6%.

Funding provided by the Federal Government has increased in recent years. In May 2020 the Federal Government announced a new Local Roads and Community Infrastructure Program (LRCIP), with $73 million allocated to WA Local Governments (Phase 1). The Federal Government subsequently announced increased in the LRCIP, providing a further $117.6 million (phase 2) and $146.1 million (phase 3), for WA Local Governments, bringing the total available funds to $330.7 million. Allocations to each Local Government were initially based on asset preservation needs as determined by the WA Local Government Grants Commission. As the program name suggests, the funding was not just for roads, but could be spent on other community infrastructure as well. According to Local Government reporting around 40% of the total funding was spent on roads, with $41.22 million spent on local roads in 2022-23. Projects were to be physically completed by 30 June 2024.

The year 2022–23 was the third in the Federal Government's five year extension to the Roads to Recovery Program (2019-2020 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.

The Federal Government also provided $20.8 million of funding in 2021-22 and $3.9 million in 2022-23 for the Regional Road Safety Program.

Note that the State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA. Table 13 includes Roads to Recovery, Royalties for Regions and Black Spot funds. Only the LRCIP funds actually spent on roads are included in the 2022-23 totals.

Table 12: Sources of Road Funds 2018-19 to 2022-23 ($ millions)

Source	2018-19	2019-20	2020-21	2021-22	2022-23	Total 5 years	Change over 5 years
Local Governments' own funds	507.4	488.7	492.8	490.9	483.3	2,463.1	-4.7%
Federal	190.5	207.5	236.2	292.1	277.4	1,203.7	45.6%
State	265.5	215.6	204.3	227.9	259.9	1,173.2	-2.1%
Private	8.5	14.0	8.9	5.0	25.6	62.0	202.6%
Total	971.8	925.9	942.2	1,022.0	1,046.1	4,902.0	7.6%
Total (excluding flood damage funding)	**850.6**	**886.1**	**894.7**	**949.8**	**999.9**	**4,581.1**	**17.6%**

A more detailed breakdown of these funds is shown in Table 13.

Table 13: Major Federal and State Funding Programs 2018-19 to 2022-23 ($ millions)

Year	Federal FA Grants	Roads to Recovery	Federal LRCIP	Federal Black Spot	State Black Spot
2018-19	106.95	66.08	0.00	6.78	9.16
2019-20	110.75	74.11	0.00	7.63	9.95
2020-21	110.49	70.55	32.18	6.83	10.65
2021-22	116.56	67.66	65.20	9.67	8.79
2022-23	129.66	61.66	41.22	9.39	8.87
Total	**574.40**	**340.07**	**138.60**	**40.30**	**47.42**

The sources of road funds in 2022-23 for the ten Regional Road Groups are listed in Table 14.

Table 14: Sources of Local Government Road Expenditure 2022-23 ($ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	5.29	21.01	0.05	3.42	29.77
Goldfields Esperance	24.26	20.90	0.00	27.72	72.88
Great Southern	19.60	13.96	11.33	22.44	67.33
Kimberley	6.71	17.44	0.00	3.89	28.04
Metropolitan	94.93	63.79	2.19	286.00	446.91
Mid West	25.31	23.36	2.56	29.88	81.11
Pilbara	10.80	7.08	0.25	24.16	42.28
South West	30.89	24.78	2.95	47.89	106.51
Wheatbelt North	35.13	42.73	6.27	25.28	109.41
Wheatbelt South	24.44	24.83	0.00	12.63	61.90
Total	**277.36**	**259.88**	**25.60**	**483.30**	**1046.14**
Percentage	**26.5%**	**24.8%**	**2.4%**	**46.2%**	**100.0%**
Rural Total	**182.43**	**196.09**	**23.41**	**197.31**	**599.24**
Rural: Source of funds as % of Total funds	30.4%	32.7%	3.9%	32.9%	100%
Metropolitan Total	**94.93**	**63.79**	**2.19**	**286.00**	**446.91**
Metropolitan: Source of funds as % of Total funds	21.2%	14.3%	0.5%	64.0%	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.

Road Assets and Investments

The main points that can be drawn from Table 14 are:

- Local Government provided $483.3 million from its own resources. This is 46.2% of all Local Government road expenditure.
- The Federal Government provided $277.4 million, representing 26.5% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road componentgrants allocated through the WA Local Government Grants Commission as well as a portion of the Local Roads and Community Infrastructure Program funding.
- The State Government provided $259.9 million, or 24.8% of all Local Government road expenditure. State funds include project and Black Spot grants and funding for reinstatement of flood damage. Note there would have been additional State expenditure on local roads undertaken by Main Roads WA directly, but this has not been quantified.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 63.2% of funds for rural Local Governments compared to just 35.5% for the Metropolitan Region. The metropolitan region received 29.5% of State and Federal funds.
- Dependency on State and Federal funds was highest in the Gascoyne (88.3%) and Kimberley (86.1%) regions, largely due to the need for flood damage reinstatement.

Drawing on the information provided by Local Governments, the following points are evident:

- Federal funding as a percentage of expenditure is highest in Wheatbelt South (39.5%), lowest in the Gascoyne region (17.8%). For Bridgetown-Greenbushes, it was 79% of expenditure (including a major Blackspot allocation), and highest in absolute terms in Swan ($27.84 million). Federal funding was least important for Perth (4.0%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (70.6%, largely due to flood damage reinstatement funding), lowest in the Metropolitan region (14.3%). Swan was the largest recipient ($10.5m). State funding was least important for Claremont (0.7%).
- Private funding as a percentage of expenditure is highest in Great Southern (16.8%) (Ravensthorpe received $11m from a resource company); there was no private funding reported in the Goldfields-Esperance, Kimberley and Wheatbelt South regions (and in 106 Local Governments). Ravensthorpe and Moora ($6m) were the two largest beneficiaries.
- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments (64.0%), lowest in the Gascoyne region (11.5%). Swan was the highest in absolute terms ($32.7m), and Claremont in percentage terms (91.6%).
- Swan had the highest overall expenditure ($71.2m). Cottesloe and Peppermint Grove were the lowest in the metropolitan area (less than $1 million), while Three Springs had the lowest expenditure of non-metropolitan Local Governments ($1.19m).

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.

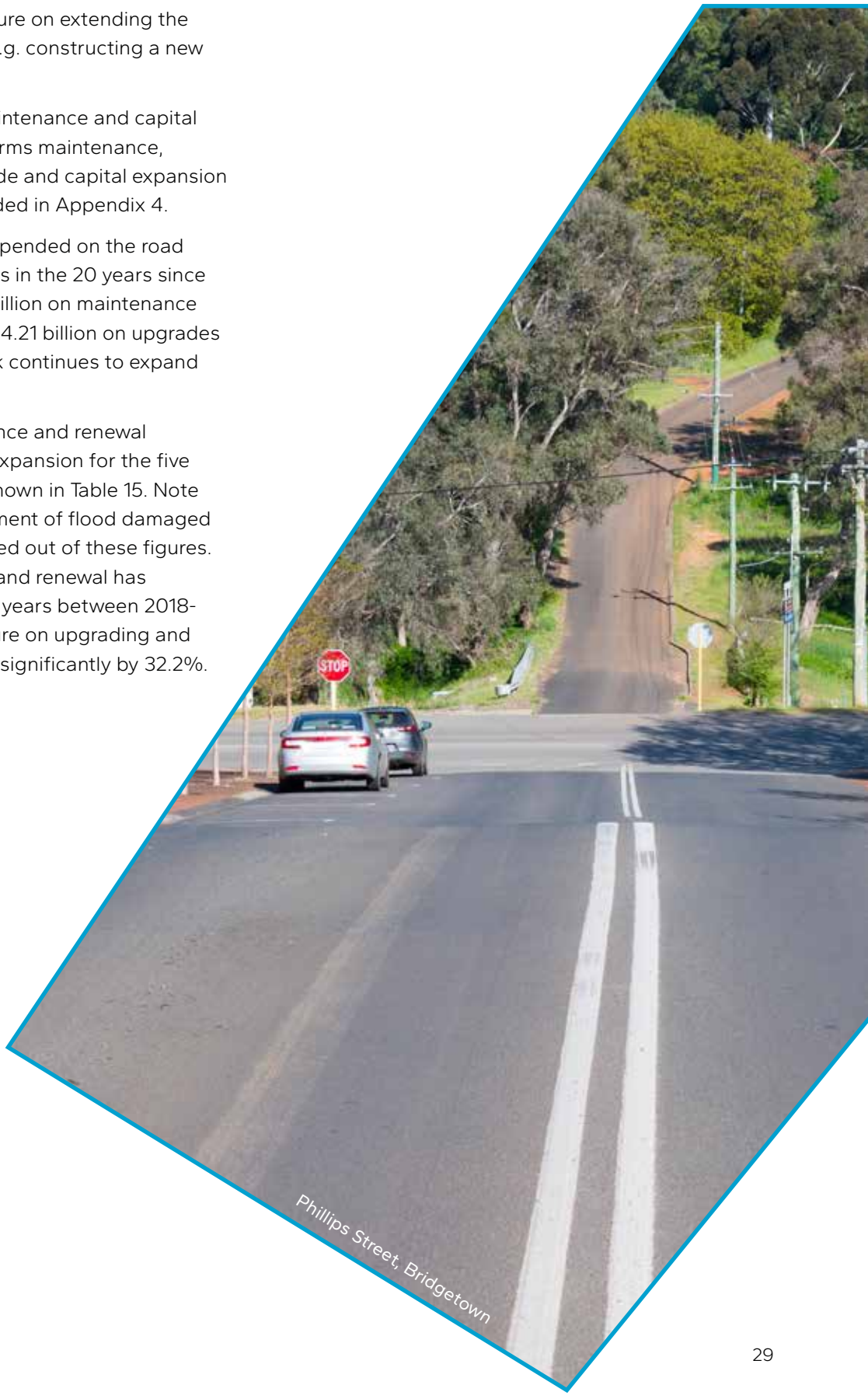
Road Assets and Investments

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.

Over $14.6 billion has been expended on the road network by Local Governments in the 20 years since 2003-2004, including $9.68 billion on maintenance and renewal. It also includes $4.21 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 2018-19 to 2022-23 is shown in Table 15. Note that expenditure on reinstatement of flood damaged roads ($45.7m) has been netted out of these figures. Expenditure on maintenance and renewal has increased by 12.3% in the five years between 2018-19 to 2022-23 while expenditure on upgrading and expansion has also increased significantly by 32.2%.



Phillips Street, Bridgetown

Road Assets and Investments

Table 15: Expenditure on Maintenance, Renewal, Upgrading and Capital Expansion ($ millions)

	2018-19	2019-20	2020-21	2021-22	2022-23	Change (2018-19 to 2022-23)
Maintenance and renewal of existing roads	623.89	607.11	621.80	663.27	700.32	12.3%
Upgrading and capital expansion	226.67	278.95	272.94	286.59	299.61	32.2%
Total expenditure	**850.56**	**886.06**	**894.74**	**949.83**	**999.93**	**17.6%**
% upgrading and capital expansion	26.6%	31.5%	30.5%	30.2%	30.0%	12.6%

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

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, but will also add to maintenance and renewal needs going forward. Expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements.

Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 16.

Table 16: Classification of Road Expenditure 2022-23 ($ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Flood Damage Repair	Total
Gascoyne	4.96	4.95	1.37	3.63	14.86	29.77
Goldfields Esperance	17.78	32.96	15.09	2.38	4.67	72.89
Great Southern	24.09	20.67	5.59	16.36	0.62	67.33
Kimberley	7.07	7.78	3.22	0.61	9.35	28.03
Metropolitan	191.56	115.38	77.67	62.30	0.00	446.90
Mid West	23.75	28.74	13.61	4.12	10.89	81.11
Pilbara	11.26	22.58	6.12	2.22	0.10	42.28
South West	42.87	31.26	25.04	7.06	0.28	106.52
Wheatbelt North	27.33	45.56	30.74	0.43	5.34	109.41
Wheatbelt South	17.76	22.00	18.54	3.51	0.09	61.90
State	**368.44**	**331.88**	**197.00**	**102.61**	**46.21**	**1046.14**
Percentage	35.2%	31.7%	18.8%	9.8%	4.4%	100.0%

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

The Metropolitan Region accounted for 60.7% ($62.3 million) of the $102.6 million expenditure on road expansion while the Great Southern ($16.4 million) and South West ($7.1 million) were the next highest regions for expansion, accounting for 15.9% and 6.9% respectively. This reflects the strong population growth and economic activity in these regions.

The $332.2 million spent on renewal in 2022-23 represents about 0.94% 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 1.15% 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 $11,631 a kilometre a year compared to $3,499 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2022-23].

Flood Damage

In 2022-23 a total of $46.2 million was spent on repairing flood damage, 35.2% less than in the previous year, but considerably less than the $135.9 million spent in 2017-18.

The Local Governments with significant expenditures on flood damage in 2022-23 were widely dispersed around the State, from Derby-West Kimberley in the north to Brookton in the south. The Local Governments with the largest expenditures included Murchison, Carnarvon, Upper Gascoyne, Wiluna and Dalwallinu (Table 17). Most flood damage repair gets reimbursed through DRFAWA but there is also a small component funded from local government own source revenue.

Table 17: Largest Expenditures on Flood Damage 2022-23 ($ millions)

Local Government	Flood Damage Expenditure
Murchison	8.47
Carnarvon	7.63
Upper Gascoyne	6.22
Derby-West Kimberley	5.09
Wiluna	4.61
Dalwallinu	4.34
Wyndham-East Kimberley	3.70
Mingenew	2.18
Brookton	1.88
Exmouth	1.01
Other Local Governments	2.86
State Total	**46.21**

Over the last five years $327.5 million has been spent reinstating flood damage. The Mid-West and Gascoyne regions were the worst affected regions during this five year period and in 2022-23 (Table 18), while the South West and Metropolitan regions are consistently the least affected.

Table 18: Regional Expenditures on Flood Damage 2018-19 to 2022-23 ($ millions)

Region	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Gascoyne	16.21	13.99	15.42	14.07	14.86	74.55
Goldfields Esperance	8.11	2.63	0.51	13.52	4.67	29.45
Great Southern	20.12	1.98	2.15	3.56	0.62	28.42
Kimberley	11.61	2.16	2.23	16.05	9.90	41.96
Metropolitan	0.15	0.17	0.00	1.87	0.00	2.19
Mid West	27.46	5.86	19.10	14.11	10.89	77.41
Pilbara	15.24	10.66	5.99	3.27	0.10	35.26
South West	0.52	0.00	0.37	0.05	0.28	1.23
Wheatbelt North	5.53	2.22	1.10	5.23	5.34	19.42
Wheatbelt South	16.35	0.11	0.60	0.47	0.09	17.62
State	**121.28**	**39.78**	**47.47**	**72.20**	**46.76**	**327.50**

Road Assets and Investments

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.

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 below on capacity). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 19 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 19 are:

- In 2022-23 Local Governments provided 48.3% of their road expenditure from their own resources (down from 51.7% in 2021-22).
- Local Government expenditure from its own resources averaged 17.9% of Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 64% 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.

Table 19: Local Government Road Expenditure 2022-23

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	14.91	3.42	23.0%	16.4%	373
Goldfields Esperance	68.21	27.72	40.6%	27.6%	525
Great Southern	66.71	22.44	33.6%	24.2%	356
Kimberley	18.68	3.89	20.8%	8.9%	108
Metropolitan	446.90	286.00	64.0%	16.0%	141
Mid West	70.23	29.88	42.5%	29.9%	575
Pilbara	42.18	24.16	57.3%	28.8%	382
South West	106.23	47.89	45.1%	16.3%	161
Wheatbelt North	104.07	25.28	24.3%	21.5%	486
Wheatbelt South	61.81	12.63	20.4%	18.7%	578
State	**999.93**	**483.30**	**48.3%**	**17.9%**	**180**

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

Road Assets and Investments

- The Metropolitan Region accounts for $286.0 million or 59.2% of the total amount of $483.3 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 economy of scale.
- Expenditure per person from own resources is highest in the Wheatbelt South and Mid-West.

Local Government road expenditure effort is included in Appendix 21.

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

- Expenditure averaged 17.9% of Local Government revenue capacity over the State.
- Murchison (97.7%) and Woodanilling (64.5%) expended the highest proportion of their notional revenue capacity on roads.
- 34 Local Governments spent less than 10% of their revenue capacity on roads (up from 32 in 2021-22).

Most Local Governments managed to spend some of their own-source revenue on roads, although three Local Governments reported no own-source revenue expenditure (and data was missing for four Local Governments). 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 20 presents Local Governments' own source road expenditure between 2018-19 and 2022-23 for each of the Regional Road Groups. Statewide expenditure reduced by 4.7%. While there was increased expenditure in the Gascoyne, Goldfields Esperance, Pilbara and Wheatbelt North regions, expenditure declined in all other regions including the Kimberley (down 68.1%)

Table 20: Total Road Expenditure from Local Governments' Own Resources 2018-19 to 2022-23 ($ millions)

Region	2018-19	2019-20	2020-21	2021-22	2022-23	Change 5 years
Gascoyne	0.51	1.45	5.574	0.93	3.42	571.2%
Goldfields Esperance	25.9	27.48	15.26	33.59	27.72	7.0%
Great Southern	23.36	20.96	22.56	23.23	22.44	-3.9%
Kimberley	12.18	13.08	17.09	13.96	3.89	-68.1%
Metropolitan	303.58	295.47	285.76	290.44	286.00	-5.8%
Mid West	29.53	24.31	26.23	25.71	29.87	1.2%
Pilbara	19.49	20.91	30.31	28.07	24.16	23.9%
South West	53.42	51.99	58.10	44.15	47.89	-10.3%
Wheatbelt North	22.37	20.44	17.41	20.05	25.28	13.0%
Wheatbelt South	17.05	12.59	10.39	10.78	12.63	-25.9%
State	**507.39**	**488.66**	**488.69**	**490.92**	**483.30**	**-4.7%**

The change is calculated over the 5 years 2018-19 to 2022-23.
Statistics for individual Local Governments for the period 2012-13 to 2022-23 are provided in Appendix 21.
Data was missing in 2022-23 for 4 Local Governments.

Road Assets and Investments

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 21).

The majority of Local Government's own source funds are spent on maintenance and renewal (78.9%). Only 5.0% was expended in expanding the network by building new roads or bridges.

Own source funds accounted for 68.5% of all Local Government maintenance expenditure, and 38.8% of renewal expenditure. Own source funds also account for 38.0% of expenditure on upgrade works.

Table 21: Road Expenditure from Local Government's Own Resources 2022-23 ($ thousands)

	Maintenance	Renewal	Flood Repair	Upgrade	Expansion	Total
Expenditure of Local Government funds	252,475	128,882	2,981	74,788	24,176	483,302
% share of Local Government funds	52.2%	26.7%	0.6%	15.5%	5.0%	100.0%
% share of Category expenditure	68.5%	38.8%	1.5%	38.0%	23.6%	46.2%
Total Category expenditure	368,435	331,883	46,212	197,004	102,608	1,046,142

Expenditure excludes flood damage.

3. Local Government Road Asset Management Performance

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.

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 2022-23 financial year was $957.34 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 $700.3 million on road preservation. This is $257.0 million below the $957.34 million required to maintain roads at their current condition. This represents a gap of 26.8%, a gap which has grown from 20.0% in 2018-19.

There was a $13.0 million increase in capital expenditure (upgrade and expansion), and an $37.0 million increase in preservation expenditure (Table 15).

Table 22: Shortfall Between the Required Expenditure on Preservation and Actual Expenditure ($ millions)

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall	Shortfall as %
2018-19	779.63	623.89	155.74	20
2019-20	800.77	607.11	193.66	24.2
2020-21	868.14	621.80	246.34	28.3
2021-22	945.54	663.24	282.30	29.9
2022-23	957.34	700.32	257.02	26.8
Increase 5 Years	**22.8%**	**12.3%**	**65.0%**	

Expenditure on preservation excludes repair of flood damage.

Cathedral Avenue, Geraldton

Road Assets and Investments

The $257.02 million shortfall in 2022-23 is $25.3 million less than in 2021-22. It is clear that with the continuing 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 below.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 23 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 23 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 23 shows the preservation performance of the Regions. Overall, the State's performance has improved slightly, from 70.1% to 73.2%. This means that Local Governments spent 73.2% 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. At 88.3%, it is up slightly on the previous year (86.1%) but still low compared to earlier years when it was consistently 90% or 100% or more. The 88% figure indicates that 12% less than what was required to maintain the roads in their current condition was spent in the metropolitan area.

Once again the Pilbara region achieved the highest preservation performance (107.9%) (although this was a drop in performance on the previous year's 116%). This remains an excellent result for the Pilbara region, and continues the catching up on preservation needs in the previous years when performance was below 100%.

The preservation performance varies widely between the regions. Preservation performance also deteriorated in the Kimberley and MidWest regions. For the non-metropolitan regions collectively the average performance increased slightly from 61% to 64.6%. According to this data, the Wheatbelt South had the lowest performance at 46.7%, albeit an increase on the previous year (42.1%).

Table 23: Required Expenditure on Preservation and Actual Expenditure 2022-23 ($ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	17.950	9.911	55.2%
Goldfields Esperance	59.111	50.738	85.8%
Great Southern	67.793	44.760	66.0%
Kimberley	22.098	14.850	67.2%
Metropolitan	347.622	306.932	88.3%
Mid West	77.242	52.493	68.0%
Pilbara	31.374	33.842	107.9%
South West	124.124	74.134	59.7%
Wheatbelt North	124.877	72.893	58.4%
Wheatbelt South	85.147	39.765	46.7%
Total	**957.337**	**700.319**	**73.2%**

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.

Changes in preservation performance over the longer term 2018-19 to 2022-23 are set out in Table 24. In 2018-19 the rural regions had a preservation performance of 69.3%; this has reduced to 64.5% in 2022-23. The Metropolitan Region remains high but has decreased significantly from 97.6% to 88.3%. The Pilbara region had the largest improvement performance over the long term, but even this performance has dropped in the last two years. There were also slight improvements in the Goldfields Esperance and Wheatbelt North regions. There has been a significant decline in the Gascoyne region's performance, which is currently at 55.2%, down from 84.1% in 2018-19.

Table 24: Preservation Performance 2018-19 to 2022-23

Region	2018-19	2019-20	2020-21	2021-22	2022-23	Change
Gascoyne	84.1%	46.4%	43.4%	54.1%	55.2%	-28.9%
Goldfields Esperance	82.6%	86.3%	72.9%	85.3%	85.8%	3.3%
Great Southern	76.1%	72.9%	69.4%	64.1%	66.0%	-10.1%
Kimberley	85.4%	72.5%	80.5%	90.7%	67.2%	-18.2%
Metropolitan	97.6%	96.4%	90.2%	86.1%	88.3%	-9.3%
Mid West	79.8%	64.8%	53.1%	54.7%	68.0%	-11.8%
Pilbara	82.4%	96.1%	131.9%	116.4%	107.9%	25.5%
South West	71.3%	64.0%	64.0%	63.9%	59.7%	-11.6%
Wheatbelt North	53.9%	49.7%	50.3%	43.2%	58.4%	4.4%
Wheatbelt South	52.2%	48.6%	35.3%	42.1%	46.7%	-5.5%
Total	**80.0%**	**75.8%**	**71.6%**	**70.1%**	**73.2%**	**-6.8%**
Metropolitan	**97.6%**	**96.4%**	**90.2%**	**86.1%**	**88.3%**	**-9.3%**
Non Metropolitan	**69.3%**	**63.6%**	**60.8%**	**61.0%**	**64.5%**	**-4.8%**

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.

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 grants[3], State direct grants, and that portion of the State road project grants allocated to preservation.

[3] Historically, 63% of the Roads to Recovery funds have been allocated by Local Governments State-wide to maintenance and renewal.

Road Assets and Investments

Revenue capacity is made up of the Financial Assistance Grants 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.

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 26.6% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2022-23 they spent 17.9% of their estimated revenue capacity on roads generally, with 14.2% 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 25.

Table 25: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2022-23

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	106.8%	15.1%	16.4%
Goldfields Esperance	69.2%	20.7%	27.4%
Great Southern	62.2%	21.1%	23.0%
Kimberley	49.8%	8.1%	8.9%
Metropolitan	9.9%	12.7%	16.0%
Mid West	76.4%	24.9%	29.1%
Pilbara	35.7%	22.4%	34.2%
South West	27.3%	12.6%	16.2%
Wheatbelt North	94.3%	16.6%	21.5%
Wheatbelt South	110.4%	14.6%	19.8%
State	**26.6%**	**14.2%**	**17.9%**
Non-Metropolitan	**59.0%**	**17.1%**	**21.4%**

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

Theoretically, every 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.

Road Assets and Investments

Table 25 shows that Local Governments in Wheatbelt South would have to spend 110.4% of their 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 19.8% of their total revenue capacity on road works. In Wheatbelt South preservation expenditure equated to 14.6% of the Local Government's collective revenue capacity. Local Governments in the Metropolitan Region would have to spend only 9.9% to preserve the road network at the current standard; their total road expenditure accounted for 16.0% 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 has not been the case since (Table 24).

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 14.2% for the State and ranges from 8.1% for Kimberley to 24.9% for Mid West. The large differences in the table explain some of the variations in the preservation performance in Table 24.

Nanson Howatharra Road, Howatharra

Road Assets and Investments

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 (Table 26).

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 and Local Government engineers. Essentially the data in Table 26 means that Local Governments collectively are not renewing sufficient lengths of road each year. In the Metropolitan Region, the low percentage of roads reconstructed each year means it would take 611 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 57.7 years to reseal the network (estimated life 15 to 30 years).

Table 26: Renewal of Roads Within Built Up Areas 2022-23

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	42.2	0.16%	611.0	75
- resealing	447.0	1.73%	57.7	15 - 30
Outside Metropolitan Region				
- reconstruction of sealed roads	66.0	0.65%	154.0	60
- resealing	392.0	3.85%	26.0	12 - 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 must 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 resealing, the indicated life is the number of years the seal would have to last given the percentage resealed each year.

These estimates are paradoxical given that Table 23 indicates that metropolitan expenditure is almost at the level required for asset preservation (87.1%). 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. In the data collection for this report, no reconstruction works in built up areas were reported in 16 Metropolitan Local Governments, and no resealing works in two Metropolitan Local Governments. Only 16.4km of metropolitan roads were reconstructed and 195km were resealed.

Table 27: Renewal of Roads Outside Built Up Areas 2022-23

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	976	2.17%	46.0	60
Resealing of sealed roads (lane km)	1,084	2.42%	41.3	12 to 15
Resheeting of gravel roads (km)	1,545	2.83%	35.3	20

As indicated above, the implied life of sealed and gravel roads outside built up areas (Table 27) is considerably higher than the estimated life, indicating that asset renewal is lagging against estimated life.

Road Age

Main Roads 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 28. Road ages are used in calculating the written down values included in this report.

Table 28: Average Age of Sealed Local Roads 2022-23

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	34	13	15	445	24	13
Goldfields Esperance	462	37	23	25	1,442	29	21
Great Southern	522	36	24	26	2,639	35	21
Kimberley	223	42	22	15	320	34	18
Metropolitan	11,639	44	24	24	2,453	34	22
Mid West	489	32	18	19	2,767	26	16
Pilbara	462	34	28	17	302	22	24
South West	2,001	36	24	19	4,177	34	24
Wheatbelt North	503	40	25	19	6,275	40	24
Wheatbelt South	237	43	26	15	3,737	33	19
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.

The road ages provided by Main Roads are based on historical records, some of which are very old. The optimal ages in Table 28 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 Government have much higher ages than the averages in the table. For example the average age for the City of Perth is 56 years and for the City of Vincent 65 years compared to the Metropolitan average of 44 years in Table 28. For the Shire of Serpentine-Jarrahdale, the average age is only 24 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.

Road Assets and Investments

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 29.

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 63.9%, an improvement on the previous year (61%), but lower than five years ago (67.1% in 2018-19). In this particular year, the Goldfields Esperance Region, the best performing region, expended 109.9% of the annual life cycle cost, higher than in the previous year (87.8%) when it was also the best performing region. The worst performing regions, according to this data, are Mid-West (again) (29.4%) and Gascoyne (35.4%). Wheatbelt South and Wheatbelt North were the big improvers on the previous year's performance.

Table 29: Sustainability of Sealed Roads 2022-23 ($ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	9,343	3,303	35.4%
Goldfields Esperance	23,433	25,747	109.9%
Great Southern	34,311	18,095	52.7%
Kimberley	13,905	6,485	46.6%
Metropolitan	236,980	165,836	70.0%
Mid West	37,012	10,878	29.4%
Pilbara	16,256	10,221	62.9%
South West	83,349	40,046	48.0%
Wheatbelt North	66,477	56,350	84.8%
Wheatbelt South	36,728	19,720	53.7%
State	557,795	356,680	63.9%

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

Road Condition Surveys

Road condition data is an essential requirement in road management. Table 30 shows the % length of sealed roads that have been subject to a documented visual condition survey in the preceding 3 years. The Pilbara region have surveyed 100% of their roads while the Gascoyne and South West regions have surveyed less than 50% of their roads in the last 3 years. Over the past 5 years, WALGA has facilitated

Table 30: Percentage of Sealed Roads Subject to a Documented Visual Condition Survey in the Preceding 3 Years (percentage by length)

Region	Percentage Surveyed						
	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Gascoyne	46	36	89	86	86	56	35
Goldfields Esperance	40	69	44	52	56	69	71
Great Southern	71	73	54	44	44	81	67
Kimberley	74	53	76	35	35	84	39
Metropolitan	72	78	74	70	73	76	61
Mid West	62	37	68	49	79	39	80
Pilbara	100	100	100	62	100	51	100
South West	71	68	74	53	56	59	45
Wheatbelt North	83	80	83	72	52	58	83
Wheatbelt South	62	62	90	90	75	100	92
State	70	65	77	65	64	65	69

Source: RAMM database November 2023
Note data excludes 21 non RAMM subscriber Local Governments.

surveys of the Significant road network. Much of the network has now been surveyed under this program with the exception of the Kimberley, Pilbara and Gascoyne regions.

Expenditure by Class of Road

Each class of road has its own expenditure needs. Table 31 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.

Table 31: Expenditure on Preservation per Kilometre of Road 2022-23

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	15,841	1,321	2,674	287
Goldfields Esperance	15,310	3,232	2,560	1,053
Great Southern	12,407	2,017	2,789	291
Kimberley	12,662	1,982	4,101	580
Metropolitan	11,174	3,804	3,062	3,972
Mid West	15,685	1,529	3,028	216
Pilbara	21,141	710	3,140	2,939
South West	8,848	2,855	3,125	2,356
Wheatbelt North	10,833	3,305	1,634	279
Wheatbelt South	10,605	2,385	1,550	205
State	**11,651**	**2,595**	**2,428**	**727**

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 nett this out as more detailed information is not available.

Local Governments provided expenditure data for bridges on local roads (Table 32). The expenditure is mainly sourced from Commonwealth Financial Assistance Grants special project allocations and Roads to Recovery grants and Main Roads grants. The expenditure on preservation comprises maintenance and rehabilitation projects.

Expenditure on Bridges

The expenditure of $8.2 million on bridge preservation is a significant reduction, down from $14.68 million in 2021-22. This level of expenditure represents just 0.38% of the current replacement value of $2.163 billion for Local Government bridges in the State. The decline in expenditure on bridge preservation in recent years is concerning, since a high of $18.36 million in 2020-21, and compared to the five year average of $13.34 million.

Table 32: Expenditure on Local Government Bridges 2022-23

Region	Preservation $	Upgrade and expansion $	Total $
Gascoyne	5,000	0	5,000
Goldfields Esperance	0	0	0
Great Southern	393,000	0	393,000
Kimberley	28,953	13,000	41,953
Metropolitan	1,423,000	2,683,000	4,106,000
Mid West	783,300	0	783,300
Pilbara	33,000	0	33,000
South West	3,615,000	86,000	3,701,000
Wheatbelt North	883,000	528,000	1,411,000
Wheatbelt South	1,039,422	46,000	1,085,422
State	**8,203,675**	**3,356,000**	**11,559,675**

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.

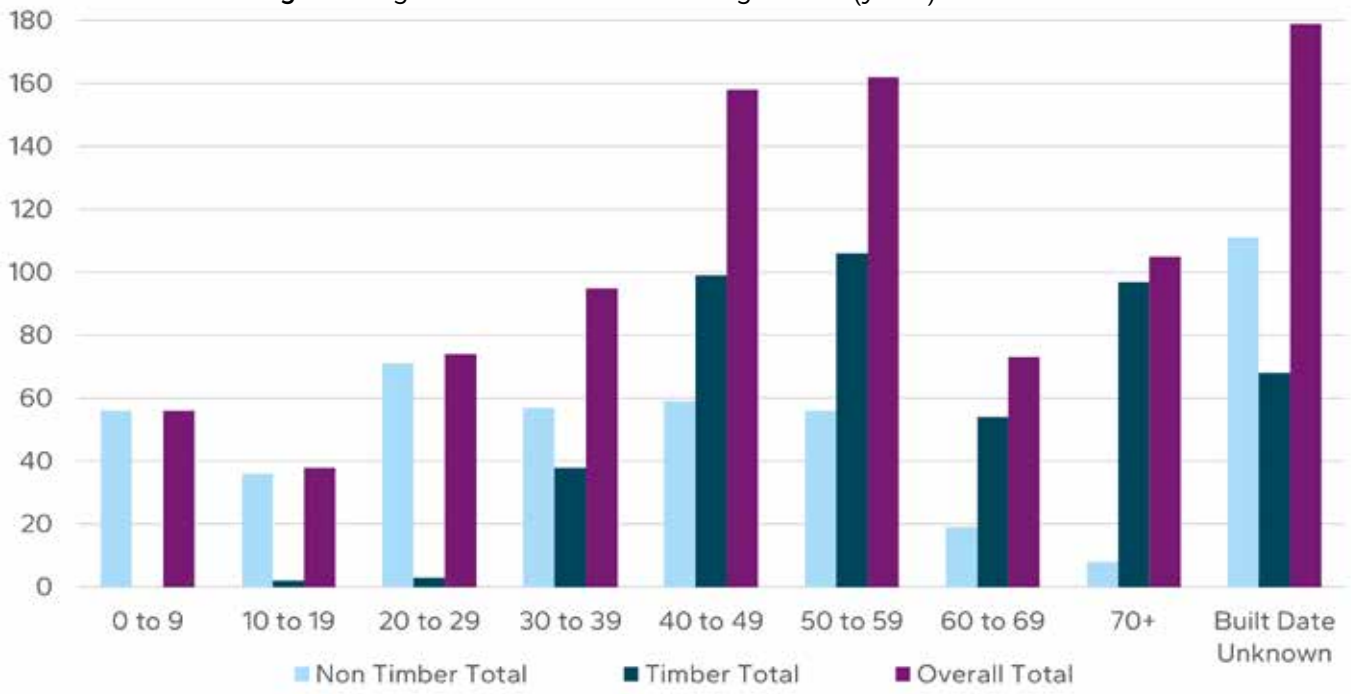
Road Assets and Investments

Bridge Age

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.

Nearly 78% of bridges (for which an age is known) are more than 30 years old (Table 33). Incredibly 45% are more than 50 years old. The situation is somewhat worse in the Wheatbelt, Great Southern and Metropolitan regions, where 100% of timber bridges are more than 30 years old, and 75% of timber bridges in the Wheatbelt are more than 50 years old. The figures in the South-West are only slightly better, at 98% and 56% respectively.

Figure 11: Age of Local Government Bridges 2023 (years)



Catterick Road, Bridgetown

Table 33: Bridge Age (years) (February 2023 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 and older	Built Date Unknown
Non Timber	Goldfields Esperance	4	0	1	0	0	2	1	0	0	0
	Great Southern	16	6	3	2	0	0	1	1	0	3
	Kimberley	13	1	0	0	0	0	9	1	1	1
	Metropolitan	139	21	6	30	16	30	15	4	0	17
	Mid West-Gascoyne	27	4	4	1	1	3	6	6	2	0
	Pilbara	29	3	2	1	1	9	6	1	1	5
	South West	101	21	17	15	14	7	0	1	1	25
	Wheatbelt	144	0	3	22	25	8	18	5	3	60
Total - Non Timber		**473**	**56**	**36**	**71**	**57**	**59**	**56**	**19**	**8**	**111**
Timber	Great Southern	53	0	0	0	9	15	6	9	6	8
	Metropolitan	32	0	0	0	3	2	4	6	12	5
	Mid West-Gascoyne	1	0	1	0	0	0	0	0	0	0
	South West	196	0	1	3	18	49	54	12	25	34
	Wheatbelt	185	0	0	0	8	33	42	27	54	21
Total - Timber		**467**	**0**	**2**	**3**	**38**	**99**	**106**	**54**	**97**	**68**
Total		**940**	**56**	**38**	**74**	**95**	**158**	**162**	**73**	**105**	**179**

The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission.
It is based on a different dataset to Table 5, and includes, for example, footbridges over waterways.

Road Assets and Investments

Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 34.

Table 34: Local Government Road Assets and Expenditure: 5 Years 2018-19 to 2022-23

	2018-19	2019-20	2020-21	2021-22	2022-23
Replacement value $ billions	$29.57	$30.26	$32.49	$35.08	$35.51
Written down value $ billions	$16.84	$16.72	$17.62	$18.61	$18.81
Required preservation expenditure $ millions	$779.63	$800.77	$868.14	$945.54	$957.34
Local Government expenditure on preservation of existing roads excluding flood damage $ millions	$745.17	$646.88	$669.27	$663.24	$700.32
Local Government expenditure on flood damage $ millions	$121.28	$39.78	$47.50	$66.06	$46.21
Local Government expenditure on upgrading and building new roads $ millions	$226.67	$278.95	$272.94	$286.59	$299.61
Total Local Government road expenditure $ millions	**$971.84**	**$925.83**	**$989.71**	**$1,015.89**	**$1,046.14**

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

Total preservation expenditure on existing roads (excluding flood damage) increased by $37.08 million in 2022-23 to $700.32 million.

Flood damage expenditure ($46.21 million) is discussed earlier in this report.

 Walkaway Nangetty Road, Walkaway

Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of $35.5 billion as at 30 June 2023.

Table 35: Replacement Value 30 June 2023 ($ billions)

Road type	Replacement Value
Sealed roads in built up areas	19.38
Sealed roads outside built up areas	8.72
Gravel roads	4.36
Formed roads	0.89
Bridges	2.16
Total	**35.51**

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 $18.81 billion is 53.0% of the replacement value of $35.51 billion. It is lower than the 57.0% 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 53.0% is less than the 64.0% rating for State highways and main roads in WA, and less than the 57.7% rating for local roads ten years ago (2012-13) and the 65% rating of twenty years ago (2002-03). The latest National figure, produced for the ALGA's National State of the Assets report, is 68.3%.

Replacement and written down values for each of the ten regions are provided in Table 36. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 62.4%) than in all other regions, while roads in the Wheatbelt North (38.3%) and Great Southern (42.6%) are in a worse state than elsewhere.

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.

[4] https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.%20%20pdf?sfvrsn=d6c24373_3

[5] Ibid

Table 36: Replacement and Written Down Value 30 June 2023 ($ millions)

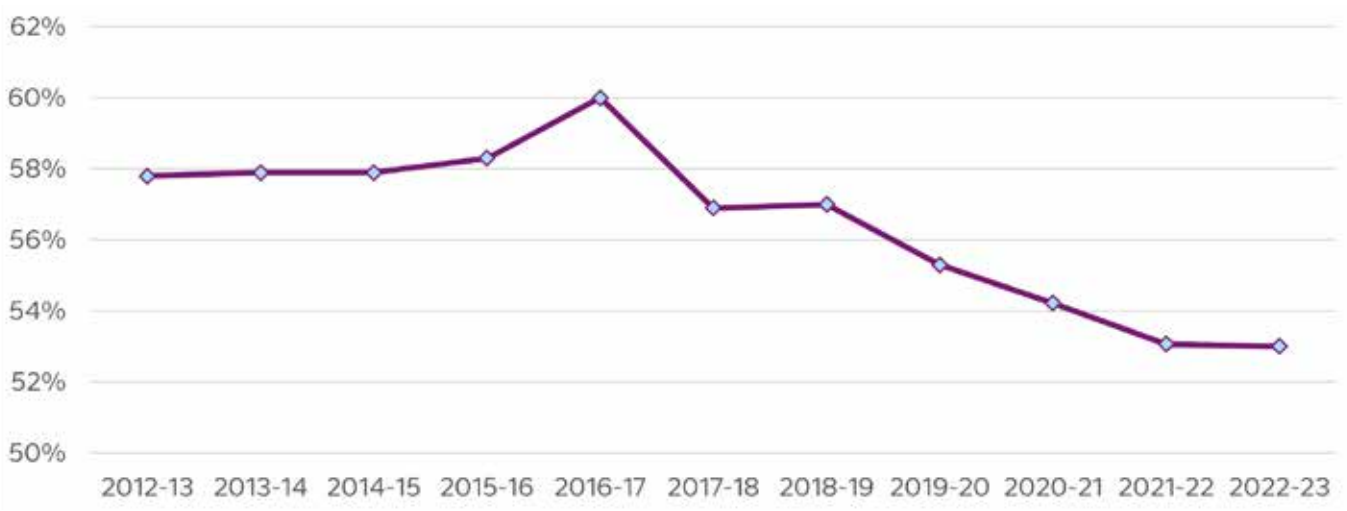
Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	631.71	356.86	56.5%
Goldfields Esperance	1,720.38	789.51	45.9%
Great Southern	2,068.10	881.63	42.6%
Kimberley	770.43	343.18	44.5%
Metropolitan	15,383.76	9,597.34	62.4%
Mid West	2,456.33	1,216.38	49.5%
Pilbara	1,023.67	599.05	58.5%
South West	5,154.93	2,465.13	47.8%
Wheatbelt North	3,763.85	1,441.04	38.3%
Wheatbelt South	2,536.92	1,123.75	44.3%
Total	**35,510.09**	**18,813.88**	**53.0%**

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

Road Assets and Investments

Figure 12 shows the general trend in the state of the road asset over the last 10 years. The remaining service potential seems to be in a general decline, reflecting an ageing road network.

Figure 12: State of the Road Asset: Written Down Value as % Replacement Value 2012-13 to 2022-23



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 37. The State average is 2.46%. The Metropolitan Region has the best performance (1.68%), while the Goldfields Esperance Region has the poorest performance (3.59%), with the Gascoyne (3.57%) close behind.

Road asset consumption for the years 2018-19 to 2022-23 are provided in Table 40. The State average of 2.46% is slightly worse than in 2018-19 (2.37%) indicating that road assets are being consumed at a slightly higher rate.

Table 37: Road Asset Consumption 2022-23
($ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	497.41	17.78	3.57%
Goldfields Esperance	1,324.54	47.56	3.59%
Great Southern	1,606.41	53.01	3.30%
Kimberley	612.69	21.36	3.49%
Metropolitan	13,283.33	223.48	1.68%
Mid West	1,897.52	64.70	3.41%
Pilbara	834.42	25.33	3.04%
South West	4,472.00	99.63	2.23%
Wheatbelt North	2,900.79	101.38	3.49%
Wheatbelt South	1,953.97	67.96	3.48%
State	**29,383.08**	**722.20**	**2.46%**

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

Road Assets and Investments

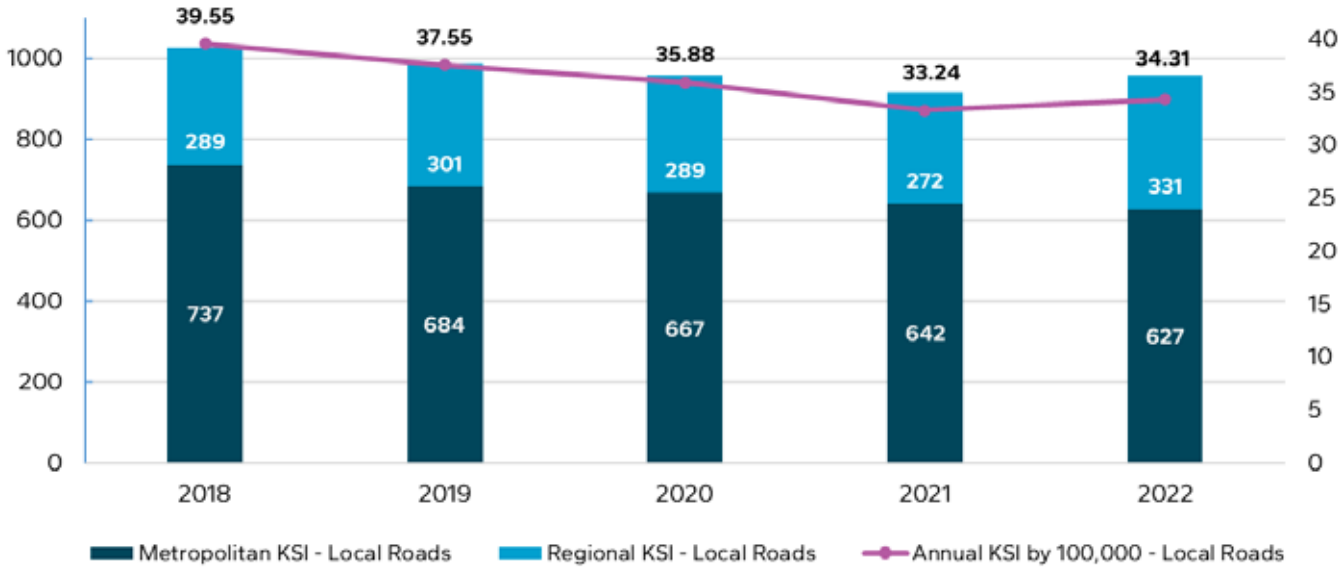
Elleker-Grasmere Road, Elleker

Road Assets and Investments

Road Crash Statistics for Local Government Roads

In 2022, 958 people were killed or seriously injured (KSI) in reported road crashes on Local Government roads in Western Australia with 627 KSI occurring in metropolitan area and 331 occurring in regional areas. These numbers represent an increase from the total in 2021, with the increase occurring in crashes on regional Local Government roads. Metropolitan KSI crashes continued to decrease. The annual KSI by 100,000 population on Local Government Roads in Western Australia increased from 33.24 to 34.31.

Figure 13: Annual KSI and KSI by 100,000 Population on Local Government Roads in Western Australia



Source: Road Safety Commission.

Table 38: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2018 to 2022

Region	Killed	Seriously injured	Killed and seriously injured	Population[6]	Average annual KSI rate per 100,000
Gascoyne	1	15	16	10,107	31.0
Goldfields Esperance	28	110	138	55,368	49.7
Great Southern	21	92	113	66,643	33.5
Kimberley	14	85	99	38,955	50.3
Metropolitan	171	3,186	3,357	2,113,980	30.6
Mid West	11	109	120	57,102	41.7
Pilbara	4	79	83	58,994	27.7
South West	76	490	566	314,739	35.1
Wheatbelt North	44	173	217	53,865	79.1
Wheatbelt South	18	112	130	22,041	117.2
State	**388**	**4,451**	**4,839**	**2,791,794**	**33.6**

Source: Road Safety Commission.

Road Assets and Investments

For the five-year period between 2018-2022, The average annual KSI rate per 100,000 population continues to be highest in the Wheatbelt South region, followed by Wheatbelt North and Kimberley regions.

The most prevalent crash types resulting in a KSI crash in regional areas of Western Australia are "Off Carriageway Hit Object" and "Off Carriageway Non-Collision." Taken together, these crash types can be considered as run off road crashes. The "Non-Collision" crash type is also prevalent in regional areas. "Right Angle" and "Right Turn Thru" crash types are the most prevalent in the metropolitan region, indicating that crashes at intersections are the most frequent.

Table 39: Most Prevalent Crash Types by Region on Local Government Roads 2018 to 2022

Region	Crash Type	
	No. 1 Ranked Crash Type	No. 2 Ranked Crash Type
Gascoyne	Off Carriageway/Non-collision	Off Carriageway Hit Object
Goldfields Esperance	Non-Collision	Off Carriageway Hit Object
Great Southern	Off Carriageway Hit Object	Off Carriageway/Non-collision
Kimberley	Non-Collision	Off Carriageway Hit Object
Metropolitan	Right Angle	Right Turn Thru
Mid West	Off Carriageway Hit Object	Non-Collision
Pilbara	Off Carriageway Hit Object	Non-Collision
South West	Off Carriageway Hit Object	Non-Collision
Wheatbelt North	Off Carriageway Hit Object	Off Carriageway/Non-collision
Wheatbelt South	Off Carriageway Hit Object	Off Carriageway/Non-collision

Source: Road Safety Commission.

Road Assets and Investments

National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 40 for five years 2018-19 to 2022-23.

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 the section on Replacement and written down value

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, 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.

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.

Table 40: National Performance Measures WA

	Performance measure	2018-19	2019-20	2020-21	2021-22	2022-23	National
A	State of road asset – service potential remaining %	57.0%	55.3%	54.2%	53.1%	53.0%	68.3%
B	Expenditure on roads and bridges $ millions	$971.84	$925.865	$942.224	$1,022,034	$1,046,143	$6,639
C	Expenditure on sealed roads $ per km	$11,711	$11,704	$12,007	$12,667	$13,293	$14,149
D	Expenditure on unsealed roads $ per km	$3,305	$2,224	$2,189	$1,759	$1,951	$3,336
E	Road asset consumption	2.37%	2.38%	2.42%	2.45%	2.46%	1.7%
F	Sustainability sealed roads	62.3%	59.4%	62.95%	60.98%	63.94%	85%
G	Road safety sealed roads –fatalities per 1000 km per year	1.58	1.69	1.58	1.96	1.70	1.7*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.09	0.17	0.13	0.08	0.12	N/A

National figure is 2019. Source: Australia's Local Government 2021 National State of the Assets (NSOA), published September 2021.
* National figure is for all roads. The National figures are presented for comparative purposes, but note the methodology for compilation of the figures differs. For this report, replacement cost etc is calculated using a consistent approach for all local governments based on the same formulas each year using updated road lengths and unit costs. For NSOA reporting, Local Governments individually report the value of their infrastructure assets, calculated by using fair value principles.

Appendix 1

Costs Used in Calculating Valuations

2022-2023

Mutton Bird Road, Elleker

Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2022-23 prices ($ per kilometre)

Region	Residential streets	Roads outside built up areas		
	Sealed 7.0m wide	Sealed 6.0m wide	Gravel	Formed
Gascoyne	478,000 - 555,000	575,841	99,512	52,914
Goldfields Esperance	438,000 - 513,000	545,732	100,706	49,500
Great Southern	430,000 - 502,000	504,332	91,489	44,379
Kimberley	645,000 - 750,000	814,834	110,265	59,741
Metropolitan	670,000 - 720,000	675,578	124,603	61,448
Mid West	415,000 - 486,000	498,686	92,172	44,379
Pilbara	604,000 - 701,000	777,197	108,217	49,500
South West	523,000 - 587,000	621,005	100,706	51,207
Wheatbelt North	398,000 - 470,000	470,459	90,465	44,379
Wheatbelt South	407,000 - 477,000	477,986	88,758	44,379

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

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

Kerbing costs $64,000 to $93,000 per kilometre, increasing up to $115,000 in the north of the State.

Concrete footpaths cost $136,000 to $154,000 per kilometre, increasing up to $201,000 in the north of the State.

Dual Use paths cost $148,000 to $176,000, increasing up to $232,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region is $759,000 per km for a 7.0 m asphalt seal.

Road Preservation Costs: Costs are in 2022-23 prices

Sealed Roads within Built Up Areas ($ per kilometre)

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	4,180	92,693	366,000 - 443,000
Goldfields Esperance	3,817	74,517 - 106,701	328,000 - 403,000
Great Southern	3,399	63,529	298,000 - 372,000
Kimberley	4,689	112,555	430,000 - 531,000
Metropolitan	4,235	59,903	272,000 - 314,000
Mid West	3,344	63,529	298,000 - 372,000
Pilbara	4,508	93,008	410,000 - 509,000
South West	4,180	59,903	328,000 - 393,000
Wheatbelt North	3,344	63,529	291,000 - 361,000
Wheatbelt South	3,508	63,529	294,000 - 366,000

Appendix 1: Costs Used in Calculating Valuations

Sealed Roads Outside Built Up Areas: Costs are in 2022-23 prices ($ per kilometre)

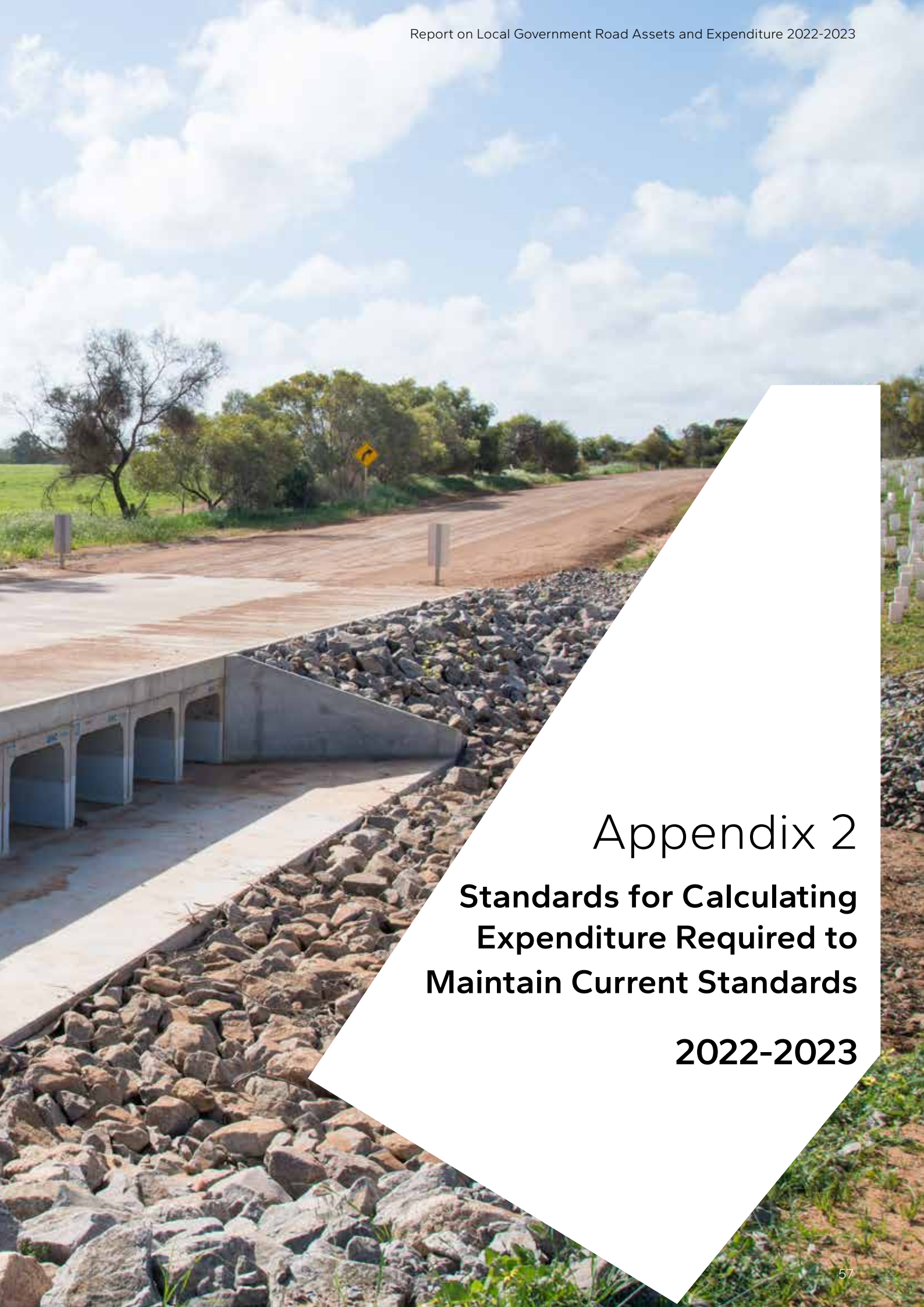
Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,077	78,727	412,378
Goldfields Esperance	2,827	62,809 - 101,495	363,954
Great Southern	2,499	54,046	346,772
Kimberley	3,436	95,597	498,290
Metropolitan	3,124	50,610	456,115
Mid West	2,468	54,046	332,714
Pilbara	3,327	78,727	506,100
South West	3,077	50,610	410,816
Wheatbelt North	2,468	54,046	324,904
Wheatbelt South	2,577	54,046	328,028

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

Unsealed Roads Outside Built Up Areas: Costs are in 2022-23 prices ($ per kilometre)

Region	Gravel roads		Formed roads	
	Routine maintenance annual	Resheeting every 20 years	Routine maintenance annual	Reformation every 5 years
Gascoyne	1,656	42,956	1,000	12,184
Goldfields Esperance	1,515	43,737	953	9,528
Great Southern	1,445	40,613	922	6,404
Kimberley	1,749	43,112	1,250	14,215
Metropolitan	1,874	48,423	1,250	7,810
Mid West	1,515	41,550	953	6,404
Pilbara	1,687	50,610	1,062	13,121
South West	1,801	40,613	1,140	7,966
Wheatbelt North	1,515	39,988	953	6,404
Wheatbelt South	1,640	38,426	953	6,404

Giles Road, Moonyoonooka



Appendix 2

Standards for Calculating Expenditure Required to Maintain Current Standards

2022-2023

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 No annual allowance for reconstruction
Agricultural	60	
Pastoral		
Pilbara		
Kimberley		

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	

Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains

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

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

2022-2023

Steere Street, Bridgetown

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

2022-2023

Lights Road, Ocean Beach

Appendix 4: Explanation of Terms

Maintenance, Capital Renewal, Road Preservation, 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 and shoulder sealing
Audible edge lines

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.

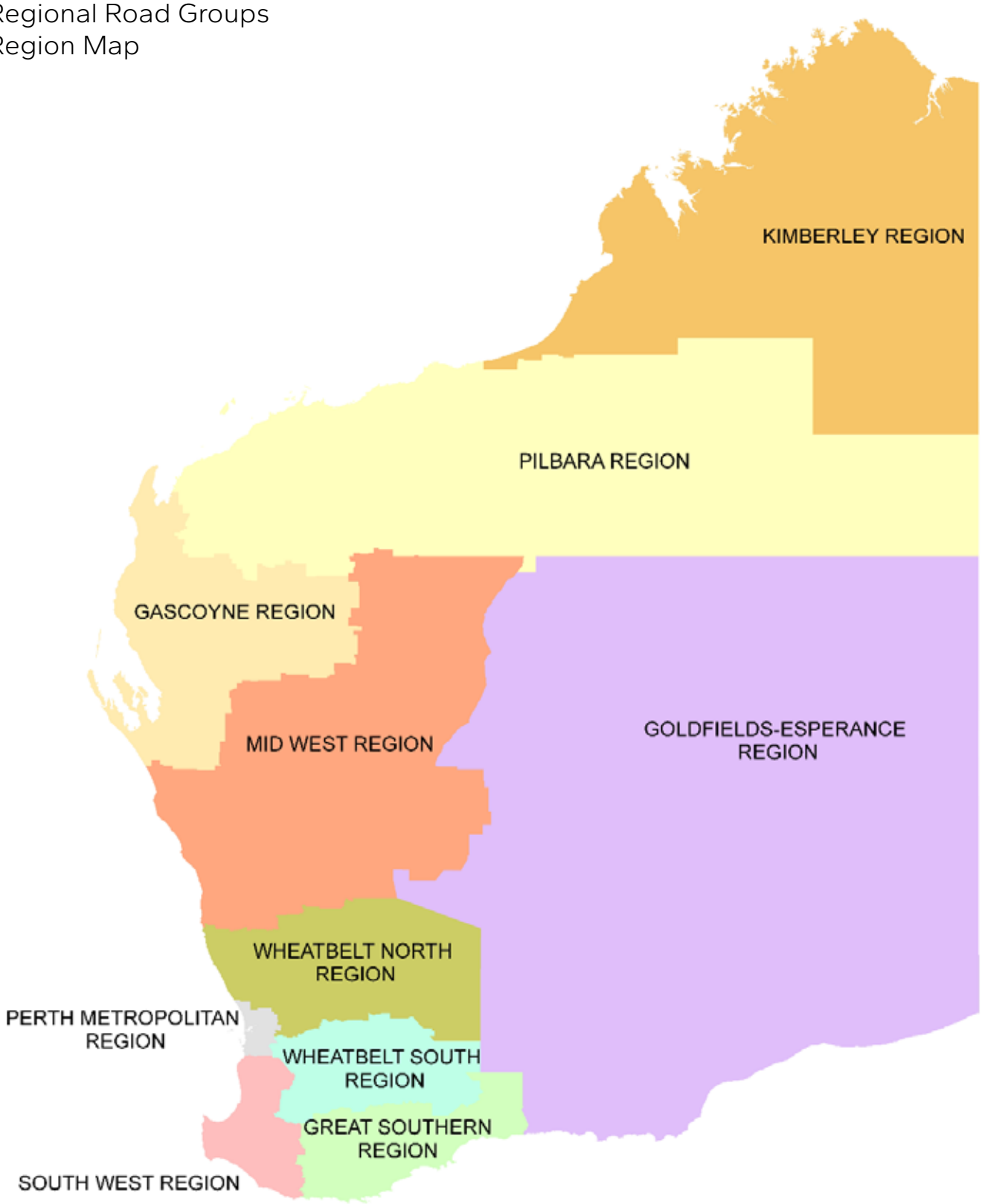
Expenditure in this category includes:

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

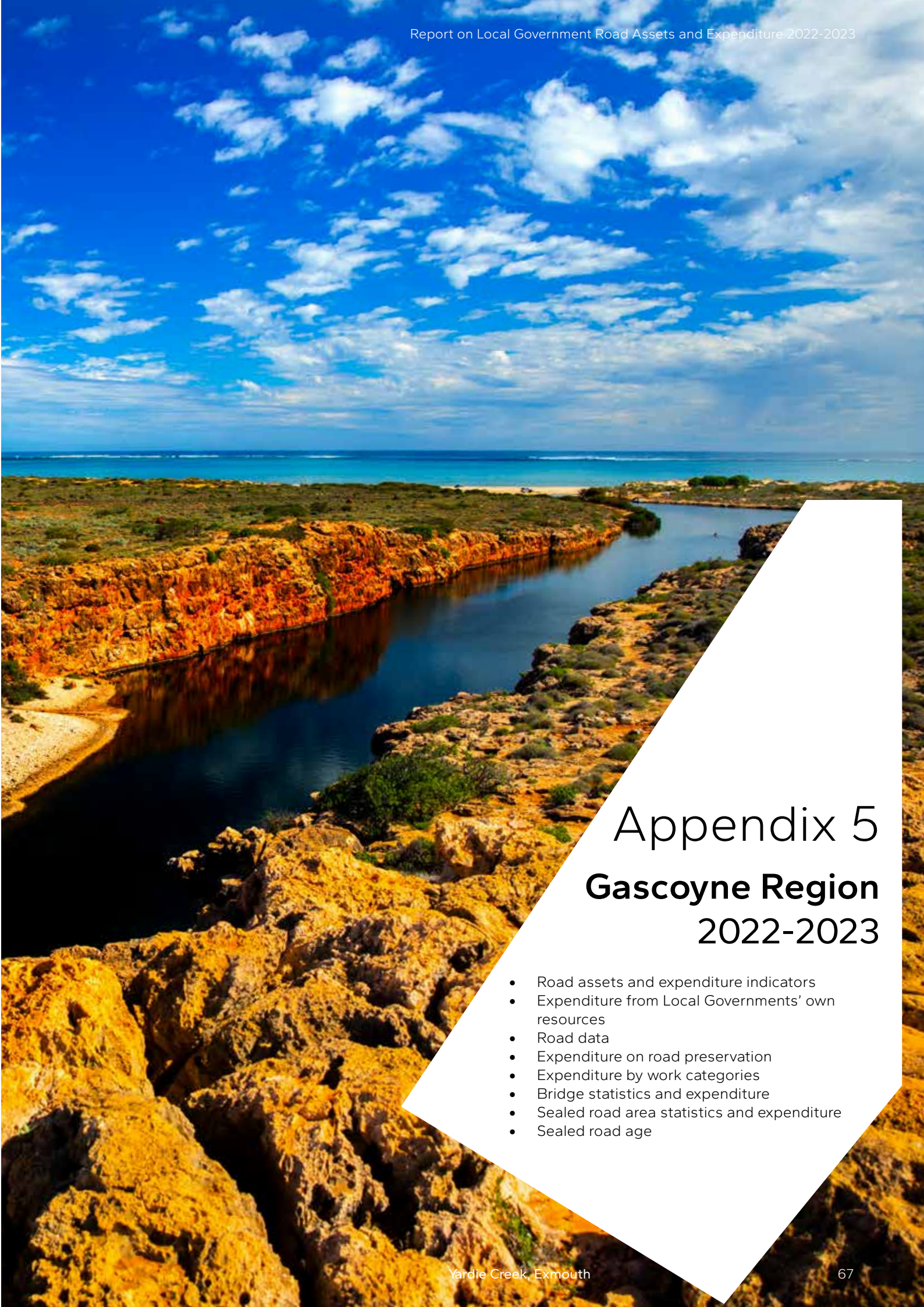
Regional Road Groups
Region Map



Road Assets and Expenditure Indicators and Expenditure Statistics

2022-2023

Gascoyne Region Map



Appendix 5

Gascoyne Region 2022-2023

- 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

Yardie Creek, Exmouth

Appendix 5 - Gascoyne Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNARVON	0.60	3.4%	31%	0.68
EXMOUTH	0.45	3.0%	33%	0.43
SHARK BAY	0.52	4.3%	71%	0.52
UPPER GASCOYNE	0.61	4.1%	34%	0.48
Region Average	0.56	3.6%	35%	0.55
State Average	0.53	2.5%	64%	0.73

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
CARNARVON	12,870	1,201	9%	110%	13.9%	13.2%	217
EXMOUTH	2,669	478	18%	58%	9.7%	9%	144
SHARK BAY	1,920	0	0%	108%	0.0%	0%	0
UPPER GASCOYNE	12,313	1,744	14%	154%	39.5%	35%	9326
Region	29,772	3,423	11%	107%	16.4%	15%	339
State	1,046,143	483,304	46%	27%	17.9%	14%	180

Total Expenditure includes flood damage.

Table 3: Road data 2022-23

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]
CARNARVON	4	44	229	287	918	48	1,529	31.5	0.0	20.2
EXMOUTH	2	37	116	17	43	62	277	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	13	88	445	1,646	1,805	275	4,272	62.5	19.6	39.3
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 5 - Gascoyne Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
CARNARVON	1,785	732	2,109	114	4,740	15,457	1,515	7,367	124
EXMOUTH	1,022	535	11	11	1,579	11,412	2,222	666	243
SHARK BAY	608	2	558	5	1,172	22,622	29	1,490	29
UPPER GASCOYNE	342	8	1,674	391	2,415	65,165	50	1,729	576
Region	3,757	1,276	4,353	520	9,906	15,841	1,321	2,674	287
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
CARNARVON	1,977	2,763	499	0	5,239	37.7%	52.7%	9.5%	0.0%	6,972	4,740
EXMOUTH	988	591	76	0	1,655	59.7%	35.7%	4.6%	0.0%	3,631	1,579
SHARK BAY	490	682	748	0	1,920	25.5%	35.5%	39.0%	0.0%	2,269	1,172
UPPER GASCOYNE	1,506	914	47	3,626	6,093	24.7%	15.0%	0.8%	59.5%	5,078	2,420
Region	4,961	4,950	1,370	3,626	14,907	33.3%	33.2%	9.2%	24.3%	17,950	9,911
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CARNARVON	1	3,849	0	0	0	0	0
EXMOUTH	2	196	0	0	272	0	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	2	2,414	0	0	0	5	0
Region	5	6,459	0	0	272	5	0
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 5 - Gascoyne Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
CARNARVON	404,189	1,691,059	1,785	732	4.42	0.43
EXMOUTH	313,445	843,354	1,022	535	3.26	0.63
SHARK BAY	94,069	198,585	608	2	6.46	0.01
UPPER GASCOYNE	18,369	529,258	342	8	18.62	0.01
Region	830,072	3,262,256	3,757	1,276	4.53	0.39
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 8: Sealed road age 2022-23

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
CARNARVON	48	45	8	23	229	25	7
EXMOUTH	39	35	19	15	116	29	19
SHARK BAY	12	34	19	8	28	22	17
UPPER GASCOYNE	2	20	7	0	73	18	8
Region	101	34	13	15	445	24	13

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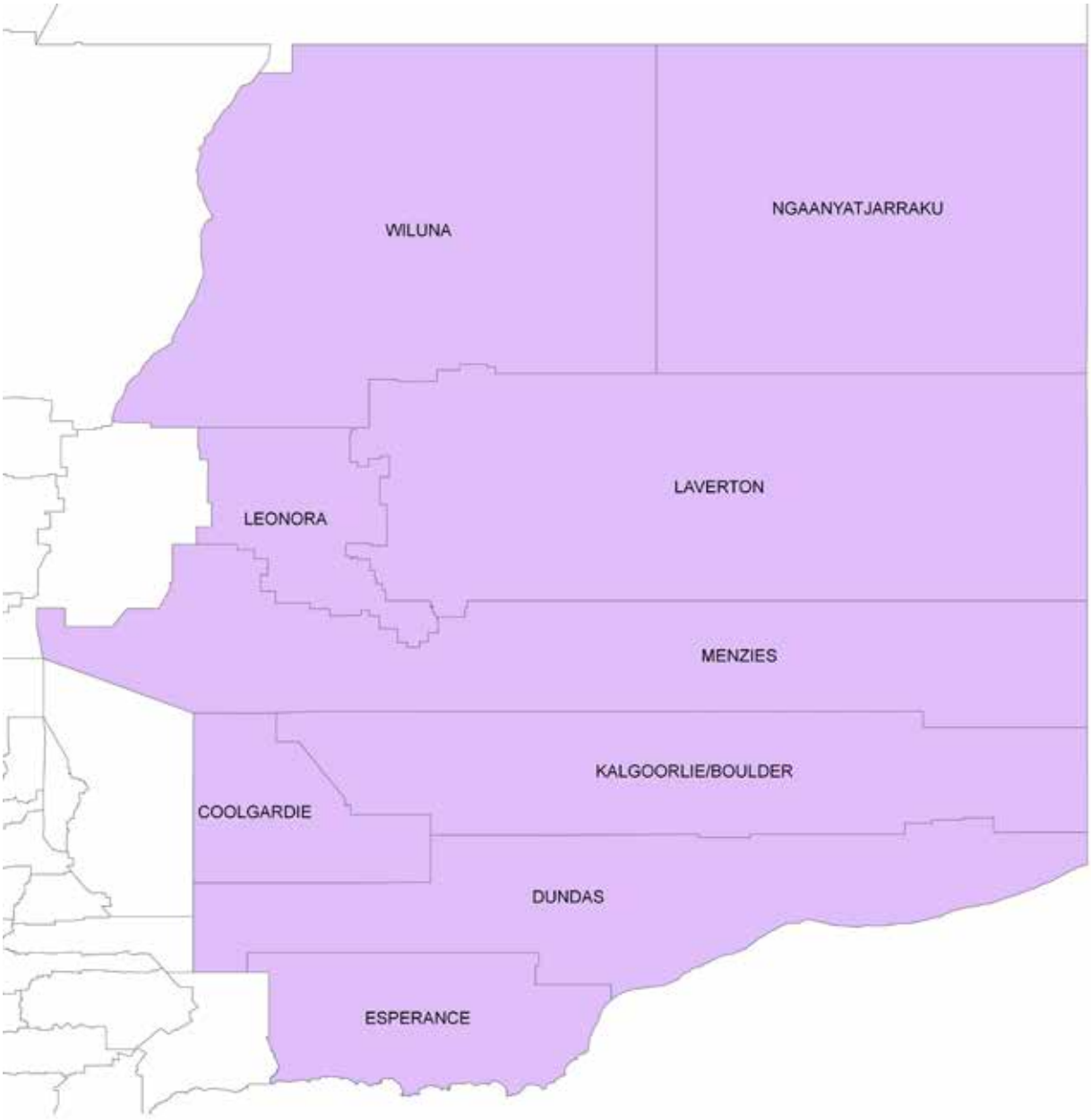
Goldfields-Esperance Region Map



Appendix 6

Goldfields Esperance Region 2022-2023

- 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

Hannan Street, Kalgoorlie

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.34	3.0%	16%	0.47
DUNDAS	0.50	4.1%	56%	0.50
ESPERANCE	0.56	3.3%	68%	0.50
KALGOORLIE-BOULDER	0.24	2.8%	210%	1.45
LAVERTON	0.48	4.8%	124%	0.79
LEONORA	0.55	4.9%	0%	0.92
MENZIES	0.55	5.1%	13%	0.80
NGAANYATJARRAKU	0.51	5.3%	0%	2.14
WILUNA	0.52	5.3%	76%	0.41
Region Average	0.46	3.6%	109.9%	0.86
State Average	0.53	2.5%	64.0%	0.73

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
COOLGARDIE	3,731	2,020	54%	40%	25%	8%	597
DUNDAS	1,585	188	12%	62%	5%	5%	263
ESPERANCE	19,220	7,281	38%	87%	30%	18%	514
KALGOORLIE-BOULDER	22,242	13,598	61%	39%	43%	38%	474
LAVERTON	3,600	1,086	30%	104%	15%	13%	879
LEONORA	3,276	1,717	52%	58%	20%	19%	1092
MENZIES	3,464	0	0%	86%	0%	0%	0
NGAANYATJARRAKU	6,794	244	4%	146%	6%	6%	136
WILUNA	8,969	1,585	18%	102%	25%	10%	2294
Region	72,881	27,719	38%	69%	28%	21%	525
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 3: Road data 2022-23

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]
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	81	40	787	2,986	231	216	4,340	32.5	11.9	101.6
KALGOORLIE-BOULDER	116	116	367	526	353	74	1,552	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	31	392	625	242	1,299	13.6	1.4	0.7
MENZIES	0	2	66	668	565	0	1,301	0.8	0.4	0.5
NGAANYATJARRAKU	0	10	39	495	743	41	1,328	3.6	0.0	0.0
WILUNA	0	5	11	669	579	645	1,909	4.5	3.0	0.0
Region	201	261	1,442	7,103	3,945	4,448	17,400	413.8	20.8	174.8
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
COOLGARDIE	747	140	857	0	1,744	4,821	1,337	2,080	0
DUNDAS	307	90	580	2	978	6,291	2,047	1,974	10
ESPERANCE	1,691	6,092	3,762	49	11,594	6,052	3,804	1,261	212
KALGOORLIE-BOULDER	16,498	1,608	636	975	19,717	21,878	3,758	1,210	2,762
LAVERTON	498	551	1,939	52	3,040	23,899	4,467	2,951	100
LEONORA	0	0	2,600	0	2,600	0	0	6,641	0
MENZIES	207	0	316	2,456	2,979	45,457	0	473	4,347
NGAANYATJARRAKU	0	2	6,407	385	6,794	0	30	12,935	518
WILUNA	132	0	1,160	0	1,292	12,336	0	1,736	0
Region	20,080	8,483	18,257	3,919	50,738	15,310	3,232	2,560	1,053
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
COOLGARDIE	1,713	31	1,989	0	3,733	45.9%	0.8%	53.3%	0.0%	3,677	1,744
DUNDAS	250	728	333	274	1,585	15.8%	45.9%	21.0%	17.3%	1,965	978
ESPERANCE	4,972	6,622	6,006	1,620	19,220	25.9%	34.5%	31.2%	8.4%	23,175	11,594
KALGOORLIE-BOULDER	3,105	16,612	2,526	0	22,243	14.0%	74.7%	11.4%	0.0%	13,562	19,717
LAVERTON	1,283	1,757	501	0	3,541	36.2%	49.6%	14.1%	0.0%	3,839	3,040
LEONORA	1,279	1,321	677	0	3,277	39.0%	40.3%	20.7%	0.0%	2,821	2,600
MENZIES	2,979	0	0	485	3,464	86.0%	0.0%	0.0%	14.0%	3,724	2,979
NGAANYATJARRAKU	1,485	5,309	0	0	6,794	21.9%	78.1%	0.0%	0.0%	3,175	6,794
WILUNA	711	581	3,063	0	4,355	16.3%	13.3%	70.3%	0.0%	3,174	1,292
Region	17,777	32,961	15,095	2,379	68,212	26.1%	48.3%	22.1%	3.5%	59,111	50,738
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
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	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 6 - Goldfields-Esperance Regional Road Group

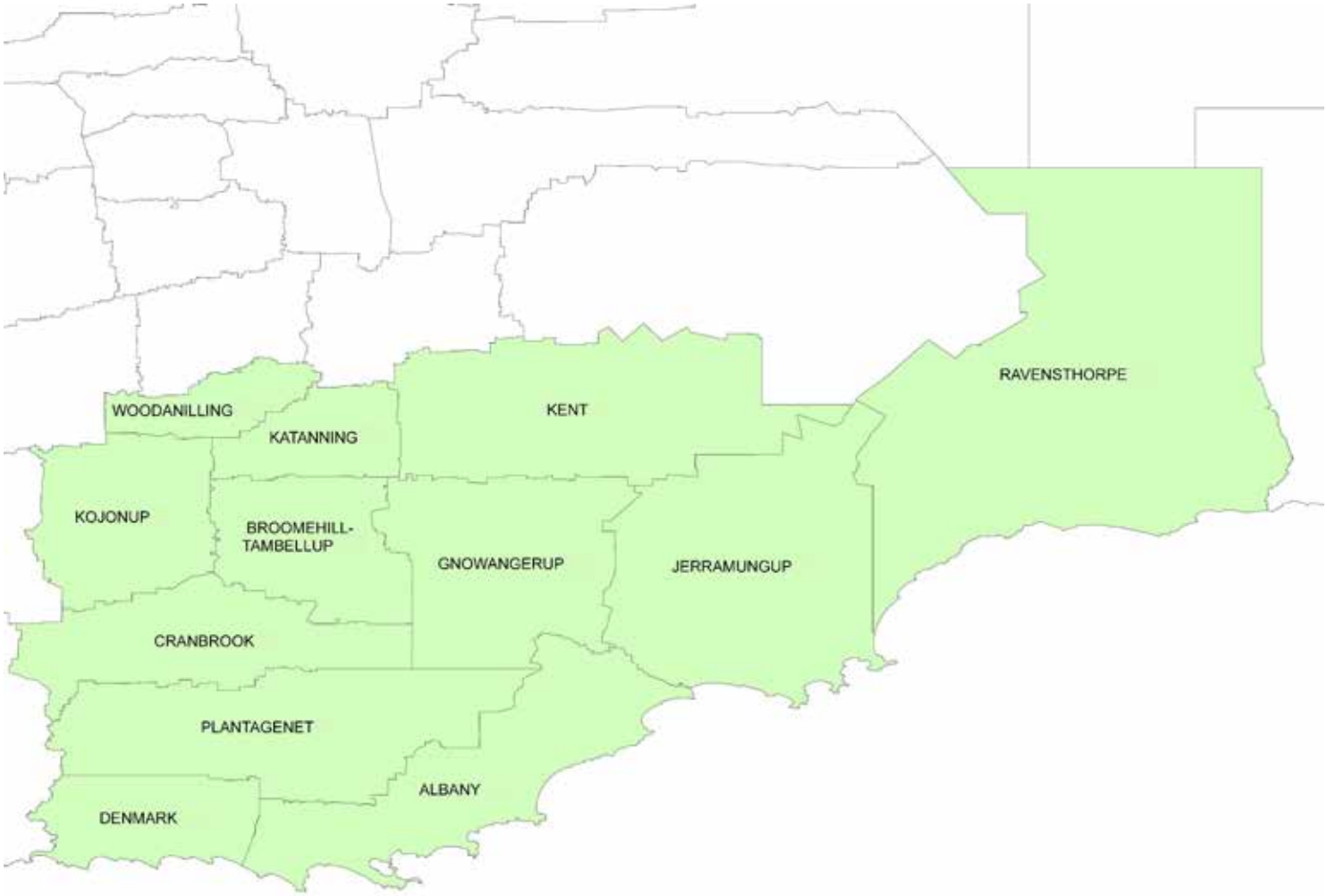
Table 7: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
COOLGARDIE	542,280	366,589	747	140	1.38	0.38
DUNDAS	170,726	153,488	307	90	1.80	0.58
ESPERANCE	977,949	5,605,677	1,691	6,092	1.73	1.09
KALGOORLIE-BOULDER	2,639,311	1,497,519	16,498	1,608	6.25	1.07
LAVERTON	72,932	431,754	498	551	6.83	1.28
LEONORA	77,147	239,775	0	0	0.00	0.00
MENZIES	15,938	403,415	207	0	12.99	0.00
NGAANYATJARRAKU	56,620	263,922	0	2	0.00	0.01
WILUNA	37,450	72,468	132	0	3.52	0.00
Region	4,590,353	9,034,606	20,080	8,483	4.37	0.94
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 8: Sealed road age 2022-23

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
COOLGARDIE	53	47	32	29	58	49	39
DUNDAS	22	39	24	24	21	25	17
ESPERANCE	121	33	24	24	787	22	15
KALGOORLIE-BOULDER	232	55	34	35	367	38	26
LAVERTON	8	41	29	27	62	31	20
LEONORA	9	34	13	10	31	23	9
MENZIES	2	30	11	0	66	19	13
NGAANYATJARRAKU	10	25	18	0	39	25	18
WILUNA	5	25	25	0	11	30	28
Region	462	37	23	25	1,442	29	21

Great Southern Region Map



Appendix 7

Great Southern Region 2022-2023

- 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

Lower Denmark Road, Robinson

Appendix 7 - Great Southern Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.40	2.6%	80%	1.09
BROOMEHILL- TAMBELLUP	0.46	3.6%	20%	0.33
CRANBROOK	0.35	3.4%	15%	0.30
DENMARK	0.48	2.9%	45%	0.91
GNOWANGERUP	0.51	3.8%	12%	0.36
JERRAMUNGUP	0.47	3.8%	38%	0.44
KATANNING	0.34	3.2%	60%	0.67
KENT	0.49	4.4%	39%	0.45
KOJONUP	0.38	3.5%	41%	0.53
PLANTAGENET	0.40	3.6%	57%	0.67
RAVENSTHORPE	0.57	3.7%	71%	0.58
WOODANILLING	0.37	3.9%	10%	0.86
Region Average	0.43	3.3%	53%	0.66
State Average	0.53	2.5%	64%	0.73

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
ALBANY	20,275	11,816	58%	31%	31%	27%	308
BROOMEHILL-TAMBELLUP	2,955	511	17%	111%	13%	9%	475
CRANBROOK	2,731	519	19%	106%	14%	5%	502
DENMARK	5,089	1,872	37%	33%	26%	20%	291
GNOWANGERUP	2,785	524	19%	96%	12%	12%	433
JERRAMUNGUP	2,852	783	27%	93%	17%	14%	687
KATANNING	2,820	1,259	45%	60%	22%	22%	313
KENT	2,934	1,139	39%	124%	27%	27%	2019
KOJONUP	3,892	455	12%	101%	10%	4%	240
PLANTAGENET	4,962	1,444	29%	75%	18%	18%	270
RAVENSTHORPE	14,025	988	7%	78%	15%	15%	616
WOODANILLING	2,009	1,133	56%	120%	65%	65%	2647
Region	67,329	22,443	33%	62%	24%	21%	356
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 3: Road data 2022-23

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]
ALBANY	165	109	502	801	14	12	1,602	103.0	5.0	60.0
BROOMEHILL-TAMBELLUP	0	12	228	590	114	28	972	10.0	1.0	7.5
CRANBROOK	1	8	292	607	75	32	1,014	5.0	4.4	2.7
DENMARK	18	39	160	326	49	32	624	40.2	1.9	0.0
GNOWANGERUP	0	17	205	621	160	23	1,026	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	235	727	131	3	1,111	6.1	0.0	2.1
PLANTAGENET	2	31	351	570	358	7	1,320	34.7	0.2	2.4
RAVENSTHORPE	3	33	105	943	121	13	1,218	22.5	6.1	1.8
WOODANILLING	0	2	87	350	62	21	522	2.3	0.0	0.0
Region	199	323	2,639	7,418	1,569	335	12,483	266.6	32.2	86.8
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
ALBANY	9,132	2,954	4,594	75	16,754	16,559	3,273	5,858	5,518
BROOMEHILL-TAMBELLUP	637	509	495	35	1,676	24,665	1,191	844	305
CRANBROOK	0	367	1,288	0	1,655	0	729	2,125	0
DENMARK	739	675	2,054	35	3,503	7,082	2,400	6,422	708
GNOWANGERUP	0	231	1,484	4	1,719	0	612	2,390	26
JERRAMUNGUP	574	212	1,193	0	1,979	18,754	647	1,824	0
KATANNING	999	687	1,022	0	2,708	7,330	2,912	2,321	0
KENT	71	433	1,482	9	1,996	5,942	1,666	1,886	27
KOJONUP	257	1,132	1,317	96	2,802	7,450	2,718	1,816	730
PLANTAGENET	997	1,587	1,885	72	4,541	13,018	2,457	3,354	201
RAVENSTHORPE	282	1,039	1,704	0	3,025	3,793	4,758	1,828	0
WOODANILLING	51	54	1,893	11	2,009	13,761	314	5,410	169
Region	13,739	9,880	20,412	335	44,367	12,407	2,017	2,789	291
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
ALBANY	9,293	7,509	0	3,368	20,170	46.1%	37.2%	0.0%	16.7%	15,467	16,802
BROOMEHILL-TAMBELLUP	812	897	1,247	0	2,956	27.5%	30.3%	42.2%	0.0%	5,189	1,709
CRANBROOK	820	909	1,002	0	2,731	30.0%	33.3%	36.7%	0.0%	5,688	1,729
DENMARK	1,674	1,959	53	1,403	5,089	32.9%	38.5%	1.0%	27.6%	3,984	3,633
GNOWANGERUP	730	990	1,065	0	2,785	26.2%	35.5%	38.2%	0.0%	4,755	1,720
JERRAMUNGUP	884	1,095	0	428	2,407	36.7%	45.5%	0.0%	17.8%	4,476	1,979
KATANNING	1,417	1,291	113	0	2,821	50.2%	45.8%	4.0%	0.0%	4,054	2,708
KENT	1,027	969	908	30	2,934	35.0%	33.0%	31.0%	1.0%	4,393	1,996
KOJONUP	2,284	623	985	0	3,892	58.7%	16.0%	25.3%	0.0%	5,476	2,907
PLANTAGENET	1,700	2,843	221	132	4,896	34.7%	58.1%	4.5%	2.7%	6,774	4,543
RAVENSTHORPE	1,911	1,114	0	11,000	14,025	13.6%	7.9%	0.0%	78.4%	5,211	3,025
WOODANILLING	1,541	468	0	0	2,009	76.7%	23.3%	0.0%	0.0%	2,326	2,009
Region	24,093	20,667	5,594	16,361	66,715	36.1%	31.0%	8.4%	24.5%	67,793	44,760
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ALBANY	13	487	3,046	107	654	48	0
BROOMEHILL-TAMBELLUP	6	67	1,133	0	0	33	0
CRANBROOK	0	0	0	0	0	74	0
DENMARK	15	283	598	236	0	130	0
GNOWANGERUP	2	49	252	0	0	1	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	1,733	89	0	105	0
PLANTAGENET	1	85	0	0	0	2	0
RAVENSTHORPE	0	0	0	0	0	0	0
WOODANILLING	3	0	365	0	0	0	0
Region	57	1,401	7,274	433	654	393	0
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 7 - Great Southern Regional Road Group

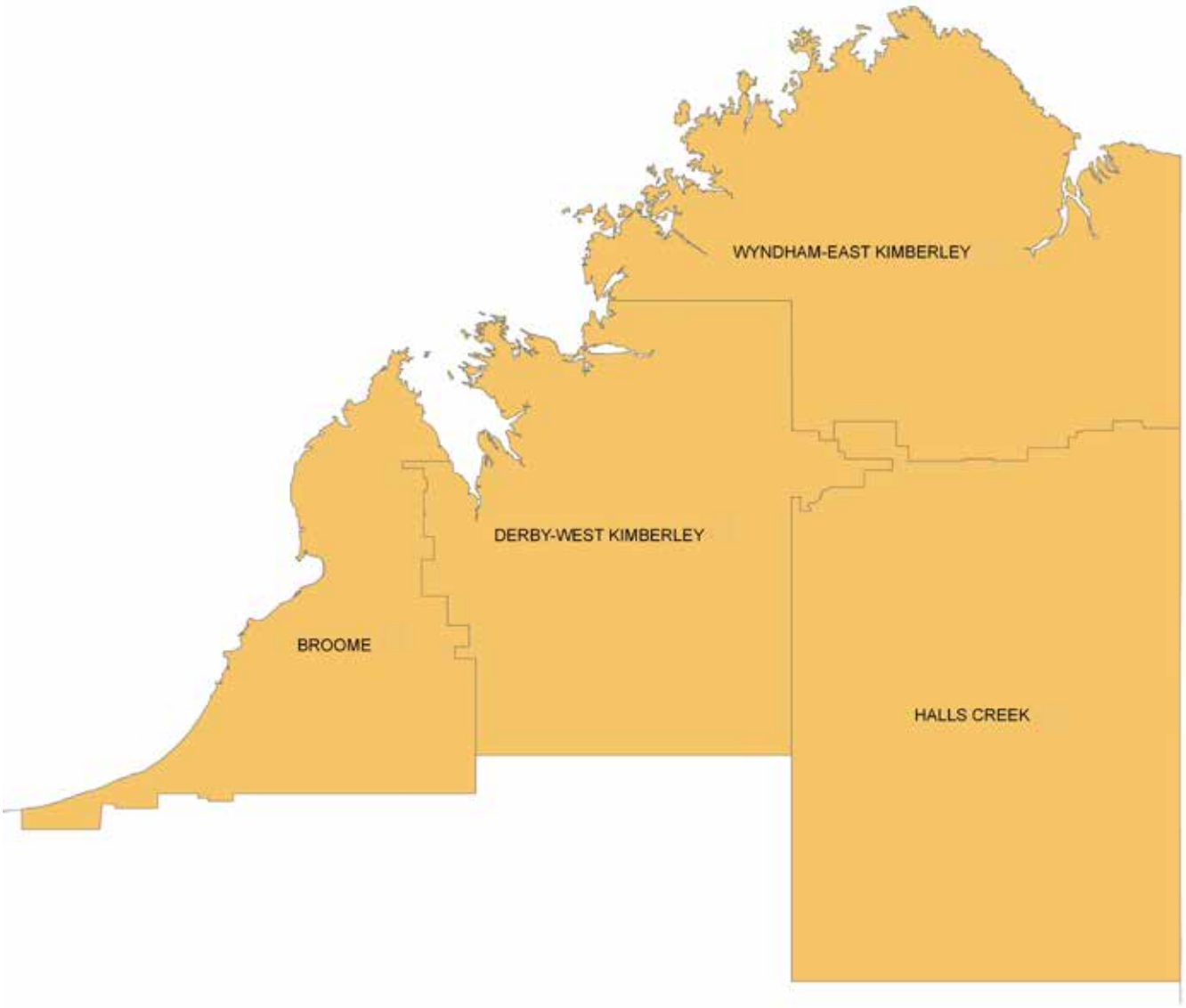
Table 7: Sealed road area statistics and expenditure 2022-23

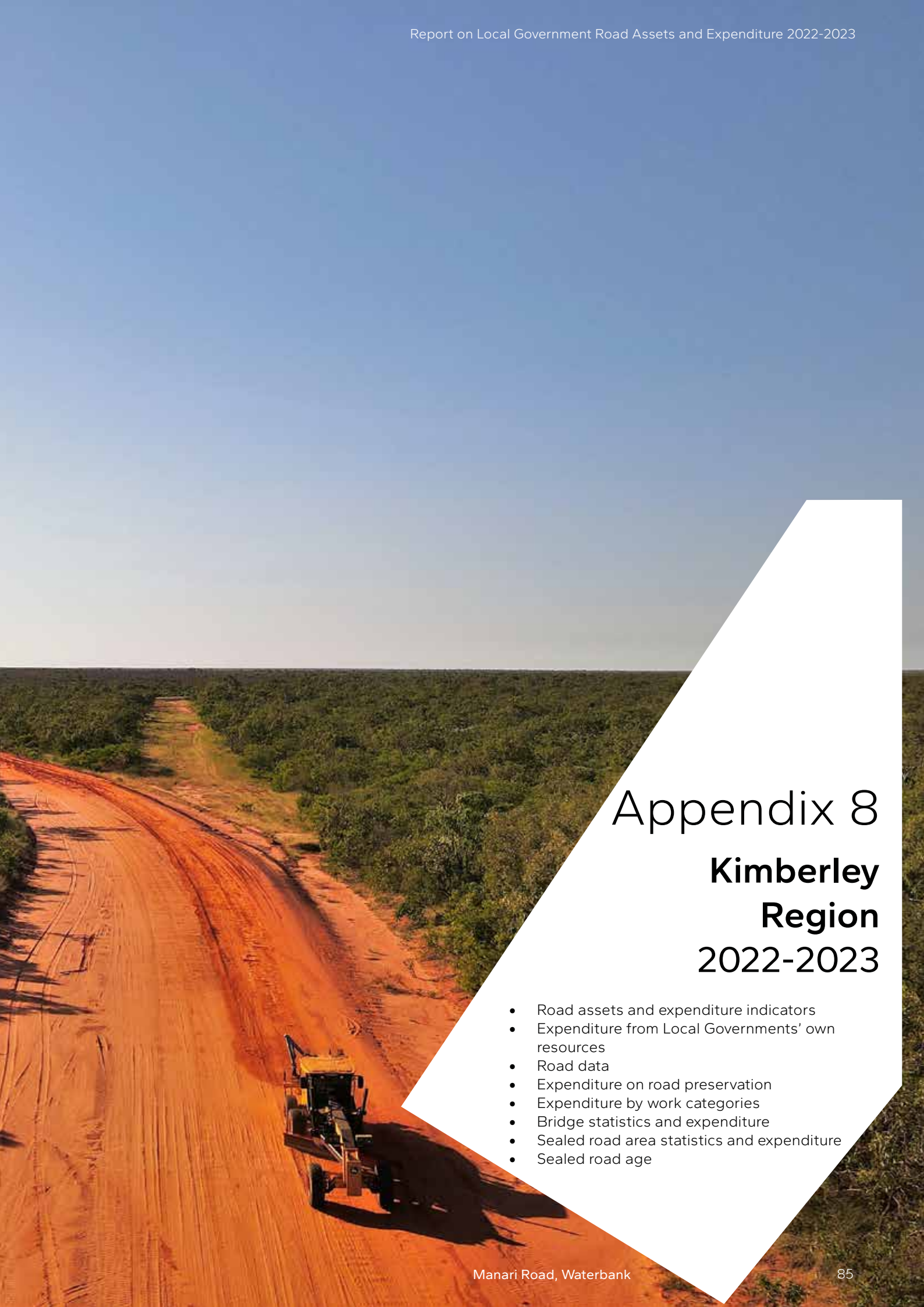
Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ALBANY	1,930,238	3,158,175	9,132	2,954	4.73	0.94
BROOMEHILL-TAMBELLUP	90,393	1,495,364	637	509	7.05	0.34
CRANBROOK	67,261	1,762,752	0	367	0.00	0.21
DENMARK	365,227	984,499	739	675	2.02	0.69
GNOWANGERUP	134,595	1,320,510	0	231	0.00	0.17
JERRAMUNGUP	107,124	1,146,932	574	212	5.36	0.18
KATANNING	477,043	825,594	999	687	2.09	0.83
KENT	41,998	910,587	71	433	1.70	0.48
KOJONUP	120,737	1,457,433	257	1,132	2.13	0.78
PLANTAGENET	268,060	2,260,886	997	1,587	3.72	0.70
RAVENSTHORPE	260,226	764,256	282	1,039	1.08	1.36
WOODANILLING	12,971	605,191	51	54	3.93	0.09
Region	3,875,872	16,692,180	13,739	9,880	3.54	0.59
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 8: Sealed road age 2022-23

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
ALBANY	273	36	25	26	502	32	20
BROOMEHILL-TAMBELLUP	12	38	30	0	228	34	16
CRANBROOK	8	41	25	36	292	39	25
DENMARK	56	30	23	18	160	31	21
GNOWANGERUP	17	38	13	0	205	35	11
JERRAMUNGUP	14	33	30	19	190	33	19
KATANNING	49	43	27	30	139	43	30
KENT	6	36	29	0	143	28	20
KOJONUP	15	38	22	60	235	46	22
PLANTAGENET	34	45	19	21	351	37	21
RAVENSTHORPE	36	21	19	13	105	21	19
WOODANILLING	2	28	25	0	87	40	26
Region	522	36	24	28	2,639	35	21

Kimberley Region Map





Appendix 8

Kimberley Region 2022-2023

- 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

Manari Road, Waterbank

Appendix 8 - Kimberley Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BROOME	0.51	2.8%	35%	0.49
DERBY-WEST KIMBERLEY	0.46	4.1%	127%	0.92
HALLS CREEK	0.48	4.6%	132%	1.54
WYNDHAM-EAST KIMBERLEY	0.39	3.2%	13%	0.22
Region Average	0.45	3.5%	47%	0.69
State Average	0.53	2.5%	64%	0.73

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
BROOME	4,019	1,992	50%	14%	11%	9%	117
DERBY-WEST KIMBERLEY	10,192	969	10%	70%	9%	9%	118
HALLS CREEK	8,021	643	8%	96%	11%	11%	184
WYNDHAM-EAST KIMBERLEY	5,804	286	5%	65%	3%	3%	39
Region	28,036	3,890	14%	50%	9%	8%	108
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Table 3: Road data 2022-23

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]
BROOME	4	105	55	10	57	125	356	98.4	0.0	24.4
DERBY-WEST KIMBERLEY	0	43	58	454	766	418	1,740	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	7	51	185	161	344	76	825	25.6	4.2	15.7
Region	12	212	320	1,520	1,299	978	4,341	148.2	9.2	50.4
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 8 - Kimberley Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
BROOME	1,594	360	0	526	2,480	6,496	3,346	0	9,288
DERBY-WEST KIMBERLEY	2,831	0	1,906	0	4,737	30,198	0	4,213	0
HALLS CREEK	832	892	3,973	213	5,910	30,894	21,404	4,437	1,610
WYNDHAM-EAST KIMBERLEY	1,186	151	358	0	1,695	8,305	338	2,260	0
Region	6,443	1,403	6,237	739	14,822	12,662	1,982	4,101	580
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
BROOME	2,019	461	1,529	0	4,009	50.4%	11.5%	38.1%	0.0%	5,040	2,480
DERBY-WEST KIMBERLEY	1,203	3,534	360	0	5,097	23.6%	69.3%	7.1%	0.0%	5,151	4,737
HALLS CREEK	2,336	3,591	1,263	281	7,471	31.3%	48.1%	16.9%	3.8%	4,130	5,927
WYNDHAM-EAST KIMBERLEY	1,516	190	67	330	2,103	72.1%	9.0%	3.2%	15.7%	7,777	1,706
Region	7,074	7,776	3,219	611	18,680	37.9%	41.6%	17.2%	3.3%	22,098	14,850
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BROOME	0	0	0	0	0	0	0
DERBY-WEST KIMBERLEY	0	0	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	18	0
WYNDHAM-EAST KIMBERLEY	8	1,674	0	0	0	11	13
Region	8	1,674	0	0	0	29	13
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 8 - Kimberley Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
BROOME	858,802	376,613	1,594	360	1.86	0.96
DERBY-WEST KIMBERLEY	328,114	407,320	2,831	0	8.63	0.00
HALLS CREEK	94,313	145,798	894	957	9.48	6.57
WYNDHAM-EAST KIMBERLEY	499,826	1,564,455	1,186	151	2.37	0.10
Region	1,781,054	2,494,185	6,505	1,468	3.65	0.59
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 8: Sealed road age 2022-23

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
BROOME	109	30	16	17	55	26	18
DERBY-WEST KIMBERLEY	43	39	26	20	58	27	21
HALLS CREEK	12	51	26	0	21	48	13
WYNDHAM-EAST KIMBERLEY	59	48	18	9	185	35	21
Region	223	42	22	15	320	34	18

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Metropolitan Region Maps

Appendix 9

Metropolitan Region 2022-2023

- 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

Enterprise Avenue, Two Rocks

Appendix 9 - Metropolitan Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ARMADALE	0.68	1.7%	36%	0.36
BASSENDEAN	0.53	1.7%	49%	1.12
BAYSWATER	0.65	1.3%	66%	0.92
BELMONT	0.64	1.9%	114%	1.16
CAMBRIDGE	0.54	1.9%	110%	0.86
CANNING	0.61	1.6%	76%	0.73
CLAREMONT	0.31	1.5%	123%	2.32
COCKBURN	0.65	1.9%	36%	0.48
COTTESLOE	0.43	1.7%	53%	0.39
EAST FREMANTLE	0.00	1.7%	89%	1.17
FREMANTLE	0.68	1.7%	74%	0.49
GOSNELLS	0.64	1.9%	58%	1.06
JOONDALUP	0.61	1.6%	70%	0.69
KALAMUNDA	0.58	1.7%	60%	0.93
KWINANA	0.70	2.0%	87%	1.14
MELVILLE	0.56	1.3%	91%	1.18
MOSMAN PARK	0.58	1.6%	93%	0.93
MUNDARING	0.49	2.1%	76%	0.99
NEDLANDS	0.47	1.8%	101%	0.74
PEPPERMINT GROVE	0.68	1.4%	53%	0.26
PERTH	0.48	1.6%	151%	5.24
ROCKINGHAM	0.72	1.5%	67%	0.67
SERPENTINE-JARRAHDALE	0.42	2.3%	97%	1.10
SOUTH PERTH	0.61	1.3%	138%	2.02
STIRLING	0.69	1.9%	72%	0.91
SUBIACO	0.52	1.4%	99%	1.65
SWAN	0.63	1.8%	45%	0.81
VICTORIA PARK	0.43	1.5%	72%	1.13
VINCENT	0.45	1.4%	81%	1.29
WANNEROO	0.73	1.7%	39%	0.48
Region Average	0.62	1.7%	70%	0.88
State Average	0.53	2.5%	64%	0.73

Appendix 9 - Metropolitan Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
ARMADALE	8,006	4,526	57%	15%	7%	6%	47
BASSENDEAN	3,631	2,752	76%	10%	20%	18%	172
BAYSWATER	13,009	10,354	80%	10%	18%	16%	150
BELMONT	7,206	5,143	71%	6%	10%	10%	120
CAMBRIDGE	7,199	3,747	52%	9%	13%	10%	128
CANNING	27,325	19,783	72%	7%	22%	8%	211
CLAREMONT	4,168	3,819	92%	4%	26%	22%	347
COCKBURN	26,643	12,643	47%	12%	12%	8%	105
COTTESLOE	437	133	30%	5%	1%	1%	16
EAST FREMANTLE	1,162	248	21%	3%	3%	3%	31
FREMANTLE	2,607	1,405	54%	5%	4%	4%	44
GOSNELLS	25,144	15,635	62%	10%	19%	16%	124
JOONDALUP	24,175	14,671	61%	10%	11%	10%	91
KALAMUNDA	12,976	9,399	72%	16%	21%	21%	158
KWINANA	10,223	7,494	46%	20%	22%	21%	155
MELVILLE	22,483	17,737	79%	7%	19%	16%	171
MOSMAN PARK	1,071	744	69%	7%	8%	8%	82
MUNDARING	17,146	7,964	46%	22%	27%	24%	203
NEDLANDS	2,583	832	32%	7%	3%	3%	37
PEPPERMINT GROVE	83	58	70%	3%	2%	2%	33
PERTH	32,564	26,591	82%	2%	27%	22%	851
ROCKINGHAM	20,055	11,971	60%	15%	13%	13%	85
SERPENTINE-JARRAHDALE	12,950	5,489	42%	26%	23%	17%	156
SOUTH PERTH	14,712	12,399	84%	5%	31%	29%	284
STIRLING	33,057	26,914	81%	8%	14%	9%	121
SUBIACO	6,529	5,163	79%	3%	23%	15%	300
SWAN	71,236	32,692	46%	13%	24%	17%	209
VICTORIA PARK	9,351	6,769	72%	6%	18%	12%	180
VINCENT	7,572	6,422	85%	5%	17%	16%	173
WANNEROO	21,603	12,502	58%	12%	8%	8%	58
Region	446,906	285,999	64%	10%	16%	13%	141
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 3: Road data 2022-23

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]
ARMADALE	496	72	215	1	5	1	790	246.0	0.0	264.0
BASSENDEAN	95	2	1	0	0	0	97	100.8	0.5	1.7
BAYSWATER	348	1	2	0	0	0	352	123.2	0.0	225.8
BELMONT	223	5	0	0	0	0	228	86.0	0.0	147.0
CAMBRIDGE	188	3	2	0	0	0	193	166.2	23.7	34.8
CANNING	540	33	3	1	0	0	578	146.0	0.0	219.0
CLAREMONT	47	0	0	0	0	0	48	85.8	4.9	4.5
COCKBURN	698	16	161	0	0	0	875	554.7	0.0	134.2
COTTESLOE	33	10	0	0	0	0	43	70.4	0.0	0.0
EAST FREMANTLE	37	0	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	667	17	100	1	0	0	786	303.0	2.0	339.0
JOONDALUP	974	31	8	0	0	0	1,014	687.0	19.0	207.0
KALAMUNDA	319	137	154	11	3	0	623	296.0	11.0	74.0
KWINANA	279	46	111	1	1	0	437	271.7	2.7	25.7
MELVILLE	520	7	0	0	0	0	527	381.0	4.0	98.0
MOSMAN PARK	40	3	1	0	0	0	43	53.0	0.9	0.0
MUNDARING	172	110	334	25	21	9	671	108.5	4.1	2.6
NEDLANDS	129	8	0	0	0	0	136	141.7	0.0	10.9
PEPPERMINT GROVE	9	0	0	0	0	0	9	17.0	0.0	0.0
PERTH	99	8	0	0	0	0	106	210.0	4.0	0.0
ROCKINGHAM	801	96	204	3	1	4	1,109	640.0	0.0	33.0
SERPENTINE-JARRAHDALE	125	37	461	108	1	4	736	140.7	5.5	4.6
SOUTH PERTH	188	4	0	0	0	0	191	261.2	2.6	9.5
STIRLING	1,021	12	0	0	0	0	1,033	948.0	0.0	0.0
SUBIACO	75	2	0	0	0	0	77	133.9	3.3	0.0
SWAN	852	83	543	42	11	3	1,535	424.5	0.0	380.8
VICTORIA PARK	161	3	0	2	0	0	166	213.0	1.7	21.0
VINCENT	139	7	0	0	0	0	146	244.0	0.0	0.0
WANNEROO	1,289	148	151	6	6	0	1,601	644.0	0.0	630.0
Region	10,729	910	2,453	200	50	22	14,364	8044	93	2867
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 9 - Metropolitan Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
ARMADALE	6,218	47	0	0	6,265	5,371	114	0	0
BASSENDEAN	2,993	0	0	0	2,993	13,391	0	0	0
BAYSWATER	11,082	0	0	0	11,082	13,441	0	0	0
BELMONT	7,115	0	0	0	7,115	13,285	0	0	0
CAMBRIDGE	4,280	0	0	0	4,280	9,754	0	0	0
CANNING	12,166	0	0	0	12,166	9,386	0	0	0
CLAREMONT	3,417	0	0	0	3,417	32,760	0	0	0
COCKBURN	11,271	624	0	0	11,895	5,797	1,472	0	0
COTTESLOE	437	0	0	0	437	4,770	0	0	0
EAST FREMANTLE	1,162	0	0	0	1,162	14,017	0	0	0
FREMANTLE	2,606	0	0	0	2,606	6,402	0	0	0
GOSNELLS	19,687	0	0	0	19,687	13,592	0	0	0
JOONDALUP	19,072	0	0	0	19,072	8,453	0	0	0
KALAMUNDA	10,193	2,219	108	90	12,610	11,005	7,687	13,771	32,028
KWINANA	8,541	1,031	0	2	9,574	13,940	4,417	0	1,795
MELVILLE	19,373	0	0	0	19,373	16,532	0	0	0
MOSMAN PARK	1,015	0	0	0	1,015	11,855	0	0	0
MUNDARING	6,646	2,864	247	84	9,841	12,426	5,055	12,483	3,974
NEDLANDS	2,583	0	0	0	2,583	8,681	0	0	0
PEPPERMINT GROVE	83	0	0	0	83	3,908	0	0	0
PERTH	23,917	0	0	0	23,917	74,339	0	0	0
ROCKINGHAM	17,850	0	0	0	17,850	9,815	0	0	0
SERPENTINE-JARRAHDALE	4,355	5,467	0	0	9,822	14,293	6,597	0	0
SOUTH PERTH	13,038	0	0	0	13,038	29,024	0	0	0
STIRLING	23,461	0	0	0	23,461	10,116	0	0	0
SUBIACO	4,746	0	0	0	4,746	25,367	0	0	0
SWAN	18,807	5,611	177	51	24,646	10,181	5,883	4,441	4,441
VICTORIA PARK	5,995	0	0	0	5,995	14,749	0	0	0
VINCENT	7,269	0	0	0	7,269	18,774	0	0	0
WANNEROO	17,509	0	0	0	17,509	6,226	0	0	0
Region	286,887	17,863	532	226	305,509	11,333	3,804	3,062	3,972
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
ARMADALE	3,564	2,701	1,740	0	8,005	44.5%	33.7%	21.7%	0.0%	17,638	6,265
BASSENDEAN	2,575	418	637	0	3,630	70.9%	11.5%	17.5%	0.0%	2,665	2,993
BAYSWATER	7,456	3,626	580	1,347	13,009	57.3%	27.9%	4.5%	10.4%	12,075	11,082
BELMONT	3,195	3,920	0	91	7,206	44.3%	54.4%	0.0%	1.3%	6,126	7,115
CAMBRIDGE	1,468	2,812	692	2,228	7,200	20.4%	39.1%	9.6%	30.9%	4,973	4,280
CANNING	6,706	5,545	11,486	3,587	27,324	24.5%	20.3%	42.0%	13.1%	16,737	12,251
CLAREMONT	1,702	1,715	418	333	4,168	40.8%	41.1%	10.0%	8.0%	1,472	3,417
COCKBURN	8,524	3,379	2,091	12,649	26,643	32.0%	12.7%	7.8%	47.5%	24,712	11,903
COTTESLOE	363	74	0	0	437	83.1%	16.9%	0.0%	0.0%	1,128	437
EAST FREMANTLE	552	610	0	0	1,162	47.5%	52.5%	0.0%	0.0%	995	1,162
FREMANTLE	1,405	1,201	0	0	2,606	53.9%	46.1%	0.0%	0.0%	5,319	2,606
GOSNELLS	12,598	7,487	4,134	925	25,144	50.1%	29.8%	16.4%	3.7%	18,874	20,085
JOONDALUP	9,878	9,330	4,439	528	24,175	40.9%	38.6%	18.4%	2.2%	28,023	19,208
KALAMUNDA	10,345	2,265	366	0	12,976	79.7%	17.5%	2.8%	0.0%	13,508	12,610
KWINANA	5,692	3,882	556	93	10,223	55.7%	38.0%	5.4%	0.9%	8,420	9,574
MELVILLE	11,597	7,776	803	2,308	22,484	51.6%	34.6%	3.6%	10.3%	16,482	19,373
MOSMAN PARK	471	544	0	56	1,071	44.0%	50.8%	0.0%	5.2%	1,090	1,015
MUNDARING	5,818	4,041	6,281	1,006	17,146	33.9%	23.6%	36.6%	5.9%	9,954	9,859
NEDLANDS	967	1,616	0	0	2,583	37.4%	62.6%	0.0%	0.0%	3,481	2,583
PEPPERMINT GROVE	15	68	0	0	83	18.1%	81.9%	0.0%	0.0%	323	83
PERTH	13,934	10,317	8,313	0	32,564	42.8%	31.7%	25.5%	0.0%	4,629	24,251
ROCKINGHAM	13,168	4,682	1,147	1,058	20,055	65.7%	23.3%	5.7%	5.3%	26,600	17,850
SERPENTINE-JARRAHDALE	4,369	5,469	3,112	0	12,950	33.7%	42.2%	24.0%	0.0%	8,953	9,838
SOUTH PERTH	6,861	6,177	823	851	14,712	46.6%	42.0%	5.6%	5.8%	6,468	13,038
STIRLING	14,626	8,835	4,825	4,766	33,052	44.3%	26.7%	14.6%	14.4%	25,725	23,461
SUBIACO	2,484	2,262	1,784	0	6,530	38.0%	34.6%	27.3%	0.0%	2,869	4,746
SWAN	18,515	6,559	17,106	29,057	71,237	26.0%	9.2%	24.0%	40.8%	31,109	25,074
VICTORIA PARK	4,386	1,609	3,218	138	9,351	46.9%	17.2%	34.4%	1.5%	5,322	5,995
VINCENT	5,487	1,782	303	0	7,572	72.5%	23.5%	4.0%	0.0%	5,615	7,269
WANNEROO	12,836	4,673	2,820	1,274	21,603	59.4%	21.6%	13.1%	5.9%	36,334	17,509
Region	191,557	115,375	77,674	62,295	446,901	42.9%	25.8%	17.4%	13.9%	347,622	306,932
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 9 - Metropolitan Regional Road Group

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ARMADALE	14	2,261	890	313	0	0	0
BASSENDEAN	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0	0
CAMBRIDGE	0	0	0	0	0	0	0
CANNING	5	1,558	1,072	0	0	85	0
CLAREMONT	0	0	0	0	0	0	0
COCKBURN	3	909	0	0	0	8	0
COTTESLOE	12	0	1,929	676	0	0	0
EAST FREMANTLE	0	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0	0
GOSNELLS	17	3,941	3,271	0	0	398	0
JOONDALUP	21	2,496	0	0	100	136	0
KALAMUNDA	3	69	84	0	0	0	0
KWINANA	0	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0
MUNDARING	6	620	624	0	0	18	2,683
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	13	1,486	0	0	732	334	0
ROCKINGHAM	19	1,756	0	0	0	0	0
SERPENTINE-JARRAHDALE	10	1,599	149	0	0	16	0
SOUTH PERTH	2	231	0	0	0	0	0
STIRLING	4	183	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	28	3,864	3,640	0	160	428	0
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	2	190	0	0	0	0	0
Region	164	21,748	11,659	989	1,606	1,423	2,683
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 9 - Metropolitan Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

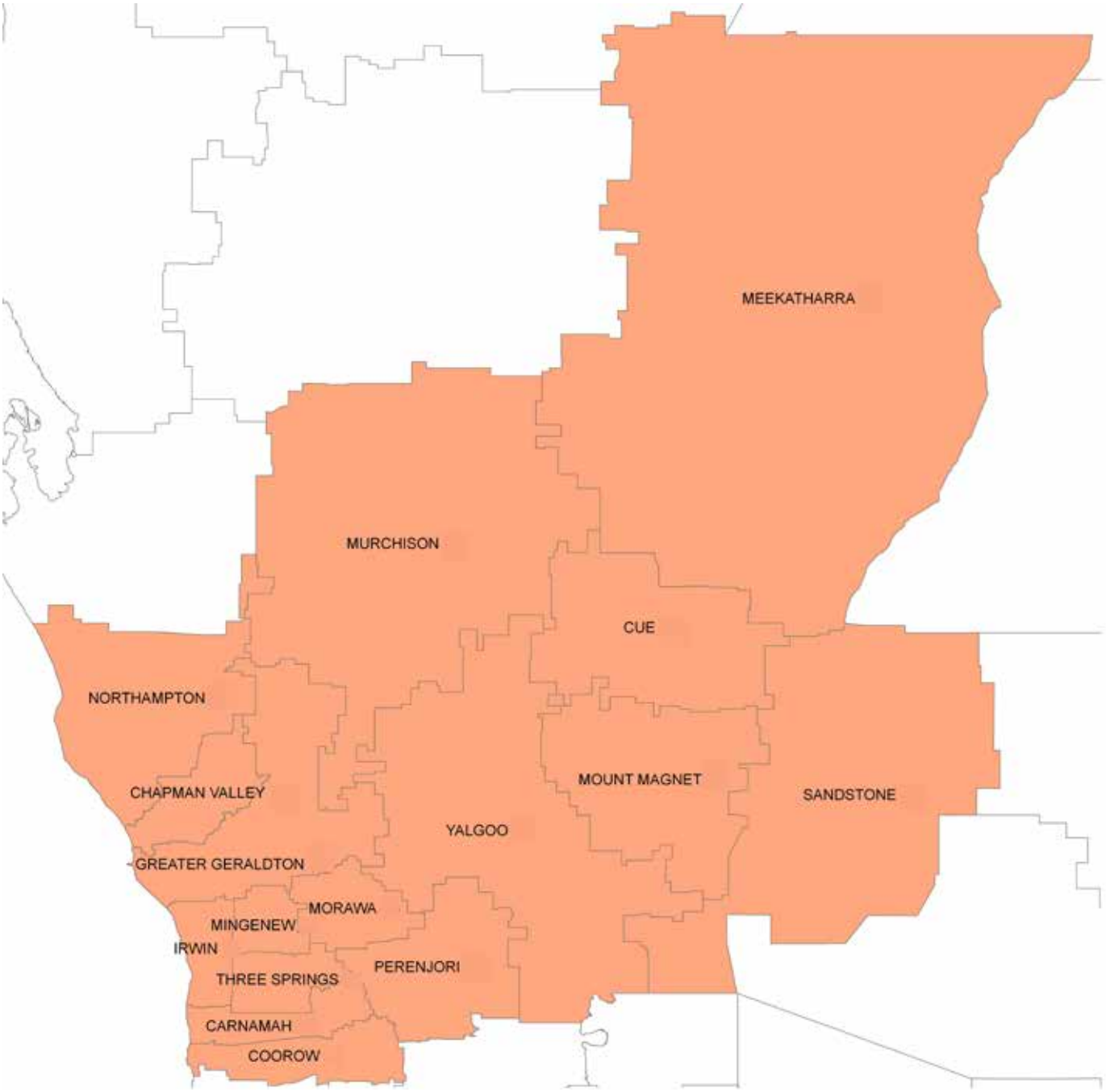
Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ARMADALE	4,052,033	1,448,146	6,218	47	1.53	0.03
BASSENDEAN	782,260	5,267	2,993	0	3.83	0.00
BAYSWATER	2,885,810	16,292	11,082	0	3.84	0.00
BELMONT	1,874,460	2,624	7,115	0	3.80	0.00
CAMBRIDGE	1,535,745	15,098	4,280	0	2.79	0.00
CANNING	4,536,737	22,318	12,166	0	2.68	0.00
CLAREMONT	365,062	0	3,417	0	9.36	0.00
COCKBURN	6,805,030	1,483,848	11,271	624	1.66	0.42
COTTESLOE	320,667	0	437	0	1.36	0.00
EAST FREMANTLE	290,145	0	1,162	0	4.00	0.00
FREMANTLE	1,424,799	0	2,606	0	1.83	0.00
GOSNELLS	5,069,307	705,019	19,687	0	3.88	0.00
JOONDALUP	7,896,853	55,987	19,072	0	2.42	0.00
KALAMUNDA	3,241,884	1,010,423	10,193	2,219	3.14	2.20
KWINANA	2,144,381	817,085	8,541	1,031	3.98	1.26
MELVILLE	4,101,368	0	19,373	0	4.72	0.00
MOSMAN PARK	299,664	3,429	1,015	0	3.39	0.00
MUNDARING	1,872,023	1,982,990	6,646	2,864	3.55	1.44
NEDLANDS	1,041,422	0	2,583	0	2.48	0.00
PEPPERMINT GROVE	74,340	0	83	0	1.12	0.00
PERTH	1,126,058	0	23,917	0	21.24	0.00
ROCKINGHAM	6,365,328	1,508,604	17,850	0	2.80	0.00
SERPENTINE-JARRAHDALE	1,066,449	2,900,636	4,355	5,467	4.08	1.88
SOUTH PERTH	1,572,229	0	13,038	0	8.29	0.00
STIRLING	8,117,239	1,636	23,461	0	2.89	0.00
SUBIACO	654,817	0	4,746	0	7.25	0.00
SWAN	6,465,739	3,337,901	18,807	5,611	2.91	1.68
VICTORIA PARK	1,422,615	0	5,995	0	4.21	0.00
VINCENT	1,355,170	0	7,269	0	5.36	0.00
WANNEROO	9,843,163	1,130,912	17,509	0	1.78	0.00
Region	88,602,795	16,448,215	286,887	17,863	3.24	1.09
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

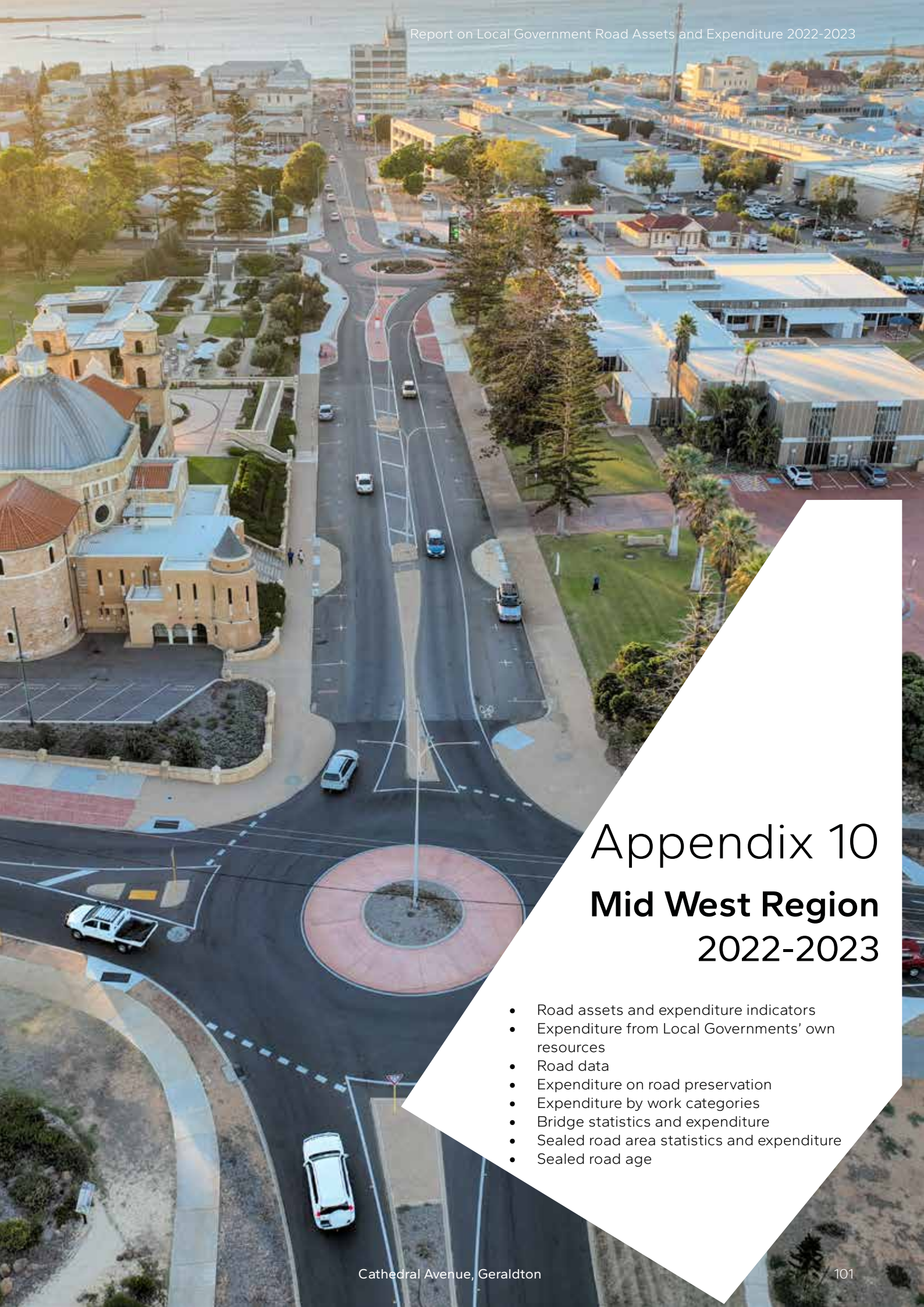
Appendix 9 - Metropolitan Regional Road Group

Table 8: Sealed road age 2022-23

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
ARMADALE	568	25	19	20	215	31	22
BASSENDEAN	97	45	28	28	1	38	16
BAYSWATER	349	44	16	16	2	30	30
BELMONT	227	31	23	23	0	28	28
CAMBRIDGE	191	53	16	16	2	41	19
CANNING	574	40	23	23	3	27	26
CLAREMONT	48	81	30	30	0	0	0
COCKBURN	714	31	19	19	161	39	23
COTTESLOE	43	58	29	30	0	0	0
EAST FREMANTLE	37	117	38	38	0	0	0
FREMANTLE	176	29	23	23	0	0	0
GOSNELLS	684	32	21	20	100	32	22
JOONDALUP	1,006	39	27	27	8	25	18
KALAMUNDA	455	43	15	15	154	51	16
KWINANA	325	26	17	17	111	33	22
MELVILLE	527	46	33	33	0	0	0
MOSMAN PARK	43	43	26	25	1	34	27
MUNDARING	282	40	27	26	334	34	26
NEDLANDS	136	60	20	20	0	0	0
PEPPERMINT GROVE	9	33	26	26	0	0	0
PERTH	106	56	30	30	0	0	0
ROCKINGHAM	897	26	16	17	204	38	20
SERPENTINE-JARRAHDALE	162	24	17	14	461	50	25
SOUTH PERTH	191	41	30	30	0	0	0
STIRLING	1,033	26	19	19	0	12	12
SUBIACO	77	52	33	33	0	0	0
SWAN	935	27	22	22	543	37	28
VICTORIA PARK	164	63	32	32	0	0	0
VINCENT	146	65	29	29	0	0	0
WANNEROO	1,437	23	19	19	151	27	22
Region	11,639	44	24	24	2,453	34	22

Mid West Region Map





Appendix 10

Mid West Region 2022-2023

- 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

Cathedral Avenue, Geraldton

Appendix 10 - Mid West Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNAMAH	0.46	3.6%	14%	0.32
CHAPMAN VALLEY	0.56	3.8%	86%	0.96
COOROW	0.40	3.6%	43%	0.57
CUE	0.54	4.3%	40%	0.49
GREATER GERALDTON	0.46	2.3%	19%	1.12
IRWIN	0.53	2.8%	10%	0.52
MEEKATHARRA	0.57	4.6%	0%	0.26
MINGENEW	0.58	2.9%	44%	0.38
MORAWA	0.41	4.1%	63%	0.56
MOUNT MAGNET	0.57	4.7%	46%	0.51
MURCHISON	0.55	4.7%	15%	0.83
NORTHAMPTON	0.40	3.3%	59%	0.56
PERENJORI	0.53	4.1%	15%	0.44
SANDSTONE	0.55	5.3%	5%	2.66
THREE SPRINGS	0.57	3.8%	11%	0.20
YALGOO	0.53	4.7%	15%	0.35
Region Average	0.50	3.4%	29%	0.68
State Average	0.53	2.5%	64%	0.73

Appendix 10 - Mid West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
CARNAMAH	2,752	578	21%	113%	21%	8%	1101
CHAPMAN VALLEY	4,234	1,633	39%	79%	49%	49%	1052
COOROW	2,634	1,085	41%	76%	23%	19%	1133
CUE	1,812	447	25%	98%	12%	10%	3104
GREATER GERALDTON	22,994	13,443	58%	36%	34%	28%	352
IRWIN	1,744	446	26%	37%	9%	9%	124
MEEKATHARRA	6,330	1,644	26%	144%	22%	22%	1678
MINGENEW	4,511	153	3%	100%	8%	8%	366
MORAWA	2,494	307	12%	116%	9%	9%	465
MOUNT MAGNET	1,804	791	44%	99%	26%	26%	1738
MURCHISON	14,513	4,062	28%	147%	98%	76%	24768
NORTHAMPTON	4,094	1,761	43%	67%	24%	14%	623
PERENJORI	3,808	1,255	33%	137%	28%	27%	2206
SANDSTONE	4,540	1,512	33%	118%	54%	54%	19385
THREE SPRINGS	1,194	166	14%	110%	6%	6%	297
YALGOO	1,655	593	36%	110%	15%	7%	1675
Region	81,113	29,876	37%	76%	30%	25%	575
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 10 - Mid West Regional Road Group

Table 3: Road data 2022-23

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]
CARNAMAH	6	7	197	368	69	24	671	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	129	1,704	338	247	2,430	4.6	12.2	12.2
MINGENEW	1	9	137	250	51	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	13	335	216	82	662	1.1	6.8	4.8
MURCHISON	0	0	170	498	943	35	1,646	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	173	467	19	27	693	2.1	0.0	2.3
YALGOO	0	2	187	155	737	53	1,133	0.5	0.0	0.0
Region	171	318	2,767	8,424	4,321	1,099	17,099	244	96	92
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 10 - Mid West Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
CARNAMAH	240	304	607	1	1,152	7,781	754	1,650	19
CHAPMAN VALLEY	0	1,551	1,691	12	3,254	0	4,745	4,874	46
COOROW	671	828	888	1	2,388	14,213	2,177	1,737	14
CUE	747	40	728	0	1,515	59,975	180	2,137	0
GREATER GERALDTON	12,445	2,981	4,117	0	19,543	19,136	2,824	4,274	0
IRWIN	321	28	1,114	2	1,465	4,761	122	4,325	122
MEEKATHARRA	0	0	2,175	0	2,175	0	0	1,294	0
MINGENEW	32	514	328	12	886	1,430	2,210	1,316	236
MORAWA	185	857	845	0	1,887	5,515	4,311	1,644	0
MOUNT MAGNET	303	0	691	0	993	9,887	0	2,059	0
MURCHISON	2	259	3,742	34	4,037	29,167	824	7,513	36
NORTHAMPTON	1,612	583	688	343	3,226	16,150	1,194	1,441	1,262
PERENJORI	212	194	2,387	0	2,793	18,794	356	2,601	0
SANDSTONE	10	0	4,530	0	4,540	1,034	0	14,808	0
THREE SPRINGS	189	27	506	3	725	11,777	75	1,083	155
YALGOO	245	3	352	532	1,131	32,119	10	2,273	722
Region	17,214	8,169	25,388	939	51,710	15,685	1,529	3,028	216
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 10 - Mid West Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
CARNAMAH	983	239	1,530	0	2,752	35.7%	8.7%	55.6%	0.0%	3,779	1,222
CHAPMAN VALLEY	1,712	1,542	980	0	4,234	40.4%	36.4%	23.1%	0.0%	3,394	3,254
COOROW	1,483	912	239	0	2,634	56.3%	34.6%	9.1%	0.0%	4,233	2,395
CUE	1,354	161	273	0	1,788	75.7%	9.0%	15.3%	0.0%	3,073	1,515
GREATER GERALDTON	7,636	12,528	437	2,183	22,784	33.5%	55.0%	1.9%	9.6%	18,000	20,164
IRWIN	557	940	247	0	1,744	31.9%	53.9%	14.2%	0.0%	2,894	1,497
MEEKATHARRA	1,116	1,059	4,154	0	6,329	17.6%	16.7%	65.6%	0.0%	8,501	2,175
MINGENEW	332	592	413	990	2,327	14.3%	25.4%	17.7%	42.5%	2,436	924
MORAWA	973	914	485	122	2,494	39.0%	36.6%	19.4%	4.9%	3,385	1,887
MOUNT MAGNET	632	361	811	0	1,804	35.0%	20.0%	45.0%	0.0%	1,934	993
MURCHISON	793	3,259	1,988	0	6,040	13.1%	54.0%	32.9%	0.0%	4,910	4,052
NORTHAMPTON	1,638	1,588	107	761	4,094	40.0%	38.8%	2.6%	18.6%	5,753	3,226
PERENJORI	1,780	1,013	958	59	3,810	46.7%	26.6%	25.1%	1.5%	6,360	2,793
SANDSTONE	999	3,541	0	0	4,540	22.0%	78.0%	0.0%	0.0%	1,709	4,540
THREE SPRINGS	629	96	469	0	1,194	52.7%	8.0%	39.3%	0.0%	3,662	725
YALGOO	1,131	0	523	0	1,654	68.4%	0.0%	31.6%	0.0%	3,218	1,131
Region	23,749	28,745	13,614	4,115	70,223	33.8%	40.9%	19.4%	5.9%	77,242	52,493
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 10 - Mid West Regional Road Group

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CARNAMAH	2	295	0	0	0	70	0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	480	0	0	0	7	0
CUE	0	0	0	0	0	0	0
GREATER GERALDTON	5	1,112	0	141	0	621	0
IRWIN	2	464	89	0	0	32	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	6	1,651	0	0	0	38	0
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	1	374	0	0	0	15	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	4,999	89	141	0	783	0
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 10 - Mid West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

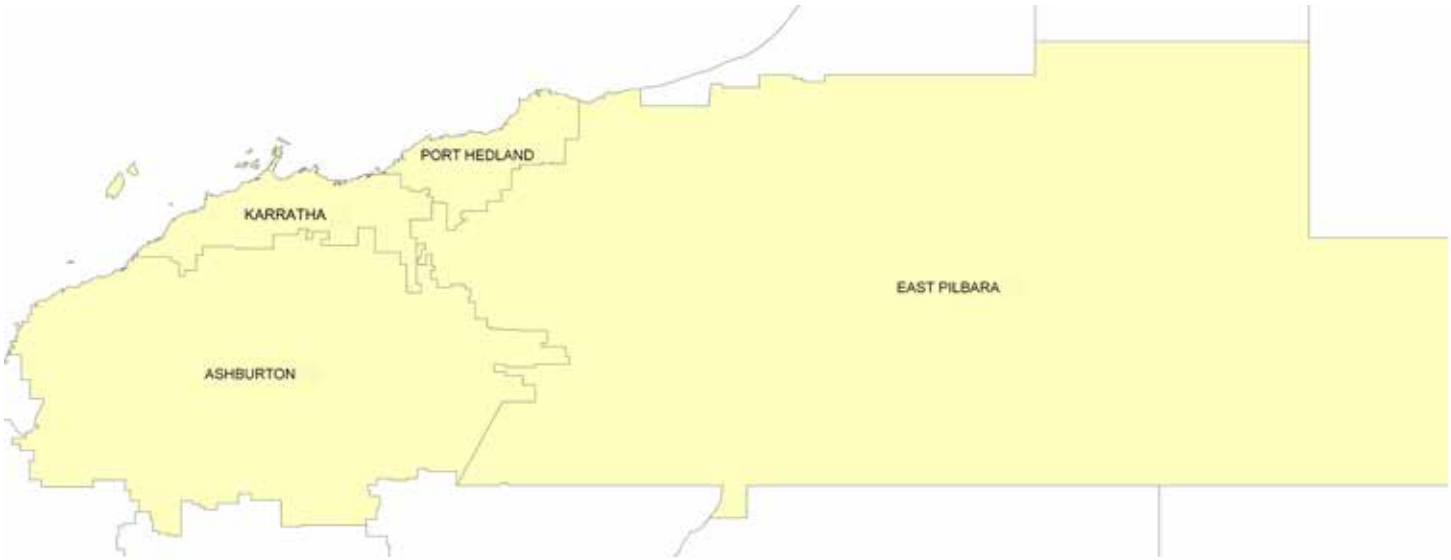
Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CARNAMAH	107,960	1,409,337	240	304	2.22	0.22
CHAPMAN VALLEY	46,930	1,144,034	0	1,551	0.00	1.36
COOROW	165,237	1,331,674	671	828	4.06	0.62
CUE	43,593	776,166	747	40	17.14	0.05
GREATER GERALDTON	2,276,166	3,694,911	12,445	2,981	5.47	0.81
IRWIN	235,965	804,021	321	28	1.36	0.03
MEEKATHARRA	156,707	967,772	0	0	0.00	0.00
MINGENEW	78,334	813,937	32	514	0.41	0.63
MORAWA	117,411	695,848	185	857	1.58	1.23
MOUNT MAGNET	107,120	104,966	303	0	2.82	0.00
MURCHISON	240	1,101,130	2	259	8.3	0.24
NORTHAMPTON	349,344	1,708,525	1,612	583	4.61	0.34
PERENJORI	39,480	1,905,795	212	194	5.37	0.10
SANDSTONE	33,847	85,391	10	0	0.30	0.00
THREE SPRINGS	56,170	1,253,493	189	27	3.36	0.02
YALGOO	26,698	885,385	245	3	9.18	0.00
Region	3,841,202	18,682,385	17,214	8,169	4.48	0.44
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Appendix 10 - Mid West Regional Road Group

Table 8: Sealed road age 2022-23

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
CARNAMAH	14	32	14	14	197	35	17
CHAPMAN VALLEY	7	15	15	0	180	23	14
COOROW	23	44	24	18	196	32	25
CUE	6	28	15	0	100	17	16
GREATER GERALDTON	290	46	24	23	532	33	23
IRWIN	32	34	21	17	116	23	21
MEEKATHARRA	13	52	18	22	129	17	8
MINGENEW	10	38	20	21	137	26	15
MORAWA	13	49	25	17	126	43	21
MOUNT MAGNET	15	31	9	0	13	22	6
MURCHISON	0	11	11	0	170	16	16
NORTHAMPTON	48	37	30	32	242	36	24
PERENJORI	5	30	17	0	259	27	14
SANDSTONE	4	17	15	14	12	13	11
THREE SPRINGS	7	27	17	15	173	26	11
YALGOO	2	28	13	0	187	19	16
Region	489	32	18	19	2,767	26	16

Pilbara Region Map



Appendix 11

Pilbara Region 2022-2023

- 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 11 - Pilbara Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.64	3.6%	63%	1.25
EAST PILBARA	0.47	4.0%	96%	0.90
KARRATHA	0.75	2.5%	59%	0.87
PORT HEDLAND	0.43	2.5%	46%	1.50
Region Average	0.59	3.0%	63%	1.08
State Average	0.53	2.5%	64%	0.73

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
ASHBURTON	7,037	4,145	59%	21%	22%	22%	312
EAST PILBARA	11,086	4,252	38%	74%	23%	18%	391
KARRATHA	11,530	7,728	67%	29%	31%	24%	332
PORT HEDLAND	12,631	8,032	64%	24%	36%	25%	509
Region	42,284	24,157	57%	36%	29%	22%	382
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Table 3: Road data 2022-23

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]
ASHBURTON	22	41	111	490	281	599	1,544	25.6	0.0	9.6
EAST PILBARA	19	28	83	1,528	1,014	438	3,110	67.1	0.0	2.9
KARRATHA	149	68	48	297	0	63	625	89.9	0.0	65.5
PORT HEDLAND	42	93	61	206	0	57	458	29.9	0.0	96.1
Region	233	230	302	2,521	1,296	1,156	5,737	213	0	174
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 11 - Pilbara Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
ASHBURTON	1,871	140	3,854	1,133	6,997	14,350	619	7,873	4,028
EAST PILBARA	2,574	318	3,119	2,675	8,686	24,539	2,029	2,041	2,637
KARRATHA	7,559	0	705	0	8,264	15,225	0	2,391	0
PORT HEDLAND	9,635	0	227	0	9,862	33,023	0	1,104	0
Region	21,639	458	7,905	3,808	33,809	21,141	710	3,140	2,939
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
ASHBURTON	1,935	5,062	0	0	6,997	27.7%	72.3%	0.0%	0.0%	5,614	6,997
EAST PILBARA	2,162	6,524	2,272	128	11,086	19.5%	58.8%	20.5%	1.2%	9,688	8,686
KARRATHA	5,614	2,683	3,038	195	11,530	48.7%	23.3%	26.3%	1.7%	9,491	8,297
PORT HEDLAND	1,548	8,314	806	1,901	12,569	12.3%	66.1%	6.4%	15.1%	6,581	9,862
Region	11,259	22,583	6,116	2,224	42,182	26.7%	53.5%	14.5%	5.3%	31,374	33,842
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ASHBURTON	2	444	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0
KARRATHA	19	2,879	0	0	0	33	0
PORT HEDLAND	6	2,332	0	0	0	0	0
Region	27	5,654	0	0	0	33	0
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 11 - Pilbara Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
ASHBURTON	456,329	789,498	1,871	140	4.10	0.18
EAST PILBARA	367,137	548,618	2,574	318	7.01	0.58
KARRATHA	1,737,728	401,270	7,559	0	4.35	0.00
PORT HEDLAND	1,021,177	500,096	9,635	0	9.44	0.00
Region	3,582,371	2,239,482	21,639	458	6.04	0.20
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 8: Sealed road age 2022-23

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
ASHBURTON	63	21	9	8	111	16	9
EAST PILBARA	47	42	33	30	83	24	23
KARRATHA	217	0	35	8	48	0	38
PORT HEDLAND	135	39	33	22	61	26	24
Region	462	34	28	17	302	22	24

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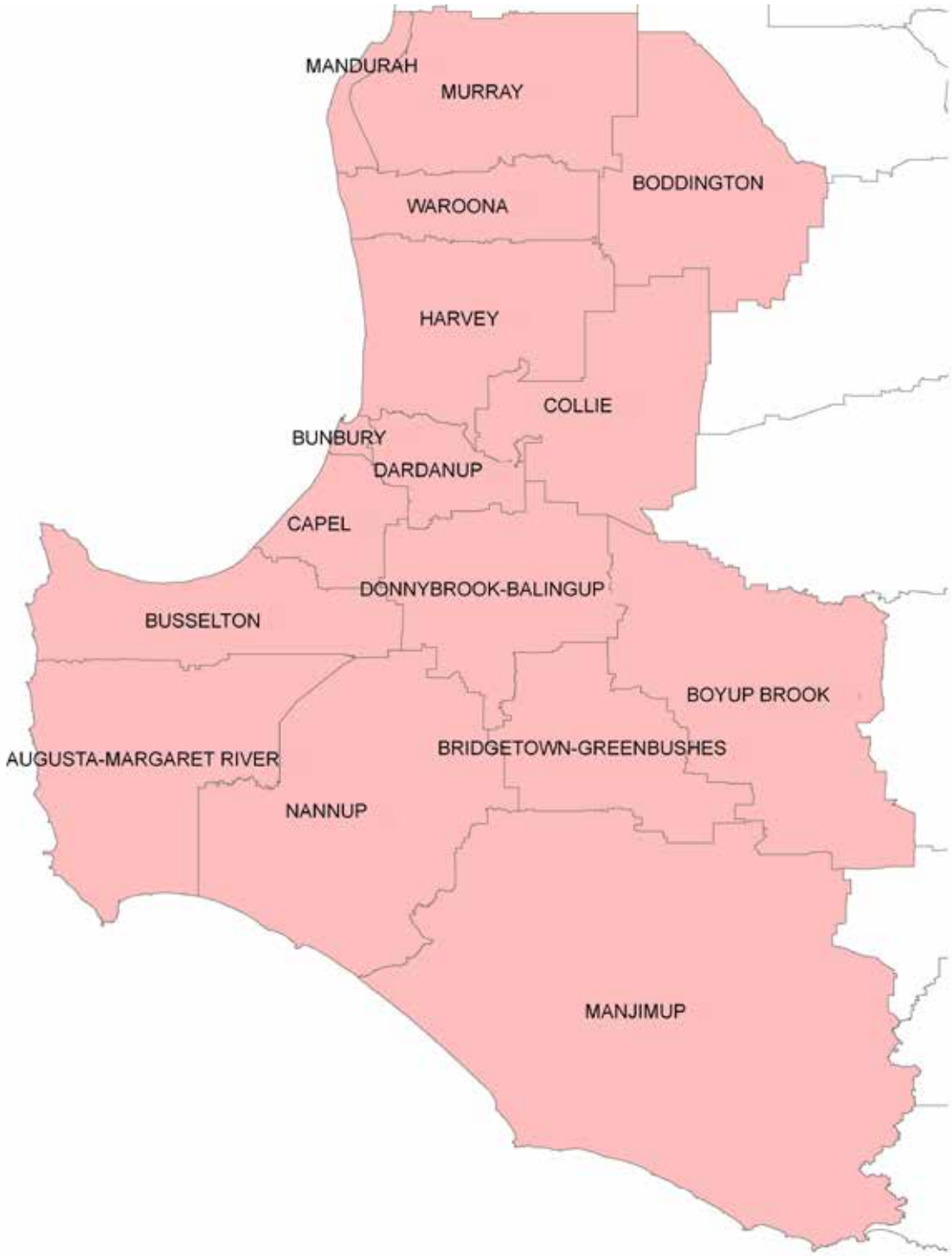
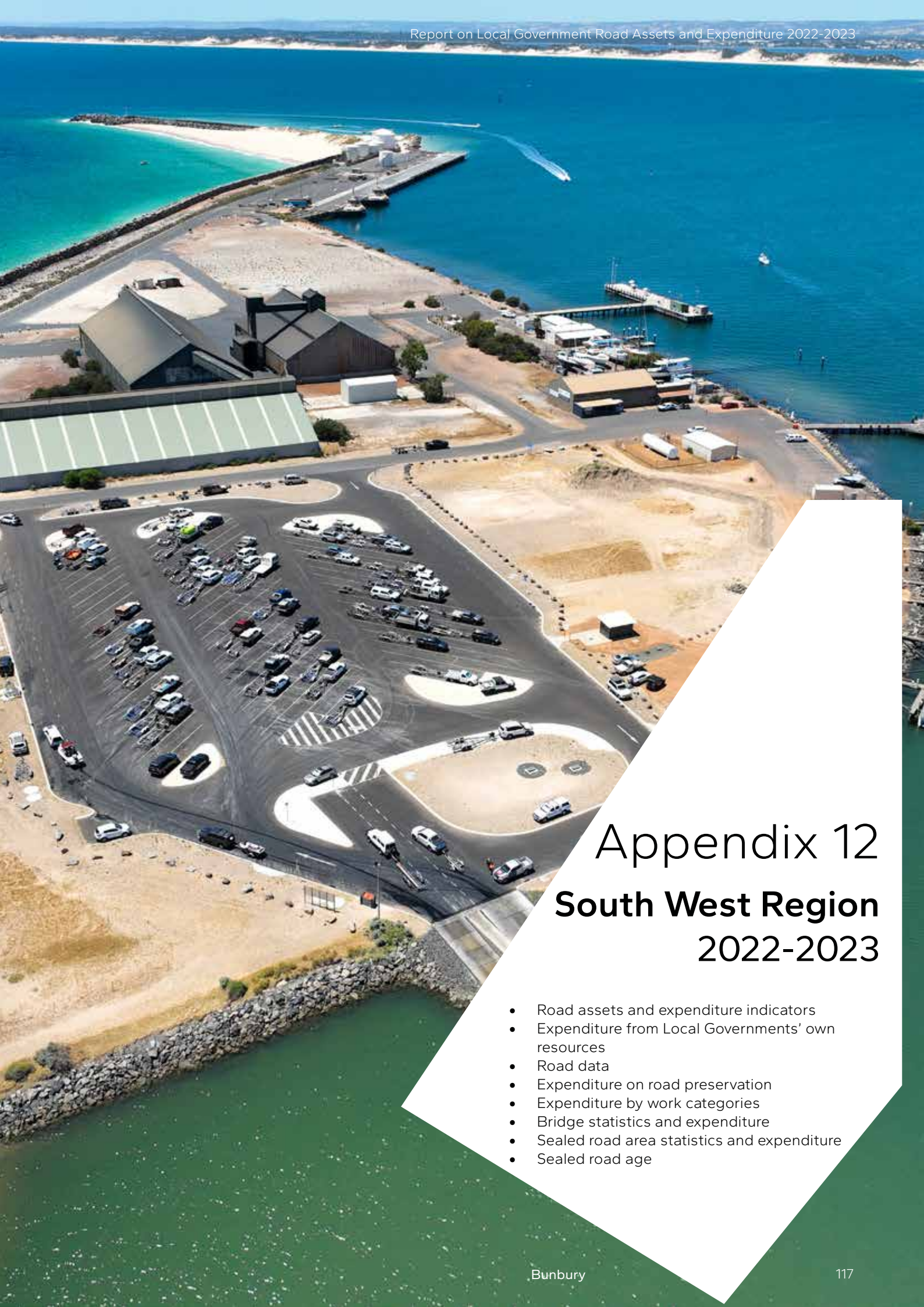
South West Region Map





Appendix 12

South West Region 2022-2023

- 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

Bunbury

Appendix 12 - South West Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA-MARGARET RIVER	0.44	2.7%	88%	0.93
BODDINGTON	0.64	3.2%	52%	0.58
BOYUP BROOK	0.39	3.1%	5%	0.40
BRIDGETOWN-GREENBUSHES	0.41	3.0%	28%	0.45
BUNBURY	0.49	1.8%	48%	0.86
BUSSELTON	0.28	2.0%	29%	0.49
CAPEL	0.57	2.4%	38%	0.59
COLLIE	0.40	2.7%	61%	0.59
DARDANUP	0.57	2.1%	43%	0.69
DONNYBROOK-BALINGUP	0.36	2.7%	54%	0.52
HARVEY	0.51	2.2%	51%	0.92
MANDURAH	0.65	1.5%	68%	0.55
MANJIMUP	0.34	2.8%	33%	0.42
MURRAY	0.61	2.2%	23%	0.39
NANNUP	0.35	2.9%	28%	0.35
WAROONA	0.42	2.8%	93%	0.83
Region Average	0.48	2.2%	48%	0.60
State Average	0.53	2.5%	64%	0.73

Appendix 12 - South West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
AUGUSTA-MARGARET RIVER	8,906	4,831	54%	31%	26%	24%	282
BODDINGTON	1,958	757	39%	39%	21%	14%	426
BOYUP BROOK	3,191	393	12%	109%	9%	9%	219
BRIDGETOWN-GREENBUSHES	4,000	367	9%	69%	5%	5%	76
BUNBURY	10,566	7,327	69%	16%	22%	17%	233
BUSSELTON	14,431	8,503	59%	22%	18%	10%	207
CAPEL	5,279	3,987	76%	29%	27%	18%	214
COLLIE	2,849	570	20%	38%	7%	7%	66
DARDANUP	5,024	2,817	56%	23%	23%	19%	192
DONNYBROOK-BALINGUP	4,730	1,505	32%	58%	21%	14%	241
HARVEY	13,237	6,276	47%	26%	25%	21%	220
MANDURAH	12,479	6,679	54%	10%	9%	8%	75
MANJIMUP	7,721	2,260	29%	70%	18%	12%	249
MURRAY	7,475	330	4%	32%	2%	2%	18
NANNUP	1,748	351	20%	107%	11%	11%	247
WAROONA	2,920	940	32%	40%	17%	17%	220
Region	106,514	47,893	45%	27%	16%	13%	161
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 12 - South West Regional Road Group

Table 3: Road data 2022-23

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]
AUGUSTA-MARGARET RIVER	96	29	392	338	43	9	907	12.0	40.0	86.0
BODDINGTON	6	9	108	128	7	1	260	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	320	221.0	0.2	180.2
BUSSELTON	204	63	581	208	22	8	1,086	218.2	2.9	39.1
CAPEL	105	44	178	155	7	14	503	37.0	3.4	63.0
COLLIE	24	48	188	117	3	10	389	15.4	26.4	9.0
DARDANUP	77	5	224	88	11	28	432	21.5	13.0	59.0
DONNYBROOK-BALINGUP	10	20	257	338	28	17	669	18.5	2.9	1.8
HARVEY	74	45	423	280	17	1	840	16.2	9.8	124.7
MANDURAH	481	133	78	5	0	0	696	410.7	13.5	128.2
MANJIMUP	14	55	456	699	65	19	1,308	42.9	1.0	2.4
MURRAY	86	31	379	179	33	0	709	92.4	73.0	2.5
NANNUP	0	7	200	247	22	14	490	7.9	10.0	0.5
WAROONA	2	28	229	76	4	2	340	14.0	0.2	7.2
Region	1,334	667	4,177	3,682	641	155	10,655	1149	214	717
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 12 - South West Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
AUGUSTA-MARGARET RIVER	1,981	5,127	1,269	47	8,424	8,283	7,812	3,771	1,073
BODDINGTON	221	640	251	0	1,113	6,698	3,154	1,960	50
BOYUP BROOK	88	1	1,604	1	1,693	3,121	2	3,744	2
BRIDGETOWN-GREENBUSHES	486	700	1,018	5	2,208	7,956	1,723	2,588	241
BUNBURY	7,389	0	0	0	7,389	12,532	0	0	0
BUSSELTON	3,793	2,117	798	28	6,736	7,356	2,087	3,852	1,242
CAPEL	1,180	970	575	122	2,847	4,202	3,086	3,752	18,546
COLLIE	672	1,734	324	1	2,731	3,892	4,518	2,819	406
DARDANUP	1,331	1,365	411	451	3,558	8,183	3,462	4,688	41,092
DONNYBROOK-BALINGUP	826	1,304	609	7	2,746	13,802	2,959	1,831	253
HARVEY	4,132	2,159	1,783	173	8,247	16,754	2,859	6,365	10,009
MANDURAH	10,778	0	0	0	10,778	8,411	0	0	0
MANJIMUP	1,196	1,384	1,831	6	4,417	7,579	1,935	2,634	95
MURRAY	1,870	627	814	0	3,311	7,988	885	4,569	0
NANNUP	221	468	118	593	1,400	13,729	1,331	483	26,544
WAROONA	478	2,394	49	0	2,921	7,605	6,106	648	53
Region	36,642	20,989	11,456	1,433	70,519	8,848	2,855	3,125	2,356
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 12 - South West Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
AUGUSTA-MARGARET RIVER	3,643	4,951	115	196	8,905	40.9%	55.6%	1.3%	2.2%	9,242	8,594
BODDINGTON	590	672	606	90	1,958	30.1%	34.3%	30.9%	4.6%	2,180	1,262
BOYUP BROOK	1,143	915	1,133	0	3,191	35.8%	28.7%	35.5%	0.0%	5,180	2,058
BRIDGETOWN-GREENBUSHES	1,553	935	1,506	6	4,000	38.8%	23.4%	37.7%	0.2%	5,540	2,488
BUNBURY	6,155	1,322	2,269	819	10,565	58.3%	12.5%	21.5%	7.8%	8,682	7,477
BUSSELTON	5,917	1,511	6,596	408	14,432	41.0%	10.5%	45.7%	2.8%	15,112	7,428
CAPEL	2,675	760	1,845	0	5,280	50.7%	14.4%	34.9%	0.0%	5,788	3,435
COLLIE	928	1,921	0	0	2,849	32.6%	67.4%	0.0%	0.0%	4,856	2,849
DARDANUP	2,704	1,096	739	485	5,024	53.8%	21.8%	14.7%	9.7%	5,480	3,800
DONNYBROOK-BALINGUP	1,592	1,481	1,601	56	4,730	33.7%	31.3%	33.8%	1.2%	5,906	3,073
HARVEY	3,983	4,584	1,511	2,875	12,953	30.7%	35.4%	11.7%	22.2%	9,352	8,567
MANDURAH	4,665	6,177	1,124	513	12,479	37.4%	49.5%	9.0%	4.1%	19,610	10,842
MANJIMUP	3,386	1,184	2,974	178	7,722	43.8%	15.3%	38.5%	2.3%	10,972	4,570
MURRAY	2,396	974	2,672	1,433	7,475	32.1%	13.0%	35.7%	19.2%	8,712	3,370
NANNUP	817	583	348	0	1,748	46.7%	33.4%	19.9%	0.0%	3,990	1,400
WAROONA	725	2,196	0	0	2,921	24.8%	75.2%	0.0%	0.0%	3,521	2,921
Region	42,872	31,262	25,039	7,059	106,232	40.4%	29.4%	23.6%	6.6%	124,124	74,134
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 12 - South West Regional Road Group

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
AUGUSTA-MARGARET RIVER	16	17	1,960	400	0	170	0
BODDINGTON	4	0	1,059	0	0	149	0
BOYUP BROOK	18	762	3,781	287	0	365	0
BRIDGETOWN-GREENBUSHES	15	196	2,186	255	0	280	0
BUNBURY	1	655	0	0	0	88	0
BUSSELTON	44	2,019	2,981	595	0	692	0
CAPEL	13	960	889	254	0	588	0
COLLIE	6	154	1,468	0	0	118	0
DARDANUP	18	941	1,733	103	0	242	0
DONNYBROOK-BALINGUP	31	1,078	3,743	683	0	327	0
HARVEY	17	5,573	1,548	55	0	320	80
MANDURAH	22	10,718	0	0	278	64	0
MANJIMUP	42	491	3,533	1,284	0	153	0
MURRAY	16	2,516	1,682	205	0	59	6
NANNUP	13	688	1,361	165	0	0	0
WAROONA	4	520	341	0	0	0	0
Region	280	27,287	28,266	4,284	278	3,615	86
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 12 - South West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

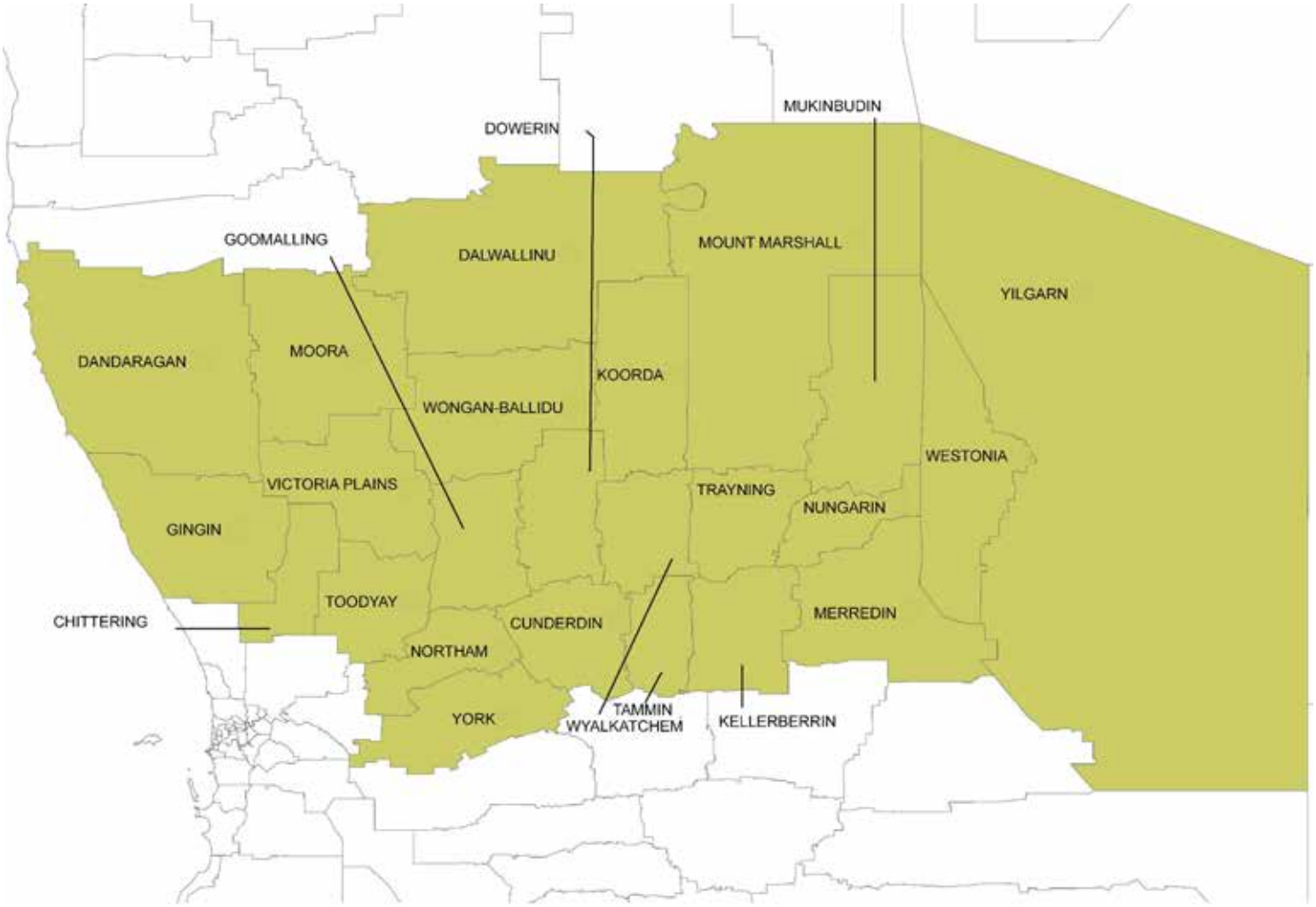
Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
AUGUSTA-MARGARET RIVER	837,030	2,297,291	1,981	5,127	2.37	2.23
BODDINGTON	115,490	710,379	221	640	1.91	0.90
BOYUP BROOK	98,685	1,141,989	88	1	0.89	0.00
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	486	700	2.27	0.49
BUNBURY	2,063,571	366,793	7,389	0	3.58	0.00
BUSSELTON	1,804,646	3,549,586	3,793	2,117	2.10	0.60
CAPEL	982,928	1,100,547	1,180	970	1.20	0.88
COLLIE	604,271	1,342,937	672	1,734	1.11	1.29
DARDANUP	569,266	1,379,898	1,331	1,365	2.34	0.99
DONNYBROOK-BALINGUP	209,467	1,541,901	826	1,304	3.94	0.85
HARVEY	863,192	2,643,042	4,132	2,159	4.79	0.82
MANDURAH	4,484,718	573,127	10,778	0	2.40	0.00
MANJIMUP	552,296	2,502,662	1,196	1,384	2.17	0.55
MURRAY	819,392	2,478,369	1,870	627	2.28	0.25
NANNUP	56,339	1,230,523	221	468	3.92	0.38
WAROONA	219,990	1,372,209	478	2,394	2.17	1.74
Region	14,495,086	25,652,614	36,642	20,989	2.53	0.82
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

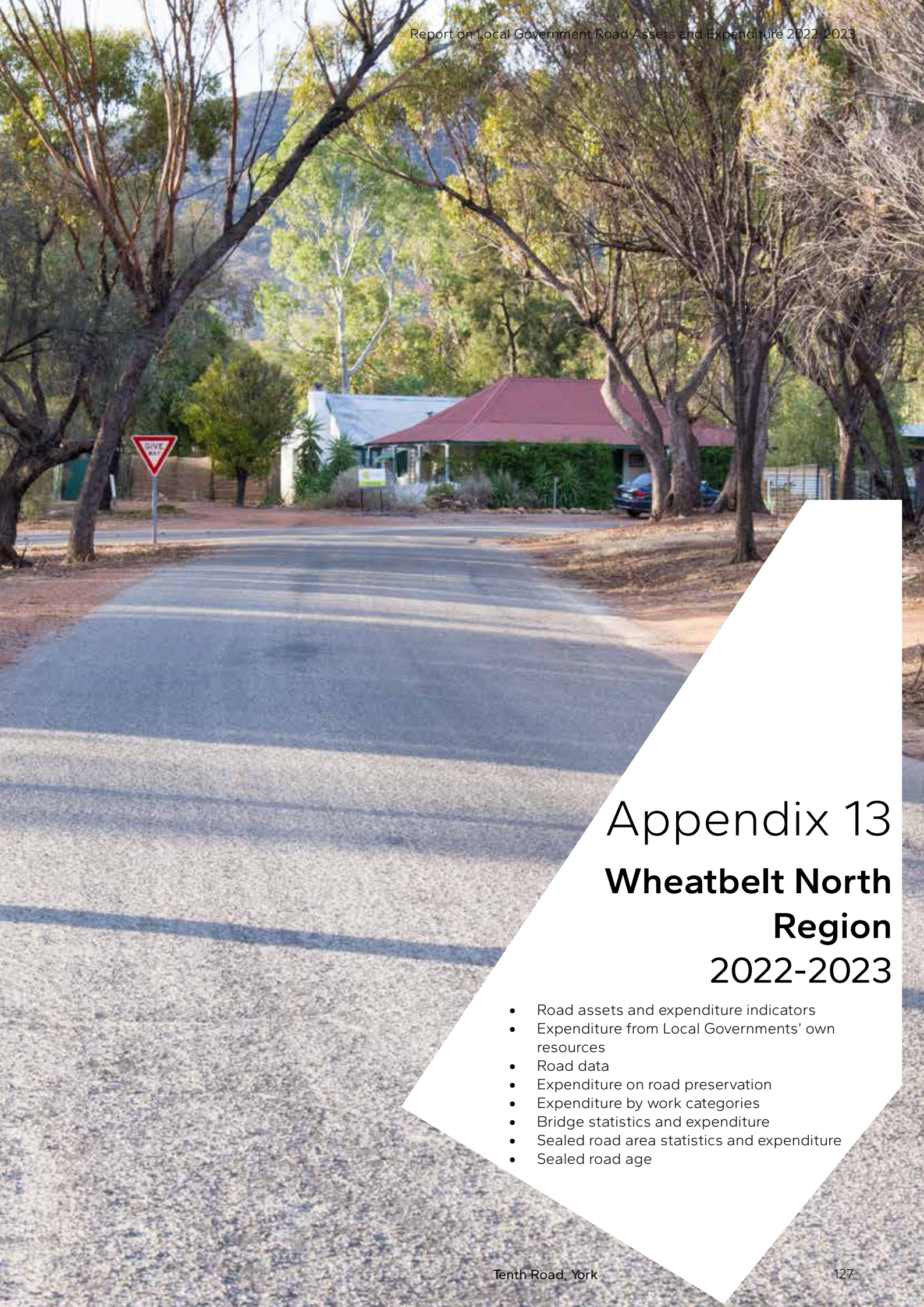
Appendix 12 - South West Regional Road Group

Table 8: Sealed road age 2022-23

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
AUGUSTA-MARGARET RIVER	125	31	25	23	392	33	25
BODDINGTON	15	13	7	10	108	15	9
BOYUP BROOK	10	40	31	0	207	39	28
BRIDGETOWN-GREENBUSHES	29	42	27	23	226	34	23
BUNBURY	267	41	26	25	52	33	28
BUSSELTON	267	63	24	21	581	63	24
CAPEL	149	24	17	17	178	30	20
COLLIE	72	43	22	14	188	32	23
DARDANUP	81	27	18	18	224	28	20
DONNYBROOK-BALINGUP	30	34	27	19	257	42	28
HARVEY	119	31	26	23	423	32	26
MANDURAH	614	31	27	27	78	32	27
MANJIMUP	69	41	35	23	456	40	33
MURRAY	117	26	16	15	379	26	16
NANNUP	7	49	33	0	200	38	30
WAROONA	30	40	25	11	229	31	23
Region	2,001	36	24	19	4,177	34	24

Wheatbelt North Region Map





Appendix 13

Wheatbelt North Region 2022-2023

- 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

Tenth Road, York

Appendix 13 - Wheatbelt North Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CHITTERING	0.45	3.2%	26%	0.36
CUNDERDIN	0.25	3.6%	188%	1.14
DALWALLINU	0.45	3.9%	25%	0.25
DANDARAGAN	0.46	3.2%	26%	0.31
DOWERIN	0.42	4.0%	163%	1.24
GINGIN	0.34	3.3%	49%	0.66
GOOMALLING	0.41	3.5%	50%	0.48
KELLERBERRIN	0.49	3.8%	3%	0.22
KOORDA	0.40	4.0%	82%	0.57
MERREDIN	0.40	3.4%	55%	0.45
MOORA	0.20	3.3%	334%	2.26
MOUNT MARSHALL	0.39	4.3%	52%	0.61
MUKINBUDIN	0.23	3.6%	70%	0.39
NORTHAM	0.31	2.5%	28%	0.79
NUNGARIN	0.41	3.9%	62%	0.63
TAMMIN	0.28	4.0%	46%	0.40
TOODYAY	0.39	2.9%	402%	0.39
TRAYNING	0.38	4.0%	23%	0.37
VICTORIA PLAINS	0.28	3.5%	31%	0.50
WESTONIA	0.25	4.4%	71%	0.48
WONGAN-BALLIDU	0.35	3.8%	42%	0.32
WYALKATCHEM	0.44	4.0%	67%	0.62
YILGARN	0.56	4.2%	32%	0.33
YORK	0.43	2.9%	38%	0.51
Region Average	0.38	3.5%	85%	0.58
State Average	0.53	2.5%	64%	0.73

Appendix 13 - Wheatbelt North Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
CHITTERING	4,637	2,994	65%	46%	46%	22%	485
CUNDERDIN	4,768	168	4%	106%	5%	5%	120
DALWALLINU	13,167	1,003	8%	140%	17%	6%	723
DANDARAGAN	5,774	1,177	20%	76%	13%	13%	350
DOWERIN	4,476	372	8%	133%	14%	14%	565
GINGIN	8,244	3,879	47%	57%	39%	27%	716
GOOMALLING	3,194	775	24%	86%	28%	27%	795
KELLERBERRIN	2,718	865	32%	109%	24%	8%	733
KOORDA	2,635	937	36%	143%	31%	31%	2360
MERREDIN	3,098	202	7%	97%	3%	3%	60
MOORA	15,243	1,950	13%	94%	35%	35%	819
MOUNT MARSHALL	4,253	1,022	24%	138%	24%	24%	2016
MUKINBUDIN	1,750	193	11%	128%	7%	7%	371
NORTHAM	6,426	2,387	37%	45%	19%	19%	216
NUNGARIN	1,490	424	28%	116%	23%	23%	1745
TAMMIN	1,467	0	0%	102%	0%	0%	0
TOODYAY	4,731	1,003	21%	65%	17%	17%	222
TRAYNING	1,948	350	18%	116%	13%	0%	1020
VICTORIA PLAINS	2,522	633	25%	126%	19%	19%	695
WESTONIA	1,877	259	14%	139%	10%	10%	863
WONGAN-BALLIDU	5,437	1,115	21%	132%	24%	0%	879
WYALKATCHEM	1,989	466	23%	106%	17%	16%	965
YILGARN	4,847	1,612	33%	133%	20%	17%	1420
YORK	2,717	1,490	55%	79%	26%	26%	412
Region	109,408	25,276	23%	94%	21%	17%	486
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 3: Road data 2022-23

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]
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	5	1,291	46.6	2.2	10.1
DOWERIN	1	6	165	502	192	66	932	7.1	1.0	3.4
GINGIN	14	69	402	348	26	17	875	12.5	0.0	2.2
GOOMALLING	0	7	111	382	80	3	582	9.5	7.0	1.5
KELLERBERRIN	1	17	219	425	266	7	934	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	178	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	1	2	132	334	23	17	509	3.9	1.2	0.0
TAMMIN	0	6	126	262	83	18	495	5.5	4.0	3.1
TOODYAY	6	7	299	269	33	20	634	10.7	0.2	2.0
TRAYNING	0	9	140	542	41	20	752	5.4	0.4	5.7
VICTORIA PLAINS	0	7	250	432	93	24	806	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	485	466	17	1,321	8.9	4.3	0.0
WYALKATCHEM	0	11	133	494	61	26	724	3.8	0.0	1.0
YILGARN	0	14	357	2,126	46	188	2,731	6.3	7.9	7.0
YORK	3	32	261	209	150	9	665	19.6	36.2	3.0
Region	89	415	6,275	12,806	3,677	644	23,905	277	396	140
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 13 - Wheatbelt North Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
CHITTERING	208	928	291	83	1,510	43,844	1,552	2,470	3,734
CUNDERDIN	723	4,040	0	0	4,763	14,292	9,588	0	0
DALWALLINU	610	412	994	0	2,016	11,371	601	942	0
DANDARAGAN	4	1,192	1,506	0	2,702	40	1,327	1,967	0
DOWERIN	287	2,985	1,204	0	4,476	14,756	9,700	2,398	0
GINGIN	2,155	1,149	1,509	0	4,813	13,067	1,452	4,349	0
GOOMALLING	220	550	450	70	1,290	11,081	2,822	1,185	875
KELLERBERRIN	27	67	676	193	964	571	157	1,595	726
KOORDA	130	1,593	590	174	2,487	5,633	3,749	1,230	576
MERREDIN	621	1,846	188	443	3,098	4,666	2,866	334	1,549
MOORA	259	12,668	397	0	13,325	4,411	23,200	706	13
MOUNT MARSHALL	330	754	2,440	0	3,524	20,299	1,506	3,366	0
MUKINBUDIN	340	818	585	7	1,750	16,683	2,637	1,012	58
NORTHAM	4,651	1,304	115	2	6,072	25,943	2,079	477	35
NUNGARIN	575	122	792	0	1,489	76,442	562	2,371	0
TAMMIN	239	243	363	24	869	17,083	1,203	1,390	291
TOODYAY	253	1,240	208	4	1,705	8,663	2,307	773	125
TRAYNING	259	277	756	0	1,292	11,544	1,094	1,411	0
VICTORIA PLAINS	21	894	1,378	21	2,315	1,289	1,865	3,192	228
WESTONIA	128	701	707	0	1,536	18,636	3,089	1,344	0
WONGAN-BALLIDU	236	1,092	465	0	1,793	3,984	1,954	963	0
WYALKATCHEM	102	776	1,054	0	1,932	2,970	3,497	2,134	0
YILGARN	12	1,020	2,540	0	3,572	333	1,483	1,201	0
YORK	605	507	1,605	0	2,717	7,423	1,085	7,752	0
Region	12,995	37,179	20,814	1,022	72,010	10,833	3,305	1,634	279
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
CHITTERING	1,238	302	3,068	29	4,637	26.7%	6.5%	66.2%	0.6%	4,335	1,540
CUNDERDIN	503	4,264	0	0	4,767	10.6%	89.4%	0.0%	0.0%	4,166	4,767
DALWALLINU	1,642	374	6,681	127	8,824	18.6%	4.2%	75.7%	1.4%	8,051	2,016
DANDARAGAN	1,352	1,417	3,005	0	5,774	23.4%	24.5%	52.0%	0.0%	8,801	2,769
DOWERIN	1,023	3,453	0	0	4,476	22.9%	77.1%	0.0%	0.0%	3,616	4,476
GINGIN	3,179	1,758	3,307	0	8,244	38.6%	21.3%	40.1%	0.0%	7,454	4,937
GOOMALLING	870	480	1,844	0	3,194	27.2%	15.0%	57.7%	0.0%	2,828	1,350
KELLERBERRIN	694	284	1,740	0	2,718	25.5%	10.4%	64.0%	0.0%	4,380	978
KOORDA	909	1,578	148	0	2,635	34.5%	59.9%	5.6%	0.0%	4,391	2,487
MERREDIN	1,419	1,679	0	0	3,098	45.8%	54.2%	0.0%	0.0%	6,931	3,098
MOORA	1,373	11,995	1,875	0	15,243	9.0%	78.7%	12.3%	0.0%	5,927	13,368
MOUNT MARSHALL	615	2,909	0	0	3,524	17.5%	82.5%	0.0%	0.0%	5,802	3,524
MUKINBUDIN	549	1,201	0	0	1,750	31.4%	68.6%	0.0%	0.0%	4,476	1,750
NORTHAM	2,966	3,288	172	0	6,426	46.2%	51.2%	2.7%	0.0%	7,904	6,254
NUNGARIN	688	801	0	0	1,489	46.2%	53.8%	0.0%	0.0%	2,374	1,489
TAMMIN	116	753	598	0	1,467	7.9%	51.3%	40.8%	0.0%	2,153	869
TOODYAY	868	1,121	2,598	144	4,731	18.3%	23.7%	54.9%	3.0%	5,038	1,989
TRAYNING	498	794	656	0	1,948	25.6%	40.8%	33.7%	0.0%	3,474	1,292
VICTORIA PLAINS	1,683	707	0	132	2,522	66.7%	28.0%	0.0%	5.2%	4,791	2,390
WESTONIA	448	1,088	70	0	1,606	27.9%	67.7%	4.4%	0.0%	3,208	1,536
WONGAN-BALLIDU	917	876	3,644	0	5,437	16.9%	16.1%	67.0%	0.0%	5,583	1,793
WYALKATCHEM	719	1,213	57	0	1,989	36.1%	61.0%	2.9%	0.0%	3,131	1,932
YILGARN	1,398	2,174	1,275	0	4,847	28.8%	44.9%	26.3%	0.0%	10,765	3,572
YORK	1,663	1,054	0	0	2,717	61.2%	38.8%	0.0%	0.0%	5,300	2,717
Region	27,330	45,563	30,738	432	104,063	26.3%	43.8%	29.5%	0.4%	124,877	72,893
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 13 - Wheatbelt North Regional Road Group

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CHITTERING	10	237	681	331	0	30	528
CUNDERDIN	5	196	409	37	0	4	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	67	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	5	0	989	0	0	124	0
GOOMALLING	6	30	810	0	0	60	0
KELLERBERRIN	4	379	149	0	0	14	0
KOORDA	0	0	0	0	0	0	0
MERREDIN	4	485	0	0	0	0	0
MOORA	8	1,329	579	0	0	43	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM	26	3,056	5,682	62	0	182	0
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	14	1,740	2,818	0	0	284	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	8	0	1,498	0	0	75	0
WESTONIA	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0
YORK	19	240	3,209	156	0	0	0
Region	111	7,761	17,307	586	0	883	528
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 13 - Wheatbelt North Regional Road Group

Table 7: Sealed road area statistics and expenditure 2022-23

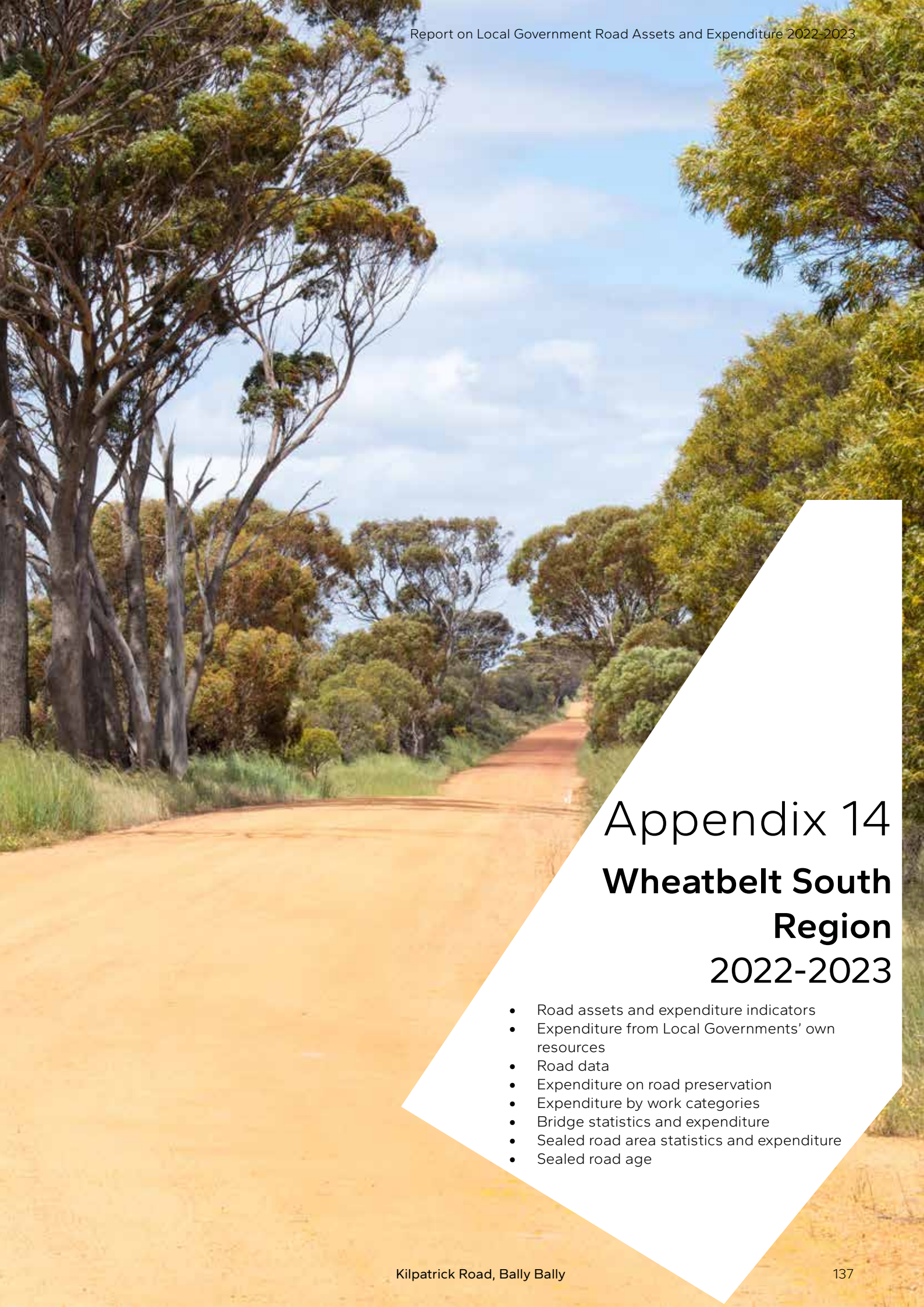
Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CHITTERING	16,604	2,092,772	208	928	12.53	0.44
CUNDERDIN	177,057	1,474,755	723	4,040	4.08	2.74
DALWALLINU	187,763	2,399,187	610	412	3.25	0.17
DANDARAGAN	352,770	3,143,895	4	1,192	0.01	0.38
DOWERIN	68,073	1,077,083	287	2,985	4.22	2.77
GINGIN	577,227	2,770,240	2,155	1,149	3.73	0.41
GOOMALLING	69,486	682,190	220	550	3.17	0.81
KELLERBERRIN	165,510	1,502,746	27	67	0.16	0.04
KOORDA	80,781	1,487,596	130	1,593	1.61	1.07
MERREDIN	465,842	2,254,086	621	1,846	1.33	0.82
MOORA	205,506	1,911,197	259	12,668	1.26	6.63
MOUNT MARSHALL	56,899	1,752,673	330	754	5.80	0.43
MUKINBUDIN	71,332	1,085,704	340	818	4.77	0.75
NORTHAM	627,476	2,194,934	4,651	1,304	7.41	0.59
NUNGARIN	26,327	759,509	575	122	21.84	0.16
TAMMIN	48,967	706,030	239	243	4.88	0.34
TOODYAY	102,216	1,882,039	253	1,240	2.48	0.66
TRAYNING	78,523	885,971	259	277	3.30	0.31
VICTORIA PLAINS	57,039	1,678,288	21	894	0.37	0.53
WESTONIA	24,039	794,340	128	701	5.32	0.88
WONGAN-BALLIDU	207,348	1,956,067	236	1,092	1.14	0.56
WYALKATCHEM	120,199	776,578	102	776	0.85	1.00
YILGARN	126,190	2,408,015	12	1,020	0.10	0.42
YORK	285,258	1,635,572	605	507	2.12	0.31
Region	4,198,432	39,311,467	12,995	37,179	3.10	0.95
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Appendix 13 - Wheatbelt North Regional Road Group

Table 8: Sealed road age 2022-23

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
CHITTERING	2	25	17	14	292	27	19
CUNDERDIN	19	44	18	10	230	51	28
DALWALLINU	22	41	19	18	465	36	17
DANDARAGAN	44	29	22	17	463	31	20
DOWERIN	7	37	21	25	165	39	20
GINGIN	83	37	29	19	402	33	24
GOOMALLING	7	47	26	0	111	39	22
KELLERBERRIN	17	34	19	13	219	29	17
KOORDA	7	34	20	0	242	43	18
MERREDIN	49	31	23	20	370	34	26
MOORA	24	62	32	34	313	63	28
MOUNT MARSHALL	8	29	26	0	292	37	24
MUKINBUDIN	9	59	37	0	178	61	36
NORTHAM	81	55	30	21	387	47	26
NUNGARIN	3	44	30	8	132	43	17
TAMMIN	6	39	32	24	126	42	30
TOODYAY	13	36	16	11	299	36	24
TRAYNING	9	38	31	20	140	39	26
VICTORIA PLAINS	7	57	30	0	250	48	23
WESTONIA	3	40	40	0	115	51	38
WONGAN-BALLIDU	22	34	28	31	331	35	27
WYALKATCHEM	11	31	28	0	133	31	23
YILGARN	14	40	15	0	357	23	11
YORK	36	30	19	18	261	31	22
Region	503	40	25	19	6,275	40	24

Wheatbelt South Region Map



Appendix 14

Wheatbelt South Region 2022-2023

- 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

Kilpatrick Road, Bally Bally

Appendix 14 - Wheatbelt South Regional Road Group

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.53	2.8%	42%	0.52
BROOKTON	0.53	3.1%	32%	0.35
BRUCE ROCK	0.45	3.0%	39%	0.41
CORRIGIN	0.18	3.6%	31%	0.34
CUBALLING	0.44	3.1%	230%	1.21
DUMBLEYUNG	0.50	3.8%	207%	1.03
KONDININ	0.39	4.2%	71%	0.47
KULIN	0.41	4.1%	15%	0.21
LAKE GRACE	0.54	4.3%	50%	0.43
NAREMBEEN	0.30	4.1%	0%	0.27
NARROGIN	0.47	3.4%	53%	0.69
PINGELLY	0.46	3.2%	49%	0.45
QUAIRADING	0.37	3.4%	14%	0.15
WAGIN	0.54	3.4%	20%	0.38
WANDERING	0.38	3.0%	26%	0.54
WEST ARTHUR	0.48	3.2%	12%	0.29
WICKEPIN	0.43	3.9%	108%	0.52
WILLIAMS	0.57	3.2%	56%	0.61
Region Average	0.44	3.5%	54%	0.47
State Average	0.53	2.5%	64%	0.73

Appendix 14 - Wheatbelt South Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
BEVERLEY	3,514	1,966	56%	94%	52%	45%	1113
BROOKTON	3,076	727	24%	82%	26%	26%	768
BRUCE ROCK	3,136	423	13%	142%	11%	11%	445
CORRIGIN	4,027	808	20%	122%	21%	16%	711
CUBALLING	4,693	631	13%	104%	30%	26%	735
DUMBLEYUNG	5,410	121	2%	134%	4%	4%	182
KONDININ	4,782	801	17%	114%	16%	9%	925
KULIN	6,320	714	11%	137%	16%	13%	931
LAKE GRACE	5,121	1,450	28%	131%	20%	12%	1138
NAREMBEEN	3,798	214	6%	146%	5%	0%	253
NARROGIN	3,893	334	9%	60%	5%	5%	69
PINGELLY	1,518	0	0%	80%	0%	0%	0
QUAIRADING	2,307	850	37%	112%	24%	24%	864
WAGIN	1,787	125	7%	89%	3%	3%	70
WANDERING	1,823	947	52%	85%	62%	50%	2202
WEST ARTHUR	2,288	814	36%	120%	26%	15%	1032
WICKEPIN	2,037	738	36%	119%	24%	17%	1025
WILLIAMS	2,370	966	41%	94%	39%	29%	944
Region	61,900	12,629	20%	110%	19%	15%	578
State	1,046,143	483,304	46%	27%	17.9%	14.2%	180

Total Expenditure includes flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 3: Road data 2022-23

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]
BEVERLEY	1	13	219	331	129	12	706	12.8	0.0	1.7
BROOKTON	0	10	105	332	88	2	537	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
CUBALLING	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	214	1,091	101	19	1,432	3.8	0.7	6.3
LAKE GRACE	1	15	207	1,837	159	57	2,276	0.3	0.0	0.0
NAREMBEEN	0	8	284	907	193	16	1,410	1.7	5.4	5.2
NARROGIN	5	44	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
QUAIRADING	10	4	262	415	156	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	1	7	224	491	120	10	852	7.4	2.7	2.2
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	0.0
WILLIAMS	1	8	144	263	39	5	460	7.6	3.1	4.5
Region	26	212	3,737	10,131	2,596	326	17,027	123	111	76
State	13,005	3,636	24,559	55,451	21,196	9,437	127,284	10,940	993	4,418

Appendix 14 - Wheatbelt South Regional Road Group

Table 4: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
BEVERLEY	1,513	542	706	0	2,761	36,085	1,323	2,135	0
BROOKTON	305	99	662	0	1,066	12,183	561	1,993	0
BRUCE ROCK	1,284	444	383	138	2,248	30,010	654	659	1,049
CORRIGIN	377	593	798	10	1,779	9,671	1,255	1,405	71
CUBALLING	53	3,150	351	168	3,722	22,325	10,907	1,678	1,027
DUMBLEYUNG	25	4,325	808	9	5,167	1,292	9,613	1,266	80
KONDININ	336	1,058	1,110	0	2,504	10,915	3,151	1,106	0
KULIN	23	262	1,041	0	1,326	1,178	637	955	0
LAKE GRACE	169	868	2,691	2	3,731	4,662	2,215	1,466	14
NAREMBEEN	0	0	1,616	0	1,616	0	0	1,782	0
NARROGIN	1,344	1,008	814	55	3,221	9,509	2,669	2,753	223
PINGELLY	276	599	446	45	1,366	8,500	1,856	2,433	291
QUAIRADING	233	176	253	4	666	7,289	390	609	25
WAGIN	435	2	922	2	1,361	5,655	10	2,365	10
WANDERING	71	207	976	1	1,255	10,804	1,185	5,109	19
WEST ARTHUR	69	291	998	88	1,446	4,010	667	2,039	728
WICKEPIN	0	1,485	256	18	1,759	0	4,930	655	66
WILLIAMS	88	861	754	28	1,731	4,470	3,026	2,883	734
Region	6,601	15,972	15,584	568	38,725	10,605	2,385	1,550	205
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 5: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
BEVERLEY	1,007	1,906	585	16	3,514	28.7%	54.2%	16.6%	0.5%	5,592	2,913
BROOKTON	821	374	1,883	0	3,078	26.7%	12.2%	61.2%	0.0%	3,369	1,195
BRUCE ROCK	1,786	761	589	0	3,136	56.9%	24.3%	18.8%	0.0%	6,267	2,547
CORRIGIN	1,333	446	2,247	0	4,026	33.1%	11.1%	55.8%	0.0%	5,237	1,779
CUBALLING	721	3,034	938	0	4,693	15.4%	64.6%	20.0%	0.0%	3,105	3,755
DUMBLEYUNG	476	4,702	233	0	5,411	8.8%	86.9%	4.3%	0.0%	5,038	5,178
KONDININ	1,007	1,497	2,089	189	4,782	21.1%	31.3%	43.7%	4.0%	5,357	2,504
KULIN	982	344	4,964	0	6,290	15.6%	5.5%	78.9%	0.0%	6,185	1,326
LAKE GRACE	1,734	2,012	327	1,048	5,121	33.9%	39.3%	6.4%	20.5%	8,666	3,746
NAREMBEEN	1,153	463	2,182	0	3,798	30.4%	12.2%	57.5%	0.0%	5,885	1,616
NARROGIN	2,170	1,063	0	660	3,893	55.7%	27.3%	0.0%	17.0%	4,661	3,233
PINGELLY	546	972	0	0	1,518	36.0%	64.0%	0.0%	0.0%	3,380	1,518
QUAIRADING	610	90	14	1,593	2,307	26.4%	3.9%	0.6%	69.1%	4,720	700
WAGIN	578	802	407	0	1,787	32.3%	44.9%	22.8%	0.0%	3,647	1,380
WANDERING	750	524	548	0	1,822	41.2%	28.8%	30.1%	0.0%	2,374	1,274
WEST ARTHUR	1,052	488	692	0	2,232	47.1%	21.9%	31.0%	0.0%	5,327	1,540
WICKEPIN	294	1,515	228	0	2,037	14.4%	74.4%	11.2%	0.0%	3,479	1,809
WILLIAMS	743	1,009	618	0	2,370	31.4%	42.6%	26.1%	0.0%	2,857	1,752
Region	17,763	22,002	18,544	3,506	61,815	28.7%	35.6%	30.0%	5.7%	85,147	39,765
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 14 - Wheatbelt South Regional Road Group

Table 6: Bridge statistics and expenditure 2022-23

Council	Number	Bridge deck area [sq metres]				Expenditure $000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BEVERLEY	26	112	5,628	270	0	152	0
BROOKTON	15	137	1,011	1,570	0	129	0
BRUCE ROCK	70	3,975	0	0	0	298	0
CORRIGIN	2	0	230	0	0	0	0
CUBALLING	12	0	2,065	221	0	33	0
DUMBLEYUNG	5	70	628	112	0	11	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	15	8
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN	6	0	530	90	181	12	0
PINGELLY	15	42	591	849	0	152	0
QUAIRADING	14	222	797	338	0	34	0
WAGIN	7	559	561	0	0	19	0
WANDERING	14	457	1,502	580	0	19	38
WEST ARTHUR	16	106	3,677	442	0	94	0
WICKEPIN	4	33	274	54	0	50	0
WILLIAMS	5	525	779	0	0	21	0
Region	212	6,331	18,272	4,527	181	1,039	46
State	890	84,206	82,866	10,959	2,992	8,204	3,356

Appendix 14 - Wheatbelt South Regional Road Group

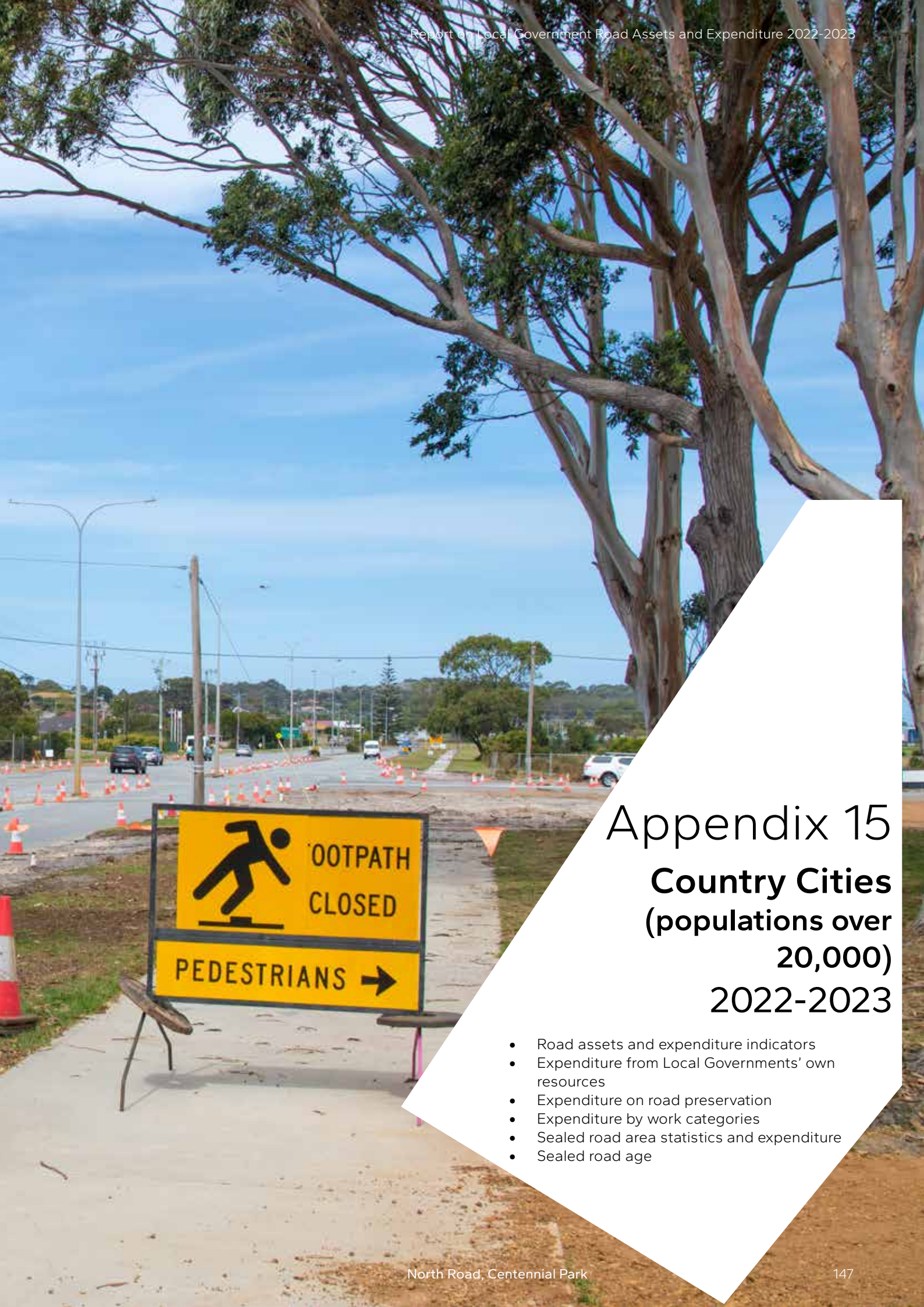
Table 7: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
BEVERLEY	146,752	1,434,021	1,513	542	10.31	0.38
BROOKTON	87,619	618,013	305	99	3.48	0.16
BRUCE ROCK	149,701	2,374,132	1,284	444	8.57	0.19
CORRIGIN	136,438	1,655,246	377	593	2.76	0.36
CUBALLING	8,309	1,010,871	53	3,150	6.38	3.12
DUMBLEYUNG	67,747	1,574,675	25	4,325	0.37	2.75
KONDININ	107,743	1,175,294	336	1,058	3.12	0.90
KULIN	68,357	1,438,973	23	262	0.34	0.18
LAKE GRACE	126,878	1,372,194	169	868	1.33	0.63
NAREMBEEN	75,240	1,704,280	0	0	0.00	0.00
NARROGIN	494,714	1,321,902	1,344	1,008	2.72	0.76
PINGELLY	113,641	1,130,687	276	599	2.43	0.53
QUAIRADING	111,875	1,583,353	233	176	2.08	0.11
WAGIN	269,217	782,046	435	2	1.62	0.00
WANDERING	23,001	612,035	71	207	3.09	0.34
WEST ARTHUR	60,222	1,528,531	69	291	1.15	0.19
WICKEPIN	62,004	1,054,106	0	1,485	0.00	1.41
WILLIAMS	68,910	995,882	88	861	1.28	0.86
Region	2,178,366	23,366,237	6,601	15,972	3.03	0.68
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Appendix 14 - Wheatbelt South Regional Road Group

Table 8: Sealed road age 2022-23

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
BEVERLEY	13	25	17	17	219	19	13
BROOKTON	10	18	16	10	105	17	15
BRUCE ROCK	14	55	22	8	430	37	23
CORRIGIN	13	58	54	49	317	46	36
CUBALLING	1	32	19	0	162	30	19
DUMBLEYUNG	7	50	35	0	226	31	12
KONDININ	12	46	21	0	181	41	27
KULIN	7	50	34	0	214	37	24
LAKE GRACE	16	48	31	5	207	21	14
NAREMBEEN	9	61	30	21	284	47	28
NARROGIN	49	42	15	10	194	31	15
PINGELLY	16	55	39	0	180	22	17
QUAIRADING	13	50	16	16	262	48	17
WAGIN	28	28	23	26	143	26	13
WANDERING	3	42	34	0	89	37	25
WEST ARTHUR	7	33	6	3	224	42	8
WICKEPIN	9	40	28	0	156	34	20
WILLIAMS	9	36	24	5	144	26	10
Region	237	43	26	15	3,737	33	19



Appendix 15

Country Cities (populations over 20,000) 2022-2023

- 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

North Road, Centennial Park

Appendix 15 - Country Cities (populations over 20,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.40	2.6%	80%	1.09
BUNBURY	0.49	1.8%	48%	0.86
BUSSELTON	0.28	2.0%	29%	0.49
GREATER GERALDTON	0.46	2.3%	19%	1.12
HARVEY	0.51	2.2%	51%	0.92
KALGOORLIE-BOULDER	0.24	2.8%	210%	1.45
KARRATHA	0.75	2.5%	59%	0.87
MANDURAH	0.65	1.5%	68%	0.55
Region Average	0.48	2.1%	68%	0.90
State Average	0.53	2.5%	64%	0.68

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
ALBANY	20,275	11,816	58%	31%	31%	27%	292
BUNBURY	10,566	7,327	69%	16%	22%	17%	213
BUSSELTON	14,431	8,503	59%	22%	18%	10%	198
GREATER GERALDTON	22,994	13,443	58%	36%	34%	28%	324
HARVEY	13,237	6,276	47%	26%	25%	21%	208
KALGOORLIE-BOULDER	22,242	13,598	61%	39%	43%	38%	443
KARRATHA	11,530	7,728	67%	29%	31%	24%	325
MANDURAH	12,479	6,679	54%	10%	9%	8%	70
Region	127,754	75,370	59%	24%	24%	19%	222
State	1,046,143	483,304	46%	27%	17.9%	14%	180

Total Expenditure includes flood damage.

Appendix 15 - Country Cities (populations over 20,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
ALBANY	9,132	2,954	4,594	75	16,754	16,559	3,273	5,858	5,518
BUNBURY	7,389	0	0	0	7,389	12,532	0	0	0
BUSSELTON	3,793	2,117	798	28	6,736	7,356	2,087	3,852	1,242
GREATER GERALDTON	12,445	2,981	4,117	0	19,543	19,136	2,824	4,274	0
HARVEY	4,132	2,159	1,783	173	8,247	16,754	2,859	6,365	10,009
KALGOORLIE-BOULDER	16,498	1,608	636	975	19,717	21,878	3,758	1,210	2,762
KARRATHA	7,559	0	705	0	8,264	15,225	0	2,391	0
MANDURAH	10,778	0	0	0	10,778	8,411	0	0	0
Region	71,726	11,819	12,633	1,250	97,428	14,104	2,592	4,079	2,426
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
ALBANY	9,293	7,509	0	3,368	20,170	46.1%	37.2%	0.0%	16.7%	15,467	16,802
BUNBURY	6,155	1,322	2,269	819	10,565	58.3%	12.5%	21.5%	7.8%	8,682	7,477
BUSSELTON	5,917	1,511	6,596	408	14,432	41.0%	10.5%	45.7%	2.8%	15,112	7,428
GREATER GERALDTON	7,636	12,528	437	2,183	22,784	33.5%	55.0%	1.9%	9.6%	18,000	20,164
HARVEY	3,983	4,584	1,511	2,875	12,953	30.7%	35.4%	11.7%	22.2%	9,352	8,567
KALGOORLIE-BOULDER	3,105	16,612	2,526	0	22,243	14.0%	74.7%	11.4%	0.0%	13,562	19,717
KARRATHA	5,614	2,683	3,038	195	11,530	48.7%	23.3%	26.3%	1.7%	9,491	8,297
MANDURAH	4,665	6,177	1,124	513	12,479	37.4%	49.5%	9.0%	4.1%	19,610	10,842
Region	46,368	52,926	17,501	10,361	127,156	36.5%	41.6%	13.8%	8.1%	109,275	99,294
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 15 - Country Cities (populations over 20,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
ALBANY	1,930,238	3,158,175	9,132	2,954	4.73	0.94
BUNBURY	2,063,571	366,793	7,389	0	3.58	0.00
BUSSELTON	1,804,646	3,549,586	3,793	2,117	2.10	0.60
GREATER GERALDTON	2,276,166	3,694,911	12,445	2,981	5.47	0.81
HARVEY	863,192	2,643,042	4,132	2,159	4.79	0.82
KALGOORLIE-BOULDER	2,639,311	1,497,519	16,498	1,608	6.25	1.07
KARRATHA	1,737,728	401,270	7,559	0	4.35	0.00
MANDURAH	4,484,718	573,127	10,778	0	2.40	0.00
Region	17,799,570	15,884,423	71,726	11,819	4.03	0.74
State	127,975,602	157,183,625	426,058	121,738	3.33	0.77

Table 6: Sealed road age 2022-23

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
ALBANY	273	36	25	26	502	32	20
BUNBURY	267	41	26	25	52	33	28
BUSSELTON	267	63	24	21	581	63	24
GREATER GERALDTON	290	46	24	23	532	33	23
HARVEY	119	31	26	23	423	32	26
KALGOORLIE-BOULDER	232	55	34	35	367	38	26
KARRATHA	217	0	35	8	48	0	38
MANDURAH	614	31	27	27	78	32	27
Region		43	28	24		38	27

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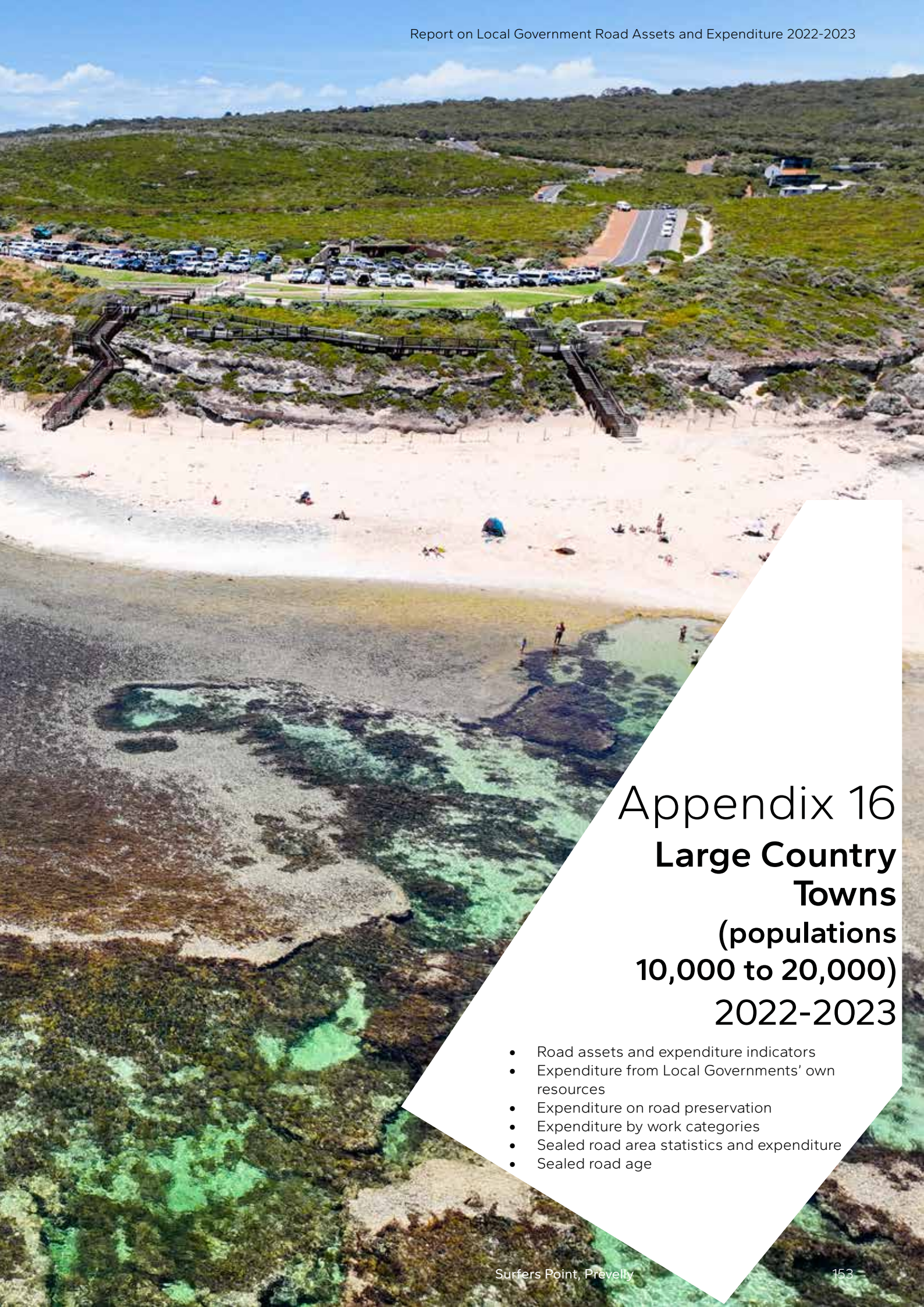

Appendix 16
Large Country Towns (populations 10,000 to 20,000) 2022-2023

- 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

Surfers Point, Prevelly

Appendix 16 - Large Country Towns (populations 10,000 to 20,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA MARGARET RIVER	0.44	2.7%	88%	0.93
BROOME	0.51	2.8%	35%	0.49
CAPEL	0.57	2.4%	38%	0.59
DARDANUP	0.57	2.1%	43%	0.69
EAST PILBARA	0.47	4.0%	96%	0.90
ESPERANCE	0.56	3.3%	68%	0.50
MURRAY	0.61	2.2%	23%	0.39
NORTHAM	0.31	2.5%	28%	0.79
PORT HEDLAND	0.43	2.5%	46%	1.50
Region Average	0.51	2.8%	53%	0.74
State Average	0.53	2.5%	64%	0.68

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
AUGUSTA MARGARET RIVER	8,906	4,831	54%	31%	26%	24%	282
BROOME	4,019	1,992	50%	14%	11%	9%	117
CAPEL	5,279	3,987	76%	29%	27%	18%	214
DARDANUP	5,024	2,817	56%	23%	23%	19%	192
EAST PILBARA	11,086	4,252	38%	74%	23%	18%	391
ESPERANCE	19,220	7,281	38%	87%	30%	18%	514
MURRAY	7,475	330	4%	32%	2%	2%	18
NORTHAM	6,426	2,387	37%	45%	19%	19%	216
PORT HEDLAND	12,631	8,032	64%	24%	36%	25%	509
Region	80,066	35,909	45%	42%	23%	17%	261
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 16 - Large Country Towns (populations 10,000 to 20,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
AUGUSTA MARGARET RIVER	1,981	5,127	1,269	47	8,424	8,283	7,812	3,771	1,073
BROOME	1,594	360	0	526	2,480	6,496	3,346	0	9,288
CAPEL	1,180	970	575	122	2,847	4,202	3,086	3,752	18,546
DARDANUP	1,331	1,365	411	451	3,558	8,183	3,462	4,688	41,092
EAST PILBARA	2,574	318	3,119	2,675	8,686	24,539	2,029	2,041	2,637
ESPERANCE	1,691	6,092	3,762	49	11,594	6,052	3,804	1,261	212
MURRAY	1,870	627	814	0	3,311	7,988	885	4,569	0
NORTHAM	4,651	1,304	115	2	6,072	25,943	2,079	477	35
PORT HEDLAND	9,635	0	227	0	9,862	33,023	0	1,104	0
Region	26,507	16,164	10,293	3,871	56,834	13,212	3,351	2,220	2,971
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
AUGUSTA MARGARET RIVER	3,643	4,951	115	196	8,905	40.9%	55.6%	1.3%	2.2%	9,242	8,594
BROOME	2,019	461	1,529	0	4,009	50.4%	11.5%	38.1%	0.0%	5,040	2,480
CAPEL	2,675	760	1,845	0	5,280	50.7%	14.4%	34.9%	0.0%	5,788	3,435
DARDANUP	2,704	1,096	739	485	5,024	53.8%	21.8%	14.7%	9.7%	5,480	3,800
EAST PILBARA	2,162	6,524	2,272	128	11,086	19.5%	58.8%	20.5%	1.2%	9,688	8,686
ESPERANCE	4,972	6,622	6,006	1,620	19,220	25.9%	34.5%	31.2%	8.4%	23,175	11,594
MURRAY	2,396	974	2,672	1,433	7,475	32.1%	13.0%	35.7%	19.2%	8,712	3,370
NORTHAM	2,966	3,288	172	0	6,426	46.2%	51.2%	2.7%	0.0%	7,904	6,254
PORT HEDLAND	1,548	8,314	806	1,901	12,569	12.3%	66.1%	6.4%	15.1%	6,581	9,862
Region	25,085	32,990	16,156	5,763	79,994	31.4%	41.2%	20.2%	7.2%	81,610	58,075
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 16 - Large Country Towns (populations 10,000 to 20,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
AUGUSTA MARGARET RIVER	837,030	2,297,291	1,981	5,127	2.37	2.23
BROOME	858,802	376,613	1,594	360	1.86	0.96
CAPEL	982,928	1,100,547	1,180	970	1.20	0.88
DARDANUP	569,266	1,379,898	1,331	1,365	2.34	0.99
EAST PILBARA	367,137	548,618	2,574	318	7.01	0.58
ESPERANCE	977,949	5,605,677	1,691	6,092	1.73	1.09
MURRAY	819,392	2,478,369	1,870	627	2.28	0.25
NORTHAM	627,476	2,194,934	4,651	1,304	7.41	0.59
PORT HEDLAND	1,021,177	500,096	9,635	0	9.44	0.00
Region	7,061,156	16,482,041	26,507	16,164	3.75	0.98
State	127,975,602	157,183,625	425,997	121,672	3.33	0.77

Table 6: Sealed road age 2022-23

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
AUGUSTA MARGARET RIVER	125	31	25	23	392	33	25
BROOME	109	30	16	17	55	26	18
CAPEL	149	24	17	17	178	30	20
DARDANUP	81	27	18	18	224	28	20
EAST PILBARA	47	42	33	30	83	24	23
ESPERANCE	121	33	24	24	787	22	15
MURRAY	117	26	16	15	379	26	16
NORTHAM	81	55	30	21	387	47	26
PORT HEDLAND	135	39	33	22	61	26	24
Region		34	24	21		29	21

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Appendix 17

Country Towns (populations 5,000 to 10,000) 2022-2023

- 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

Ocean Beach Road, Ocean Beach

Appendix 17 - Country Towns (populations 5,000 to 10,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.64	3.6%	63%	1.25
BRIDGETOWN-GREENBUSHES	0.41	3.0%	28%	0.45
CARNARVON	0.60	3.4%	31%	0.68
CHITTERING	0.45	3.2%	26%	0.36
COLLIE	0.40	2.7%	61%	0.59
DENMARK	0.48	2.9%	45%	0.91
DERBY-WEST KIMBERLEY	0.46	4.1%	127%	0.92
DONNYBROOK-BALINGUP	0.36	2.7%	54%	0.52
GINGIN	0.34	3.3%	49%	0.66
MANJIMUP	0.34	2.8%	33%	0.42
PLANTAGENET	0.40	3.6%	57%	0.67
WYNDHAM-EAST KIMBERLEY	0.39	3.2%	13%	0.22
Region Average	0.41	3.2%	43%	0.31
State Average	0.53	2.5%	64%	0.68

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
ASHBURTON	7,037	4,145	59%	21%	22%	22%	312
BRIDGETOWN-GREENBUSHES	4,000	367	9%	69%	5%	5%	76
CARNARVON	12,870	1,201	9%	110%	14%	13%	240
CHITTERING	4,637	2,994	65%	46%	46%	22%	485
COLLIE	2,849	570	20%	38%	7%	7%	66
DENMARK	5,089	1,872	37%	33%	26%	20%	291
DERBY-WEST KIMBERLEY	10,192	969	10%	70%	9%	9%	118
DONNYBROOK-BALINGUP	4,730	1,505	32%	58%	21%	14%	241
GINGIN	8,244	3,879	47%	57%	39%	27%	716
MANJIMUP	7,721	2,260	29%	70%	18%	12%	249
PLANTAGENET	4,962	1,444	29%	75%	18%	18%	270
WYNDHAM-EAST KIMBERLEY	5,804	286	5%	65%	3%	3%	39
Region	67,098	16,980	28%	57%	19%	15%	250
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 17 - Country Towns (populations 5,000 to 10,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
ASHBURTON	1,871	140	3,854	1,133	6,997	14,350	619	7,873	4,028
BRIDGETOWN-GREENBUSHES	486	700	1,018	5	2,208	7,956	1,723	2,588	241
CARNARVON	1,785	732	2,109	114	4,740	15,457	1,515	7,367	124
CHITTERING	208	928	291	83	1,510	43,844	1,552	2,470	3,734
COLLIE	672	1,734	324	1	2,731	3,892	4,518	2,819	406
DENMARK	739	675	2,054	35	3,503	7,082	2,400	6,422	708
DERBY-WEST KIMBERLEY	2,831	0	1,906	0	4,737	30,198	0	4,213	0
DONNYBROOK-BALINGUP	826	1,304	609	7	2,746	13,802	2,959	1,831	253
GINGIN	2,155	1,149	1,509	0	4,813	13,067	1,452	4,349	0
MANJIMUP	1,196	1,384	1,831	6	4,417	7,579	1,935	2,634	95
PLANTAGENET	997	1,587	1,885	72	4,541	13,018	2,457	3,354	201
WYNDHAM-EAST KIMBERLEY	1,186	151	358	0	1,695	8,305	338	2,260	0
Region	12,595	9,643	12,878	318	35,433	11,524	2,012	3,766	85
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
ASHBURTON	1,935	5,062	0	0	6,997	27.7%	72.3%	0.0%	0.0%	5,614	6,997
BRIDGETOWN-GREENBUSHES	1,553	935	1,506	6	4,000	38.8%	23.4%	37.7%	0.2%	5,540	2,488
CARNARVON	1,977	2,763	499	0	5,239	37.7%	52.7%	9.5%	0.0%	6,972	4,740
CHITTERING	1,238	302	3,068	29	4,637	26.7%	6.5%	66.2%	0.6%	4,335	1,540
COLLIE	928	1,921	0	0	2,849	32.6%	67.4%	0.0%	0.0%	4,856	2,849
DENMARK	1,674	1,959	53	1,403	5,089	32.9%	38.5%	1.0%	27.6%	3,984	3,633
DERBY-WEST KIMBERLEY	1,203	3,534	360	0	5,097	23.6%	69.3%	7.1%	0.0%	5,151	4,737
DONNYBROOK-BALINGUP	1,592	1,481	1,601	56	4,730	33.7%	31.3%	33.8%	1.2%	5,906	3,073
GINGIN	3,179	1,758	3,307	0	8,244	38.6%	21.3%	40.1%	0.0%	7,454	4,937
MANJIMUP	3,386	1,184	2,974	178	7,722	43.8%	15.3%	38.5%	2.3%	10,972	4,570
PLANTAGENET	1,700	2,843	221	132	4,896	34.7%	58.1%	4.5%	2.7%	6,774	4,543
WYNDHAM-EAST KIMBERLEY	1,516	190	67	330	2,103	72.1%	9.0%	3.2%	15.7%	7,777	1,706
Region	18,393	17,935	12,150	2,128	50,606	36.3%	35.4%	24.0%	4.2%	64,181	36,328
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 17 - Country Towns (populations 5,000 to 10,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
ASHBURTON	456,329	789,498	1,871	140	4.10	0.18
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	486	700	2.27	0.49
CARNARVON	404,189	1,691,059	1,785	732	4.42	0.43
CHITTERING	16,604	2,092,772	208	928	12.53	0.44
COLLIE	604,271	1,342,937	672	1,734	1.11	1.29
DENMARK	365,227	984,499	739	675	2.02	0.69
DERBY-WEST KIMBERLEY	328,114	407,320	2,831	0	8.63	0.00
DONNYBROOK-BALINGUP	209,467	1,541,901	826	1,304	3.94	0.85
GINGIN	577,227	2,770,240	2,155	1,149	3.73	0.41
MANJIMUP	552,296	2,502,662	1,196	1,384	2.17	0.55
PLANTAGENET	268,060	2,260,886	997	1,587	3.72	0.70
WYNDHAM-EAST KIMBERLEY	499,826	1,564,455	1,186	151	2.37	0.10
Region	3,825,281	17,158,730	12,595	9,643	3.29	0.56
State	127,975,602	157,183,625	425,997	121,672	3.33	0.77

Table 6: Sealed road age 2022-23

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
ASHBURTON	63	21	9	8	111	16	9
BRIDGETOWN-GREENBUSHES	29	42	27	23	226	34	23
CARNARVON	48	45	8	23	229	25	7
CHITTERING	2	25	17	14	292	27	19
COLLIE	72	43	22	14	188	32	23
DENMARK	56	30	23	18	160	31	21
DERBY-WEST KIMBERLEY	43	39	26	20	58	27	21
DONNYBROOK-BALINGUP	30	34	27	19	257	42	28
GINGIN	83	37	29	19	402	33	24
MANJIMUP	69	41	35	23	456	40	33
PLANTAGENET	34	45	19	21	351	37	21
WYNDHAM-EAST KIMBERLEY	59	48	18	9	185	35	21
Region		39	22	18		33	22

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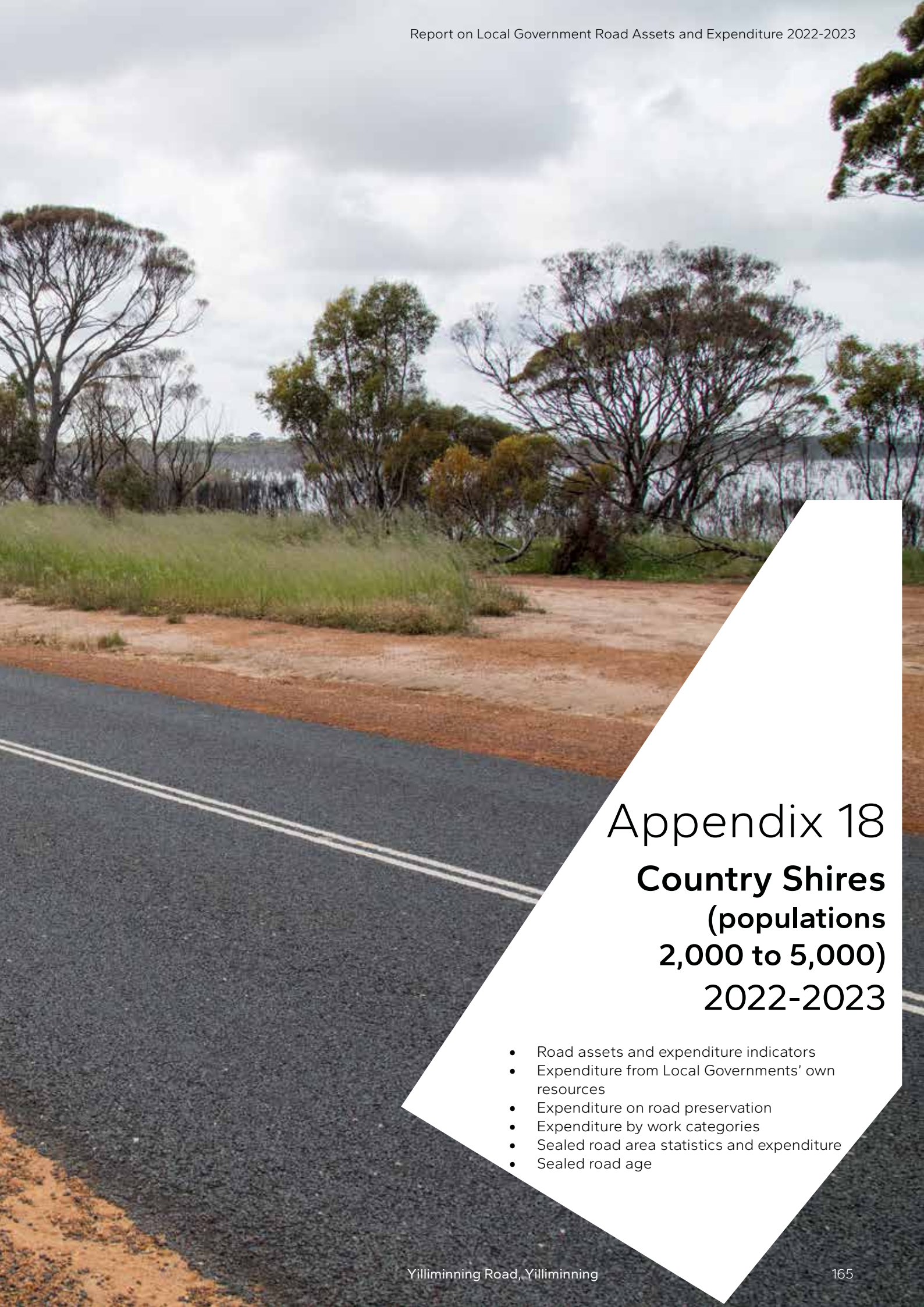

Appendix 18

Country Shires (populations 2,000 to 5,000) 2022-2023

- 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

Yilliminning Road, Yilliminning

Appendix 18 - Country Shires (populations 2,000 to 5,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.34	3.0%	16%	0.47
DANDARAGAN	0.46	3.2%	26%	0.31
EXMOUTH	0.45	3.0%	33%	0.43
HALLS CREEK	0.48	4.6%	132%	1.54
IRWIN	0.53	2.8%	10%	0.52
KATANNING	0.34	3.2%	60%	0.67
MERREDIN	0.40	3.4%	55%	0.45
MOORA	0.20	3.3%	334%	2.26
NARROGIN	0.47	3.4%	53%	0.69
NORTHAMPTON	0.40	3.3%	59%	0.56
RAVENSTHORPE	0.57	3.7%	71%	0.58
TOODYAY	0.39	2.9%	402%	0.39
WAROONA	0.42	2.8%	93%	0.83
YORK	0.43	2.9%	38%	0.51
Region Average	0.42	3.2%	107%	0.71
State Average	0.53	2.5%	64%	0.68

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
COOLGARDIE	3,731	2,020	54%	40%	25%	8%	597
DANDARAGAN	5,774	1,177	20%	76%	13%	13%	350
EXMOUTH	2,669	478	18%	58%	10%	9%	163
HALLS CREEK	8,021	643	8%	96%	11%	11%	184
IRWIN	1,744	446	26%	37%	9%	9%	124
KATANNING	2,820	1,259	45%	60%	22%	22%	313
MERREDIN	3,098	202	7%	97%	3%	3%	60
MOORA	15,243	1,950	13%	94%	35%	35%	819
NARROGIN	3,893	334	9%	60%	5%	5%	69
NORTHAMPTON	4,094	1,761	43%	67%	24%	14%	623
RAVENSTHORPE	14,025	988	7%	78%	15%	15%	616
TOODYAY	4,731	1,003	21%	65%	17%	17%	222
WAROONA	2,920	940	32%	40%	17%	17%	220
YORK	2,717	1,490	55%	79%	26%	26%	412
Region	75,480	14,691	19%	68%	17%	14%	305
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 18 - Country Shires (populations 2,000 to 5,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
COOLGARDIE	747	140	857	0	1,744	4,821	1,337	2,080	0
DANDARAGAN	4	1,192	1,506	0	2,702	40	1,327	1,967	0
EXMOUTH	1,022	535	11	11	1,579	11,412	2,222	666	243
HALLS CREEK	894	957	4,265	229	6,346	33,168	22,980	4,763	1,728
IRWIN	321	28	1,114	2	1,465	4,761	122	4,325	122
KATANNING	999	687	1,022	0	2,708	7,330	2,912	2,321	0
MERREDIN	621	1,846	188	443	3,098	4,666	2,866	334	1,549
MOORA	259	12,668	397	0	13,325	4,411	23,200	706	13
NARROGIN	1,344	1,008	814	55	3,221	9,509	2,669	2,753	223
NORTHAMPTON	1,612	583	688	343	3,226	16,150	1,194	1,441	1,262
RAVENSTHORPE	282	1,039	1,704	0	3,025	3,793	4,758	1,828	0
TOODYAY	253	1,240	208	4	1,705	8,663	2,307	773	125
WAROONA	478	2,394	49	0	2,921	7,605	6,106	648	53
YORK	605	507	1,605	0	2,717	7,423	1,085	7,752	0
Region	9,441	24,825	14,429	1,087	49,782	7,512	4,589	2,333	700
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
COOLGARDIE	1,713	31	1,989	0	3,733	45.9%	0.8%	53.3%	0.0%	3,677	1,744
DANDARAGAN	1,352	1,417	3,005	0	5,774	23.4%	24.5%	52.0%	0.0%	8,801	2,769
EXMOUTH	988	591	76	0	1,655	59.7%	35.7%	4.6%	0.0%	3,631	1,579
HALLS CREEK	2,336	3,591	1,263	281	7,471	31.3%	48.1%	16.9%	3.8%	4,130	5,927
IRWIN	557	940	247	0	1,744	31.9%	53.9%	14.2%	0.0%	2,894	1,497
KATANNING	1,417	1,291	113	0	2,821	50.2%	45.8%	4.0%	0.0%	4,054	2,708
MERREDIN	1,419	1,679	0	0	3,098	45.8%	54.2%	0.0%	0.0%	6,931	3,098
MOORA	1,373	11,995	1,875	0	15,243	9.0%	78.7%	12.3%	0.0%	5,927	13,368
NARROGIN	2,170	1,063	0	660	3,893	55.7%	27.3%	0.0%	17.0%	4,661	3,233
NORTHAMPTON	1,638	1,588	107	761	4,094	40.0%	38.8%	2.6%	18.6%	5,753	3,226
RAVENSTHORPE	1,911	1,114	0	11,000	14,025	13.6%	7.9%	0.0%	78.4%	5,211	3,025
TOODYAY	868	1,121	2,598	144	4,731	18.3%	23.7%	54.9%	3.0%	5,038	1,989
WAROONA	725	2,196	0	0	2,921	24.8%	75.2%	0.0%	0.0%	3,521	2,921
YORK	1,663	1,054	0	0	2,717	61.2%	38.8%	0.0%	0.0%	5,300	2,717
Region	20,130	29,671	11,273	12,846	73,920	27.2%	40.1%	15.3%	17.4%	69,528	49,801
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 18 - Country Shires (populations 2,000 to 5,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
COOLGARDIE	542,280	366,589	747	140	1.38	0.38
DANDARAGAN	352,770	3,143,895	4	1,192	0.01	0.38
EXMOUTH	313,445	843,354	1,022	535	3.26	0.63
HALLS CREEK	94,313	145,798	832	892	8.83	6.12
IRWIN	235,965	804,021	321	28	1.36	0.03
KATANNING	477,043	825,594	999	687	2.09	0.83
MERREDIN	465,842	2,254,086	621	1,846	1.33	0.82
MOORA	205,506	1,911,197	259	12,668	1.26	6.63
NARROGIN	494,714	1,321,902	1,344	1,008	2.72	0.76
NORTHAMPTON	349,344	1,708,525	1,612	583	4.61	0.34
RAVENSTHORPE	260,226	764,256	282	1,039	1.08	1.36
TOODYAY	102,216	1,882,039	253	1,240	2.48	0.66
WAROONA	219,990	1,372,209	478	2,394	2.17	1.74
YORK	285,258	1,635,572	605	507	2.12	0.31
Region	4,398,912	18,979,037	9,379	24,760	2.13	1.30
State	127,975,602	157,183,625	425,997	121,672	3.33	0.77

Table 6: Sealed road age 2022-23

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
COOLGARDIE	53	47	32	29	58	49	39
DANDARAGAN	44	29	22	17	463	31	20
EXMOUTH	39	35	19	15	116	29	19
HALLS CREEK	12	51	26	0	21	48	13
IRWIN	32	34	21	17	116	23	21
KATANNING	49	43	27	30	139	43	30
MERREDIN	49	31	23	20	370	34	26
MOORA	24	62	32	34	313	63	28
NARROGIN	49	42	15	10	194	31	15
NORTHAMPTON	48	37	30	32	242	36	24
RAVENSTHORPE	36	21	19	13	105	21	19
TOODYAY	13	36	16	11	299	36	24
WAROONA	30	40	25	11	229	31	23
YORK	36	30	19	18	261	31	22
Region		38	23	20		36	23

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Appendix 19

Small Country Shires (populations less than 2,000) 2022-2023

- 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

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.53	2.8%	42%	0.52
BODDINGTON	0.64	3.2%	52%	0.58
BOYUP BROOK	0.39	3.1%	5%	0.40
BROOKTON	0.53	3.1%	32%	0.35
BROOMEHILL-TAMBELLUP	0.46	3.6%	20%	0.33
BRUCE ROCK	0.45	3.0%	39%	0.41
CARNAMAH	0.46	3.6%	14%	0.32
CHAPMAN VALLEY	0.56	3.8%	86%	0.96
COOROW	0.40	3.6%	43%	0.57
CORRIGIN	0.18	3.6%	31%	0.34
CRANBROOK	0.35	3.4%	15%	0.30
CUBALLING	0.44	3.1%	230%	1.21
CUNDERDIN	0.25	3.6%	188%	1.14
DALWALLINU	0.45	3.9%	25%	0.25
DOWERIN	0.42	4.0%	163%	1.24
DUMBLEYUNG	0.50	3.8%	207%	1.03
GNOWANGERUP	0.51	3.8%	12%	0.36
GOOMALLING	0.41	3.5%	50%	0.48
JERRAMUNGUP	0.47	3.8%	38%	0.44
KELLERBERRIN	0.49	3.8%	3%	0.22
KENT	0.49	4.4%	39%	0.45
KOJONUP	0.38	3.5%	41%	0.53
KONDININ	0.39	4.2%	71%	0.47
KOORDA	0.40	4.0%	82%	0.57
KULIN	0.41	4.1%	15%	0.21
LAKE GRACE	0.54	4.3%	50%	0.43
MINGENEW	0.58	2.9%	44%	0.38
MORAWA	0.41	4.1%	63%	0.56
MOUNT MARSHALL	0.39	4.3%	52%	0.61
MUKINBUDIN	0.23	3.6%	70%	0.39
NANNUP	0.35	2.9%	28%	0.35
NAREMBEEN	0.30	4.1%	0%	0.27
NUNGARIN	0.41	3.9%	62%	0.63
PERENJORI	0.53	4.1%	15%	0.44
PINGELLY	0.46	3.2%	49%	0.45
QUAIRADING	0.37	3.4%	14%	0.15
TAMMIN	0.28	4.0%	46%	0.40
THREE SPRINGS	0.57	3.8%	11%	0.20
TRAYNING	0.38	4.0%	23%	0.37
VICTORIA PLAINS	0.28	3.5%	31%	0.50
WAGIN	0.54	3.4%	20%	0.38
WANDERING	0.38	3.0%	26%	0.54
WEST ARTHUR	0.48	3.2%	12%	0.29
WESTONIA	0.25	4.4%	71%	0.48

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 1: Road assets and expenditure indicators 2022-23 (continued)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
WICKEPIN	0.43	3.9%	108%	0.52
WILLIAMS	0.57	3.2%	56%	0.61
WONGAN-BALLIDU	0.35	3.8%	42%	0.32
WOODANILLING	0.37	3.9%	10%	0.86
WYALKATCHEM	0.44	4.0%	67%	0.62
YILGARN	0.56	4.2%	32%	0.33
Region Average	0.43	3.6%	49%	0.43
State Average	0.53	2.5%	64%	0.68

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
BEVERLEY	3,514	1,966	56%	94%	52%	45%	1,113
BODDINGTON	1,958	757	39%	39%	21%	14%	426
BOYUP BROOK	3,191	393	12%	109%	9%	9%	219
BROOKTON	3,076	727	24%	82%	26%	26%	768
BROOMEHILL-TAMBELLUP	2,955	511	17%	111%	13%	9%	475
BRUCE ROCK	3,136	423	13%	142%	11%	11%	445
CARNAMAH	2,752	578	21%	113%	21%	8%	1,101
CHAPMAN VALLEY	4,234	1,633	39%	79%	49%	49%	1,052
COOROW	2,634	1,085	41%	76%	23%	19%	1,133
CORRIGIN	4,027	808	20%	122%	21%	16%	711
CRANBROOK	2,731	519	19%	106%	14%	5%	502
CUBALLING	4,693	631	13%	104%	30%	26%	735
CUNDERDIN	4,768	168	4%	106%	5%	5%	120
DALWALLINU	13,167	1,003	8%	140%	17%	6%	723
DOWERIN	4,476	372	8%	133%	14%	14%	565
DUMBLEYUNG	5,410	121	2%	134%	4%	4%	182
GNOWANGERUP	2,785	524	19%	96%	12%	12%	433
GOOMALLING	3,194	775	24%	86%	28%	27%	795
JERRAMUNGUP	2,852	783	27%	93%	17%	14%	687
KELLERBERRIN	2,718	865	32%	109%	24%	8%	733
KENT	2,934	1,139	39%	124%	27%	27%	2,019
KOJONUP	3,892	455	12%	101%	10%	4%	240
KONDININ	4,782	801	17%	114%	16%	9%	925
KOORDA	2,635	937	36%	143%	31%	31%	2,360
KULIN	6,320	714	11%	137%	16%	13%	931
LAKE GRACE	5,121	1,450	28%	131%	20%	12%	1,138
MINGENEW	4,511	153	3%	100%	8%	8%	366
MORAWA	2,494	307	12%	116%	9%	9%	465
MOUNT MARSHALL	4,253	1,022	24%	138%	24%	24%	2,016
MUKINBUDIN	1,750	193	11%	128%	7%	7%	371
NANNUP	1,748	351	20%	107%	11%	11%	247
NAREMBEEN	3,798	214	6%	146%	5%	0%	253
NUNGARIN	1,490	424	28%	116%	23%	23%	1,745
PERENJORI	3,808	1,255	33%	137%	28%	27%	2,206
PINGELLY	1,518	0	0%	80%	0%	0%	0
QUAIRADING	2,307	850	37%	112%	24%	24%	864
TAMMIN	1,467	0	0%	102%	0%	0%	0
THREE SPRINGS	1,194	166	14%	110%	6%	6%	297
TRAYNING	1,948	350	18%	116%	13%	0%	1,020
VICTORIA PLAINS	2,522	633	25%	126%	19%	19%	695
WAGIN	1,787	125	7%	89%	3%	3%	70

Total Expenditure includes flood damage.

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
WANDERING	1,823	947	52%	85%	62%	50%	2,202
WEST ARTHUR	2,288	814	36%	120%	26%	15%	1,032
WESTONIA	1,877	259	14%	139%	10%	10%	863
WICKEPIN	2,037	738	36%	119%	24%	17%	1,025
WILLIAMS	2,370	966	41%	94%	39%	29%	944
WONGAN-BALLIDU	5,437	1,115	21%	132%	24%	0%	879
WOODANILLING	2,009	1,133	56%	120%	65%	65%	2,647
WYALKATCHEM	1,989	466	23%	106%	17%	16%	965
YILGARN	4,847	1,612	33%	133%	20%	17%	1,420
Region	165,227	34,230	21%	114%	19%	15%	734
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
BEVERLEY	1,513	542	706	0	2,761	36,085	1,323	2,135	0
BODDINGTON	221	640	251	0	1,113	6,698	3,154	1,960	50
BOYUP BROOK	88	1	1,604	1	1,693	3,121	2	3,744	2
BROOKTON	305	99	662	0	1,066	12,183	561	1,993	0
BROOMEHILL-TAMBELLUP	637	509	495	35	1,676	24,665	1,191	844	305
BRUCE ROCK	1,284	444	383	138	2,248	30,010	654	659	1,049
CARNAMAH	240	304	607	1	1,152	7,781	754	1,650	19
CHAPMAN VALLEY	0	1,551	1,691	12	3,254	0	4,745	4,874	46
COOROW	671	828	888	1	2,388	14,213	2,177	1,737	14
CORRIGIN	377	593	798	10	1,779	9,671	1,255	1,405	71
CRANBROOK	0	367	1,288	0	1,655	0	729	2,125	0
CUBALLING	53	3,150	351	168	3,722	22,325	10,907	1,678	1,027
CUNDERDIN	723	4,040	0	0	4,763	14,292	9,588	0	0
DALWALLINU	610	412	994	0	2,016	11,371	601	942	0
DOWERIN	287	2,985	1,204	0	4,476	14,756	9,700	2,398	0
DUMBLEYUNG	25	4,325	808	9	5,167	1,292	9,613	1,266	80
GNOWANGERUP	0	231	1,484	4	1,719	0	612	2,390	26
GOOMALLING	220	550	450	70	1,290	11,081	2,822	1,185	875
JERRAMUNGUP	574	212	1,193	0	1,979	18,754	647	1,824	0
KELLERBERRIN	27	67	676	193	964	571	157	1,595	726
KENT	71	433	1,482	9	1,996	5,942	1,666	1,886	27
KOJONUP	257	1,132	1,317	96	2,802	7,450	2,718	1,816	730
KONDININ	336	1,058	1,110	0	2,504	10,915	3,151	1,106	0
KOORDA	130	1,593	590	174	2,487	5,633	3,749	1,230	576
KULIN	23	262	1,041	0	1,326	1,178	637	955	0
LAKE GRACE	169	868	2,691	2	3,731	4,662	2,215	1,466	14
MINGENEW	32	514	328	12	886	1,430	2,210	1,316	236
MORAWA	185	857	845	0	1,887	5,515	4,311	1,644	0
MOUNT MARSHALL	330	754	2,440	0	3,524	20,299	1,506	3,366	0
MUKINBUDIN	340	818	585	7	1,750	16,683	2,637	1,012	58
NANNUP	221	468	118	593	1,400	13,729	1,331	483	26,544
NAREMBEEN	0	0	1,616	0	1,616	0	0	1,782	0
NUNGARIN	575	122	792	0	1,489	76,442	562	2,371	0
PERENJORI	212	194	2,387	0	2,793	18,794	356	2,601	0
PINGELLY	276	599	446	45	1,366	8,500	1,856	2,433	291
QUAIRADING	233	176	253	4	666	7,289	390	609	25
TAMMIN	239	243	363	24	869	17,083	1,203	1,390	291
THREE SPRINGS	189	27	506	3	725	11,777	75	1,083	155
TRAYNING	259	277	756	0	1,292	11,544	1,094	1,411	0
VICTORIA PLAINS	21	894	1,378	21	2,315	1,289	1,865	3,192	228
WAGIN	435	2	922	2	1,361	5,655	10	2,365	10

Excludes expenditure on bridges and flood damage.

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 3: Expenditure on road preservation 2022-23 (continued)

Council	Preservation expenditure $000's					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	Gravel roads $ per km	Formed roads $ per km
WANDERING	71	207	976	1	1,255	10,804	1,185	5,109	19
WEST ARTHUR	69	291	998	88	1,446	4,010	667	2,039	728
WESTONIA	128	701	707	0	1,536	18,636	3,089	1,344	0
WICKEPIN	0	1,485	256	18	1,759	0	4,930	655	66
WILLIAMS	88	861	754	28	1,731	4,470	3,026	2,883	734
WONGAN-BALLIDU	236	1,092	465	0	1,793	3,984	1,954	963	0
WOODANILLING	51	54	1,893	11	2,009	13,761	314	5,410	169
WYALKATCHEM	102	776	1,054	0	1,932	2,970	3,497	2,134	0
YILGARN	12	1,020	2,540	0	3,572	333	1,483	1,201	0
Region	13,145	39,631	48,142	1,781	102,699	9,776	2,205	1,700	220
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
BEVERLEY	1,007	1,906	585	16	3,514	28.7%	54.2%	16.6%	0.5%	5,592	2,913
BODDINGTON	590	672	606	90	1,958	30.1%	34.3%	30.9%	4.6%	2,180	1,262
BOYUP BROOK	1,143	915	1,133	0	3,191	35.8%	28.7%	35.5%	0.0%	5,180	2,058
BROOKTON	821	374	1,883	0	3,078	26.7%	12.2%	61.2%	0.0%	3,369	1,195
BROOMEHILL-TAMBELLUP	812	897	1,247	0	2,956	27.5%	30.3%	42.2%	0.0%	5,189	1,709
BRUCE ROCK	1,786	761	589	0	3,136	56.9%	24.3%	18.8%	0.0%	6,267	2,547
CARNAMAH	983	239	1,530	0	2,752	35.7%	8.7%	55.6%	0.0%	3,779	1,222
CHAPMAN VALLEY	1,712	1,542	980	0	4,234	40.4%	36.4%	23.1%	0.0%	3,394	3,254
COOROW	1,483	912	239	0	2,634	56.3%	34.6%	9.1%	0.0%	4,233	2,395
CORRIGIN	1,333	446	2,247	0	4,026	33.1%	11.1%	55.8%	0.0%	5,237	1,779
CRANBROOK	820	909	1,002	0	2,731	30.0%	33.3%	36.7%	0.0%	5,688	1,729
CUBALLING	721	3,034	938	0	4,693	15.4%	64.6%	20.0%	0.0%	3,105	3,755
CUNDERDIN	503	4,264	0	0	4,767	10.6%	89.4%	0.0%	0.0%	4,166	4,767
DALWALLINU	1,642	374	6,681	127	8,824	18.6%	4.2%	75.7%	1.4%	8,051	2,016
DOWERIN	1,023	3,453	0	0	4,476	22.9%	77.1%	0.0%	0.0%	3,616	4,476
DUMBLEYUNG	476	4,702	233	0	5,411	8.8%	86.9%	4.3%	0.0%	5,038	5,178
GNOWANGERUP	730	990	1,065	0	2,785	26.2%	35.5%	38.2%	0.0%	4,755	1,720
GOOMALLING	870	480	1,844	0	3,194	27.2%	15.0%	57.7%	0.0%	2,828	1,350
JERRAMUNGUP	884	1,095	0	428	2,407	36.7%	45.5%	0.0%	17.8%	4,476	1,979
KELLERBERRIN	694	284	1,740	0	2,718	25.5%	10.4%	64.0%	0.0%	4,380	978
KENT	1,027	969	908	30	2,934	35.0%	33.0%	31.0%	1.0%	4,393	1,996
KOJONUP	2,284	623	985	0	3,892	58.7%	16.0%	25.3%	0.0%	5,476	2,907
KONDININ	1,007	1,497	2,089	189	4,782	21.1%	31.3%	43.7%	4.0%	5,357	2,504
KOORDA	909	1,578	148	0	2,635	34.5%	59.9%	5.6%	0.0%	4,391	2,487
KULIN	982	344	4,964	0	6,290	15.6%	5.5%	78.9%	0.0%	6,185	1,326
LAKE GRACE	1,734	2,012	327	1,048	5,121	33.9%	39.3%	6.4%	20.5%	8,666	3,746
MINGENEW	332	592	413	990	2,327	14.3%	25.4%	17.7%	42.5%	2,436	924
MORAWA	973	914	485	122	2,494	39.0%	36.6%	19.4%	4.9%	3,385	1,887
MOUNT MARSHALL	615	2,909	0	0	3,524	17.5%	82.5%	0.0%	0.0%	5,802	3,524
MUKINBUDIN	549	1,201	0	0	1,750	31.4%	68.6%	0.0%	0.0%	4,476	1,750
NANNUP	817	583	348	0	1,748	46.7%	33.4%	19.9%	0.0%	3,990	1,400
NAREMBEEN	1,153	463	2,182	0	3,798	30.4%	12.2%	57.5%	0.0%	5,885	1,616
NUNGARIN	688	801	0	0	1,489	46.2%	53.8%	0.0%	0.0%	2,374	1,489
PERENJORI	1,780	1,013	958	59	3,810	46.7%	26.6%	25.1%	1.5%	6,360	2,793
PINGELLY	546	972	0	0	1,518	36.0%	64.0%	0.0%	0.0%	3,380	1,518
QUAIRADING	610	90	14	1,593	2,307	26.4%	3.9%	0.6%	69.1%	4,720	700
TAMMIN	116	753	598	0	1,467	7.9%	51.3%	40.8%	0.0%	2,153	869
THREE SPRINGS	629	96	469	0	1,194	52.7%	8.0%	39.3%	0.0%	3,662	725
TRAYNING	498	794	656	0	1,948	25.6%	40.8%	33.7%	0.0%	3,474	1,292
VICTORIA PLAINS	1,683	707	0	132	2,522	66.7%	28.0%	0.0%	5.2%	4,791	2,390
WAGIN	578	802	407	0	1,787	32.3%	44.9%	22.8%	0.0%	3,647	1,380

Excludes expenditure on flood damage

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 4: Expenditure by work categories 2022-23 (continued)

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
WANDERING	750	524	548	0	1,822	41.2%	28.8%	30.1%	0.0%	2,374	1,274
WEST ARTHUR	1,052	488	692	0	2,232	47.1%	21.9%	31.0%	0.0%	5,327	1,540
WESTONIA	448	1,088	70	0	1,606	27.9%	67.7%	4.4%	0.0%	3,208	1,536
WICKEPIN	294	1,515	228	0	2,037	14.4%	74.4%	11.2%	0.0%	3,479	1,809
WILLIAMS	743	1,009	618	0	2,370	31.4%	42.6%	26.1%	0.0%	2,857	1,752
WONGAN-BALLIDU	917	876	3,644	0	5,437	16.9%	16.1%	67.0%	0.0%	5,583	1,793
WOODANILLING	1,541	468	0	0	2,009	76.7%	23.3%	0.0%	0.0%	2,326	2,009
WYALKATCHEM	719	1,213	57	0	1,989	36.1%	61.0%	2.9%	0.0%	3,131	1,932
YILGARN	1,398	2,174	1,275	0	4,847	28.8%	44.9%	26.3%	0.0%	10,765	3,572
Region	47,405	57,317	47,625	4,824	157,171	30.2%	36.5%	30.3%	3.1%	224,576	104,722
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
BEVERLEY	146,752	1,434,021	1,513	542	10.31	0.38
BODDINGTON	115,490	710,379	221	640	1.91	0.90
BOYUP BROOK	98,685	1,141,989	88	1	0.89	0.00
BROOKTON	87,619	618,013	305	99	3.48	0.16
BROOMEHILL-TAMBELLUP	90,393	1,495,364	637	509	7.05	0.34
BRUCE ROCK	149,701	2,374,132	1,284	444	8.57	0.19
CARNAMAH	107,960	1,409,337	240	304	2.22	0.22
CHAPMAN VALLEY	46,930	1,144,034	0	1,551	0.00	1.36
COOROW	165,237	1,331,674	671	828	4.06	0.62
CORRIGIN	136,438	1,655,246	377	593	2.76	0.36
CRANBROOK	67,261	1,762,752	0	367	0.00	0.21
CUBALLING	8,309	1,010,871	53	3,150	6.38	3.12
CUNDERDIN	177,057	1,474,755	723	4,040	4.08	2.74
DALWALLINU	187,763	2,399,187	610	412	3.25	0.17
DOWERIN	68,073	1,077,083	287	2,985	4.22	2.77
DUMBLEYUNG	67,747	1,574,675	25	4,325	0.37	2.75
GNOWANGERUP	134,595	1,320,510	0	231	0.00	0.17
GOOMALLING	69,486	682,190	220	550	3.17	0.81
JERRAMUNGUP	107,124	1,146,932	574	212	5.36	0.18
KELLERBERRIN	165,510	1,502,746	27	67	0.16	0.04
KENT	41,998	910,587	71	433	1.70	0.48
KOJONUP	120,737	1,457,433	257	1,132	2.13	0.78
KONDININ	107,743	1,175,294	336	1,058	3.12	0.90
KOORDA	80,781	1,487,596	130	1,593	1.61	1.07
KULIN	68,357	1,438,973	23	262	0.34	0.18
LAKE GRACE	126,878	1,372,194	169	868	1.33	0.63
MINGENEW	78,334	813,937	32	514	0.41	0.63
MORAWA	117,411	695,848	185	857	1.58	1.23
MOUNT MARSHALL	56,899	1,752,673	330	754	5.80	0.43
MUKINBUDIN	71,332	1,085,704	340	818	4.77	0.75
NANNUP	56,339	1,230,523	221	468	3.92	0.38
NAREMBEEN	75,240	1,704,280	0	0	0.00	0.00
NUNGARIN	26,327	759,509	575	122	21.84	0.16
PERENJORI	39,480	1,905,795	212	194	5.37	0.10
PINGELLY	113,641	1,130,687	276	599	2.43	0.53
QUAIRADING	111,875	1,583,353	233	176	2.08	0.11
TAMMIN	48,967	706,030	239	243	4.88	0.34
THREE SPRINGS	56,170	1,253,493	189	27	3.36	0.02
TRAYNING	78,523	885,971	259	277	3.30	0.31
VICTORIA PLAINS	57,039	1,678,288	21	894	0.37	0.53
WAGIN	269,217	782,046	435	2	1.62	0.00

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 5: Sealed road area statistics and expenditure 2022-23 (continued)

Council	Area [sq metres]		Expenditure $000's		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
WANDERING	23,001	612,035	71	207	3.09	0.34
WEST ARTHUR	60,222	1,528,531	69	291	1.15	0.19
WESTONIA	24,039	794,340	128	701	5.32	0.88
WICKEPIN	62,004	1,054,106	0	1,485	0.00	1.41
WILLIAMS	68,910	995,882	88	861	1.28	0.86
WONGAN-BALLIDU	207,348	1,956,067	236	1,092	1.14	0.56
WOODANILLING	12,971	605,191	51	54	3.93	0.09
WYALKATCHEM	120,199	776,578	102	776	0.85	1.00
YILGARN	126,190	2,408,015	12	1,020	0.10	0.42
Region	4,706,299	63,806,846	13,145	39,631	2.79	0.62
State	127,975,602	157,183,625	425,997	121,672	3.33	0.77

Appendix 19 - Small Country Shires (populations less than 2,000)

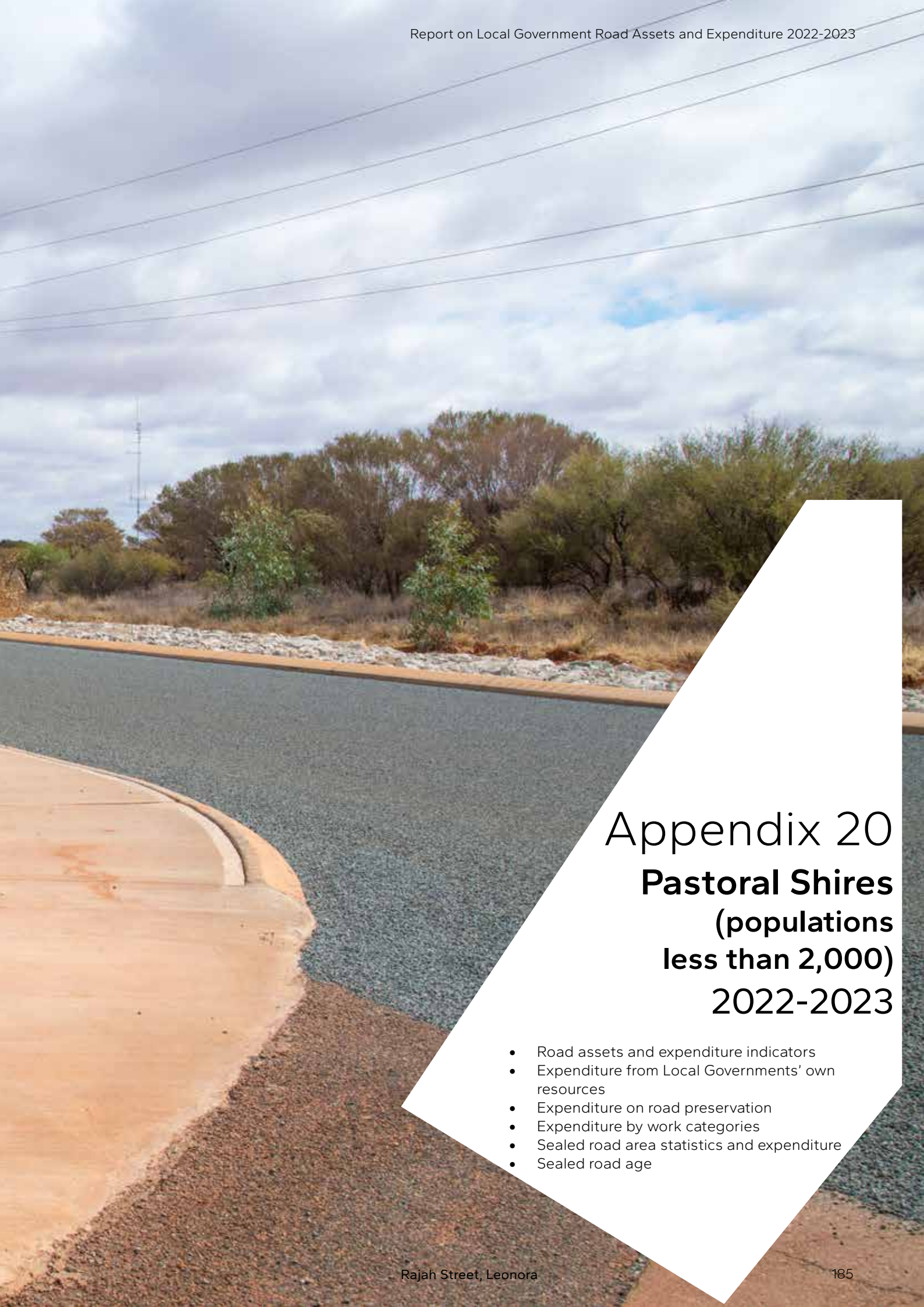
Table 6: Sealed road age 2022-23

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
BEVERLEY	13	25	17	17	219	19	13
BODDINGTON	15	13	7	10	108	15	9
BOYUP BROOK	10	40	31	0	207	39	28
BROOKTON	10	18	16	10	105	17	15
BROOMEHILL-TAMBELLUP	12	38	30	0	228	34	16
BRUCE ROCK	14	55	22	8	430	37	23
CARNAMAH	14	32	14	14	197	35	17
CHAPMAN VALLEY	7	15	15	0	180	23	14
COOROW	23	44	24	18	196	32	25
CORRIGIN	13	58	54	49	317	46	36
CRANBROOK	8	41	25	36	292	39	25
CUBALLING	1	32	19	0	162	30	19
CUNDERDIN	19	44	18	10	230	51	28
DALWALLINU	22	41	19	18	465	36	17
DOWERIN	7	37	21	25	165	39	20
DUMBLEYUNG	7	50	35	0	226	31	12
GNOWANGERUP	17	38	13	0	205	35	11
GOOMALLING	7	47	26	0	111	39	22
JERRAMUNGUP	14	33	30	19	190	33	19
KELLERBERRIN	17	34	19	13	219	29	17
KENT	6	36	29	0	143	28	20
KOJONUP	15	38	22	60	235	46	22
KONDININ	12	46	21	0	181	41	27
KOORDA	7	34	20	0	242	43	18
KULIN	7	50	34	0	214	37	24
LAKE GRACE	16	48	31	5	207	21	14
MINGENEW	10	38	20	21	137	26	15
MORAWA	13	49	25	17	126	43	21
MOUNT MARSHALL	8	29	26	0	292	37	24
MUKINBUDIN	9	59	37	0	178	61	36
NANNUP	7	49	33	0	200	38	30
NAREMBEEN	9	61	30	21	284	47	28
NUNGARIN	3	44	30	8	132	43	17
PERENJORI	5	30	17	0	259	27	14
PINGELLY	16	55	39	0	180	22	17
QUAIRADING	13	50	16	16	262	48	17
TAMMIN	6	39	32	24	126	42	30
THREE SPRINGS	7	27	17	15	173	26	11
TRAYNING	9	38	31	20	140	39	26
VICTORIA PLAINS	7	57	30	0	250	48	23
WAGIN	28	28	23	26	143	26	13

Appendix 19 - Small Country Shires (populations less than 2,000)

Table 6: Sealed road age 2022-23 (continued)

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
WANDERING	3	42	34	0	89	37	25
WEST ARTHUR	7	33	6	3	224	42	8
WESTONIA	3	40	40	0	115	51	38
WICKEPIN	9	40	28	0	156	34	20
WILLIAMS	9	36	24	5	144	26	10
WONGAN-BALLIDU	22	34	28	31	331	35	27
WOODANILLING	2	28	25	0	87	40	26
WYALKATCHEM	11	31	28	0	133	31	23
YILGARN	14	40	15	0	357	23	11
Region		39	25	19		35	20



Appendix 20

Pastoral Shires (populations less than 2,000) 2022-2023

- 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

Rajah Street, Leonora

Appendix 20 - Pastoral Shires (populations less than 2,000)

Table 1: Road assets and expenditure indicators 2022-23

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CUE	0.54	4.3%	40%	0.49
DUNDAS	0.50	4.1%	56%	0.50
LAVERTON	0.48	4.8%	124%	0.79
LEONORA	0.55	4.9%	0%	0.92
MEEKATHARRA	0.57	4.6%	0%	0.26
MENZIES	0.55	5.1%	13%	0.80
MOUNT MAGNET	0.57	4.7%	46%	0.51
MURCHISON	0.55	4.7%	15%	0.83
NGAANYATJARRAKU	0.51	5.3%	0%	2.14
SANDSTONE	0.55	5.3%	5%	2.66
SHARK BAY	0.52	4.3%	71%	0.52
UPPER GASCOYNE	0.61	4.1%	34%	0.48
WILUNA	0.52	5.3%	76%	0.41
YALGOO	0.53	4.7%	15%	0.35
Region Average	0.55	4.7%	31%	0.33
State Average	0.53	2.5%	64%	0.68

Table 2: Expenditure from Local Governments' own resources 2022-23

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% 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
CUE	1,812	447	25%	98%	12%	10%	3,104
DUNDAS	1,585	188	12%	62%	5%	5%	263
LAVERTON	3,600	1,086	30%	104%	15%	13%	879
LEONORA	3,276	1,717	52%	58%	20%	19%	1,092
MEEKATHARRA	6,330	1,644	26%	144%	22%	22%	1,678
MENZIES	3,464	0	0%	86%	0%	0%	0
MOUNT MAGNET	1,804	791	44%	99%	26%	26%	1,738
MURCHISON	14,513	4,062	28%	147%	98%	76%	24,768
NGAANYATJARRAKU	6,794	244	4%	146%	6%	6%	136
SANDSTONE	4,540	1,512	33%	118%	54%	54%	19,385
SHARK BAY	1,920	0	0%	108%	0%	0%	0
UPPER GASCOYNE	12,313	1,744	14%	154%	40%	35%	6,014
WILUNA	8,969	1,585	18%	102%	25%	10%	2,294
YALGOO	1,655	593	36%	110%	15%	7%	1,675
Region	72,576	15,613	22%	107%	23%	19%	1,566
State	1,046,143	483,304	46%	27%	18%	14%	180

Total Expenditure includes flood damage.

Appendix 20 - Pastoral Shires (populations less than 2,000)

Table 3: Expenditure on road preservation 2022-23

Council	Preservation expenditure $000's					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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
CUE	747	40	728	0	1,515	59,975	180	2,137	0
DUNDAS	307	90	580	2	978	6,291	2,047	1,974	10
LAVERTON	498	551	1,939	52	3,040	23,899	4,467	2,951	100
LEONORA	0	0	2,600	0	2,600	0	0	6,641	0
MEEKATHARRA	0	0	2,175	0	2,175	0	0	1,294	0
MENZIES	207	0	316	2,456	2,979	45,457	0	473	4,347
MOUNT MAGNET	303	0	691	0	993	9,887	0	2,059	0
MURCHISON	2	259	3,742	34	4,037	29,167	824	7,513	36
NGAANYATJARRAKU	0	2	6,407	385	6,794	0	30	12,935	518
SANDSTONE	10	0	4,530	0	4,540	1,034	0	14,808	0
SHARK BAY	608	2	558	5	1,172	22,622	29	1,490	29
UPPER GASCOYNE	342	8	1,674	391	2,415	65,165	50	1,729	576
WILUNA	132	0	1,160	0	1,292	12,336	0	1,736	0
YALGOO	245	3	352	532	1,131	32,119	10	2,273	722
Region	3,400	954	27,451	3,856	35,662	13,058	599	3,501	544
State	425,997	121,672	130,937	13,510	692,116	11,651	2,595	2,428	727

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2022-23

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
CUE	1,354	161	273	0	1,788	75.7%	9.0%	15.3%	0.0%	3,073	1,515
DUNDAS	250	728	333	274	1,585	15.8%	45.9%	21.0%	17.3%	1,965	978
LAVERTON	1,283	1,757	501	0	3,541	36.2%	49.6%	14.1%	0.0%	3,839	3,040
LEONORA	1,279	1,321	677	0	3,277	39.0%	40.3%	20.7%	0.0%	2,821	2,600
MEEKATHARRA	1,116	1,059	4,154	0	6,329	17.6%	16.7%	65.6%	0.0%	8,501	2,175
MENZIES	2,979	0	0	485	3,464	86.0%	0.0%	0.0%	14.0%	3,724	2,979
MOUNT MAGNET	632	361	811	0	1,804	35.0%	20.0%	45.0%	0.0%	1,934	993
MURCHISON	793	3,259	1,988	0	6,040	13.1%	54.0%	32.9%	0.0%	4,910	4,052
NGAANYATJARRAKU	1,485	5,309	0	0	6,794	21.9%	78.1%	0.0%	0.0%	3,175	6,794
SANDSTONE	999	3,541	0	0	4,540	22.0%	78.0%	0.0%	0.0%	1,709	4,540
SHARK BAY	490	682	748	0	1,920	25.5%	35.5%	39.0%	0.0%	2,269	1,172
UPPER GASCOYNE	1,506	914	47	3,626	6,093	24.7%	15.0%	0.8%	59.5%	5,078	2,420
WILUNA	711	581	3,063	0	4,355	16.3%	13.3%	70.3%	0.0%	3,174	1,292
YALGOO	1,131	0	523	0	1,654	68.4%	0.0%	31.6%	0.0%	3,218	1,131
Region	16,009	19,673	13,118	4,385	53,185	30.1%	37.0%	24.7%	8.2%	49,391	35,682
State	368,435	331,883	197,004	102,608	999,930	36.8%	33.2%	19.7%	10.3%	957,337	700,319

Excludes expenditure on flood damage

Appendix 20 - Pastoral Shires (populations less than 2,000)

Table 5: Sealed road area statistics and expenditure 2022-23

Council	Area [sq metres]		Expenditure $000's		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
CUE	43,593	776,166	747	40	17.14	0.05
DUNDAS	170,726	153,488	307	90	1.80	0.58
LAVERTON	72,932	431,754	498	551	6.83	1.28
LEONORA	77,147	239,775	0	0	0.00	0.00
MEEKATHARRA	156,707	967,772	0	0	0.00	0.00
MENZIES	15,938	403,415	207	0	12.99	0.00
MOUNT MAGNET	107,120	104,966	303	0	2.82	0.00
MURCHISON	240	1,101,130	2	259	8.33	0.24
NGAANYATJARRAKU	56,620	263,922	0	2	0.00	0.01
SANDSTONE	33,847	85,391	10	0	0.30	0.00
SHARK BAY	94,069	198,585	608	2	6.46	0.01
UPPER GASCOYNE	18,369	529,258	342	8	18.62	0.01
WILUNA	37,450	72,468	132	0	3.52	0.00
YALGOO	26,698	885,385	245	3	9.18	0.00
Region	911,456	6,213,474	3,400	954	3.73	0.15
State	127,975,602	157,183,625	425,997	121,672	3.33	0.77

Table 6: Sealed road age 2022-23

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
CUE	6	28	15	0	100	17	16
DUNDAS	22	39	24	24	21	25	17
LAVERTON	8	41	29	27	62	31	20
LEONORA	9	34	13	10	31	23	9
MEEKATHARRA	13	52	18	22	129	17	8
MENZIES	2	30	11	0	66	19	13
MOUNT MAGNET	15	31	9	0	13	22	6
MURCHISON	0	11	11	0	170	16	16
NGAANYATJARRAKU	10	25	18	0	39	25	18
SANDSTONE	4	17	15	14	12	13	11
SHARK BAY	12	34	19	8	28	22	17
UPPER GASCOYNE	2	20	7	0	73	18	8
WILUNA	5	25	25	0	11	30	28
YALGOO	2	28	13	0	187	19	16
Region		30	16	18		21	15

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Appendix 21

Sources of Road Funds

2012-13 to 2022-23

Castle Rock, Dunsborough

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Gascoyne Region									
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
2020-21	8,543	29.3%	15,026	51.5%	57	0.2%	5,574	19.1%	29,200
2021-22	9,083	29.3%	21,007	67.7%	10	0.0%	933	3.0%	31,033
2022-23	5,285	17.8%	21,013	70.6%	51	0.2%	3,423	11.5%	29,772
Carnarvon									
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
2020-21	1,662	46.3%	655	18.2%	0	0.0%	1,273	35.5%	3,590
2021-22	2,900	45.1%	3,499	54.4%	0	0.0%	36	0.6%	6,435
2022-23	2,089	16.2%	9,580	74.4%	0	0.0%	1,201	9.3%	12,870
Exmouth									
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
2020-21	997	37.7%	774	29.2%	47	1.8%	829	31.3%	2,647
2021-22	1,702	70.7%	108	4.5%	0	0.0%	598	24.8%	2,408
2022-23	748	28.0%	1,443	54.1%	0	0.0%	478	17.9%	2,669
Shark Bay									
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
2020-21	681	40.7%	983	58.7%	10	0.6%	0	0.0%	1,674
2021-22	987	56.6%	694	39.8%	10	0.6%	54	3.1%	1,745
2022-23	868	45.2%	1,052	54.8%	0	0.0%	0	0.0%	1,920

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Upper Gascoyne									
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
2020-21	5,203	24.4%	12,614	59.3%	0	0.0%	3,472	16.3%	21,289
2021-22	3,494	17.1%	16,706	81.7%	0	0.0%	245	1.2%	20,445
2022-23	1,580	12.8%	8,938	72.6%	51	0.4%	1,744	14.2%	12,313

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Goldfields - Esperance Region									
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
2020-21	22,411	44.4%	9,931	19.7%	0	0.0%	18,127	35.9%	50,469
2021-22	24,198	31.2%	19,629	25.3%	123	0.2%	33,589	43.3%	77,539
2022-23	24,258	33.3%	20,904	28.7%	0	0.0%	27,719	38.0%	72,881
Coolgardie									
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
2020-21	1,553	43.0%	894	24.8%	0	0.0%	1,163	32.2%	3,610
2021-22	1,470	55.9%	652	24.8%	0	0.0%	510	19.4%	2,632
2022-23	965	25.9%	746	20.0%	0	0.0%	2,020	54.1%	3,731
Dundas									
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
2020-21	421	39.8%	638	60.2%	0	0.0%	0	0.0%	1,059
2021-22	775	48.4%	417	26.1%	0	0.0%	408	25.5%	1,600
2022-23	839	52.9%	558	35.2%	0	0.0%	188	11.9%	1,585
Esperance									
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
2020-21	8,563	48.6%	2,777	15.8%	0	0.0%	6,286	35.7%	17,626
2021-22	8,236	41.7%	2,662	13.5%	0	0.0%	8,847	44.8%	19,745
2022-23	6,989	36.4%	4,950	25.8%	0	0.0%	7,281	37.9%	19,220

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kalgoorlie-Boulder									
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
2020-21	3,424	33.8%	1,458	14.4%	0	0.0%	5,235	51.7%	10,117
2021-22	6,367	30.0%	1,653	7.8%	0	0.0%	13,212	62.2%	21,232
2022-23	6,504	29.2%	2,140	9.6%	0	0.0%	13,598	61.1%	22,242
Laverton									
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
2020-21	1,572	28.8%	616	11.3%	0	0.0%	est 3,268	59.9%	5,456
2021-22	1,274	53.9%	908	38.4%	123	5.2%	59	2.5%	2,364
2022-23	1,629	45.3%	885	24.6%	0	0.0%	1,086	30.2%	3,600
Leonora									
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
2020-21	1,070	37.0%	463	16.0%	0	0.0%	1,359	47.0%	2,892
2021-22	690	17.3%	468	11.8%	0	0.0%	2,821	70.9%	3,979
2022-23	776	23.7%	783	23.9%	0	0.0%	1,717	52.4%	3,276
Menzies									
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
2020-21	998	43.1%	620	26.8%	0	0.0%	697	30.1%	2,315
2021-22	2,190	53.5%	990	24.2%	0	0.0%	911	22.3%	4,091
2022-23	1,928	55.7%	1,536	44.3%	0	0.0%	0	0.0%	3,464

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Ngaanyatjarraku									
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
2020-21	2,389	52.7%	2,028	44.7%	0	0.0%	119	2.6%	4,536
2021-22	2,223	33.1%	4,476	66.7%	0	0.0%	14	0.2%	6,713
2022-23	3,034	44.7%	3,516	51.8%	0	0.0%	244	3.6%	6,794
Wiluna									
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
2020-21	2,421	84.7%	437	15.3%	0	0.0%	no data	0.0%	2,858
2021-22	973	6.4%	7,403	48.8%	0	0.0%	6,807	44.8%	15,183
2022-23	1,594	17.8%	5,790	64.6%	0	0.0%	1,585	17.7%	8,969

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Great Southern Region									
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
2020-21	19,443	35.4%	12,261	22.3%	646	1.2%	22,561	41.1%	54,911
2021-22	24,566	41.8%	10,925	18.6%	0	0.0%	23,221	39.6%	58,712
2022-23	19,600	29.1%	13,958	20.7%	11,328	16.8%	22,443	33.3%	67,329
Albany									
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
2020-21	3,228	22.6%	1,924	13.5%	646	4.5%	8,504	59.5%	14,302
2021-22	8,193	39.4%	1,551	7.4%	0	0.0%	11,076	53.2%	20,820
2022-23	4,363	21.5%	3,801	18.7%	295	1.5%	11,816	58.3%	20,275
Broomehill - Tambellup									
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
2020-21	1,662	46.0%	1,203	33.3%	0	0.0%	751	20.8%	3,616
2021-22	1,298	52.0%	549	22.0%	0	0.0%	649	26.0%	2,496
2022-23	1,555	52.6%	889	30.1%	0	0.0%	511	17.3%	2,955
Cranbrook									
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%	1138	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
2020-21	1,068	25.0%	1,442	33.7%	0	0.0%	1,765	41.3%	4,275
2021-22	1,095	30.8%	1,125	31.7%	0	0.0%	1,332	37.5%	3,552
2022-23	1,156	42.3%	1,056	38.7%	0	0.0%	519	19.0%	2,731

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Denmark									
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
2020-21	2,920	49.9%	1,821	31.1%	0	0.0%	1,114	19.0%	5,855
2021-22	1,229	28.1%	2,149	49.2%	0	0.0%	988	22.6%	4,366
2022-23	1,359	26.7%	1,858	36.5%	0	0.0%	1,872	36.8%	5,089
Gnowangerup									
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
2020-21	1,491	41.6%	709	19.8%	0	0.0%	1,380	38.5%	3,580
2021-22	1,839	37.8%	1,682	34.6%	0	0.0%	1,347	27.7%	4,868
2022-23	1,550	55.7%	711	25.5%	0	0.0%	524	18.8%	2,785
Jerramungup									
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
2020-21	1,463	45.3%	511	15.8%	0	0.0%	1,254	38.8%	3,228
2021-22	1,063	38.3%	633	22.8%	0	0.0%	1,082	38.9%	2,778
2022-23	1,133	39.7%	936	32.8%	0	0.0%	783	27.5%	2,852
Katanning									
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
2020-21	1,233	48.0%	393	15.3%	0	0.0%	942	36.7%	2,568
2021-22	1,655	56.5%	383	13.1%	0	0.0%	893	30.5%	2,931
2022-23	1,095	38.8%	466	16.5%	0	0.0%	1,259	44.6%	2,820

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kent									
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
2020-21	1,269	46.3%	570	20.8%	0	0.0%	903	32.9%	2,742
2021-22	2,056	46.3%	655	14.8%	0	0.0%	1,726	38.9%	4,437
2022-23	1,549	52.8%	247	8.4%	0	0.0%	1,139	38.8%	2,934
Kojonup									
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
2020-21	1,214	32.8%	761	20.6%	0	0.0%	1,724	46.6%	3,699
2021-22	1,361	58.4%	402	17.2%	0	0.0%	569	24.4%	2,332
2022-23	1,207	31.0%	2,230	57.3%	0	0.0%	455	11.7%	3,892
Plantagenet									
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
2020-21	1,805	29.5%	2,351	38.5%	0	0.0%	1,955	32.0%	6,111
2021-22	3,054	44.0%	1,316	19.0%	0	0.0%	2,573	37.1%	6,943
2022-23	2,526	50.9%	959	19.3%	33	0.7%	1,444	29.1%	4,962
Ravensthorpe									
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
2016-17	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
2020-21	1,502	45.5%	498	15.1%	0	0.0%	1,303	39.4%	3,303
2021-22	1,277	56.8%	278	12.4%	0	0.0%	695	30.9%	2,250
2022-23	1,328	9.5%	709	5.1%	11,000	78.4%	988	7.0%	14,025

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Woodanilling									
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
2020-21	588	36.0%	78	4.8%	0	0.0%	966	59.2%	1,632
2021-22	446	47.5%	202	21.5%	0	0.0%	291	31.0%	939
2022-23	779	38.8%	97	4.8%	0	0.0%	1,133	56.4%	2,009

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kimberley Region									
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
2020-21	10,475	24.8%	14,624	34.7%	12	0.0%	17,092	40.5%	42,203
2021-22	8,476	19.6%	20,827	48.1%	0	0.0%	13,962	32.3%	43,264
2022-23	6,708	23.9%	17,438	62.2%	0	0.0%	13,962	49.8%	28,036
Broome									
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
2020-21	2,663	11.5%	8,603	37.0%	12	0.1%	11,972	51.5%	23,250
2021-22	1,379	14.7%	868	9.2%	0	0.0%	7,163	76.1%	9,410
2022-23	1,050	26.1%	977	24.3%	0	0.0%	1,992	49.6%	4,019
Derby-West Kimberley									
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
2020-21	2,882	41.0%	892	12.7%	0	0.0%	est 3,257	46.3%	7,031
2021-22	3,023	40.6%	1,167	15.7%	0	0.0%	est 3,257	43.7%	7,447
2022-23	2,350	23.1%	6,873	67.4%	0	0.0%	969	9.5%	10,192
Halls Creek									
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
2020-21	3,084	43.4%	3,672	51.6%	0	0.0%	357	5.0%	7,113
2021-22	1,851	13.4%	10,496	76.1%	0	0.0%	1,437	10.4%	13,783
2022-23	2,088	26.0%	5,290	66.0%	0	0.0%	643	8.0%	8,021

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wyndham-East Kimberley									
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
2020-21	1,846	38.4%	1,457	30.3%	0	0.0%	1,506	31.3%	4,809
2021-22	2,223	17.6%	8,296	65.7%	0	0.0%	2,105	16.7%	12,624
2022-23	1,220	21.0%	4,298	74.1%	0	0.0%	286	4.9%	5,804

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Metropolitan Region									
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
2020-21	59,744	14.9%	51,464	12.8%	2,607	0.7%	286,977	71.6%	400,791
2021-22	84,967	19.9%	48,064	11.3%	3,472	0.8%	290,447	68.0%	426,949
2022-23	94,926	21.2%	63,794	14.3%	2,188	0.5%	285,999	64.0%	446,906
Armadale									
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
2020-21	2,406	24.3%	1,105	11.2%	103	1.0%	6,283	63.5%	9,897
2021-22	2,967	31.1%	1,526	16.0%	0	0.0%	5,038	52.9%	9,531
2022-23	2,405	30.0%	1,075	13.4%	0	0.0%	4,526	56.5%	8,006
Bassendean									
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
2020-21	348	9.7%	195	5.4%	16	0.4%	3,030	84.4%	3,589
2021-22	394	11.0%	470	13.1%	47	1.3%	2,679	74.6%	3,590
2022-23	513	14.1%	336	9.3%	30	0.8%	2,752	75.8%	3,631
Bayswater									
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
2020-21	1,859	17.0%	420	3.8%	300	2.7%	8,381	76.5%	10,960
2021-22	2,394	21.1%	384	3.4%	0	0.0%	8,564	75.5%	11,342
2022-23	1,432	11.0%	923	7.1%	300	2.3%	10,354	79.6%	13,009

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Belmont									
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
2020-21	910	12.7%	741	10.3%	0	0.0%	5,531	77.0%	7,182
2021-22	598	8.6%	1,139	16.4%	0	0.0%	5,208	75.0%	6,945
2022-23	987	13.7%	1,076	14.9%	0	0.0%	5,143	71.4%	7,206
Cambridge									
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
2020-21	641	12.7%	701	13.9%	0	0.0%	3,705	73.4%	5,047
2021-22	2,121	37.1%	571	10.0%	0	0.0%	3,021	52.9%	5,713
2022-23	2,781	38.6%	672	9.3%	0	0.0%	3,747	52.0%	7,199
Canning									
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
2020-21	2,436	12.2%	5,629	28.2%	4	0.0%	11,911	59.6%	19,980
2021-22	5,957	31.9%	4,130	22.1%	0	0.0%	8,606	46.0%	18,693
2022-23	2,314	8.5%	5,228	19.1%	0	0.0%	19,783	72.4%	27,325
Claremont									
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
2020-21	213	6.6%	26	0.8%	0	0.0%	3,012	92.6%	3,251
2021-22	442	11.5%	150	3.9%	0	0.0%	3,267	84.7%	3,859
2022-23	319	7.7%	30	0.7%	0	0.0%	3,819	91.6%	4,168

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Cockburn									
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
2020-21	2,634	13.7%	2,640	13.8%	545	2.8%	13,378	69.7%	19,197
2021-22	6,160	19.9%	8,020	25.9%	2,735	8.8%	13,995	45.3%	30,910
2022-23	6,381	24.0%	6,875	25.8%	744	2.8%	12,643	47.5%	26,643
Cottesloe									
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
2020-21	266	27.4%	225	23.1%	0	0.0%	481	49.5%	972
2021-22	153	17.2%	343	38.7%	0	0.0%	391	44.1%	886
2022-23	278	63.6%	26	5.9%	0	0.0%	133	30.4%	437
East Fremantle									
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
2020-21	76	6.0%	199	15.7%	0	0.0%	990	78.3%	1,265
2021-22	155	17.5%	24	2.7%	8	0.9%	697	78.8%	884
2022-23	664	57.1%	250	21.5%	0	0.0%	248	21.3%	1,162
Fremantle									
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
2020-21	674	27.8%	138	5.7%	0	0.0%	1,611	66.5%	2,423
2021-22	820	21.6%	881	23.2%	0	0.0%	2,104	55.3%	3,805
2022-23	710	27.2%	492	18.9%	0	0.0%	1,405	53.9%	2,607

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Gosnells									
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
2020-21	3,081	13.3%	4,676	20.2%	0	0.0%	15,336	66.4%	23,093
2021-22	3,782	14.4%	4,252	16.2%	80	0.3%	18,120	69.1%	26,234
2022-23	3,879	15.4%	5,595	22.3%	35	0.1%	15,635	62.2%	25,144
Joondalup									
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
2020-21	4,660	19.3%	4,409	18.3%	7	0.0%	15,020	62.3%	24,096
2021-22	7,481	33.2%	984	4.4%	90	0.4%	13,977	62.0%	22,532
2022-23	5,892	24.4%	3,528	14.6%	84	0.3%	14,671	60.7%	24,175
Kalamunda									
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
2020-21	2,744	21.8%	1,914	15.2%	10	0.1%	7,919	62.9%	12,587
2021-22	3,004	17.9%	1,957	11.7%	0	0.0%	11,794	70.4%	16,755
2022-23	2,330	18.0%	1,247	9.6%	0	0.0%	9,399	72.4%	12,976
Kwinana									
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
2020-21	1,617	16.0%	1,457	14.4%	0	0.0%	7,025	69.6%	10,099
2021-22	3,243	26.8%	1,540	12.7%	0	0.0%	7,309	60.4%	12,092
2022-23	1,515	14.8%	1,197	11.7%	17	0.2%	7,494	73.3%	10,223

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Melville									
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
2020-21	2,224	10.2%	1,663	7.6%	0	0.0%	17,889	82.2%	21,776
2021-22	2,588	12.1%	3,332	15.6%	62	0.3%	15,381	72.0%	21,363
2022-23	2,551	11.3%	2,098	9.3%	97	0.4%	17,737	78.9%	22,483
Mosman Park									
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
2020-21	143	22.1%	37	5.7%	0	0.0%	468	72.2%	648
2021-22	145	17.9%	22	2.7%	0	0.0%	642	79.4%	809
2022-23	303	28.3%	24	2.2%	0	0.0%	744	69.5%	1,071
Mundaring									
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
2020-21	2,406	22.9%	1,269	12.1%	143	1.4%	6,710	63.7%	10,528
2021-22	2,088	19.4%	622	5.8%	61	0.6%	8,002	74.3%	10,773
2022-23	6,169	36.0%	2,936	17.1%	77	0.4%	7,964	46.4%	17,146
Nedlands									
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
2020-21	1,417	36.9%	916	23.8%	0	0.0%	1,512	39.3%	3,845
2021-22	952	27.5%	756	21.8%	0	0.0%	1,757	50.7%	3,465
2022-23	969	37.5%	782	30.3%	0	0.0%	832	32.2%	2,583

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Peppermint Grove									
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
2020-21	21	5.8%	5	1.4%	0	0.0%	338	92.9%	364
2021-22	251	83.9%	5	1.7%	0	0.0%	43	14.4%	299
2022-23	19	22.9%	6	7.2%	0	0.0%	58	69.9%	83
Perth									
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
2020-21	1,121	3.7%	608	2.0%	0	0.0%	28,269	94.2%	29,998
2021-22	1,758	8.7%	410	2.0%	0	0.0%	17,936	89.2%	20,104
2022-23	1,295	4.0%	4,678	14.4%	0	0.0%	26,591	81.7%	32,564
Rockingham									
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
2020-21	6,625	23.8%	1,796	6.5%	175	0.6%	19,231	69.1%	27,827
2021-22	8,066	36.1%	2,172	9.7%	0	0.0%	12,109	54.2%	22,347
2022-23	5,902	29.4%	2,009	10.0%	173	0.9%	11,971	59.7%	20,055
Serpentine-Jarrahdale									
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
2020-21	2,226	22.4%	4,463	44.8%	0	0.0%	3,262	32.8%	9,951
2021-22	3,032	28.2%	1,962	18.2%	0	0.0%	5,771	53.6%	10,765
2022-23	2,648	20.4%	4,751	36.7%	62	0.5%	5,489	42.4%	12,950

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
South Perth									
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	1124	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
2020-21	846	10.9%	673	8.6%	111	1.4%	6,165	79.1%	7,795
2021-22	2,498	22.0%	895	7.9%	211	1.9%	7773	68.3%	11,377
2022-23	1,340	9.1%	823	5.6%	150	1.0%	12,399	84.3%	14,712
Stirling									
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
2020-21	3,981	13.1%	1,611	5.3%	0	0.0%	24,894	81.7%	30,486
2021-22	6,199	20.0%	1,415	4.6%	0	0.0%	23,431	75.5%	31,045
2022-23	4,274	12.9%	1,869	5.7%	0	0.0%	26,914	81.4%	33,057
Subiaco									
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
2020-21	570	9.5%	1,026	17.1%	0	0.0%	4,409	73.4%	6,005
2021-22	499	8.5%	507	8.6%	0	0.0%	4,888	82.9%	5,894
2022-23	866	13.3%	500	7.7%	0	0.0%	5,163	79.1%	6,529
Swan									
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
2020-21	6,329	10.9%	8,750	15.1%	0	0.0%	42,893	74.0%	57,972
2021-22	8,898	12.2%	4,931	6.8%	0	0.0%	58,933	81.0%	72,762
2022-23	27,836	39.1%	10,508	14.8%	200	0.3%	32,692	45.9%	71,236

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Victoria Park									
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
2020-21	795	7.6%	591	5.6%	86	0.8%	9,050	86.0%	10,522
2021-22	1,384	13.6%	485	4.8%	63	0.6%	8,268	81.1%	10,200
2022-23	1,339	14.3%	1,117	11.9%	126	1.3%	6,769	72.4%	9,351
Vincent									
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
2020-21	674	9.3%	616	8.5%	26	0.4%	5,946	81.9%	7,262
2021-22	1,472	15.2%	1,208	12.5%	0	0.0%	6,983	72.3%	9,663
2022-23	660	8.7%	490	6.5%	0	0.0%	6,422	84.8%	7,572
Wanneroo									
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
2020-21	5,801	26.2%	2,965	13.4%	1,081	4.9%	12,328	55.6%	22,175
2021-22	5,466	24.5%	2,971	13.3%	115	0.5%	13,760	61.7%	22,312
2022-23	6,355	29.4%	2,653	12.3%	93	0.4%	12,502	57.9%	21,603

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mid West Region									
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
2020-21	23,361	29.3%	28,050	35.2%	1,985	2.5%	26,223	32.9%	79,619
2021-22	25,277	31.6%	28,200	35.2%	873	1.1%	25,713	32.1%	80,063
2022-23	25,312	31.2%	23,362	28.8%	2,564	3.2%	29,876	36.8%	81,113
Carnamah									
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
2020-21	664	26.5%	856	34.2%	244	9.7%	740	29.6%	2,504
2021-22	761	36.6%	704	33.9%	0	0.0%	614	29.5%	2,079
2022-23	766	27.8%	1,408	51.2%	0	0.0%	578	21.0%	2,752
Chapman Valley									
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
2020-21	1,148	31.9%	1,328	36.9%	36	1.0%	1,084	30.1%	3,596
2021-22	952	26.2%	1,638	45.1%	12	0.3%	1,032	28.4%	3,634
2022-23	1,424	33.6%	1,160	27.4%	17	0.4%	1,633	38.6%	4,234
Coorow									
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
2020-21	1,204	45.0%	604	22.6%	0	0.0%	865	32.4%	2,673
2021-22	1,229	43.5%	631	22.4%	0	0.0%	963	34.1%	2,823
2022-23	905	34.4%	644	24.4%	0	0.0%	1,085	41.2%	2,634

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Cue									
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
2020-21	1,028	14.9%	3,728	54.2%	1,578	22.9%	543	7.9%	6,877
2021-22	942	20.6%	2,021	44.2%	762	16.7%	851	18.6%	4,576
2022-23	592	32.7%	328	18.1%	445	24.6%	447	24.7%	1,812
Greater Geraldton									
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
2020-21	3,255	20.0%	2,976	18.3%	14	0.1%	9,995	61.5%	16,240
2021-22	5,968	28.3%	2,924	13.9%	60	0.3%	12,137	57.6%	21,089
2022-23	6,398	27.8%	3,149	13.7%	4	0.0%	13,443	58.5%	22,994
Irwin									
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
2020-21	591	26.2%	1,223	54.3%	0	0.0%	440	19.5%	2,254
2021-22	592	37.4%	539	34.0%	0	0.0%	454	28.6%	1,585
2022-23	729	41.8%	569	32.6%	0	0.0%	446	25.6%	1,744
Meekatharra									
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
2020-21	2,796	26.5%	4,685	44.3%	0	0.0%	3,087	29.2%	10,568
2021-22	2,544	17.4%	9,328	63.8%	0	0.0%	2,754	18.8%	14,626
2022-23	3,657	57.8%	1,029	16.3%	0	0.0%	1,644	26.0%	6,330

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mingenew									
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
2020-21	2,679	81.9%	369	11.3%	0	0.0%	222	6.8%	3,270
2021-22	2,668	35.3%	4,347	57.5%	0	0.0%	549	7.3%	7,564
2022-23	1,031	22.9%	3,327	73.8%	0	0.0%	153	3.4%	4,511
Morawa									
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
2020-21	1,253	60.0%	586	28.1%	44	2.1%	206	9.9%	2,089
2021-22	914	45.7%	419	21.0%	39	2.0%	627	31.4%	1,999
2022-23	1,317	52.8%	826	33.1%	44	1.8%	307	12.3%	2,494
Mount Magnet									
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
2020-21	645	25.5%	1,524	60.2%	57	2.3%	304	12.0%	2,530
2021-22	553	20.3%	309	11.3%	0	0.0%	1,866	68.4%	2,728
2022-23	705	39.1%	309	17.1%	0	0.0%	791	43.8%	1,804
Murchison									
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
2020-21	2,255	16.8%	6,385	47.5%	0	0.0%	4,806	35.7%	13,446
2021-22	2,510	60.4%	1,927	46.4%	0	0.0%	-281	-6.8%	4,156
2022-23	2,164	14.9%	8,287	57.1%	0	0.0%	4,062	28.0%	14,513

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Northampton									
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
2020-21	1,225	42.7%	406	14.2%	0	0.0%	1,237	43.1%	2,868
2021-22	1,220	42.1%	548	18.9%	0	0.0%	1,131	39.0%	2,899
2022-23	1,942	47.4%	391	9.6%	0	0.0%	1,761	43.0%	4,094
Perenjori									
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
2020-21	1,603	53.2%	908	30.1%	12	0.4%	491	16.3%	3,014
2021-22	1,450	53.6%	893	33.0%	0	0.0%	361	13.4%	2,704
2022-23	1,800	47.3%	753	19.8%	0	0.0%	1,255	33.0%	3,808
Sandstone									
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
2020-21	1,058	31.6%	1,429	42.7%	0	0.0%	862	25.7%	3,349
2021-22	775	36.2%	419	19.6%	0	0.0%	944	44.2%	2,138
2022-23	552	12.2%	422	9.3%	2,054	45.2%	1,512	33.3%	4,540
Three Springs									
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
2020-21	762	41.8%	387	21.2%	0	0.0%	674	37.0%	1,823
2021-22	1,026	49.1%	629	30.1%	0	0.0%	433	20.7%	2,088
2022-23	636	53.3%	392	32.8%	0	0.0%	166	13.9%	1,194

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Yalgoo									
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
2020-21	1,195	47.5%	656	26.1%	0	0.0%	667	26.5%	2,518
2021-22	1,173	34.8%	924	27.4%	0	0.0%	1,278	37.9%	3,375
2022-23	694	41.9%	368	22.2%	0	0.0%	593	35.8%	1,655

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Pilbara Region									
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
2020-21	9,659	21.1%	5,246	11.5%	469	1.0%	30,312	66.3%	45,686
2021-22	11,272	23.4%	8,471	17.6%	261	0.5%	28,072	58.4%	48,076
2022-23	10,800	25.5%	7,077	16.7%	250	0.6%	24,157	57.1%	42,284
Ashburton									
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
2020-21	2,694	37.6%	330	4.6%	0	0.0%	4,139	57.8%	7,163
2021-22	2,325	15.4%	4,217	27.9%	0	0.0%	8,551	56.7%	15,093
2022-23	1,764	25.1%	1,128	16.0%	0	0.0%	4,145	58.9%	7,037
East Pilbara									
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
2020-21	3,600	50.1%	1,843	25.7%	200	2.8%	1,537	21.4%	7,180
2021-22	4,572	50.2%	1,957	21.5%	200	2.2%	2,372	26.1%	9,101
2022-23	4,170	37.6%	2,414	21.8%	250	2.3%	4,252	38.4%	11,086
Karratha									
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
2020-21	2,229	12.5%	1,618	9.1%	269	1.5%	13,717	76.9%	17,833
2021-22	1,807	17.0%	546	5.1%	61	0.6%	8,212	77.3%	10,626
2022-23	3,032	26.3%	770	6.7%	0	0.0%	7,728	67.0%	11,530

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Port Hedland									
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
2020-21	1,136	8.4%	1,455	10.8%	0	0.0%	10,919	80.8%	13,510
2021-22	2,568	19.4%	1,751	13.2%	0	0.0%	8,937	67.4%	13,256
2022-23	1,834	14.5%	2,765	21.9%	0	0.0%	8,032	63.6%	12,631

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
South West Region									
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
2020-21	34,269	29.9%	20,607	18.0%	1,645	1.4%	58,103	50.7%	114,624
2021-22	46,278	40.8%	22,670	20.0%	264	0.2%	44,150	38.9%	113,362
2022-23	30,892	29.0%	24,778	23.3%	2,951	2.8%	47,893	45.0%	106,514
Augusta-Margaret River									
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
2020-21	2,270	13.9%	1,456	8.9%	0	0.0%	12,596	77.2%	16,322
2021-22	5,976	50.3%	1,635	13.8%	0	0.0%	4,276	36.0%	11,887
2022-23	2,191	24.6%	1,884	21.2%	0	0.0%	4,831	54.2%	8,906
Boddington									
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
2020-21	364	32.4%	338	30.1%	0	0.0%	420	37.4%	1,122
2021-22	586	27.3%	695	32.4%	0	0.0%	867	40.4%	2,148
2022-23	471	24.1%	730	37.3%	0	0.0%	757	38.7%	1,958
Boyup Brook									
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
2020-21	1,952	62.8%	1,063	34.2%	0	0.0%	95	3.1%	3,110
2021-22	1,003	38.7%	969	37.4%	0	0.0%	621	23.9%	2,593
2022-23	2,140	67.1%	658	20.6%	0	0.0%	393	12.3%	3,191

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Bridgetown-Greenbushes									
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
2020-21	1,780	64.7%	414	15.0%	14	0.5%	543	19.7%	2,751
2021-22	1,465	49.9%	630	21.5%	19	0.6%	819	27.9%	2,933
2022-23	3,161	79.0%	472	11.8%	0	0.0%	367	9.2%	4,000
Bunbury									
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
2020-21	1,519	16.0%	2,059	21.7%	0	0.0%	5,932	62.4%	9,510
2021-22	1,999	21.3%	831	8.9%	0	0.0%	6,538	69.8%	9,368
2022-23	2,024	19.2%	1,215	11.5%	0	0.0%	7,327	69.3%	10,566
Busselton									
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
2020-21	6,023	31.8%	3,530	18.6%	0	0.0%	9,385	49.6%	18,938
2021-22	7,547	40.1%	3,665	19.5%	0	0.0%	7,630	40.5%	18,842
2022-23	2,249	15.6%	3,679	25.5%	0	0.0%	8,503	58.9%	14,431
Capel									
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
2020-21	1,641	24.5%	873	13.0%	0	0.0%	4,189	62.5%	6,703
2021-22	1,668	31.3%	535	10.1%	0	0.0%	3,120	58.6%	5,323
2022-23	1,114	21.1%	178	3.4%	0	0.0%	3,987	75.5%	5,279

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Collie									
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
2020-21	1,450	60.6%	497	20.8%	0	0.0%	444	18.6%	2,391
2021-22	3,044	72.6%	431	10.3%	24	0.6%	694	16.6%	4,193
2022-23	981	34.4%	1,172	41.1%	126	4.4%	570	20.0%	2,849
Dardanup									
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
2020-21	1,401	23.0%	724	11.9%	1,518	24.9%	2,444	40.2%	6,087
2021-22	1,156	24.1%	1,314	27.4%	221	4.6%	2,103	43.9%	4,794
2022-23	1,014	20.2%	960	19.1%	233	4.6%	2,817	56.1%	5,024
Donnybrook-Balingup									
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
2020-21	1,367	37.6%	1,052	28.9%	0	0.0%	1,218	33.5%	3,637
2021-22	1,792	42.4%	1,538	36.4%	0	0.0%	897	21.2%	4,227
2022-23	1,566	33.1%	1,574	33.3%	85	1.8%	1,505	31.8%	4,730
Harvey									
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
2020-21	2,398	23.6%	1,301	12.8%	0	0.0%	6,451	63.6%	10,150
2021-22	6,139	55.6%	2,761	25.0%	0	0.0%	2,139	19.4%	11,039
2022-23	4,899	37.0%	2,062	15.6%	0	0.0%	6,276	47.4%	13,237

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mandurah									
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
2020-21	2,670	21.0%	2,122	16.7%	0	0.0%	7,925	62.3%	12,717
2021-22	4,660	31.1%	2,800	18.7%	0	0.0%	7,503	50.1%	14,963
2022-23	2,768	22.2%	3,032	24.3%	0	0.0%	6,679	53.5%	12,479
Manjimup									
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
2020-21	2,538	34.6%	1,921	26.2%	0	0.0%	2,866	39.1%	7,325
2021-22	2,937	44.6%	1,811	27.5%	0	0.0%	1,831	27.8%	6,579
2022-23	2,801	36.3%	2,660	34.5%	0	0.0%	2,260	29.3%	7,721
Murray									
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
2020-21	5,401	55.6%	2,049	21.1%	113	1.2%	2,154	22.2%	9,717
2021-22	1,476	25.3%	1,382	23.7%	0	0.0%	2,985	51.1%	5,843
2022-23	1,834	24.5%	2,804	37.5%	2,507	33.5%	330	4.4%	7,475
Nannup									
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
2020-21	804	44.3%	417	23.0%	0	0.0%	593	32.7%	1,814
2021-22	3,659	66.7%	406	7.4%	0	0.0%	1,423	25.9%	5,488
2022-23	970	55.5%	427	24.4%	0	0.0%	351	20.1%	1,748

SSources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Waroona									
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
2020-21	691	29.7%	791	33.9%	0	0.0%	848	36.4%	2,330
2021-22	1,171	37.3%	1,267	40.3%	0	0.0%	704	22.4%	3,142
2022-23	709	24.3%	1,271	43.5%	0	0.0%	940	32.2%	2,920

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wheatbelt North Region									
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
2020-21	29,079	36.8%	32,210	40.8%	153	0.2%	17,535	22.2%	78,977
2021-22	32,620	38.2%	32,697	38.3%	12	0.0%	20,047	23.5%	85,376
2022-23	35,131	32.1%	42,731	39.1%	6,270	5.7%	25,276	23.1%	109,408
Chittering									
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
2020-21	1,712	46.3%	318	8.6%	0	0.0%	1,671	45.1%	3,701
2021-22	1,207	32.2%	638	17.0%	0	0.0%	1,902	50.8%	3,747
2022-23	1,225	26.4%	418	9.0%	0	0.0%	2,994	64.6%	4,637
Cunderdin									
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
2020-21	862	29.7%	1,817	62.7%	0	0.0%	220	7.6%	2,899
2021-22	884	23.2%	2,778	73.0%	0	0.0%	145	3.8%	3,807
2022-23	935	19.6%	3,665	76.9%	0	0.0%	168	3.5%	4,768
Dalwallinu									
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
2020-21	2,294	44.1%	1,574	30.2%	0	0.0%	1,337	25.7%	5,205
2021-22	1,959	24.8%	4,705	59.7%	0	0.0%	1,221	15.5%	7,885
2022-23	2,155	16.4%	10,009	76.0%	0	0.0%	1,003	7.6%	13,167

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Dandaragan									
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
2020-21	947	15.2%	4,237	67.8%	0	0.0%	1,066	17.1%	6,250
2021-22	3,526	66.3%	1,554	29.2%	0	0.0%	237	4.5%	5,317
2022-23	1,734	30.0%	2,863	49.6%	0	0.0%	1,177	20.4%	5,774
Dowerin									
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
2020-21	916	38.9%	1,105	46.9%	0	0.0%	336	14.3%	2,357
2021-22	951	14.2%	5,234	78.0%	0	0.0%	526	7.8%	6,711
2022-23	1,755	39.2%	2,349	52.5%	0	0.0%	372	8.3%	4,476
Gingin									
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
2020-21	1,336	13.2%	7,517	74.1%	0	0.0%	1,286	12.7%	10,139
2021-22	1,798	31.7%	1,926	33.9%	0	0.0%	1,954	34.4%	5,678
2022-23	2,782	33.7%	1,583	19.2%	0	0.0%	3,879	47.1%	8,244
Goomalling									
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
2020-21	822	24.3%	2,000	59.0%	0	0.0%	565	16.7%	3,387
2021-22	652	22.7%	1,495	52.0%	0	0.0%	727	25.3%	2,874
2022-23	667	20.9%	1,752	54.9%	0	0.0%	775	24.3%	3,194

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kellerberrin									
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
2020-21	1,364	52.0%	455	17.3%	0	0.0%	805	30.7%	2,624
2021-22	1,239	47.3%	498	19.0%	0	0.0%	882	33.7%	2,619
2022-23	1,043	38.4%	810	29.8%	0	0.0%	865	31.8%	2,718
Koorda									
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
2020-21	1,063	54.9%	459	23.7%	0	0.0%	416	21.5%	1,938
2021-22	1,092	52.3%	539	25.8%	0	0.0%	457	21.9%	2,088
2022-23	1,153	43.8%	545	20.7%	0	0.0%	937	35.6%	2,635
Merredin									
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
2020-21	1,655	43.6%	1,697	44.7%	0	0.0%	442	11.6%	3,794
2021-22	1,493	52.8%	708	25.0%	0	0.0%	626	22.1%	2,827
2022-23	1,271	41.0%	1,625	52.5%	0	0.0%	202	6.5%	3,098
Moora									
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
2020-21	1,232	37.4%	1,756	53.4%	0	0.0%	303	9.2%	3,291
2021-22	1,259	22.7%	3,033	54.6%	0	0.0%	1,259	22.7%	5,551
2022-23	1,078	7.1%	6,215	40.8%	6,000	39.4%	1,950	12.8%	15,243

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mount Marshall									
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
2020-21	1,550	54.4%	1,058	37.2%	0	0.0%	239	8.4%	2,847
2021-22	1,495	52.5%	1,102	38.7%	0	0.0%	253	8.9%	2,850
2022-23	1,910	44.9%	1,321	31.1%	0	0.0%	1,022	24.0%	4,253
Mukinbudin									
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
2020-21	961	49.6%	573	29.6%	0	0.0%	402	20.8%	1,936
2021-22	999	52.3%	588	30.8%	0	0.0%	322	16.9%	1,909
2022-23	970	55.4%	587	33.5%	0	0.0%	193	11.0%	1,750
Northam									
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
2020-21	1,143	22.1%	832	16.1%	0	0.0%	3,196	61.8%	5,171
2021-22	2,249	36.8%	763	12.5%	0	0.0%	3,100	50.7%	6,112
2022-23	3,249	50.6%	790	12.3%	0	0.0%	2,387	37.1%	6,426
Nungarin									
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
2020-21	512	55.5%	260	28.2%	0	0.0%	151	16.4%	923
2021-22	532	44.8%	268	22.6%	0	0.0%	387	32.6%	1,187
2022-23	588	39.5%	478	32.1%	0	0.0%	424	28.5%	1,490

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Tammin									
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
2020-21	687	43.8%	409	26.1%	0	0.0%	474	30.2%	1,570
2021-22	523	42.8%	214	17.5%	0	0.0%	485	39.7%	1,222
2022-23	786	53.6%	681	46.4%	0	0.0%	0	0.0%	1,467
Toodyay									
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
2020-21	1,886	50.8%	536	14.4%	0	0.0%	1,290	34.8%	3,712
2021-22	1,845	64.6%	305	10.7%	12	0.4%	696	24.4%	2,858
2022-23	3,046	64.4%	682	14.4%	0	0.0%	1,003	21.2%	4,731
Trayning									
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
2020-21	765	51.7%	423	28.6%	0	0.0%	292	19.7%	1,480
2021-22	1,018	50.0%	437	21.4%	0	0.0%	583	28.6%	2,038
2022-23	1,077	55.3%	521	26.7%	0	0.0%	350	18.0%	1,948
Victoria Plains									
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
2020-21	557	17.3%	1,930	60.0%	0	0.0%	729	22.7%	3,216
2021-22	970	24.7%	1,026	26.2%	0	0.0%	1,924	49.1%	3,920
2022-23	1,581	62.7%	207	8.2%	101	4.0%	633	25.1%	2,522

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Westonia									
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
2020-21	856	46.8%	558	30.5%	0	0.0%	414	22.6%	1,828
2021-22	879	50.2%	466	26.6%	0	0.0%	405	23.1%	1,750
2022-23	1,091	58.1%	527	28.1%	0	0.0%	259	13.8%	1,877
Wongan-Ballidu									
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
2020-21	1,334	39.6%	977	29.0%	0	0.0%	1,054	31.3%	3,365
2021-22	1,417	34.3%	2,365	57.2%	0	0.0%	355	8.6%	4,137
2022-23	1,132	20.8%	3,190	58.7%	0	0.0%	1,115	20.5%	5,437
Wyalkatchem									
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
2020-21	845	61.1%	433	31.3%	0	0.0%	105	7.6%	1,383
2021-22	822	47.9%	720	42.0%	0	0.0%	174	10.1%	1,716
2022-23	1,031	51.8%	492	24.7%	0	0.0%	466	23.4%	1,989
Yilgarn									
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
2020-21	2,609	66.0%	1,132	28.6%	153	3.9%	59	1.5%	3,953
2021-22	2,680	61.5%	1,181	27.1%	0	0.0%	494	11.3%	4,355
2022-23	1,823	37.6%	1,243	25.6%	169	3.5%	1,612	33.3%	4,847

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
York									
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
2020-21	1,171	58.3%	154	7.7%	0	0.0%	683	34.0%	2,008
2021-22	1,131	51.0%	154	6.9%	0	0.0%	933	42.1%	2,218
2022-23	1,049	38.6%	178	6.6%	0	0.0%	1,490	54.8%	2,717

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wheatbelt South Region									
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
2020-21	19,235	42.0%	14,908	32.6%	1,295	2.8%	10,307	22.5%	45,745
2021-22	25,362	49.2%	15,371	29.8%	0	0.0%	10,779	20.9%	51,512
2022-23	24,445	39.5%	24,825	40.1%	0	0.0%	12,629	20.4%	61,899
Beverley									
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
2020-21	796	36.3%	461	21.0%	0	0.0%	935	42.7%	2,192
2021-22	2,232	52.9%	630	14.9%	0	0.0%	1,358	32.2%	4,220
2022-23	950	27.0%	598	17.0%	0	0.0%	1,966	55.9%	3,514
Brookton									
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
2020-21	588	38.0%	434	28.1%	0	0.0%	525	33.9%	1,547
2021-22	734	45.7%	465	28.9%	0	0.0%	408	25.4%	1,607
2022-23	704	22.9%	1,645	53.5%	0	0.0%	727	23.6%	3,076
Bruce Rock									
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
2020-21	1,208	54.2%	585	26.3%	0	0.0%	435	19.5%	2,228
2021-22	2,362	70.8%	620	18.6%	0	0.0%	353	10.6%	3,335
2022-23	1,917	61.1%	796	25.4%	0	0.0%	423	13.5%	3,136

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Corrigin									
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
2020-21	1,403	50.8%	695	25.2%	0	0.0%	664	24.0%	2,762
2021-22	1,165	34.4%	1,629	48.1%	0	0.0%	590	17.4%	3,384
2022-23	1,207	30.0%	2,012	50.0%	0	0.0%	808	20.1%	4,027
Cuballing									
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
2020-21	526	25.9%	962	47.5%	0	0.0%	539	26.6%	2,027
2021-22	654	35.4%	605	32.8%	0	0.0%	588	31.8%	1,847
2022-23	604	12.9%	3,458	73.7%	0	0.0%	631	13.4%	4,693
Dumbleyung									
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
2020-21	813	52.6%	733	47.4%	0	0.0%	0	0.0%	1,546
2021-22	1,058	48.5%	942	43.2%	0	0.0%	183	8.4%	2,183
2022-23	977	18.1%	4,312	79.7%	0	0.0%	121	2.2%	5,410
Kondinin									
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
2020-21	1,604	67.8%	542	22.9%	0	0.0%	220	9.3%	2,366
2021-22	1,540	32.0%	2,405	49.9%	0	0.0%	873	18.1%	4,818
2022-23	1,533	32.1%	2,448	51.2%	0	0.0%	801	16.8%	4,782

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kulin									
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
2020-21	2,129	60.5%	685	19.5%	95	2.7%	611	17.4%	3,520
2021-22	1,939	36.2%	2,784	52.0%	0	0.0%	632	11.8%	5,355
2022-23	2,116	33.5%	3,490	55.2%	0	0.0%	714	11.3%	6,320
Lake Grace									
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
2020-21	1,912	59.9%	850	26.6%	0	0.0%	429	13.4%	3,191
2021-22	3,283	75.1%	741	17.0%	0	0.0%	345	7.9%	4,369
2022-23	2,784	54.4%	887	17.3%	0	0.0%	1,450	28.3%	5,121
Narembeen									
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
2020-21	1,635	29.1%	2,713	48.2%	1,200	21.3%	75	1.3%	5,623
2021-22	2,462	67.2%	1,179	32.2%	0	0.0%	21	0.6%	3,662
2022-23	2,127	56.0%	1,457	38.4%	0	0.0%	214	5.6%	3,798
Shire of Narrogin [New Shire established 1 July 2016]									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
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
2020-21	984	27.2%	671	18.6%	0	0.0%	1,957	54.2%	3,612
2021-22	1,010	32.5%	695	22.3%	0	0.0%	1,405	45.2%	3,110
2022-23	2,671	68.6%	888	22.8%	0	0.0%	334	8.6%	3,893

Sources of Road Funds – 2012-13 to 2022-23

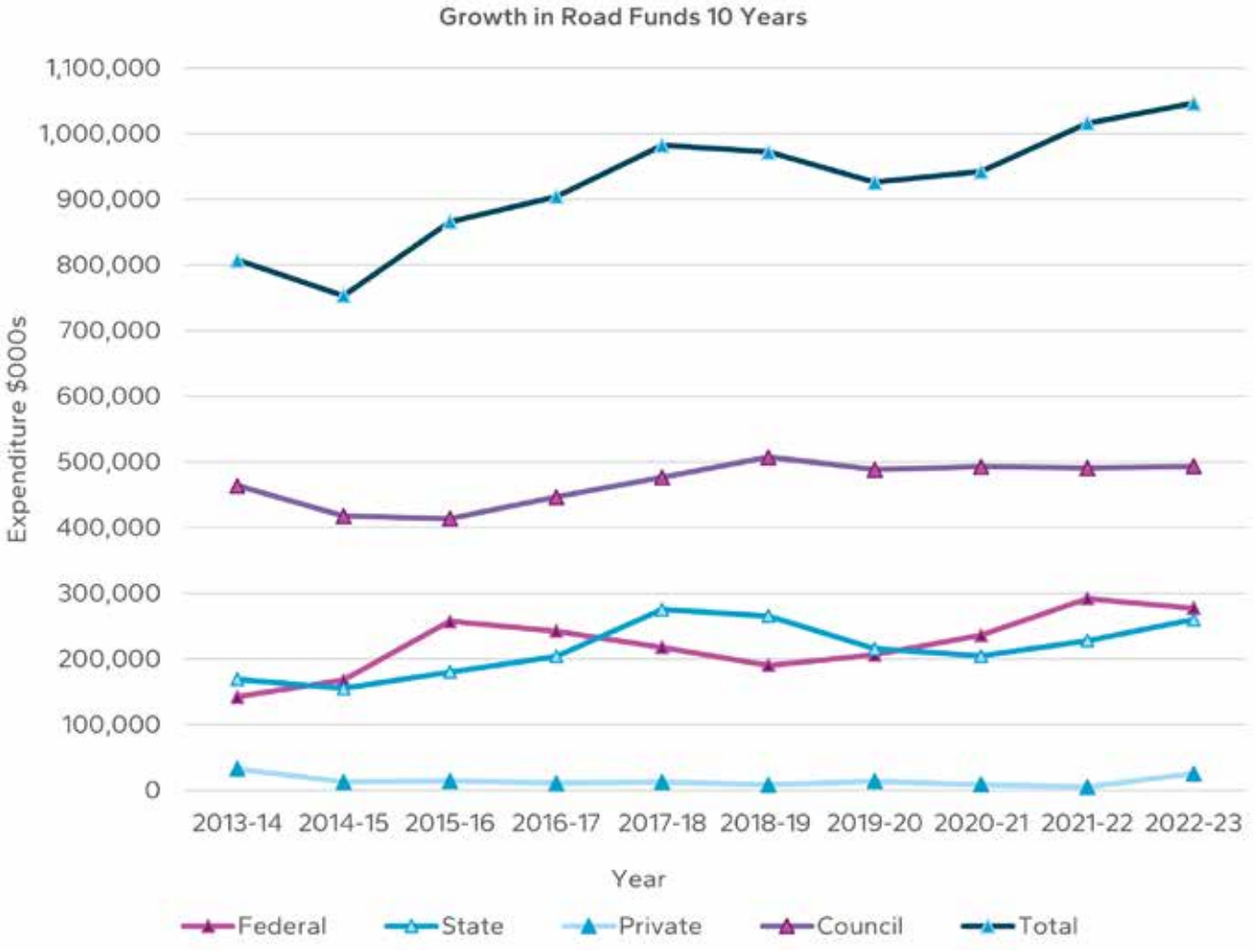
Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Pingelly									
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
2015-16	784	35.7%	583	26.6%	0	0.0%	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
2020-21	666	31.2%	1,152	53.9%	0	0.0%	319	14.9%	2,137
2021-22	802	45.7%	552	31.5%	0	0.0%	401	22.8%	1,755
2022-23	698	46.0%	820	54.0%	0	0.0%	0	0.0%	1,518
Quairading									
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
2020-21	1,190	35.5%	1,838	54.8%	0	0.0%	325	9.7%	3,353
2021-22	1,585	63.9%	251	10.1%	0	0.0%	643	25.9%	2,479
2022-23	1,287	55.8%	170	7.4%	0	0.0%	850	36.8%	2,307
Wagin									
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
2020-21	874	53.4%	421	25.7%	0	0.0%	341	20.8%	1,636
2021-22	1,231	67.9%	482	26.6%	0	0.0%	100	5.5%	1,813
2022-23	1,309	73.3%	353	19.8%	0	0.0%	125	7.0%	1,787
Wandering									
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
2020-21	446	24.0%	851	45.8%	0	0.0%	563	30.3%	1,860
2021-22	731	41.0%	104	5.8%	0	0.0%	949	53.2%	1,784
2022-23	463	25.4%	412	22.6%	0	0.0%	947	52.0%	1,822

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
West Arthur									
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
2020-21	924	47.7%	351	18.1%	0	0.0%	663	34.2%	1,938
2021-22	1,099	49.4%	486	21.8%	0	0.0%	641	28.8%	2,226
2022-23	934	40.8%	540	23.6%	0	0.0%	814	35.6%	2,288
Wickepin									
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
2020-21	889	36.5%	607	24.9%	0	0.0%	938	38.5%	2,434
2021-22	897	43.8%	428	20.9%	0	0.0%	721	35.2%	2,046
2022-23	1,150	56.5%	149	7.3%	0	0.0%	738	36.2%	2,037
Williams									
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
2020-21	648	36.5%	357	20.1%	0	0.0%	768	43.3%	1,773
2021-22	578	38.1%	373	24.6%	0	0.0%	568	37.4%	1,519
2022-23	1,014	42.8%	390	16.5%	0	0.0%	966	40.8%	2,370

Sources of Road Funds – 2012-13 to 2022-23

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
State									
	Federal		**State**		**Private**		**Council**		**Total**
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
2020-21	236,218	25.1%	204,326	21.7%	8,869	0.9%	492,811	52.3%	942,224
2021-22	292,099	28.8%	227,860	22.4%	5,015	0.5%	490,912	48.3%	1,015,887
2022-23	277,356	26.5%	259,880	24.8%	25,602	2.4%	493,376	47.2%	1,046,142
10 Years	2,229,709	24.2%	2,157,206	23.4%	145,126	1.6%	4,691,544	50.9%	9,215,069
5 Years	1,202,190	24.5%	1,173,163	23.9%	61,982	1.3%	2,473,141	50.5%	4,901,960



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