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WALGA

**Report on Local
Government
Road Assets and
Expenditure**

2024-2025



Goomalling-Calingiri Road, Goomalling

Acknowledgements

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.

A special note of appreciation is extended to:

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Foreword



Since establishment as the Roads Boards in 1871, Western Australia's Local Governments have played a fundamental role in the development, maintenance and upgrading of the State's road network.

Almost all Western Australians rely on roads every day to access essential services, employment, education, and social connections. Despite the expanding scope of modern Local Government responsibilities, transport-related activities continue to represent the single largest area of expenditure, accounting for 25.7 per cent of total Local Government expenditure in 2024-25.

The WA Auditor General has previously highlighted significant data gaps, noting the absence of comprehensive information on the overall condition of Local Government roads, the costs required to maintain them, and the investment needed to achieve agreed levels of service across the network. This Road Assets and Expenditure Report partly addresses that gap by providing detailed analysis of actual expenditure on road maintenance, as well as investment in improving and expanding the network.

Western Australia's ongoing population growth is placing increasing pressure on the road system. In the past year, population increased by 2.6 per cent, while driver's licence holders grew by 3.4 per cent and registered vehicles by 3.6 per cent. An estimated 31.2 billion vehicle kilometres were travelled, with nearly two-thirds occurring in the Perth metropolitan region.

In agricultural areas, productivity improvements and increases in the area planted has resulted in the average grain tonnage freighted to markets in the past five years being 37% higher than the previous five-year period. At the same time, the average weight of each grain delivery by road is growing by around 3% each year. More tonnes in heavier trucks adds to the requirement to both improve roads and maintain them more frequently.



Road safety remains a shared priority for all levels of government. Every death or serious injury on our roads is one too many. Consistent with State and Federal road safety strategies, Local Governments are committed to improving safety outcomes across the network. Encouragingly, there has been a gradual decline in deaths and serious injuries on Local Government roads over the past five years. The data shows that in regional areas, single-vehicle run-off-road crashes continue to be the most common crash type resulting in serious harm, reinforcing the importance of targeted investment in rural road safety initiatives.

Ongoing financial support from the Federal and State Governments is critical to sustaining the Local Government road network. Combined grants provided 49.3% of road funds invested in 2024-25.

The financial support of the Federal and State Government remains critical to sustaining the Local Government road network, particularly outside of the Perth metropolitan area.

Thank you to the Local Governments who provided data for this report.

Their participation provides valuable insight that supports informed decision-making and a shared understanding of the challenges and opportunities involved in managing and improving Western Australia's road and path network.

Nick Sloan
Chief Executive Officer

Executive Summary

Local Government maintains 127,978 kilometres of roads in Western Australia. Local Government roads make up 86.6% 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 \$42.66 billion as at 30 June 2025.

The written down value of the road network is \$22.32 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 52.3% for local roads compared to 66.0% for State highways and main roads in WA.

1. Types of Roads

Local Government is responsible for 127,978 kilometres of roads representing 86.6% of the State's public road network. Only 32.8% of the roads are sealed. The remaining 67.2% (85,951 kilometres) have a gravel or natural surface.

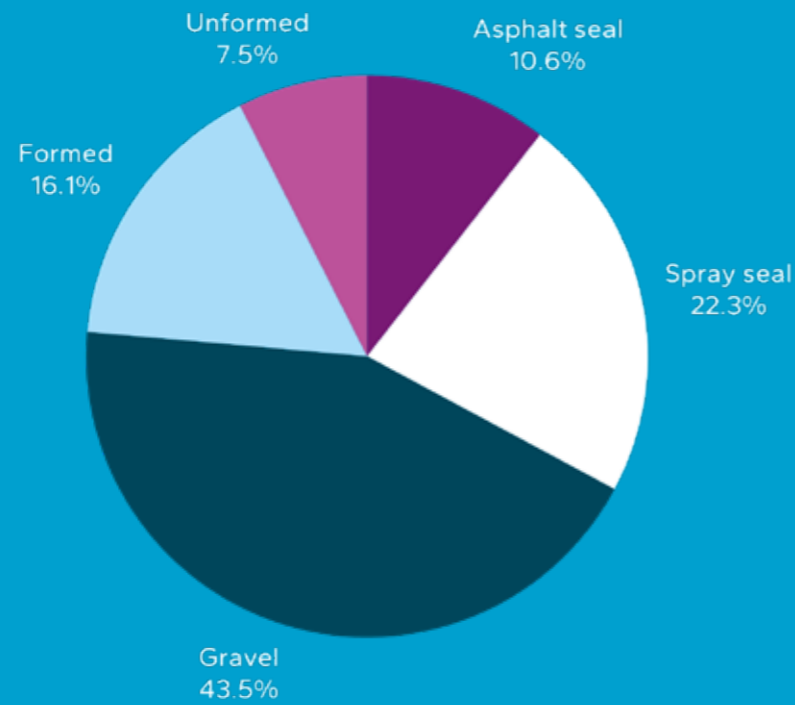


Figure 1. Types of Local Government Roads 2024-25 (Total Length 127,978km)



2. Sources of Local Government Road Funds

Total funding for Local Government roads was \$1188.8 million in 2024-2025, \$154.7 million more than in the previous year. Local Governments provided 50% of their total road expenditure from their own resources (Figure 2). Expenditure from Local Government's own-source revenue increased significantly, by \$82.4 million. Federal funds increased by \$21.4 million while State funds increased by \$56.7 million. The Commonwealth Government provided 25.2% of Local Government road funds, the State Government 24.1% (excluding funds allocated for expenditure by Main Roads WA). Contributions from private sources again reduced significantly (by \$5.8 million), and represented just 0.66% of the total road expenditure in 2024-25. This included \$1 million plus contributions to Cue, Laverton and Ngaanyatjaraku.

The Federal funds are primarily provided through the Financial Assistance Grants (untied road component, \$143.3 million) and also include \$77.3 million of Roads to Recovery funds, \$10.4 million of Federal Black Spot funds and a portion (\$39.7 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 \$12.2 million of Black Spot funds. Metropolitan Local Governments received 26.6% of Federal and State funds while non-Metropolitan Local Governments received 73.4%.

In the five years 2020-21 to 2024-2025 total road expenditure has increased by 26.2% from \$942.2 million to \$1188.8 million. These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

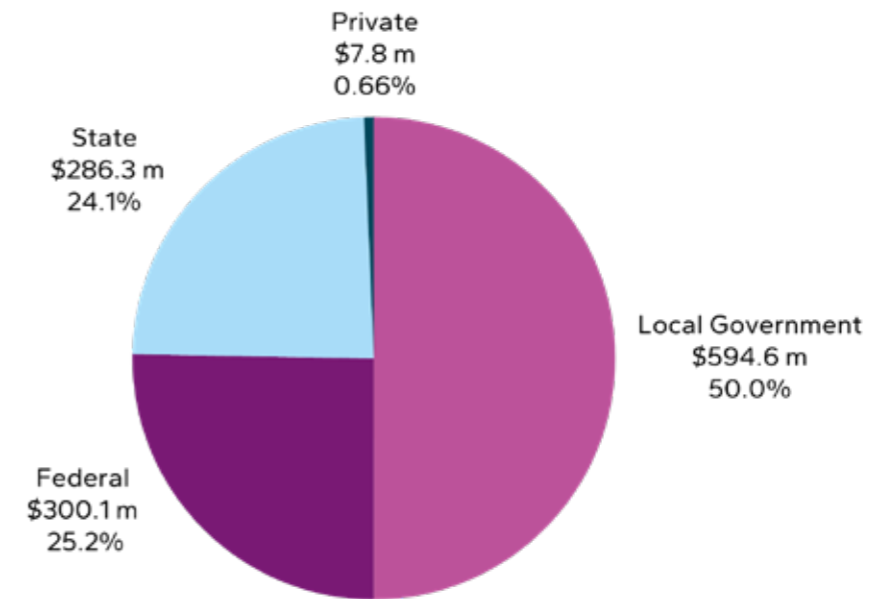


Figure 2. Sources of Local Government Road Funds 2024-25 \$1,188.8 million

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

Executive Summary

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. 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, although these funds are now largely spent.

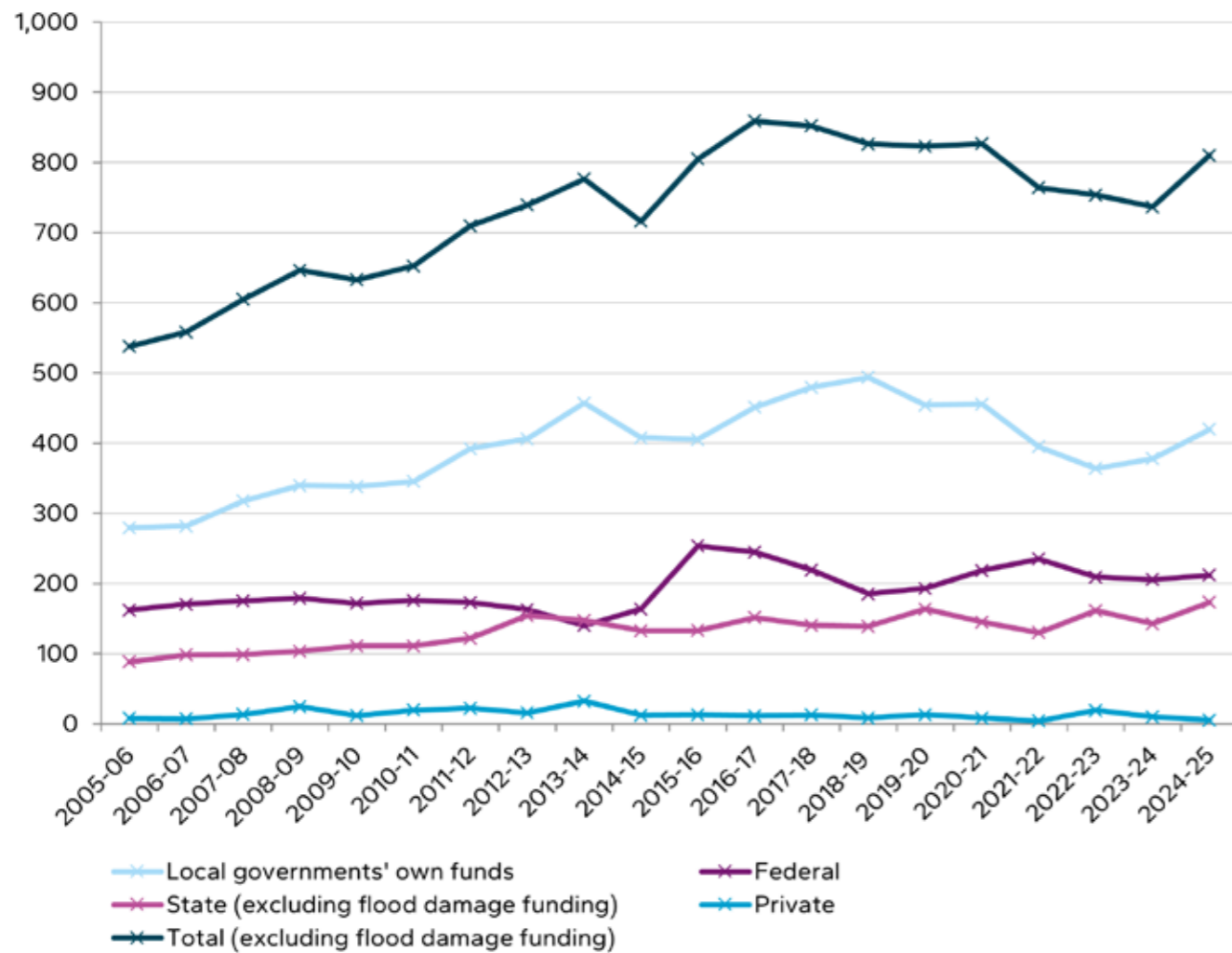


Figure 3. Sources of Road Funding (Real Terms 2012/13 Dollars) RCMPI

State and Total funds excludes repair of flood damage.

3. Total Local Government Road Expenditure 2020-21 to 2024-25

Figure 4 shows that:

- Total funding increased by 26.2% between 2020-21 and 2024-2025 and was \$246.6 million more than in 2020-21.
- Local Government funds increased by 20.6% between 2020-21 and 2024-2025, and in 2024-2025 it was \$101.7 million more than in 2020-21.
- Federal road funds in 2024-2025 were 27.1% more than five years previously, reflecting the introduction of the Local Roads and Community Infrastructure Program.
- State Government funding including disaster reconstruction work was 40.1% more than it was five years ago.

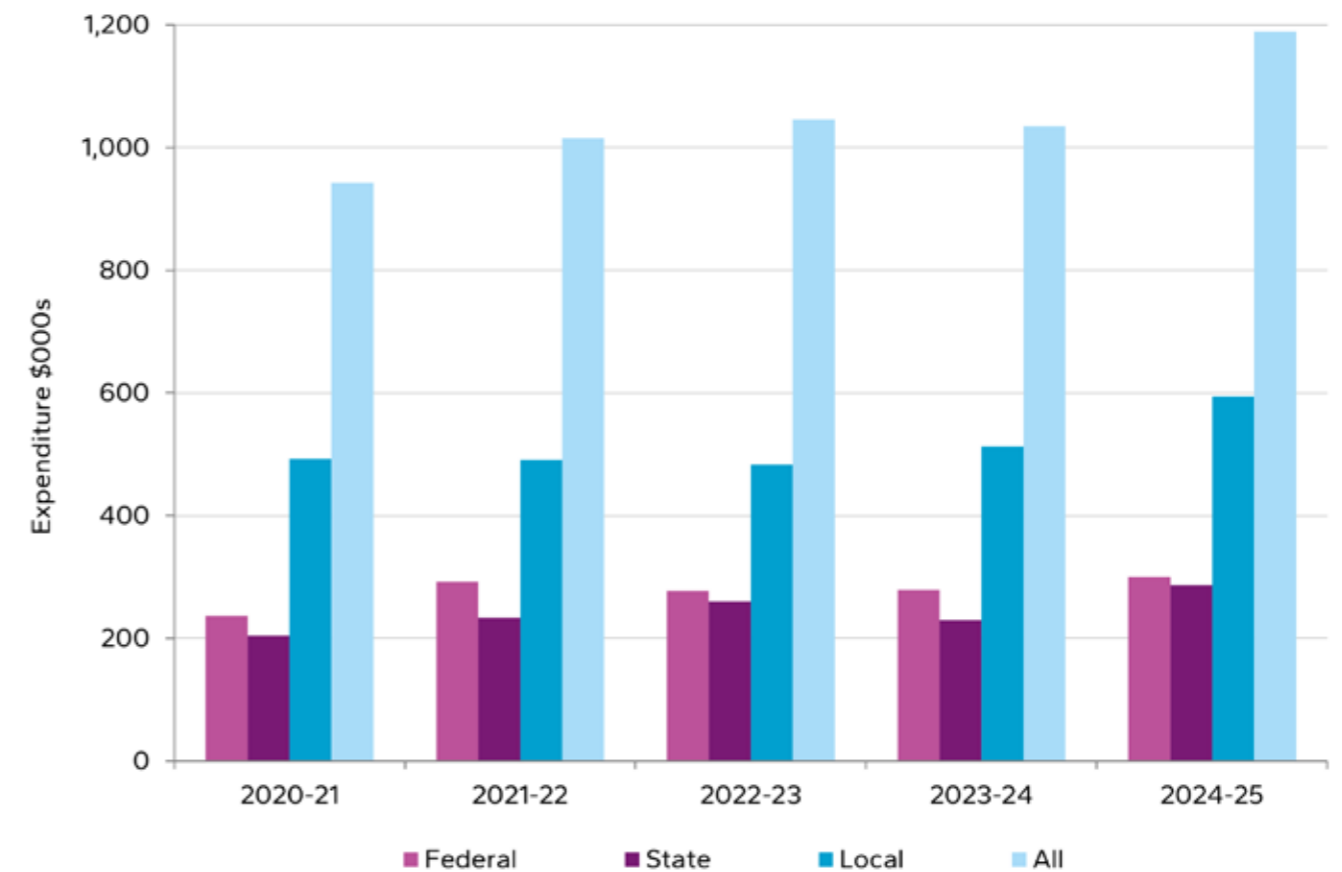


Figure 4. Federal, State and Local Government Funds

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

Executive Summary

Executive Summary

4. Change in expenditure 20 years 2005-06 to 2024-25

Figure 5 shows the expenditure trend over twenty years 2005-06 to 2024-2025. 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 62.8%, from \$362.4m to \$590.1m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (25.5%), from \$175.4m to \$220.1m. Over the same period, the State's population has increased by 44.6% and the number of licenced motor vehicles by 63.2%.

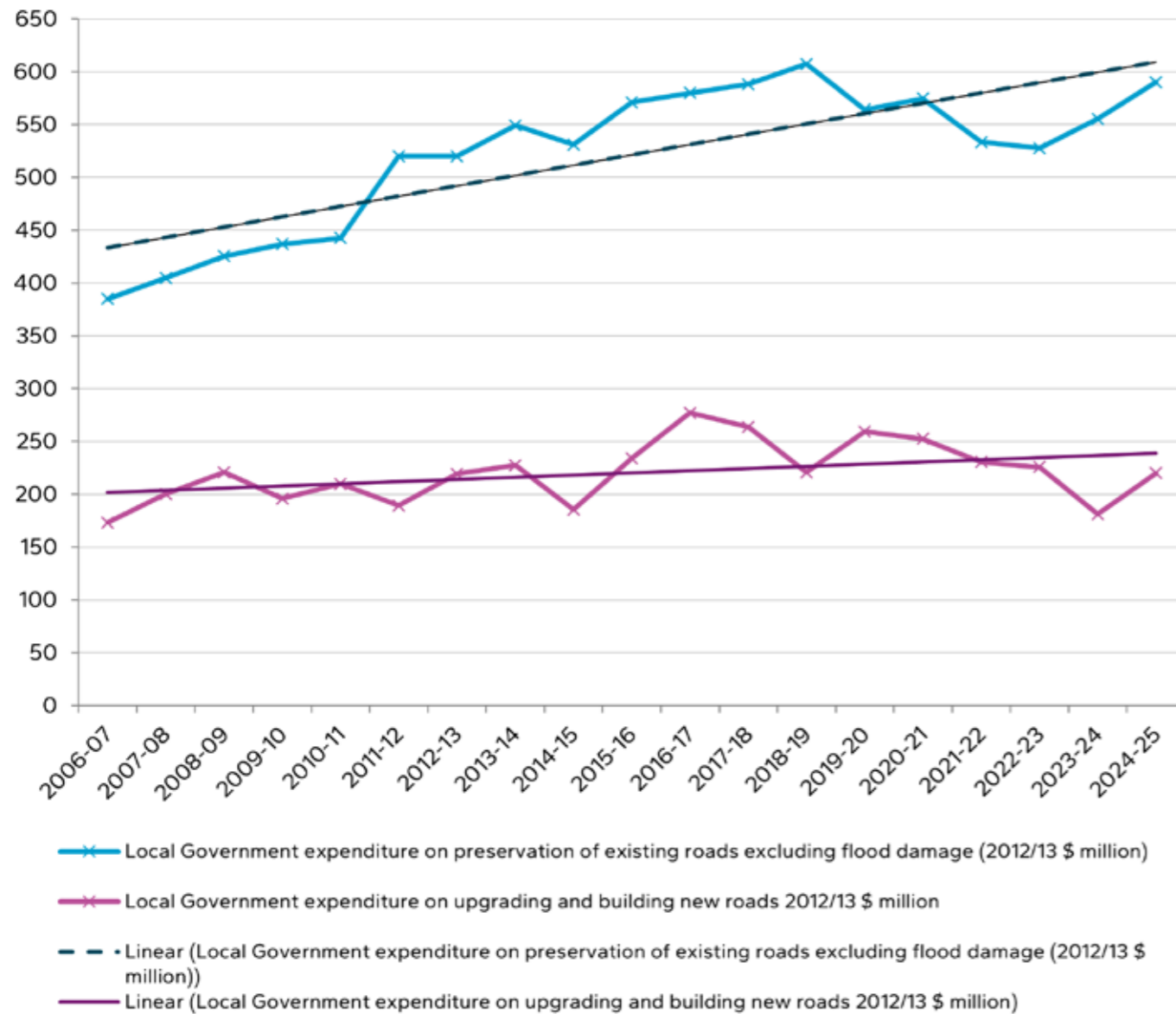


Figure 5. Expenditure on Roads by Purpose Real \$million 2012/13 RCMPI

5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on maintenance and renewal of the existing road network (\$836.15 million in 2024-25) has increased 34.5% in the five years from 2020-21 to 2024-25. Expenditure on upgrading and expansion (\$311.9 million in 2024-25) is 14.3% more than in 2020-21.

Expenditure on upgrading and capital expansion accounted for just over a quarter of total road expenditure (26.2%) (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 \$402.1 million spent on renewal in 2024-25 represents about 0.95% 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 improves slightly to 1.04%.

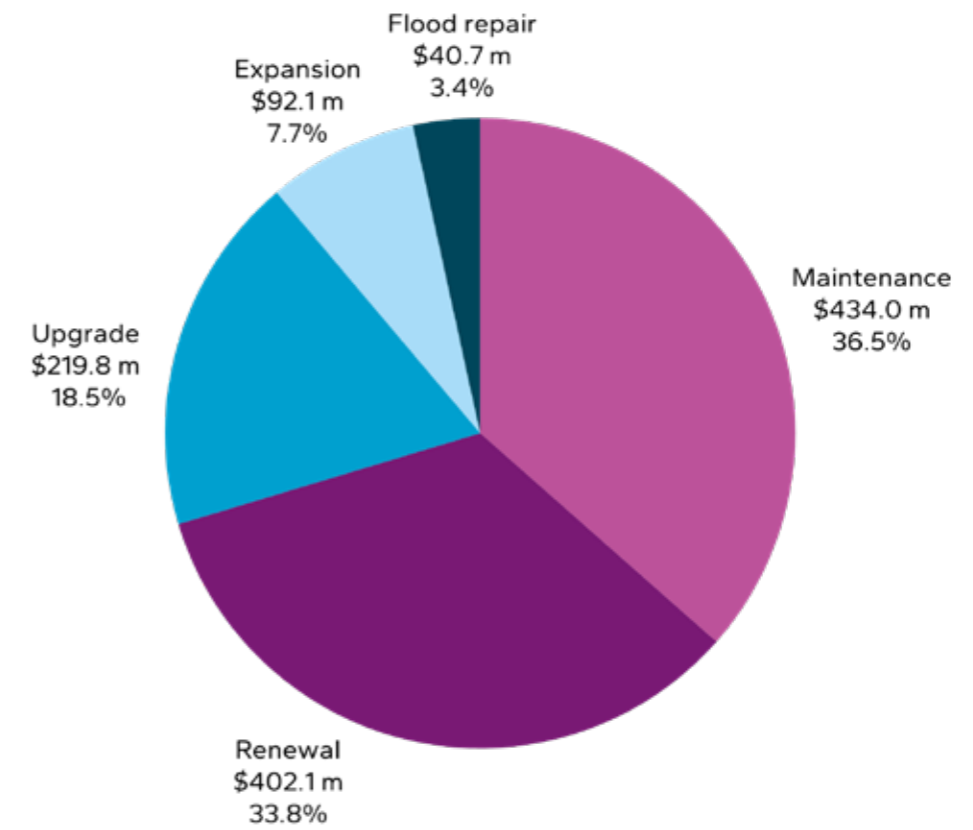


Figure 6. Local Government Road Expenditure 2024-25 \$1,188.8 million

Road expenditure includes bridges.

Executive Summary

Executive Summary

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

Expenditure on road preservation has steadily increased over the last five years, to the point that 2024-25 expenditure is 34.5% higher than in 2020-21. Expenditure on upgrading and capital expansion has tended to be more consistent over the longer term, although there was a 27% increase in 2024-25, resulting in a final expenditure that was 14.3% more than in 2020-21 (Figure 7). While there is an increasing emphasis on road preservation expenditure, the increase in total expenditure also reflects the increased cost of road works across the sector.

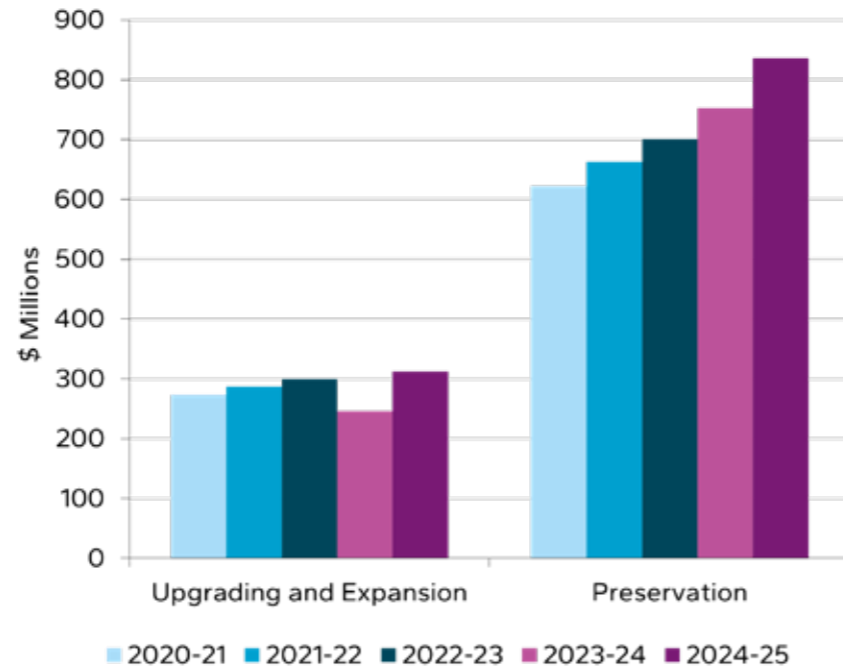


Figure 7. Expenditure Trends
Excludes flood damage funding.

7. Shortfall Between Road Preservation Needs and Expenditure

Local Governments spent \$836.15 million on road preservation. This is \$325.5 million less than the \$1161.66 million required to maintain roads at their current condition (Figure 8). The \$325.5 million shortfall in 2024-25 is \$12.4 million less than in 2023-24 but it is \$79.2 million greater than in 2020-21. Again, this in part reflects the increased costs of road works.

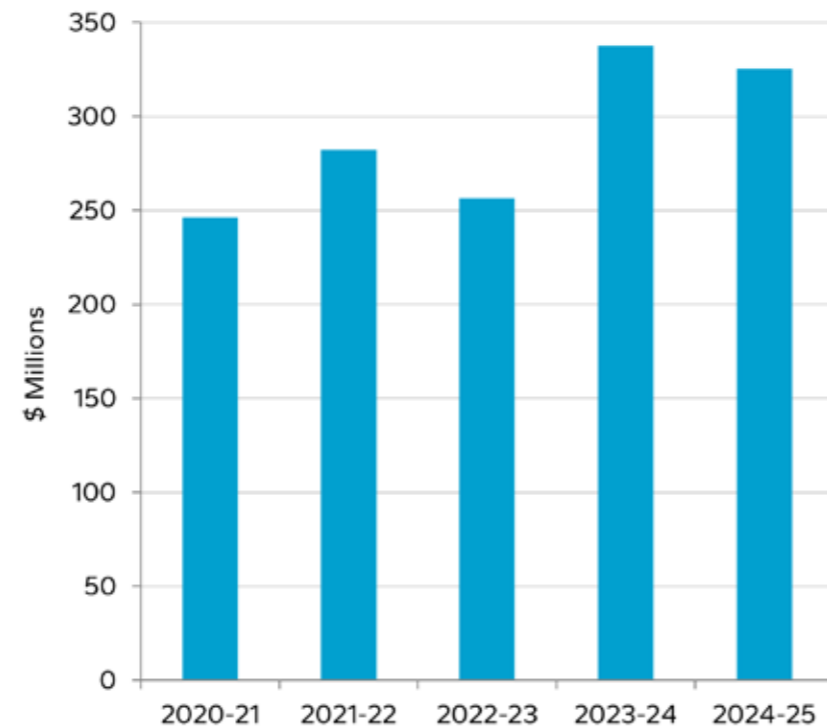


Figure 8. Shortfall Between Preservation Needs and Expenditure
The \$325.5 million shortfall in 2024-25 is \$12.4 million less than in 2023-24 and \$79.2 million greater than in 2020-21.

The shortfall for 2024-25 is somewhat ameliorated by the expenditure of \$40.7 million on repairing flood damage which by its nature includes an element of asset renewal.

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

8. Road Preservation Performance

The estimated cost of maintaining WA's road network in its current condition in 2024-2025 was \$1161.66 million. Local Governments spent \$836.15 million on road preservation, a shortfall of \$325.5 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 72.0%, which means that Local Governments spent 72.0% of the amount required to maintain their roads at their current condition. The State performance is greatly

influenced by the high performance (87.8%) and large expenditure of the Metropolitan Region, although this too has dropped over the long term; prior to 2019-20 it was always over 100%. For the metropolitan area, 12.7% less was spent than what was required to maintain the roads in their current condition. The increased road expenditure in the sector has flowed through to improved preservation performance in a majority of the regions, with the exception of the Goldfields Esperance, Great Southern, Pilbara and Wheatbelt South. For the non-metropolitan regions collectively, the average performance increased from 62.1% to 63%. According to this data, the Wheatbelt South had the lowest preservation performance at 42.4%.

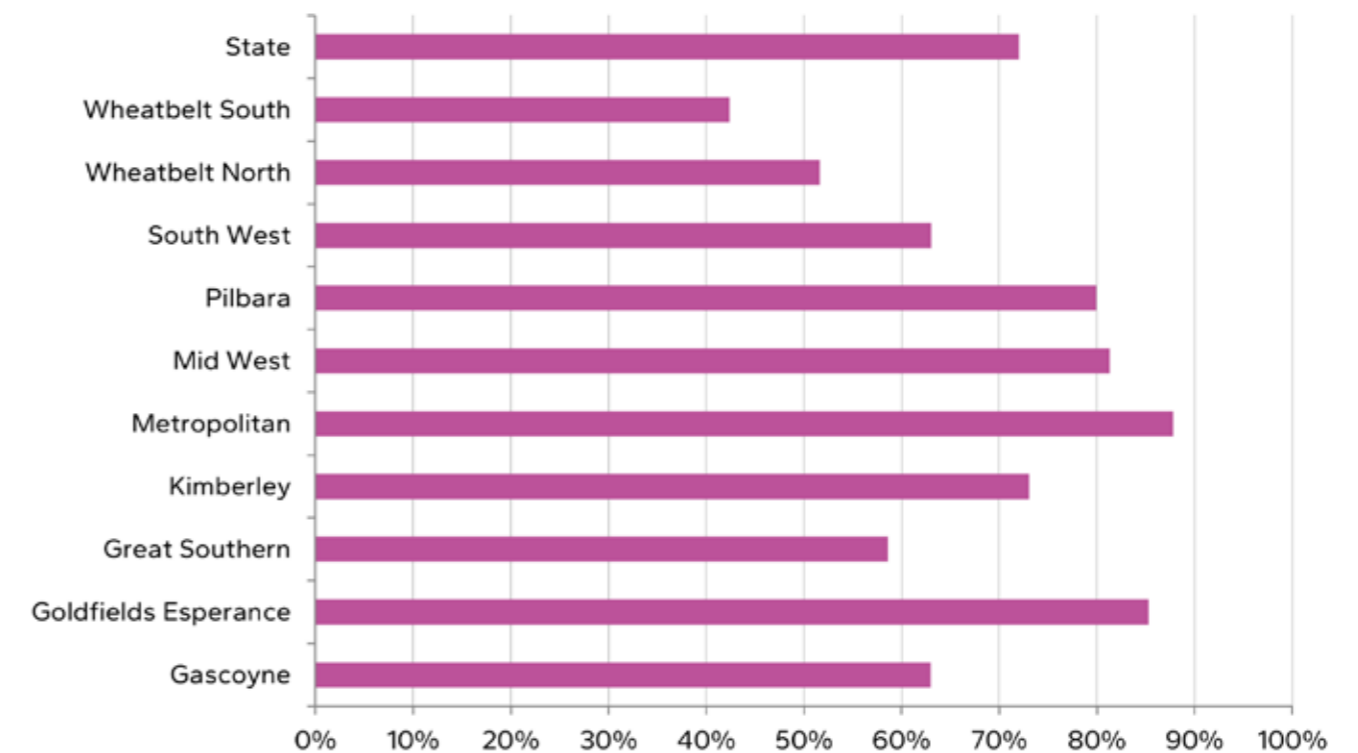


Figure 9. Road Preservation Performance 2024-25

Executive Summary

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 31.7% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2024-2025 Local Governments spent 19.3% of their estimated revenue capacity on roads generally, and 15% on road preservation specifically, about 16.7% less than the required 31.7%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 10, dark blue columns) from 10.9% for the Metropolitan Region to 142.6% for Gascoyne and 133.8% for Wheatbelt South.

Local Governments in the Metropolitan Region have to spend only 10.9% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2024-2025 they spent

13.5% of their revenue capacity on preservation, significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.

Local Governments in the Gascoyne have the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 142.6% of their entire estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2024-2025 the Gascoyne was able to spend only 7.3% 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 likely to be in poorer condition.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 19.3% for the State and ranges from 8.9% for Gascoyne to 41.8% for Mid West.

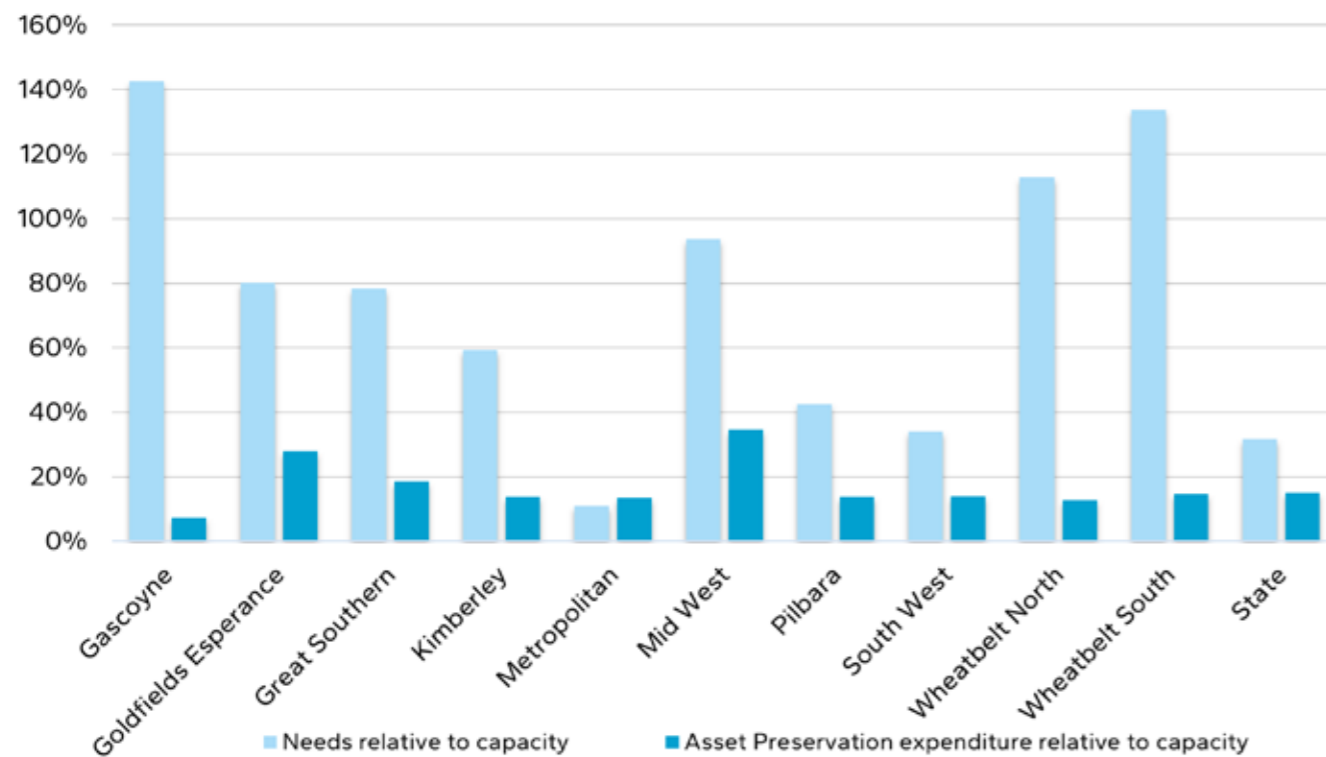


Figure 10. Percentage Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Percentage



Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of most Local Governments, particularly those in 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 need.

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 maintains 127,978 kilometres of roads of which 32.8% are sealed. Local Government roads make up 86.6% 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 \$42.49 billion as at 30 June 2025.

Total road length has increased slightly (0.1%) over the last ten years. Change in the network has not been consistent across all the regions, reflecting the differing economic position of each region, and the continued growth and development of Perth in particular. The metropolitan network has grown by 8.7%, while six regions have had reductions in road length, including the Kimberley (11.1% reduction). 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.

In the metropolitan area, there are 155 residents for every kilometre of road, whereas there are only 6 persons per kilometre in regional areas. While this is indicative of the higher traffic on metropolitan roads, it is also indicative of the greater capacity to fund road maintenance.

Local Governments are responsible for 891 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.

¹ 134 Local Governments provided data and an estimate was made for the remaining three.

Road Assets and Investments

Table 1: Local Road Statistics 30 June 2025 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	13	613	1,619	1,850	171	4,265
Goldfields Esperance	201	1,745	7,083	3,984	4,744	17,758
Great Southern	202	2,996	7,367	1,572	329	12,466
Kimberley	12	535	1,511	1,307	978	4,343
Metropolitan	11,067	3,287	193	42	26	14,614
Mid West	171	3,100	8,545	4,182	1,097	17,096
Pilbara	255	613	2,528	1,232	1,127	5,754
South West	1,470	4,812	3,657	636	153	10,727
Wheatbelt North	93	6,788	12,877	3,525	628	23,910
Wheatbelt South	28	4,028	10,344	2,333	313	17,046
State Total	13,512	28,516	55,724	20,662	9,565	127,978
As % of total length	10.6%	22.3%	43.5%	16.1%	7.5%	100%

Source: Main Roads WA.

Table 2: Local Government Bridge Statistics 30 June 2025 (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	70	1,569	9,204	1,109	654	12,536
Kimberley	10	2,248	0	0	0	2,248
Metropolitan	155	22,808	10,051	0	1,835	34,695
Mid West	22	4,999	89	141	0	5,229
Pilbara	28	6,065	0	0	0	6,065
South West	279	27,534	28,213	3,688	278	59,713
Wheatbelt North	109	7,761	17,254	466	0	25,481
Wheatbelt South	209	6,298	18,174	4,438	181	29,091
State	891	86,633	82,985	9,842	3,221	182,680

Source: Main Roads WA.

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

Road Assets and Investments

Road Assets and Investments

Local Governments are responsible for over 17,000 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 2025 (length - kilometres)

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	53	45	19	116
Goldfields Esperance	383	166	29	578
Great Southern	211	145	37	393
Kimberley	149	54	9	213
Metropolitan	8,272	4,074	186	12,541
Mid West	285	138	48	470
Pilbara	227	104	99	430
South West	1,097	827	113	2,037
Wheatbelt North	235	156	140	530
Wheatbelt South	126	108	82	315
State	11,038	5,885	701	17,625

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 2020-21 are shown in Table 4.

Table 4: Changes in the Local Road Network, 5 Years 2020-21 to 2024-25 (road lengths - kilometres)

Type of Road	2020-21	2024-25	Change
Sealed roads in built up areas			
- asphalt seals	12,775	13,512	5.8%
- sprayed seals	3,681	3,500	-4.9%
Sealed roads outside built up areas			
- sprayed seals	24,117	25,016	3.7%
Gravel roads	55,429	55,724	0.5%
Formed roads	21,915	20,662	-5.7%
Unformed roads	9,450	9,565	1.2%
All roads	127,367	127,978	0.5%

Changes in bridge statistics since 2020-21 are shown in Table 5.

The total number of bridges tends to be relatively stable. The overall number of bridges is the same compared to 2020-21, but there is a long-term trend for the number to reduce, as older bridges are replaced by culverts, 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 2020-21 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 2025).

Table 5: Changes in Bridge Statistics, 5 Years 2020-21 to 2024-25 (bridge area - square metres)

Type of Bridge	2020-21	2024-25	Change
Number of bridges	891	891	0.0%
Concrete and steel bridges	84,315	86,633	2.7%
Timber bridges with concrete overlay	78,596	82,985	5.6%
Timber bridges without concrete overlay	14,946	9,842	-34.1%
Foot bridges	3,111	3,221	3.5%
All bridges	180,968	182,680	0.9%

Table 6: Changes in Footpath and Dual Use Path Statistics, 5 years 2020-21 to 2024-25 (path lengths - kilometres)

Type of Path	2020-21	2024-25	Change
Bitumen and concrete footpaths	10,940	11,038	0.9%
Dual use paths	4,418	5,885	33.2%
Gravel footpaths	993	701	-29.4%
All paths	16,351	17,625	7.8%



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 2025)

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	75.0	13.3	5.4	3.2	3.1	100.0
Mid West - Gascoyne	65.1	26.0	0.0	0.0	8.9	100.0
Pilbara	77.8	14.6	0.0	0.0	7.6	100.0
South West	73.8	17.0	0.3	0.3	8.6	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

Source: Main Roads WA.

Regional road groups (excluding Metropolitan) also define a network of strategically significant roads that are eligible 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 shown in Table 8.

Table 8: Local Government Significant Roads (ROADS 2040, May 2025)

Region	Significant Roads km	Total Network km	Share
Gascoyne	2,061	4,265	48.3%
Goldfields Esperance	6,959	17,758	39.2%
Great Southern	2,353	12,466	18.9%
Kimberley	2,829	4,343	65.1%
Mid West	5,327	17,096	31.2%
Pilbara	3,178	5,754	55.2%
South West	2,047	10,727	19.1%
Wheatbelt North	5,675	23,910	23.7%
Wheatbelt South	3,861	17,046	22.7%
Total	34,290	113,365	30.2%

Source: ROADS 2040 Regional Development Strategies.

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 almost 128,000 km of roads connecting to around 19,000 km of State or National highways and other main roads managed by the State Government. Additionally, there is 38,000 km 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 68.9% of the roads in the State.

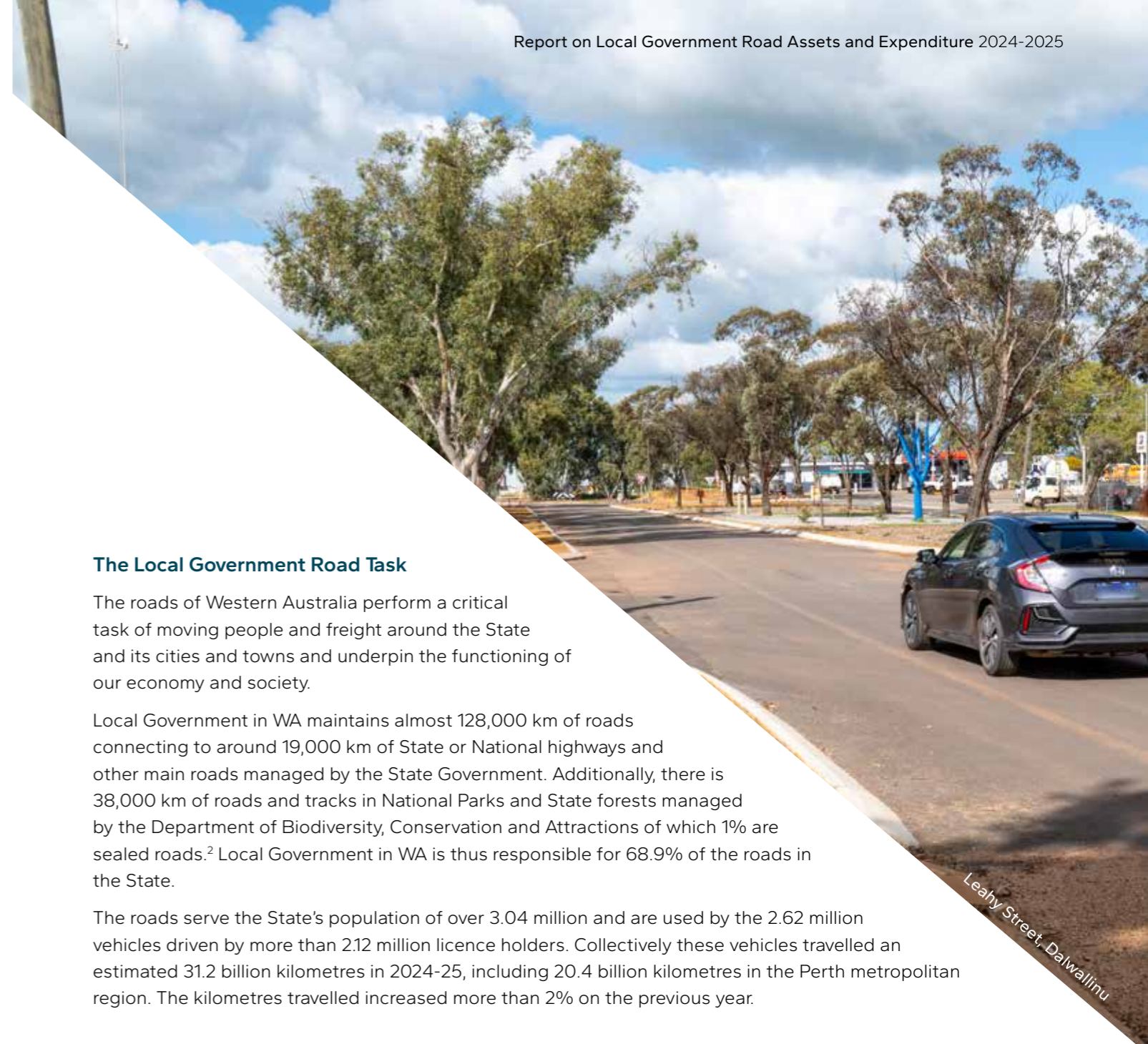
The roads serve the State's population of over 3.04 million and are used by the 2.62 million vehicles driven by more than 2.12 million licence holders. Collectively these vehicles travelled an estimated 31.2 billion kilometres in 2024-25, including 20.4 billion kilometres in the Perth metropolitan region. The kilometres travelled increased more than 2% on the previous year.

Table 9: Key User Statistics

	2023-24	2024-25	Change
Resident population	2,965,159	3,043,731	2.6%
Registered motor vehicles	2,529,000	2,621,000	3.6%
Licence holders	2,048,661	2,119,222	3.4%
Vehicle kilometres travelled, WA (Billion)	30.50	31.18	2.2%
Vehicle kilometres travelled, Perth (Billion)	19.94	20.39	2.3%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2025.

² <https://annualreports.mainroads.wa.gov.au/AR-2024/downloads-and-appendices/road-facts-summary-sheet.html>



Road Assets and Investments

Local Government Roads around Australia – an overview

Western Australia accounts for 11% of the national population but 19.1% 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 58 people, while in Western Australia this cost is shared between just 24 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 2024)	8,593,871	7,074,468	5,669,834	1,902,331	3,043,731	575,960	264,411	27,598,738
Per cent of National Population	31.1%	25.6%	20.5%	6.9%	11.0%	2.1%	1.0%	98.3%
Local Road Length (km)	148,403	133,040	150,070	78,193	127,013	14,212	13,164	664,095
Per cent of National Local Road Length	22.35%	20.03%	22.60%	11.77%	19.13%	2.14%	1.98%	100.0%
Population per km	57.9	53.2	37.8	24.3	24.0	40.5	20.1	41.6

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, Australian Infrastructure and Transport Statistics - Yearbook 2025, Table 6.2f.

Note: The ACT (1.7% of the national population) is not included as all local roads are managed by the Territory Government.






Road Assets and Investments

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.

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		127,978	100	86.6
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes 	36,571	28.6	24.7
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes 	72,917	57.0	49.3
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes 	74,057	57.9	50.1
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	26,907	21.0	18.2

Source: Main Roads WA

Road Assets and Investments

Road Assets and Investments

2. Local Government Road Funding and Expenditure

Expenditure on Local Government Roads and Bridges

In 2024-2025 total spending on local road infrastructure was \$1,188.8 million. This is 15% (\$154.7 million) more than the previous year (Table 12), a significant increase. In particular, there was a significant increase (16%) in Local Government's own-source revenue (\$82.4 million). State road funding to Local Government increased significantly (24.7%, \$56.7 million); this excludes funds allocated to Local Government roads for expenditure by Main Roads WA. Federal funds increased by 7.7% (\$21.4 million). Private funding for roads reduced by 42.7% (\$5.8 million).

Total Local Government road expenditure over the last ten years is just short of \$10 billion (\$9.877 billion), with 43.2% of that expenditure expended in the Metropolitan Region.

Over the five years 2020-21 to 2024-2025 the annual total road expenditure increased by 26.2% from \$942.2 million to \$1,188.8 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 28.3%.

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 additional funding across four phases in total. With the addition of Phase 4 funding, the total funds made available to WA Local Governments since 2020 equated to \$448 million. All projects were to be physically completed by 30 June 2024, with projects funded under Phase 4 to be completed by 30 June 2025.

Allocations to each Local Government were largely 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, about 47% of the total LRCIP funding was spent on roads, with \$39.7 million of LRCIP spent on local roads in 2024-2025.

The year 2024-25 was the first in the Federal Government's five year extension to the Roads to Recovery Program (2024-2025 to 2029-30) announced by the Australian Government in May 2024. This provides \$643.3 million for local roads in WA over the five years to 2029-2030, with \$77.3 million expended in 2024-25. Under current arrangements, 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

The Federal Government also provided \$29.2 million of funding since 2021-22 under the Regional Road Safety Program.

Table 12: Sources of Road Funds Expended 2020-21 to 2024-25 (\$ millions)

Source	2020-21	2021-22	2022-23	2023-24	2024-25	Total 5 years	Change over 5 years
Local Governments' own funds	492.8	490.9	483.3	512.1	594.6	2,573.7	20.6%
Federal	236.2	292.1	277.4	278.7	300.1	1,384.5	271%
State	204.3	227.9	259.9	229.6	286.3	1,214.2	40.1%
Private	8.9	5.0	25.6	13.7	7.8	61.0	-11.6%
Total	942.2	1,022.0	1,046.1	1,034.1	1,188.8	5,233.3	26.2%
Total (excluding flood damage funding)	894.7	949.8	999.9	998.1	1,148.1	4,990.7	28.3%

A more detailed breakdown of these funds is shown in Table 13. This table includes total reported funding under the Roads to Recovery and Black Spot programs. Only the LRCIP funds actually spent on roads are included in the reported totals.

Table 13: Major Federal and State Funding Programs 2020-21 to 2024-25 (\$ millions)

Year	Federal FA Grants	Roads to Recovery	Federal LRCIP	Federal Regional Road Safety Program	Federal Black Spot	State Black Spot
2020-21	110.49	70.55	32.18	0	6.83	10.65
2021-22	116.56	67.66	65.20	20.84	9.67	8.79
2022-23	129.66	61.66	41.22	3.93	9.39	8.87
2023-24	140.58	76.56	33.74	1.63	12.45	18.14
2024-25	143.27	77.30	39.69	2.80	10.36	12.18
Total	640.56	353.74	212.03	29.19	48.71	58.63

The sources of road funds in 2024-25 for the ten Regional Road Groups are listed in Table 14.

Table 14: Funding Sources for Local Government Road Expenditure 2024-25 (\$ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	7.76	12.65	0.34	2.25	23.00
Goldfields Esperance	26.36	29.65	3.23	33.23	92.47
Great Southern	23.25	15.68	0.14	23.86	62.93
Kimberley	10.07	15.93	0.00	7.43	33.43
Metropolitan	74.75	81.06	1.61	374.16	531.58
Mid West	36.58	25.60	1.34	48.02	111.53
Pilbara	13.52	9.00	0.16	18.01	40.68
South West	31.31	29.98	0.45	53.17	114.91
Wheatbelt North	45.56	37.22	0.57	19.71	103.07
Wheatbelt South	30.96	29.50	0.00	14.72	75.18
Total	300.12	286.27	7.84	594.56	1188.79
Percentage	25.2%	24.1%	0.7%	50.0%	100.0%
Rural Total	225.37	205.36	6.09	220.40	657.21
Rural: Source of funds as % of Total funds	34.3%	31.2%	0.9%	33.5%	100%
Metropolitan Total	74.75	81.06	1.61	374.16	531.58
Metropolitan: Source of funds as % of Total funds	14.1%	15.2%	0.3%	70.4%	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 \$594.6 million from its own resources in 2024-25. This is 50% of all Local Government road expenditure.
- The Federal Government provided \$300.1 million, representing 25.2% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission as well as a portion of the Local Roads and Community Infrastructure Program funding.
- The State Government provided \$286.3 million, or 24.1% 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.
- Federal and State Funding also included contributions to the Regional Road Safety Program and Wheatbelt Secondary Freight Network.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 65.5% of funds for rural Local Governments compared to just 29.3% for the Metropolitan Region. The metropolitan region received 26.6% of State and Federal funds.
- Private funds dropped to just 0.66% of the total funding for roads.
- Dependency on State and Federal funds was highest in the Gascoyne (88.7%) and Wheatbelt (80.4%) regions.
- Local Government road expenditure in the Metropolitan Region topped \$500 million for the first time (\$531.58 million).

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

- Federal funding as a percentage of expenditure is highest in Wheatbelt North (44.2%) and lowest in the Metropolitan region (14.1%). Peppermint Grove received only \$75,000 in Federal road funding, whereas Federal funding was highest in absolute

terms in Swan (\$10.4 million) and least important for Perth (2.1%). Federal funding accounted for 93.5% of expenditure in Three Springs (of an \$8.5 million spend).

- State funding as a percentage of expenditure is highest in the Gascoyne region (55.0%, lowest in the Metropolitan region (15.2%). Swan was the largest recipient (\$14.2m), followed by Wiluna (\$14.0m), the latter being predominantly funding for flood damage repair. State funding was least important for Yalgoo (0.5%).
- Private funding as a percentage of expenditure is highest in the Goldfields Esperance region (3.5%) (Laverton received \$1.9m from resource companies); there was no private funding reported in the Kimberley and Wheatbelt South regions (and in 105 Local Governments). Laverton and Ngaanyatjarraku (\$1.2m) were the two largest beneficiaries.
- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments (70.4%), lowest in the Gascoyne region (9.8%). Swan was the highest in absolute terms (\$62.6m), and Perth in percentage terms (93.5%).
- Swan had the highest overall expenditure (\$87.2m). Cottesloe and Peppermint Grove were the lowest in the metropolitan area (less than \$1 million), while Williams had the lowest expenditure of non-metropolitan Local Governments (\$1.76m).

Classification of Road Expenditure

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

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

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

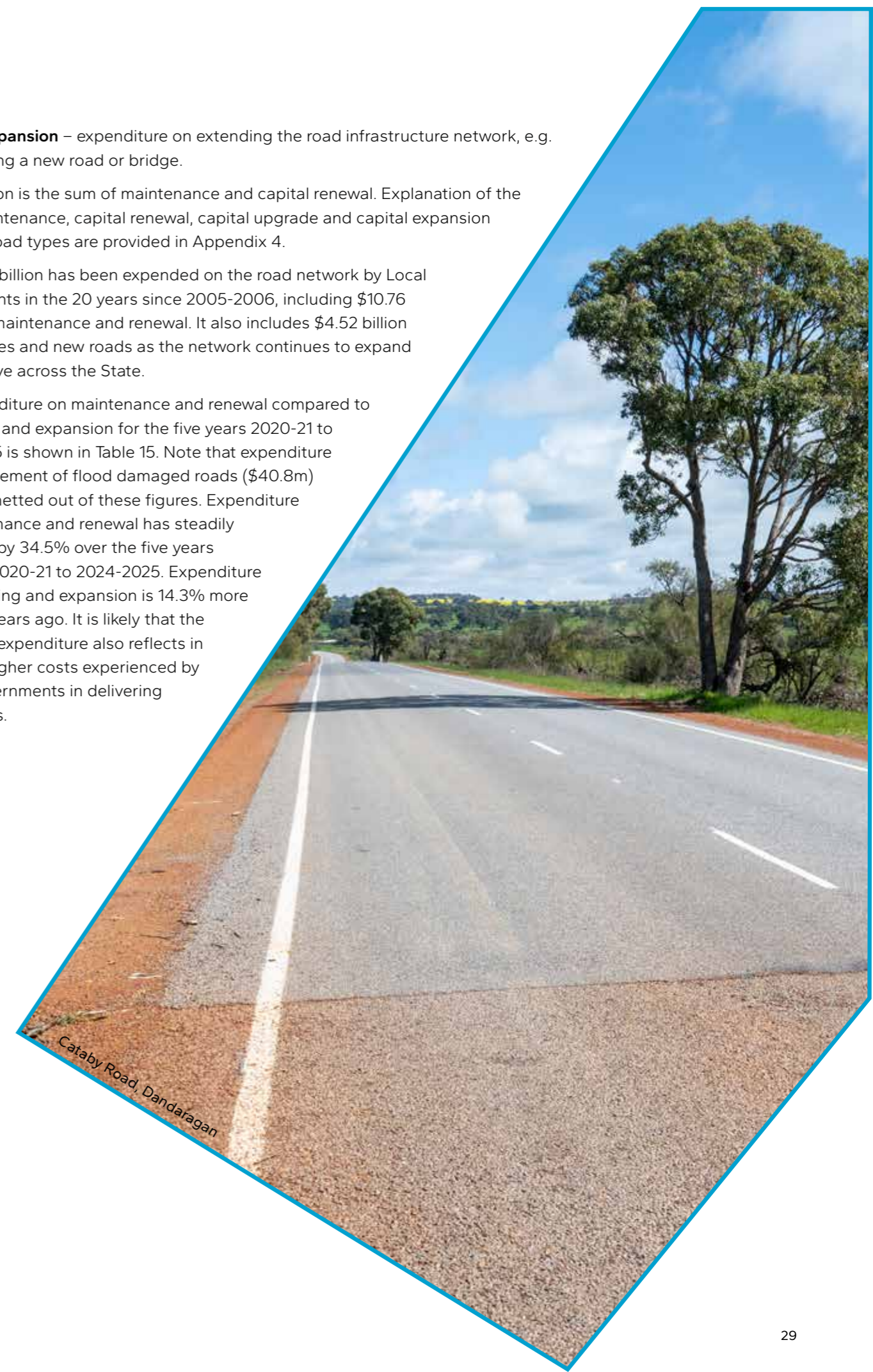
Capital Upgrade – expenditure on upgrading an existing asset to provide a higher level of service, e.g. widening a road pavement or bridge, providing a second carriageway or replacing a bridge with one having a greater traffic capacity.

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

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

Over \$16.1 billion has been expended on the road network by Local Governments in the 20 years since 2005-2006, including \$10.76 billion on maintenance and renewal. It also includes \$4.52 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 2020-21 to 2024-2025 is shown in Table 15. Note that expenditure on reinstatement of flood damaged roads (\$40.8m) has been netted out of these figures. Expenditure on maintenance and renewal has steadily increased by 34.5% over the five years between 2020-21 to 2024-2025. Expenditure on upgrading and expansion is 14.3% more than five years ago. It is likely that the increased expenditure also reflects in part the higher costs experienced by Local Governments in delivering road works.



Road Assets and Investments

Road Assets and Investments

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

	2020-21	2021-22	2022-23	2023-24	2024-25	Change (2020-21 to 2024-25)
Maintenance and renewal of existing roads	621.80	663.27	700.32	752.40	836.15	34.5%
Upgrading and capital expansion	272.94	286.59	299.61	245.65	311.92	14.3%
Total expenditure	894.74	949.83	999.93	998.04	1,148.06	28.3%
% upgrading and capital expansion	30.5%	30.2%	30.0%	24.6%	27.2%	-10.9%

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

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure (with the exception of 2023-24 when it was 24.6%). 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.

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 2024-25 (\$ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Flood Damage Repair	Total
Gascoyne	6.94	7.41	7.40	0.79	0.47	23.00
Goldfields Esperance	22.97	37.79	7.96	6.33	17.42	92.48
Great Southern	25.97	21.40	11.38	3.42	0.75	62.93
Kimberley	11.22	8.27	6.27	2.41	5.25	33.43
Metropolitan	220.26	148.38	101.12	61.81	0.00	531.57
Mid West	37.14	38.54	22.88	4.98	7.99	111.53
Pilbara	10.74	20.90	4.77	3.88	0.40	40.68
South West	49.97	46.45	14.73	3.47	0.30	114.92
Wheatbelt North	26.92	51.08	21.05	3.19	0.83	103.07
Wheatbelt South	21.90	21.90	22.24	1.82	7.32	75.18
State	434.03	402.12	219.81	92.10	40.72	1188.79
Percentage	36.5%	33.8%	18.5%	7.7%	3.4%	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 67.1% (\$61.8 million) of the \$92.1 million expenditure on road expansion while the Goldfields Esperance (\$6.3 million, including \$5.9 million by the Shire of Esperance) and Mid West (\$4.98 million) were the next highest regions for expansion, accounting for 6.9% and 5.4% respectively. This information highlights the diverse ways in which the network is expanding across the State.

The \$402.1 million spent on renewal in 2024-2025 represents about 0.95% 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 1.04% 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 \$15,288 a kilometre a year compared to \$5,716 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2025-2026].

Flood Damage

In 2024-2025 a total of \$40.72 million was spent on repairing flood damage, 13.2% more than in the previous year. It is however a relatively low expenditure year, being considerably less than the 10 year average (\$63.18m).

The Local Governments with significant expenditures on flood damage in 2024-2025 were widely dispersed around the State, from Halls Creek (\$4.06m) in the north to Plantagenet (\$0.7m) in the south. Much of the flood damage expenditure (62.5%) was in

pastoral Shires with populations less than 2000. The Local Government with the largest expenditure was the Shire of Wiluna (\$14.4m), one of the highest expenditures on flood damage ever reported by a local government in Western Australia. Other Local Governments with large expenditures in 2024-25 included Beverley, Yalgoo, Murchison and Menzies (Table 17). Most flood damage repair gets reimbursed through Disaster Recovery Funding Arrangements Western Australia (DRFAWA) but there is also a small component funded from local government own source revenue.

Table 17: Largest Expenditures on Flood Damage 2024-25 (\$ millions)

Local Government	Flood Damage Expenditure
Wiluna	14.39
Beverley	7.17
Yalgoo	4.85
Halls Creek	4.06
Murchison	2.03
Laverton	1.72
Menzies	1.30
Derby-West Kimberley	1.19
All other Local Governments	3.92
State Total	40.72

Over the last five years \$243.1 million has been spent reinstating flood damage. The Mid-West and Gascoyne regions were the worst affected regions during this five year period although the Goldfields Esperance and Mid West regions were the worst affected in 2024-2025 (Table 18).

The South West and Metropolitan regions are consistently the least affected. It was a relatively low expenditure year for the Gascoyne but a relatively high damage year for the Wheatbelt South..

Road Assets and Investments

Road Assets and Investments

Table 18: Regional Expenditures on Flood Damage 2020-21 to 2024-25 (\$ millions)

Region	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Gascoyne	15.42	14.07	14.86	8.34	0.47	53.16
Goldfields Esperance	0.51	13.52	4.67	7.86	17.42	43.98
Great Southern	2.15	3.56	0.62	2.83	0.75	9.91
Kimberley	2.23	16.05	9.90	8.86	5.25	42.30
Metropolitan	0.00	1.87	0.00	0.04	0.00	1.91
Mid West	19.10	14.11	10.89	1.74	7.99	53.83
Pilbara	5.99	3.27	0.10	3.95	0.40	13.71
South West	0.37	0.05	0.28	1.13	0.30	2.13
Wheatbelt North	1.10	5.23	5.34	0.19	0.83	12.69
Wheatbelt South	0.60	0.47	0.09	1.04	7.32	9.52
State	47.47	72.20	46.76	35.98	40.72	243.13

Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources is derived from:

- Council rates
- Loan funds
- Funds from Accumulated Reserves; and
- General Purpose Grants received through 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 2024-2025 Local Governments provided 51.8% of their road expenditure from their own resources (up from 51.3% in 2023-24).
- Local Government expenditure from its own resources averaged 19.3% of Local Government revenue capacity over the State (down from 19.6% in 2023-24).
- Local Governments in the Metropolitan Region provided 70.4% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere.

It is also notable that Local Government road expenditure in the metropolitan area averaged \$235 per capita compared to \$876 per capita in the regions (\$387 was the State average).

- The Metropolitan Region accounts for \$374.16 million or 62.9% of the total amount of \$594.56 million spent from Local Governments' own resources.

Table 19: Local Government Road Expenditure 2024-25

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	22.53	2.25	10.0%	8.9%	213
Goldfields Esperance	75.06	33.23	44.3%	29.1%	595
Great Southern	62.18	23.86	38.4%	23.4%	349
Kimberley	28.18	7.43	26.4%	13.8%	186
Metropolitan	531.58	374.16	70.4%	18.6%	165
Mid West	103.54	48.02	46.4%	41.8%	826
Pilbara	40.28	18.01	44.7%	17.1%	296
South West	114.62	53.17	46.4%	15.8%	160
Wheatbelt North	102.24	19.71	19.3%	15.0%	351
Wheatbelt South	67.86	14.72	21.7%	19.7%	658
State	1,148.066	594.56	51.8%	19.3%	201

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

- 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 Mid West and Wheatbelt South regions.

Local Government road expenditure effort is included in appendices 5 to 14.

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

- Expenditure averaged 19.3% of Local Government revenue capacity over the State.
- Yalgoo (134.3%) and Meekatharra (111.4%) expended the highest proportion of their notional revenue capacity on roads.
- 40 Local Governments spent less than 10% of their revenue capacity on roads (up from 35 in 2023-24).

Most Local Governments managed to spend some of their own-source revenue on roads, although three Local Governments reported no own-source revenue

expenditure. 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 2020-21 and 2024-2025 for each of the Regional Road Groups. Statewide own source expenditure increased by 21.7% over the period. There was increased expenditure on 2023-2024 levels from own resources in five regions, to the greatest extent in the Metropolitan, Mid West and South West regions. Pilbara region expenditure was down \$9.73 million. Four regions had reduced expenditure from own resources compared to 2020-21; again, it was the Pilbara region with the biggest expenditure reduction over the period. Clearly, the ability of Local Governments to commit their own resources to road expenditure varies from year to year due to other community project commitments and this is reflected in the regional variations evident in this table.

Road Assets and Investments

Table 20: Total Road Expenditure from Local Governments' Own Resources 2020-21 to 2024-25 (\$ millions)

Region	2020-21	2021-22	2022-23	2023-24	2024-25	Change 5 years
Gascoyne	5.574	0.93	3.42	2.17	2.25	-59.7%
Goldfields Esperance	15.26	33.59	27.72	39.73	33.23	117.8%
Great Southern	22.56	23.23	22.44	28.71	23.86	5.7%
Kimberley	17.09	13.96	3.89	6.82	7.43	-56.5%
Metropolitan	285.76	290.44	286.00	290.68	374.16	30.9%
Mid West	26.23	25.71	29.87	34.65	48.02	83.1%
Pilbara	30.31	28.07	24.16	27.74	18.01	-40.6%
South West	58.10	44.15	47.89	43.17	53.17	-8.5%
Wheatbelt North	17.41	20.05	25.28	23.15	19.71	13.2%
Wheatbelt South	10.39	10.78	12.63	15.22	14.72	41.7%
State	488.69	490.92	483.30	512.14	594.56	21.7%

The change is calculated over the 5 years 2020-21 to 2024-25.

Statistics for individual Local Governments for the period 2014-15 to 2024-25 are provided in Appendix 21.

Data was missing in 2024-25 for 3 Local Governments.

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 (76.3%). Only 8.9% was expended in expanding the network by building new roads or bridges.

Own source funds accounted for 66.2% of all Local Government maintenance expenditure, and 41.3% of renewal expenditure. Overall, this represented 54.2% of asset preservation related expenditure.

Own source funds made up 43.0% of asset development expenditure, being 36.9% of expenditure on upgrades and 57.3% of expansion works.

Table 21: Road Expenditure from Local Government's Own Resources 2024-25 (\$ thousands)

	Maintenance	Renewal	Flood Repair	Upgrade	Expansion	Total
Expenditure of Local Government funds	287,486	165,922	7,142	81,219	52,789	594,557
% share of Local Government funds	48.4%	27.9%	1.2%	13.7%	8.9%	100.0%
% share of Category expenditure	66.2%	41.3%	3.2%	36.9%	57.3%	50.0%
Total Category expenditure	434,027	402,119	40,722	219,815	92,103	1,188,786

Road Assets and Investments

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 unit costs were updated in 2023-24 following a review with input from Local Governments and escalated for 2024-25 using the ABS road construction cost index. 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 2024-25 financial year was \$1,161.66 million.

Road Assets and Investments

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 \$836.15 million on road preservation. This is an 11.1% increase on the previous year. This can be interpreted as a reflection of the increased effort of Local Governments to address the preservation shortfall and or a reflection of the increased costs in maintaining roads. The reality is likely to be a bit of both increased effort and increased costs.

Even with increased expenditure effort there is still a shortfall of \$325.52 million below the estimated \$1,161.66 million required to maintain roads at their current condition. This represents a gap of 28.0%, a gap which is slightly lower than the 28.4% in 2020-21. Despite the increased effort represented in the increased expenditure on preservation, the shortfall continues to be high because of the 6.5% increase in expenditure requirement which reflects the escalating cost environment.

The significant increase in total spending on local road infrastructure noted in Table 12 is reflected in both the \$66.3 million increase in capital expenditure (upgrade and expansion), and an \$83.7 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 %
2020-21	868.14	621.80	246.34	28.4
2021-22	945.54	663.24	282.30	29.9
2022-23	957.34	700.32	257.02	26.8
2023-24	1090.35	752.48	337.87	31.0
2024-25	1161.66	836.15	325.52	28.0%
Increase 5 Years	33.8%	34.5%	32.1%	

Expenditure on preservation excludes repair of flood damage.

The \$325.5 million shortfall in 2024-2025 is \$12.4 million less than in 2023-24. While the reduction in the shortfall is a positive sign, it remains 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 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.

Tables 23 and 24 show the preservation performance and trends of the Regions. Overall, the State's performance has increased slightly, from 69.2% in 2023/24 to 72.0%. This means that Local Governments spent 72.0% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high expenditure and high performance of the Metropolitan Region. At 87.8%, it is up significantly on the previous year (81.6%), although still below that of earlier years when it was consistently 90% or 100% or more. The 87.8% figure indicates that 12.2% less than what was required to maintain the roads in their current condition was spent in the metropolitan area.

The preservation performance varies widely between the regions. Outside of the metropolitan region, preservation performance was highest in the Goldfields Esperance region (85.3%), although this still represented a drop on the previous year (94.4%). Preservation performance was also high (89.6%) for regional local governments with populations greater than 20,000 (Appendix 15).

The increased road expenditure in the sector has flowed through to improved preservation performance in a majority of the regions, with the exception of the

Goldfields Esperance, Great Southern, Pilbara and Wheatbelt South. For the non-metropolitan regions collectively the average performance increased from 62.1% to 63%. According to this data, the Wheatbelt South had the lowest performance at 42.4%, once again lower than the previous year (43.7%). After a number of years of high performance, the Pilbara region has dropped from 99% to 80% in 2024-25.

Table 23: Required Expenditure on Preservation and Actual Expenditure 2024-25 (\$ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	22.770	14.349	63.0%
Goldfields Esperance	71.215	60.764	85.3%
Great Southern	80.858	47.377	58.6%
Kimberley	26.671	19.490	73.1%
Metropolitan	420.068	368.641	87.8%
Mid West	93.082	75.679	81.3%
Pilbara	39.559	31.631	80.0%
South West	152.938	96.418	63.0%
Wheatbelt North	151.121	77.999	51.6%
Wheatbelt South	103.383	43.797	42.4%
Total	1161.664	836.146	72.0%

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 2020-21 to 2024-2025 are set out in Table 24. In 2020-21 the rural regions had a preservation performance of 60.8%; this has improved to 63.0% in 2024-2025. The Metropolitan Region remains high but has reduced slightly from 90.2% to 87.8%. The greatest improvement in performance since 2020-21 was in the Mid West region, with the Gascoyne and Goldfields Esperance regions also having an improved performance compared to 2021-2. Performance has declined by 10.8% in the Great Southern.



Road Assets and Investments

Road Assets and Investments

Table 24: Preservation Performance 2020-21 to 2024-25

Region	2020-21	2021-22	2022-23	2023-24	2024-25	Change
Gascoyne	43.4%	54.1%	55.2%	58.7%	63.0%	19.6%
Goldfields Esperance	72.9%	85.3%	85.8%	94.4%	85.3%	12.5%
Great Southern	69.4%	64.1%	66.0%	61.2%	58.6%	-10.8%
Kimberley	80.5%	90.7%	67.2%	60.9%	73.1%	-7.4%
Metropolitan	90.2%	86.1%	88.3%	81.6%	87.8%	-2.5%
Mid West	53.1%	54.7%	68.0%	79.8%	81.3%	28.2%
Pilbara	131.9%	116.4%	107.9%	99.1%	80.0%	-52.0%
South West	64.0%	63.9%	59.7%	53.8%	63.0%	-0.9%
Wheatbelt North	50.3%	43.2%	58.4%	46.5%	51.6%	1.4%
Wheatbelt South	35.3%	42.1%	46.7%	43.8%	42.4%	7.0%
Total	71.6%	70.1%	73.2%	69.0%	72.0%	0.4%
Metropolitan	90.2%	86.1%	88.3%	81.6%	87.8%	-2.5%
Non Metropolitan	60.8%	61.0%	64.5%	61.8%	63.0%	2.2%

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.

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. There are improvements in preservation performance in some regions, indicating that many Local Governments have assigned preservation a greater priority, although it is concerning that preservation expenditure as a percentage of total expenditure remains lower than that observed in the years 2019-20 to 2022-23.

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, a portion of the LRCIP funding, State direct grants, and that portion of the State road project grants allocated to preservation.³

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.

³ Historically, 63% of the Roads to Recovery funds have been allocated by Local Governments State-wide to maintenance and renewal, and 65.3% of the LRCIP funds expended on roads.

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 31.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2024-2025 they spent 19.2% of their estimated revenue capacity on roads generally, with 15.0% 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, with three regions (Gascoyne, and Wheatbelt North and South) requiring more than 100% of their revenue capacity to meet the preservation needs.

Table 25: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2024-25

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	142.6%	7.3%	8.9%
Goldfields Esperance	80.1%	27.8%	29.1%
Great Southern	78.3%	18.5%	23.4%
Kimberley	59.4%	13.8%	13.8%
Metropolitan	10.9%	13.5%	18.6%
Mid West	93.6%	34.6%	41.8%
Pilbara	42.5%	13.8%	17.1%
South West	34.1%	14.0%	15.8%
Wheatbelt North	112.8%	12.8%	15.0%
Wheatbelt South	133.8%	14.7%	19.7%
State	31.7%	15.0%	19.3%
Non-Metropolitan	71.3%	17.9%	20.8%

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

Theoretically, most regions (7 of 10) have 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

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 WA 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 378 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 69.1 years to reseal the network (estimated life 15 to 30 years). The situation is a little better outside the Metropolitan Region, as the percentage of sealed roads reconstructed and resealed are higher and the implied lives are shorter.

Table 26: Renewal of Roads Within Built Up Areas 2024-25

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	70.7	0.26%	378.1	75
- resealing	386.4	1.45%	69.1	15 - 30
Outside Metropolitan Region				
- reconstruction of sealed roads	110.7	1.07%	93.4	60
- resealing	289.6	1.82%	35.7	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.

Note: Three Local Governments did not provide the required data for this analysis.

These estimates are paradoxical given that Table 23 indicates that metropolitan expenditure is almost at the level required for asset preservation (88.6%). 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 14 Metropolitan Local Governments, and no resealing works in three Metropolitan Local Governments. The length of metropolitan roads that were reconstructed increased from 61.4 lane km to 70.7 lane km and the length resealed reduced slightly from 388.6 lane km to 386.4 lane km.

Compared to the previous year's figures (see the 2023-24 Report) there has been a slight increase in the percentage of roads reconstructed in the Metropolitan Region, and a reduction in the percentage of roads resealed. Outside of the Metropolitan Region there has been a significant increase in length of built-up roads that have been reconstructed (from 46.6 lane km to 110.7 lane km) but a significant reduction in the length of built-up roads that have been resealed (from 559.5 lane km to 289.6 lane km).

Road Assets and Investments

Table 27: Renewal of Roads Outside Built Up Areas 2024-25

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	5491	1.2%	83.9	60
Resealing of sealed roads (lane km)	1081.9	2.4%	42.5	12 to 15
Resheeting of gravel roads (km)	1273.5	2.3%	43.0	20

Note: Three Local Governments did not provide the required data for this analysis.

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. Compared to the previous year's figures (see the 2023-24 Report) there has been reduced effort in resheeting gravel roads (previously twice as much, 4.64%), but a slightly better outcome for reconstruction and resealing of sealed roads (previously 1.15% and 1.88% respectively).

Road Age

Main Roads WA maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 28. Road ages are used in calculating the written down values included in this report.

Table 28: Average Age of Sealed Local Roads 2024-25

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	36	15	17	525	22	13
Goldfields Esperance	462	39	25	27	1,484	31	23
Great Southern	523	37	26	30	2,674	36	23
Kimberley	226	44	23	16	321	36	20
Metropolitan	11,907	45	26	26	2,446	36	24
Mid West	491	34	19	21	2,780	27	18
Pilbara	477	34	27	17	391	23	23
South West	2,076	38	25	20	4,205	36	25
Wheatbelt North	507	38	23	19	6,374	37	21
Wheatbelt South	241	44	25	16	3,815	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.

Road Assets and Investments



The road ages provided by Main Roads WA 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 58 years and for the City of Vincent 67 years compared to the Metropolitan average of 45 years in Table 28. For the Shire of Serpentine-Jarrahdale, the average age is only 26 years.

The asphalt and sprayed seal ages for roads within built up areas are universally higher than the optimal ages. The pavement ages for roads outside built up areas are reasonably close to the optimal ages in some regions (Gascoyne, Pilbara, Mid West), with all other regions having significantly older pavements (more than 30 years). The ages for sprayed seal roads outside built up areas are generally higher than the optimal ages in all regions, including Metropolitan.

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 64.9%, an improvement on the previous year (58.9%), and on that of five years ago (63.0% in 2020-21). In this particular year, the Goldfields Esperance Region, the best performing region, expended 102.3% of the annual life cycle cost, albeit lower than in the previous year (94.9%) when it was also the best performing region. The worst performing regions, according to this data, are Gascoyne (32.2%) and Kimberley (38.8%). The Mid-West and South West were the big improvers on the previous year's performance.

Sustainability performance was also high (75.7%) for regional local governments with populations greater than 20,000 (Appendix 15).

Table 29: Sustainability of Sealed Roads 2024-25
(\$ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	12,182	3,923	32.2%
Goldfields Esperance	29,374	30,062	102.3%
Great Southern	41,658	21,130	50.7%
Kimberley	19,470	7,550	38.8%
Metropolitan	266,296	196,440	73.8%
Mid West	43,358	25,171	58.1%
Pilbara	19,139	10,905	57.0%
South West	108,708	62,926	57.9%
Wheatbelt North	79,056	51,171	64.7%
Wheatbelt South	43,480	20,511	47.2%
State	662,720	429,789	64.9%

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

Road Assets and Investments

Road Assets and Investments

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 five years. The Pilbara region have surveyed 100% of their roads for the third five-year period running, while the Gascoyne and Kimberley regions have improved the percent of roads surveyed over the last five years substantially in the 2024-25 reporting period. Every region recorded a documented visual condition survey of the sealed network of over 50% for this reporting period. Over the past 5 years, WALGA has facilitated surveys of the Significant road network. The entire Roads 2040 network has now been surveyed under this program with the exception of the Metropolitan region..

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

Region	Percentage Surveyed				
	2020/21	2021/22	2022/23	2023/24	2024/25
Gascoyne	86	56	35	34	86
Goldfields Esperance	56	69	71	71	53
Great Southern	44	81	67	64	64
Kimberley	35	84	39	44	73
Metropolitan	73	76	61	56	51
Mid West	79	39	80	77	79
Pilbara	100	51	100	100	100
South West	56	59	45	58	56
Wheatbelt North	52	58	83	85	86
Wheatbelt South	75	100	92	82	81
State	64	65	69	67	66

Source: RAMM database November 2025
Note data excludes 19 non RAMM subscriber Local Governments.

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 2024-25

Region	Built up areas	Outside built up areas		
	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
Gascoyne	11,653	2,711	4,588	649
Goldfields Esperance	19,689	2,864	3,588	477
Great Southern	14,331	2,143	2,695	372
Kimberley	16,376	3	5,359	1,935
Metropolitan	13,035	6,950	5,537	4,309
Mid West	17,423	4,035	3,736	476
Pilbara	17,341	556	5,077	43
South West	11,142	4,161	3,312	1,090
Wheatbelt North	8,773	3,588	1,817	368
Wheatbelt South	7,631	2,575	1,856	165
State	13,145	3,471	2,971	603

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.

Expenditure on Bridges

The expenditure on Bridges is mainly sourced from Commonwealth Financial Assistance Grants special project allocations and Roads to Recovery grants and Main Roads WA grants. The expenditure on preservation comprises maintenance and rehabilitation projects.

The expenditure of \$11.1 million on bridge preservation is an improvement on the previous year (\$8.6m). The current level of expenditure represents just 0.46% of the current replacement value of \$2.414 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 \$12.19 million. These differences likely reflect differences in program allocations and project delivery capacity.

Table 32 shows the actual expenditure on Bridges for each of the Regional Road

Groups. The \$23.9m expenditure in 2024-25 is more than \$10m higher than the \$12.96m expended in 2023-24. Expenditure was highest in the Mid West region, due to a large allocation to expansion projects.

Table 32: Expenditure on Local Government Bridges 2024-25

Region	Preservation \$	Upgrade and expansion \$	Total \$
Gascoyne	10,000	0	10,000
Goldfields Esperance	0	0	0
Great Southern	953,000	0	953,000
Kimberley	449,000	1,630,000	2,079,000
Metropolitan	2,000,000	3,596,000	5,596,000
Mid West	965,661	5,692,000	6,657,661
Pilbara	3,000	0	3,000
South West	4,392,000	83,000	4,475,000
Wheatbelt North	662,617	129,000	791,617
Wheatbelt South	1,666,000	1,676,000	3,342,000
State	11,101,278	12,806,000	23,907,278

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

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.

The State’s local bridge infrastructure continues to age, with around 83% of bridges (for which an age is known) being more than 30 years old (Table 33). Incredibly 51% 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 79% 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 58% respectively.

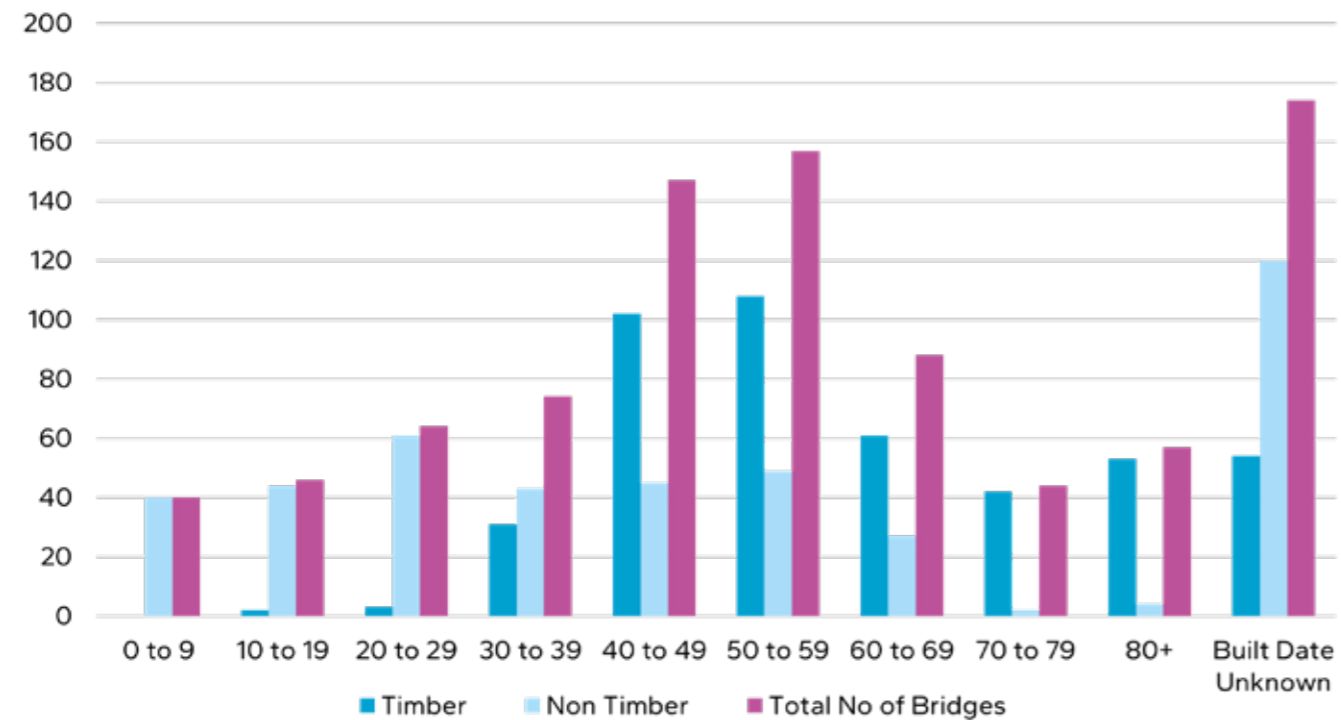


Figure 11. Age of Local Government Bridges 2025 (years)

Table 33: Bridge Age (years) (May 2025 data)

Bridge Type	Region	Total No. of Bridges	0-9 Years	10-19 Years	20-29 Years	30-39 Years	40-49 Years	50-59 Years	60-69 Years	70-79 Years	80+ Years	Built Date Unknown
Timber	Goldfields Esperance	0	0	0	0	0	0	0	0	0	0	0
	Great Southern	53	0	0	0	6	15	7	9	5	3	8
	Kimberley	0	0	0	0	0	0	0	0	0	0	0
	Metropolitan	27	0	0	0	2	3	1	6	8	4	3
	Mid West-Gascoyne	2	0	1	0	0	1	0	0	0	0	0
	Pilbara	0	0	0	0	0	0	0	0	0	0	0
	South West	184	0	1	3	13	50	57	14	12	11	23
	Wheatbelt	190	0	0	0	10	33	43	32	17	35	20
Total - Timber		456	0	2	3	31	102	108	61	42	53	54
Non Timber	Goldfields Esperance	4	0	1	0	0	2	1	0	0	0	0
	Great Southern	17	6	4	2	0	0	0	2	0	0	3
	Kimberley	10	1	1	0	0	0	5	2		0	1
	Metropolitan	158	9	7	25	14	24	21	12	8	4	34
	Mid West-Gascoyne	24	4	4	1	0	3	3	8	1	0	0
	Pilbara	28	1	6	1	1	5	9	0	0	1	4
	South West	95	19	19	14	9	7	2	1	0	1	23
	Wheatbelt	126	0	2	18	21	7	9	8	1	2	58
Total - Non Timber		462	40	44	61	45	48	50	33	10	8	123
Total Bridges		918	40	46	64	76	150	158	94	52	61	177

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

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 2020-21 to 2024-25

	2020-21	2021-22	2022-23	2023-24	2024-25
Replacement value \$ billions	\$32.49	\$35.08	\$35.51	\$40.46	\$42.66
Written down value \$ billions	\$17.62	\$18.61	\$18.81	\$21.41	\$22.32
Required preservation expenditure \$ millions	\$868.14	\$945.54	\$957.34	\$1,090.35	\$1,161.66
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$669.27	\$663.24	\$700.32	\$752.48	\$836.15
Local Government expenditure on flood damage \$ millions	\$47.50	\$66.06	\$46.21	\$35.97	\$40.72
Local Government expenditure on upgrading and building new roads \$ millions	\$272.94	\$286.59	\$299.61	\$245.65	\$311.92
Total Local Government road expenditure \$ millions	\$989.71	\$1,015.89	\$1,046.14	\$1,034.10	\$1,188.79

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 11.1% (\$83.67 million) in 2024-2025 to \$836.15 million.

Flood damage expenditure (\$40.72 million) is discussed earlier in this report.



Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$42.66 billion as at 30 June 2025.

Table 35: Replacement Value 30 June 2025 (\$ billions)

Road type	Replacement Value
Sealed roads in built up areas	23.18
Sealed roads outside built up areas	10.64
Gravel roads	5.22
Formed roads	1.04
Bridges	2.58
Total	42.66

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 \$22.32 billion is 52.3% of the replacement value of \$42.66 billion. It is lower than the 54.2% rating for 2020-21. 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 52.3% is less than the 66.0% rating for State highways and main roads in WA, and less than the 57.9% rating for local roads ten years ago (2013-14) and the 64.7% rating of twenty years ago (2003-04). The latest National figure, produced for the ALGA's National State of the Assets report, is 68.6%.

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

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 61.7%) than in all other regions, while roads in the Wheatbelt North (39.9%) and Great Southern (40.7%) 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.

Table 36: Replacement and Written Down Value 30 June 2025 (\$ millions)

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	793.94	442.94	55.8%
Goldfields Esperance	2,075.97	909.60	43.8%
Great Southern	2,471.78	1,045.52	40.7%
Kimberley	922.91	394.01	42.7%
Metropolitan	18,093.27	11,161.87	61.7%
Mid West	2,959.54	1,404.37	47.5%
Pilbara	1,267.31	728.50	57.5%
South West	6,425.31	3,063.58	47.7%
Wheatbelt North	4,568.08	1,822.84	39.9%
Wheatbelt South	3,078.37	1,342.31	43.6%
Total	42,656.47	22,315.91	52.3%

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 2015-16 to 2024-25

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 2.39%. The Metropolitan Region has the best performance (1.59%), while the Gascoyne Region has the poorest performance (3.52%), with the Goldfields-Esperance (3.51%) close behind. In many cases, road asset consumption is higher in smaller Local Governments, as demonstrated by Appendices 15 to 20.

Road asset consumption for the years 2020-21 to 2024-2025 are provided in Table 38. The State average of 2.39% is slightly better than in 2023-24 (2.43%) indicating that road assets are being consumed at a slightly slower rate.

Table 37: Road Asset Consumption 2024-25 (\$ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	630.76	22.44	3.52%
Goldfields Esperance	1,606.88	57.42	3.51%
Great Southern	1,920.26	63.20	3.26%
Kimberley	741.88	25.74	3.40%
Metropolitan	15,789.35	271.47	1.59%
Mid West	2,300.36	77.76	3.34%
Pilbara	1,043.21	32.03	2.98%
South West	5,590.29	122.36	2.13%
Wheatbelt North	3,510.39	122.61	3.47%
Wheatbelt South	2,368.05	82.15	3.45%
State	35,501.42	877.18	2.39%

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

Road Assets and Investments

National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 38 for five years 2020-21 to 2024-2025.

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 38: National Performance Measures WA

	Performance measure	2020-21	2021-22	2022-23	2023-24	2024-25	National
A	State of road asset – service potential remaining %	54.2%	53.1%	53.0%	52.9%	52.3%	68.6%
B	Expenditure on roads and bridges \$ millions	\$942,224	\$1,022,034	\$1,046,143	\$1,034,095	\$1,188,788	\$6,606m
C	Expenditure on sealed roads \$ per km	\$12,007	\$12,667	\$13,293	\$13,864	\$15,562	\$14,296
D	Expenditure on unsealed roads \$ per km	\$2,189	\$1,759	\$1,951	\$2,174	\$2,239	\$3,369
E	Road asset consumption	2.42%	2.45%	2.46%	2.43%	2.39%	1.70%
F	Sustainability sealed roads	62.95%	60.98%	63.94%	58.86%	64.85%	77.00%
G	Road safety sealed roads –fatalities per 1000 km per year	1.58	1.96	1.70	1.68	1.69	1.70*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.13	0.08	0.12	0.12	0.06	0.08

National figure is 2021 Source: National Local Roads Data System, ALGA, published December 2022.

* 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 national reporting, Local Governments individually report the value of their infrastructure assets, calculated by using fair value principles.

Road Assets and Investments

Road Assets and Investments

Road Safety Performance for Local Government Roads 2020-2024

In the five year period 2020-2024, 4,541 people were killed or seriously injured (KSI) in reported road crashes on Local Government roads in Western Australia with 3,179 KSI occurring in the metropolitan area and 1,362 occurring in regional areas. These numbers represent a decrease from the previous five year period in both metropolitan and regional areas. There was a greater reduction seen in regional areas. The average annual KSI per 100,000 population on Local Government roads in Western Australia has decreased from 32 (2019-2023) down to 31 (2020-2024).

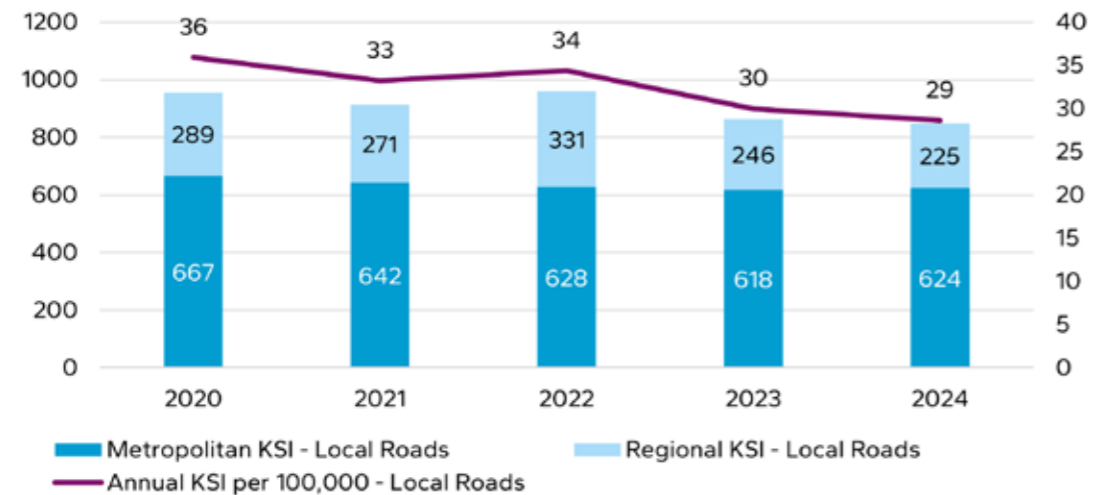


Figure 13. Annual KSI and KSI per 100,000 Population on Local Government Roads in Western Australia

Source: Road Safety Commission.

Table 39: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2020 to 2024

Region	Killed	Killed and seriously injured	Average annual KSI rate per 100,000	Change in Average Annual KSI rate from 2019-2023
Gascoyne	1	16	30	↓
Goldfields Esperance	21	132	47	↓
Great Southern	13	91	27	↓
Kimberley	12	79	38	↓
Metropolitan	183	3179	28	↓
Mid West	11	107	34	↓
Pilbara	13	101	33	↓
South West	63	480	29	↓
Wheatbelt North	46	232	90	↑
Wheatbelt South	23	124	111	↑
State	386	4,541	31	↓

Source: Road Safety Commission and ABS.

For the five year period between 2020-2024, the average annual KSI rate per 100,000 population continues to be the highest in the Wheatbelt South region, followed by the Wheatbelt North.

Priority Treatment Areas

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 40: Priority Treatment Areas based on Crash Types on Local Government Roads 2020-2024

Region	Priority Treatment Areas			
	1	% KSI Crashes	2	% KSI Crashes
Gascoyne	Run-off-road	63%	Non-collision	25%
Goldfields Esperance	Run-off-road	27%	Non-collision	23%
Great Southern	Run-off-road	54%	Intersection	10%
Kimberley	Run-off-road	43%	Non-collision	20%
Metropolitan	Intersection	43%	Run-off-road	15%
Mid West	Run-off-road	36%	Non-collision	16%
Pilbara	Run-off-road	47%	Non-collision	20%
South West	Run-off-road	43%	Intersection	18%
Wheatbelt North	Run-off-road	63%	Non-collision	14%
Wheatbelt South	Run-off-road	70%	Non-collision	10%

Source: Road Safety Commission.

Crash Costs

The average crash cost per annum for WA local roads 2020-2024 was \$1.06 Billion. Using the Willingness to Pay (WTP) method, the average cost of a fatal crash was \$10,090,548 and of a hospital crash was \$451,701.

Table 41: KSI Crash Costs Using Willingness to Pay on Local Roads by Year

Road Type	Year	Crash Cost Total in \$ mil
Local Road	2020	1,046.3
	2021	1,119.2
	2022	1,108.8
	2023	994.1
	2024	1,035.5
	Total	5,303.9

Source: Main Roads WA





Appendix 1
Costs Used
in Calculating
Valuations
2024-2025

Appendix 1: Costs Used in Calculating Valuations

Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2024-25 prices (\$ per kilometre)

Region	Residential streets	Roads outside built up areas		
	Sealed 7.0m wide	Sealed 6.0m wide	Gravel	Formed
Gascoyne	646,000 - 757,000	585,820	111,612	59,348
Goldfields Esperance	598,000 - 699,000	555,189	112,952	55,519
Great Southern	586,000 - 684,000	513,071	102,614	49,776
Kimberley	880,000 - 1,022,000	828,955	123,673	67,006
Metropolitan	913,000 - 981,000	687,286	139,755	68,920
Mid West	566,000 - 662,000	790,666	121,376	55,519
Pilbara	823,000 - 956,000	507,328	103,380	49,776
South West	712,000 - 800,000	631,767	112,952	57,433
Wheatbelt North	542,000 - 640,000	478,611	101,466	49,776
Wheatbelt South	554,000 - 650,000	486,269	99,551	49,776

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 \$79,000 to \$114,000 per kilometre, increasing up to \$142,000 in the north of the State.

Concrete footpaths cost \$167,000 to \$190,000 per kilometre, increasing up to \$249,000 in the north of the State.

Dual Use paths cost \$182,000 to \$217,000, increasing up to \$287,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region is \$938,000 per km for a 7.0 m asphalt seal.

Road Preservation Costs: Costs are in 2024-25 prices

Sealed Roads within Built Up Areas (\$ per kilometre)

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	5,169	114,620	498,000 - 604,000
Goldfields Esperance	4,720	83,000 - 116,000	448,000 - 549,000
Great Southern	4,203	78,557	406,000 - 506,000
Kimberley	5,799	139,181	586,000 - 737,000
Metropolitan	5,237	74,074	370,000 - 428,000
Mid West	4,136	78,557	406,000 - 506,000
Pilbara	5,574	115,010	559,000 - 694,000
South West	5,169	74,074	448,000 - 536,000
Wheatbelt North	4,136	78,557	396,000 - 491,000
Wheatbelt South	4,338	78,557	401,000 - 498,000

Sealed Roads Outside Built Up Areas: Costs are in 2024-25 prices (\$ per kilometre)

Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,840	98,245	514,619
Goldfields Esperance	3,528	70,000 - 114,000	454,190
Great Southern	3,119	67,446	432,748
Kimberley	4,288	119,298	621,831
Metropolitan	3,899	63,158	569,200
Mid West	3,080	67,446	415,204
Pilbara	4,152	98,245	631,578
South West	3,840	63,158	512,670
Wheatbelt North	3,080	67,446	405,457
Wheatbelt South	3,216	67,446	409,356

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

Unsealed Roads Outside Built Up Areas: Costs are in 2024-25 prices (\$ per kilometre)

Region	Gravel roads		Formed roads	
	Routine maintenance annual	Resheeting every 20 years	Routine maintenance annual	Reformation every 5 years
Gascoyne	2,066	53,606	1,248	15,205
Goldfields Esperance	1,891	54,581	1,189	11,891
Great Southern	1,803	50,682	1,150	7,992
Kimberley	2,183	53,801	1,559	17,739
Metropolitan	2,339	60,429	1,559	9,747
Mid West	1,891	51,852	1,189	7,992
Pilbara	2,105	63,158	1,326	16,374
South West	2,248	50,682	1,423	9,942
Wheatbelt North	1,891	49,902	1,189	7,992
Wheatbelt South	2,047	47,953	1,189	7,992



Appendix 2
Standards for Calculating
Expenditure Required to
Maintain Current Standards
2024-2025

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

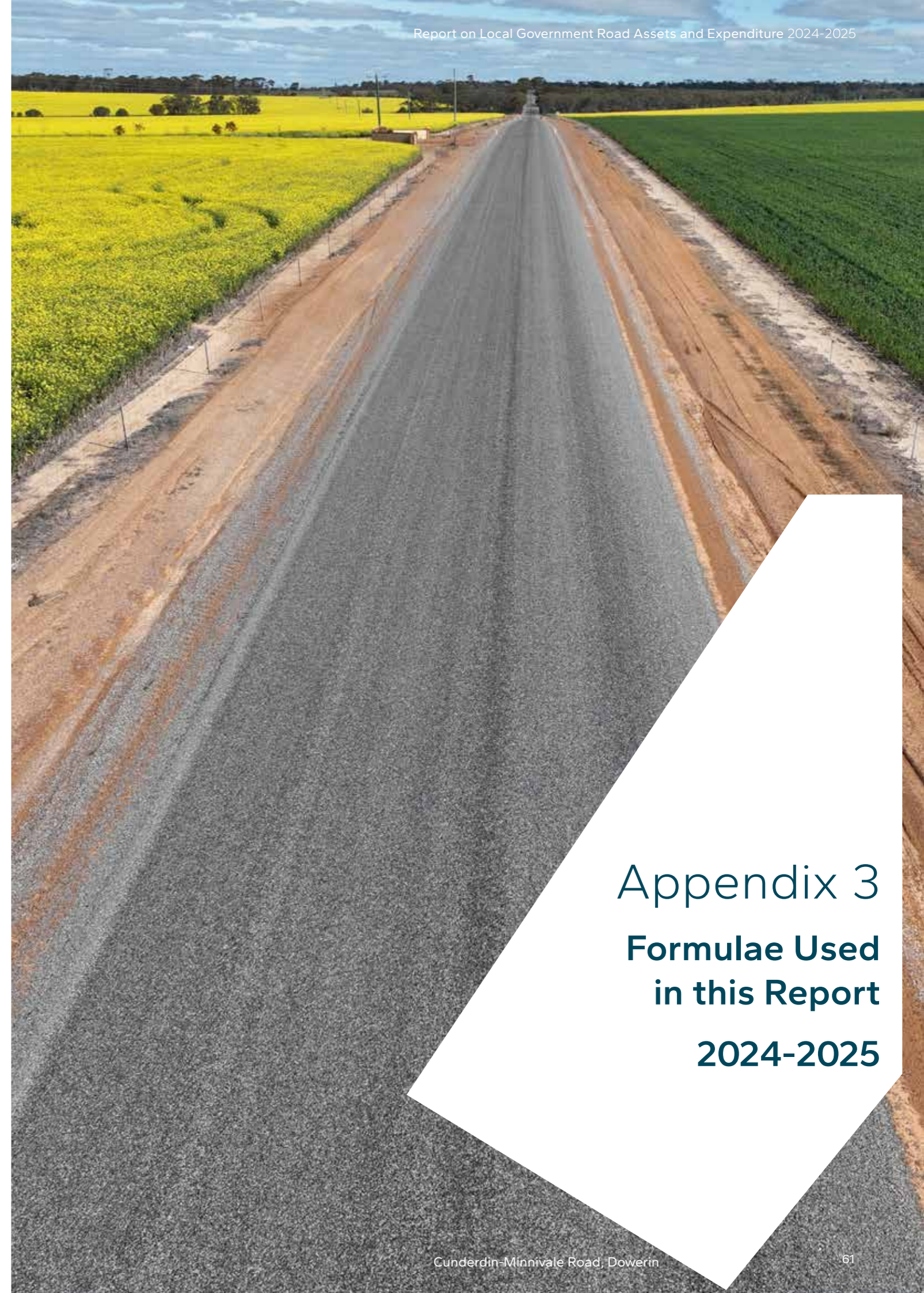
Region	Reconstruction pavement	Reseal sprayed seal	Reseal asphalt seal
Metropolitan	75	15	25
Agricultural	60	15	25
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

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 2024-2025

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
2024-2025

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

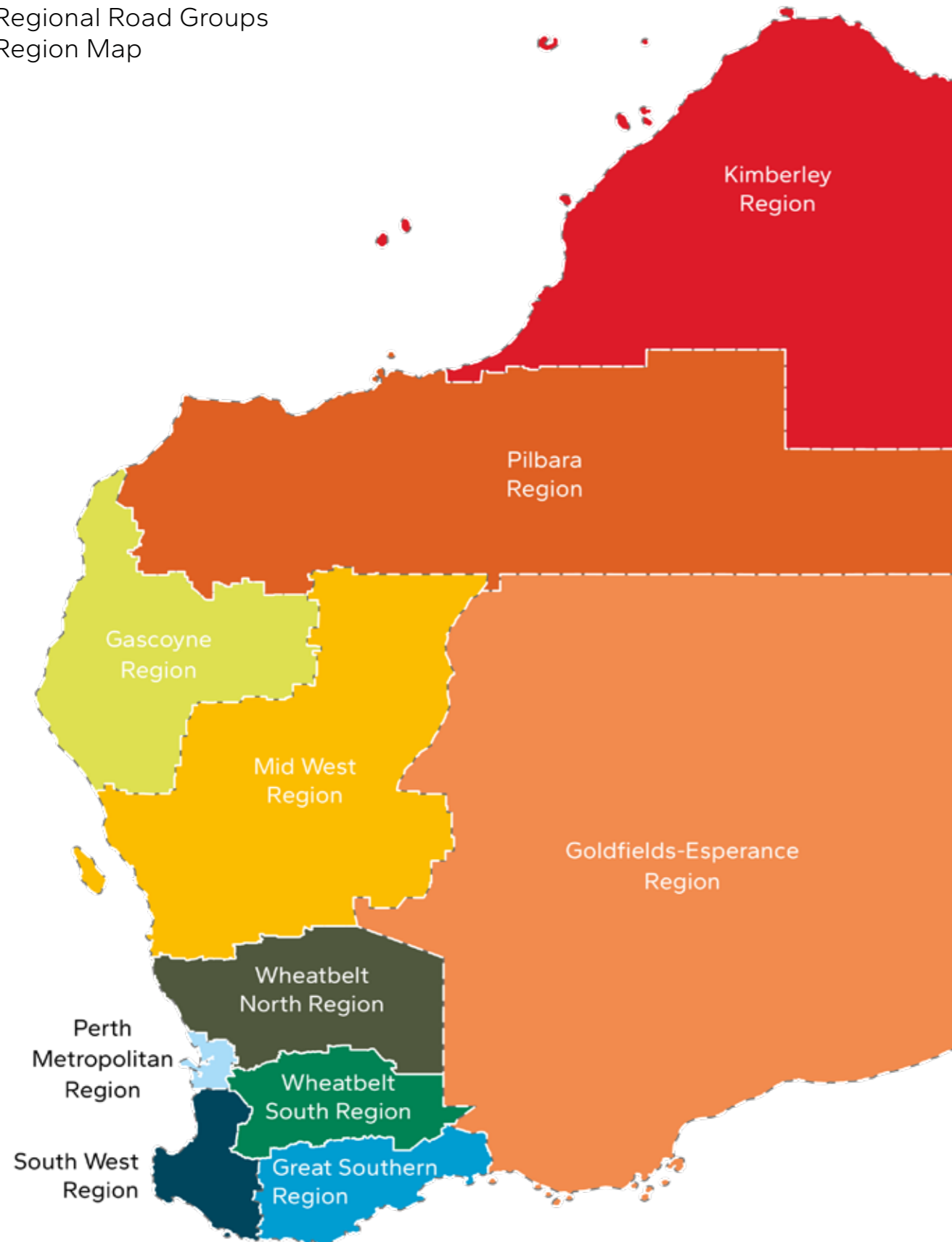
Bridges

Constructing a bridge where none existed previously

Ancillary

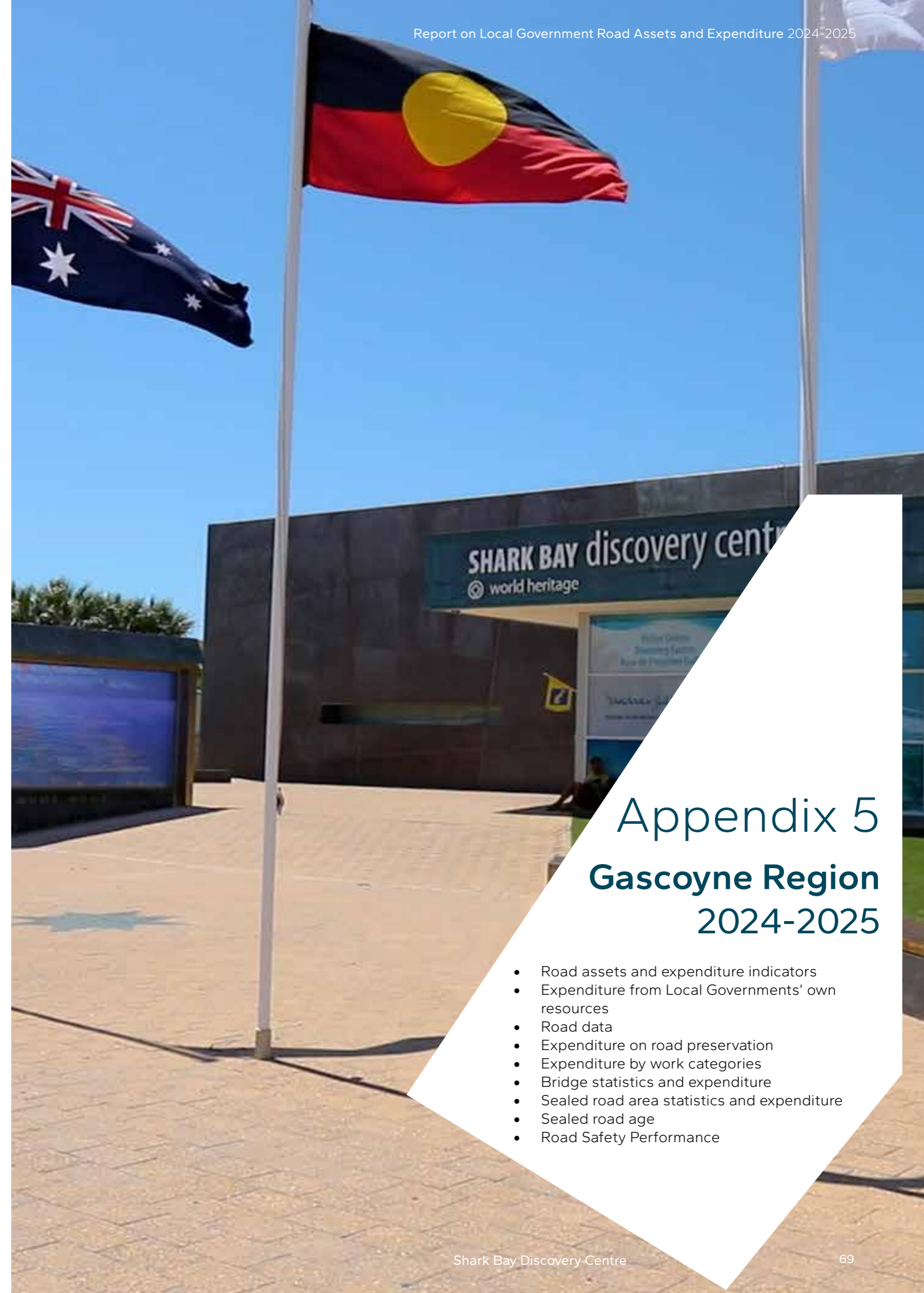
Provision of the following on new roads:
Street lighting
Road signals and signs including street signs
Road marking
All other traffic management devices
Footpaths including dual use paths

Regional Road Groups
Region Map



Road Assets and Expenditure Indicators and Expenditure Statistics 2024-2025

Gascoyne Region Map



Appendix 5 Gascoyne Region 2024-2025

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

Appendix 5 - Gascoyne Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNARVON	0.57	3.4%	12%	0.53
EXMOUTH	0.41	3.0%	45%	0.55
SHARK BAY	0.53	3.8%	41%	0.63
UPPER GASCOYNE	0.64	4.0%	49%	0.80
Region Average	0.56	3.5%	32%	0.63
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	4,682	207	4%	134%	2%	2%	37
EXMOUTH	3,926	1,275	32%	68%	22%	19%	358
SHARK BAY	2,936	0	0%	128%	0%	0%	0
UPPER GASCOYNE	11,459	766	7%	238%	13%	9%	3811
Region	23,003	2,248	10%	143%	9%	7%	213
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Table 3: Road data 2024-25

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	228	287	918	48	1,529	20.8	0.0	20.2
EXMOUTH	2	37	116	17	43	62	277	5.8	3.0	20.0
SHARK BAY	7	5	40	362	165	6	585	25.1	15.5	4.6
UPPER GASCOYNE	0	2	141	954	723	54	1,874	1.4	0.0	0.0
Region	13	88	525	1,619	1,850	171	4,265	53.1	18.5	44.8
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 5 - Gascoyne Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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
CARNARVON	1,744	56	2,602	26	4,428	15,102	117	9,087	28
EXMOUTH	684	1,612	59	16	2,371	7,638	6,692	3,565	359
SHARK BAY	200	464	115	1,081	1,860	7,307	5,849	318	6,563
UPPER GASCOYNE	143	858	4,629	51	5,680	26,522	3,043	4,852	70
Region	2,771	2,991	7,405	1,173	14,339	11,653	2,711	4,588	649
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2024-25

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	1,969	2,459	0	0	4,428	44.5%	55.5%	0.0%	0.0%	8,328	4,428
EXMOUTH	1,206	1,171	1,180	369	3,926	30.7%	29.8%	30.1%	9.4%	4,354	2,377
SHARK BAY	1,860	0	1,076	0	2,936	63.4%	0.0%	36.6%	0.0%	2,955	1,860
UPPER GASCOYNE	1,907	3,777	5,140	416	11,240	17.0%	33.6%	45.7%	3.7%	7,133	5,684
Region	6,942	7,407	7,396	785	22,530	30.8%	32.9%	32.8%	3.5%	22,770	14,349
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2024-25

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	6	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	2	2,414	0	0	0	4	0
Region	5	6,459	0	0	272	10	0
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 5 - Gascoyne Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	1,689,354	1,744	56	4.31	0.03
EXMOUTH	313,445	843,354	684	1,612	2.18	1.91
SHARK BAY	95,799	277,670	200	464	2.09	1.67
UPPER GASCOYNE	18,871	986,404	143	858	7.58	0.87
Region	832,304	3,796,782	2,771	2,991	3.33	0.79
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 8: Sealed road age 2024-25

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	47	10	25	228	27	9
EXMOUTH	39	37	21	17	116	31	21
SHARK BAY	12	37	20	10	40	20	15
UPPER GASCOYNE	2	22	7	0	141	11	6
Region	101	36	15	17	525	22	13

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Road Safety Performance Local Government Roads 2020-2024

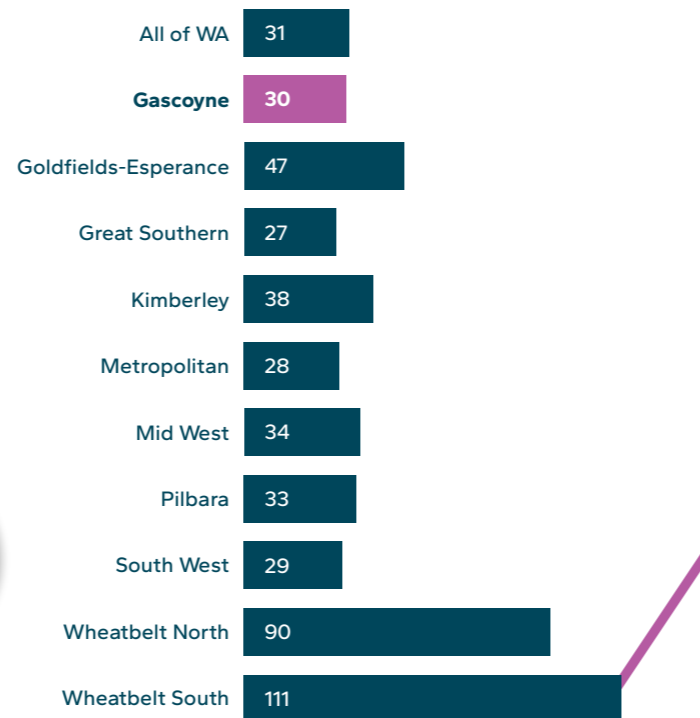
Gascoyne Region

April 2026

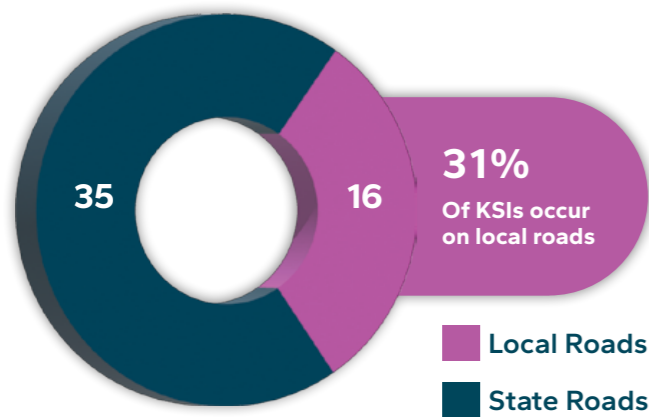
	State Roads	Local Roads
Road length	19%	81%
MVKT*	72%	28%
KSI rate per 100,000	66 ↑	30 ↓

*Million Vehicle Kilometres Travelled (MVKT) is for the Main Roads WA Region, Mid West Gascoyne, not for the Gascoyne Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Carnarvon	1	6	7
Exmouth	0	4	4
Shark Bay	0	0	0
Upper Gascoyne	0	5	5
Total	1	15	16



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Non-collision	5	31%	↓
Off Carriageway Hit Object	5	31%	↑
Non-collision	4	25%	↑
Hit Pedestrian	1	6%	↓
Hit Animal	1	6%	→
Head On	0	0%	→
Hit Object	0	0%	→
Other	0	0%	→
Rear End	0	0%	→
Right Angle	0	0%	→
Right Turn Thru	0	0%	→
Sideswipe	0	0%	↓
Total	16	100%	

Priority Treatment Areas

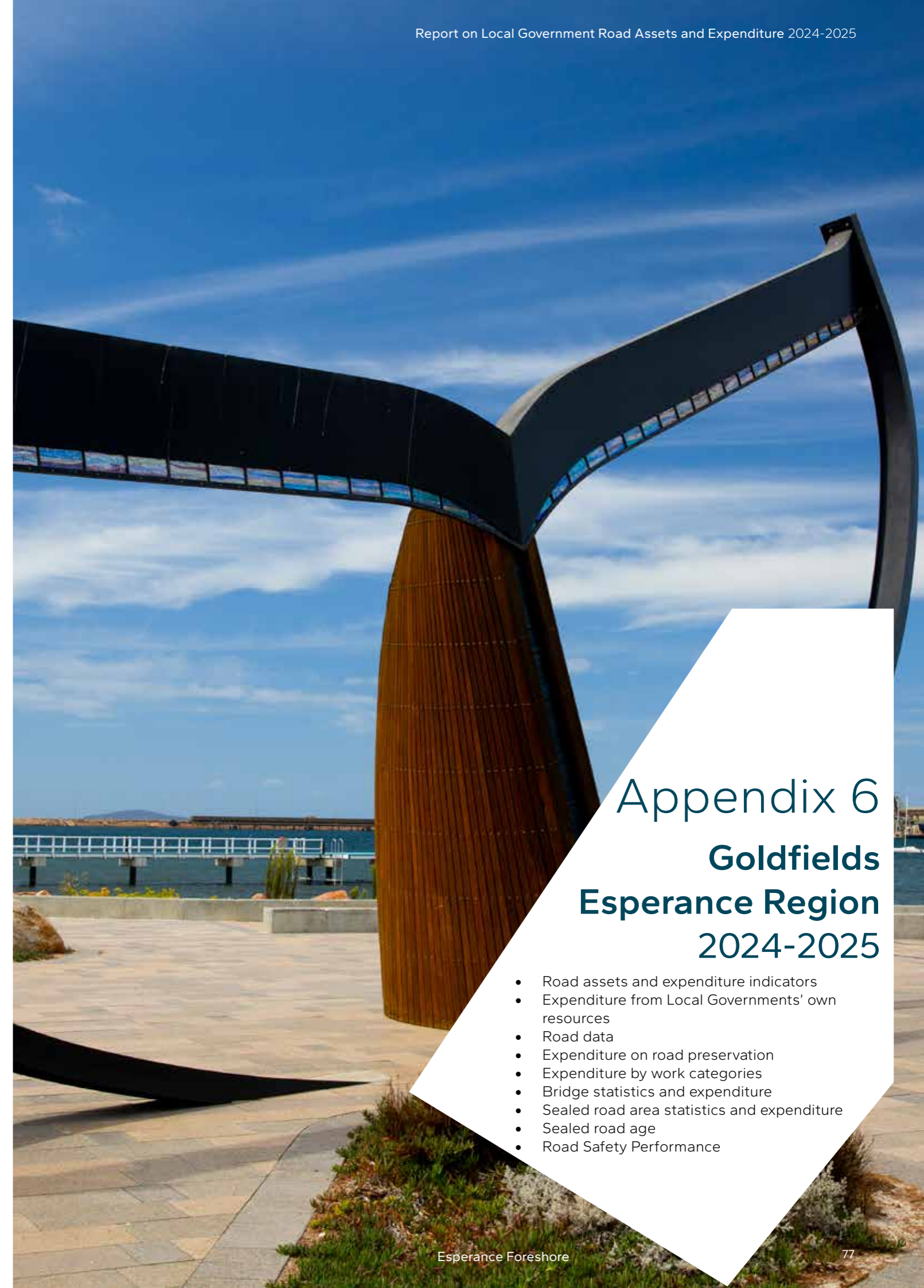
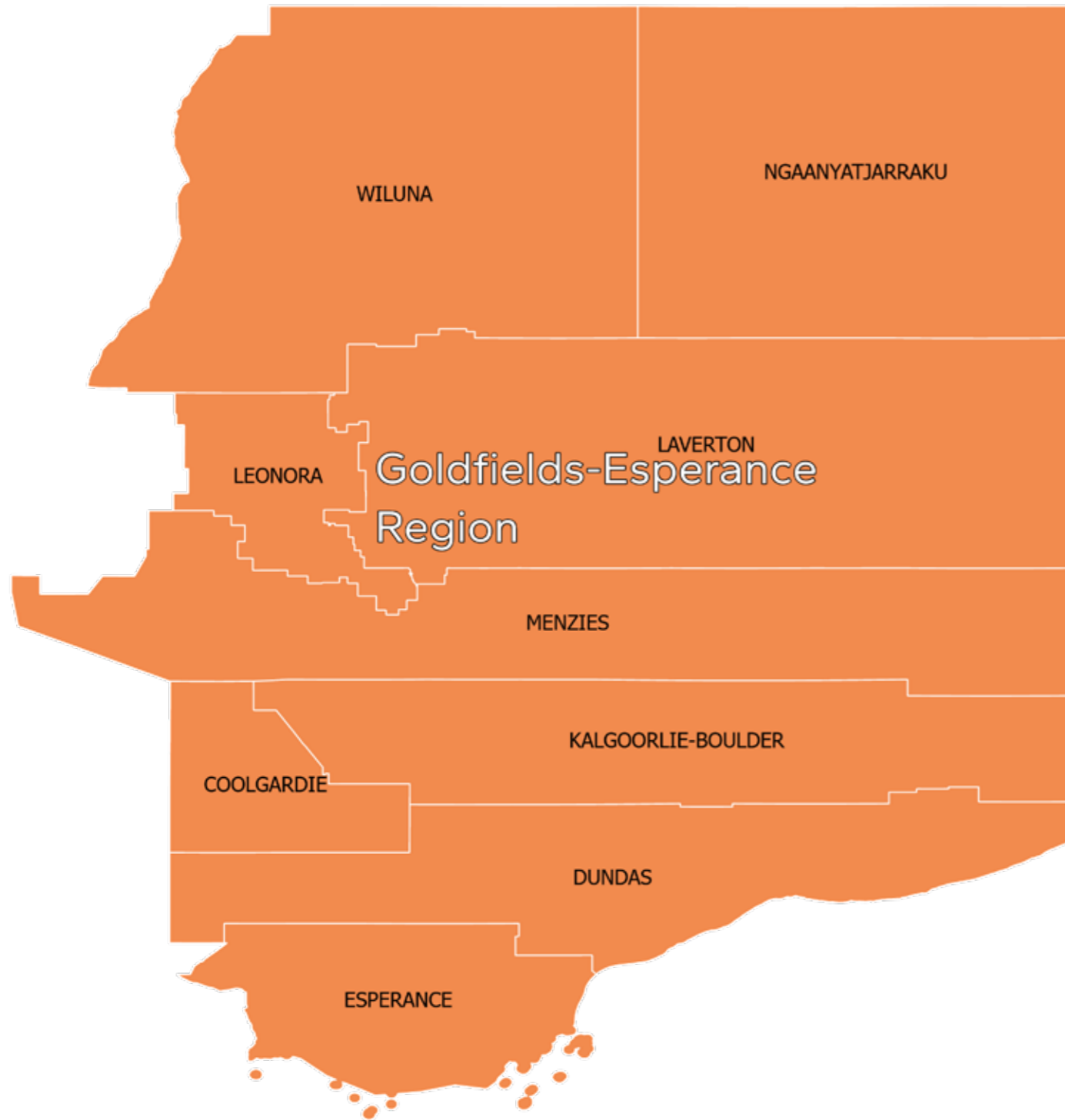


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Goldfields-Esperance Region Map



Appendix 6 Goldfields Esperance Region 2024-2025

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

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.31	3.0%	20%	0.61
DUNDAS	0.49	3.9%	35%	0.70
ESPERANCE	0.54	3.3%	35%	0.40
KALGOORLIE-BOULDER	0.21	2.6%	231%	1.48
LAVERTON	0.46	4.8%	223%	1.52
LEONORA	0.53	4.8%	0%	0.52
MENZIES	0.53	5.1%	39%	0.41
NGAANYATJARRAKU	0.50	5.2%	0%	2.18
WILUNA	0.52	5.2%	12%	0.59
Region Average	0.44	3.5%	102.3%	0.85
State Average	0.52	2.4%	64.9%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	2,656	1,147	43%	53%	13%	13%	304
DUNDAS	2,312	71	3%	71%	1%	1%	98
ESPERANCE	24,208	9,500	39%	107%	35%	30%	653
KALGOORLIE-BOULDER	24,342	17,917	74%	39%	50%	50%	578
LAVERTON	8,637	2,250	26%	116%	26%	26%	1558
LEONORA	1,908	122	6%	73%	1%	1%	70
MENZIES	3,491	90	3%	110%	1%	1%	156
NGAANYATJARRAKU	8,260	1,731	21%	135%	32%	32%	1168
WILUNA	16,660	403	2%	118%	5%	5%	716
Region	92,474	33,231	36%	80%	29%	28%	595
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 3: Road data 2024-25

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	32.6	21.3	5.6
DUNDAS	1	21	21	296	207	86	633	24.0	0.1	0.0
ESPERANCE	81	40	829	2,946	230	216	4,341	23.7	2.2	107.0
KALGOORLIE-BOULDER	116	116	367	526	353	74	1,551	271.5	0.0	51.7
LAVERTON	1	7	62	657	518	2,946	4,191	5.9	0.0	0.0
LEONORA	1	9	31	392	625	242	1,299	13.6	4.5	1.4
MENZIES	0	2	66	687	606	296	1,658	2.0	0.8	0.4
NGAANYATJARRAKU	0	10	39	495	743	41	1,328	3.6	0.0	0.0
WILUNA	0	5	11	669	579	645	1,909	6.1	0.0	0.0
Region	201	261	1,484	7,083	3,984	4,744	17,758	383.0	28.9	166.1
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Table 4: Expenditure on road preservation 2024-25

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
COOLGARDIE	954	51	1,652	0	2,657	6,157	487	4,010	0
DUNDAS	339	0	1,311	5	1,655	6,950	6	4,459	25
ESPERANCE	2,479	3,281	5,423	18	11,202	8,872	1,933	1,843	80
KALGOORLIE-BOULDER	21,698	1,868	645	0	24,211	28,784	4,368	1,229	0
LAVERTON	203	2,105	3,852	754	6,914	9,742	17,065	5,863	1,456
LEONORA	0	0	1,755	0	1,755	0	0	4,483	0
MENZIES	94	232	476	1,067	1,869	20,642	2,013	693	1,761
NGAANYATJARRAKU	0	0	8,095	165	8,260	0	0	16,343	222
WILUNA	51	0	2,186	4	2,241	4,766	7	3,270	7
Region	25,818	7,538	25,395	2,014	60,764	19,689	2,864	3,588	477
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	2,170	487	0	0	2,657	81.7%	18.3%	0.0%	0.0%	4,336	2,657
DUNDAS	303	1,352	657	0	2,312	13.1%	58.5%	28.4%	0.0%	2,350	1,655
ESPERANCE	5,245	5,957	7,153	5,853	24,208	21.7%	24.6%	29.5%	24.2%	28,154	11,202
KALGOORLIE-BOULDER	3,430	20,781	0	131	24,342	14.1%	85.4%	0.0%	0.5%	16,324	24,211
LAVERTON	2,853	4,061	0	0	6,914	41.3%	58.7%	0.0%	0.0%	4,545	6,914
LEONORA	1,270	485	153	0	1,908	66.6%	25.4%	8.0%	0.0%	3,365	1,755
MENZIES	1,637	232	0	318	2,187	74.9%	10.6%	0.0%	14.5%	4,571	1,869
NGAANYATJARRAKU	4,835	3,425	0	0	8,260	58.5%	41.5%	0.0%	0.0%	3,782	8,260
WILUNA	1,227	1,014	0	30	2,271	54.0%	44.6%	0.0%	1.3%	3,789	2,241
Region	22,970	37,794	7,963	6,332	75,059	30.6%	50.4%	10.6%	8.4%	71,215	60,764
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2024-25

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	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	954	51	1.76	0.14
DUNDAS	170,726	153,757	339	0	1.99	0.00
ESPERANCE	977,949	5,942,397	2,479	3,281	2.53	0.55
KALGOORLIE-BOULDER	2,638,363	1,496,897	21,698	1,868	8.22	1.25
LAVERTON	72,932	431,754	203	2,105	2.78	4.88
LEONORA	77,147	239,775	0	0	0.00	0.00
MENZIES	15,938	403,415	94	232	5.90	0.58
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
WILUNA	37,450	72,468	51	0	1.36	0.00
Region	4,589,405	9,370,973	25,818	7,538	5.63	0.80
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

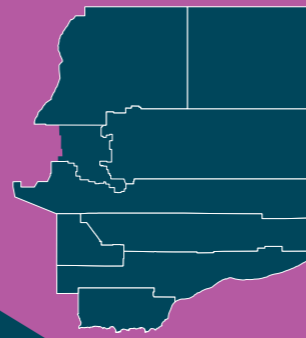
Table 8: Sealed road age 2024-25

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	49	34	31	58	51	41
DUNDAS	22	41	26	26	21	27	19
ESPERANCE	121	35	26	26	829	23	17
KALGOORLIE-BOULDER	232	57	36	37	367	40	28
LAVERTON	8	43	31	29	62	33	22
LEONORA	9	36	15	12	31	25	11
MENZIES	2	32	13	0	66	21	15
NGAANYATJARRAKU	10	27	20	0	39	27	20
WILUNA	5	27	27	0	11	32	30
Region	462	39	25	27	1,484	31	23

Road Safety Performance Local Government Roads 2020-2024

Goldfields-Esperance Region

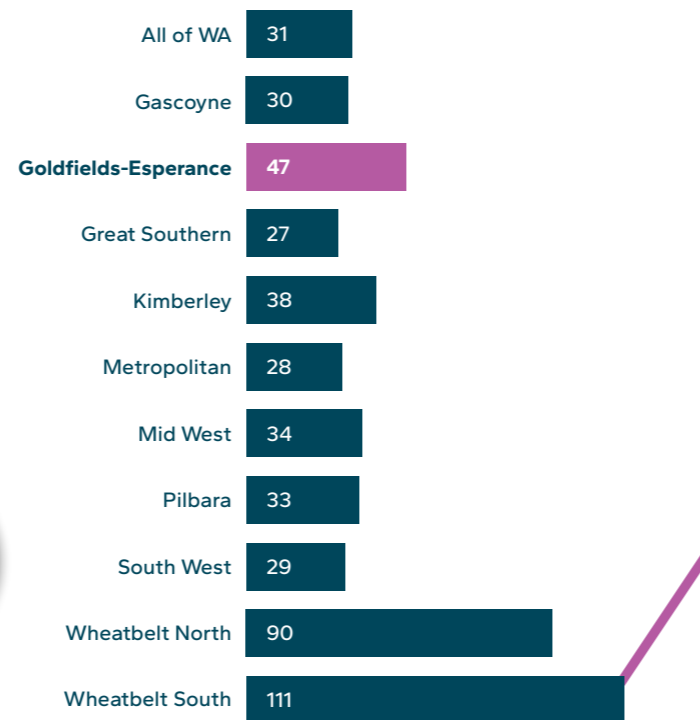
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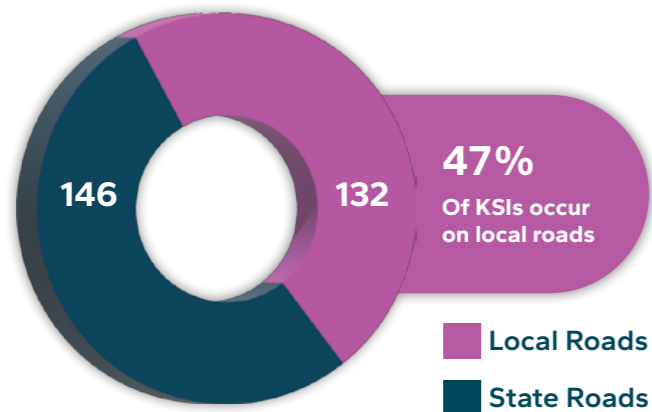
	State Roads	Local Roads
Road length	11%	89%
MVKT*	64%	36%
KSI rate per 100,000	52 ↓	47 ↓

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

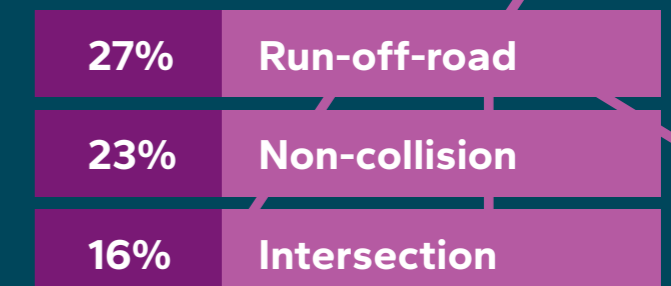
Local Government	Killed	Seriously Injured	Total KSI
Coolgardie	1	3	4
Dundas	0	3	3
Esperance	6	19	25
Kalgoorlie-Boulder	5	39	44
Laverton	5	28	33
Leonora	0	2	2
Menzies	2	1	3
Ngaanyatjarraku	2	15	17
Wiluna	0	1	1
Total	21	111	132



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Non-collision	30	23%	↑
Off Carriageway Hit Object	27	20%	→
Right Angle	19	14%	↓
Hit Pedestrian	15	11%	↓
Rear End	14	11%	↑
Off Carriageway Non-collision	8	6%	→
Head On	7	5%	→
Other	6	5%	↑
Hit Object	2	2%	↑
Right Turn Thru	2	2%	→
Hit Animal	1	1%	↑
Sideswipe	1	1%	→
Total	132	100%	

Priority Treatment Areas

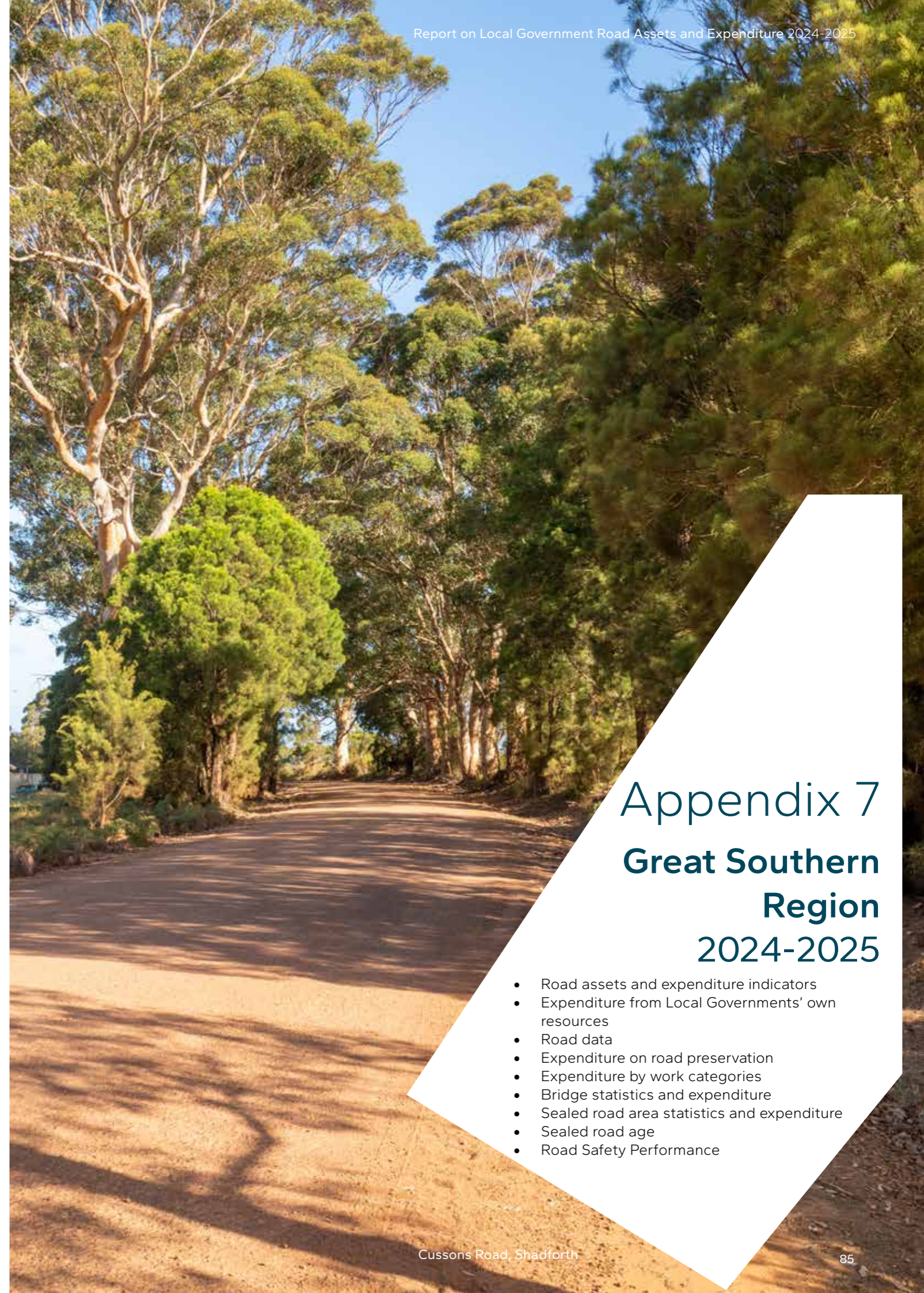


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Great Southern Region Map



Appendix 7 Great Southern Region 2024-2025

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

Appendix 7 - Great Southern Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.45	2.5%	80%	1.02
BROOMEHILL- TAMBELLUP	0.43	3.5%	62%	0.39
CRANBROOK	0.32	3.4%	31%	0.20
DENMARK	0.47	2.8%	27%	0.66
GNOWANGERUP	0.48	3.8%	30%	0.36
JERRAMUNGUP	0.47	3.7%	27%	0.38
KATANNING	0.31	3.1%	40%	0.42
KENT	0.47	4.4%	8%	0.48
KOJONUP	0.35	3.5%	24%	0.50
PLANTAGENET	0.36	3.6%	27%	0.39
RAVENSTHORPE	0.55	3.6%	68%	0.63
WOODANILLING	0.35	3.9%	137%	1.02
Region Average	0.42	3.3%	51%	0.59
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	22,169	12,802	58%	40%	31%	23%	308
BROOMEHILL- TAMBELLUP	2,805	881	31%	140%	21%	21%	800
CRANBROOK	4,620	832	18%	132%	20%	17%	722
DENMARK	4,137	1,892	46%	48%	25%	24%	282
GNOWANGERUP	2,161	304	14%	126%	6%	6%	239
JERRAMUNGUP	3,495	1,098	31%	113%	21%	9%	902
KATANNING	2,181	637	29%	73%	9%	9%	148
KENT	5,079	668	13%	160%	15%	15%	1270
KOJONUP	4,667	1,495	32%	124%	32%	23%	761
PLANTAGENET	4,903	1,277	26%	90%	14%	10%	223
RAVENSTHORPE	3,881	946	24%	93%	14%	14%	415
WOODANILLING	2,829	1,024	36%	149%	50%	50%	2090
Region	62,927	23,856	38%	78%	23%	18%	349
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 3: Road data 2024-25

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	108	525	753	10	14	1,574	61.7	3.9	120.7
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	4.8	6.9
DENMARK	21	38	160	333	56	23	631	26.1	14.3	3.7
GNOWANGERUP	0	17	205	623	160	23	1,028	6.4	0.8	0.0
JERRAMUNGUP	3	12	203	646	108	90	1,061	14.8	1.5	0.0
KATANNING	8	41	139	442	61	1	692	28.6	0.0	0.2
KENT	0	6	143	786	316	73	1,324	3.2	0.0	0.0
KOJONUP	0	15	235	727	131	3	1,111	9.4	0.0	0.0
PLANTAGENET	2	31	351	570	358	7	1,320	29.4	0.6	3.2
RAVENSTHORPE	3	33	105	941	121	12	1,216	16.2	6.1	1.8
WOODANILLING	0	2	87	350	62	21	522	0.0	4.0	1.3
Region	202	322	2,674	7,367	1,572	329	12,466	210.9	36.9	145.2
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Table 4: Expenditure on road preservation 2024-25

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
ALBANY	11,620	2,539	4,443	59	18,662	21,345	2,802	6,041	6,140
BROOMEHILL- TAMBELLUP	218	1,493	713	0	2,424	8,441	3,494	1,215	0
CRANBROOK	0	1,125	40	0	1,165	0	2,234	66	0
DENMARK	655	565	1,772	45	3,037	6,004	1,965	5,417	816
GNOWANGERUP	453	361	1,155	0	1,969	11,780	957	1,855	0
JERRAMUNGUP	763	0	1,290	0	2,053	25,101	0	2,003	0
KATANNING	813	523	688	0	2,024	5,965	2,217	1,562	0
KENT	88	72	2,330	17	2,507	7,334	277	2,964	54
KOJONUP	239	650	1,833	36	2,758	6,928	1,560	2,527	276
PLANTAGENET	468	876	1,495	276	3,115	6,111	1,357	2,660	771
RAVENSTHORPE	493	983	2,405	0	3,881	6,631	4,502	2,584	0
WOODANILLING	23	1,371	1,434	1	2,829	6,206	7,929	4,098	12
Region	15,833	10,558	19,598	435	46,424	14,331	2,143	2,695	372
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	10,112	8,586	527	2,921	22,146	45.7%	38.8%	2.4%	13.2%	18,304	18,698
BROOMEHILL-TAMBELLUP	916	1,508	381	0	2,805	32.7%	53.8%	13.6%	0.0%	6,189	2,424
CRANBROOK	977	355	3,288	0	4,620	21.1%	7.7%	71.2%	0.0%	6,799	1,332
DENMARK	2,259	990	400	463	4,112	54.9%	24.1%	9.7%	11.3%	4,891	3,249
GNOWANGERUP	1,135	884	129	0	2,148	52.8%	41.2%	6.0%	0.0%	5,675	2,019
JERRAMUNGUP	1,014	1,039	1,405	37	3,495	29.0%	29.7%	40.2%	1.1%	5,419	2,053
KATANNING	1,376	659	147	0	2,182	63.1%	30.2%	6.7%	0.0%	4,833	2,035
KENT	1,236	1,271	2,572	0	5,079	24.3%	25.0%	50.6%	0.0%	5,234	2,507
KOJONUP	2,132	1,101	1,434	0	4,667	45.7%	23.6%	30.7%	0.0%	6,516	3,233
PLANTAGENET	1,825	1,292	1,101	0	4,218	43.3%	30.6%	26.1%	0.0%	8,032	3,117
RAVENSTHORPE	1,969	1,912	0	0	3,881	50.7%	49.3%	0.0%	0.0%	6,198	3,881
WOODANILLING	1,023	1,806	0	0	2,829	36.2%	63.8%	0.0%	0.0%	2,769	2,829
Region	25,974	21,403	11,384	3,421	62,182	41.8%	34.4%	18.3%	5.5%	80,858	47,377
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2024-25

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	36	0
BROOMEHILL-TAMBELLUP	6	67	1,133	0	0	0	0
CRANBROOK	12	0	1,929	676	0	167	0
DENMARK	15	283	598	236	0	212	0
GNOWANGERUP	2	49	252	0	0	50	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	3	271	147	0	0	11	0
KENT	0	0	0	0	0	0	0
KOJONUP	14	158	1,734	89	0	475	0
PLANTAGENET	1	85	0	0	0	2	0
RAVENSTHORPE	1	169	0	0	0	0	0
WOODANILLING	3	0	365	0	0	0	0
Region	70	1,569	9,204	1,109	654	953	0
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 7 - Great Southern Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	1,905,407	3,171,567	11,620	2,539	6.10	0.80
BROOMEHILL-TAMBELLUP	90,393	1,495,364	218	1,493	2.41	1.00
CRANBROOK	67,261	1,762,752	0	1,125	0.00	0.64
DENMARK	381,807	1,005,586	655	565	1.72	0.56
GNOWANGERUP	134,595	1,320,510	453	361	3.37	0.27
JERRAMUNGUP	106,390	1,216,329	763	0	7.17	0.00
KATANNING	477,043	825,594	813	523	1.70	0.63
KENT	41,998	910,587	88	72	2.10	0.08
KOJONUP	120,737	1,457,433	239	650	1.98	0.45
PLANTAGENET	268,060	2,260,886	468	876	1.75	0.39
RAVENSTHORPE	260,226	764,256	493	983	1.89	1.29
WOODANILLING	12,971	605,191	23	1,371	1.77	2.27
Region	3,866,887	16,796,057	15,833	10,558	4.09	0.63
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

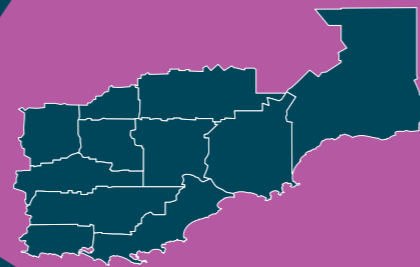
Table 8: Sealed road age 2024-25

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	37	25	27	525	32	22
BROOMEHILL-TAMBELLUP	12	40	32	0	228	36	18
CRANBROOK	8	43	27	38	292	41	27
DENMARK	59	31	23	19	160	32	22
GNOWANGERUP	17	40	15	0	205	37	13
JERRAMUNGUP	14	35	31	20	203	31	19
KATANNING	49	45	29	32	139	45	32
KENT	6	38	31	0	143	30	22
KOJONUP	15	40	24	62	235	48	24
PLANTAGENET	34	47	21	23	351	39	23
RAVENSTHORPE	36	23	21	15	105	23	21
WOODANILLING	2	30	27	0	87	42	28
Region	523	37	26	30	2,674	36	23

Road Safety Performance Local Government Roads 2020-2024

Great Southern Region

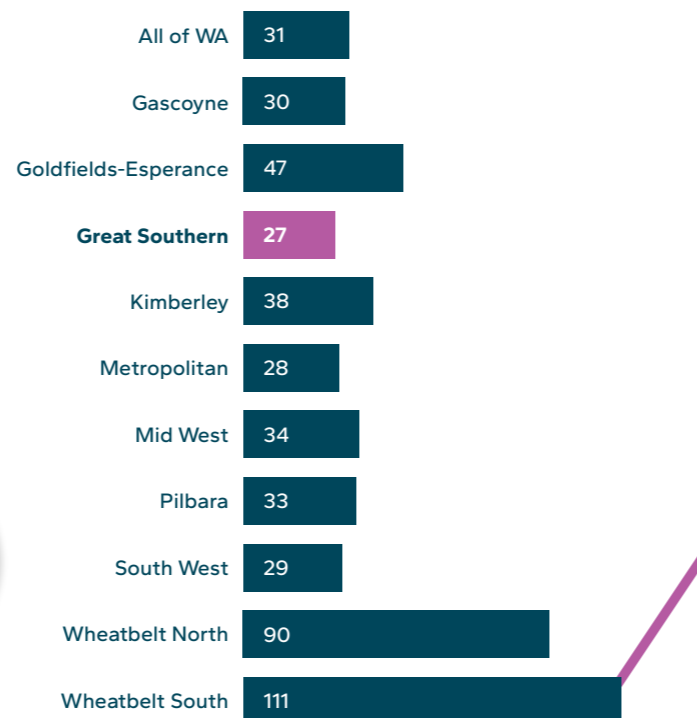
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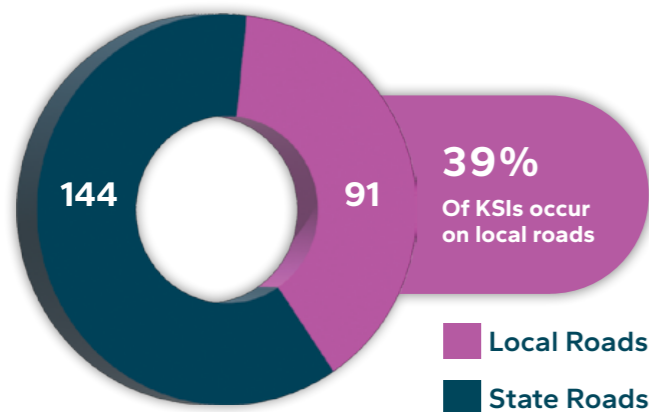
	State Roads	Local Roads
Road length	12%	88%
MVKT*	59%	41%
KSI rate per 100,000	42 ↓	27 ↓

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

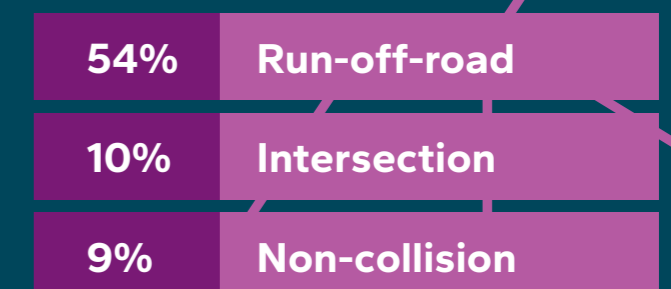
Local Government	Killed	Seriously Injured	Total KSI
Albany	4	27	31
Broomehill-Tambellup	0	3	3
Cranbrook	0	8	8
Denmark	3	4	7
Gnowangerup	1	2	3
Jerramungup	0	5	5
Katanning	0	4	4
Kent	0	0	0
Kojonup	2	7	9
Plantagenet	2	10	12
Ravensthorpe	0	7	7
Woodanilling	1	1	2
Total	13	78	91



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	41	45%	↑
Right Angle	9	10%	↑
Non-collision	8	9%	→
Off Carriageway Non-collision	8	9%	↓
Hit Object	7	8%	↓
Head On	4	4%	↓
Hit Pedestrian	4	4%	↓
Rear End	4	4%	↓
Other	3	3%	→
Hit Animal	2	2%	→
Sideswipe	1	1%	→
Right Turn Thru	0	0%	↓
Total	91	100%	

Priority Treatment Areas

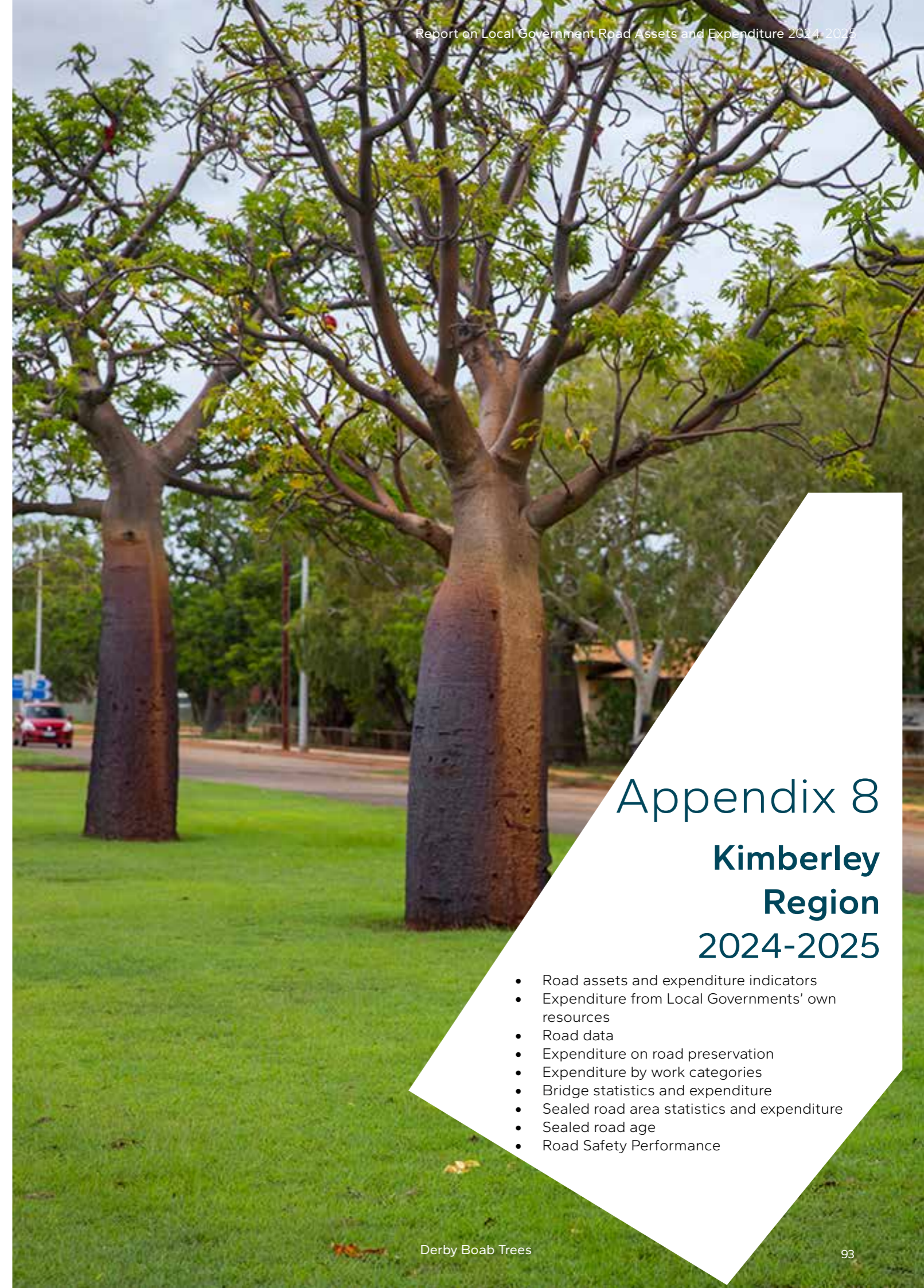
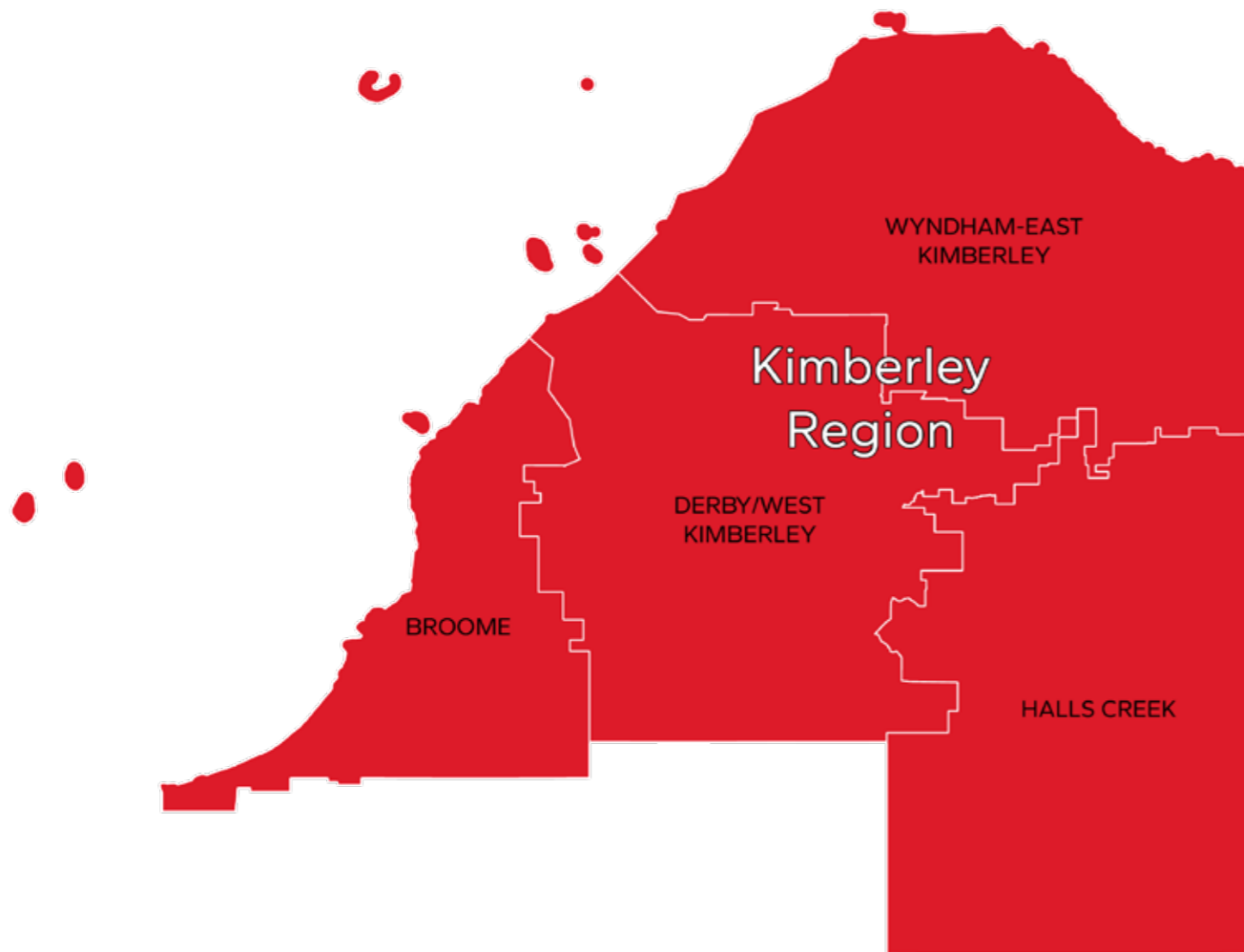


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Kimberley Region Map



Appendix 8 Kimberley Region 2024-2025

- Road assets and expenditure indicators
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- Sealed road area statistics and expenditure
- Sealed road age
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Appendix 8 - Kimberley Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BROOME	0.54	2.5%	60%	0.90
DERBY-WEST KIMBERLEY	0.41	4.4%	50%	0.98
HALLS CREEK	0.49	4.2%	29%	0.90
WYNDHAM-EAST KIMBERLEY	0.35	3.2%	15%	0.36
Region Average	0.43	3.4%	39%	0.73
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	7,411	4,773	64%	22%	24%	24%	253
DERBY-WEST KIMBERLEY	7,190	421	6%	75%	3%	3%	49
HALLS CREEK	10,928	678	6%	107%	8%	8%	161
WYNDHAM-EAST KIMBERLEY	7,898	1,558	20%	71%	13%	13%	187
Region	33,427	7,430	22%	59%	14%	14%	186
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Table 3: Road data 2024-25

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	5	107	56	1	65	125	359	91.0	0.0	34.0
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	7.8	5.1	2.3
WYNDHAM-EAST KIMBERLEY	7	51	185	161	344	76	825	33.5	4.2	9.4
Region	12	213	321	1,511	1,307	978	4,343	149.2	9.3	54.0
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 8 - Kimberley Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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
BROOME	4,548	0	0	1,133	5,681	18,065	0	0	17,458
DERBY-WEST KIMBERLEY	1,778	2	4,220	0	6,000	18,966	17	9,329	0
HALLS CREEK	274	0	2,920	1,258	4,452	10,168	0	3,261	9,486
WYNDHAM-EAST KIMBERLEY	1,838	0	932	138	2,908	12,870	0	5,883	401
Region	8,438	2	8,072	2,529	19,041	16,376	3	5,359	1,935
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2024-25

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	4,972	709	1,730	0	7,411	67.1%	9.6%	23.3%	0.0%	6,281	5,681
DERBY-WEST KIMBERLEY	2,840	3,160	0	0	6,000	47.3%	52.7%	0.0%	0.0%	6,132	6,000
HALLS CREEK	678	3,774	0	2,414	6,866	9.9%	55.0%	0.0%	35.2%	4,942	4,452
WYNDHAM-EAST KIMBERLEY	2,726	631	4,541	0	7,898	34.5%	8.0%	57.5%	0.0%	9,316	3,357
Region	11,216	8,274	6,271	2,414	28,175	39.8%	29.4%	22.3%	8.6%	26,671	19,490
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2024-25

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	1	473	0	0	0	0	0
WYNDHAM-EAST KIMBERLEY	9	1,775	0	0	0	449	1,630
Region	10	2,248	0	0	0	449	1,630
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 8 - Kimberley Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	881,154	387,117	4,548	0	5.16	0.00
DERBY-WEST KIMBERLEY	328,114	407,320	1,778	2	5.42	0.00
HALLS CREEK	94,313	145,798	274	0	2.91	0.00
WYNDHAM-EAST KIMBERLEY	499,826	1,564,455	1,838	0	3.68	0.00
Region	1,803,406	2,504,689	8,438	2	4.68	0.00
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 8: Sealed road age 2024-25

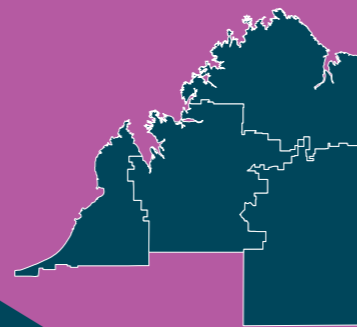
Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
BROOME	112	31	14	16	56	27	17
DERBY-WEST KIMBERLEY	43	41	28	22	58	29	23
HALLS CREEK	12	53	28	0	21	50	15
WYNDHAM-EAST KIMBERLEY	59	50	20	11	185	37	23
Region	226	44	23	16	321	36	20

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Road Safety Performance Local Government Roads 2020-2024

Kimberley

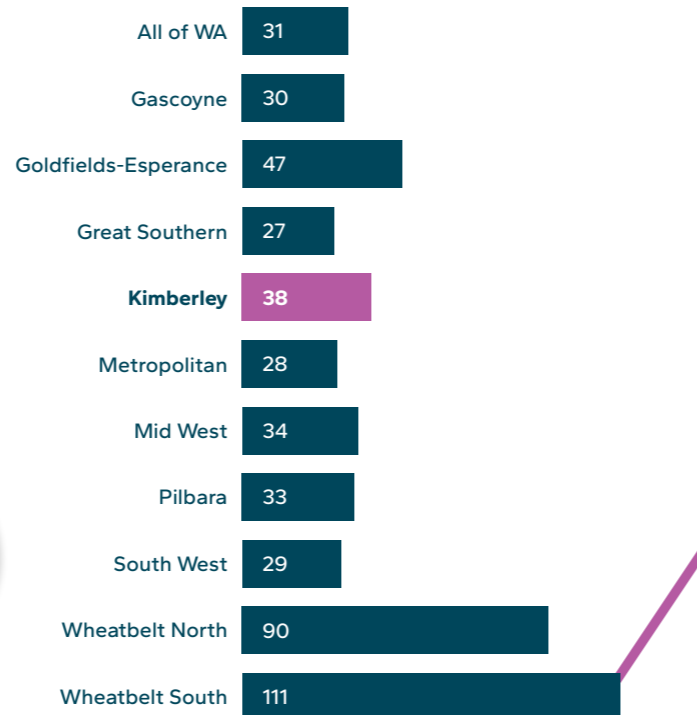
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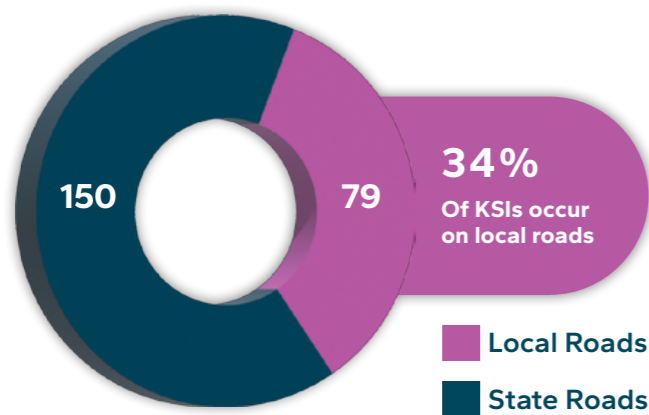
	State Roads	Local Roads
Road length	36%	64%
MVKT*	59%	41%
KSI rate per 100,000	72 ↓	38 ↓

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Broome	7	27	34
Christmas Island	0	1	1
Derby/ West Kimberley	2	25	27
Halls Creek	1	12	13
Wyndham-East Kimberley	2	2	4
Total	12	67	79



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	25	32%	↑
Non-collision	16	20%	↓
Hit Pedestrian	12	15%	↑
Off Carriageway Non-collision	9	11%	→
Head On	7	9%	↑
Right Angle	5	6%	↑
Hit Object	2	3%	↑
Hit Animal	1	1%	↑
Rear End	1	1%	→
Right Turn Thru	1	1%	↓
Other	0	0%	→
Sideswipe	0	0%	→
Total	79	100%	

Priority Treatment Areas

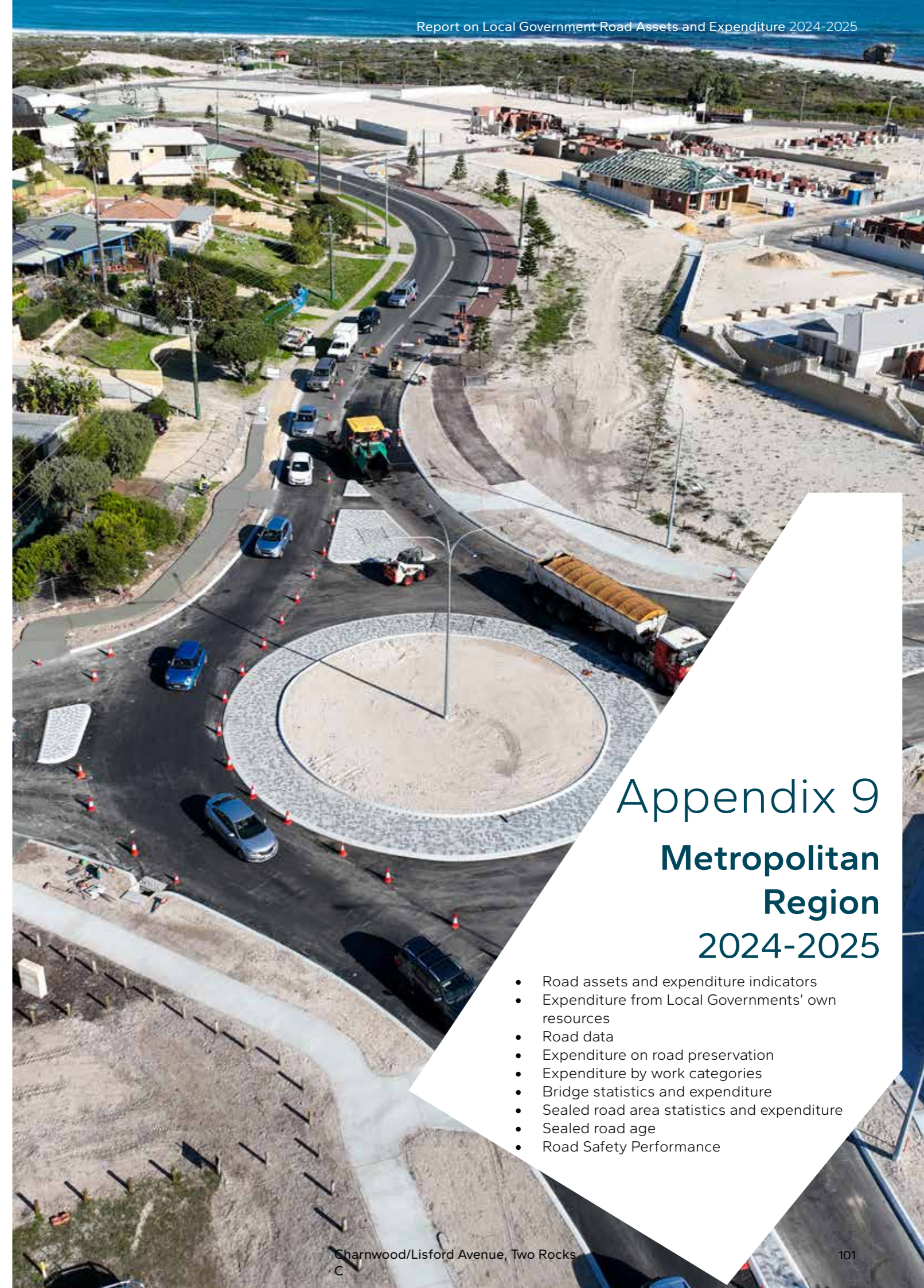


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Metropolitan Region Map



Appendix 9 Metropolitan Region 2024-2025

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

Appendix 9 - Metropolitan Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ARMADALE	0.68	1.6%	35%	0.22
BASSEDEAN	0.51	1.6%	98%	1.48
BAYSWATER	0.63	1.3%	57%	0.81
BELMONT	0.59	1.8%	123%	1.63
CAMBRIDGE	0.52	1.6%	76%	0.56
CANNING	0.59	1.5%	65%	0.76
CLAREMONT	0.29	1.3%	113%	0.77
COCKBURN	0.66	1.6%	38%	0.50
COTTESLOE	0.41	1.4%	72%	0.69
EAST FREMANTLE	-0.02	1.4%	75%	1.34
FREMANTLE	0.66	1.4%	99%	1.62
GOSNELLS	0.61	1.6%	48%	0.72
JOONDALUP	0.59	1.4%	90%	0.67
KALAMUNDA	0.56	1.6%	77%	0.93
KWINANA	0.70	1.8%	92%	1.07
MELVILLE	0.54	1.2%	91%	1.19
MOSMAN PARK	0.56	1.3%	132%	1.10
MUNDARING	0.47	2.0%	65%	0.76
NEDLANDS	0.45	1.6%	116%	1.20
PEPPERMINT GROVE	0.66	1.2%	25%	0.32
PERTH	0.45	1.5%	150%	5.13
ROCKINGHAM	0.67	1.8%	65%	1.09
SERPENTINE-JARRAHDALE	0.40	2.2%	157%	1.63
SOUTH PERTH	0.59	1.2%	89%	1.28
STIRLING	0.69	1.9%	58%	0.67
SUBIACO	0.50	1.2%	119%	1.10
SWAN	0.63	1.6%	65%	0.87
VICTORIA PARK	0.43	1.3%	113%	1.37
VINCENT	0.42	1.4%	85%	0.64
WANNEROO	0.84	1.8%	39%	0.51
Region Average	0.62	1.6%	74%	0.88
State Average	0.52	2.4%	65%	0.72

Appendix 9 - Metropolitan Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2024-25

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	5,945	1,332	22%	16%	2%	1%	12
BASSEDEAN	5,399	3,629	67%	9%	24%	23%	212
BAYSWATER	16,455	11,174	68%	10%	17%	16%	147
BELMONT	13,292	10,973	83%	6%	19%	16%	232
CAMBRIDGE	3,769	2,392	63%	10%	7%	7%	75
CANNING	21,632	14,014	65%	8%	14%	10%	131
CLAREMONT	2,414	2,288	95%	4%	14%	8%	181
COCKBURN	23,249	16,245	70%	11%	14%	8%	120
COTTESLOE	967	573	59%	5%	5%	5%	64
EAST FREMANTLE	1,635	437	27%	2%	5%	5%	52
FREMANTLE	10,717	8,490	79%	6%	19%	19%	234
GOSNELLS	22,780	15,795	69%	11%	16%	12%	112
JOONDALUP	32,287	22,822	71%	12%	16%	13%	132
KALAMUNDA	15,640	11,177	71%	17%	22%	21%	175
KWINANA	11,405	7,862	46%	20%	19%	19%	144
MELVILLE	26,998	19,922	74%	8%	19%	17%	176
MOSMAN PARK	1,467	895	61%	3%	8%	8%	87
MUNDARING	10,238	5,645	55%	21%	17%	15%	133
NEDLANDS	5,261	4,028	77%	6%	14%	14%	160
PEPPERMINT GROVE	142	60	42%	5%	2%	2%	34
PERTH	32,104	30,013	93%	2%	30%	25%	867
ROCKINGHAM	42,626	28,706	67%	16%	26%	19%	186
SERPENTINE-JARRAHDALE	23,300	8,060	35%	34%	28%	19%	209
SOUTH PERTH	10,812	8,782	81%	5%	19%	19%	183
STIRLING	37,706	30,652	81%	8%	14%	8%	123
SUBIACO	6,732	4,132	61%	5%	16%	13%	212
SWAN	87,210	62,624	72%	15%	41%	21%	349
VICTORIA PARK	13,144	11,225	85%	7%	28%	21%	265
VINCENT	4,418	2,753	62%	6%	7%	6%	66
WANNEROO	41,833	27,460	66%	15%	15%	8%	116
Region	531,577	374,160	70%	11%	19%	13%	165
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 3: Road data 2024-25

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	510	76	214	1	5	1	806	325.0	0.0	324.0
BASSEDEAN	95	2	1	0	0	0	97	75.2	0.2	27.3
BAYSWATER	348	1	2	0	0	0	352	0.0	0.0	347.0
BELMONT	223	5	0	0	0	0	228	84.9	0.0	156.3
CAMBRIDGE	188	3	2	0	0	0	193	205.0	24.0	49.0
CANNING	540	33	3	1	0	0	578	177.0	0.0	235.0
CLAREMONT	47	0	0	0	0	0	48	74.0	1.9	7.3
COCKBURN	718	27	160	0	0	0	905	663.2	0.0	242.4
COTTESLOE	33	10	0	0	0	0	43	69.0	0.0	2.0
EAST FREMANTLE	37	0	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	167	9	0	0	0	0	176	287.0	0.3	80.0
GOSNELLS	674	17	101	1	0	0	793	682.9	43.8	2.7
JOONDALUP	992	35	2	0	0	0	1,029	736.0	13.0	187.0
KALAMUNDA	319	137	154	11	3	0	623	285.8	34.5	114.7
KWINANA	279	46	111	1	1	0	437	258.6	5.5	108.4
MELVILLE	520	7	0	0	0	0	527	493.4	27.8	4.9
MOSMAN PARK	40	3	1	0	0	0	43	56.6	0.0	0.0
MUNDARING	185	99	336	22	20	10	673	134.0	8.0	1.6
NEDLANDS	129	8	0	0	0	0	136	137.4	0.0	12.2
PEPPERMINT GROVE	9	0	0	0	0	0	9	15.6	0.5	0.7
PERTH	98	8	0	0	0	0	106	145.5	16.5	3.3
ROCKINGHAM	814	101	202	0	1	7	1,126	498.8	14.2	278.3
SERPENTINE-JARRAHDALE	125	37	461	108	1	4	736	192.1	1.1	0.7
SOUTH PERTH	188	4	0	0	0	0	191	271.6	3.4	10.0
STIRLING	1,021	12	0	0	0	0	1,033	0.0	0.0	1114.0
SUBIACO	75	2	0	0	0	0	77	142.6	0.0	16.0
SWAN	941	85	548	41	11	3	1,630	810.0	1.3	225.8
VICTORIA PARK	161	3	0	2	0	0	166	238.0	0.0	134.5
VINCENT	141	3	0	0	0	0	144	244.1	0.0	8.2
WANNEROO	1,451	68	149	5	0	0	1,673	909.4	0.0	377.6
Region	11,067	840	2,446	193	42	26	14,614	8272	196	4074
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 9 - Metropolitan Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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	4,700	40	0	0	4,740	3,949	97	0	0
BASSEDEAN	4,808	0	0	0	4,808	21,512	0	0	0
BAYSWATER	11,835	0	0	0	11,835	14,354	0	0	0
BELMONT	11,740	0	0	0	11,740	21,921	0	0	0
CAMBRIDGE	3,519	0	0	0	3,519	8,020	0	0	0
CANNING	15,362	0	0	0	15,362	11,868	0	0	0
CLAREMONT	1,391	0	0	0	1,391	13,336	0	0	0
COCKBURN	13,957	289	0	0	14,246	8,080	801	0	0
COTTESLOE	943	0	0	0	943	10,293	0	0	0
EAST FREMANTLE	1,635	0	0	0	1,635	19,723	0	0	0
FREMANTLE	10,568	0	0	0	10,568	25,960	0	0	0
GOSNELLS	15,989	0	0	0	15,989	10,931	0	0	0
JOONDALUP	23,340	0	0	0	23,340	10,140	0	0	0
KALAMUNDA	11,940	3,112	203	84	15,339	12,890	10,780	25,860	30,008
KWINANA	7,767	3,043	0	0	10,810	12,675	13,049	0	0
MELVILLE	23,720	0	0	0	23,720	20,242	0	0	0
MOSMAN PARK	1,467	0	0	0	1,467	17,134	0	0	0
MUNDARING	6,783	2,261	96	48	9,189	12,542	3,949	5,519	2,391
NEDLANDS	5,049	0	0	0	5,049	16,969	0	0	0
PEPPERMINT GROVE	124	0	0	0	124	5,838	0	0	0
PERTH	27,443	0	0	0	27,443	85,354	0	0	0
ROCKINGHAM	26,177	4,272	0	4	30,453	14,114	9,979	0	5,074
SERPENTINE-JARRAHDALE	6,231	11,012	391	0	17,634	20,447	13,289	3,701	200
SOUTH PERTH	10,084	0	0	0	10,084	22,448	0	0	0
STIRLING	21,534	0	0	0	21,534	9,285	0	0	0
SUBIACO	3,923	0	0	0	3,923	21,009	0	0	0
SWAN	25,865	8,447	209	58	34,580	12,857	8,646	5,337	5,337
VICTORIA PARK	9,722	0	0	0	9,722	23,924	0	0	0
VINCENT	3,806	0	0	0	3,806	9,879	0	0	0
WANNEROO	21,648	0	0	0	21,648	7,282	0	0	0
Region	333,070	32,477	900	195	366,641	13,035	6,950	5,537	4,309
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	2,923	1,876	1,148	0	5,947	49.2%	31.5%	19.3%	0.0%	21,910	4,799
BASSEDEAN	3,424	1,384	591	0	5,399	63.4%	25.6%	10.9%	0.0%	3,242	4,808
BAYSWATER	8,515	3,320	0	4,620	16,455	51.7%	20.2%	0.0%	28.1%	14,572	11,835
BELMONT	7,319	4,421	1,506	45	13,291	55.1%	33.3%	11.3%	0.3%	7,186	11,740
CAMBRIDGE	1,392	2,127	250	0	3,769	36.9%	56.4%	6.6%	0.0%	6,271	3,519
CANNING	9,989	5,399	4,128	2,116	21,632	46.2%	25.0%	19.1%	9.8%	20,291	15,388
CLAREMONT	534	857	754	269	2,414	22.1%	35.5%	31.2%	11.1%	1,800	1,391
COCKBURN	9,559	4,710	7,830	1,147	23,246	41.1%	20.3%	33.7%	4.9%	28,538	14,269
COTTESLOE	609	334	8	16	967	63.0%	34.5%	0.8%	1.7%	1,372	943
EAST FREMANTLE	1,117	518	0	0	1,635	68.3%	31.7%	0.0%	0.0%	1,223	1,635
FREMANTLE	7,475	3,093	149	0	10,717	69.7%	28.9%	1.4%	0.0%	6,538	10,568
GOSNELLS	10,905	5,577	4,337	1,960	22,779	47.9%	24.5%	19.0%	8.6%	23,025	16,482
JOONDALUP	8,785	14,732	8,317	453	32,287	27.2%	45.6%	25.8%	1.4%	34,891	23,517
KALAMUNDA	10,486	4,853	128	173	15,640	67.0%	31.0%	0.8%	1.1%	16,471	15,339
KWINANA	6,346	4,937	112	10	11,405	55.6%	43.3%	1.0%	0.1%	10,531	11,283
MELVILLE	12,970	10,750	931	2,349	27,000	48.0%	39.8%	3.4%	8.7%	20,001	23,720
MOSMAN PARK	534	933	0	0	1,467	36.4%	63.6%	0.0%	0.0%	1,339	1,467
MUNDARING	5,243	4,005	525	465	10,238	51.2%	39.1%	5.1%	4.5%	12,153	9,248
NEDLANDS	2,769	2,280	213	0	5,262	52.6%	43.3%	4.0%	0.0%	4,217	5,049
PEPPERMINT GROVE	93	31	0	18	142	65.5%	21.8%	0.0%	12.7%	390	124
PERTH	13,593	13,850	1,052	3,609	32,104	42.3%	43.1%	3.3%	11.2%	5,347	27,443
ROCKINGHAM	22,630	7,823	7,366	4,805	42,624	53.1%	18.4%	17.3%	11.3%	27,897	30,453
SERPENTINE-JARRAHDALE	5,035	12,656	5,400	208	23,299	21.6%	54.3%	23.2%	0.9%	10,881	17,691
SOUTH PERTH	6,240	3,844	504	224	10,812	57.7%	35.6%	4.7%	2.1%	7,861	10,084
STIRLING	15,209	6,325	12,411	3,761	37,706	40.3%	16.8%	32.9%	10.0%	32,378	21,534
SUBIACO	1,390	2,533	2,809	0	6,732	20.6%	37.6%	41.7%	0.0%	3,567	3,923
SWAN	22,253	12,960	26,509	25,488	87,210	25.5%	14.9%	30.4%	29.2%	40,350	35,213
VICTORIA PARK	6,024	3,698	2,988	434	13,144	45.8%	28.1%	22.7%	3.3%	7,098	9,722
VINCENT	1,305	2,501	612	0	4,418	29.5%	56.6%	13.9%	0.0%	5,924	3,806
WANNEROO	15,592	6,056	10,545	9,640	41,833	37.3%	14.5%	25.2%	23.0%	42,804	21,648
Region	220,258	148,383	101,123	61,810	531,574	41.4%	27.9%	19.0%	11.6%	420,068	368,641
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Appendix 9 - Metropolitan Regional Road Group

Table 6: Bridge statistics and expenditure 2024-25

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	2,347	1,139	0	0	59	0
BASSEDEAN	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	26	0
CLAREMONT	0	0	0	0	0	0	0
COCKBURN	3	909	0	0	0	23	0
COTTESLOE	0	0	0	0	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	493	1,003
JOONDALUP	21	2,496	0	0	100	177	0
KALAMUNDA	3	69	84	0	0	0	0
KWINANA	0	0	0	0	0	473	0
MELVILLE	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0
MUNDARING	6	620	624	0	0	59	0
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	13	1,486	0	0	961	0	0
ROCKINGHAM	19	1,704	0	0	0	0	0
SERPENTINE-JARRAHDALE	10	1,590	149	0	0	57	481
SOUTH PERTH	2	231	0	0	0	0	0
STIRLING	6	885	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	29	4,198	3,712	0	160	633	2,112
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	155	22,808	10,051	0	1,835	2,000	3,596
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 9 - Metropolitan Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	4,165,085	1,443,876	4,700	40	1.13	0.03
BASSEDEAN	782,260	5,267	4,808	0	6.15	0.00
BAYSWATER	2,885,810	16,292	11,835	0	4.10	0.00
BELMONT	1,874,460	2,624	11,740	0	6.26	0.00
CAMBRIDGE	1,535,745	15,098	3,519	0	2.29	0.00
CANNING	4,530,337	22,318	15,362	0	3.39	0.00
CLAREMONT	365,062	0	1,391	0	3.81	0.00
COCKBURN	6,045,546	1,262,758	13,957	289	2.31	0.23
COTTESLOE	320,667	0	943	0	2.94	0.00
EAST FREMANTLE	290,145	0	1,635	0	5.64	0.00
FREMANTLE	1,424,799	0	10,568	0	7.42	0.00
GOSNELLS	5,119,547	701,542	15,989	0	3.12	0.00
JOONDALUP	8,056,049	15,753	23,340	0	2.90	0.00
KALAMUNDA	3,241,956	1,010,423	11,940	3,112	3.68	3.08
KWINANA	2,144,698	816,205	7,767	3,043	3.62	3.73
MELVILLE	4,101,368	0	23,720	0	5.78	0.00
MOSMAN PARK	299,664	3,429	1,467	0	4.90	0.00
MUNDARING	1,892,896	2,004,538	6,783	2,261	3.58	1.13
NEDLANDS	1,041,422	0	5,049	0	4.85	0.00
PEPPERMINT GROVE	74,340	0	124	0	1.67	0.00
PERTH	1,125,325	0	27,443	0	24.39	0.00
ROCKINGHAM	6,491,433	1,498,341	26,177	4,272	4.03	2.85
SERPENTINE-JARRAHDALE	1,066,569	2,900,280	6,231	11,012	5.84	3.80
SOUTH PERTH	1,572,229	0	10,084	0	6.41	0.00
STIRLING	8,117,239	1,636	21,534	0	2.65	0.00
SUBIACO	653,544	0	3,923	0	6.00	0.00
SWAN	7,041,167	3,419,450	25,865	8,447	3.67	2.47
VICTORIA PARK	1,422,323	0	9,722	0	6.84	0.00
VINCENT	1,348,353	0	3,806	0	2.82	0.00
WANNEROO	10,404,898	1,178,825	21,648	0	2.08	0.00
Region	89,434,935	16,318,653	333,070	32,477	3.72	1.99
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Appendix 9 - Metropolitan Regional Road Group

Table 8: Sealed road age 2024-25

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	586	26	20	21	214	32	23
BASSEDEAN	97	47	30	30	1	40	18
BAYSWATER	349	46	18	18	2	32	32
BELMONT	227	33	25	25	0	30	30
CAMBRIDGE	191	55	18	18	2	43	21
CANNING	573	42	25	25	3	29	28
CLAREMONT	48	83	32	32	0	0	0
COCKBURN	745	32	19	19	160	40	22
COTTESLOE	43	60	31	32	0	0	0
EAST FREMANTLE	37	119	40	40	0	0	0
FREMANTLE	176	31	25	25	0	0	0
GOSNELLS	691	34	22	22	101	34	24
JOONDALUP	1,027	41	28	28	2	61	27
KALAMUNDA	455	45	17	17	154	53	18
KWINANA	325	28	19	19	111	35	24
MELVILLE	527	48	35	35	0	0	0
MOSMAN PARK	43	45	28	27	1	36	29
MUNDARING	285	42	27	27	336	35	28
NEDLANDS	136	62	22	22	0	0	0
PEPPERMINT GROVE	9	35	28	28	0	0	0
PERTH	106	58	32	32	0	0	0
ROCKINGHAM	916	27	17	18	202	39	20
SERPENTINE-JARRAHDALE	162	26	19	16	461	52	27
SOUTH PERTH	191	43	32	32	0	0	0
STIRLING	1,033	28	21	21	0	14	14
SUBIACO	77	54	35	35	0	0	0
SWAN	1,027	27	22	22	548	38	29
VICTORIA PARK	164	65	34	34	0	0	0
VINCENT	144	67	26	26	0	0	0
WANNEROO	1,519	3	19	19	149	3	20
Region	11,907	45	26	26	2,446	36	24

Road Safety Performance Local Government Roads 2020-2024

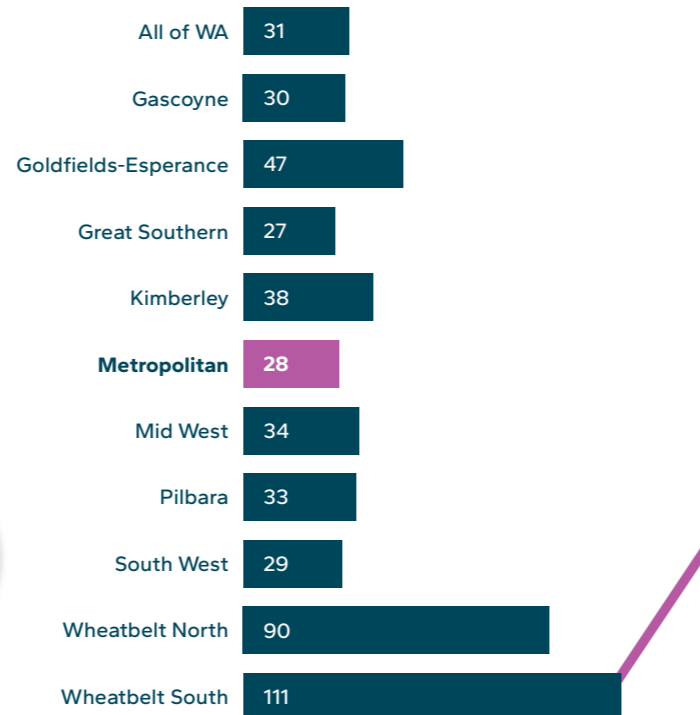
Metropolitan Region



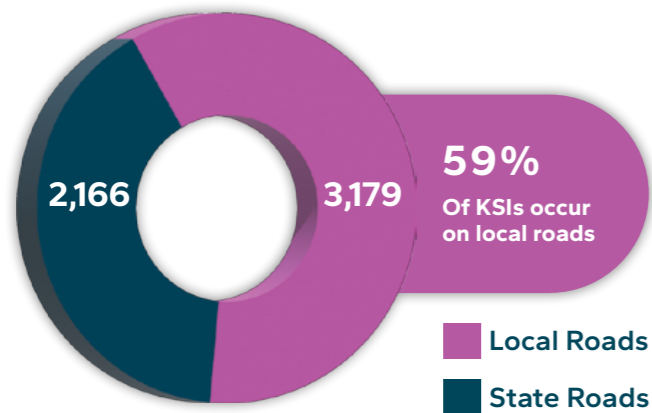
	State Roads	Local Roads
Road length	10%	90%
MVKT*	37%	63%
KSI rate per 100,000	19 ↓	28 ↓

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

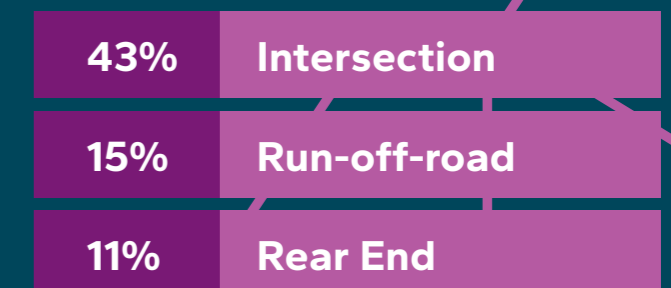
Local Government	Killed	Seriously Injured	Total KSI
Armadale	10	106	116
Bassendean	1	26	27
Bayswater	6	121	127
Belmont	2	89	91
Cambridge	0	63	63
Canning	8	162	170
Claremont	0	9	9
Cockburn	10	172	182
Cottesloe	2	15	17
East Fremantle	1	9	10
Fremantle	1	53	54
Gosnells	12	162	174
Joondalup	10	135	145
Kalamunda	7	101	108
Kwinana	9	62	71
Melville	1	78	79
Mosman Park	0	4	4
Mundaring	4	64	68
Nedlands	0	22	22
Peppermint Grove	0	1	1
Perth	4	164	168
Rockingham	19	211	230
Serpentine-Jarrahdale	13	66	79
South Perth	0	61	61
Stirling	11	398	409
Subiaco	0	30	30
Swan	26	228	254
Victoria Park	5	99	104
Vincent	2	82	84
Wanneroo	18	194	212
Kings Park	1	7	8
Rottne Island	0	2	2
Total	183	2,996	3,179



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Right Angle	915	29%	↑
Right Turn Thru	456	14%	→
Off Carriageway Hit Object	453	14%	→
Rear End	357	11%	→
Hit Pedestrian	322	10%	→
Non-collision	166	5%	↓
Sideswipe	151	5%	→
Head On	115	4%	→
Other	111	3%	→
Hit Object	80	3%	→
Off Carriageway Non-collision	35	1%	→
Hit Animal	18	1%	↑
Total	3,179	100%	

Priority Treatment Areas

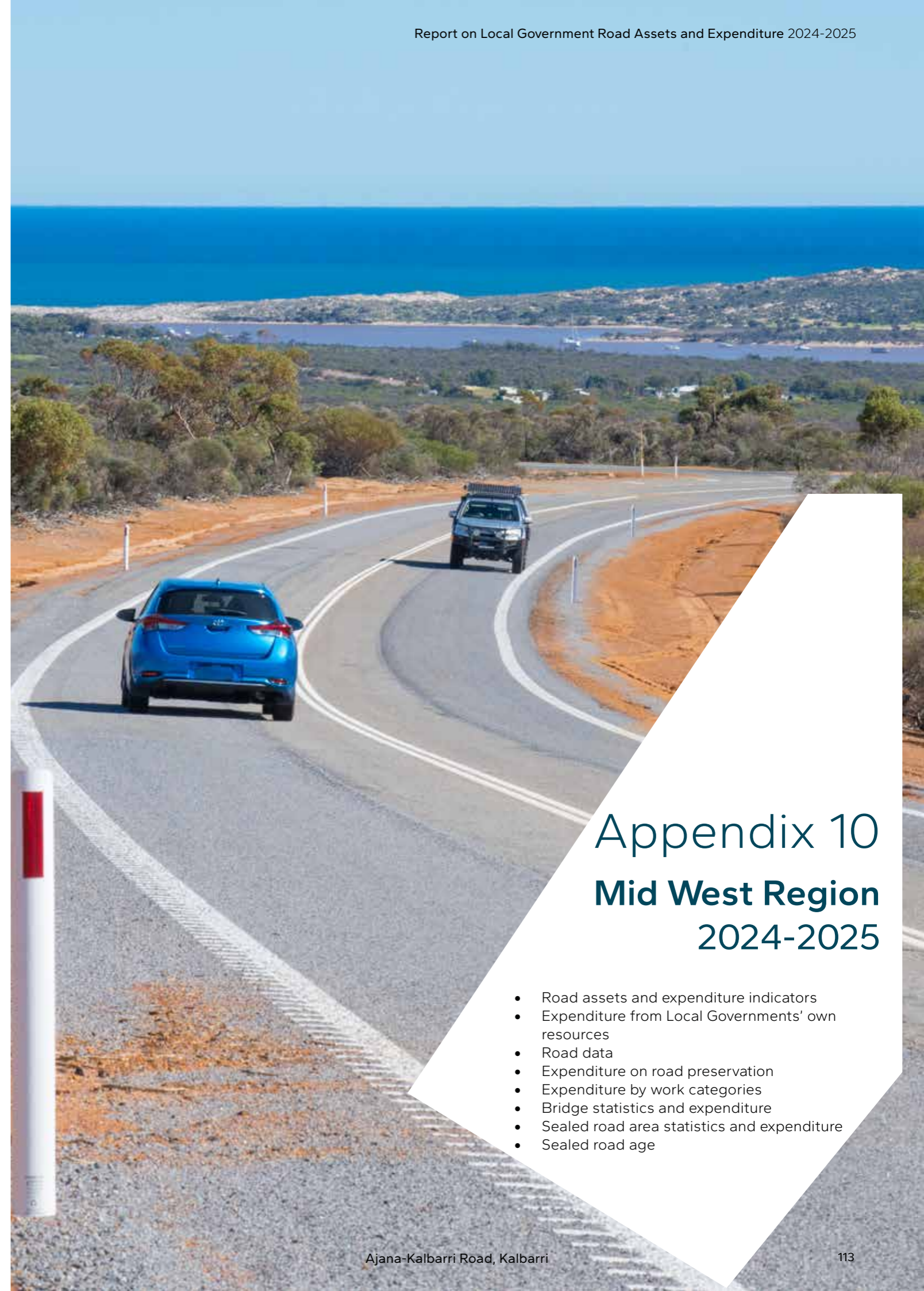
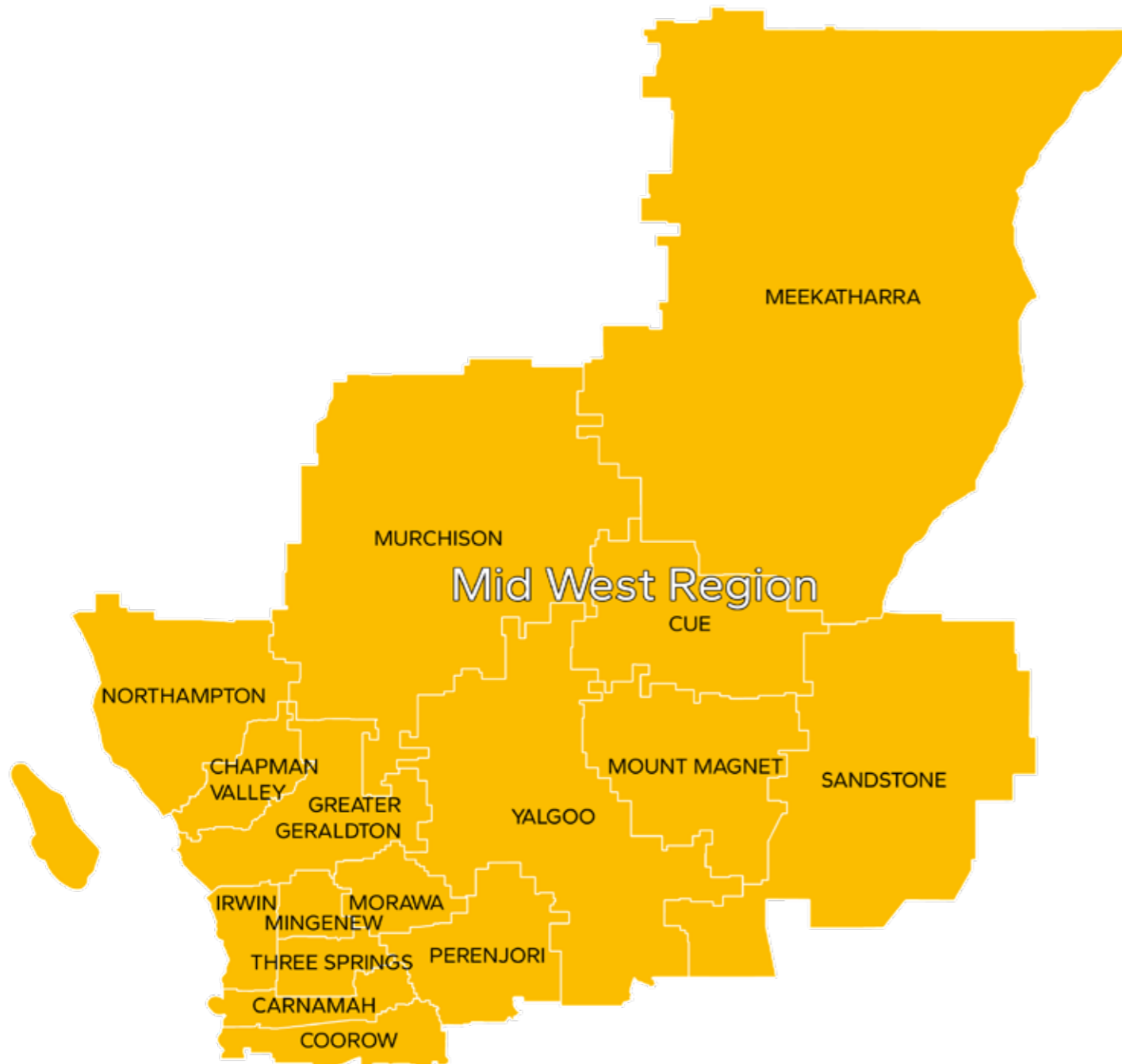


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Mid West Region Map



Appendix 10 Mid West Region 2024-2025

- 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 10 - Mid West Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNAMAH	0.43	3.5%	13%	0.15
CHAPMAN VALLEY	0.53	3.8%	38%	0.52
COOROW	0.37	3.5%	56%	0.59
CUE	0.52	4.3%	105%	0.86
GREATER GERALDTON	0.43	2.2%	16%	1.05
IRWIN	0.50	2.7%	41%	0.97
MEEKATHARRA	0.55	4.6%	264%	1.30
MINGENEW	0.56	2.9%	19%	0.34
MORAWA	0.51	3.9%	22%	0.32
MOUNT MAGNET	0.55	4.7%	172%	0.77
MURCHISON	0.52	4.7%	9%	1.03
NORTHAMPTON	0.37	3.2%	24%	0.32
PERENJORI	0.50	4.1%	40%	0.40
SANDSTONE	0.56	4.7%	5%	0.99
THREE SPRINGS	0.54	3.7%	334%	1.91
YALGOO	0.50	4.7%	16%	0.39
Region Average	0.47	3.3%	58%	0.81
State Average	0.52	2.4%	65%	0.72

Appendix 10 - Mid West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2024-25

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	1,455	482	33%	138%	15%	11%	823
CHAPMAN VALLEY	3,718	1,125	30%	127%	33%	18%	663
COOROW	3,628	698	19%	99%	14%	14%	620
CUE	3,728	819	22%	108%	19%	14%	3576
GREATER GERALDTON	36,022	23,202	64%	44%	52%	37%	548
IRWIN	3,540	1,787	50%	57%	32%	29%	462
MEEKATHARRA	13,831	10,897	79%	149%	111%	111%	8474
MINGENEW	2,018	397	20%	128%	19%	19%	943
MORAWA	2,708	69	3%	139%	2%	2%	101
MOUNT MAGNET	1,897	385	20%	113%	10%	10%	553
MURCHISON	9,946	-455	-5%	162%	-9%	-12%	-4333
NORTHAMPTON	4,373	1,481	34%	86%	18%	18%	438
PERENJORI	7,146	0	0%	177%	0%	0%	0
SANDSTONE	2,431	1,247	51%	142%	37%	37%	10841
THREE SPRINGS	8,392	224	3%	137%	7%	7%	373
YALGOO	6,702	5,663	84%	144%	134%	130%	16042
Region	111,534	48,021	43%	94%	42%	35%	826
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 10 - Mid West Regional Road Group

Table 3: Road data 2024-25

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	0.8	1.2	9.0
CHAPMAN VALLEY	0	7	180	348	257	75	866	2.4	0.0	0.0
COOROW	1	22	196	512	66	59	856	9.0	2.9	3.7
CUE	0	6	100	341	233	49	730	0.0	0.0	6.5
GREATER GERALDTON	136	155	532	967	202	93	2,084	180.9	0.0	83.3
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	1.8
MINGENEW	1	9	136	250	51	4	451	4.0	8.4	1.2
MORAWA	0	14	140	637	132	45	968	17.3	12.7	4.6
MOUNT MAGNET	1	14	13	335	216	82	662	1.6	0.0	2.5
MURCHISON	0	0	170	498	943	35	1,646	1.4	0.0	0.0
NORTHAMPTON	15	33	242	481	272	30	1,073	21.1	4.5	5.6
PERENJORI	0	5	259	918	247	43	1,472	4.8	1.8	0.0
SANDSTONE	1	3	12	306	388	204	914	16.2	2.3	5.6
THREE SPRINGS	1	7	173	467	19	27	693	8.9	0.0	1.8
YALGOO	0	2	187	155	737	53	1,133	0.2	0.5	0.0
Region	171	320	2,780	8,545	4,182	1,097	17,096	285	48	138
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 10 - Mid West Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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	89	289	304	1	682	2,871	718	826	7
CHAPMAN VALLEY	0	818	1,264	17	2,099	0	2,502	3,643	67
COOROW	461	1,226	1,304	1	2,992	9,765	3,222	2,550	21
CUE	721	1,996	433	0	3,150	57,888	9,001	1,271	0
GREATER GERALDTON	14,744	2,457	4,531	155	21,887	22,645	2,329	4,704	802
IRWIN	862	48	2,432	3	3,345	12,786	210	9,439	210
MEEKATHARRA	15	5,531	7,585	0	13,131	335	20,003	4,460	0
MINGENEW	207	133	622	6	968	9,249	577	2,496	118
MORAWA	558	0	925	0	1,483	17,033	0	1,455	0
MOUNT MAGNET	1,043	0	715	0	1,758	34,078	0	2,132	0
MURCHISON	0	192	5,747	40	5,980	0	612	11,539	43
NORTHAMPTON	169	730	1,197	120	2,216	1,693	1,495	2,506	441
PERENJORI	124	1,162	1,732	1	3,019	10,993	2,133	1,888	5
SANDSTONE	10	0	1,819	295	2,124	1,037	0	5,946	759
THREE SPRINGS	119	7,177	1,096	0	8,392	7,415	20,040	2,346	0
YALGOO	0	307	87	1,094	1,488	0	1,214	562	1,485
Region	19,122	22,066	31,793	1,733	74,714	17,423	4,035	3,736	476
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 10 - Mid West Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	403	294	758	0	1,455	27.7%	20.2%	52.1%	0.0%	4,517	697
CHAPMAN VALLEY	1,386	713	531	1,087	3,717	37.3%	19.2%	14.3%	29.2%	4,045	2,099
COOROW	1,466	1,533	629	0	3,628	40.4%	42.3%	17.3%	0.0%	5,050	2,999
CUE	1,464	1,686	504	34	3,688	39.7%	45.7%	13.7%	0.9%	3,668	3,150
GREATER GERALDTON	13,223	9,580	9,994	3,206	36,003	36.7%	26.6%	27.8%	8.9%	21,768	22,803
IRWIN	1,554	1,791	196	0	3,541	43.9%	50.6%	5.5%	0.0%	3,439	3,345
MEEKATHARRA	7,600	5,531	0	0	13,131	57.9%	42.1%	0.0%	0.0%	10,098	13,131
MINGENEW	642	332	889	155	2,018	31.8%	16.5%	44.1%	7.7%	2,894	974
MORAWA	1,016	467	1,225	0	2,708	37.5%	17.2%	45.2%	0.0%	4,632	1,483
MOUNT MAGNET	345	1,413	0	138	1,896	18.2%	74.5%	0.0%	7.3%	2,294	1,758
MURCHISON	2,388	3,614	1,911	0	7,913	30.2%	45.7%	24.2%	0.0%	5,849	6,002
NORTHAMPTON	1,170	1,046	2,007	0	4,223	27.7%	24.8%	47.5%	0.0%	6,876	2,216
PERENJORI	1,304	1,715	4,127	0	7,146	18.2%	24.0%	57.8%	0.0%	7,580	3,019
SANDSTONE	843	1,280	109	0	2,232	37.8%	57.3%	4.9%	0.0%	2,145	2,124
THREE SPRINGS	846	7,546	0	0	8,392	10.1%	89.9%	0.0%	0.0%	4,396	8,392
YALGOO	1,488	0	0	364	1,852	80.3%	0.0%	0.0%	19.7%	3,832	1,488
Region	37,139	38,541	22,879	4,984	103,543	35.9%	37.2%	22.1%	4.8%	93,082	75,679
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Appendix 10 - Mid West Regional Road Group

Table 6: Bridge statistics and expenditure 2024-25

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	15	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	916	5,496
IRWIN	2	464	89	0	0	0	196
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	6	1,651	0	0	0	6	0
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	1	374	0	0	0	22	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	966	5,692
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 10 - Mid West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	89	289	0.82	0.21
CHAPMAN VALLEY	46,930	1,144,034	0	818	0.00	0.71
COOROW	165,237	1,331,674	461	1,226	2.79	0.92
CUE	43,593	776,166	721	1,996	16.54	2.57
GREATER GERALDTON	2,278,822	3,691,775	14,744	2,457	6.47	0.67
IRWIN	235,965	804,021	862	48	3.65	0.06
MEEKATHARRA	156,707	967,772	15	5,531	0.10	5.72
MINGENEW	78,334	807,215	207	133	2.64	0.16
MORAWA	114,663	873,161	558	0	4.87	0.00
MOUNT MAGNET	107,120	104,966	1,043	0	9.74	0.00
MURCHISON	240	1,101,130	0	192	0.0	0.17
NORTHAMPTON	349,344	1,708,525	169	730	0.48	0.43
PERENJORI	39,480	1,905,795	124	1,162	3.14	0.61
SANDSTONE	33,847	85,391	10	0	0.30	0.00
THREE SPRINGS	56,170	1,253,493	119	7,177	2.12	5.73
YALGOO	26,698	885,385	0	307	0.00	0.35
Region	3,841,110	18,849,840	19,122	22,066	4.98	1.17
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Appendix 10 - Mid West Regional Road Group

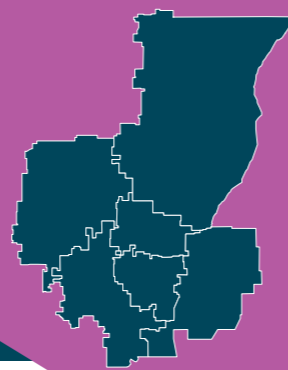
Table 8: Sealed road age 2024-25

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	34	16	16	197	37	19
CHAPMAN VALLEY	7	17	17	0	180	25	16
COOROW	23	46	26	20	196	34	27
CUE	6	30	17	0	100	19	18
GREATER GERALDTON	290	48	26	25	532	35	25
IRWIN	32	36	23	19	116	25	23
MEEKATHARRA	13	54	20	24	129	19	10
MINGENEW	10	40	22	23	136	28	17
MORAWA	14	47	16	11	140	32	13
MOUNT MAGNET	15	33	11	0	13	24	8
MURCHISON	0	13	13	0	170	18	18
NORTHAMPTON	48	39	32	34	242	38	26
PERENJORI	5	32	19	0	259	29	16
SANDSTONE	4	19	17	16	12	15	13
THREE SPRINGS	7	29	19	17	173	28	13
YALGOO	2	30	15	0	187	21	18
Region	491	34	19	21	2,780	27	18

Road Safety Performance Local Government Roads 2020-2024

Mid West Region

April 2026



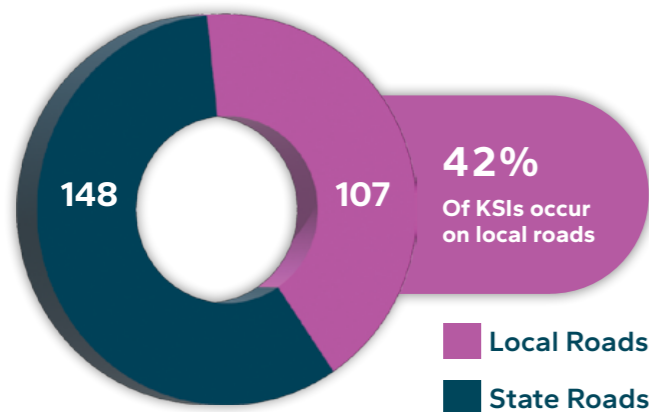
	State Roads	Local Roads
Road length	13%	87%
MVKT*	72%	28%
KSI rate per 100,000	47 ↓	34 ↓

*Million Vehicle Kilometres Travelled (MVKT) is for the Main Roads WA Region, Mid West Gascoyne, not for the Mid West Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

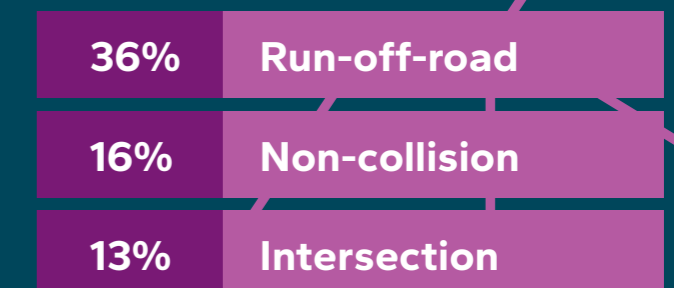
Local Government	Killed	Seriously Injured	Total KSI
Carnamah	0	2	2
Chapman Valley	1	1	2
Coorow	1	2	3
Cue	0	0	0
Greater Geraldton	2	48	50
Irwin	2	4	6
Meekatharra	3	4	7
Mingenew	0	2	2
Morawa	0	2	2
Mount Magnet	0	3	3
Murchison	1	12	13
Northampton	0	6	6
Perenjori	1	1	2
Sandstone	0	1	1
Three Springs	0	7	7
Yalgoo	0	1	1
Total	11	96	107



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	29	27%	↑
Non-collision	17	16%	↓
Hit Pedestrian	13	12%	↓
Off Carriageway Non-collision	10	9%	↑
Right Angle	9	8%	↑
Hit Animal	8	7%	→
Rear End	8	7%	→
Right Turn Thru	5	5%	↑
Other	4	4%	↑
Head On	2	2%	↓
Hit Object	1	1%	↓
Sideswipe	1	1%	→
Total	107	100%	

Priority Treatment Areas

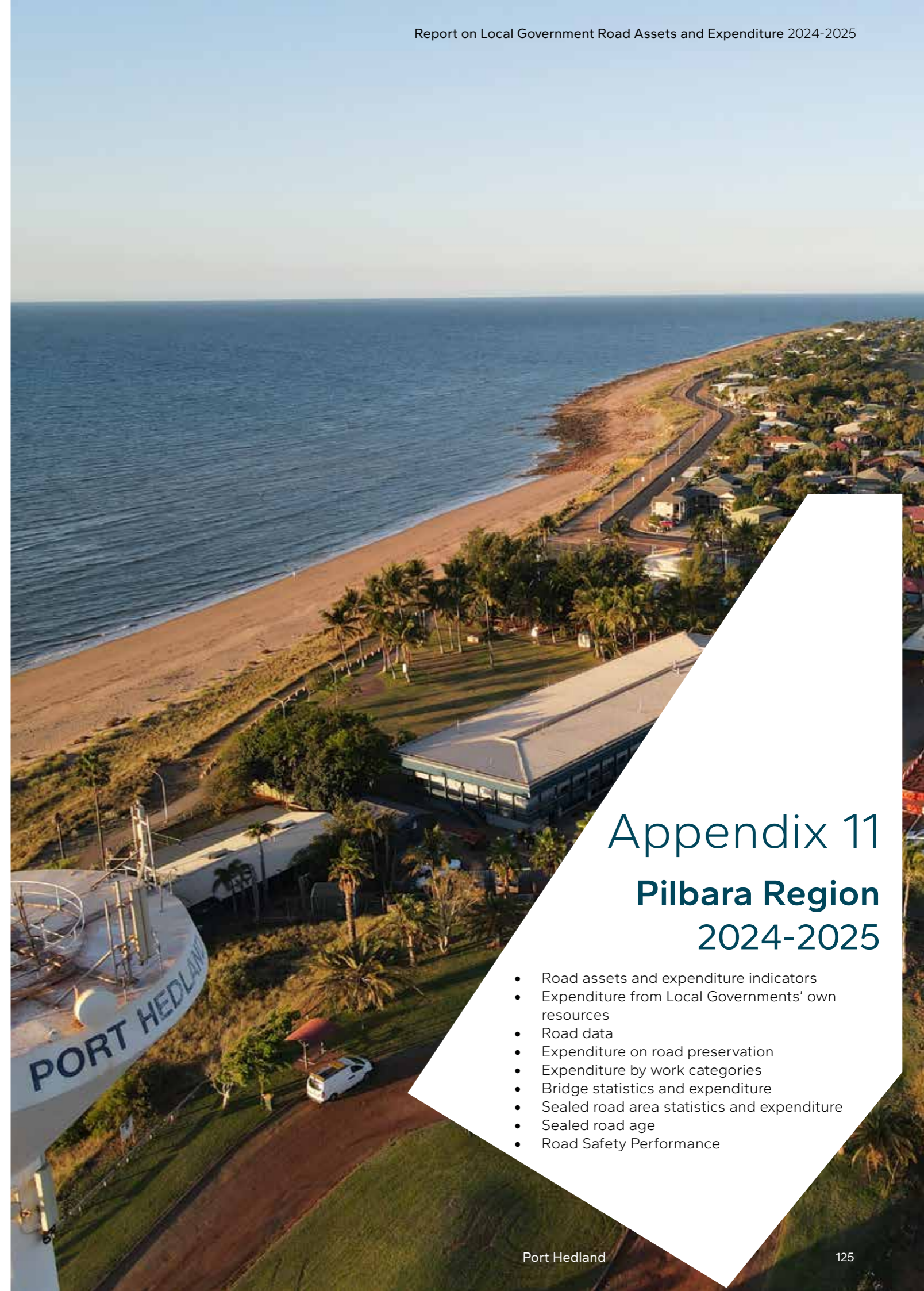


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Pilbara Region Map



Appendix 11 Pilbara Region 2024-2025

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

Appendix 11 - Pilbara Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.61	3.5%	53%	0.94
EAST PILBARA	0.51	4.0%	65%	0.78
KARRATHA	0.73	2.4%	57%	0.86
PORT HEDLAND	0.41	2.4%	52%	0.63
Region Average	0.57	3.0%	57%	0.80
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	7,287	1,387	19%	30%	6%	3%	170
EAST PILBARA	11,503	4,948	43%	84%	20%	18%	476
KARRATHA	11,867	7,305	62%	32%	23%	22%	296
PORT HEDLAND	10,023	4,366	44%	27%	17%	9%	250
Region	40,680	18,006	44%	43%	17%	14%	296
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Table 3: Road data 2024-25

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	34.9	0.0	1.4
EAST PILBARA	37	19	176	1,535	951	408	3,127	72.5	29.6	0.0
KARRATHA	153	69	44	298	0	63	626	89.6	0.0	69.8
PORT HEDLAND	42	93	60	206	0	57	457	29.9	0.0	102.7
Region	255	222	391	2,528	1,232	1,127	5,754	227	30	174
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 11 - Pilbara Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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
ASHBURTON	1,172	460	4,610	49	6,292	8,989	2,041	9,419	175
EAST PILBARA	3,567	3	7,048	8	10,625	28,401	8	4,592	8
KARRATHA	9,203	0	507	0	9,710	18,132	0	1,719	0
PORT HEDLAND	4,358	0	643	0	5,001	14,937	0	3,128	0
Region	18,300	463	12,808	57	31,628	17,341	556	5,077	43
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2024-25

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	3,329	2,963	0	794	7,086	47.0%	41.8%	0.0%	11.2%	6,713	6,292
EAST PILBARA	1,900	8,725	681	0	11,307	16.8%	77.2%	6.0%	0.0%	13,618	10,625
KARRATHA	3,702	6,011	1,122	1,032	11,867	31.2%	50.7%	9.5%	8.7%	11,276	9,713
PORT HEDLAND	1,805	3,196	2,971	2,051	10,023	18.0%	31.9%	29.6%	20.5%	7,952	5,001
Region	10,736	20,895	4,774	3,877	40,283	26.7%	51.9%	11.9%	9.6%	39,559	31,631
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2024-25

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	3	0
PORT HEDLAND	7	2,742	0	0	0	0	0
Region	28	6,065	0	0	0	3	0
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 11 - Pilbara Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	1,172	460	2.57	0.58
EAST PILBARA	439,531	1,225,640	3,567	3	8.11	0.00
KARRATHA	1,776,428	366,529	9,203	0	5.18	0.00
PORT HEDLAND	1,021,177	489,832	4,358	0	4.27	0.00
Region	3,693,465	2,871,499	18,300	463	4.95	0.16
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 8: Sealed road age 2024-25

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	23	11	10	111	18	11
EAST PILBARA	57	37	25	22	176	23	14
KARRATHA	222	0	37	10	44	0	40
PORT HEDLAND	135	41	35	24	60	28	26
Region	477	34	27	17	391	23	23

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Road Safety Performance Local Government Roads 2020-2024

Pilbara

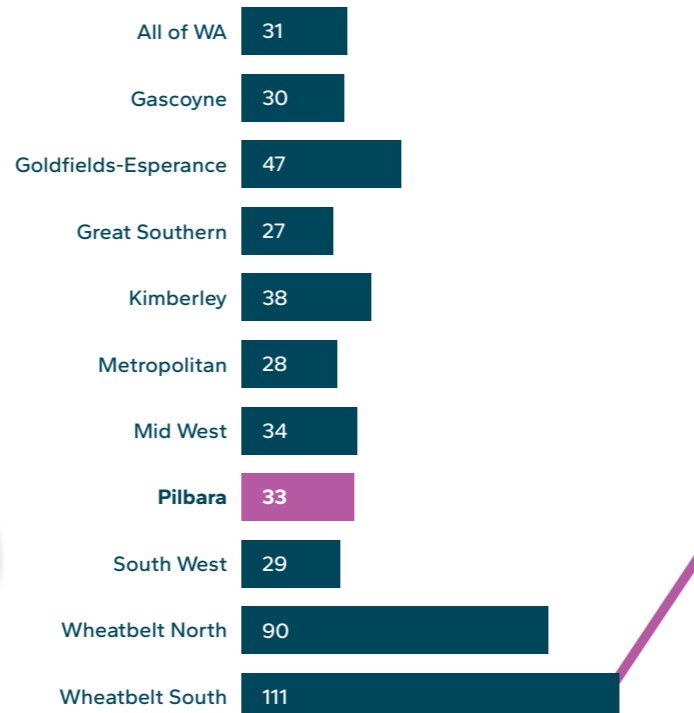
April 2026



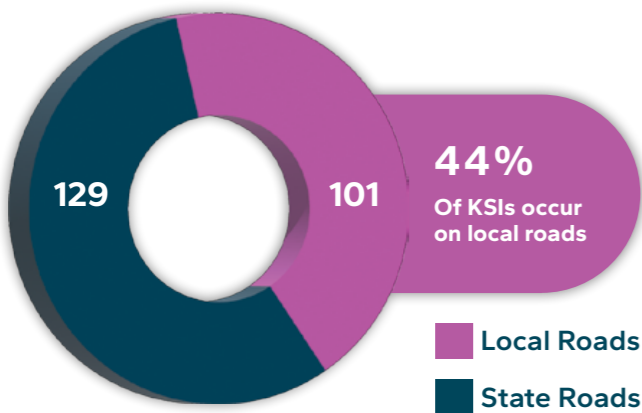
	State Roads	Local Roads
Road length	33%	67%
MVKT*	67%	33%
KSI rate per 100,000	42 ↑	33 ↑

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

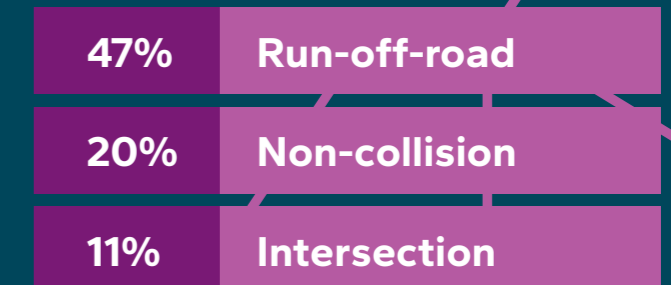
Local Government	Killed	Seriously Injured	Total KSI
Ashburton	1	9	10
East Pilbara	2	20	22
Karratha	4	31	35
Port Hedland	6	28	34
Total	13	88	101



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	30	30%	↑
Non-collision	20	20%	↑
Off Carriageway Non-collision	17	17%	↓
Hit Pedestrian	8	8%	↓
Right Angle	8	8%	↓
Head On	4	4%	↑
Other	4	4%	↑
Hit Object	3	3%	↓
Rear End	3	3%	→
Right Turn Thru	3	3%	→
Sideswipe	1	1%	→
Hit Animal	0	0%	→
Total	101	100%	

Priority Treatment Areas

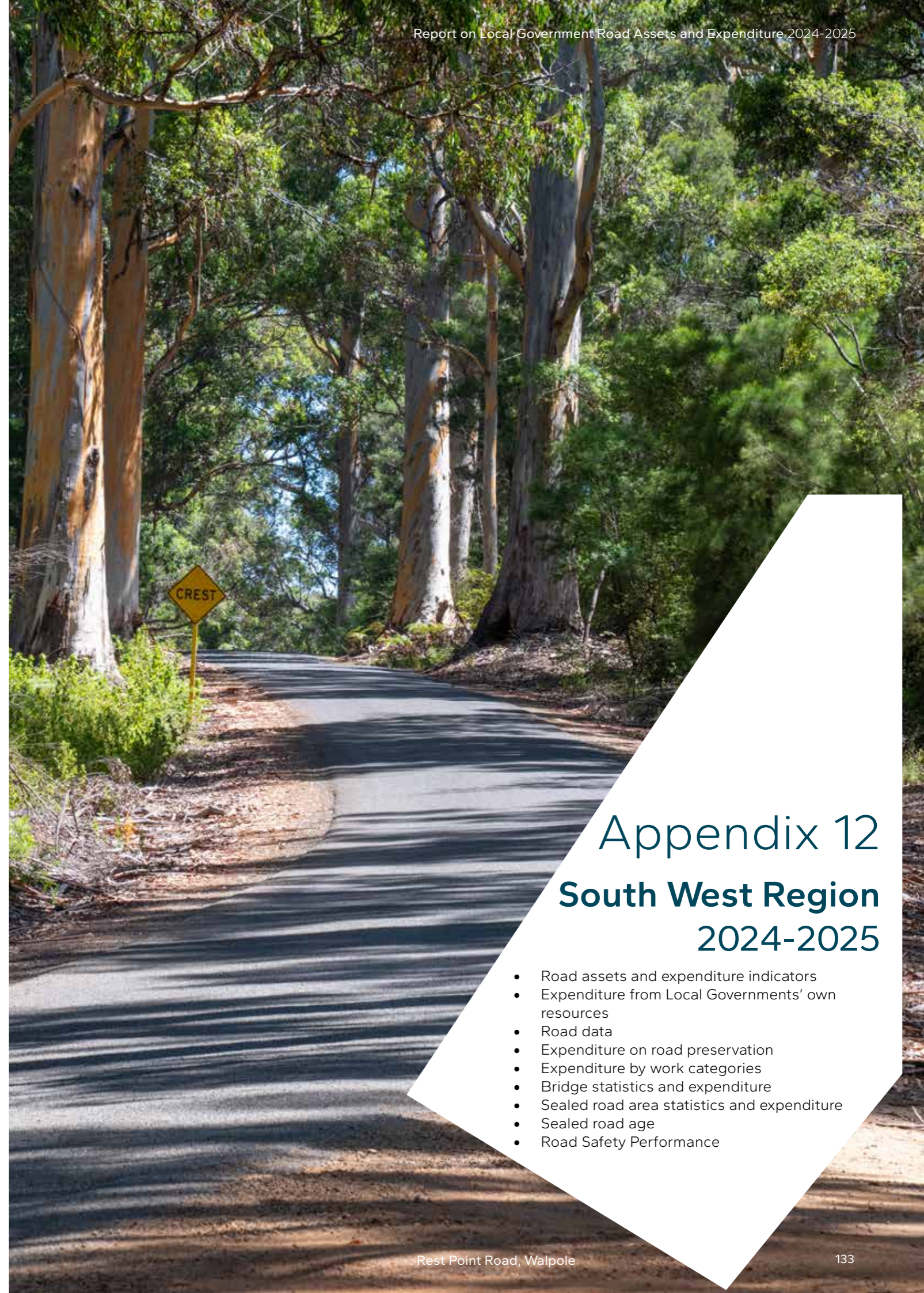


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South West Region Map



Appendix 12

South West Region

2024-2025

- Road assets and expenditure indicators
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- Sealed road age
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Appendix 12 - South West Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA MARGARET RIVER	0.42	2.6%	57%	0.66
BODDINGTON	0.61	3.0%	19%	0.29
BOYUP BROOK	0.37	3.1%	6%	0.34
BRIDGETOWN-GREENBUSHES	0.37	3.1%	32%	0.44
BUNBURY	0.45	1.8%	46%	0.56
BUSSELTON	0.26	1.9%	66%	0.86
CAPEL	0.56	2.4%	105%	1.16
COLLIE	0.36	2.7%	48%	0.47
DARDANUP	0.56	2.1%	38%	0.57
DONNYBROOK-BALINGUP	0.36	2.7%	67%	0.64
HARVEY	0.49	2.2%	60%	0.80
MANDURAH	0.68	1.4%	67%	0.54
MANJIMUP	0.32	2.8%	27%	0.44
MURRAY	0.59	2.2%	61%	0.62
NANNUP	0.32	2.8%	41%	0.47
WAROONA	0.43	2.8%	89%	0.95
Region Average	0.48	2.1%	58%	0.63
State Average	0.52	2.4%	65%	0.72

Appendix 12 - South West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2024-25

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	7,746	3,187	41%	38%	15%	15%	164
BODDINGTON	2,778	812	29%	46%	21%	3%	449
BOYUP BROOK	3,352	208	6%	134%	4%	4%	106
BRIDGETOWN-GREENBUSHES	6,961	874	13%	83%	11%	5%	151
BUNBURY	6,711	4,144	62%	25%	12%	10%	118
BUSSELTON	18,097	8,913	49%	27%	16%	14%	198
CAPEL	8,149	4,918	60%	33%	28%	28%	250
COLLIE	3,047	270	9%	40%	3%	3%	29
DARDANUP	4,270	2,495	58%	35%	19%	18%	157
DONNYBROOK-BALINGUP	5,656	1,779	31%	70%	22%	18%	270
HARVEY	9,703	7,222	74%	33%	25%	25%	229
MANDURAH	16,406	10,803	66%	13%	12%	11%	105
MANJIMUP	9,006	3,174	35%	85%	22%	14%	333
MURRAY	6,673	2,293	34%	42%	11%	10%	112
NANNUP	2,222	629	28%	127%	18%	18%	376
WAROONA	4,137	1,453	35%	50%	24%	24%	320
Region	114,914	53,174	46%	34%	16%	14%	160
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 12 - South West Regional Road Group

Table 3: Road data 2024-25

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	92	30	390	337	43	9	901	9.9	39.8	90.2
BODDINGTON	6	9	108	128	7	1	260	16.1	0.0	1.0
BOYUP BROOK	0	10	207	429	359	15	1,020	8.5	0.0	0.0
BRIDGETOWN-GREENBUSHES	7	22	226	394	19	17	686	6.6	1.1	10.6
BUNBURY	147	121	51	1	0	0	320	38.0	0.3	179.9
BUSSELTON	204	63	581	208	22	8	1,086	310.4	2.0	67.0
CAPEL	105	48	177	155	7	13	505	38.0	4.0	63.0
COLLIE	24	48	188	117	3	10	389	15.4	26.4	9.0
DARDANUP	80	5	220	88	11	28	432	10.5	2.7	63.0
DONNYBROOK-BALINGUP	13	17	276	325	27	17	675	0.0	1.2	27.2
HARVEY	74	45	421	280	17	1	839	48.0	11.2	145.3
MANDURAH	609	71	82	1	0	0	762	424.5	12.2	153.7
MANJIMUP	15	54	457	699	65	19	1,309	47.3	1.4	5.6
MURRAY	90	31	389	172	30	0	712	102.5	0.1	3.0
NANNUP	0	7	200	247	22	14	490	7.6	10.0	0.5
WAROONA	3	27	231	75	4	2	342	14.0	0.4	7.8
Region	1,470	607	4,205	3,657	636	153	10,727	1097	113	827
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 12 - South West Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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	2,108	3,326	1,587	44	7,066	9,063	5,089	4,722	1,030
BODDINGTON	219	172	327	0	718	6,637	845	2,549	47
BOYUP BROOK	124	17	1,706	0	1,847	4,398	52	3,982	0
BRIDGETOWN-GREENBUSHES	558	891	1,085	3	2,538	9,135	2,195	2,760	161
BUNBURY	5,494	0	0	0	5,494	9,322	0	0	0
BUSSELTON	8,536	5,283	1,896	0	15,715	16,555	5,212	9,146	0
CAPEL	2,750	4,207	1,038	12	8,007	9,511	13,315	6,740	1,766
COLLIE	210	2,544	0	0	2,754	1,216	6,630	0	0
DARDANUP	1,063	2,177	316	46	3,602	6,123	5,675	3,618	4,238
DONNYBROOK-BALINGUP	436	2,747	679	3	3,865	7,119	5,730	2,124	116
HARVEY	5,144	2,111	1,109	0	8,364	20,764	2,808	3,959	0
MANDURAH	14,828	0	0	0	14,828	10,091	0	0	0
MANJIMUP	1,389	1,464	1,851	43	4,747	8,827	2,046	2,664	658
MURRAY	3,422	2,851	99	0	6,372	14,121	3,897	578	0
NANNUP	416	776	385	498	2,075	25,844	2,206	1,575	22,308
WAROONA	1,811	2,105	118	0	4,034	28,331	5,105	1,563	0
Region	48,508	30,671	12,197	651	92,026	11,142	4,161	3,312	1,090
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 12 - South West Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	2,534	4,716	208	0	7,458	34.0%	63.2%	2.8%	0.0%	10,992	7,250
BODDINGTON	531	231	1,431	584	2,777	19.1%	8.3%	51.5%	21.0%	2,669	762
BOYUP BROOK	1,086	1,011	1,255	0	3,352	32.4%	30.2%	37.4%	0.0%	6,136	2,097
BRIDGETOWN-GREENBUSHES	1,690	1,130	4,141	0	6,961	24.3%	16.2%	59.5%	0.0%	6,425	2,820
BUNBURY	3,664	1,830	311	906	6,711	54.6%	27.3%	4.6%	13.5%	9,736	5,494
BUSSELTON	7,723	8,315	1,497	562	18,097	42.7%	45.9%	8.3%	3.1%	18,628	16,038
CAPEL	3,942	4,177	0	23	8,142	48.4%	51.3%	0.0%	0.3%	6,976	8,119
COLLIE	2,085	669	0	294	3,048	68.4%	21.9%	0.0%	9.6%	5,816	2,754
DARDANUP	3,611	148	510	0	4,269	84.6%	3.5%	11.9%	0.0%	6,645	3,759
DONNYBROOK-BALINGUP	1,877	2,754	941	84	5,656	33.2%	48.7%	16.6%	1.5%	7,181	4,631
HARVEY	5,857	3,343	104	399	9,703	60.4%	34.5%	1.1%	4.1%	11,451	9,200
MANDURAH	6,479	8,523	872	532	16,406	39.5%	52.0%	5.3%	3.2%	27,719	15,002
MANJIMUP	3,767	1,913	3,326	0	9,006	41.8%	21.2%	36.9%	0.0%	13,005	5,680
MURRAY	2,361	4,092	131	90	6,674	35.4%	61.3%	2.0%	1.3%	10,461	6,453
NANNUP	1,074	1,148	0	0	2,222	48.3%	51.7%	0.0%	0.0%	4,759	2,222
WAROONA	1,688	2,449	0	0	4,137	40.8%	59.2%	0.0%	0.0%	4,339	4,137
Region	49,969	46,449	14,727	3,474	114,619	43.6%	40.5%	12.8%	3.0%	152,938	96,418
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Appendix 12 - South West Regional Road Group

Table 6: Bridge statistics and expenditure 2024-25

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	1,964	401	0	184	0
BODDINGTON	4	0	1,059	0	0	44	0
BOYUP BROOK	18	762	3,780	287	0	250	0
BRIDGETOWN-GREENBUSHES	15	196	2,334	123	0	282	0
BUNBURY	1	655	0	0	0	0	0
BUSSELTON	43	1,984	2,982	595	0	323	0
CAPEL	13	960	1,054	90	0	112	0
COLLIE	6	154	1,503	0	0	0	0
DARDANUP	17	941	1,733	45	0	157	0
DONNYBROOK-BALINGUP	31	1,242	3,344	684	0	766	0
HARVEY	17	5,573	1,548	55	0	836	0
MANDURAH	24	10,835	0	0	278	174	0
MANJIMUP	41	491	3,374	1,192	0	933	74
MURRAY	16	2,516	1,836	53	0	81	9
NANNUP	13	688	1,361	164	0	147	0
WAROONA	4	520	341	0	0	103	0
Region	279	27,534	28,213	3,688	278	4,392	83
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 12 - South West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	814,066	2,287,585	2,108	3,326	2.59	1.45
BODDINGTON	115,490	710,379	219	172	1.90	0.24
BOYUP BROOK	98,685	1,141,989	124	17	1.26	0.01
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	558	891	2.61	0.63
BUNBURY	2,062,803	362,798	5,494	0	2.66	0.00
BUSSELTON	1,804,646	3,547,786	8,536	5,283	4.73	1.49
CAPEL	1,011,997	1,105,891	2,750	4,207	2.72	3.80
COLLIE	604,271	1,342,937	210	2,544	0.35	1.89
DARDANUP	607,612	1,342,747	1,063	2,177	1.75	1.62
DONNYBROOK-BALINGUP	214,344	1,677,694	436	2,747	2.03	1.64
HARVEY	867,092	2,631,407	5,144	2,111	5.93	0.80
MANDURAH	5,143,179	580,437	14,828	0	2.88	0.00
MANJIMUP	550,729	2,503,358	1,389	1,464	2.52	0.58
MURRAY	848,194	2,560,426	3,422	2,851	4.03	1.11
NANNUP	56,339	1,230,523	416	776	7.38	0.63
WAROONA	223,727	1,443,137	1,811	2,105	8.09	1.46
Region	15,236,979	25,890,454	48,508	30,671	3.18	1.18
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Appendix 12 - South West Regional Road Group

Table 8: Sealed road age 2024-25

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	122	33	27	25	390	35	27
BODDINGTON	15	15	9	12	108	17	11
BOYUP BROOK	10	42	33	0	207	41	30
BRIDGETOWN-GREENBUSHES	29	44	29	25	226	36	25
BUNBURY	267	43	28	27	51	35	30
BUSSELTON	267	65	26	23	581	65	26
CAPEL	153	25	18	19	177	30	20
COLLIE	72	45	24	16	188	34	25
DARDANUP	86	28	20	20	220	30	22
DONNYBROOK-BALINGUP	30	35	25	18	276	45	25
HARVEY	119	33	28	25	421	34	28
MANDURAH	680	30	21	20	82	33	22
MANJIMUP	69	42	36	24	457	41	34
MURRAY	121	28	18	17	389	27	17
NANNUP	7	51	35	0	200	40	32
WAROONA	30	42	23	9	231	30	22
Region	2,076	38	25	20	4,205	36	25

Road Safety Performance Local Government Roads 2020-2024

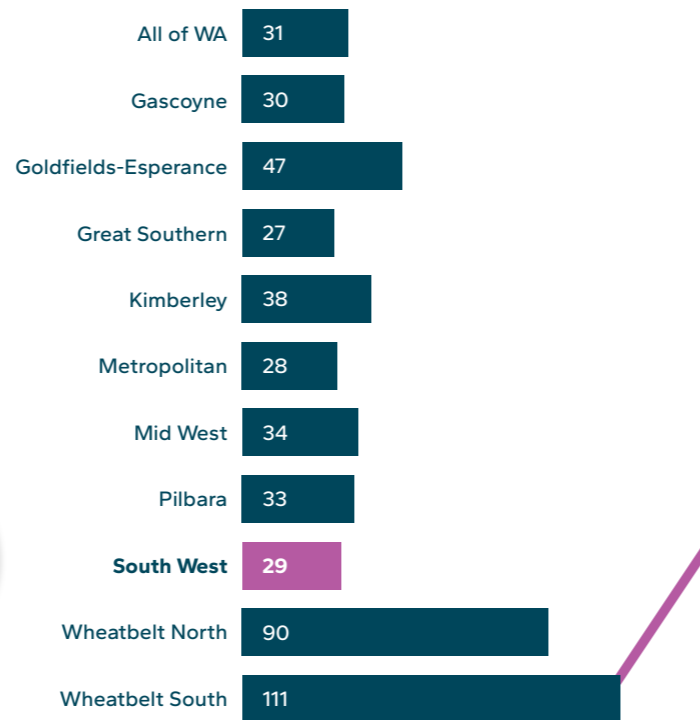
South West Region



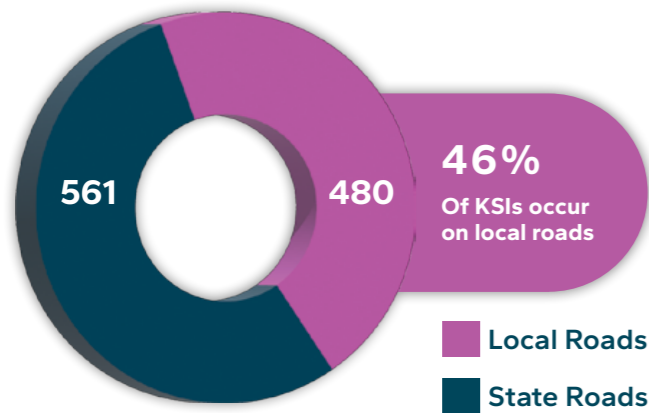
	State Roads	Local Roads
Road length	16%	84%
MVKT*	55%	45%
KSI rate per 100,000	34 ↓	29 ↓

*Million Vehicle Kilometres Travelled (MVKT) data is according to Main Roads regional boundaries rather than Regional Road Group area

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

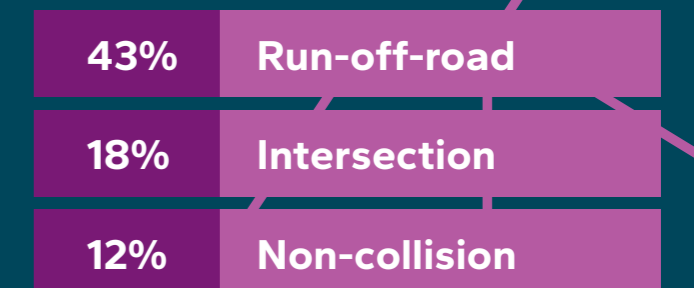
Local Government	Killed	Seriously Injured	Total KSI
Augusta Margaret River	4	22	26
Boddington	0	3	3
Boyup Brook	1	6	7
Bridgetown-Greenbushes	1	5	6
Bunbury	4	57	61
Busselton	16	67	83
Capel	1	10	11
Collie	2	12	14
Dardanup	2	33	35
Donnybrook Balingup	4	10	14
Harvey	3	48	51
Mandurah	7	64	71
Manjimup	6	16	22
Murray	10	39	49
Nannup	2	5	7
Waroona	0	20	20
Total	63	417	480



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	185	39%	↑
Non-collision	57	12%	→
Right Angle	56	12%	→
Hit Pedestrian	35	7%	→
Right Turn Thru	32	7%	↑
Other	24	5%	↑
Off Carriageway Non-collision	21	4%	↓
Rear End	21	4%	↓
Head On	18	4%	→
Hit Animal	11	2%	→
Hit Object	11	2%	→
Sideswipe	9	2%	→
Total	480	100%	

Priority Treatment Areas

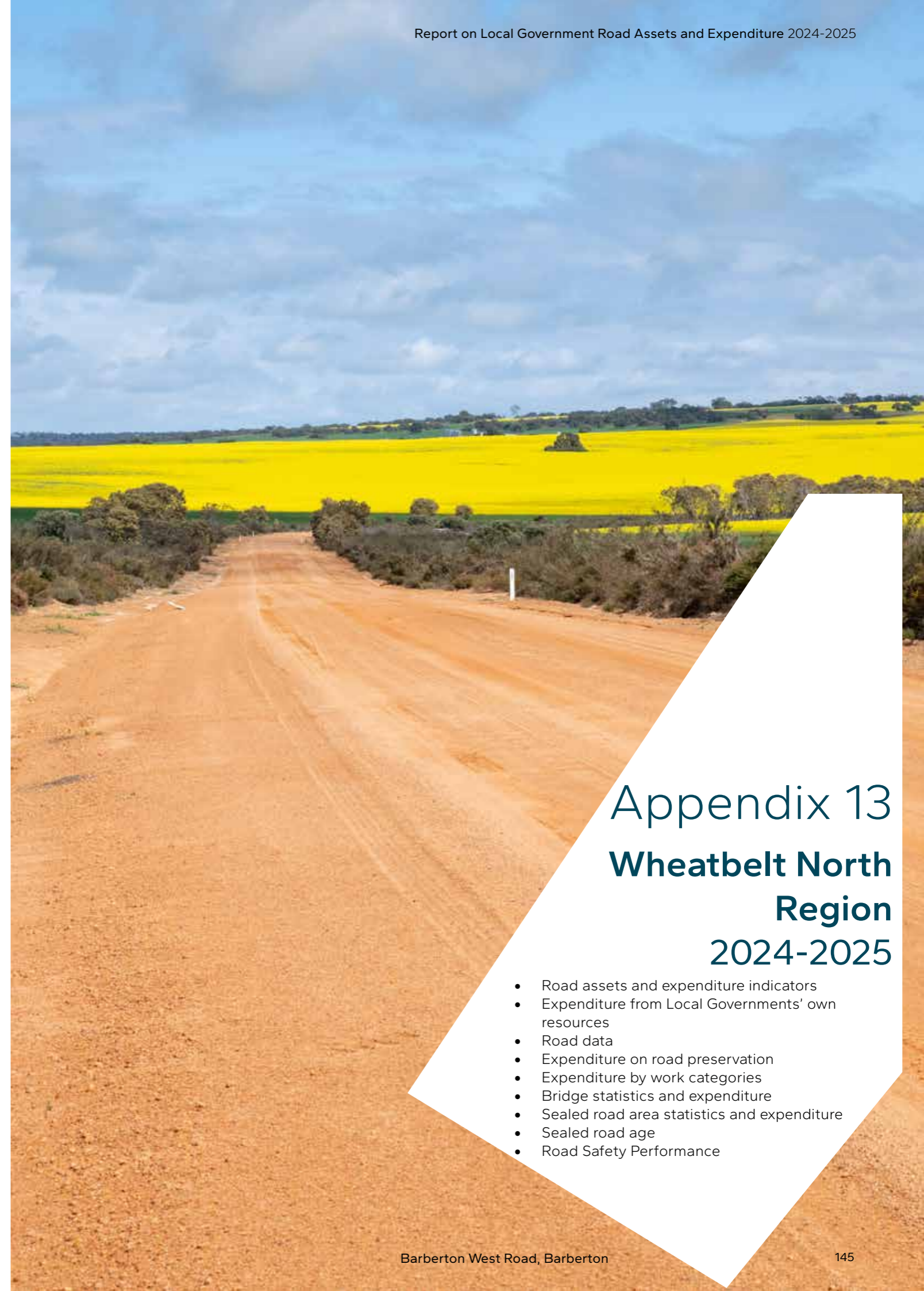
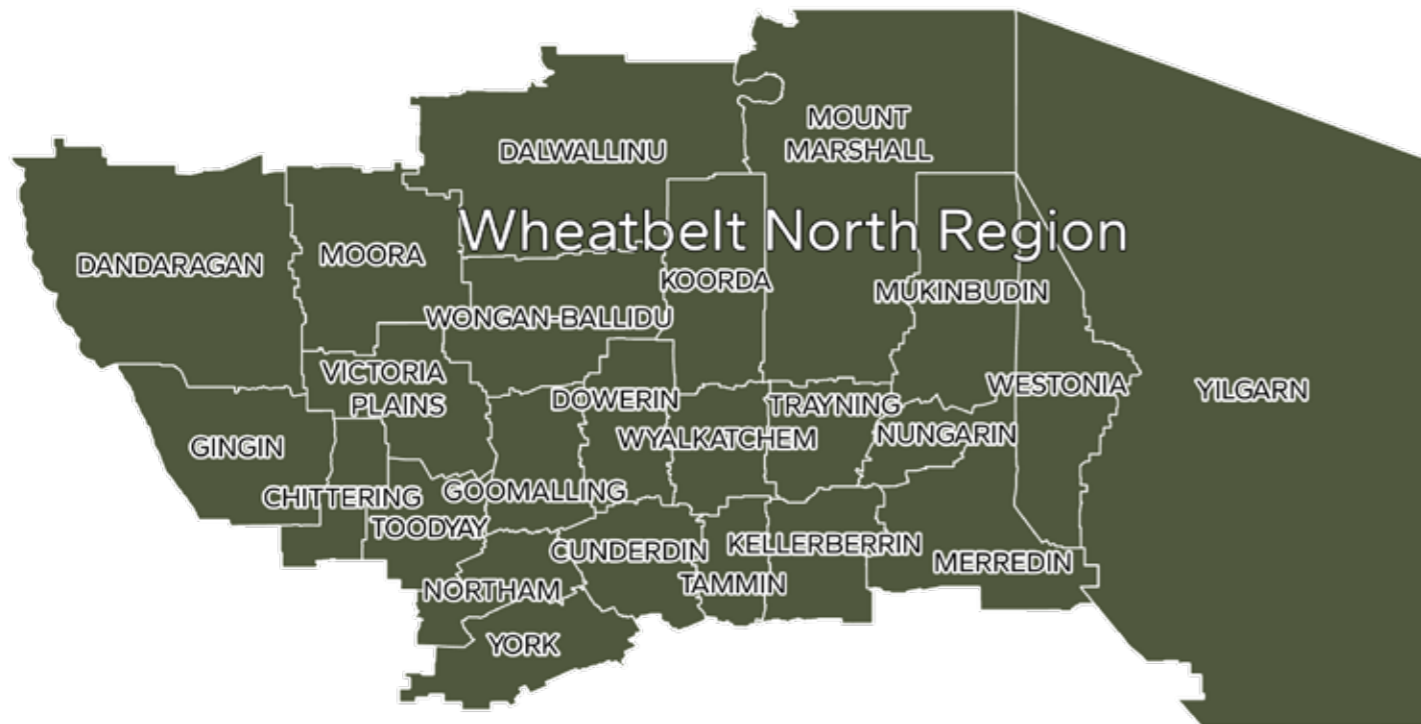


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Wheatbelt North Region Map



Appendix 13

Wheatbelt North Region

2024-2025

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

Appendix 13 - Wheatbelt North Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CHITTERING	0.40	3.3%	25%	0.29
CUNDERDIN	0.21	3.6%	54%	0.48
DALWALLINU	0.50	3.8%	45%	0.30
DANDARAGAN	0.42	3.2%	81%	0.53
DOWERIN	0.39	4.0%	147%	1.11
GINGIN	0.30	3.2%	69%	0.75
GOOMALLING	0.38	3.5%	73%	0.60
KELLERBERRIN	0.47	3.7%	63%	0.45
KOORDA	0.43	4.0%	68%	0.43
MERREDIN	0.37	3.3%	32%	0.26
MOORA	0.17	3.2%	157%	1.06
MOUNT MARSHALL	0.56	4.2%	42%	0.31
MUKINBUDIN	0.52	4.0%	124%	0.89
NORTHAM	0.29	2.5%	24%	0.29
NUNGARIN	0.42	3.9%	57%	0.38
TAMMIN	0.25	3.9%	112%	0.70
TOODYAY	0.36	2.8%	83%	0.63
TRAYNING	0.65	3.9%	51%	0.46
VICTORIA PLAINS	0.25	3.5%	6%	0.15
WESTONIA	0.60	4.2%	0%	0.31
WONGAN-BALLIDU	0.33	3.7%	110%	0.78
WYALKATCHEM	0.48	3.9%	80%	0.52
YILGARN	0.54	4.2%	91%	0.48
YORK	0.40	2.9%	44%	0.62
Region Average	0.40	3.5%	65%	0.52
State Average	0.52	2.4%	65%	0.72

Appendix 13 - Wheatbelt North Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2024-25

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	3,493	1,198	34%	52%	15%	15%	177
CUNDERDIN	2,367	233	10%	125%	6%	6%	177
DALWALLINU	8,963	1,452	16%	175%	23%	13%	990
DANDARAGAN	6,800	1,600	24%	92%	16%	13%	408
DOWERIN	4,757	1,311	28%	165%	45%	45%	1772
GINGIN	6,937	2,268	33%	68%	20%	20%	357
GOOMALLING	3,152	959	30%	109%	33%	31%	967
KELLERBERRIN	4,589	598	13%	131%	15%	5%	516
KOORDA	2,713	316	12%	180%	10%	9%	847
MERREDIN	3,821	342	9%	105%	5%	0%	103
MOORA	7,528	1,860	25%	106%	31%	31%	765
MOUNT MARSHALL	2,474	88	4%	186%	2%	1%	189
MUKINBUDIN	4,368	612	14%	162%	20%	20%	1015
NORTHAM	5,370	1,832	34%	54%	13%	8%	148
NUNGARIN	2,804	447	16%	136%	22%	17%	1733
TAMMIN	2,364	612	26%	119%	29%	24%	1526
TOODYAY	3,819	249	7%	76%	4%	4%	49
TRAYNING	1,977	105	5%	139%	3%	3%	343
VICTORIA PLAINS	4,743	798	17%	151%	21%	19%	957
WESTONIA	2,130	414	19%	180%	15%	15%	1683
WONGAN-BALLIDU	5,729	333	6%	154%	7%	7%	248
WYALKATCHEM	2,034	222	11%	122%	7%	7%	451
YILGARN	6,215	781	13%	165%	9%	9%	644
YORK	3,926	1,084	28%	93%	16%	13%	297
Region	103,072	19,714	19%	113%	15%	13%	351
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 3: Road data 2024-25

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	10.2	0.0	0.0
CUNDERDIN	3	15	230	373	150	11	783	6.5	0.0	0.0
DALWALLINU	1	21	472	1,176	196	50	1,916	13.2	1.0	14.8
DANDARAGAN	21	24	463	769	14	5	1,295	1.9	62.6	1.8
DOWERIN	1	6	165	502	192	66	932	0.0	7.2	0.0
GINGIN	14	69	402	348	26	17	875	21.0	0.0	0.0
GOOMALLING	0	7	111	382	80	3	582	9.5	7.0	4.7
KELLERBERRIN	1	15	224	437	258	8	944	1.8	8.7	13.5
KOORDA	0	7	241	460	324	36	1,068	5.3	0.0	3.6
MERREDIN	11	38	370	564	286	23	1,291	28.4	15.3	21.3
MOORA	2	22	313	564	20	13	935	5.8	0.0	22.0
MOUNT MARSHALL	1	8	305	796	546	18	1,674	0.0	0.0	6.5
MUKINBUDIN	0	9	191	542	154	20	916	0.0	20.0	0.3
NORTHAM	21	60	388	244	49	1	764	61.0	0.0	6.3
NUNGARIN	1	2	128	325	35	12	502	3.9	1.2	0.0
TAMMIN	0	6	126	262	83	18	495	5.5	0.0	0.0
TOODYAY	6	7	299	269	33	20	634	13.7	10.5	7.2
TRAYNING	1	8	141	543	39	21	752	5.8	0.0	14.9
VICTORIA PLAINS	0	7	250	432	93	24	806	1.5	0.0	3.1
WESTONIA	1	3	171	472	206	24	877	0.0	0.0	4.2
WONGAN-BALLIDU	3	19	331	485	466	17	1,321	14.0	5.0	20.7
WYALKATCHEM	0	11	144	477	59	18	709	4.1	0.3	2.7
YILGARN	0	14	357	2,126	46	188	2,731	6.4	1.2	7.9
YORK	3	35	261	209	150	9	667	15.4	0.0	0.0
Region	93	414	6,374	12,877	3,525	628	23,910	235	140	156
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 13 - Wheatbelt North Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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	178	1,066	194	4	1,441	37,520	1,782	1,643	167
CUNDERDIN	314	1,154	890	1	2,359	6,207	2,739	2,385	5
DALWALLINU	528	1,986	698	0	3,212	9,814	2,480	594	1
DANDARAGAN	200	4,313	990	0	5,503	1,984	4,802	1,288	0
DOWERIN	191	3,139	1,422	5	4,757	9,820	10,201	2,833	24
GINGIN	1,038	3,692	1,773	0	6,503	6,294	4,665	5,110	0
GOOMALLING	195	1,050	631	79	1,955	9,822	5,387	1,661	988
KELLERBERRIN	943	879	392	180	2,394	20,571	1,956	900	699
KOORDA	258	1,576	360	73	2,267	11,158	3,521	783	225
MERREDIN	852	684	306	308	2,150	6,401	1,062	544	1,077
MOORA	1,624	4,342	1,537	0	7,503	27,659	7,952	2,730	0
MOUNT MARSHALL	101	1,164	525	604	2,394	5,000	1,982	659	1,106
MUKINBUDIN	265	2,588	1,509	6	4,368	12,335	6,849	2,787	39
NORTHAM	1,185	484	749	6	2,424	6,549	767	3,104	120
NUNGARIN	499	248	332	0	1,079	65,515	1,131	1,022	0
TAMMIN	179	1,162	449	0	1,790	12,794	5,774	1,719	0
TOODYAY	175	2,794	754	0	3,723	5,992	5,196	2,807	0
TRAYNING	212	744	991	0	1,947	9,097	2,751	1,846	0
VICTORIA PLAINS	104	152	578	7	841	6,382	316	1,339	76
WESTONIA	0	0	1,362	0	1,362	0	0	2,885	0
WONGAN-BALLIDU	165	3,392	1,694	57	5,308	2,785	6,070	3,507	122
WYALKATCHEM	135	1,255	644	0	2,034	3,893	4,761	1,349	0
YILGARN	232	3,477	2,506	0	6,215	6,435	5,054	1,185	0
YORK	1,053	799	1,955	1	3,808	12,374	1,710	9,443	5
Region	10,626	42,141	23,241	1,330	77,337	8,773	3,588	1,817	368
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	1,178	286	1,538	492	3,494	33.7%	8.2%	44.0%	14.1%	5,097	1,464
CUNDERDIN	917	1,450	0	0	2,367	38.7%	61.3%	0.0%	0.0%	4,964	2,367
DALWALLINU	1,962	1,250	5,688	63	8,963	21.9%	13.9%	63.5%	0.7%	10,683	3,212
DANDARAGAN	1,160	4,363	0	1,277	6,800	17.1%	64.2%	0.0%	18.8%	10,468	5,523
DOWERIN	1,207	3,550	0	0	4,757	25.4%	74.6%	0.0%	0.0%	4,295	4,757
GINGIN	2,449	4,134	353	0	6,936	35.3%	59.6%	5.1%	0.0%	8,772	6,583
GOOMALLING	959	1,071	1,122	0	3,152	30.4%	34.0%	35.6%	0.0%	3,366	2,030
KELLERBERRIN	742	1,669	2,178	0	4,589	16.2%	36.4%	47.5%	0.0%	5,406	2,411
KOORDA	583	1,684	349	97	2,713	21.5%	62.1%	12.9%	3.6%	5,314	2,267
MERREDIN	1,086	1,064	1,670	0	3,820	28.4%	27.9%	43.7%	0.0%	8,296	2,150
MOORA	897	6,631	0	0	7,528	11.9%	88.1%	0.0%	0.0%	7,079	7,528
MOUNT MARSHALL	750	1,644	80	0	2,474	30.3%	66.5%	3.2%	0.0%	7,628	2,394
MUKINBUDIN	741	3,627	0	0	4,368	17.0%	83.0%	0.0%	0.0%	4,910	4,368
NORTHAM	2,724	0	1,878	0	4,602	59.2%	0.0%	40.8%	0.0%	9,275	2,724
NUNGARIN	468	611	1,725	0	2,804	16.7%	21.8%	61.5%	0.0%	2,830	1,079
TAMMIN	411	1,379	574	0	2,364	17.4%	58.3%	24.3%	0.0%	2,557	1,790
TOODYAY	1,006	2,814	0	0	3,820	26.3%	73.7%	0.0%	0.0%	6,047	3,820
TRAYNING	336	1,611	29	0	1,976	17.0%	81.5%	1.5%	0.0%	4,267	1,947
VICTORIA PLAINS	771	84	2,625	1,262	4,742	16.3%	1.8%	55.4%	26.6%	5,701	855
WESTONIA	850	512	768	0	2,130	39.9%	24.0%	36.1%	0.0%	4,422	1,362
WONGAN-BALLIDU	1,070	4,238	421	0	5,729	18.7%	74.0%	7.3%	0.0%	6,779	5,308
WYALKATCHEM	628	1,406	0	0	2,034	30.9%	69.1%	0.0%	0.0%	3,943	2,034
YILGARN	1,676	4,539	0	0	6,215	27.0%	73.0%	0.0%	0.0%	12,837	6,215
YORK	2,352	1,460	55	0	3,867	60.8%	37.8%	1.4%	0.0%	6,185	3,811
Region	26,923	51,077	21,053	3,191	102,244	26.3%	50.0%	20.6%	3.1%	151,121	77,999
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Appendix 13 - Wheatbelt North Regional Road Group

Table 6: Bridge statistics and expenditure 2024-25

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	8	237	564	273	0	23	0
CUNDERDIN	5	196	409	37	0	8	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	20	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	5	0	989	0	0	80	0
GOOMALLING	6	30	810	0	0	75	0
KELLERBERRIN	4	379	149	0	0	17	0
KOORDA	0	0	0	0	0	0	0
MERREDIN	4	485	0	0	0	0	0
MOORA	8	1,329	579	0	0	25	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM	26	3,056	5,745	0	0	300	129
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	14	1,740	2,818	0	0	97	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	8	0	1,498	0	0	14	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	4	0
Region	109	7,761	17,254	466	0	663	129
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 13 - Wheatbelt North Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	178	1,066	10.72	0.51
CUNDERDIN	177,057	1,474,755	314	1,154	1.77	0.78
DALWALLINU	188,305	2,802,032	528	1,986	2.80	0.71
DANDARAGAN	352,770	3,143,895	200	4,313	0.57	1.37
DOWERIN	68,073	1,077,083	191	3,139	2.81	2.91
GINGIN	577,227	2,770,240	1,038	3,692	1.80	1.33
GOOMALLING	69,486	682,190	195	1,050	2.81	1.54
KELLERBERRIN	160,441	1,572,364	943	879	5.88	0.56
KOORDA	80,925	1,566,840	258	1,576	3.19	1.01
MERREDIN	465,842	2,254,086	852	684	1.83	0.30
MOORA	205,506	1,911,197	1,624	4,342	7.90	2.27
MOUNT MARSHALL	70,693	2,055,166	101	1,164	1.43	0.57
MUKINBUDIN	75,192	1,322,768	265	2,588	3.52	1.96
NORTHAM	633,342	2,208,760	1,185	484	1.87	0.22
NUNGARIN	26,658	767,149	499	248	18.72	0.32
TAMMIN	48,967	704,350	179	1,162	3.66	1.65
TOODYAY	102,216	1,882,039	175	2,794	1.71	1.48
TRAYNING	81,561	946,512	212	744	2.60	0.79
VICTORIA PLAINS	57,039	1,678,288	104	152	1.82	0.09
WESTONIA	28,458	1,215,474	0	0	0.00	0.00
WONGAN-BALLIDU	207,348	1,956,067	165	3,392	0.80	1.73
WYALKATCHEM	121,366	922,681	135	1,255	1.11	1.36
YILGARN	126,190	2,407,715	232	3,477	1.84	1.44
YORK	297,731	1,635,572	1,053	799	3.54	0.49
Region	4,238,996	41,049,995	10,626	42,141	2.51	1.03
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Appendix 13 - Wheatbelt North Regional Road Group

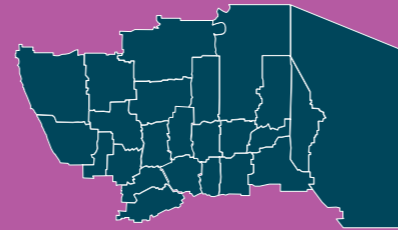
Table 8: Sealed road age 2024-25

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	27	19	16	292	29	21
CUNDERDIN	19	46	20	12	230	53	30
DALWALLINU	23	42	22	20	472	32	14
DANDARAGAN	44	31	24	19	463	33	22
DOWERIN	7	39	23	27	165	41	22
GINGIN	83	39	31	21	402	35	26
GOOMALLING	7	49	28	0	111	41	24
KELLERBERRIN	16	36	19	8	224	31	17
KOORDA	7	30	22	0	241	44	14
MERREDIN	49	33	25	22	370	36	28
MOORA	24	64	34	36	313	65	30
MOUNT MARSHALL	8	27	13	0	305	27	10
MUKINBUDIN	9	32	17	0	191	31	12
NORTHAM	81	57	31	22	388	49	27
NUNGARIN	3	41	16	10	128	44	15
TAMMIN	6	41	34	26	126	44	32
TOODYAY	13	38	18	13	299	38	26
TRAYNING	9	19	9	9	141	16	7
VICTORIA PLAINS	7	59	32	0	250	50	25
WESTONIA	4	28	13	0	171	14	13
WONGAN-BALLIDU	22	36	30	33	331	37	29
WYALKATCHEM	11	32	23	3	144	32	16
YILGARN	14	42	17	0	357	25	13
YORK	38	32	21	20	261	33	24
Region	507	38	23	19	6,374	37	21

Road Safety Performance Local Government Roads 2020-2024

Wheatbelt North Region

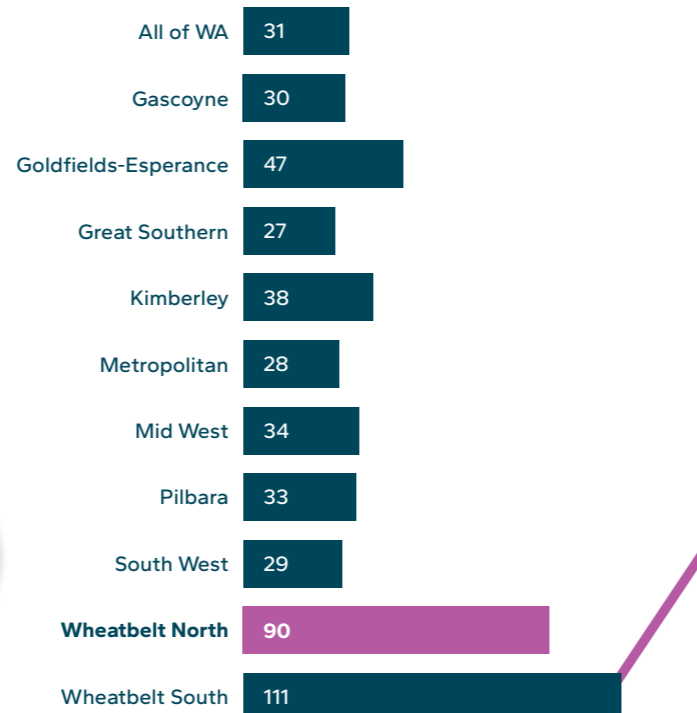
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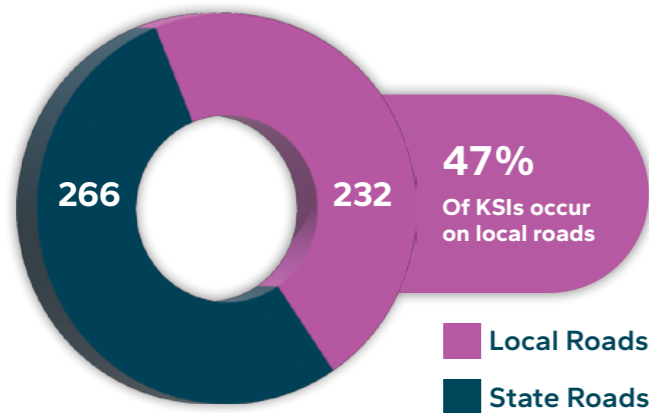
	State Roads	Local Roads
Road length	8%	92%
MVKT*	75%	25%
KSI rate per 100,000	103 ↑	90 ↑

*Million Vehicle Kilometres Travelled (MVKT) is for the Main Roads WA Region, Wheatbelt, not for the Wheatbelt North Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

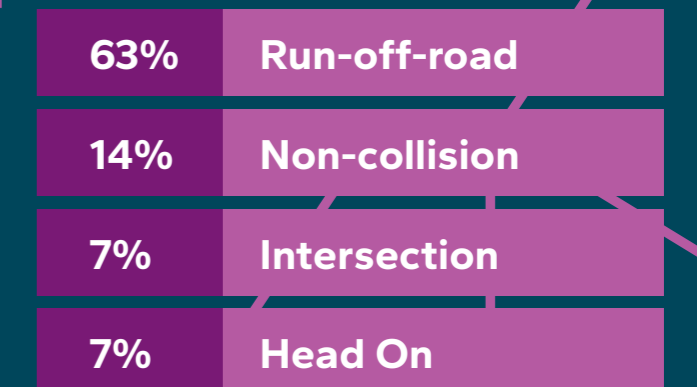
Local Government	Killed	Seriously Injured	Total KSI
Chittering	7	15	22
Cunderdin	0	2	2
Dalwallinu	1	4	5
Dandaragan	6	14	20
Dowerin	1	1	2
Gingin	11	29	40
Goomalling	0	5	5
Kellerberrin	0	2	2
Koorda	0	3	3
Merredin	0	2	2
Moora	1	5	6
Mount Marshall	1	3	4
Mukinbudin	0	2	2
Northam	5	34	39
Nungarin	2	4	6
Tammin	0	1	1
Toodyay	6	19	25
Trayning	0	0	0
Victoria Plains	1	4	5
Westonia	0	3	3
Wongan-Ballidu	0	10	10
Wyalkatchem	0	2	2
Yilgarn	1	11	12
York	3	11	14
Total	46	186	232



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	112	48%	↑
Off Carriageway Non-collision	35	15%	↓
Non-collision	32	14%	↓
Head On	16	7%	↑
Right Angle	13	6%	→
Hit Pedestrian	8	3%	↓
Hit Object	5	2%	→
Hit Animal	4	2%	↓
Right Turn Thru	3	1%	→
Rear End	2	1%	→
Other	1	0%	→
Sideswipe	1	0%	→
Total	232	100%	

Priority Treatment Areas

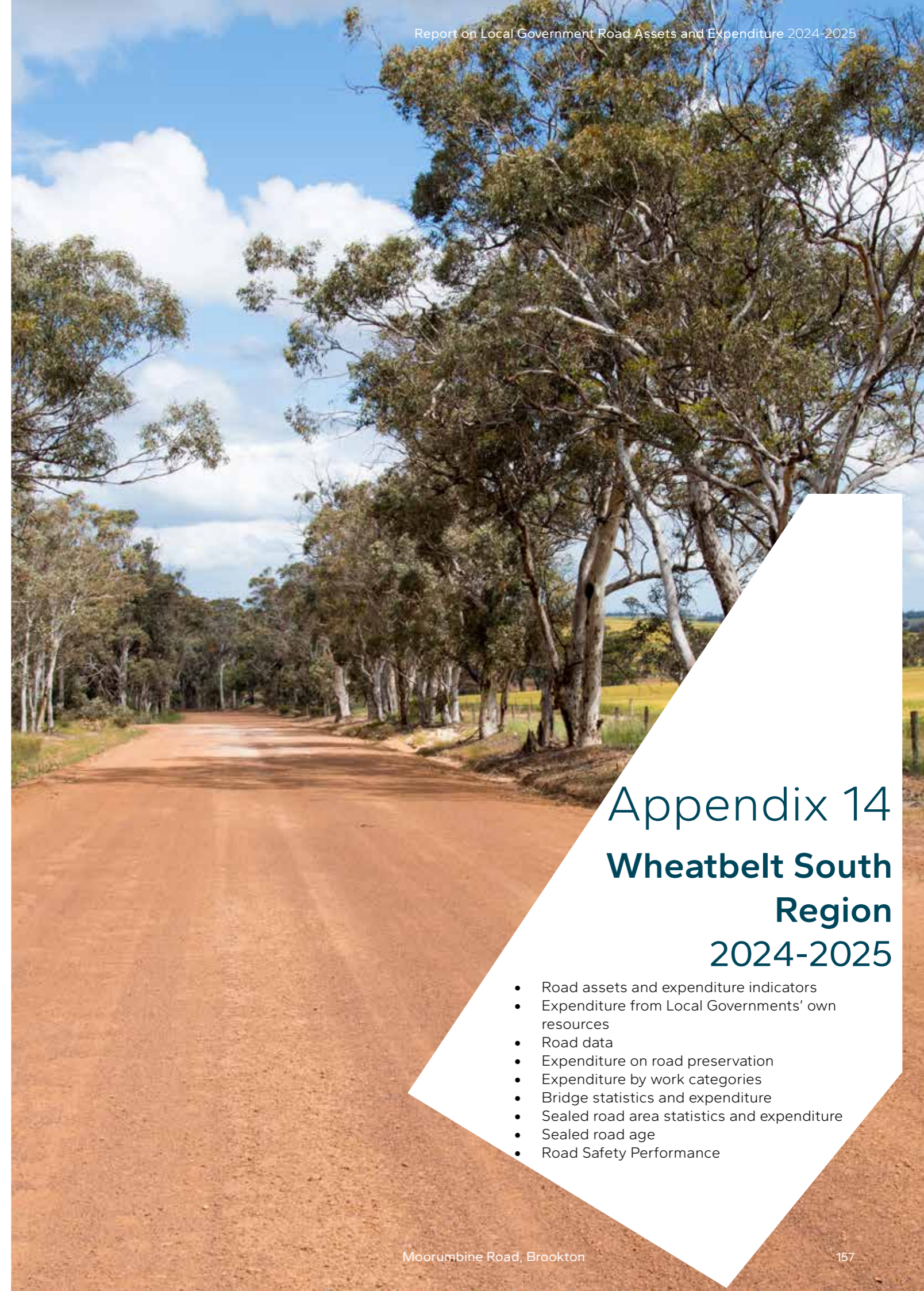
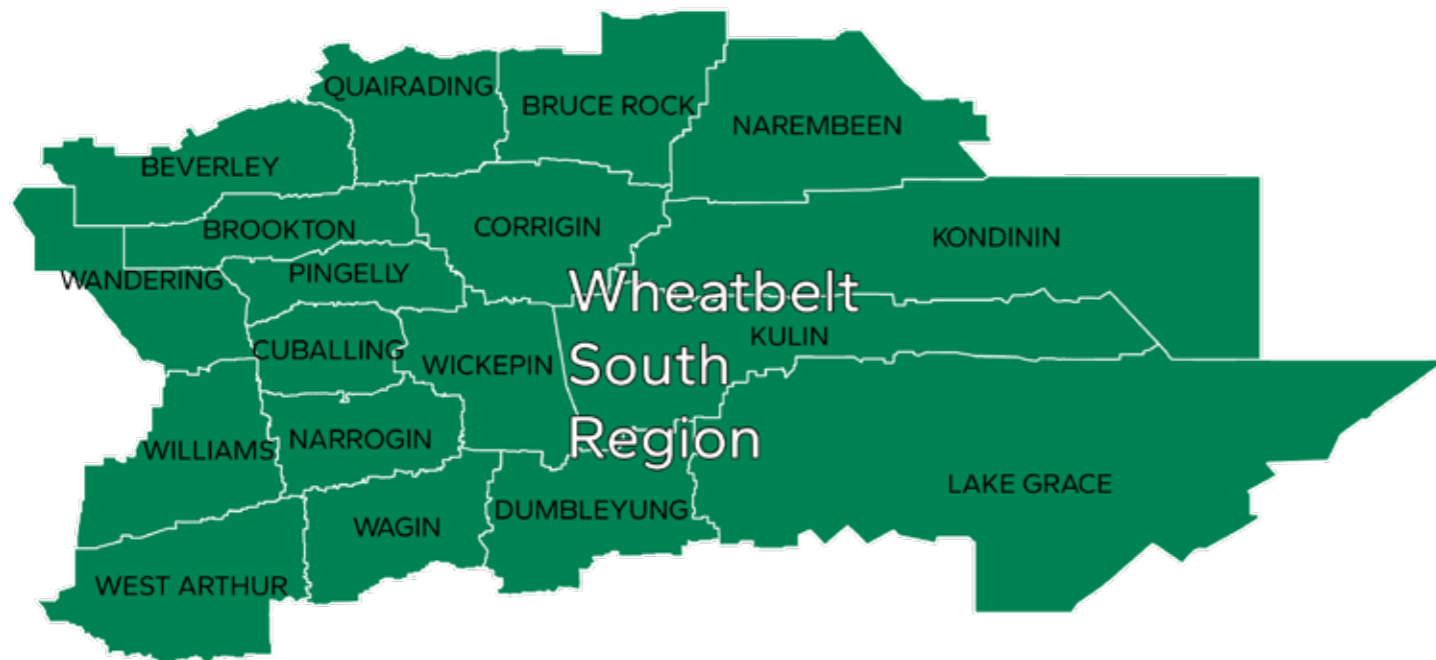


Primary source: Government of Western Australia, Road Safety Commission, March 2026
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Wheatbelt South Region Map



Appendix 14 Wheatbelt South Region 2024-2025

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

Appendix 14 - Wheatbelt South Regional Road Group

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.51	2.7%	54%	0.40
BROOKTON	0.51	3.1%	25%	0.55
BRUCE ROCK	0.42	3.0%	24%	0.35
CORRIGIN	0.15	3.6%	38%	0.44
CUBALLING	0.47	3.2%	123%	0.73
DUMBLEYUNG	0.53	3.7%	90%	0.53
KONDININ	0.37	4.2%	55%	0.49
KULIN	0.39	4.1%	26%	0.30
LAKE GRACE	0.53	4.3%	26%	0.35
NAREMBEEN	0.37	4.0%	39%	0.36
NARROGIN	0.53	3.4%	55%	0.51
PINGELLY	0.43	3.2%	40%	0.50
QUAIRADING	0.34	3.4%	19%	0.21
WAGIN	0.52	3.3%	55%	0.42
WANDERING	0.40	3.0%	14%	0.44
WEST ARTHUR	0.46	3.1%	31%	0.30
WICKEPIN	0.40	3.9%	149%	0.70
WILLIAMS	0.54	3.1%	22%	0.39
Region Average	0.44	3.4%	47%	0.42
State Average	0.52	2.4%	65%	0.72

Appendix 14 - Wheatbelt South Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2024-25

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	11,615	1,657	14%	106%	40%	35%	923
BROOKTON	3,868	468	12%	98%	15%	10%	486
BRUCE ROCK	3,256	679	21%	168%	15%	13%	637
CORRIGIN	4,476	1,694	38%	149%	40%	28%	1630
CUBALLING	3,551	596	17%	117%	24%	24%	624
DUMBLEYUNG	5,301	553	10%	147%	15%	15%	781
KONDININ	6,255	1,577	25%	140%	30%	14%	1829
KULIN	5,272	451	9%	163%	9%	9%	564
LAKE GRACE	6,005	1,951	32%	166%	26%	16%	1479
NAREMBEEN	4,039	197	5%	185%	5%	5%	232
NARROGIN	4,414	1,681	38%	81%	24%	15%	334
PINGELLY	2,095	1,057	50%	94%	30%	28%	969
QUAIRADING	2,567	139	5%	133%	4%	3%	144
WAGIN	2,391	414	17%	106%	9%	4%	227
WANDERING	2,826	766	27%	109%	46%	32%	1400
WEST ARTHUR	2,358	281	12%	148%	8%	8%	356
WICKEPIN	3,127	364	12%	149%	11%	11%	513
WILLIAMS	1,763	192	11%	112%	7%	7%	181
Region	75,179	14,717	20%	134%	20%	15%	658
State	1,188,788	594,557	50%	32%	19.3%	15.0%	201

Total Expenditure includes flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 3: Road data 2024-25

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	5.4	9.6	2.8
CORRIGIN	1	13	317	568	148	12	1,059	5.3	0.0	5.9
CUBALLING	0	2	165	259	117	19	561	0.1	0.5	3.2
DUMBLEYUNG	0	7	237	659	84	3	991	5.3	2.6	1.7
KONDININ	4	8	181	1,004	119	21	1,337	3.2	5.0	7.4
KULIN	0	7	214	1,091	101	19	1,432	6.7	1.0	0.0
LAKE GRACE	1	15	207	1,837	159	57	2,276	10.6	0.0	0.0
NAREMBEEN	1	8	295	984	113	17	1,418	3.9	6.9	1.4
NARROGIN	8	44	222	364	156	10	804	0.0	0.0	37.0
PINGELLY	0	16	180	188	153	31	569	13.9	2.6	3.4
QUAIRADING	10	4	262	415	156	17	863	7.2	3.8	0.0
WAGIN	1	27	143	392	190	29	783	9.8	0.0	21.9
WANDERING	0	4	113	193	49	0	359	2.9	0.3	0.4
WEST ARTHUR	1	7	224	491	120	10	852	7.4	46.7	6.2
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	5.6
WILLIAMS	1	8	144	263	39	5	460	12.9	0.7	6.1
Region	28	213	3,815	10,344	2,333	313	17,046	126	82	108
State	13,512	3,500	25,016	55,724	20,662	9,565	127,978	11,038	701	5,885

Appendix 14 - Wheatbelt South Regional Road Group

Table 4: Expenditure on road preservation 2024-25

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	133	1,513	830	53	2,529	3,172	3,693	2,510	409
BROOKTON	368	0	1,064	0	1,432	14,700	0	3,204	0
BRUCE ROCK	256	687	1,223	0	2,166	5,985	1,013	2,101	0
CORRIGIN	598	829	1,277	11	2,715	15,340	1,753	2,248	76
CUBALLING	473	1,735	453	196	2,858	172,736	5,572	1,753	1,679
DUMBLEYUNG	74	2,524	733	8	3,339	3,442	5,086	1,113	95
KONDININ	361	1,003	1,747	0	3,111	11,727	2,987	1,740	0
KULIN	20	565	1,620	0	2,205	1,024	1,374	1,486	0
LAKE GRACE	461	477	2,711	0	3,649	12,717	1,217	1,476	0
NAREMBEEN	0	1,102	1,599	0	2,701	0	2,045	1,625	0
NARROGIN	1,067	1,612	418	37	3,134	7,341	3,642	1,164	237
PINGELLY	266	590	1,089	0	1,945	8,192	1,826	5,943	0
QUAIRADING	219	424	467	12	1,122	6,851	937	1,126	75
WAGIN	324	883	544	37	1,788	4,212	3,950	1,396	195
WANDERING	15	169	1,147	0	1,331	2,058	813	5,938	0
WEST ARTHUR	151	822	932	31	1,936	8,776	1,881	1,903	261
WICKEPIN	0	2,421	465	12	2,898	0	8,040	1,192	41
WILLIAMS	41	457	760	14	1,272	2,082	1,607	2,906	363
Region	4,827	17,813	19,079	411	42,131	7,631	2,575	1,856	165
State	487,312	166,719	160,487	10,527	825,045	13,145	3,471	2,971	603

Excludes expenditure on bridges and flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 5: Expenditure by work categories 2024-25

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	1,411	1,200	1,734	100	4,445	31.7%	27.0%	39.0%	2.2%	6,549	2,611
BROOKTON	1,767	446	1,608	0	3,821	46.2%	11.7%	42.1%	0.0%	4,015	2,213
BRUCE ROCK	1,479	1,151	626	0	3,256	45.4%	35.4%	19.2%	0.0%	7,459	2,630
CORRIGIN	1,895	822	1,654	0	4,371	43.4%	18.8%	37.8%	0.0%	6,193	2,717
CUBALLING	880	2,006	665	0	3,551	24.8%	56.5%	18.7%	0.0%	3,961	2,886
DUMBLEYUNG	630	2,722	1,948	0	5,300	11.9%	51.4%	36.8%	0.0%	6,365	3,352
KONDININ	1,369	1,742	2,832	312	6,255	21.9%	27.8%	45.3%	5.0%	6,387	3,111
KULIN	1,068	1,137	3,009	58	5,272	20.3%	21.6%	57.1%	1.1%	7,354	2,205
LAKE GRACE	1,986	1,663	2,356	0	6,005	33.1%	27.7%	39.2%	0.0%	10,334	3,649
NAREMBEEN	1,330	1,371	1,338	0	4,039	32.9%	33.9%	33.1%	0.0%	7,565	2,701
NARROGIN	1,824	1,328	0	1,262	4,414	41.3%	30.1%	0.0%	28.6%	6,172	3,152
PINGELLY	1,168	840	87	0	2,095	55.8%	40.1%	4.2%	0.0%	4,031	2,008
QUAIRADING	892	283	1,392	0	2,567	34.7%	11.0%	54.2%	0.0%	5,630	1,175
WAGIN	731	1,068	508	83	2,390	30.6%	44.7%	21.3%	3.5%	4,258	1,799
WANDERING	1,180	169	1,477	0	2,826	41.8%	6.0%	52.3%	0.0%	3,053	1,349
WEST ARTHUR	981	990	387	0	2,358	41.6%	42.0%	16.4%	0.0%	6,476	1,971
WICKEPIN	518	2,409	200	0	3,127	16.6%	77.0%	6.4%	0.0%	4,154	2,927
WILLIAMS	792	549	423	0	1,764	44.9%	31.1%	24.0%	0.0%	3,428	1,341
Region	21,901	21,896	22,244	1,815	67,856	32.3%	32.3%	32.8%	2.7%	103,383	43,797
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

Appendix 14 - Wheatbelt South Regional Road Group

Table 6: Bridge statistics and expenditure 2024-25

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	25	112	5,527	270	0	82	1,676
BROOKTON	15	137	1,011	1,570	0	781	0
BRUCE ROCK	70	3,975	0	0	0	464	0
CORRIGIN	2	0	230	0	0	2	0
CUBALLING	12	0	2,066	221	0	28	0
DUMBLEYUNG	5	70	628	112	0	13	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN	5	0	529	0	181	18	0
PINGELLY	15	42	591	850	0	63	0
QUAIRADING	14	222	797	338	0	53	0
WAGIN	7	559	562	0	0	11	0
WANDERING	14	457	1,502	580	0	18	0
WEST ARTHUR	16	106	3,677	442	0	35	0
WICKEPIN	3	0	275	54	0	29	0
WILLIAMS	5	525	779	0	0	69	0
Region	209	6,298	18,174	4,438	181	1,666	1,676
State	891	86,633	82,985	9,842	3,221	11,101	12,806

Appendix 14 - Wheatbelt South Regional Road Group

Table 7: Sealed road area statistics and expenditure 2024-25

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	133	1,513	0.91	1.06
BROOKTON	87,619	618,013	368	0	4.20	0.00
BRUCE ROCK	149,701	2,374,132	256	687	1.71	0.29
CORRIGIN	136,438	1,655,246	598	829	4.38	0.50
CUBALLING	9,584	1,090,111	473	1,735	49.35	1.59
DUMBLEYUNG	75,252	1,737,207	74	2,524	0.98	1.45
KONDININ	107,743	1,175,294	361	1,003	3.35	0.85
KULIN	68,357	1,438,973	20	565	0.29	0.39
LAKE GRACE	126,878	1,372,194	461	477	3.63	0.35
NAREMBEEN	85,384	1,886,482	0	1,102	0.00	0.58
NARROGIN	508,737	1,549,194	1,067	1,612	2.10	1.04
PINGELLY	113,641	1,130,687	266	590	2.34	0.52
QUAIRADING	111,875	1,583,353	219	424	1.96	0.27
WAGIN	269,217	782,046	324	883	1.20	1.13
WANDERING	25,508	727,335	15	169	0.59	0.23
WEST ARTHUR	60,222	1,528,531	151	822	2.51	0.54
WICKEPIN	62,004	1,054,106	0	2,421	0.00	2.30
WILLIAMS	68,910	995,882	41	457	0.59	0.46
Region	2,213,820	24,132,803	4,827	17,813	2.18	0.74
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Appendix 14 - Wheatbelt South Regional Road Group

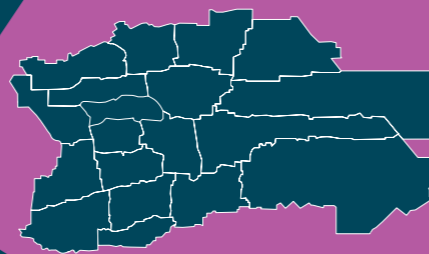
Table 8: Sealed road age 2024-25

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	27	19	19	219	21	15
BROOKTON	10	20	18	12	105	19	17
BRUCE ROCK	14	57	24	10	430	39	25
CORRIGIN	13	60	56	51	317	48	38
CUBALLING	2	27	20	0	165	26	17
DUMBLEYUNG	7	50	31	0	237	31	9
KONDININ	12	48	23	0	181	43	29
KULIN	7	52	36	0	214	39	26
LAKE GRACE	16	50	33	7	207	23	16
NAREMBEEN	9	60	19	8	295	43	22
NARROGIN	51	42	12	12	222	25	13
PINGELLY	16	57	41	0	180	24	19
QUAIRADING	13	52	18	18	262	50	19
WAGIN	28	30	25	28	143	28	15
WANDERING	4	40	10	0	113	32	24
WEST ARTHUR	7	35	8	5	224	44	10
WICKEPIN	9	42	30	0	156	36	22
WILLIAMS	9	38	26	7	144	28	12
Region	241	44	25	16	3,815	33	19

Road Safety Performance Local Government Roads 2020-2024

Wheatbelt South Region

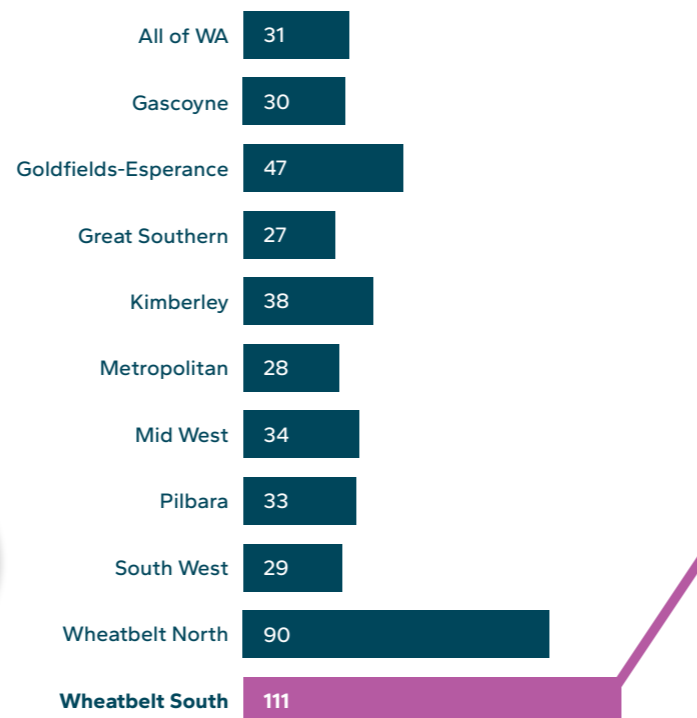
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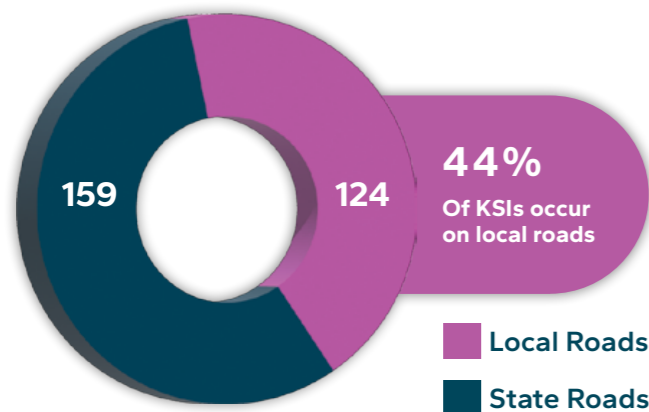
	State Roads	Local Roads
Road length	17%	83%
MVKT*	75%	25%
KSI rate per 100,000	142 ↓	111 ↑

*Million Vehicle Kilometres Travelled (MVKT) is for the Main Roads WA Region, Wheatbelt, not for the Wheatbelt South Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

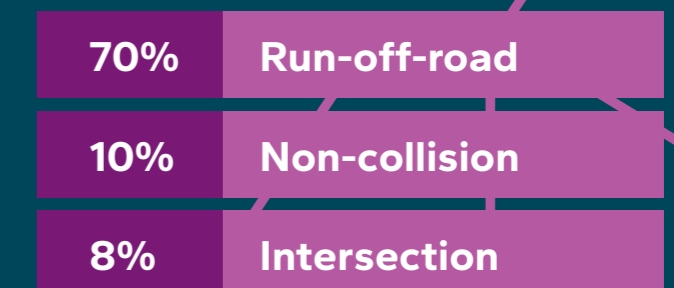
Local Government	Killed	Seriously Injured	Total KSI
Beverley	1	14	15
Brookton	1	4	5
Bruce Rock	1	3	4
Corrigin	1	9	10
Cuballing	1	5	6
Dumbleyung	0	1	1
Kondinin	3	6	9
Kulin	3	6	9
Lake Grace	2	4	6
Narembeen	0	1	1
Narrogin	0	18	18
Pingelly	3	4	7
Quairading	1	2	3
Wagin	1	2	3
Wandering	2	9	11
West Arthur	1	3	4
Wickepin	1	3	4
Williams	1	7	8
Total	23	101	124



Crash Type

Crash Type	KSI	% KSI 2020-2024	Change (%) from 2019-2023
Off Carriageway Hit Object	69	56%	↓
Off Carriageway Non-collision	18	15%	↓
Non-collision	12	10%	↑
Right Angle	10	8%	↑
Hit Object	6	5%	→
Head On	3	2%	→
Hit Animal	2	2%	↑
Sideswipe	2	2%	↑
Hit Pedestrian	1	1%	↑
Rear End	1	1%	→
Other	0	0%	→
Right Turn Thru	0	0%	↓
Total	124	100%	

Priority Treatment Areas



Primary source: Government of Western Australia, Road Safety Commission, March 2026
Scan the QR code to access supporting notes.



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Appendix 15 Country Cities (populations over 20,000) 2024-2025

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

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.45	2.5%	80%	1.02
BUNBURY	0.45	1.8%	46%	0.56
BUSSELTON	0.26	1.9%	66%	0.86
GREATER GERALDTON	0.43	2.2%	16%	1.05
HARVEY	0.49	2.2%	60%	0.80
KALGOORLIE-BOULDER	0.21	2.6%	231%	1.48
KARRATHA	0.73	2.4%	57%	0.86
MANDURAH	0.68	1.4%	67%	0.54
MURRAY	0.59	2.2%	61%	0.62
Group Average	0.49	2.0%	76%	0.90
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	22,169	12,802	58%	40%	31%	23%	308
BUNBURY	6,711	4,144	62%	25%	12%	10%	118
BUSSELTON	18,097	8,913	49%	27%	16%	14%	198
GREATER GERALDTON	36,022	23,202	64%	44%	52%	37%	548
HARVEY	9,703	7,222	74%	33%	25%	25%	229
KALGOORLIE-BOULDER	24,342	17,917	74%	39%	50%	50%	578
KARRATHA	11,867	7,305	62%	32%	23%	22%	296
MANDURAH	16,406	10,803	66%	13%	12%	11%	105
MURRAY	6,673	2,293	34%	42%	11%	10%	112
Group	151,990	94,601	64%	29%	26%	22%	261
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2024-25

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
ALBANY	11,620	2,539	4,443	59	18,662	21,345	2,802	6,041	6,140
BUNBURY	5,494	0	0	0	5,494	9,322	0	0	0
BUSSELTON	8,536	5,283	1,896	0	15,715	16,555	5,212	9,146	0
GREATER GERALDTON	14,744	2,457	4,531	155	21,887	22,645	2,329	4,704	802
HARVEY	5,144	2,111	1,109	0	8,364	20,764	2,808	3,959	0
KALGOORLIE-BOULDER	21,698	1,868	645	0	24,211	28,784	4,368	1,229	0
KARRATHA	9,203	0	507	0	9,710	18,132	0	1,719	0
MANDURAH	14,828	0	0	0	14,828	10,091	0	0	0
MURRAY	3,422	2,851	99	0	6,372	14,121	3,897	578	0
Group	94,689	17,109	13,230	215	125,243	17,288	3,211	4,225	596
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2024-25

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	10,112	8,586	527	2,921	22,146	45.7%	38.8%	2.4%	13.2%	18,304	18,698
BUNBURY	3,664	1,830	311	906	6,711	54.6%	27.3%	4.6%	13.5%	9,736	5,494
BUSSELTON	7,723	8,315	1,497	562	18,097	42.7%	45.9%	8.3%	3.1%	18,628	16,038
GREATER GERALDTON	13,223	9,580	9,994	3,206	36,003	36.7%	26.6%	27.8%	8.9%	21,768	22,803
HARVEY	5,857	3,343	104	399	9,703	60.4%	34.5%	1.1%	4.1%	11,451	9,200
KALGOORLIE-BOULDER	3,430	20,781	0	131	24,342	14.1%	85.4%	0.0%	0.5%	16,324	24,211
KARRATHA	3,702	6,011	1,122	1,032	11,867	31.2%	50.7%	9.5%	8.7%	11,276	9,713
MANDURAH	6,479	8,523	872	532	16,406	39.5%	52.0%	5.3%	3.2%	27,719	15,002
MURRAY	2,361	4,092	131	90	6,674	35.4%	61.3%	2.0%	1.3%	10,461	6,453
Group	56,551	71,061	14,558	9,779	151,949	37.2%	46.8%	9.6%	6.4%	145,667	127,612
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	1,905,407	3,171,567	11,620	2,539	6.10	0.80
BUNBURY	2,062,803	362,798	5,494	0	2.66	0.00
BUSSELTON	1,804,646	3,547,786	8,536	5,283	4.73	1.49
GREATER GERALDTON	2,278,822	3,691,775	14,744	2,457	6.47	0.67
HARVEY	867,092	2,631,407	5,144	2,111	5.93	0.80
KALGOORLIE-BOULDER	2,638,363	1,496,897	21,698	1,868	8.22	1.25
KARRATHA	1,776,428	366,529	9,203	0	5.18	0.00
MANDURAH	5,143,179	580,437	14,828	0	2.88	0.00
MURRAY	848,194	2,560,426	3,422	2,851	4.03	1.11
Group	19,324,934	18,409,621	94,689	17,109	4.90	0.93
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 6: Sealed road age 2024-25

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	37	25	27	525	32	22
BUNBURY	267	43	28	27	51	35	30
BUSSELTON	267	65	26	23	581	65	26
GREATER GERALDTON	290	48	26	25	532	35	25
HARVEY	119	33	28	25	421	34	28
KALGOORLIE-BOULDER	232	57	36	37	367	40	28
KARRATHA	222	0	37	10	44	0	40
MANDURAH	680	30	21	20	82	33	22
MURRAY	121	28	18	17	389	27	17
Group		43	27	23		38	26

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Appendix 16 Large Country Towns (populations 10,000 to 20,000) 2024-2025

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

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA MARGARET RIVER	0.42	2.6%	57%	0.66
BROOME	0.54	2.5%	60%	0.90
CAPEL	0.56	2.4%	105%	1.16
DARDANUP	0.56	2.1%	38%	0.57
EAST PILBARA	0.51	4.0%	65%	0.78
ESPERANCE	0.54	3.3%	35%	0.40
NORTHAM	0.29	2.5%	24%	0.29
PORT HEDLAND	0.41	2.4%	52%	0.63
Group Average	0.49	2.7%	53%	0.59
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	7,746	3,187	41%	38%	15%	15%	164
BROOME	7,411	4,773	64%	22%	24%	24%	253
CAPEL	8,149	4,918	60%	33%	28%	28%	250
DARDANUP	4,270	2,495	58%	35%	19%	18%	157
EAST PILBARA	11,503	4,948	43%	84%	20%	18%	476
ESPERANCE	24,208	9,500	39%	107%	35%	30%	653
NORTHAM	5,370	1,832	34%	54%	13%	8%	148
PORT HEDLAND	10,023	4,366	44%	27%	17%	9%	250
Group	78,680	36,019	45%	52%	21%	18%	257
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2024-25

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	2,108	3,326	1,587	44	7,066	9,063	5,089	4,722	1,030
BROOME	4,548	0	0	1,133	5,681	18,065	0	0	17,458
CAPEL	2,750	4,207	1,038	12	8,007	9,511	13,315	6,740	1,766
DARDANUP	1,063	2,177	316	46	3,602	6,123	5,675	3,618	4,238
EAST PILBARA	3,567	3	7,048	8	10,625	28,401	8	4,592	8
ESPERANCE	2,479	3,281	5,423	18	11,202	8,872	1,933	1,843	80
NORTHAM	1,185	484	749	6	2,424	6,549	767	3,104	120
PORT HEDLAND	4,358	0	643	0	5,001	14,937	0	3,128	0
Group	22,058	13,479	16,804	1,268	53,608	12,326	3,255	2,961	996
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2024-25

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	2,534	4,716	208	0	7,458	34.0%	63.2%	2.8%	0.0%	10,992	7,250
BROOME	4,972	709	1,730	0	7,411	67.1%	9.6%	23.3%	0.0%	6,281	5,681
CAPEL	3,942	4,177	0	23	8,142	48.4%	51.3%	0.0%	0.3%	6,976	8,119
DARDANUP	3,611	148	510	0	4,269	84.6%	3.5%	11.9%	0.0%	6,645	3,759
EAST PILBARA	1,900	8,725	681	0	11,307	16.8%	77.2%	6.0%	0.0%	13,618	10,625
ESPERANCE	5,245	5,957	7,153	5,853	24,208	21.7%	24.6%	29.5%	24.2%	28,154	11,202
NORTHAM	2,724	0	1,878	0	4,602	59.2%	0.0%	40.8%	0.0%	9,275	2,724
PORT HEDLAND	1,805	3,196	2,971	2,051	10,023	18.0%	31.9%	29.6%	20.5%	7,952	5,001
Group	26,733	27,628	15,131	7,927	77,420	34.5%	35.7%	19.5%	10.2%	89,893	54,361
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	814,066	2,287,585	2,108	3,326	2.59	1.45
BROOME	881,154	387,117	4,548	0	5.16	0.00
CAPEL	1,011,997	1,105,891	2,750	4,207	2.72	3.80
DARDANUP	607,612	1,342,747	1,063	2,177	1.75	1.62
EAST PILBARA	439,531	1,225,640	3,567	3	8.11	0.00
ESPERANCE	977,949	5,942,397	2,479	3,281	2.53	0.55
NORTHAM	633,342	2,208,760	1,185	484	1.87	0.22
PORT HEDLAND	1,021,177	489,832	4,358	0	4.27	0.00
Group	6,386,827	14,989,968	22,058	13,479	3.45	0.90
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 6: Sealed road age 2024-25

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	122	33	27	25	390	35	27
BROOME	112	31	14	16	56	27	17
CAPEL	153	25	18	19	177	30	20
DARDANUP	86	28	20	20	220	30	22
EAST PILBARA	57	37	25	22	176	23	14
ESPERANCE	121	35	26	26	829	23	17
NORTHAM	81	57	31	22	388	49	27
PORT HEDLAND	135	41	35	24	60	28	26
Group		36	25	22		31	21

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Appendix 17 Country Towns (populations 5,000 to 10,000) 2024-2025

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

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

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.61	3.5%	53%	0.94
BRIDGETOWN-GREENBUSHES	0.37	3.1%	32%	0.44
CARNARVON	0.57	3.4%	12%	0.53
CHITTERING	0.40	3.3%	25%	0.29
COLLIE	0.36	2.7%	48%	0.47
DENMARK	0.47	2.8%	27%	0.66
DERBY-WEST KIMBERLEY	0.41	4.4%	50%	0.98
DONNYBROOK-BALINGUP	0.36	2.7%	67%	0.64
GINGIN	0.30	3.2%	69%	0.75
MANJIMUP	0.32	2.8%	27%	0.44
NARROGIN	0.53	3.4%	55%	0.51
PLANTAGENET	0.36	3.6%	27%	0.39
TOODYAY	0.36	2.8%	83%	0.63
WYNDHAM-EAST KIMBERLEY	0.35	3.2%	15%	0.36
Group Average	0.40	3.2%	37%	0.54
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	7,287	1,387	19%	30%	6%	3%	170
BRIDGETOWN-GREENBUSHES	6,961	874	13%	83%	11%	5%	151
CARNARVON	4,682	207	4%	134%	2%	2%	37
CHITTERING	3,493	1,198	34%	52%	15%	15%	177
COLLIE	3,047	270	9%	40%	3%	3%	29
DENMARK	4,137	1,892	46%	48%	25%	24%	282
DERBY-WEST KIMBERLEY	7,190	421	6%	75%	3%	3%	49
DONNYBROOK-BALINGUP	5,656	1,779	31%	70%	22%	18%	270
GINGIN	6,937	2,268	33%	68%	20%	20%	357
MANJIMUP	9,006	3,174	35%	85%	22%	14%	333
NARROGIN	4,414	1,681	38%	81%	24%	15%	334
PLANTAGENET	4,903	1,277	26%	90%	14%	10%	223
TOODYAY	3,819	249	7%	76%	4%	4%	49
WYNDHAM-EAST KIMBERLEY	7,898	1,558	20%	71%	13%	13%	187
Group	79,430	18,235	23%	68%	12%	10%	186
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

Table 3: Expenditure on road preservation 2024-25

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
ASHBURTON	1,172	460	4,610	49	6,292	8,989	2,041	9,419	175
BRIDGETOWN-GREENBUSHES	558	891	1,085	3	2,538	9,135	2,195	2,760	161
CARNARVON	1,744	56	2,602	26	4,428	15,102	117	9,087	28
CHITTERING	178	1,066	194	4	1,441	37,520	1,782	1,643	167
COLLIE	210	2,544	0	0	2,754	1,216	6,630	0	0
DENMARK	655	565	1,772	45	3,037	6,004	1,965	5,417	816
DERBY-WEST KIMBERLEY	1,778	2	4,220	0	6,000	18,966	17	9,329	0
DONNYBROOK-BALINGUP	436	2,747	679	3	3,865	7,119	5,730	2,124	116
GINGIN	1,038	3,692	1,773	0	6,503	6,294	4,665	5,110	0
MANJIMUP	1,389	1,464	1,851	43	4,747	8,827	2,046	2,664	658
NARROGIN	1,067	1,612	418	37	3,134	7,341	3,642	1,164	237
PLANTAGENET	468	876	1,495	276	3,115	6,111	1,357	2,660	771
TOODYAY	175	2,794	754	0	3,723	5,992	5,196	2,807	0
WYNDHAM-EAST KIMBERLEY	1,838	0	932	138	2,908	12,870	0	5,883	401
Group	12,706	18,769	22,386	624	54,485	8,886	2,624	4,903	216
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2024-25

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	3,329	2,963	0	794	7,086	47.0%	41.8%	0.0%	11.2%	6,713	6,292
BRIDGETOWN-GREENBUSHES	1,690	1,130	4,141	0	6,961	24.3%	16.2%	59.5%	0.0%	6,425	2,820
CARNARVON	1,969	2,459	0	0	4,428	44.5%	55.5%	0.0%	0.0%	8,328	4,428
CHITTERING	1,178	286	1,538	492	3,494	33.7%	8.2%	44.0%	14.1%	5,097	1,464
COLLIE	2,085	669	0	294	3,048	68.4%	21.9%	0.0%	9.6%	5,816	2,754
DENMARK	2,259	990	400	463	4,112	54.9%	24.1%	9.7%	11.3%	4,891	3,249
DERBY-WEST KIMBERLEY	2,840	3,160	0	0	6,000	47.3%	52.7%	0.0%	0.0%	6,132	6,000
DONNYBROOK-BALINGUP	1,877	2,754	941	84	5,656	33.2%	48.7%	16.6%	1.5%	7,181	4,631
GINGIN	2,449	4,134	353	0	6,936	35.3%	59.6%	5.1%	0.0%	8,772	6,583
MANJIMUP	3,767	1,913	3,326	0	9,006	41.8%	21.2%	36.9%	0.0%	13,005	5,680
NARROGIN	1,824	1,328	0	1,262	4,414	41.3%	30.1%	0.0%	28.6%	6,172	3,152
PLANTAGENET	1,825	1,292	1,101	0	4,218	43.3%	30.6%	26.1%	0.0%	8,032	3,117
TOODYAY	1,006	2,814	0	0	3,820	26.3%	73.7%	0.0%	0.0%	6,047	3,820
WYNDHAM-EAST KIMBERLEY	2,726	631	4,541	0	7,898	34.5%	8.0%	57.5%	0.0%	9,316	3,357
Group	30,824	26,523	16,341	3,389	77,077	40.0%	34.4%	21.2%	4.4%	101,927	57,347
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	1,172	460	2.57	0.58
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	558	891	2.61	0.63
CARNARVON	404,189	1,689,354	1,744	56	4.31	0.03
CHITTERING	16,604	2,092,772	178	1,066	10.72	0.51
COLLIE	604,271	1,342,937	210	2,544	0.35	1.89
DENMARK	381,807	1,005,586	655	565	1.72	0.56
DERBY-WEST KIMBERLEY	328,114	407,320	1,778	2	5.42	0.00
DONNYBROOK-BALINGUP	214,344	1,677,694	436	2,747	2.03	1.64
GINGIN	577,227	2,770,240	1,038	3,692	1.80	1.33
MANJIMUP	550,729	2,503,358	1,389	1,464	2.52	0.58
NARROGIN	508,737	1,549,194	1,067	1,612	2.10	1.04
PLANTAGENET	268,060	2,260,886	468	876	1.75	0.39
TOODYAY	102,216	1,882,039	175	2,794	1.71	1.48
WYNDHAM-EAST KIMBERLEY	499,826	1,564,455	1,838	0	3.68	0.00
Group	5,126,257	22,956,694	12,706	18,769	2.48	0.82
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

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Table 6: Sealed road age 2024-25

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	23	11	10	111	18	11
BRIDGETOWN-GREENBUSHES	29	44	29	25	226	36	25
CARNARVON	48	47	10	25	228	27	9
CHITTERING	2	27	19	16	292	29	21
COLLIE	72	45	24	16	188	34	25
DENMARK	59	31	23	19	160	32	22
DERBY-WEST KIMBERLEY	43	41	28	22	58	29	23
DONNYBROOK-BALINGUP	30	35	25	18	276	45	25
GINGIN	83	39	31	21	402	35	26
MANJIMUP	69	42	36	24	457	41	34
NARROGIN	51	42	12	12	222	25	13
PLANTAGENET	34	47	21	23	351	39	23
TOODYAY	13	38	18	13	299	38	26
WYNDHAM-EAST KIMBERLEY	59	50	20	11	185	37	23
Group		39	22	18		33	22



Appendix 18 Country Shires (populations 2,000 to 5,000) 2024-2025

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

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.31	3.0%	20%	0.61
DANDARAGAN	0.42	3.2%	81%	0.53
EXMOUTH	0.41	3.0%	45%	0.55
HALLS CREEK	0.49	4.2%	29%	0.90
IRWIN	0.50	2.7%	41%	0.97
KATANNING	0.31	3.1%	40%	0.42
MERREDIN	0.37	3.3%	32%	0.26
MOORA	0.17	3.2%	157%	1.06
NORTHAMPTON	0.37	3.2%	24%	0.32
RAVENSTHORPE	0.55	3.6%	68%	0.63
WAROONA	0.43	2.8%	89%	0.95
YORK	0.40	2.9%	44%	0.62
Group Average	0.40	3.2%	62%	0.56
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	2,656	1,147	43%	53%	13%	13%	304
DANDARAGAN	6,800	1,600	24%	92%	16%	13%	408
EXMOUTH	3,926	1,275	32%	68%	22%	19%	358
HALLS CREEK	10,928	678	6%	107%	8%	8%	161
IRWIN	3,540	1,787	50%	57%	32%	29%	462
KATANNING	2,181	637	29%	73%	9%	9%	148
MERREDIN	3,821	342	9%	105%	5%	0%	103
MOORA	7,528	1,860	25%	106%	31%	31%	765
NORTHAMPTON	4,373	1,481	34%	86%	18%	18%	438
RAVENSTHORPE	3,881	946	24%	93%	14%	14%	415
WAROONA	4,137	1,453	35%	50%	24%	24%	320
YORK	3,926	1,084	28%	93%	16%	13%	297
Group	57,697	14,290	25%	82%	16%	15%	304
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2024-25

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
COOLGARDIE	954	51	1,652	0	2,657	6,157	487	4,010	0
DANDARAGAN	200	4,313	990	0	5,503	1,984	4,802	1,288	0
EXMOUTH	684	1,612	59	16	2,371	7,638	6,692	3,565	359
HALLS CREEK	274	0	2,920	1,258	4,452	10,168	0	3,261	9,486
IRWIN	862	48	2,432	3	3,345	12,786	210	9,439	210
KATANNING	813	523	688	0	2,024	5,965	2,217	1,562	0
MERREDIN	852	684	306	308	2,150	6,401	1,062	544	1,077
MOORA	1,624	4,342	1,537	0	7,503	27,659	7,952	2,730	0
NORTHAMPTON	169	730	1,197	120	2,216	1,693	1,495	2,506	441
RAVENSTHORPE	493	983	2,405	0	3,881	6,631	4,502	2,584	0
WAROONA	1,811	2,105	118	0	4,034	28,331	5,105	1,563	0
YORK	1,053	799	1,955	1	3,808	12,374	1,710	9,443	5
Group	9,789	16,191	16,259	1,705	43,944	8,717	3,744	2,794	1,212
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2024-25

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	2,170	487	0	0	2,657	81.7%	18.3%	0.0%	0.0%	4,336	2,657
DANDARAGAN	1,160	4,363	0	1,277	6,800	17.1%	64.2%	0.0%	18.8%	10,468	5,523
EXMOUTH	1,206	1,171	1,180	369	3,926	30.7%	29.8%	30.1%	9.4%	4,354	2,377
HALLS CREEK	678	3,774	0	2,414	6,866	9.9%	55.0%	0.0%	35.2%	4,942	4,452
IRWIN	1,554	1,791	196	0	3,541	43.9%	50.6%	5.5%	0.0%	3,439	3,345
KATANNING	1,376	659	147	0	2,182	63.1%	30.2%	6.7%	0.0%	4,833	2,035
MERREDIN	1,086	1,064	1,670	0	3,820	28.4%	27.9%	43.7%	0.0%	8,296	2,150
MOORA	897	6,631	0	0	7,528	11.9%	88.1%	0.0%	0.0%	7,079	7,528
NORTHAMPTON	1,170	1,046	2,007	0	4,223	27.7%	24.8%	47.5%	0.0%	6,876	2,216
RAVENSTHORPE	1,969	1,912	0	0	3,881	50.7%	49.3%	0.0%	0.0%	6,198	3,881
WAROONA	1,688	2,449	0	0	4,137	40.8%	59.2%	0.0%	0.0%	4,339	4,137
YORK	2,352	1,460	55	0	3,867	60.8%	37.8%	1.4%	0.0%	6,185	3,811
Group	17,306	26,807	5,255	4,060	53,428	32.4%	50.2%	9.8%	7.6%	71,344	44,112
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	954	51	1.76	0.14
DANDARAGAN	352,770	3,143,895	200	4,313	0.57	1.37
EXMOUTH	313,445	843,354	684	1,612	2.18	1.91
HALLS CREEK	94,313	145,798	274	0	2.91	0.00
IRWIN	235,965	804,021	862	48	3.65	0.06
KATANNING	477,043	825,594	813	523	1.70	0.63
MERREDIN	465,842	2,254,086	852	684	1.83	0.30
MOORA	205,506	1,911,197	1,624	4,342	7.90	2.27
NORTHAMPTON	349,344	1,708,525	169	730	0.48	0.43
RAVENSTHORPE	260,226	764,256	493	983	1.89	1.29
WAROONA	223,727	1,443,137	1,811	2,105	8.09	1.46
YORK	297,731	1,635,572	1,053	799	3.54	0.49
Group	3,818,191	15,846,024	9,789	16,191	2.56	1.02
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 6: Sealed road age 2024-25

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	49	34	31	58	51	41
DANDARAGAN	44	31	24	19	463	33	22
EXMOUTH	39	37	21	17	116	31	21
HALLS CREEK	12	53	28	0	21	50	15
IRWIN	32	36	23	19	116	25	23
KATANNING	49	45	29	32	139	45	32
MERREDIN	49	33	25	22	370	36	28
MOORA	24	64	34	36	313	65	30
NORTHAMPTON	48	39	32	34	242	38	26
RAVENSTHORPE	36	23	21	15	105	23	21
WAROONA	30	42	23	9	231	30	22
YORK	38	32	21	20	261	33	24
Group		40	26	23		38	25

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Appendix 19 Small Country Shires (populations less than 2,000) 2024-2025

- 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 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.51	2.7%	54%	0.40
BODDINGTON	0.61	3.0%	19%	0.29
BOYUP BROOK	0.37	3.1%	6%	0.34
BROOKTON	0.51	3.1%	25%	0.55
BROOMEHILL-TAMBELLUP	0.43	3.5%	62%	0.39
BRUCE ROCK	0.42	3.0%	24%	0.35
CARNAMAH	0.43	3.5%	13%	0.15
CHAPMAN VALLEY	0.53	3.8%	38%	0.52
COOROW	0.37	3.5%	56%	0.59
CORRIGIN	0.15	3.6%	38%	0.44
CRANBROOK	0.32	3.4%	31%	0.20
CUBALLING	0.47	3.2%	123%	0.73
CUNDERDIN	0.21	3.6%	54%	0.48
DALWALLINU	0.50	3.8%	45%	0.30
DOWERIN	0.39	4.0%	147%	1.11
DUMBLEYUNG	0.53	3.7%	90%	0.53
GNOWANGERUP	0.48	3.8%	30%	0.36
GOOMALLING	0.38	3.5%	73%	0.60
JERRAMUNGUP	0.47	3.7%	27%	0.38
KELLERBERRIN	0.47	3.7%	63%	0.45
KENT	0.47	4.4%	8%	0.48
KOJONUP	0.35	3.5%	24%	0.50
KONDININ	0.37	4.2%	55%	0.49
KOORDA	0.43	4.0%	68%	0.43
KULIN	0.39	4.1%	26%	0.30
LAKE GRACE	0.53	4.3%	26%	0.35
MINGENEW	0.56	2.9%	19%	0.34
MORAWA	0.51	3.9%	22%	0.32
MOUNT MARSHALL	0.56	4.2%	42%	0.31
MUKINBUDIN	0.52	4.0%	124%	0.89
NANNUP	0.32	2.8%	41%	0.47
NAREMBEEN	0.37	4.0%	39%	0.36
NUNGARIN	0.42	3.9%	57%	0.38
PERENJORI	0.50	4.1%	40%	0.40
PINGELLY	0.43	3.2%	40%	0.50
QUAIRADING	0.34	3.4%	19%	0.21
TAMMIN	0.25	3.9%	112%	0.70
THREE SPRINGS	0.54	3.7%	334%	1.91
TRAYNING	0.65	3.9%	51%	0.46
VICTORIA PLAINS	0.25	3.5%	6%	0.15
WAGIN	0.52	3.3%	55%	0.42
WANDERING	0.40	3.0%	14%	0.44
WEST ARTHUR	0.46	3.1%	31%	0.30
WESTONIA	0.60	4.2%	0%	0.31

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

Table 1: Road assets and expenditure indicators 2024-25 (continued)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
WICKEPIN	0.40	3.9%	149%	0.70
WILLIAMS	0.54	3.1%	22%	0.39
WONGAN-BALLIDU	0.33	3.7%	110%	0.78
WOODANILLING	0.35	3.9%	137%	1.02
WYALKATCHEM	0.48	3.9%	80%	0.52
YILGARN	0.54	4.2%	91%	0.48
Group Average	0.44	3.6%	55%	0.44
State Average	0.52	2.4%	65%	0.72

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

Table 2: Expenditure from Local Governments' own resources 2024-25

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	11,615	1,657	14%	106%	40%	35%	923
BODDINGTON	2,778	812	29%	46%	21%	3%	449
BOYUP BROOK	3,352	208	6%	134%	4%	4%	106
BROOKTON	3,868	468	12%	98%	15%	10%	486
BROOMEHILL-TAMBELLUP	2,805	881	31%	140%	21%	21%	800
BRUCE ROCK	3,256	679	21%	168%	15%	13%	637
CARNAMAH	1,455	482	33%	138%	15%	11%	823
CHAPMAN VALLEY	3,718	1,125	30%	127%	33%	18%	663
COOROW	3,628	698	19%	99%	14%	14%	620
CORRIGIN	4,476	1,694	38%	149%	40%	28%	1,630
CRANBROOK	4,620	832	18%	132%	20%	17%	722
CUBALLING	3,551	596	17%	117%	24%	24%	624
CUNDERDIN	2,367	233	10%	125%	6%	6%	177
DALWALLINU	8,963	1,452	16%	175%	23%	13%	990
DOWERIN	4,757	1,311	28%	165%	45%	45%	1,772
DUMBLEYUNG	5,301	553	10%	147%	15%	15%	781
GNOWANGERUP	2,161	304	14%	126%	6%	6%	239
GOOMALLING	3,152	959	30%	109%	33%	31%	967
JERRAMUNGUP	3,495	1,098	31%	113%	21%	9%	902
KELLERBERRIN	4,589	598	13%	131%	15%	5%	516
KENT	5,079	668	13%	160%	15%	15%	1,270
KOJONUP	4,667	1,495	32%	124%	32%	23%	761
KONDININ	6,255	1,577	25%	140%	30%	14%	1,829
KOORDA	2,713	316	12%	180%	10%	9%	847
KULIN	5,272	451	9%	163%	9%	9%	564
LAKE GRACE	6,005	1,951	32%	166%	26%	16%	1,479
MINGENEW	2,018	397	20%	128%	19%	19%	943
MORAWA	2,708	69	3%	139%	2%	2%	101
MOUNT MARSHALL	2,474	88	4%	186%	2%	1%	189
MUKINBUDIN	4,368	612	14%	162%	20%	20%	1,015
NANNUP	2,222	629	28%	127%	18%	18%	376
NAREMBEEN	4,039	197	5%	185%	5%	5%	232
NUNGARIN	2,804	447	16%	136%	22%	17%	1,733
PERENJORI	7,146	0	0%	177%	0%	0%	0
PINGELLY	2,095	1,057	50%	94%	30%	28%	969
QUAIRADING	2,567	139	5%	133%	4%	3%	144
TAMMIN	2,364	612	26%	119%	29%	24%	1,526
THREE SPRINGS	8,392	224	3%	137%	7%	7%	373
TRAYNING	1,977	105	5%	139%	3%	3%	343
VICTORIA PLAINS	4,743	798	17%	151%	21%	19%	957
WAGIN	2,391	414	17%	106%	9%	4%	227

Total Expenditure includes flood damage.

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

Table 2: Expenditure from Local Governments' own resources 2024-25

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	2,826	766	27%	109%	46%	32%	1,400
WEST ARTHUR	2,358	281	12%	148%	8%	8%	356
WESTONIA	2,130	414	19%	180%	15%	15%	1,683
WICKEPIN	3,127	364	12%	149%	11%	11%	513
WILLIAMS	1,763	192	11%	112%	7%	7%	181
WONGAN-BALLIDU	5,729	333	6%	154%	7%	7%	248
WOODANILLING	2,829	1,024	36%	149%	50%	50%	2,090
WYALKATCHEM	2,034	222	11%	122%	7%	7%	451
YILGARN	6,215	781	13%	165%	9%	9%	644
Group	195,216	33,263	17%	140%	17%	13%	686
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2024-25

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	133	1,513	830	53	2,529	3,172	3,693	2,510	409
BODDINGTON	219	172	327	0	718	6,637	845	2,549	47
BOYUP BROOK	124	17	1,706	0	1,847	4,398	52	3,982	0
BROOKTON	368	0	1,064	0	1,432	14,700	0	3,204	0
BROOMEHILL-TAMBELLUP	218	1,493	713	0	2,424	8,441	3,494	1,215	0
BRUCE ROCK	256	687	1,223	0	2,166	5,985	1,013	2,101	0
CARNAMAH	89	289	304	1	682	2,871	718	826	7
CHAPMAN VALLEY	0	818	1,264	17	2,099	0	2,502	3,643	67
COOROW	461	1,226	1,304	1	2,992	9,765	3,222	2,550	21
CORRIGIN	598	829	1,277	11	2,715	15,340	1,753	2,248	76
CRANBROOK	0	1,125	40	0	1,165	0	2,234	66	0
CUBALLING	473	1,735	453	196	2,858	172,736	5,572	1,753	1,679
CUNDERDIN	314	1,154	890	1	2,359	6,207	2,739	2,385	5
DALWALLINU	528	1,986	698	0	3,212	9,814	2,480	594	1
DOWERIN	191	3,139	1,422	5	4,757	9,820	10,201	2,833	24
DUMBLEYUNG	74	2,524	733	8	3,339	3,442	5,086	1,113	95
GNOWANGERUP	453	361	1,155	0	1,969	11,780	957	1,855	0
GOOMALLING	195	1,050	631	79	1,955	9,822	5,387	1,661	988
JERRAMUNGUP	763	0	1,290	0	2,053	25,101	0	2,003	0
KELLERBERRIN	943	879	392	180	2,394	20,571	1,956	900	699
KENT	88	72	2,330	17	2,507	7,334	277	2,964	54
KOJONUP	239	650	1,833	36	2,758	6,928	1,560	2,527	276
KONDININ	361	1,003	1,747	0	3,111	11,727	2,987	1,740	0
KOORDA	258	1,576	360	73	2,267	11,158	3,521	783	225
KULIN	20	565	1,620	0	2,205	1,024	1,374	1,486	0
LAKE GRACE	461	477	2,711	0	3,649	12,717	1,217	1,476	0
MINGENEW	207	133	622	6	968	9,249	577	2,496	118
MORAWA	558	0	925	0	1,483	17,033	0	1,455	0
MOUNT MARSHALL	101	1,164	525	604	2,394	5,000	1,982	659	1,106
MUKINBUDIN	265	2,588	1,509	6	4,368	12,335	6,849	2,787	39
NANNUP	416	776	385	498	2,075	25,844	2,206	1,575	22,308
NAREMBEEN	0	1,102	1,599	0	2,701	0	2,045	1,625	0
NUNGARIN	499	248	332	0	1,079	65,515	1,131	1,022	0
PERENJORI	124	1,162	1,732	1	3,019	10,993	2,133	1,888	5
PINGELLY	266	590	1,089	0	1,945	8,192	1,826	5,943	0
QUAIRADING	219	424	467	12	1,122	6,851	937	1,126	75
TAMMIN	179	1,162	449	0	1,790	12,794	5,774	1,719	0
THREE SPRINGS	119	7,177	1,096	0	8,392	7,415	20,040	2,346	0
TRAYNING	212	744	991	0	1,947	9,097	2,751	1,846	0
VICTORIA PLAINS	104	152	578	7	841	6,382	316	1,339	76
WAGIN	324	883	544	37	1,788	4,212	3,950	1,396	195

Excludes expenditure on bridges and flood damage.

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

Table 3: Expenditure on road preservation 2024-25 (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	15	169	1,147	0	1,331	2,058	813	5,938	0
WEST ARTHUR	151	822	932	31	1,936	8,776	1,881	1,903	261
WESTONIA	0	0	1,362	0	1,362	0	0	2,885	0
WICKEPIN	0	2,421	465	12	2,898	0	8,040	1,192	41
WILLIAMS	41	457	760	14	1,272	2,082	1,607	2,906	363
WONGAN-BALLIDU	165	3,392	1,694	57	5,308	2,785	6,070	3,507	122
WOODANILLING	23	1,371	1,434	1	2,829	6,206	7,929	4,098	12
WYALKATCHEM	135	1,255	644	0	2,034	3,893	4,761	1,349	0
YILGARN	232	3,477	2,506	0	6,215	6,435	5,054	1,185	0
Group	12,182	57,009	52,104	1,965	123,259	8,983	3,029	1,828	254
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

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

Table 4: Expenditure by work categories 2024-25

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	1,411	1,200	1,734	100	4,445	31.7%	27.0%	39.0%	2.2%	6,549	2,611
BODDINGTON	531	231	1,431	584	2,777	19.1%	8.3%	51.5%	21.0%	2,669	762
BOYUP BROOK	1,086	1,011	1,255	0	3,352	32.4%	30.2%	37.4%	0.0%	6,136	2,097
BROOKTON	1,767	446	1,608	0	3,821	46.2%	11.7%	42.1%	0.0%	4,015	2,213
BROOMEHILL-TAMBELLUP	916	1,508	381	0	2,805	32.7%	53.8%	13.6%	0.0%	6,189	2,424
BRUCE ROCK	1,479	1,151	626	0	3,256	45.4%	35.4%	19.2%	0.0%	7,459	2,630
CARNAMAH	403	294	758	0	1,455	27.7%	20.2%	52.1%	0.0%	4,517	697
CHAPMAN VALLEY	1,386	713	531	1,087	3,717	37.3%	19.2%	14.3%	29.2%	4,045	2,099
COOROW	1,466	1,533	629	0	3,628	40.4%	42.3%	17.3%	0.0%	5,050	2,999
CORRIGIN	1,895	822	1,654	0	4,371	43.4%	18.8%	37.8%	0.0%	6,193	2,717
CRANBROOK	977	355	3,288	0	4,620	21.1%	7.7%	71.2%	0.0%	6,799	1,332
CUBALLING	880	2,006	665	0	3,551	24.8%	56.5%	18.7%	0.0%	3,961	2,886
CUNDERDIN	917	1,450	0	0	2,367	38.7%	61.3%	0.0%	0.0%	4,964	2,367
DALWALLINU	1,962	1,250	5,688	63	8,963	21.9%	13.9%	63.5%	0.7%	10,683	3,212
DOWERIN	1,207	3,550	0	0	4,757	25.4%	74.6%	0.0%	0.0%	4,295	4,757
DUMBLEYUNG	630	2,722	1,948	0	5,300	11.9%	51.4%	36.8%	0.0%	6,365	3,352
GNOWANGERUP	1,135	884	129	0	2,148	52.8%	41.2%	6.0%	0.0%	5,675	2,019
GOOMALLING	959	1,071	1,122	0	3,152	30.4%	34.0%	35.6%	0.0%	3,366	2,030
JERRAMUNGUP	1,014	1,039	1,405	37	3,495	29.0%	29.7%	40.2%	1.1%	5,419	2,053
KELLERBERRIN	742	1,669	2,178	0	4,589	16.2%	36.4%	47.5%	0.0%	5,406	2,411
KENT	1,236	1,271	2,572	0	5,079	24.3%	25.0%	50.6%	0.0%	5,234	2,507
KOJONUP	2,132	1,101	1,434	0	4,667	45.7%	23.6%	30.7%	0.0%	6,516	3,233
KONDININ	1,369	1,742	2,832	312	6,255	21.9%	27.8%	45.3%	5.0%	6,387	3,111
KOORDA	583	1,684	349	97	2,713	21.5%	62.1%	12.9%	3.6%	5,314	2,267
KULIN	1,068	1,137	3,009	58	5,272	20.3%	21.6%	57.1%	1.1%	7,354	2,205
LAKE GRACE	1,986	1,663	2,356	0	6,005	33.1%	27.7%	39.2%	0.0%	10,334	3,649
MINGENEW	642	332	889	155	2,018	31.8%	16.5%	44.1%	7.7%	2,894	974
MORAWA	1,016	467	1,225	0	2,708	37.5%	17.2%	45.2%	0.0%	4,632	1,483
MOUNT MARSHALL	750	1,644	80	0	2,474	30.3%	66.5%	3.2%	0.0%	7,628	2,394
MUKINBUDIN	741	3,627	0	0	4,368	17.0%	83.0%	0.0%	0.0%	4,910	4,368
NANNUP	1,074	1,148	0	0	2,222	48.3%	51.7%	0.0%	0.0%	4,759	2,222
NAREMBEEN	1,330	1,371	1,338	0	4,039	32.9%	33.9%	33.1%	0.0%	7,565	2,701
NUNGARIN	468	611	1,725	0	2,804	16.7%	21.8%	61.5%	0.0%	2,830	1,079
PERENJORI	1,304	1,715	4,127	0	7,146	18.2%	24.0%	57.8%	0.0%	7,580	3,019
PINGELLY	1,168	840	87	0	2,095	55.8%	40.1%	4.2%	0.0%	4,031	2,008
QUAIRADING	892	283	1,392	0	2,567	34.7%	11.0%	54.2%	0.0%	5,630	1,175
TAMMIN	411	1,379	574	0	2,364	17.4%	58.3%	24.3%	0.0%	2,557	1,790
THREE SPRINGS	846	7,546	0	0	8,392	10.1%	89.9%	0.0%	0.0%	4,396	8,392
TRAYNING	336	1,611	29	0	1,976	17.0%	81.5%	1.5%	0.0%	4,267	1,947
VICTORIA PLAINS	771	84	2,625	1,262	4,742	16.3%	1.8%	55.4%	26.6%	5,701	855
WAGIN	731	1,068	508	83	2,390	30.6%	44.7%	21.3%	3.5%	4,258	1,799

Excludes expenditure on flood damage

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

Table 4: Expenditure by work categories 2024-25 (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	1,180	169	1,477	0	2,826	41.8%	6.0%	52.3%	0.0%	3,053	1,349
WEST ARTHUR	981	990	387	0	2,358	41.6%	42.0%	16.4%	0.0%	6,476	1,971
WESTONIA	850	512	768	0	2,130	39.9%	24.0%	36.1%	0.0%	4,422	1,362
WICKEPIN	518	2,409	200	0	3,127	16.6%	77.0%	6.4%	0.0%	4,154	2,927
WILLIAMS	792	549	423	0	1,764	44.9%	31.1%	24.0%	0.0%	3,428	1,341
WONGAN-BALLIDU	1,070	4,238	421	0	5,729	18.7%	74.0%	7.3%	0.0%	6,779	5,308
WOODANILLING	1,023	1,806	0	0	2,829	36.2%	63.8%	0.0%	0.0%	2,769	2,829
WYALKATCHEM	628	1,406	0	0	2,034	30.9%	69.1%	0.0%	0.0%	3,943	2,034
YILGARN	1,676	4,539	0	0	6,215	27.0%	73.0%	0.0%	0.0%	12,837	6,215
Group	52,335	73,847	57,857	3,838	187,877	27.9%	39.3%	30.8%	2.0%	272,391	126,182
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	133	1,513	0.91	1.06
BODDINGTON	115,490	710,379	219	172	1.90	0.24
BOYUP BROOK	98,685	1,141,989	124	17	1.26	0.01
BROOKTON	87,619	618,013	368	0	4.20	0.00
BROOMEHILL-TAMBELLUP	90,393	1,495,364	218	1,493	2.41	1.00
BRUCE ROCK	149,701	2,374,132	256	687	1.71	0.29
CARNAMAH	107,960	1,409,337	89	289	0.82	0.21
CHAPMAN VALLEY	46,930	1,144,034	0	818	0.00	0.71
COOROW	165,237	1,331,674	461	1,226	2.79	0.92
CORRIGIN	136,438	1,655,246	598	829	4.38	0.50
CRANBROOK	67,261	1,762,752	0	1,125	0.00	0.64
CUBALLING	9,584	1,090,111	473	1,735	49.35	1.59
CUNDERDIN	177,057	1,474,755	314	1,154	1.77	0.78
DALWALLINU	188,305	2,802,032	528	1,986	2.80	0.71
DOWERIN	68,073	1,077,083	191	3,139	2.81	2.91
DUMBLEYUNG	75,252	1,737,207	74	2,524	0.98	1.45
GNOWANGERUP	134,595	1,320,510	453	361	3.37	0.27
GOOMALLING	69,486	682,190	195	1,050	2.81	1.54
JERRAMUNGUP	106,390	1,216,329	763	0	7.17	0.00
KELLERBERRIN	160,441	1,572,364	943	879	5.88	0.56
KENT	41,998	910,587	88	72	2.10	0.08
KOJONUP	120,737	1,457,433	239	650	1.98	0.45
KONDININ	107,743	1,175,294	361	1,003	3.35	0.85
KOORDA	80,925	1,566,840	258	1,576	3.19	1.01
KULIN	68,357	1,438,973	20	565	0.29	0.39
LAKE GRACE	126,878	1,372,194	461	477	3.63	0.35
MINGENEW	78,334	807,215	207	133	2.64	0.16
MORAWA	114,663	873,161	558	0	4.87	0.00
MOUNT MARSHALL	70,693	2,055,166	101	1,164	1.43	0.57
MUKINBUDIN	75,192	1,322,768	265	2,588	3.52	1.96
NANNUP	56,339	1,230,523	416	776	7.38	0.63
NAREMBEEN	85,384	1,886,482	0	1,102	0.00	0.58
NUNGARIN	26,658	767,149	499	248	18.72	0.32
PERENJORI	39,480	1,905,795	124	1,162	3.14	0.61
PINGELLY	113,641	1,130,687	266	590	2.34	0.52
QUAIRADING	111,875	1,583,353	219	424	1.96	0.27
TAMMIN	48,967	704,350	179	1,162	3.66	1.65
THREE SPRINGS	56,170	1,253,493	119	7,177	2.12	5.73
TRAYNING	81,561	946,512	212	744	2.60	0.79
VICTORIA PLAINS	57,039	1,678,288	104	152	1.82	0.09
WAGIN	269,217	782,046	324	883	1.20	1.13

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

Table 5: Sealed road area statistics and expenditure 2024-25 (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	25,508	727,335	15	169	0.59	0.23
WEST ARTHUR	60,222	1,528,531	151	822	2.51	0.54
WESTONIA	28,458	1,215,474	0	0	0.00	0.00
WICKEPIN	62,004	1,054,106	0	2,421	0.00	2.30
WILLIAMS	68,910	995,882	41	457	0.59	0.46
WONGAN-BALLIDU	207,348	1,956,067	165	3,392	0.80	1.73
WOODANILLING	12,971	605,191	23	1,371	1.77	2.27
WYALKATCHEM	121,366	922,681	135	1,255	1.11	1.36
YILGARN	126,190	2,407,715	232	3,477	1.84	1.44
Group	4,746,474	66,310,811	12,182	57,009	2.57	0.86
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

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


Table 6: Sealed road age 2024-25

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	27	19	19	219	21	15
BODDINGTON	15	15	9	12	108	17	11
BOYUP BROOK	10	42	33	0	207	41	30
BROOKTON	10	20	18	12	105	19	17
BROOMEHILL-TAMBELLUP	12	40	32	0	228	36	18
BRUCE ROCK	14	57	24	10	430	39	25
CARNAMAH	14	34	16	16	197	37	19
CHAPMAN VALLEY	7	17	17	0	180	25	16
COOROW	23	46	26	20	196	34	27
CORRIGIN	13	60	56	51	317	48	38
CRANBROOK	8	43	27	38	292	41	27
CUBALLING	2	27	20	0	165	26	17
CUNDERDIN	19	46	20	12	230	53	30
DALWALLINU	23	42	22	20	472	32	14
DOWERIN	7	39	23	27	165	41	22
DUMBLEYUNG	7	50	31	0	237	31	9
GNOWANGERUP	17	40	15	0	205	37	13
GOOMALLING	7	49	28	0	111	41	24
JERRAMUNGUP	14	35	31	20	203	31	19
KELLERBERRIN	16	36	19	8	224	31	17
KENT	6	38	31	0	143	30	22
KOJONUP	15	40	24	62	235	48	24
KONDININ	12	48	23	0	181	43	29
KOORDA	7	30	22	0	241	44	14
KULIN	7	52	36	0	214	39	26
LAKE GRACE	16	50	33	7	207	23	16
MINGENEW	10	40	22	23	136	28	17
MORAWA	14	47	16	11	140	32	13
MOUNT MARSHALL	8	27	13	0	305	27	10
MUKINBUDIN	9	32	17	0	191	31	12
NANNUP	7	51	35	0	200	40	32
NAREMBEEN	9	60	19	8	295	43	22
NUNGARIN	3	41	16	10	128	44	15
PERENJORI	5	32	19	0	259	29	16
PINGELLY	16	57	41	0	180	24	19
QUAIRADING	13	52	18	18	262	50	19
TAMMIN	6	41	34	26	126	44	32
THREE SPRINGS	7	29	19	17	173	28	13
TRAYNING	9	19	9	9	141	16	7
VICTORIA PLAINS	7	59	32	0	250	50	25
WAGIN	28	30	25	28	143	28	15

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

Table 6: Sealed road age 2024-25 (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	4	40	10	0	113	32	24
WEST ARTHUR	7	35	8	5	224	44	10
WESTONIA	4	28	13	0	171	14	13
WICKEPIN	9	42	30	0	156	36	22
WILLIAMS	9	38	26	7	144	28	12
WONGAN-BALLIDU	22	36	30	33	331	37	29
WOODANILLING	2	30	27	0	87	42	28
WYALKATCHEM	11	32	23	3	144	32	16
YILGARN	14	42	17	0	357	25	13
Group		39	23	19		34	19



Appendix 20 Pastoral Shires (populations less than 2,000) 2024-2025

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

Table 1: Road assets and expenditure indicators 2024-25

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CUE	0.52	4.3%	105%	0.86
DUNDAS	0.49	3.9%	35%	0.70
LAVERTON	0.46	4.8%	223%	1.52
LEONORA	0.53	4.8%	0%	0.52
MEEKATHARRA	0.55	4.6%	264%	1.30
MENZIES	0.53	5.1%	39%	0.41
MOUNT MAGNET	0.55	4.7%	172%	0.77
MURCHISON	0.52	4.7%	9%	1.03
NGAANYATJARRAKU	0.50	5.2%	0%	2.18
SANDSTONE	0.56	4.7%	5%	0.99
SHARK BAY	0.53	3.8%	41%	0.63
UPPER GASCOYNE	0.64	4.0%	49%	0.80
WILUNA	0.52	5.2%	12%	0.59
YALGOO	0.50	4.7%	16%	0.39
Group Average	0.54	4.6%	85%	0.54
State Average	0.52	2.4%	65%	0.72

Table 2: Expenditure from Local Governments' own resources 2024-25

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	3,728	819	22%	108%	19%	14%	3,576
DUNDAS	2,312	71	3%	71%	1%	1%	98
LAVERTON	8,637	2,250	26%	116%	26%	26%	1,558
LEONORA	1,908	122	6%	73%	1%	1%	70
MEEKATHARRA	13,831	10,897	79%	149%	111%	111%	8,474
MENZIES	3,491	90	3%	110%	1%	1%	156
MOUNT MAGNET	1,897	385	20%	113%	10%	10%	553
MURCHISON	9,946	-455	-5%	162%	-9%	-12%	-4,333
NGAANYATJARRAKU	8,260	1,731	21%	135%	32%	32%	1,168
SANDSTONE	2,431	1,247	51%	142%	37%	37%	10,841
SHARK BAY	2,936	0	0%	128%	0%	0%	0
UPPER GASCOYNE	11,459	766	7%	238%	13%	9%	3,811
WILUNA	16,660	403	2%	118%	5%	5%	716
YALGOO	6,702	5,663	84%	144%	134%	130%	16,042
Group	94,198	23,989	25%	127%	29%	28%	2,247
State	1,188,788	594,557	50%	32%	19%	15%	201

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2024-25

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
CUE	721	1,996	433	0	3,150	57,888	9,001	1,271	0
DUNDAS	339	0	1,311	5	1,655	6,950	6	4,459	25
LAVERTON	203	2,105	3,852	754	6,914	9,742	17,065	5,863	1,456
LEONORA	0	0	1,755	0	1,755	0	0	4,483	0
MEEKATHARRA	15	5,531	7,585	0	13,131	335	20,003	4,460	0
MENZIES	94	232	476	1,067	1,869	20,642	2,013	693	1,761
MOUNT MAGNET	1,043	0	715	0	1,758	34,078	0	2,132	0
MURCHISON	0	192	5,747	40	5,980	0	612	11,539	43
NGAANYATJARRAKU	0	0	8,095	165	8,260	0	0	16,343	222
SANDSTONE	10	0	1,819	295	2,124	1,037	0	5,946	759
SHARK BAY	200	464	115	1,081	1,860	7,307	5,849	318	6,563
UPPER GASCOYNE	143	858	4,629	51	5,680	26,522	3,043	4,852	70
WILUNA	51	0	2,186	4	2,241	4,766	7	3,270	7
YALGOO	0	307	87	1,094	1,488	0	1,214	562	1,485
Group	2,819	11,686	38,804	4,556	57,865	10,799	6,605	4,893	558
State	487,312	166,719	160,487	10,527	825,045	13,145	3,575	2,971	603

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2024-25

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	1,464	1,686	504	34	3,688	39.7%	45.7%	13.7%	0.9%	3,668	3,150
DUNDAS	303	1,352	657	0	2,312	13.1%	58.5%	28.4%	0.0%	2,350	1,655
LAVERTON	2,853	4,061	0	0	6,914	41.3%	58.7%	0.0%	0.0%	4,545	6,914
LEONORA	1,270	485	153	0	1,908	66.6%	25.4%	8.0%	0.0%	3,365	1,755
MEEKATHARRA	7,600	5,531	0	0	13,131	57.9%	42.1%	0.0%	0.0%	10,098	13,131
MENZIES	1,637	232	0	318	2,187	74.9%	10.6%	0.0%	14.5%	4,571	1,869
MOUNT MAGNET	345	1,413	0	138	1,896	18.2%	74.5%	0.0%	7.3%	2,294	1,758
MURCHISON	2,388	3,614	1,911	0	7,913	30.2%	45.7%	24.2%	0.0%	5,849	6,002
NGAANYATJARRAKU	4,835	3,425	0	0	8,260	58.5%	41.5%	0.0%	0.0%	3,782	8,260
SANDSTONE	843	1,280	109	0	2,232	37.8%	57.3%	4.9%	0.0%	2,145	2,124
SHARK BAY	1,860	0	1,076	0	2,936	63.4%	0.0%	36.6%	0.0%	2,955	1,860
UPPER GASCOYNE	1,907	3,777	5,140	416	11,240	17.0%	33.6%	45.7%	3.7%	7,133	5,684
WILUNA	1,227	1,014	0	30	2,271	54.0%	44.6%	0.0%	1.3%	3,789	2,241
YALGOO	1,488	0	0	364	1,852	80.3%	0.0%	0.0%	19.7%	3,832	1,488
Group	30,020	27,870	9,550	1,300	68,740	43.7%	40.5%	13.9%	1.9%	60,374	57,891
State	434,027	402,119	219,815	92,103	1,148,064	37.8%	35.0%	19.1%	8.0%	1,161,664	836,146

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2024-25

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	721	1,996	16.54	2.57
DUNDAS	170,726	153,757	339	0	1.99	0.00
LAVERTON	72,932	431,754	203	2,105	2.78	4.88
LEONORA	77,147	239,775	0	0	0.00	0.00
MEEKATHARRA	156,707	967,772	15	5,531	0.10	5.72
MENZIES	15,938	403,415	94	232	5.90	0.58
MOUNT MAGNET	107,120	104,966	1,043	0	9.74	0.00
MURCHISON	240	1,101,130	0	192	0.00	0.17
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
SANDSTONE	33,847	85,391	10	0	0.30	0.00
SHARK BAY	95,799	277,670	200	464	2.09	1.67
UPPER GASCOYNE	18,871	986,404	143	858	7.58	0.87
WILUNA	37,450	72,468	51	0	1.36	0.00
YALGOO	26,698	885,385	0	307	0.00	0.35
Group	913,688	6,749,974	2,819	11,686	3.09	1.73
State	129,751,306	161,581,745	487,312	166,719	3.76	1.03

Table 6: Sealed road age 2024-25

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	30	17	0	100	19	18
DUNDAS	22	41	26	26	21	27	19
LAVERTON	8	43	31	29	62	33	22
LEONORA	9	36	15	12	31	25	11
MEEKATHARRA	13	54	20	24	129	19	10
MENZIES	2	32	13	0	66	21	15
MOUNT MAGNET	15	33	11	0	13	24	8
MURCHISON	0	13	13	0	170	18	18
NGAANYATJARRAKU	10	27	20	0	39	27	20
SANDSTONE	4	19	17	16	12	15	13
SHARK BAY	12	37	20	10	40	20	15
UPPER GASCOYNE	2	22	7	0	141	11	6
WILUNA	5	27	27	0	11	32	30
YALGOO	2	30	15	0	187	21	18
Group		32	18	20		22	16

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Appendix 21
Sources of
Road Funds
2014-15 to 2024-25

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gascoyne Region									
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
2023-24	7,928	25.8%	20,678	67.2%	0	0.0%	2,174	7.1%	30,780
2024-25	7,762	33.7%	12,650	55.0%	343	1.5%	2,248	9.8%	23,003
Carnarvon									
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
2023-24	4,160	37.8%	6,496	59.0%	0	0.0%	351	3.2%	11,007
2024-25	2,579	55.1%	1,896	40.5%	0	0.0%	207	4.4%	4,682
Exmouth									
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
2023-24	781	35.6%	929	42.3%	0	0.0%	486	22.1%	2,196
2024-25	1,008	25.7%	1,643	41.8%	0	0.0%	1,275	32.5%	3,926
Shark Bay									
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
2023-24	784	43.6%	1,014	56.4%	0	0.0%	0	0.0%	1,798
2024-25	912	31.1%	2,024	68.9%	0	0.0%	0	0.0%	2,936

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Upper Gascoyne									
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
2023-24	2,203	14.0%	12,239	77.6%	0	0.0%	1,337	8.5%	15,779
2024-25	3,263	28.5%	7,087	61.8%	343	3.0%	766	6.7%	11,459

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Goldfields - Esperance Region									
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
2023-24	26,060	28.3%	19,386	21.0%	7,075	7.7%	39,725	43.1%	92,246
2024-25	26,357	28.5%	29,655	32.1%	3,231	3.5%	33,231	35.9%	92,474
Coolgardie									
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
2023-24	864	44.8%	158	8.2%	0	0.0%	907	47.0%	1,929
2024-25	1,173	44.2%	193	7.3%	143	5.4%	1,147	43.2%	2,656
Dundas									
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
2023-24	646	44.2%	189	12.9%	0	0.0%	628	42.9%	1,463
2024-25	1,713	74.1%	528	22.8%	0	0.0%	71	3.1%	2,312
Esperance									
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
2023-24	7,418	29.0%	8,230	32.2%	0	0.0%	9,935	38.8%	25,583
2024-25	9,866	40.8%	4,842	20.0%	0	0.0%	9,500	39.2%	24,208

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kalgoorlie-Boulder									
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
2023-24	5,205	18.2%	4,721	16.5%	0	0.0%	18,644	65.3%	28,570
2024-25	4,145	17.0%	2,280	9.4%	0	0.0%	17,917	73.6%	24,342
Laverton									
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
2023-24	3,146	24.7%	1,765	13.9%	6,565	51.6%	1,259	9.9%	12,735
2024-25	2,254	26.1%	2,248	26.0%	1,885	21.8%	2,250	26.1%	8,637
Leonora									
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
2023-24	904	76.3%	269	22.7%	0	0.0%	12	1.0%	1,185
2024-25	1,415	74.2%	371	19.4%	0	0.0%	122	6.4%	1,908
Menzies									
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
2023-24	1,608	65.4%	850	34.6%	0	0.0%	0	0.0%	2,458
2024-25	1,719	49.2%	1,682	48.2%	0	0.0%	90	2.6%	3,491

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Ngaanyatjarraku									
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
2023-24	3,275	26.3%	2,542	20.5%	510	4.1%	6,103	49.1%	12,430
2024-25	1,861	22.5%	3,465	41.9%	1,203	14.6%	1,731	21.0%	8,260
Wiluna									
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
2023-24	2,994	50.8%	662	11.2%	0	0.0%	2,237	38.0%	5,893
2024-25	2,211	13.3%	14,046	84.3%	0	0.0%	403	2.4%	16,660

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Great Southern Region									
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
2023-24	22,215	35.5%	11,581	18.5%	0	0.0%	28,713	45.9%	62,509
2024-25	23,251	36.9%	15,682	24.9%	138	0.2%	23,856	37.9%	62,927
Albany									
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
2023-24	5,624	23.0%	2,402	9.8%	0	0.0%	16,468	67.2%	24,494
2024-25	5,898	26.6%	3,469	15.6%	0	0.0%	12,802	57.7%	22,169
Broomehill - Tambellup									
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
2023-24	1,386	51.8%	988	36.9%	0	0.0%	300	11.2%	2,674
2024-25	1,565	55.8%	359	12.8%	0	0.0%	881	31.4%	2,805
Cranbrook									
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
2015-16	2,113	43.1%	1,213	24.8%	0	0.0%	1,575	32.1%	4,901
2016-17	941	35.5%	669	25.3%	0	0.0%	1,038	39.2%	2,648
2017-18	1,215	33.8%	1,237	34.5%	0	0.0%	1,138	31.7%	3,590
2018-19	1,484	42.1%	816	23.2%	0	0.0%	1,224	34.7%	3,524
2019-20	1,069	34.8%	727	23.7%	0	0.0%	1,274	41.5%	3,070
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
2023-24	1,473	55.0%	1,002	37.4%	0	0.0%	205	7.6%	2,680
2024-25	1,482	32.1%	2,306	49.9%	0	0.0%	832	18.0%	4,620

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Denmark									
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
2023-24	765	15.7%	360	7.4%	0	0.0%	3,750	76.9%	4,875
2024-25	1,190	28.8%	1,055	25.5%	0	0.0%	1,892	45.7%	4,137
Gnowangerup									
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
2023-24	1,237	70.2%	452	25.6%	0	0.0%	74	4.2%	1,763
2024-25	1,613	74.6%	244	11.3%	0	0.0%	304	14.1%	2,161
Jerramungup									
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
2023-24	1,506	64.8%	272	11.7%	0	0.0%	546	23.5%	2,324
2024-25	1,335	38.2%	1,062	30.4%	0	0.0%	1,098	31.4%	3,495
Katanning									
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
2023-24	815	43.6%	250	13.4%	0	0.0%	805	43.0%	1,870
2024-25	1,134	52.0%	410	18.8%	0	0.0%	637	29.2%	2,181

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kent									
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
2023-24	1,678	54.6%	498	16.2%	0	0.0%	898	29.2%	3,074
2024-25	2,523	49.7%	1,888	37.2%	0	0.0%	668	13.2%	5,079
Kojonup									
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
2023-24	1,439	21.2%	3,555	52.5%	0	0.0%	1,778	26.3%	6,772
2024-25	1,197	25.6%	1,975	42.3%	0	0.0%	1,495	32.0%	4,667
Plantagenet									
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
2023-24	2,375	43.0%	1,099	19.9%	0	0.0%	2,050	37.1%	5,524
2024-25	1,886	38.5%	1,602	32.7%	138	2.8%	1,277	26.0%	4,903
Ravensthorpe									
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
2023-24	3,362	67.4%	607	12.2%	0	0.0%	1,019	20.4%	4,988
2024-25	2,369	61.0%	566	14.6%	0	0.0%	946	24.4%	3,881

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Woodanilling									
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
2023-24	555	37.7%	96	6.5%	0	0.0%	820	55.7%	1,471
2024-25	1,059	37.4%	746	26.4%	0	0.0%	1,024	36.2%	2,829

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kimberley Region									
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
2023-24	8,652	28.5%	14,854	49.0%	0	0.0%	6,819	22.5%	30,325
2024-25	10,068	30.1%	15,929	47.7%	0	0.0%	7,430	22.2%	33,427
Broome									
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
2023-24	1,509	20.2%	2,281	30.6%	0	0.0%	3,662	49.1%	7,452
2024-25	1,519	20.5%	1,119	15.1%	0	0.0%	4,773	64.4%	7,411
Derby-West Kimberley									
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
2023-24	3,372	30.4%	5,659	50.9%	0	0.0%	2,076	18.7%	11,107
2024-25	2,387	33.2%	4,382	60.9%	0	0.0%	421	5.9%	7,190
Halls Creek									
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
2023-24	1,929	37.5%	2,485	48.3%	0	0.0%	733	14.2%	5,147
2024-25	2,946	27.0%	7,304	66.8%	0	0.0%	678	6.2%	10,928

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wyndham-East Kimberley									
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
2023-24	1,842	27.8%	4,429	66.9%	0	0.0%	348	5.3%	6,619
2024-25	3,216	40.7%	3,124	39.6%	0	0.0%	1,558	19.7%	7,898

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Metropolitan Region									
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
2023-24	74,651	17.5%	56,371	13.2%	3,574	0.8%	291,262	68.4%	425,858
2024-25	74,748	14.1%	81,061	15.2%	1,608	0.3%	374,160	70.4%	531,577
Armadale									
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
2023-24	3,760	29.4%	1,226	9.6%	0	0.0%	7,793	61.0%	12,779
2024-25	3,704	62.3%	909	15.3%	0	0.0%	1,332	22.4%	5,945
Bassendean									
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
2023-24	628	16.1%	733	18.8%	0	0.0%	2,529	65.0%	3,890
2024-25	568	10.5%	1,196	22.2%	6	0.1%	3,629	67.2%	5,399
Bayswater									
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
2023-24	2,310	18.6%	629	5.1%	320	2.6%	9,167	73.8%	12,426
2024-25	1,531	9.3%	3,750	22.8%	0	0.0%	11,174	67.9%	16,455

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Belmont									
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
2023-24	1,383	15.2%	1,305	14.4%	0	0.0%	6,393	70.4%	9,081
2024-25	926	7.0%	1,393	10.5%	0	0.0%	10,973	82.6%	13,292
Cambridge									
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
2023-24	1,203	23.2%	1,030	19.8%	0	0.0%	2,958	57.0%	5,191
2024-25	749	19.9%	628	16.7%	0	0.0%	2,392	63.5%	3,769
Canning									
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
2023-24	3,255	16.3%	2,726	13.7%	0	0.0%	13,980	70.0%	19,961
2024-25	3,313	15.3%	4,305	19.9%	0	0.0%	14,014	64.8%	21,632
Claremont									
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
2023-24	131	4.3%	228	7.4%	0	0.0%	2,721	88.3%	3,080
2024-25	88	3.6%	38	1.6%	0	0.0%	2,288	94.8%	2,414

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cockburn									
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
2023-24	3,612	18.8%	1,093	5.7%	506	2.6%	14,040	72.9%	19,251
2024-25	4,476	19.3%	2,025	8.7%	503	2.2%	16,245	69.9%	23,249
Cottesloe									
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
2023-24	169	19.7%	289	33.8%	0	0.0%	398	46.5%	856
2024-25	307	31.7%	87	9.0%	0	0.0%	573	59.3%	967
East Fremantle									
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
2023-24	690	62.6%	23	2.1%	0	0.0%	389	35.3%	1,102
2024-25	854	52.2%	344	21.0%	0	0.0%	437	26.7%	1,635
Fremantle									
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
2023-24	740	11.4%	119	1.8%	0	0.0%	5,608	86.7%	6,467
2024-25	897	8.4%	1,330	12.4%	0	0.0%	8,490	79.2%	10,717

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gosnells									
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
2023-24	3,695	15.1%	4,544	18.6%	315	1.3%	15,888	65.0%	24,442
2024-25	3,087	13.6%	3,786	16.6%	112	0.5%	15,795	69.3%	22,780
Joondalup									
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
2023-24	4,618	18.6%	2,285	9.2%	101	0.4%	17,820	71.8%	24,824
2024-25	5,051	15.6%	4,311	13.4%	103	0.3%	22,822	70.7%	32,287
Kalamunda									
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
2023-24	2,359	20.1%	1,081	9.2%	0	0.0%	8,278	70.6%	11,718
2024-25	3,133	20.0%	1,330	8.5%	0	0.0%	11,177	71.5%	15,640
Kwinana									
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
2023-24	1,838	15.6%	2,314	19.7%	0	0.0%	7,612	64.7%	11,764
2024-25	1,688	14.8%	1,855	16.3%	0	0.0%	7,862	68.9%	11,405

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Melville									
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
2023-24	2,249	8.6%	2,543	9.8%	0	0.0%	21,248	81.6%	26,040
2024-25	3,304	12.2%	3,691	13.7%	81	0.3%	19,922	73.8%	26,998
Mosman Park									
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
2023-24	275	16.5%	725	43.6%	0	0.0%	663	39.9%	1,663
2024-25	177	12.1%	395	26.9%	0	0.0%	895	61.0%	1,467
Mundaring									
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
2023-24	1,660	17.0%	1,703	17.4%	38	0.4%	6,360	65.2%	9,761
2024-25	2,166	21.2%	2,383	23.3%	44	0.4%	5,645	55.1%	10,238
Nedlands									
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
2023-24	548	8.0%	782	11.4%	0	0.0%	5,500	80.5%	6,830
2024-25	857	16.3%	376	7.1%	0	0.0%	4,028	76.6%	5,261

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Peppermint Grove									
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
2023-24	48	88.9%	6	11.1%	0	0.0%	0	0.0%	54
2024-25	75	52.8%	7	4.9%	0	0.0%	60	42.3%	142
Perth									
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
2023-24	985	3.6%	2,150	7.9%	0	0.0%	24,105	88.5%	27,240
2024-25	670	2.1%	1,421	4.4%	0	0.0%	30,013	93.5%	32,104
Rockingham									
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
2023-24	7,203	34.1%	4,101	19.4%	240	1.1%	9,575	45.3%	21,119
2024-25	6,257	14.7%	7,573	17.8%	90	0.2%	28,706	67.3%	42,626
Serpentine-Jarrahdale									
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
2023-24	4,304	35.5%	1,601	13.2%	0	0.0%	6,216	51.3%	12,121
2024-25	3,405	14.6%	11,808	50.7%	27	0.1%	8,060	34.6%	23,300

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
South Perth									
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
2015-16	1,213	13.4%	357	3.9%	143	1.6%	7,355	81.1%	9,068
2016-17	1,124	11.9%	614	6.5%	87	0.9%	7,585	80.6%	9,410
2017-18	1,540	15.2%	258	2.5%	119	1.2%	8,201	81.1%	10,118
2018-19	559	7.7%	631	8.7%	0	0.0%	6,062	83.6%	7,252
2019-20	681	6.6%	1,335	12.9%	0	0.0%	8,363	80.6%	10,379
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%	7,773	68.3%	11,377
2022-23	1,340	9.1%	823	5.6%	150	1.0%	12,399	84.3%	14,712
2023-24	1,094	7.8%	958	6.8%	141	1.0%	11,853	84.4%	14,046
2024-25	690	6.4%	1,273	11.8%	67	0.6%	8,782	81.2%	10,812
Stirling									
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
2023-24	4,041	11.8%	1,487	4.4%	0	0.0%	28,576	83.8%	34,104
2024-25	5,664	15.0%	1,390	3.7%	0	0.0%	30,652	81.3%	37,706
Subiaco									
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
2023-24	404	7.1%	881	15.6%	0	0.0%	4,377	77.3%	5,662
2024-25	791	11.7%	1,686	25.0%	123	1.8%	4,132	61.4%	6,732
Swan									
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
2023-24	11,714	20.5%	10,989	19.2%	1,804	3.2%	32,745	57.2%	57,252
2024-25	10,351	11.9%	14,235	16.3%	0	0.0%	62,624	71.8%	87,210

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Victoria Park									
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
2023-24	965	8.1%	1,585	13.4%	52	0.4%	9,241	78.0%	11,843
2024-25	830	6.3%	1,089	8.3%	0	0.0%	11,225	85.4%	13,144
Vincent									
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
2023-24	1,042	19.2%	776	14.3%	0	0.0%	3,617	66.6%	5,435
2024-25	653	14.8%	1,012	22.9%	0	0.0%	2,753	62.3%	4,418
Wanneroo									
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
2023-24	7,728	29.9%	6,458	25.0%	57	0.2%	11,613	44.9%	25,856
2024-25	8,486	20.3%	5,435	13.0%	452	1.1%	27,460	65.6%	41,833

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mid West Region									
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
2023-24	29,329	33.1%	23,697	26.7%	915	1.0%	34,649	39.1%	88,590
2024-25	36,575	32.8%	25,601	23.0%	1,338	1.2%	48,021	43.1%	111,534
Carnamah									
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
2023-24	2,212	84.7%	145	5.6%	0	0.0%	254	9.7%	2,611
2024-25	674	no data	299	no data	no data	no data	no data	no data	no data
Chapman Valley									
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
2023-24	1,008	26.7%	1,230	32.6%	19	0.5%	1,513	40.1%	3,770
2024-25	1,473	39.6%	1,098	29.5%	22	0.6%	1,125	30.3%	3,718
Coorow									
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
2023-24	1,172	33.9%	657	19.0%	0	0.0%	1,630	47.1%	3,459
2024-25	2,082	57.4%	848	23.4%	0	0.0%	698	19.2%	3,628

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cue									
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
2023-24	1,507	44.5%	458	13.5%	651	19.2%	771	22.8%	3,387
2024-25	1,324	35.5%	564	15.1%	1,021	27.4%	819	22.0%	3,728
Greater Geraldton									
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
2023-24	4,501	16.3%	6,643	24.1%	0	0.0%	16,468	59.6%	27,612
2024-25	8,781	24.4%	4,016	11.1%	23	0.1%	23,202	64.4%	36,022
Irwin									
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
2023-24	903	37.6%	217	9.0%	0	0.0%	1,279	53.3%	2,399
2024-25	763	21.6%	815	23.0%	175	4.9%	1,787	50.5%	3,540
Meekatharra									
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
2023-24	2,448	41.9%	1,157	19.8%	140	2.4%	2,102	36.0%	5,847
2024-25	1,948	14.1%	986	7.1%	0	0.0%	10,897	78.8%	13,831

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mingenew									
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
2023-24	1,530	68.2%	700	31.2%	0	0.0%	13	0.6%	2,243
2024-25	812	40.2%	809	40.1%	0	0.0%	397	19.7%	2,018
Morawa									
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
2023-24	1,263	38.7%	1,519	46.5%	0	0.0%	484	14.8%	3,266
2024-25	1,522	56.2%	1,072	39.6%	45	1.7%	69	2.5%	2,708
Mount Magnet									
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
2023-24	509	21.5%	415	17.6%	82	3.5%	1,356	57.4%	2,362
2024-25	962	50.7%	550	29.0%	0	0.0%	385	20.3%	1,897
Murchison									
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
2023-24	2,367	18.9%	7,547	60.3%	0	0.0%	2,609	20.8%	12,523
2024-25	2,448	24.6%	7,953	80.0%	0	0.0%	-455	-4.6%	9,946

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Northampton									
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
2023-24	4,204	66.1%	456	7.2%	0	0.0%	1,699	26.7%	6,359
2024-25	1,813	41.5%	1,079	24.7%	0	0.0%	1,481	33.9%	4,373
Perenjori									
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
2023-24	1,898	48.1%	700	17.7%	23	0.6%	1,328	33.6%	3,949
2024-25	2,419	33.9%	4,675	65.4%	52	0.7%	0	0.0%	7,146
Sandstone									
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
2023-24	1,355	41.6%	619	19.0%	0	0.0%	1,284	39.4%	3,258
2024-25	706	no data	478	no data	no data	no data	no data	no data	no data
Three Springs									
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
2023-24	954	48.1%	690	34.8%	0	0.0%	338	17.1%	1,982
2024-25	7,843	93.5%	325	3.9%	0	0.0%	224	2.7%	8,392

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Yalgoo									
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
2023-24	1,498	42.0%	544	15.3%	0	0.0%	1,521	42.7%	3,563
2024-25	1,005	15.0%	34	0.5%	0	0.0%	5,663	84.5%	6,702

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Pilbara Region									
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
2023-24	10,925	22.9%	8,838	18.5%	200	0.4%	27,739	58.2%	47,702
2024-25	13,521	33.2%	8,995	22.1%	158	0.4%	18,006	44.3%	40,680
Ashburton									
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
2023-24	2,041	20.5%	1,111	11.1%	0	0.0%	6,821	68.4%	9,973
2024-25	4,472	61.4%	1,428	19.6%	0	0.0%	1,387	19.0%	7,287
East Pilbara									
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
2023-24	5,484	37.7%	2,290	15.7%	200	1.4%	6,582	45.2%	14,556
2024-25	3,573	31.1%	2,882	25.1%	100	0.9%	4,948	43.0%	11,503
Karratha									
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
2023-24	1,867	14.4%	1,713	13.2%	0	0.0%	9,391	72.4%	12,971
2024-25	2,512	21.2%	2,050	17.3%	0	0.0%	7,305	61.6%	11,867

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Port Hedland									
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
2023-24	1,533	15.0%	3,724	36.5%	0	0.0%	4,945	48.5%	10,202
2024-25	2,964	29.6%	2,635	26.3%	58	0.6%	4,366	43.6%	10,023

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
South West Region									
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
2023-24	27,100	27.5%	27,075	27.5%	1,553	1.6%	42,686	43.4%	98,414
2024-25	31,312	27.2%	29,980	26.1%	448	0.4%	53,174	46.3%	114,914
Augusta Margaret River									
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
2023-24	1,925	47.7%	1,915	47.5%	0	0.0%	194	4.8%	4,034
2024-25	2,849	36.8%	1,656	21.4%	54	0.7%	3,187	41.1%	7,746
Boddington									
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
2023-24	824	33.2%	596	24.0%	0	0.0%	1,062	42.8%	2,482
2024-25	531	19.1%	1,435	51.7%	0	0.0%	812	29.2%	2,778
Boyup Brook									
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
2023-24	1,448	47.6%	1,413	46.4%	0	0.0%	182	6.0%	3,043
2024-25	1,389	41.4%	1,755	52.4%	0	0.0%	208	6.2%	3,352

Sources of Road Funds – 2014-15 to 2024-25

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Bridgetown-Greenbushes									
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
2023-24	1,553	43.0%	517	14.3%	744	20.6%	800	22.1%	3,614
2024-25	1,562	22.4%	4,333	62.2%	192	2.8%	874	12.6%	6,961
Bunbury									
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
2023-24	1,537	12.2%	2,982	23.6%	0	0.0%	8,093	64.2%	12,612
2024-25	1,218	18.1%	1,322	19.7%	27	0.4%	4,144	61.7%	6,711
Busselton									
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
2023-24	1,787	10.8%	4,767	28.8%	0	0.0%	10,003	60.4%	16,557
2024-25	4,719	26.1%	4,465	24.7%	0	0.0%	8,913	49.3%	18,097
Capel									
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
2023-24	1,590	44.7%	589	16.6%	0	0.0%	1,377	38.7%	3,556
2024-25	1,558	19.1%	1,673	20.5%	0	0.0%	4,918	60.4%	8,149

Sources of Road Funds – 2014-15 to 2024-25

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	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Collie									
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
2023-24	910	28.9%	1,810	57.6%	0	0.0%	no data	no data	3,145
2024-25	2,601	85.4%	176	5.8%	0	0.0%	270	0	3,047
Dardanup									
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
2023-24	1,077	23.1%	795	17.0%	0	0.0%	2,792	59.9%	4,664
2024-25	850	19.9%	925	21.7%	0	0.0%	2,495	58.4%	4,270
Donnybrook-Balingup									
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
2023-24	1,566	33.1%	1,766	37.3%	25	0.5%	1,378	29.1%	4,735
2024-25	1,324	23.4%	2,508	44.3%	45	0.8%	1,779	31.5%	5,656
Harvey									
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
2023-24	2,137	26.2%	1,091	13.4%	0	0.0%	4,923	60.4%	8,151
2024-25	1,428	14.7%	1,053	10.9%	0	0.0%	7,222	74.4%	9,703

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mandurah									
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
2023-24	2,499	21.2%	4,163	35.3%	0	0.0%	5,127	43.5%	11,789
2024-25	3,052	18.6%	2,551	15.5%	0	0.0%	10,803	65.8%	16,406
Manjimup									
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
2023-24	3,244	43.9%	1,914	25.9%	0	0.0%	2,226	30.1%	7,384
2024-25	2,930	32.5%	2,842	31.6%	60	0.7%	3,174	35.2%	9,006
Murray									
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
2023-24	1,907	24.1%	2,540	32.1%	784	9.9%	2,694	34.0%	7,925
2024-25	2,503	37.5%	1,807	27.1%	70	1.0%	2,293	34.4%	6,673
Nannup									
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
2023-24	1,063	67.8%	97	6.2%	0	0.0%	407	26.0%	1,567
2024-25	960	43.2%	633	28.5%	0	0.0%	629	28.3%	2,222

SSources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Waroona									
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
2023-24	2,033	64.4%	120	3.8%	0	0.0%	1,003	31.8%	3,156
2024-25	1,838	44.4%	846	20.4%	0	0.0%	1,453	35.1%	4,137

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wheatbelt North Region									
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
2023-24	43,284	45.5%	28,616	30.1%	157	0.2%	23,149	24.3%	95,206
2024-25	45,565	44.2%	37,222	36.1%	572	0.6%	19,714	19.1%	103,072
Chittering									
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
2023-24	732	20.0%	1,074	29.3%	100	2.7%	1,763	48.1%	3,669
2024-25	656	18.8%	1,639	46.9%	0	0.0%	1,198	34.3%	3,493
Cunderdin									
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
2023-24	1,213	58.4%	336	16.2%	0	0.0%	528	25.4%	2,077
2024-25	1,417	59.9%	717	30.3%	0	0.0%	233	9.8%	2,367
Dalwallinu									
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
2023-24	2,762	35.3%	3,739	47.8%	0	0.0%	1,317	16.8%	7,818
2024-25	2,822	31.5%	4,689	52.3%	0	0.0%	1,452	16.2%	8,963

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Dandaragan									
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
2023-24	4,136	59.7%	1,988	28.7%	0	0.0%	806	11.6%	6,930
2024-25	3,431	50.5%	1,519	22.3%	250	3.7%	1,600	23.5%	6,800
Dowerin									
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
2023-24	1,372	37.8%	2,378	65.5%	0	0.0%	-120	-3.3%	3,630
2024-25	1,758	37.0%	1,688	35.5%	0	0.0%	1,311	27.6%	4,757
Gingin									
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
2023-24	1,969	28.3%	989	14.2%	0	0.0%	4,003	57.5%	6,961
2024-25	3,581	51.6%	1,088	15.7%	0	0.0%	2,268	32.7%	6,937
Goomalling									
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
2023-24	696	25.2%	1,041	37.6%	0	0.0%	1,030	37.2%	2,767
2024-25	1,137	36.1%	1,056	33.5%	0	0.0%	959	30.4%	3,152

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kellerberrin									
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
2023-24	1,320	43.1%	937	30.6%	0	0.0%	807	26.3%	3,064
2024-25	2,959	64.5%	1,032	22.5%	0	0.0%	598	13.0%	4,589
Koorda									
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
2023-24	1,242	54.6%	674	29.6%	0	0.0%	359	15.8%	2,275
2024-25	1,565	57.7%	832	30.7%	0	0.0%	316	11.6%	2,713
Merredin									
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
2023-24	1,905	35.4%	3,055	56.8%	0	0.0%	417	7.8%	5,377
2024-25	1,892	49.5%	1,587	41.5%	0	0.0%	342	9.0%	3,821
Moora									
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
2023-24	1,857	32.3%	2,433	42.4%	0	0.0%	1,451	25.3%	5,741
2024-25	3,812	50.6%	1,856	24.7%	0	0.0%	1,860	24.7%	7,528

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mount Marshall									
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
2023-24	1,700	59.3%	947	33.0%	0	0.0%	220	7.7%	2,867
2024-25	1,433	57.9%	953	38.5%	0	0.0%	88	3.6%	2,474
Mukinbudin									
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
2023-24	1,035	47.5%	590	27.1%	0	0.0%	552	25.4%	2,177
2024-25	1,524	34.9%	2,232	51.1%	0	0.0%	612	14.0%	4,368
Northam									
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
2023-24	2,947	44.2%	545	8.2%	0	0.0%	3,177	47.6%	6,669
2024-25	1,310	24.4%	2,228	41.5%	0	0.0%	1,832	34.1%	5,370
Nungarin									
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
2023-24	816	51.5%	327	20.7%	0	0.0%	440	27.8%	1,583
2024-25	426	15.2%	1,931	68.9%	0	0.0%	447	15.9%	2,804

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Tammin									
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
2023-24	929	65.5%	170	12.0%	0	0.0%	no data	no data	1,419
2024-25	948	40.1%	804	34.0%	0	0.0%	612	0	2,364
Toodyay									
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
2023-24	4,328	78.0%	547	9.9%	57	1.0%	620	11.2%	5,552
2024-25	2,177	57.0%	1,393	36.5%	0	0.0%	249	6.5%	3,819
Trayning									
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
2023-24	864	42.9%	386	19.2%	0	0.0%	765	38.0%	2,015
2024-25	1,448	73.3%	424	21.4%	0	0.0%	105	5.3%	1,977
Victoria Plains									
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
2023-24	1,610	26.4%	2,812	46.1%	0	0.0%	1,678	27.5%	6,100
2024-25	1,895	40.0%	2,050	43.2%	0	0.0%	798	16.8%	4,743

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Westonia									
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
2023-24	1,207	47.1%	578	22.5%	0	0.0%	780	30.4%	2,565
2024-25	1,085	50.9%	631	29.6%	0	0.0%	414	19.4%	2,130
Wongan-Ballidu									
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
2023-24	1,855	47.0%	1,845	46.7%	0	0.0%	250	6.3%	3,950
2024-25	2,274	39.7%	3,122	54.5%	0	0.0%	333	5.8%	5,729
Wyalkatchem									
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
2023-24	902	48.3%	530	28.4%	0	0.0%	435	23.3%	1,867
2024-25	1,234	60.7%	578	28.4%	0	0.0%	222	10.9%	2,034
Yilgarn									
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
2023-24	3,218	73.4%	446	10.2%	0	0.0%	no data	no data	4,386
2024-25	3,607	58.0%	1,505	24.2%	322	5.2%	781	0	6,215

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
York									
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
2023-24	2,669	71.2%	249	6.6%	0	0.0%	829	22.1%	3,747
2024-25	1,174	no data	1,668	no data	0	no data	no data	no data	no data

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wheatbelt South Region									
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
2023-24	28,547	45.7%	18,499	29.6%	200	0.3%	15,220	24.4%	62,466
2024-25	30,961	41.2%	29,501	39.2%	0	0.0%	14,717	19.6%	75,179
Beverley									
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
2023-24	897	22.6%	995	25.1%	0	0.0%	2,071	52.3%	3,963
2024-25	2,625	22.6%	7,333	63.1%	0	0.0%	1,657	14.3%	11,615
Brookton									
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
2023-24	774	31.3%	659	26.7%	0	0.0%	1,038	42.0%	2,471
2024-25	1,277	33.0%	2,123	54.9%	0	0.0%	468	12.1%	3,868
Bruce Rock									
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
2023-24	1,790	65.6%	643	23.6%	0	0.0%	295	10.8%	2,728
2024-25	1,605	49.3%	972	29.9%	0	0.0%	679	20.9%	3,256

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Corrigin									
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
2023-24	1,426	34.9%	1,768	43.2%	0	0.0%	897	21.9%	4,091
2024-25	1,714	38.3%	1,068	23.9%	0	0.0%	1,694	37.8%	4,476
Cuballing									
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
2023-24	630	19.8%	1,749	54.9%	0	0.0%	807	25.3%	3,186
2024-25	2,226	62.7%	729	20.5%	0	0.0%	596	16.8%	3,551
Dumbleyung									
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
2023-24	1,608	34.4%	2,486	53.3%	0	0.0%	573	12.3%	4,667
2024-25	1,209	22.8%	3,539	66.8%	0	0.0%	553	10.4%	5,301
Kondinin									
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
2023-24	4,512	69.0%	645	9.9%	200	3.1%	1,179	18.0%	6,536
2024-25	3,977	63.6%	701	11.2%	0	0.0%	1,577	25.2%	6,255

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Kulin									
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
2023-24	3,806	64.6%	1,160	19.7%	0	0.0%	924	15.7%	5,890
2024-25	2,460	46.7%	2,361	44.8%	0	0.0%	451	8.6%	5,272
Lake Grace									
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
2023-24	3,078	58.7%	875	16.7%	0	0.0%	1,294	24.7%	5,247
2024-25	3,126	52.1%	928	15.5%	0	0.0%	1,951	32.5%	6,005
Narembeen									
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
2023-24	2,743	66.4%	1,285	31.1%	0	0.0%	101	2.4%	4,129
2024-25	2,115	52.4%	1,727	42.8%	0	0.0%	197	4.9%	4,039
Shire of Narrogin [New Shire established 1 July 2016]									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
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
2023-24	1,374	30.1%	1,642	36.0%	0	0.0%	1,549	33.9%	4,565
2024-25	1,119	25.4%	1,614	36.6%	0	0.0%	1,681	38.1%	4,414

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Pingelly									
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
2023-24	793	42.3%	512	27.3%	0	0.0%	569	30.4%	1,874
2024-25	901	43.0%	137	6.5%	0	0.0%	1,057	50.5%	2,095
Quairading									
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
2023-24	1,068	44.4%	1,127	46.9%	0	0.0%	209	8.7%	2,404
2024-25	1,690	65.8%	738	28.7%	0	0.0%	139	5.4%	2,567
Wagin									
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
2023-24	934	41.8%	632	28.3%	0	0.0%	671	30.0%	2,237
2024-25	1,415	59.2%	562	23.5%	0	0.0%	414	17.3%	2,391
Wandering									
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
2023-24	390	20.1%	170	8.8%	0	0.0%	1,377	71.1%	1,937
2024-25	722	25.5%	1,338	47.3%	0	0.0%	766	27.1%	2,826

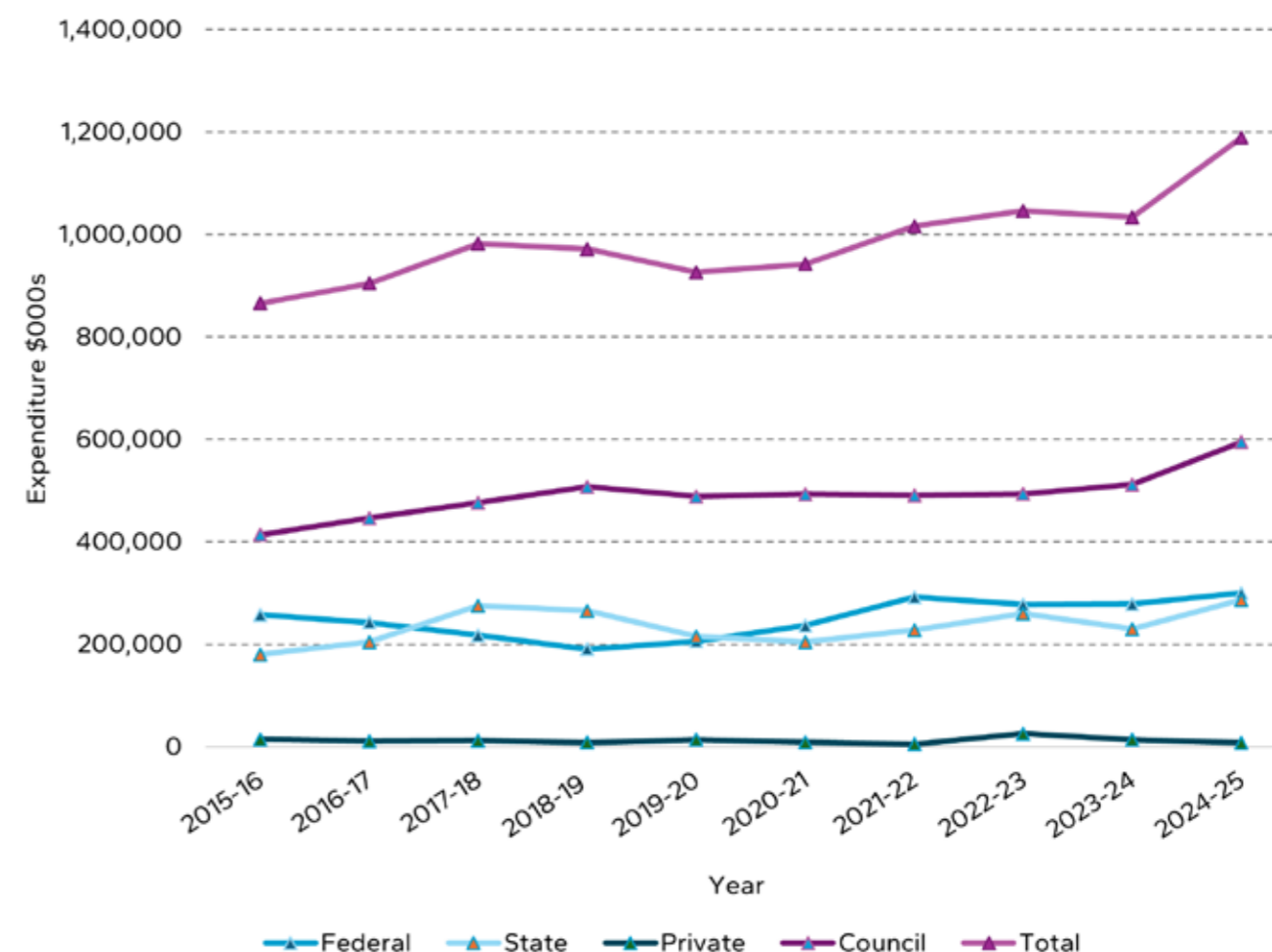
Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
West Arthur									
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
2023-24	1,123	50.7%	529	23.9%	0	0.0%	564	25.5%	2,216
2024-25	1,257	53.3%	820	34.8%	0	0.0%	281	11.9%	2,358
Wickepin									
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
2023-24	909	38.3%	1,144	48.2%	0	0.0%	319	13.4%	2,372
2024-25	778	24.9%	1,985	63.5%	0	0.0%	364	11.6%	3,127
Williams									
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
2023-24	692	35.4%	478	24.5%	0	0.0%	783	40.1%	1,953
2024-25	745	42.3%	826	46.9%	0	0.0%	192	10.9%	1,763

Sources of Road Funds – 2014-15 to 2024-25

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
State									
	Federal		State		Private		Council		Total
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
2023-24	278,690	27.0%	229,595	22.2%	13,674	1.3%	512,137	49.5%	1,034,095
2024-25	300,120	25.2%	286,275	24.1%	7,836	0.7%	594,557	50.0%	1,188,788
10 Years	2,498,521	25.3%	2,348,886	23.8%	121,489	1.2%	4,916,716	49.8%	9,877,096
5 Years	1,384,484	26.5%	1,207,936	23.1%	60,995	1.2%	2,583,793	49.4%	5,227,135

Growth in Road Funds 10 Years





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