



# Report on Local Government **Road Assets & Expenditure**

## 2018/19





## Acknowledgements

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

### Photographs

#### *Front Cover from left:*

Scotsdale Road, Scotsdale  
Oxford Street, Leederville  
East River Road, Hay

Photography by Audra de Pina



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# Foreword

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The Local Government road network, which makes up 87% of the State's public road network, is an extensive and critical asset with a replacement value of \$29.6 billion. The importance of the road network is clearly noticed on the rare occasions connectivity is interrupted. Maintaining access for vital supplies and enabling people to move to where they need to go requires on-going investment, coupled with diligent and professional attention from road professionals across the State.

Western Australian Local Governments spent \$972 million maintaining and improving the local road network during 2018/19. This was \$10 million less than the previous year. Expenditure to reinstate flood damaged roads fell by \$14.6 million from the record high levels in 2017/18. Road funding from Federal and State Governments declined in 2018/19 and was partly offset by a \$31 million increase in Local Government funded expenditure. In 2018/19 there was a shortfall of nearly \$156 million between expenditure on road maintenance, and that required to keep the road asset in the same condition as at the beginning of the year. This equates to a 17.6% increase in the gap compared to the previous year.

Almost every journey, including freight movements, start and end on a Local Government controlled road. Larger and heavier trucks enable increases in freight productivity; however, efficiency of the whole supply chain is determined by the weakest

link in the chain. With support from State and Federal Governments, Local Governments have continued to invest in the required road improvements to enable safe and efficient access for road trains to service critical supply chains. While there remains much work to do, this report highlights that nearly 73,000 kilometres or 57.3% of the total Local Government network is currently open to 27.5 metre (RAV 3) road trains and over 24% of the network (30,844 km) is open to 36.5 metre (RAV 7) road trains. Over 40% of the 51,400 kilometres of road in Western Australia open to concessional mass vehicles (AMMS 3) are Local Government managed roads. Heavy vehicles have a disproportionately large impact on road maintenance requirements. Given the enormous cost of road maintenance, it is critical all levels of Government and industry work together to ensure that safe access for large, heavy vehicles can be sustained and where appropriate increased.



Although rural Local Governments generally apply a higher proportion of their rates revenue to investment in roads, they remained dependent on Federal and State Governments to fund over 63% of road expenditure in 2018/19.

The 28.57 billion vehicle kilometres travelled in Western Australia during 2018/19 equates to nearly 11,000km of vehicle travel for each person in the State. The highest priority of Local Government road managers is to ensure this travel is on a road network that is as safe as possible. The long term downward trend in fatalities and serious injuries reported in WA is encouraging, but improvements have been minimal in recent years and we need to do better in order to meet community expectations.

Partnership between Federal, State and Local Governments is critical to providing a safer, more efficient and sustainable road network. I would like to acknowledge the contribution of all spheres of government and thank those who have prepared the data needed to provide stakeholders with contemporary information regarding the Local Government road network.



**Mayor Tracey Roberts JP**  
**President**







# Conclusions

## 2018-19 Report

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1. Local Government is responsible for 127,304 kilometres of roads of which 31.8% are sealed. Local Government roads make up 87.3% 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 \$29.57 billion as at 30 June 2019.
2. The written down value of the road network is \$16.84 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 57% for local roads compared to 62.6% for State highways and main roads in WA.
3. In 2018-19 the total expenditure on local roads was \$971.8 million, \$10.3 million less than in 2017-18. Despite a reduction in Federal and State funds, there was an increase of \$31 million in expenditure from Local Government's own-source revenue.
4. In the five years 2014-15 to 2018-19 total road expenditure increased by 29.0% from \$753.4 million to \$971.8 million.
5. Statewide, Local Government provided 52.2 % of its total road expenditure from its own resources. The Commonwealth Government provided 19.6%, the State Government 27.3 %, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 0.9% of the total road expenditure.
6. Metropolitan Local Governments received less than a quarter of Federal and State funds while non Metropolitan Local Governments receive more than three quarters.
7. Expenditure on maintenance and renewal of the existing road network (\$623.89 million in 2018-19; net of flood damage reinstatement) has increased 14.6 % in the five years from 2014-15 to 2018-19. Expenditure on upgrading and expansion (\$226.67 million in 2018-19) has increased by 19.3% since 2014-15.

8. The estimated cost of maintaining WA's road network in its current condition in 2018-19 was \$779.6 million. Local Governments spent \$623.9 million on road preservation, a shortfall of \$155.7 million.
9. The \$155.7 million shortfall in 2018-19 was \$23.3 million more than in 2017-18 and \$39.4 million more than in 2014-15.
10. Over the whole State, Local Governments would have to spend 22% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2018-19 Local Governments spent 20.7% of their revenue capacity on roads, with 16.3% exclusively on preservation.
11. Local Governments in the Metropolitan Region have to spend only 8.3% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2018-19 they spent 13.9% of their revenue capacity, significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.
12. Local Governments in the Wheatbelt South and Gascoyne Regions have the lowest capacity in the State to satisfy their road maintenance needs. Collectively, Local Governments in these regions would have to spend 95.2% and 91.9% respectively of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2018-19 the Gascoyne was able to spend only 2.2% of their revenue capacity, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.
13. Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of the Wheatbelt South and Wheatbelt North Regions. Roads in these two regions are in a worse state than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.

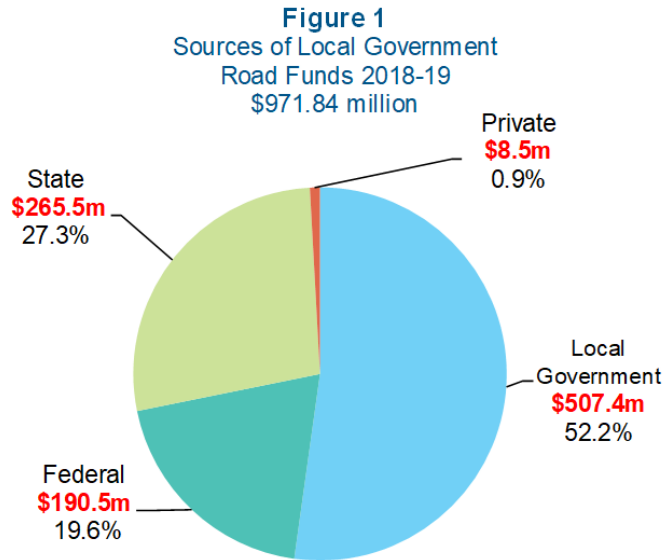
Important statistics are presented graphically in the following pages.



# Important Statistics

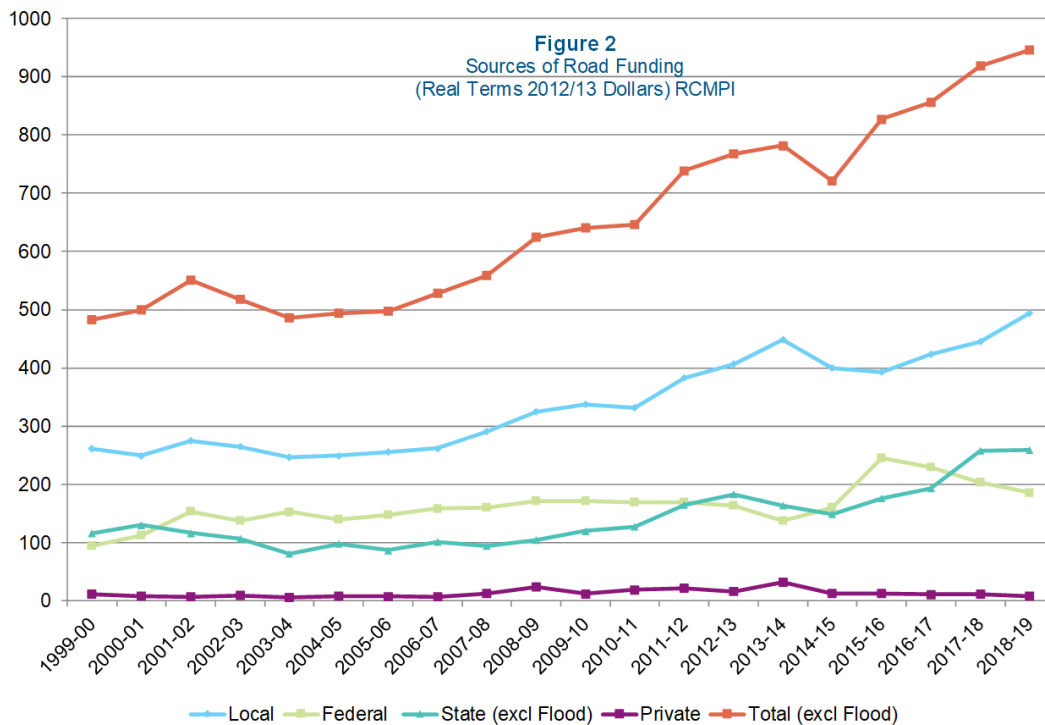
## 1. Sources of Local Government road funds

Total funding for Local Government roads was \$971.84 million in 2018-19, a reduction of \$10.3 million from the previous year. Local Governments provided 52.2 % of their total road expenditure from their own resources (Figure 1). The Federal funds are primarily provided through the Financial Assistance Grants (untied road component) and include \$56.8 million of Roads to Recovery funds and \$4.8 million of Federal Black Spot funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$6.3 million of Royalties for Regions and \$9.85 million of Black Spot funds.



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

Road funding levels for the past 20 years are presented in Figure 2. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). The contribution of all sectors to the road funding task has increased over the long term. Local Government's contribution has increased significantly over the past 20 years. State Government contributions have increased too, in generally a flatter trajectory. The increase in Commonwealth funding in 2001-2 reflects the introduction of Roads to Recovery funding, with the increased funding from 2015-16 being particularly evident, although there has been a slight reduction in the years since.



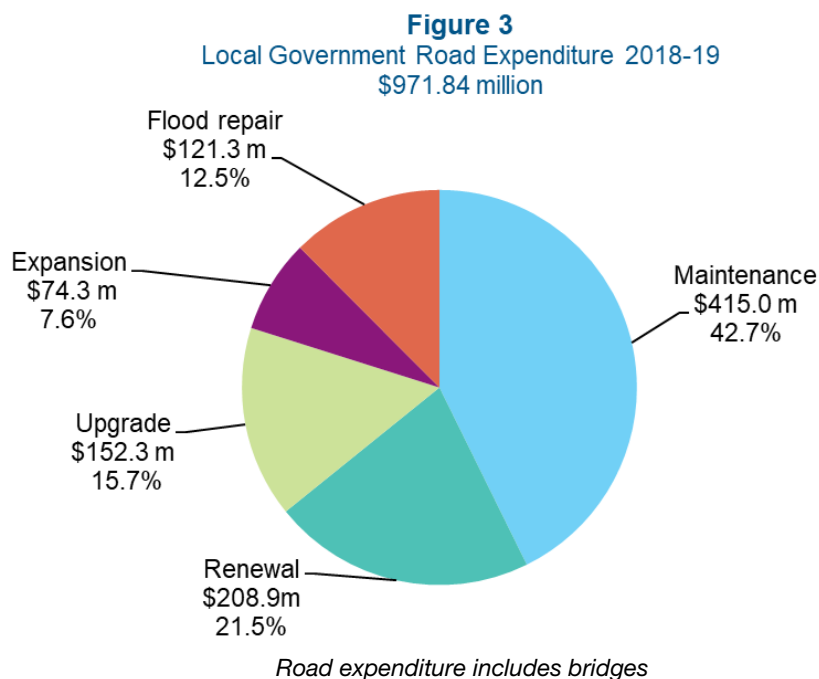
*State and Total funds excludes repair of flood damage.*



## 2. Expenditure on maintenance, renewal, upgrade and expansion

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

The \$208.9 million spent on renewal in 2018-19 represents about 0.71% 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 1.12 %.

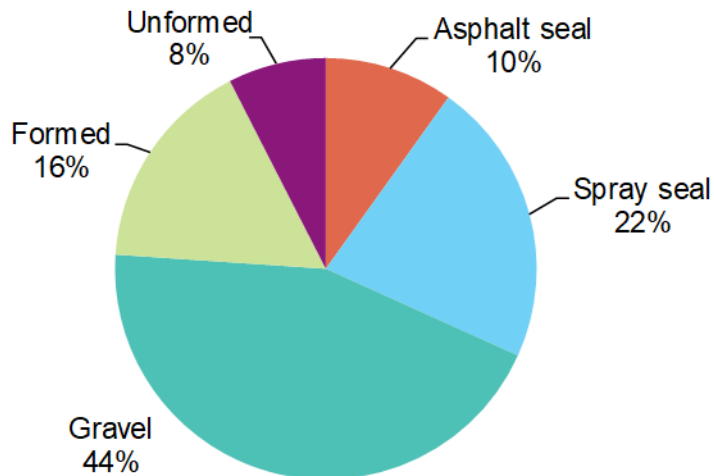


### 3. Type of roads

Local Government is responsible for 127,304 kilometres of roads representing 87.3% of the State's public road network.

Only 31.8% of the roads are sealed. The remaining 68.2% (86,881 kilometres) have a gravel or natural surface.

**Figure 4**  
Types of Local Government Roads 2018-19  
(Total Length 127,304km)

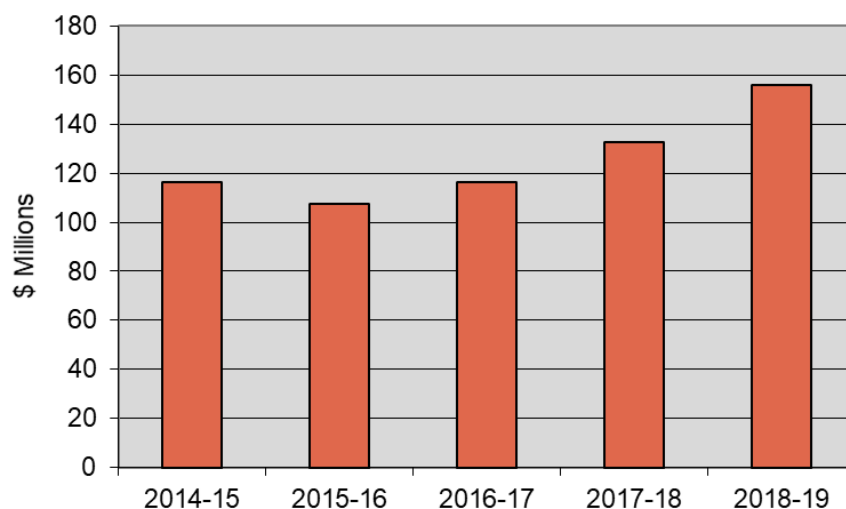


### 4. Shortfall between road preservation needs and expenditure

Excluding expenditure on repairing flood damage (\$121.3 million), Local Governments spent \$623.9 million on road preservation. This is \$155.7 million less than the \$779.6 million required to maintain roads at their current condition (Figure 5). The \$155.7 million shortfall in 2018-19 is \$23.3 million more than in 2017-18 and \$39.4 million greater than in 2014-15.

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

**Figure 5**  
Shortfall between Preservation Need and Expenditure



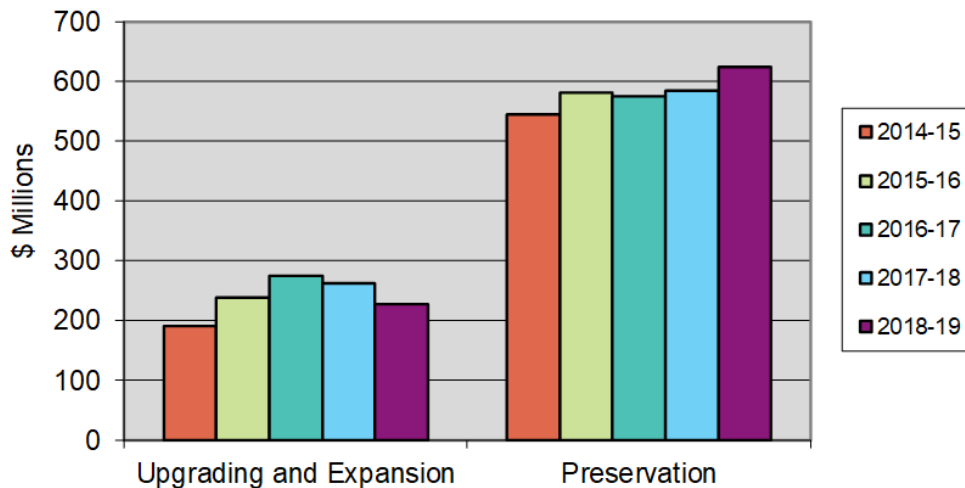
*The shortfall has increased from \$132.5 million in 2017-18 to \$155.74 million in 2018-19 and is \$39.4 million more than in 2014-15.*



## 5. Expenditure on road preservation and capital upgrading and expansion

Expenditure on road preservation has increased by 14.6 % over the five years from 2014-15 to 2018-19 while expenditure on upgrading and capital expansion has increased by 19.3% (Figure 6). Expenditure on upgrading and expansion was again less than the previous year, while there was a significant increase in preservation effort.

**Figure 6**  
Expenditure Trends



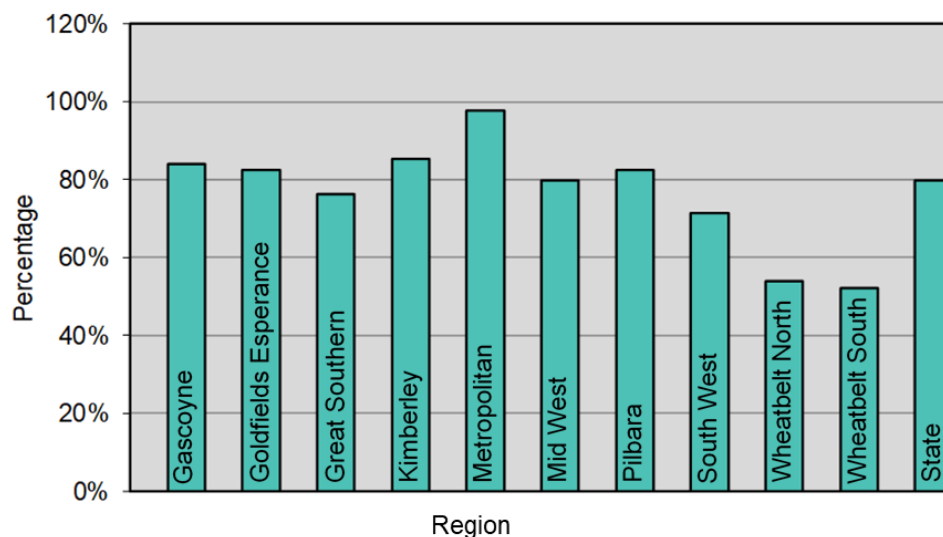
*Excludes flood damage funding.*

## 6. Road preservation performance

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

Overall State Performance is 80.0%, which means that Local Governments spent 80.0% of the amount required to maintain their roads at their current condition. However, this performance is heavily influenced by the Metropolitan Region which had a very high performance of 97.6%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 69.3%. The preservation performance varies widely between the regions from 97.6% for the Metropolitan Region to 52.2% for the Wheatbelt South Region and 53.9% for the Wheatbelt North Region.

**Figure 7**  
Road Preservation Performance  
2018-19





## 7. Capacity to fund road preservation needs and Local Government road expenditure from its own resources

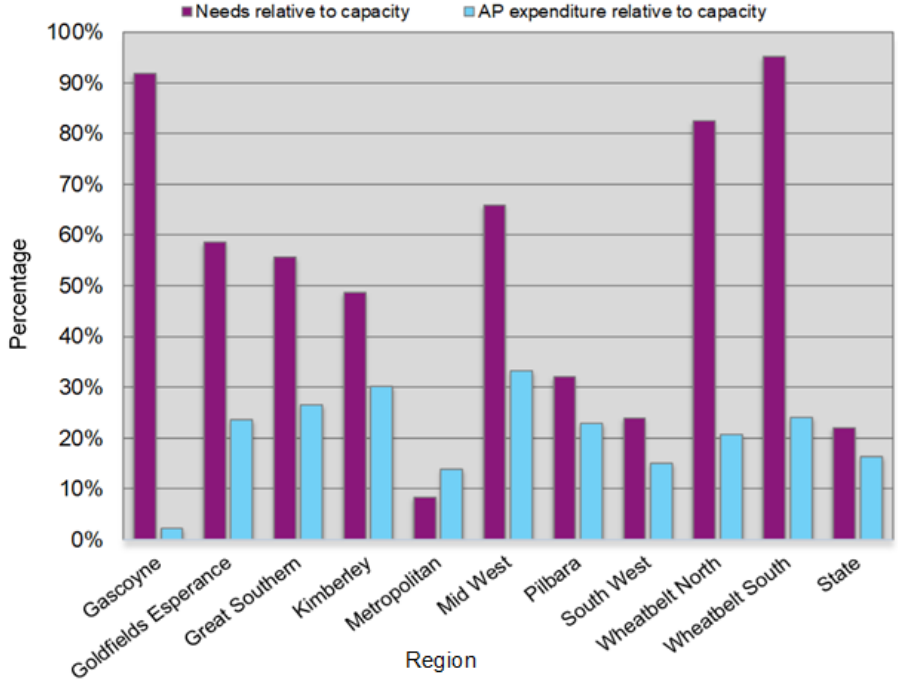
Over the whole State, Local Governments would have to spend 22% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2018-19 Local Governments spent 16.3% of their estimated revenue capacity on road preservation, about 6% less than the required 22%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 8, purple columns) from 8.3% for the Metropolitan Region to 95.2% for Wheatbelt South.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity (Figure 8, blue columns), averages 16.3% for the State and ranges from 2.2% for the Gascoyne Region to 33.2% for the Mid West.

Figure 8 also highlights the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Wheatbelt South Region would have to spend 95.2% of their revenue capacity to meet their road preservation needs, but were able to spend only 24.1%. Local Governments in the Metropolitan Region would have to spend only 8.3% of their revenue capacity to meet their preservation needs, but spent 13.9%.

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



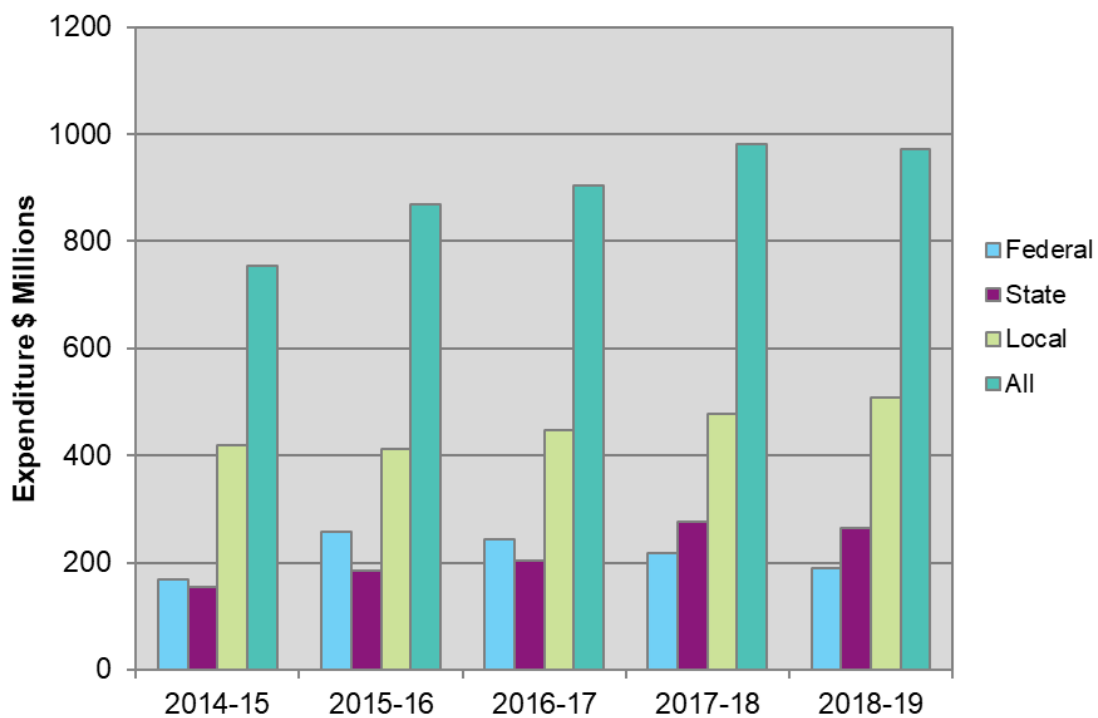


## 8. Total Local Government road expenditure 2014-15 to 2018-19

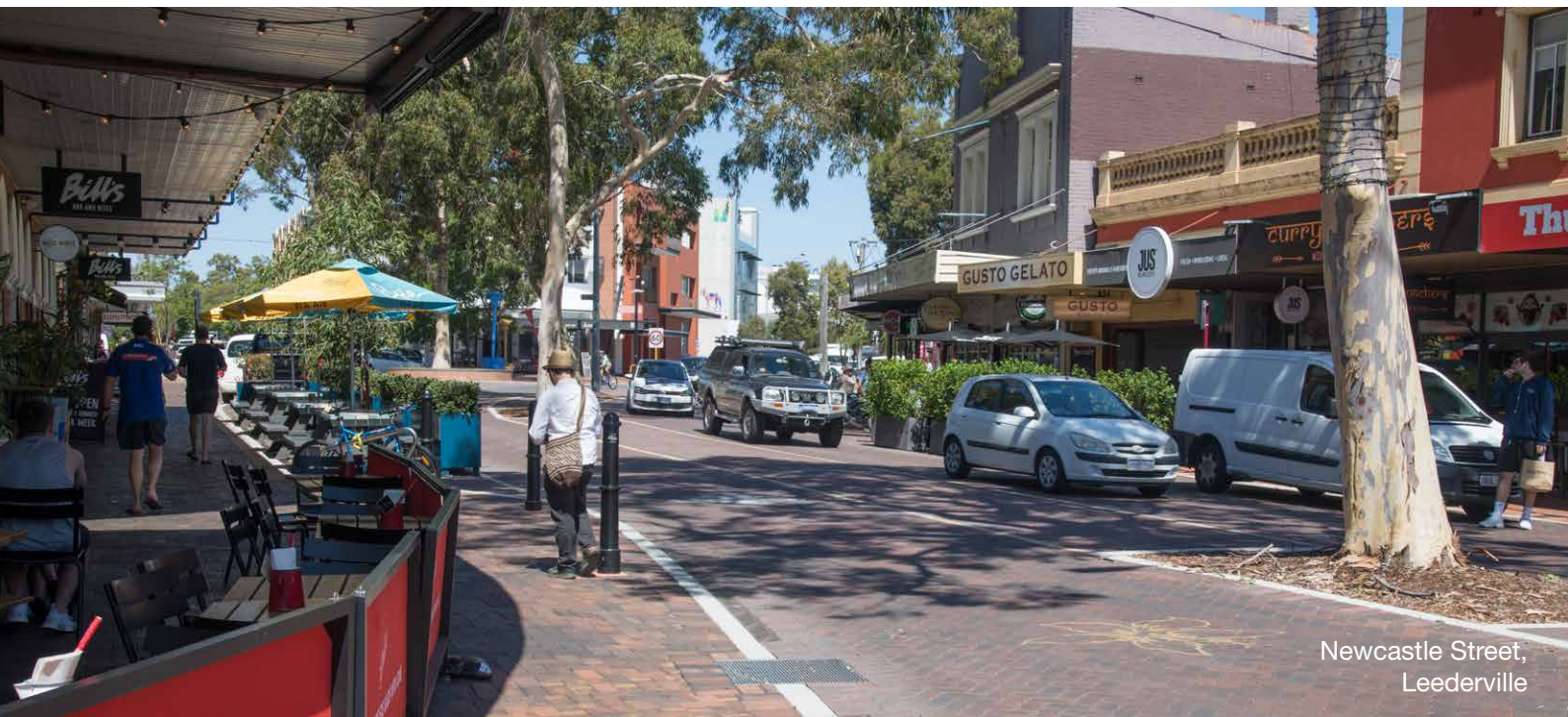
Figure 9 shows that:

- Total funding increased by 29.0% between 2014-15 and 2018-19, but was \$10.3 million less than in 2017-18, largely due to reduced requirement for flood damage reinstatement.
- Local Government funds increased by 21.4% between 2014-15 and 2018-19; funding in 2018-19 was \$30.96 million more than in 2017-18.
- Federal road grants increased by 13.6% over the last five years.
- State Government funding including disaster reconstruction work increased by 71.1% over the last five years.

**Figure 9**  
Federal State and Local Government Funds



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



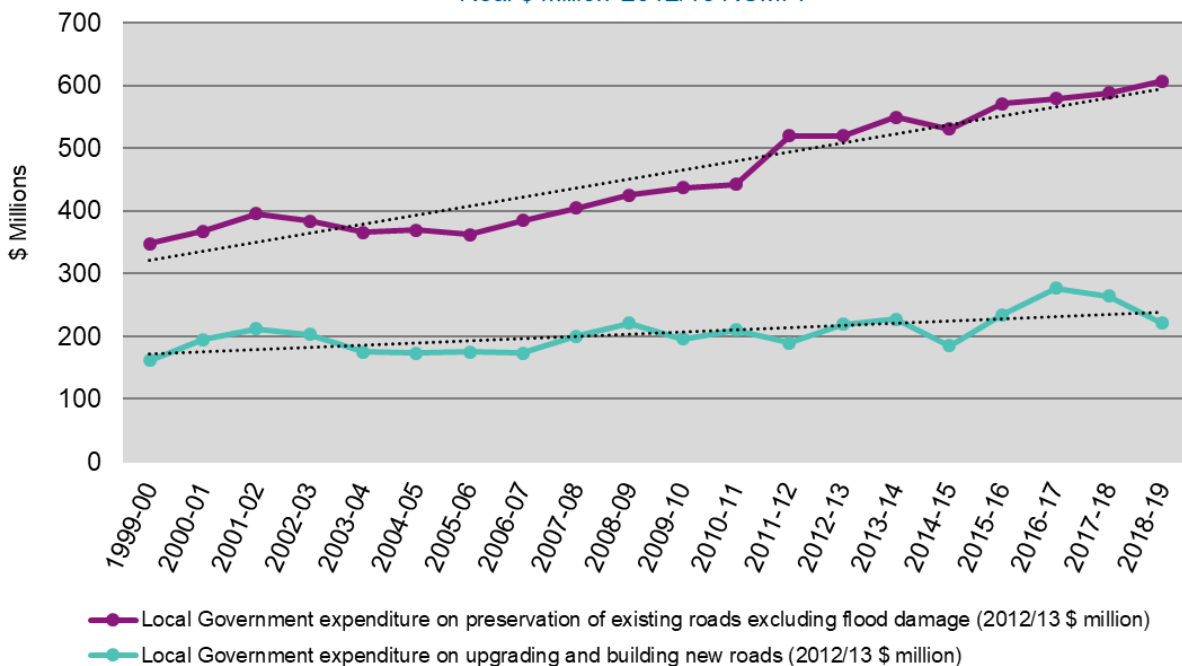


## 9. Growth in expenditure 20 years 1999-00 to 2018-19

Figure 10 shows the expenditure trend over twenty years 1999-00 to 2018-19. 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 74%, from \$348.1m to \$607.5m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (34%), from \$161.9m to \$220.7m. Over the same period, the State's population has increased by 41.1% and the number of licenced motor vehicles by 68.2%.

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





# Report on Local Government Road Assets and Expenditure 2018-19

## 1. Introduction

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

The report is based on expenditure statistics provided by Local Governments.<sup>1</sup>

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

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

### The Local Government Road Task

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

Local Government in WA is responsible for about 69% of the 185,359km of roads in the State. Main Roads WA is responsible for 18,572km of roads, and the Department of Biodiversity, Conservation and Attraction is responsible for 38,333km of roads, of which 358km is sealed, in national parks and state forests.<sup>2</sup>

The roads serve the State's population of over 2.62 million and are used by the 2.245 million vehicles driven by more than 1.8 million licence holders. Collectively these vehicles travelled an estimated 28.6 billion kilometres in 2018-19, including

18.7 billion kilometres in the Perth metropolitan region, representing a reduction in kilometres travelled of more than 2% on the previous year despite an increase in the number of vehicles and licence holders.

**TABLE 1: KEY USER STATISTICS WA**

	2017-18	2018-19	Change
Resident Population	2,595,192	2,621,509	1.0%
Registered motor vehicles	2,231,600	2,245,000	0.6%
Licence holders	1,822,893	1,847,963	1.4%
Vehicle kilometres travelled, WA (Billion)	29.17	28.57	-2.1%
Vehicle kilometres travelled, Perth (Billion)	19.13	18.71	-2.2%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2019

Note: Vehicle kilometres travelled includes State and local roads.

### Local Government Roads around Australia – an overview

Western Australia accounts for 10.3% of the national population but 19.4% of local road length. The disproportionate length of roads in the State is a function of the size of State, and this is also reflected in the number of people per kilometre of road. The cost of providing a kilometre of Local Government road in New South Wales is shared between 55 people, while in Western Australia this cost is shared between just 20 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for all but the highest order roads.

<sup>1</sup> 135 Local Governments provided data and estimates were made for the remaining two.

<sup>2</sup> <https://annualreports.mainroads.wa.gov.au/AR-2019/appendices-and-downloads/road-facts-summary-sheet.html>

**TABLE 2: LOCAL GOVERNMENT ROADS IN AUSTRALIA**

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2019)	8,089,817	6,596,039	5,094,510	1,751,963	2,621,509	534,457	245,929	25,365,571
Per cent of National	31.9%	26.0%	20.1%	6.9%	10.3%	2.1%	1.0%	100%
Local Road Length (km)	146,530	131,184	149,278	78,198	127,977	14,162	13,268	660,597
Per cent of National Local Road Length	22.18%	19.86%	22.60%	11.84%	19.37%	2.14%	2.01%	100.00%
Population per km	55.2	50.3	34.1	22.4	20.5	37.7	18.5	38.4

Source: Based on Bureau of Infrastructure, Transport and Regional Economics 2019.  
Note: The ACT is not included as all local roads are managed by the Territory government.

## 2. The reporting system

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

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

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

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

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

### *A note on updated costs*

*A review of unit rates for road replacement and road preservation was conducted in 2019 in conjunction with the WA Local Government Grants Commission (LGGC). The costs previously used were last updated with input from Local Governments in 2011. Since then, road costs in Western Australia, as reported by the Australian Bureau of Statistics (ABS), had increased by about 6%. An inflation factor was applied to the costs used in the subsequent editions of this report, but there was a need to obtain up-to-date data on the current costs incurred by Local Governments. The input of Local Governments was invited, and data was supplied by approximately 80 Local Governments.*

*Based on the data provided, the average increase in costs across the State since 2011-12 was 15.3%, significantly higher than the 6% increase indicated by the ABS road construction cost index.*

*The updated costs adopted as a result of this review have a direct influence on the key data including the cost of road replacement reported in the Road Asset and Expenditure Report. An increase in the value of a number of indicators, including replacement value, written down value*

*and the required preservation expenditure, can be attributed to this cost update. Note that this does not mean there has been a 15.3% increase in these values, as part of the increase was already captured via the use of the ABS road cost index.*

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

The Regional Road Groups are not suitable for benchmarking because of the wide diversity in the Local Governments in each Road Group. For example, the City of Greater Geraldton is in the same Regional Road Group as the Shire of Murchison. To provide better information for benchmarking, another set of statistics is presented in Appendices 15 to 20 in which Local Governments are grouped into six groups each made up of Local Governments with broadly similar characteristics. The City of Greater Geraldton is grouped with other Regional centres with more than 30,000 people and the Shire of Murchison is grouped with other pastoral shires.

The six groups of Local Governments with similar characteristics are:

- Metropolitan Local Governments
- Regional centres with more than 30,000 people (including Mandurah)
- Agricultural Local Governments with large towns
- Pastoral and Mining Local Governments with large towns
- Agricultural Local Governments without large towns
- Pastoral and Mining Local Governments without large towns.



### 3. Local Government roads and bridges

Local Government is responsible for 127,304 kilometres of roads representing 87.3% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 31.8% of the roads are sealed. A total of 86,881 kilometres have a gravel or natural surface.

**TABLE 3: LOCAL ROAD STATISTICS 30 JUNE 2019**

**Road Lengths - Kilometres**

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	12	516	1,671	1,577	438	4,214
Goldfields Esperance	201	1,473	7,380	3,696	4,707	17,456
Great Southern	194	2,945	7,454	1,553	340	12,486
Kimberley	10	786	1,837	1,066	1,019	4,718
Metropolitan	10,371	3,414	203	49	23	14,060
Mid West	168	2,938	8,032	4,471	1,374	16,982
Pilbara	232	519	3,148	1,338	539	5,776
South West	1,298	4,816	3,722	646	156	10,638
Wheatbelt North	87	6,579	12,874	3,761	637	23,937
Wheatbelt South	15	3,850	10,093	2,741	338	17,037
	<b>12,586</b>	<b>27,837</b>	<b>56,414</b>	<b>20,897</b>	<b>9,569</b>	<b>127,304</b>

Total road length has reduced slightly (0.7%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 13.4%, while seven regions have had reductions in road length. These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided in Appendices 5 to 14. Road area statistics are provided in the appendices for sealed roads.

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

**TABLE 4: LOCAL GOVERNMENT BRIDGE STATISTICS 30 JUNE 2019**

**Bridge Area - Square Metres**

Region	Number of Bridges	Concrete and Steel	Timber with concrete overlay	Timber without concrete overlay	Foot Bridges	All Bridges
Gascoyne	4	6,590	0	0	0	6,590
Goldfields Esperance	4	892	0	0	0	892
Great Southern	69	1,316	8,590	1,666	654	12,226
Kimberley	12	2,544	0	0	0	2,544
Metropolitan	141	21,091	9,541	1,030	1,443	33,105
Mid West	22	5,027	0	230	0	5,256
Pilbara	28	5,705	0	0	0	5,705
South West	286	25,409	28,833	5,202	278	59,722
Wheatbelt North	114	7,803	14,411	2,525	0	24,739
Wheatbelt South	227	6,925	16,967	5,675	181	29,748
<b>STATE</b>	<b>907</b>	<b>83,301</b>	<b>78,342</b>	<b>16,327</b>	<b>2,556</b>	<b>180,527</b>

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



**TABLE 5: FOOTPATHS AND DUAL USE PATHS 30 JUNE 2019**  
Length - Kilometres

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	37	41	20	98
Goldfields Esperance	401	181	21	603
Great Southern	269	87	32	388
Kimberley	129	50	9	189
Metropolitan	8,014	2,994	90	11,099
Mid West	240	71	96	408
Pilbara	212	191	0	404
South West	1,122	714	214	2,050
Wheatbelt North	243	108	396	748
Wheatbelt South	144	45	111	300
<b>STATE</b>	<b>10,813</b>	<b>4,484</b>	<b>990</b>	<b>16,287</b>

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

*Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.*

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 2014-15 are shown in Table 6.

**TABLE 6: CHANGES IN THE LOCAL ROAD NETWORK**  
5 YEARS 2014-15 TO 2018-19  
Road Lengths - Kilometres

Type of Road	2014-15	2018-19	Change %
Sealed roads in built up areas			
- Asphalt seals	11,647	12,586	8.1%
- Sprayed seals	3,761	3,698	-1.7%
Sealed roads outside built up areas			
- Sprayed seals	22,995	24,139	5.0%
Gravel roads	53,557	56,414	5.3%
Formed roads	24,326	20,897	-14.1%
Unformed roads	11,593	9,569	-17.5%
<b>ALL ROADS</b>	<b>127,879</b>	<b>127,304</b>	<b>-0.4%</b>

Changes in bridge statistics since 2014-15 are shown in Table 7.



**TABLE 7: CHANGES IN BRIDGE STATISTICS  
5 YEARS 2014-15 TO 2018-19**

Bridge Area - Square metres

Type of Bridges	2014-15	2018-19	Change %
Number of bridges	916	907	-1.0%
Concrete and steel bridges	66,837	83,301	24.6%
Timber bridges with concrete overlay	76,622	78,342	2.2%
Timber bridges without concrete overlay	20,677	16,327	-21.0%
Foot bridges	2,277	2,556	12.3%
<b>ALL BRIDGES</b>	<b>166,413</b>	<b>180,527</b>	<b>8.5%</b>

Excluding the Metropolitan Region, the overall number of bridges continues to slowly reduce, as older bridges are replaced where possible by culverts, particularly in the South West and Wheatbelt. The area of timber bridges with concrete overlay has increased by 2.2% in the last five years. This is the result of a long standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life. The Avon River Bridge at Northam has been transferred from Main Roads WA to the Shire of Northam.

Changes in path statistics since 2014-15 are shown in Table 8.

**TABLE 8: CHANGES IN FOOTPATH AND DUAL USE PATHS STATISTICS  
5 YEARS 2014-15 TO 2018-19**

Path Lengths - Kilometres

Type of Path	2014-15	2018-19	Change %
Bitumen and concrete footpaths	9,460	10,813	14.3%
Gravel footpaths	552	990	79.4%
Dual use paths	4,563	4,484	-1.7%
<b>ALL PATHS</b>	<b>14,575</b>	<b>16,287</b>	<b>11.7%</b>

## 4. Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 9.

**TABLE 9: LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE - 5 YEARS 2014-15 TO 2018-19**

		2014-15	2015-16	2016-17	2017-18	2018-19
Replacement value	<b>\$ billions</b>	\$24.07	\$26.24	\$25.11	\$27.18	\$29.57
Written down value	<b>\$ billions</b>	\$13.93	\$15.31	\$15.11	\$15.45	\$16.84
Required preservation expenditure	<b>\$ millions</b>	\$660.64	\$688.50	\$691.79	\$716.73	\$779.63
Local Government expenditure on preservation of existing roads excluding flood damage	<b>\$ millions</b>	\$544.31	\$581.01	\$575.54	\$584.28	\$623.89
Local Government expenditure on flood damage	<b>\$ millions</b>	\$19.12	\$49.85	\$53.67	\$135.93	\$121.28
Local Government expenditure on upgrading and building new roads	<b>\$ millions</b>	\$189.99	\$238.09	\$275.08	\$261.94	\$226.67
<b>Total Local Government road expenditure</b>	<b>\$ millions</b>	<b>\$753.41</b>	<b>\$868.95</b>	<b>\$904.29</b>	<b>\$982.14</b>	<b>\$971.84</b>

*This table does not include State funds allocated to Local Government roads for expenditure by Main Roads WA. Note that corrections to longitudinal pipe drain data has resulted in adjustments to the 2017-18 figures for replacement value and written down value. See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.*

Total preservation expenditure on existing roads (excluding flood damage) increased by \$39.6 million in 2018-19. Flood damage expenditure is discussed in Section 9.

## 5. Replacement and written down value

Local Government roads in WA had a replacement value of \$29.57 billion as at 30 June 2019.

**TABLE 10: REPLACEMENT VALUE JUNE 2019**  
\$ Billions

Road type	Replacement Value
Sealed roads in built up areas	16.72
Sealed roads outside built up areas	6.78
Gravel roads	3.63
Formed roads	0.72
Bridges	1.71
<b>TOTAL</b>	<b>29.57</b>

See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.

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

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

The written down value of \$16.84 billion is 57.0% of the replacement value of \$29.57 billion. It is similar to the 56.9% rating for 2017-18. The percentage of 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".<sup>3</sup> The State average of 57.0% is less than the 62.6% rating for State highways and main roads in WA [Main Roads WA, personal communication, February 2020], and less than the 60% rating for local roads ten years ago (2008-09) and the 66% rating of twenty years ago (1998-99).

Replacement and written down values for each of the ten regions are provided in Table 11. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 66.5%) than in all other regions, while roads in the Wheatbelt North (42.4%) and Wheatbelt South (43.5%) are in a worse state than elsewhere. The State Total road state factor (57.0%) has declined slightly since 2014-15 when it was 58%.

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.<sup>4</sup> A ratio of over 75% indicates potential over investment.

<sup>3</sup> [https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.pdf?sfvrsn=d6c24373\\_3](https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.pdf?sfvrsn=d6c24373_3)

<sup>4</sup> *Ibid*

**TABLE 11: REPLACEMENT AND WRITTEN DOWN VALUE 30 JUNE 2019**  
\$ Millions

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	500.10	292.95	58.6%
Goldfields Esperance	1,368.44	657.70	48.1%
Great Southern	1,688.38	804.84	47.7%
Kimberley	604.04	284.89	47.2%
Metropolitan	13,567.95	9,016.66	66.5%
Mid West	1,924.07	1,047.34	54.4%
Pilbara	817.69	400.13	48.9%
South West	4,113.30	2,200.79	53.5%
Wheatbelt North	2,968.55	1,259.40	42.4%
Wheatbelt South	2,013.90	875.69	43.5%
<b>TOTAL</b>	<b>29,566.42</b>	<b>16,840.39</b>	<b>57.0%</b>

State of the road asset data for individual Local Governments is provided in Appendices 5 to 14.  
See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.



## 6. 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 12. The State average is 2.37%. The Metropolitan Region has the best performance of 1.61%, while the Goldfields Esperance Region has the poorest performance (3.55%), with the Gascoyne (3.53%) and Wheatbelt North (3.51%) close behind.

Road asset consumption for the years 2014-15 to 2018-19 is provided in Table 39 in section 21. The State average of 2.37% has decreased slightly from 2.6% in 2014-15 indicating that road assets are being consumed at a slightly lower rate than in 2014-15.

**TABLE 12: ROAD ASSET CONSUMPTION 2018-19**  
\$ Millions

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	394.71	13.93	3.53%
Goldfields Esperance	1,062.44	37.74	3.55%
Great Southern	1,314.45	43.05	3.28%
Kimberley	479.23	16.38	3.42%
Metropolitan	11,977.50	192.68	1.61%
Mid West	1,478.08	50.46	3.41%
Pilbara	666.17	20.30	3.05%
South West	3,564.23	78.91	2.21%
Wheatbelt North	2,279.07	80.04	3.51%
Wheatbelt South	1,551.88	53.84	3.47%
<b>STATE</b>	<b>24,767.76</b>	<b>587.32</b>	<b>2.37%</b>

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

*See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.*

## 7. Expenditure on Local Government roads and bridges

In 2018-19 total spending on local road infrastructure was \$971.8 million. This is a \$10.3 million reduction on the previous year. As expected the Federal funds further declined from the 2014-15 peak, while State funds also decreased (\$10.1 million). There was a significant increase of \$30.96 million in Local Government own source revenue contributions.

Over the five years 2014-15 to 2018-19 the annual total road expenditure has increased by 29.0% from \$753.4 million to \$971.8 million. Note that the State Government grants include flood damage funding; the increase is 15.8% when flood funding is deducted from the expenditure.

2018-19 was the fifth year of the Federal Government's 2014-15 to 2018-19 five year Roads to Recovery Program which was to provide \$307.2 million for local roads in WA. In the 2015-16 Commonwealth budget this allocation was increased to \$468.9 million, and the program was renewed for a further five years from 2019-20 in the 2018-19 Federal Budget. Under current policy 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

**TABLE 13: SOURCES OF ROAD FUNDS 2014-15 TO 2018-19**

\$ Millions

Source	2014-15	2015-16	2016-17	2017-18	2018-19	Total 5 Years	Change over 5 years
Local governments' own funds	417.9	412.6	446.3	476.4	507.4	2,724.1	21.4%
Federal	167.8	258.1	242.4	217.7	190.5	961.4	13.6%
State	155.1	185.2	204.2	275.6	265.5	1,252.9	71.1%
Private	12.6	13.1	11.5	12.5	8.5	90.7	-32.7%
<b>TOTAL</b>	<b>753.4</b>	<b>868.9</b>	<b>904.3</b>	<b>982.2</b>	<b>971.8</b>	<b>5,286.5</b>	<b>29.0%</b>
<b>TOTAL (net of Flood funding)</b>	<b>734.3</b>	<b>819.1</b>	<b>850.7</b>	<b>846.2</b>	<b>850.6</b>	<b>4,887</b>	<b>15.6%</b>

Note that the State Government grants excludes funds allocated to Local Government roads for expenditure by Main Roads WA. Table 13 includes Roads to Recovery, Royalties for Regions and Black Spot funds. A more detailed breakdown of these funds is shown in Table 14.

**TABLE 14: ROADS TO RECOVERY, ROYALTIES FOR REGIONS AND BLACK SPOT FUNDS 2014-15 TO 2018-19**

\$ Millions

Year	Roads to Recovery	Royalties for Regions	Black Spot Federal	Black Spot State	Black Spot Total
2014-15	44.13	5.91	5.01	10.43	15.44
2015-16	131.82	16.71	12.05	9.92	21.97
2016-17	120.85	21.03	9.06	9.36	18.43
2017-18	98.31	5.18	7.70	10.52	18.22
2018-19	56.84	6.29	4.80	9.85	14.65
<b>TOTAL</b>	<b>506.06</b>	<b>70.47</b>	<b>45.10</b>	<b>61.36</b>	<b>106.46</b>

The sources of road funds for 2018-19 for the ten Regional Road Groups are listed in Table 15.

**TABLE 15: SOURCES OF LOCAL GOVERNMENT ROAD EXPENDITURE 2018-19**

\$ Thousands

Region	Federal	State	Private	Local Government	Total
Gascoyne	7,000	21,519	1,731	510	30,760
Goldfields Esperance	19,489	21,892	258	25,902	67,541
Great Southern	16,622	31,138	0	23,359	71,119
Kimberley	11,526	12,064	0	12,177	35,767
Metropolitan	47,887	50,546	4,014	303,578	406,025
Mid West	14,711	40,554	435	29,526	85,226
Pilbara	9,450	15,123	576	19,491	44,640
South West	20,868	23,332	1,183	53,419	98,802
Wheatbelt North	22,133	24,213	49	22,371	68,766
Wheatbelt South	20,839	25,092	214	17,052	63,197
<b>TOTAL</b>	<b>190,525</b>	<b>265,473</b>	<b>8,460</b>	<b>507,385</b>	<b>971,843</b>
<b>PERCENTAGE</b>	<b>19.6%</b>	<b>27.3%</b>	<b>0.9%</b>	<b>52.2%</b>	<b>100.0%</b>
Metropolitan Total	47,887	50,546	4,014	303,578	406,025
Metropolitan: Source of funds as % of Total funds	11.8%	12.4%	1.0%	74.8%	100%
Rural Total	142,638	214,927	4,446	203,807	565,818
Rural: Source of funds as % of Total funds	25.2%	38.0%	0.8%	36.0%	100%

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





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The main points that can be drawn from Table 15 are:

- Local Government provided \$507.4 million from its own resources. This is 52.2 % of all Local Government road expenditure.
- The Federal Government provided \$190.5 million, or 19.6% of all Local Government road expenditure. These funds include Roads to Recovery funds, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission.
- The State Government provided \$265.5 million, or 27.3% of all Local Government road expenditure. State funds include Royalties for Regions grants and Black Spot funds. Funding for reinstatement of flood damage is also included.
- Rural Local Governments have a greater dependency on State and Federal funds. Rural Local Governments receive 63.2% of funds from State and Federal sources compared with 24.2% for the Metropolitan Region.

## 8. 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.

Almost \$12.15 billion has been expended by Local Governments in the 20 years since 1999-2000, including \$8.59 billion on maintenance and renewal. It also includes \$3.56 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 2014-15 to 2018-19 is the basis of Table 16. Note that expenditure on reinstatement of flood damaged roads has been netted out of these figures. Expenditure on maintenance and renewal has increased by 14.6% in the five years between 2014-15 to 2018-19 while expenditure on upgrading and expansion has increased by 19.3%.

**TABLE 16: EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADING AND CAPITAL EXPANSION**  
\$ Millions

	2014-15	2015-16	2016-17	2017-18	2018-19	Change (2014-15 to 2018-19)
Maintenance and renewal of existing roads	544.30	581.01	575.54	584.28	623.89	14.6%
Upgrading and capital expansion	189.99	238.10	275.08	261.94	226.67	19.3%
<b>Total expenditure</b>	<b>734.29</b>	<b>819.11</b>	<b>850.62</b>	<b>846.21</b>	<b>850.56</b>	<b>15.8%</b>
% upgrading and capital expansion	25.9%	29.1%	32.3%	31.0%	26.6%	3.0%

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

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure. This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic. Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 17.

**TABLE 17: CLASSIFICATION OF ROAD EXPENDITURE 2018-19**  
\$ Millions

Region	Maintenance	Renewal	Upgrade	Expansion	Total
Gascoyne	4.12	7.88	2.51	0.04	14.55
Goldfields Esperance	21.03	17.80	17.38	3.21	59.43
Great Southern	39.52	2.44	7.29	1.76	51.00
Kimberley	11.45	3.53	8.14	1.04	24.16
Metropolitan	173.23	115.35	67.75	49.54	405.87
Mid West	45.65	2.30	7.01	2.81	57.77
Pilbara	25.57	-4.89	6.99	1.73	29.40
South West	40.52	30.08	17.59	10.09	98.29
Wheatbelt North	26.82	26.34	9.56	0.51	63.24
Wheatbelt South	27.06	8.08	8.12	3.58	46.85
<b>STATE</b>	<b>414.99</b>	<b>208.90</b>	<b>152.35</b>	<b>74.33</b>	<b>850.56</b>
<b>PERCENTAGE</b>	<b>48.89%</b>	<b>24.56%</b>	<b>17.95%</b>	<b>8.76%</b>	<b>100%</b>

*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 66.6% (\$49.5 million) of the \$87.1 million expenditure on road expansion while the South West (\$10.1 million) was second highest region for expansion, accounting for 13.6%. This reflects the strong population growth and economic activity in these regions.



The \$208.9 million spent on renewal in 2018-19 represents about 0.71% 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 1.12% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$9,080 a kilometre a year compared to \$3,238 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2018-19]

## 9. Flood damage

In 2018-19 a total of \$121.3 million was spent on repairing flood damage, second only to 2017-18 (\$135.9 million) as the largest amount spent in any year. The Local Governments with the largest expenditures on flood damage in 2018-19 were widely dispersed around the State, from the Kimberley, to the Mid-West, Wheatbelt and Great Southern. The Local Governments with the largest expenditures included Upper Gascoyne, Ravensthorpe, Murchison, Ashburton and Port Hedland which together accounted for 46.6% of flood damage expenditure (\$56.5 million) (Table 18). Most of the flood damage repair was reimbursed through DRFA but there is also a component from local government own source revenue.

**TABLE 18: LARGEST EXPENDITURES ON FLOOD DAMAGE 2018-19**  
\$ Millions

Local Government	Flood Damage Expenditure
Upper Gascoyne	16.21
Murchison	13.06
Ravensthorpe	12.45
Ashburton	9.06
Port Hedland	5.70
Laverton	4.91
Derby West Kimberley	4.83
Broome	4.38
Dalwallinu	3.61
Narembeen	3.58
Lake Grace	3.58
Meekatharra	3.55
Corrigin	3.32
Mingenew	3.03
Sandstone	2.77
Gnowangerup	2.53
Morawa	2.46
Menzies	2.23
Quairading	2.17
Other Local Governments	17.84
<b>State Total</b>	<b>121.28</b>

Over \$360 million has been spent reinstating flood damage over the last five years. The Mid-West region is consistently the worst affected region (Table 19), while the South West and Metropolitan regions are consistently the least affected. In the last two years flooding has had a particular impact on the Great Southern and Wheatbelt South regions.

**TABLE 19: REGIONAL EXPENDITURES ON FLOOD DAMAGE 2014-15 TO 2018-19**

\$ Millions

Region	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Gascoyne	0.00	0.00	0.13	8.82	16.21	25.16
Goldfields Esperance	4.92	5.35	2.97	5.55	8.11	25.91
Great Southern	0.00	2.43	7.83	31.93	20.12	62.03
Kimberley	1.78	5.17	0.94	18.91	11.61	38.42
Metropolitan	0.24	1.01	0.21	0.41	0.15	2.02
Mid West	6.99	17.94	30.16	31.36	27.46	113.82
Pilbara	0.17	0.98	2.64	4.46	15.24	23.05
South West	2.67	0.14	1.02	0.11	0.52	4.47
Wheatbelt North	0.24	4.48	4.87	6.50	5.53	20.84
Wheatbelt South	0.97	0.56	2.89	27.88	16.35	46.26
<b>STATE</b>	<b>17.99</b>	<b>38.06</b>	<b>53.67</b>	<b>135.93</b>	<b>121.28</b>	<b>361.97</b>

## 10. 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 2018-19 financial year was \$779.63 million.

A comparison of the estimated required preservation expenditure with actual expenditure shows how well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$623.89 million on road preservation. This is \$155.74 million below the \$779.63 million required to maintain roads at their current condition.





**TABLE 20: SHORTFALL BETWEEN THE REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE**

\$ Thousands

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2014-15	660.64	544.31	116.33
2015-16	688.50	581.01	107.49
2016-17	691.79	575.54	116.25
2017-18	716.73	584.28	132.45
2018-19	779.63	623.89	155.74
<b>Increase 5 years</b>	<b>18.0%</b>	<b>14.6%</b>	<b>33.93%</b>

*Expenditure on preservation excludes repair of flood damage.*

*See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.*

The \$155.7 million shortfall in 2018-19 is \$23.3 million more than in 2017-18. It is clear that the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed in Section 11.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 21 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 21 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

Table 21 shows the preservation performance of the Regions. Overall, the State's performance has again reduced slightly to 79.8% which means that Local Governments spent 79.8% of the amount required to maintain their roads in their current condition. The State performance is

greatly influenced by the high performance of the Metropolitan Region, although this has dropped from 110% in 2015-16 to below 100% for the first time. The preservation performance varies widely between the regions. The Metropolitan Region again achieved the highest performance, having maintained a high performance since these records were introduced in 1993. With the highest performance for 2018-19 of 97.6%, this indicates that 2.4% less than what was required to maintain the roads in their current condition was spent. Performance improved in some non-metropolitan regions including the Gascoyne, Mid-West, and Wheatbelt North whereas the Great Southern, Kimberley, Pilbara and South West, slipped backwards. For the non-metropolitan regions collectively the average performance was maintained at 69%. According to this data, the Wheatbelt South Region had the lowest performance at 49.7%, although it was a big improvement on the previous year (43.7%).

Despite high preservation performance in the Metropolitan Region, road lengths reconstructed and resealed are less than indicated by the expected road life in Table 24. This is because work reported as preservation includes some upgrading.



**TABLE 21: REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE 2018-19**

\$ Millions

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	14,269	12,002	84.1%
Goldfields Esperance	47,040	38,834	82.6%
Great Southern	55,099	41,957	76.1%
Kimberley	17,542	14,978	85.4%
Metropolitan	295,644	288,588	97.6%
Mid West	60,094	47,943	79.8%
Pilbara	25,113	20,682	82.4%
South West	98,960	70,604	71.3%
Wheatbelt North	98,575	53,160	53.9%
Wheatbelt South	67,290	35,139	52.2%
<b>TOTAL</b>	<b>779.627</b>	<b>623.885</b>	<b>80.0%</b>

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

*See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.*

Changes in preservation performance over the longer term between 2014-15 and 2018-19 are set out in Table 22. In 2014-15 the rural regions had a preservation performance of 67%; this has increased to 69.3% in 2018-19. The Metropolitan Region remains high but has decreased from 109% to 97.6%. Six of the nine non-metropolitan regions show increased performance over the long term, however the reduction in metropolitan performance has resulted in a reduction in the State preservation performance from 82% to 80.0% over the five-year period. The Kimberley is currently the second best performing region but the Gascoyne improved by the greatest degree over the five years.

**TABLE 22: PRESERVATION PERFORMANCE 2014-15 TO 2018-19**

Region	2014-15	2018-19	Change
Gascoyne	66.0%	84.1%	18.1%
Goldfields Esperance	80.0%	82.6%	2.6%
Great Southern	65.0%	76.1%	11.1%
Kimberley	82.0%	85.4%	3.4%
Metropolitan	109.0%	97.6%	-11.4%
Mid West	75.0%	79.8%	4.8%
Pilbara	98.0%	82.4%	-15.6%
South West	74.0%	71.3%	-2.7%
Wheat Belt North	53.0%	53.9%	0.9%
Wheat Belt South	51.0%	52.2%	1.2%
<b>TOTAL</b>	<b>82.0%</b>	<b>80.0%</b>	<b>-2.0%</b>
Metropolitan	109.0%	97.6%	-11.4%
Non Metropolitan	67.0%	69.3%	2.3%

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

*See Note on page 10 regarding impact of cost updates on calculated 2018-19 values.*

## 11. Capacity to fund road preservation needs

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

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<sup>5</sup>, State direct grants, and that portion of the State road project grants allocated to preservation.

Revenue capacity is made up of the Financial Assistance Grants (FAGs) and Local Governments' own revenue capacity as assessed each year by the WA Local Government Grants Commission. The Commission assesses each Local Government's revenue capacity taking into

account residential, commercial and industrial rates in urban areas, and agricultural, pastoral and mining rates in rural areas, as well as investment revenue. The assessments are made by developing models of average capacity based on actual revenues together with data on valuations, number of assessments or leases etc. These assessments are objective measures of capacity; actual revenues may be higher or lower and depend on council policy.

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 22% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2018-19 they spent 20.7% of their estimated revenue capacity on roads generally, with 16.3% 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 23.

<sup>5</sup> Historically, 63% of the Roads to Recovery funds have been allocated to maintenance and renewal State wide.

**TABLE 23: PERCENTAGE OF REVENUE CAPACITY REQUIRED TO MEET NET PRESERVATION NEEDS COMPARED TO ACTUAL EXPENDITURE PERCENTAGE 2018-19**

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	91.9%	2.2%	2.8%
Goldfields Esperance	58.6%	23.7%	32.4%
Great Southern	55.6%	26.5%	29.7%
Kimberley	48.6%	30.1%	30.2%
Metropolitan	8.3%	13.9%	18.3%
Mid West	65.9%	33.2%	34.8%
Pilbara	32.0%	22.9%	26.6%
South West	23.8%	14.9%	20.8%
Wheatbelt North	82.5%	20.6%	23.0%
Wheatbelt South	95.2%	24.1%	30.2%
<b>STATE</b>	<b>22.0%</b>	<b>16.3%</b>	<b>20.7%</b>

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



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

The table shows that Local Governments in Wheatbelt South would have to spend 95.2% of their total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. They were able to spend only 24.1% of their total revenue capacity on preservation. In the Gascoyne, preservation expenditure equated to only

2.2% of revenue capacity, as these Local Governments spent relatively little of their own funds on preservation. Local Governments in the Metropolitan Region would have to spend only 8.3% to preserve the road network at the current standard; their total road expenditure accounted for 13.9% of revenue capacity. Up to 2018-19 it was the only region where expenditure on preservation from own resources exceeded the requirement for preservation, but that was not the case in 2018-19 (Table 21).

The large differences in the table explain some of the variations in the preservation performance in Table 21. These differences indicate that the current grant arrangements do not properly reflect the differing road expenditure needs of the regions.

## 12. 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 24: RENEWAL OF ROADS WITHIN BUILT UP AREAS 2018-19**

Treatment	Lane km Treated	% Treated each year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- Reconstruction of sealed roads	45.0	0.18%	554.6	75
- Resealing	455.0	1.80%	55.2	15 to 30
Outside Metropolitan Region				
- Reconstruction of sealed roads	109.0	1.13%	89.0	60
- Resealing	289.0	2.84%	35.2	12 to 15

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

**TABLE 25: RENEWAL OF ROADS OUTSIDE BUILT UP AREAS 2018-19**

Treatment	Length Treated	% Treated each year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	497	1.17%	85.8	60
Resealing of sealed roads (lane km)	1,467	3.40%	29.4	12 to 15
Resheeting of gravel roads (km)	1,824	3.36%	29.8	20

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

The estimated life was derived from available data and through consultation with Main Roads and Local Government engineers. Essentially the data in the table means that Local Governments collectively are not renewing sufficient lengths of road each year. The implied life has improved in three categories since 2014-15 and remained about the same in three categories. The position has however deteriorated for reconstruction of sealed roads in the Metropolitan Region, where with the low percentage treated it would take 555 years to reconstruct the complete network whereas the estimated life is only 75 years.

## 13. Road age

Main Roads maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 26. Road ages are used in calculating the written down values in this report.

**TABLE 26: AGES OF SEALED LOCAL ROADS 2018-19**

Region	Length km	Roads in Built Up Areas			Roads Outside Built up Areas		
		Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	31	13	13	427	21	12
Goldfields Esperance	463	33	21	23	1,211	27	20
Great Southern	510	33	23	26	2,629	32	19
Kimberley	223	40	21	12	573	30	16
Metropolitan	11,322	42	22	23	2,464	33	22
Mid West	486	30	17	17	2,619	23	15
Pilbara	461	33	37	16	290	29	22
South West	1,980	34	24	17	4,134	32	22
Wheatbelt North	505	36	24	17	6,161	39	23
Wheatbelt South	234	43	28	17	3,631	33	21
Estimated road life		60-75	15-20	20-25		55	15-20
Optimal age		30-37.5	7.5-10	10-12.5		27.5	7.5-10

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

The road ages are provided by Main Roads and are based on historical records, some of which are very old. The optimal ages in Table 26 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 53 years and for the City of Vincent 62 years compared to the Metropolitan average of 41 years in Table 26. For the City of Wanneroo it is only 22 years.

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

## 14. 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 27.

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 62.3%, a reduction on the previous year (67.1%), and lower than five years ago (72.4% in 2014-15). The Metropolitan Region is spending 72.3% of its annual life cycle cost; Kimberley is the best performing region (82.3%). The worst performing regions, according to this data, are Goldfields Esperance (44.3%) and Mid West (45.3%).

TABLE 27: SUSTAINABILITY OF SEALED ROADS 2018-19

\$ Thousands

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	7,337	5,448	74.3%
Goldfields Esperance	16,347	7,241	44.3%
Great Southern	28,217	16,845	59.7%
Kimberley	12,357	10,166	82.3%
Metropolitan	191,987	138,832	72.3%
Mid West	30,657	13,882	45.3%
Pilbara	13,643	7,800	57.2%
South West	67,563	38,411	56.9%
Wheatbelt North	52,732	26,381	50.0%
Wheatbelt South	29,161	15,332	52.6%
<b>STATE</b>	<b>450,000</b>	<b>280,338</b>	<b>62.3%</b>

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

## 15. Road condition surveys

Road condition data is an essential requirement in road management. This data was not previously available, but good progress continues to be made in collecting this data as shown in Table 28. The table shows the length of sealed roads for which road condition data is now available. Local Governments now have access to current road condition data for almost two thirds of their sealed local roads.

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

TABLE 28: PERCENTAGE OF SEALED ROADS SURVEYED IN THE PRECEDING 5 YEARS

Percentage by Length

Region	Percentage Surveyed				
	2014	2015	2016	2017	2018
Gascoyne	60	44	46	46	36
Goldfields Esperance	14	38	35	35	69
Great Southern	48	72	71	70	73
Kimberley	62	75	75	73	53
Metropolitan	82	81	84	72	78
Mid West	51	70	67	62	37
Pilbara	43	94	92	100	100
South West	81	82	74	74	68
Wheatbelt North	54	62	86	86	80
Wheatbelt South	47	59	66	62	62
<b>STATE</b>	<b>64</b>	<b>71</b>	<b>75</b>	<b>71</b>	<b>65</b>

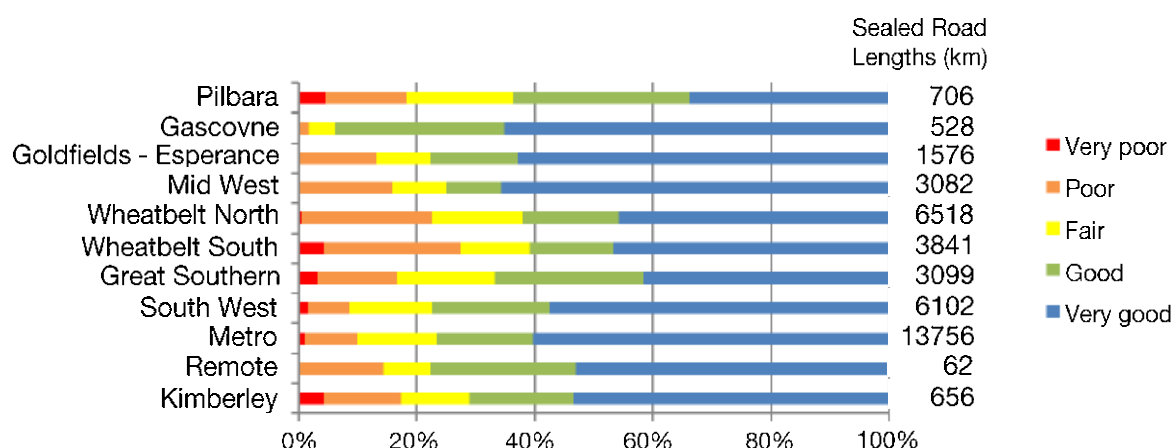
Source: RAMM database 25 October 2018.

Note data excludes 17 non RAMM subscriber Local Governments.



**Figure 11**

**State Level Surface Condition Index for Sealed Roads (2018)**



## 16. Road expenditure from Local Governments' own resources

Expenditure on roads from Local Governments' own resources comprises:

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

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

The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure

effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity. Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity (see section 11). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 29 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

**TABLE 29: LOCAL GOVERNMENT ROAD EXPENDITURE 2018-19**

Region	Total Local Government Road Expenditure (\$ Millions)	Road Expenditure from Local Governments' Own Resources			
		Road Expenditure (\$ Millions)	% of Total Road Expenditure	% of Councils' Revenue Capacity	Expenditure per person (\$)
Gascoyne	14.55	0.51	3.5%	2.8%	54
Goldfields Esperance	59.43	25.90	43.6%	32.2%	478
Great Southern	51.00	23.36	45.8%	30.6%	374
Kimberley	24.16	12.18	50.4%	30.2%	338
Metropolitan	405.87	303.58	74.8%	18.3%	155
Mid West	57.77	29.53	51.1%	34.9%	558
Pilbara	29.40	19.49	66.3%	26.6%	316
South West	98.29	53.42	54.4%	20.7%	186
Wheatbelt North	63.24	22.37	35.4%	22.8%	433
Wheatbelt South	46.85	17.05	36.4%	30.8%	771
<b>TOTAL</b>	<b>850.56</b>	<b>507.39</b>	<b>59.7%</b>	<b>20.7%</b>	<b>196</b>

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

The main points that can be drawn from Table 29 are:

- Local Governments provided 59.7% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 20.7% of the Local Government revenue capacity over the State, although this was markedly lower in the Gascoyne region (see Table 29).
- Local Governments in the Metropolitan Region provided 74.8% 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 better state than roads elsewhere.
- The Metropolitan Region accounts for \$303.58 million or 59.8% of the total amount of \$507.39 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economy of scale.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 30.

More detail is included Appendix 21.



Landsdale Road, Landsdale

**TABLE 30: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES**

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

Region		Local Government	% of Revenue Capacity
Gascoyne	Highest	Upper Gascoyne	6.6%
		Camarvon	3.0%
	<b>Average</b>		2.8%
		Exmouth	0.6%
	Lowest	Shark Bay	0.5%
Goldfields Esperance	Highest	Esperance	52.4%
		Laverton	46.4%
		Kalgoorlie Boulder	31.6%
		Coolgardie	27.7%
	<b>Average</b>		32.2%
		Wiluna	19.2%
		Dundas	11.5%
Great Southern		Ngaanyatjarraku	5.2%
	Lowest	Leonora	4.7%
	Highest	Cranbrook	49.3%
		Gnowangerup	41.5%
		Albany	33.4%
Kimberley		Ravensthorpe	30.9%
	<b>Average</b>		30.6%
		Katanning	23.9%
		Denmark	17.5%
	Lowest	Kent	12.9%
Metropolitan	Highest	Derby West Kimberley	46.2%
		Broome	37.5%
	<b>Average</b>		30.2%
		Wyndham East Kimberley	14.0%
	Lowest	Halls Creek	10.7%
	Metropolitan	Highest	Swan
		Nedlands	26.4%
		Mundaring	25.1%
		Serpentine Jarrahdale	23.6%
		Perth	23.4%
		Bassendean	23.3%
<b>Average</b>			18.3%
		Armadale	11.0%
		Wanneroo	10.2%
		Fremantle	9.7%
Metropolitan		Belmont	9.3%
	Lowest	Cottesloe	5.9%



**TABLE 30 CONTINUED: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES**

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

Region		Local Government	% of Revenue Capacity
Mid West	Highest	Sandstone	88.4%
		Irwin	53.3%
		Meekatharra	51.3%
		Cue	49.6%
	<b>Average</b>		34.9%
	Lowest	Northampton	9.9%
		Mount Magnet	7.7%
		Perenjori	6.0%
Morawa		3.6%	
Mingenew		3.4%	
Pilbara	Highest	Port Hedland	39.3%
		Karratha	32.3%
	<b>Average</b>		23.0%
	Lowest	East Pilbara	11.0%
South West	Highest	Dardanup	27.8%
		Harvey	26.5%
		Capel	26.3%
		Donnybrook-Balingup	25.6%
		Manjimup	25.3%
	<b>Average</b>		20.7%
	Lowest	Boddington	16.5%
		Nannup	15.2%
		Bridgetown Greenbushes	15.0%
		Mandurah	14.2%
Waroona		12.9%	
Lowest	Collie	11.1%	
Wheatbelt North	Highest	Dowerin	35.9%
		Northam	35.4%
		Goomalling	33.5%
		Toodyay	32.2%
	<b>Average</b>		22.8%
	Lowest	Gingin	14.9%
		Westonia	12.6%
		Yilgam	9.2%
		Trayning	9.0%
		Mount Marshall	8.7%
Wyalkatchem		6.6%	
Wheatbelt South	Highest	Kondinin	82.5%
		Wandering	59.0%
		Beverley	39.4%
		Cuballing	39.0%
		Pingelly	38.4%
	<b>Average</b>		30.8%
	Lowest	Brookton	21.5%
		Kulin	18.7%
		West Arthur	14.6%
		Lake Grace	14.4%
Bruce Rock		13.0%	
Lowest	Wagin	11.7%	

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

- Expenditure averaged 20.7% of Local Government revenue capacity over the State.
- Sandstone (88.4%) and Kondinin (82.5%) expended the highest proportion of their notional revenue capacity on roads.
- 78 Local Governments spent more than the average (20.7%), while 59 spent less than the average.
- 18 Local Governments spent less than 10% of their revenue capacity on roads (down from 25 in 2017-18).

Every Local Government has appeared to spend some of their own-source revenue on roads (although the relevant data was missing for a couple). 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. In such circumstances WALGA discusses the matter with the Local Governments concerned.

Table 31 presents Local Governments' own source road expenditure between 2014-15 and 2018-19 for each of the Regional Road Groups. Expenditure for the State increased by 21.4% from \$417.93 million in 2014-15 to \$507.39 million in 2018-19. The expenditure increased in all regions except Gascoyne, where road expenditure from own resources decreased by 80.4%.

**TABLE 31: TOTAL ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES  
2014-15 to 2018-19**  
\$ Millions

Region	2014-15	2015-16	2016-17	2017-18	2018-19	5 year Change
Gascoyne	2.61	2.59	1.90	1.87	0.51	-80.4%
Goldfields Esperance	20.93	16.87	18.42	24.35	25.90	23.8%
Great Southern	15.54	13.98	22.18	22.47	23.36	50.3%
Kimberley	6.43	5.29	7.64	7.59	12.18	89.3%
Metropolitan	265.47	279.11	290.54	287.38	303.58	14.4%
Mid West	20.92	19.24	18.44	24.58	29.53	41.1%
Pilbara	12.63	10.72	12.52	17.43	19.49	54.3%
South West	45.62	37.54	44.91	52.90	53.42	17.1%
Wheatbelt North	16.74	16.97	19.29	23.97	22.37	33.7%
Wheatbelt South	11.04	10.24	10.42	13.89	17.05	54.5%
<b>STATE</b>	<b>417.93</b>	<b>412.55</b>	<b>446.26</b>	<b>476.43</b>	<b>507.39</b>	<b>21.4%</b>

*The change is calculated over the 5 years 2014-15 to 2018-19.*

*Statistics for individual Local Governments for the twelve years 2007-08 to 2018-19 are provided in Appendix 21.*



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 32).

The majority of Local Government's own source funds are spent on maintenance and renewal (86.8%). Only 9.3% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 64.3% of all Local Government maintenance expenditure, and 63.0% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade and expansion works, as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

**TABLE 32: ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES 2018-19**  
\$ Thousands

	Maintenance	Renewal	Upgrade	Expansion	TOTAL
Expenditure of Local Government funds	267,038	131,705	65,321	42,950	507,014
% share of Local Government funds	58.1%	28.7%	14.2%	9.3%	100.0%
% share of Category expenditure	64.3%	63.0%	42.9%	57.8%	59.6%
Total Category expenditure	414,985	208,990	152,346	74,327	850,558

*Expenditure excludes flood damage.*

## 17. Expenditure by class of road

Each class of road has its own expenditure needs. Table 33 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.

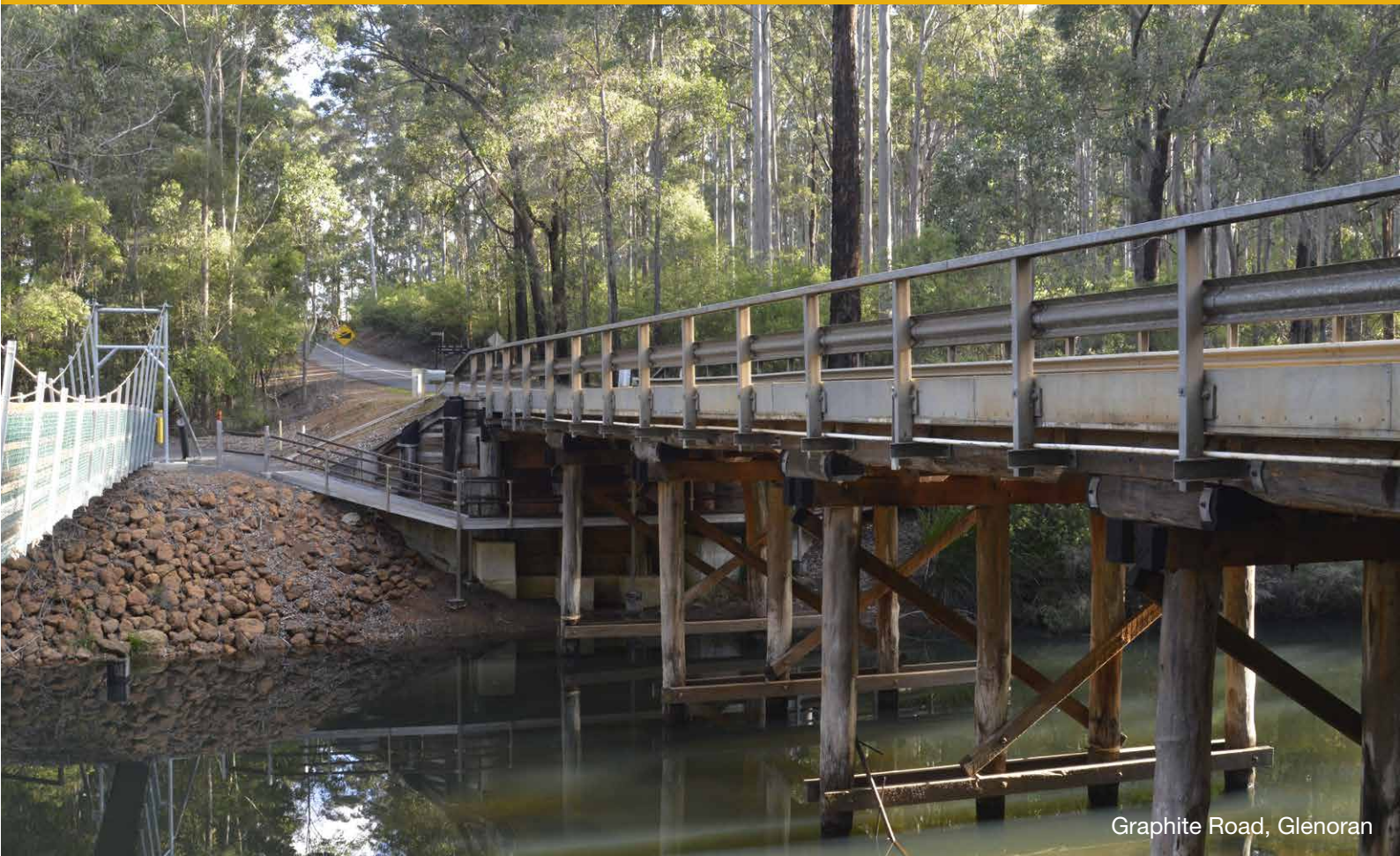
**TABLE 33: EXPENDITURE ON PRESERVATION PER KILOMETRE OF ROAD 2018-19**

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	13,298	4,254	12,303	573
Goldfields Esperance	8,722	1,081	3,739	1,505
Great Southern	10,336	2,143	5,206	497
Kimberley	16,656	2,261	5,353	5,669
Metropolitan	10,897	4,415	6,302	4,887
Mid West	13,466	2,494	5,477	884
Pilbara	10,994	774	7,443	140
South West	8,094	3,004	2,801	659
Wheatbelt North	7,486	2,097	1,895	584
Wheatbelt South	8,964	1,769	2,862	167
<b>STATE</b>	<b>10,508</b>	<b>2,332</b>	<b>4,140</b>	<b>1,085</b>

*Expenditure per kilometre is calculated by dividing the total preservation expenditure on a road category by the length of roads in the category. Statistics for individual Local Governments are provided in Appendices 5 to 14.*

*Expenditure includes flood damage; it is not possible to nett this out as more detailed information is not available.*





Local Governments provided expenditure data for bridges on local roads (Table 34). The expenditure is mainly sourced from Commonwealth Financial Assistance Grants (FAG) Special Project allocations and Roads to Recovery grants and Main Roads grants. The expenditure on preservation comprises major maintenance and rehabilitation projects.

**TABLE 34: EXPENDITURE ON LOCAL GOVERNMENT BRIDGES 2018-19**

Region	Preservation	Upgrade and Expansion	Total
	\$	\$	\$
Gascoyne	4,000	0	4,000
Goldfields Esperance	0	0	0
Great Southern	1,332,000	978,000	2,310,000
Kimberley	0	4,646,000	4,646,000
Metropolitan	2,174,000	5,366,000	7,540,000
Mid West	609,000	7,000	616,000
Pilbara	709,000	234,000	943,000
South West	5,429,000	4,181,000	9,610,000
Wheatbelt North	685,000	286,000	971,000
Wheatbelt South	5,323,000	0	5,323,000
<b>STATE</b>	<b>16,265,000</b>	<b>15,698,000</b>	<b>31,963,000</b>

*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.*

The expenditure of \$16.3 million on bridge preservation (up from \$13.7 million in 2017-18) is 0.95% of the current replacement value of \$1.711 billion for Local Government bridges in the state.

The bridge expenditure for 2018-19 includes one large project (\$4.5 million) in the Kimberley, a bridge replacement on Weaber Plain Road in the Shire of Wyndham East Kimberley.

## 18. Bridge age and condition

Main Roads WA undertakes structural bridge inspections on behalf of Local Government and this information is used to prioritise funding for remedial and replacement works. Table 35 provides a guide to the condition of bridges across WA. While the majority of the bridges are in good to very good condition, a significant number of timber bridges in the South West and Wheatbelt regions are in a poor to fair condition.

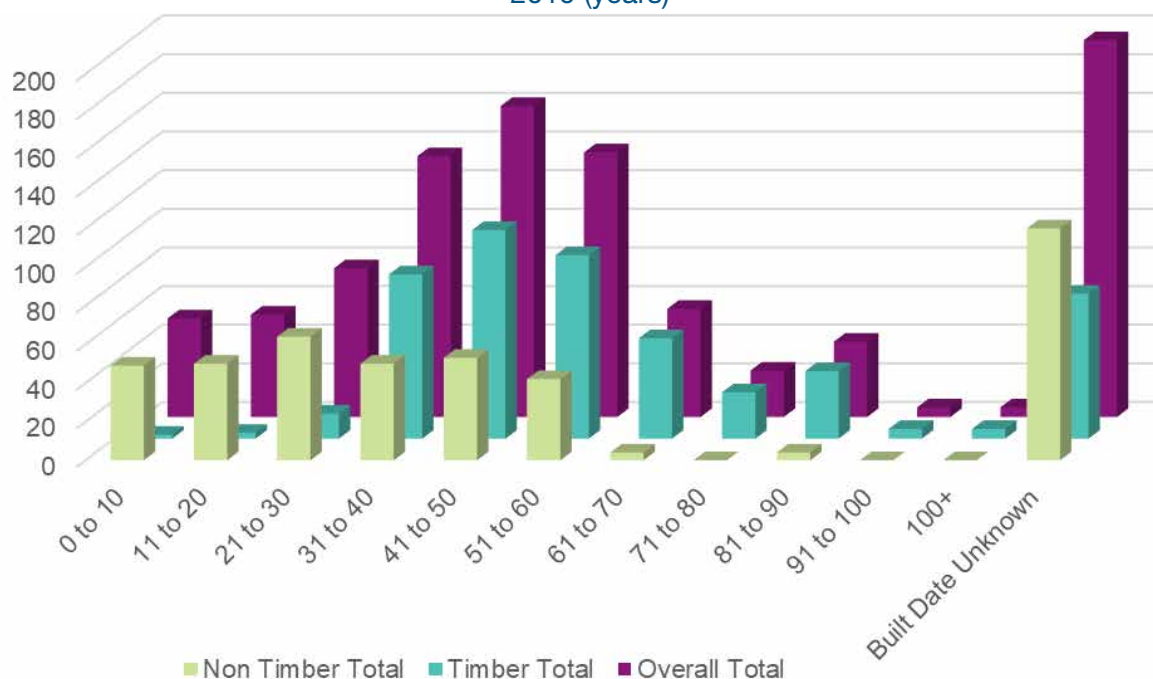
**TABLE 35: BRIDGE CONDITION 2019**

Bridge Type	Region Name	Not Calculated	Very Good	Good	Fair	Poor
Non Timber	Goldfields - Esperance	4	0	0	0	0
	Great Southern	15	0	0	0	0
	Kimberley	13	0	0	0	0
	Metropolitan	114	2	1	0	0
	Mid West-Gascoyne	21	2	2	0	0
	Pilbara	29	1	0	0	0
	South West	86	0	6	0	0
	Wheatbelt	134	5	1	0	0
	<b>Total - Non Timber</b>	<b>416</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>
Timber	Great Southern	13	0	38	3	0
	Metropolitan	14	0	20	6	0
	Mid West-Gascoyne	2	0	0	0	0
	South West	44	2	138	21	1
	Wheatbelt	43	2	124	29	2
		<b>Total - Timber</b>	<b>116</b>	<b>4</b>	<b>320</b>	<b>59</b>
<b>Overall</b>	<b>Total</b>	<b>532</b>	<b>14</b>	<b>330</b>	<b>59</b>	<b>3</b>
		57%	43%			

*The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission. It is not possible to establish the condition of some bridges because of the difficulties of accessing the underside for inspection.*

Nearly 76% of bridges (for which an age is known) are more than 30 years old (Table 36). Incredibly 36% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 97% of timber bridges more than 30 years old, and 60% of timber bridges in the Wheatbelt more than 50 years old. The figures in the South-West are only slightly better, at 95% and 39% respectively.

**Figure 12**  
Age of Local Government Bridges  
2019 (years)






**TABLE 36: BRIDGE AGE (years)**  
(November 2019 data)

Bridge Type	Region Name	Total No. of Bridges	0 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	100+	Built Date Unknown
Non Timber	Goldfields - Esperance	4	1	0	0	1	1	1	0	0	0	0	0	0
	Great Southern	15	7	3	0	0	0	2	0	0	0	0	0	3
	Kimberley	13	1	0	0	0	4	6	0	0	1	0	0	1
	Metropolitan	117	4	18	25	20	25	10	0	0	0	0	0	15
	Mid West-Gascoyne	25	5	1	1	3	2	11	1	0	0	0	0	1
	Pilbara	30	5	0	1	5	9	1	0	0	1	0	0	8
	South West	92	24	17	13	9	2	0	0	0	1	0	0	26
	Wheatbelt	140	2	11	24	12	10	11	3	0	1	0	0	66
	<b>Total</b>	<b>436</b>	<b>49</b>	<b>50</b>	<b>64</b>	<b>50</b>	<b>53</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>120</b>
Timber	Great Southern	54	0	0	1	14	9	11	6	1	2	0	0	10
	Metropolitan	40	0	0	2	7	2	8	9	3	3	0	0	6
	Mid West-Gascoyne	2	1	0	0	1	0	0	0	0	0	0	0	0
	South West	206	1	3	5	36	58	35	15	6	9	2	0	36
	Wheatbelt	200	0	0	5	27	39	41	22	14	21	3	5	23
	<b>Total</b>	<b>502</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>85</b>	<b>108</b>	<b>95</b>	<b>52</b>	<b>24</b>	<b>35</b>	<b>5</b>	<b>5</b>	<b>75</b>
<b>Overall Total</b>	<b>938</b>	<b>51</b>	<b>53</b>	<b>77</b>	<b>135</b>	<b>161</b>	<b>137</b>	<b>56</b>	<b>24</b>	<b>39</b>	<b>5</b>	<b>5</b>	<b>195</b>	

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

## 19. Heavy vehicle access to the road network

**TABLE 37: HEAVY VEHICLE ACCESS TO THE ROAD NETWORK**

Network	Description	Length of Local Government Roads (km)	Percent of Local Government Road Network (%)	Percent of the Total road Network (excl roads in National Parks)
All roads		127,304	100	87.3
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes	30,844	24.2	21.1
				
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes	69,568	54.7	47.7
				
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes	72,956	57.3	50.0
				
Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks	Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group	10,672	8.4	7.3

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



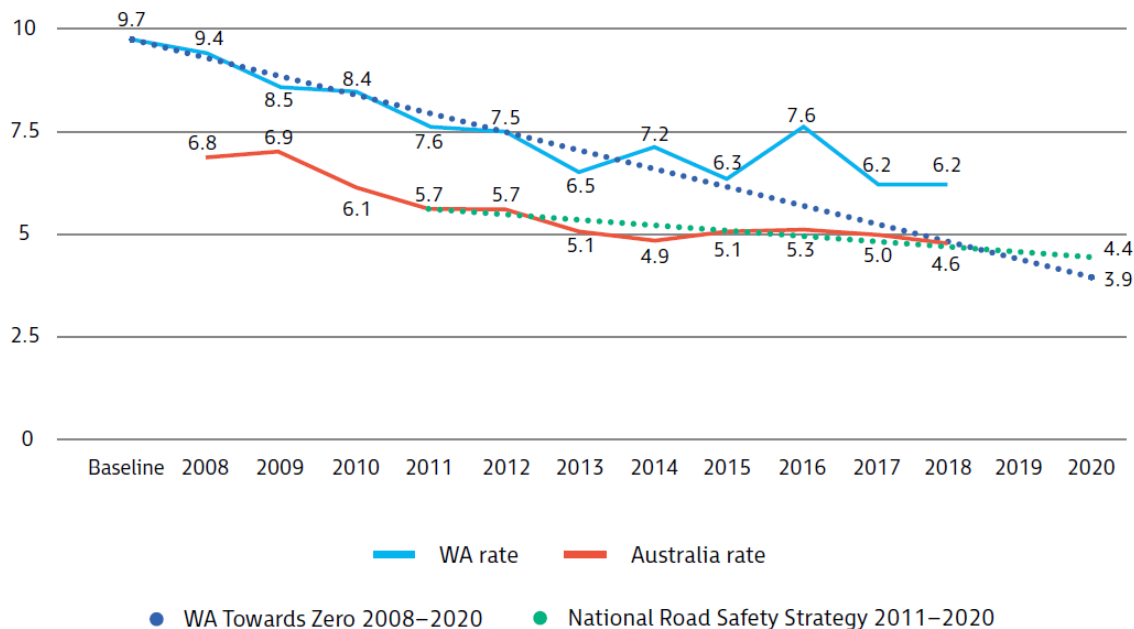
The above table shows the extent of Local Government managed roads that form part of the RAV3, 4 and 7 networks and the Concessional Level 3 network. The RAV 3 and 4 networks give access to double road trains while the RAV 7 network accommodates triple road trains. More than 50% of Local Government Roads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

## 20. Regional and Local Government road safety statistics

In 2018, there were 161 fatalities in reported road crashes in Western Australia. This represented a 6.4% reduction compared with the preceding five-year average of 172. These reductions occurred at a time when the population and the numbers of registered motor vehicles and licensed drivers and riders were increasing.

The WA fatality rate per 100,000 persons in 2018 was 6.2, which was unchanged from the previous year. This was lower than the baseline rate (2005-2007 average: 9.7) before implementation of the State Government’s Road Safety Strategy Towards Zero 2008-2020. Despite this reduction, WA’s fatality rate is higher than the trend needed if WA is to meet the ambitions of the Towards Zero Road Safety Strategy (estimated to be 3.9 fatalities per 100,000 persons by 2020) and higher than the national average (4.6).

**Figure 13**  
Fatality rates per 100,000 population<sup>6,7</sup>



<sup>6</sup> Denominators from Australian Bureau of Statistics. (2018). *Australian demographic statistics, Australia, September 2018* (Catalogue No. 3101.0). Retrieved from <http://www.abs.gov.au/ausstats/abs@.nsf/mf/3101.0>

<sup>7</sup> Department of Infrastructure, Regional Development and Cities (BITRE). *Australian Road Deaths Database, December 2017*. Retrieved from [https://bitre.gov.au/statistics/safety/files/BITRE\\_ARDD\\_Fatalities\\_December\\_2017.xlsx](https://bitre.gov.au/statistics/safety/files/BITRE_ARDD_Fatalities_December_2017.xlsx)

(Source: 2018 Preliminary summary of fatalities on Western Australian roads, p. 10, Road Safety Commission, April 2020)

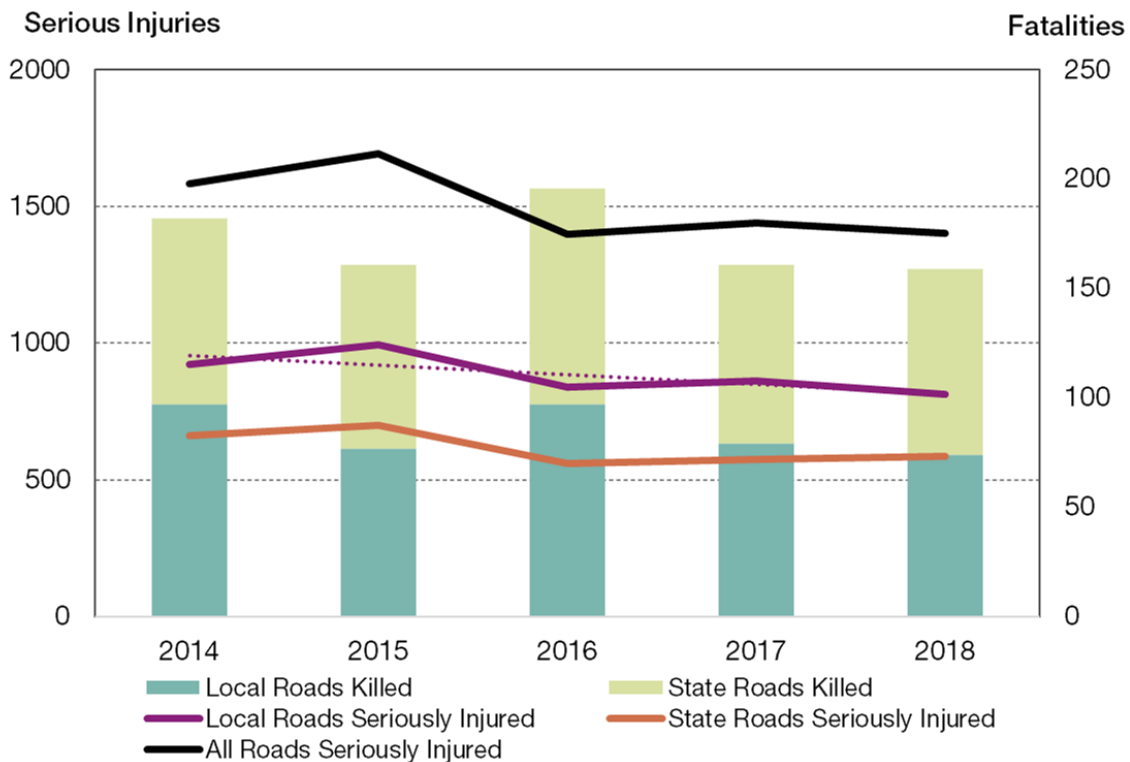


Grey Street East, Albany

Over the past five years, 49% of people killed and 59% of people seriously injured in road crashes in Western Australia were on Local Government roads. There continues to be a downward trend in the number of deaths and serious injuries on Local Government roads in the past five years.

**Figure 14**

Number of People Killed and Seriously Injured in Road Crashes



(Source: Road Safety Commission, Road Safety Information Centre, 28 April 2020)

**TABLE 38: NUMBER OF PEOPLE KILLED AND SERIOUSLY INJURED IN ROAD CRASHES ON LOCAL GOVERNMENT ROADS 2013 TO 2018**

Region	Killed	Seriously Injured	Killed and Seriously Injured	Population	Average Annual Fatality Rate	Average Annual KSI Rate
Gascoyne	5	36	41	9,277	9.0	73.7
Goldfields-Esperance	22	165	187	53,489	6.9	58.3
Great Southern	18	124	142	62,551	4.8	37.8
Kimberley	16	115	131	35,901	7.4	60.8
Metropolitan	264	4165	4429	1,982,315	2.2	37.2
Mid-West	19	109	128	52,257	6.1	40.8
Pilbara	6	128	134	62,093	1.6	36.0
South West	88	575	663	290,189	5.1	38.1
Wheatbelt North	40	216	256	51,569	12.9	82.7
Wheatbelt South	30	127	157	21,868	22.9	119.7
<b>STATE</b>	<b>508</b>	<b>5760</b>	<b>6268</b>	<b>2,621,509</b>	<b>3.2</b>	<b>39.8</b>

Fatality and KSI rates expressed per 100,000 population.

(Source: Australian Bureau of Statistics, Regional Population Growth, Estimated Resident Population, Local Government Areas, Western Australia, March 2019; and Road Safety Commission, Road Safety Information Centre, 10 April 2019 and 28 April 2020)

Averaged over the past six years, the rate of people killed and seriously injured in road crashes on Local Government roads, expressed relative to population, has been lowest in the Pilbara Region followed by the Metropolitan Region and Great Southern Region. On average the lowest rate of fatalities per year was in the Pilbara Region at 1.6 per 100,000 population.

## 21. National performance measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 39 for five years 2014-15 to 2018-19.

**TABLE 39: NATIONAL PERFORMANCE MEASURES WA**

	<b>Performance Measure</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>
A	State of road asset – service potential remaining %	58.0	58.0	60.0	57.0	57.0
B	Expenditure on roads and bridges \$ millions	\$753.4	\$868.9	\$904.3	\$982.15	\$971.84
C	Expenditure on sealed roads \$ per km	\$11,093	\$11,768	\$11,814	\$11,804	\$11,711
D	Expenditure on unsealed roads \$ per km	\$1,639	\$2,094	\$1,963	\$3,041	\$3,305
E	Road asset consumption	2.5%	2.4%	2.5%	2.38%	2.37%
F	Sustainability sealed roads	67.7%	70.9%	68.5%	66.4%	62.3%
G	Road safety sealed roads – fatalities per 1000 km per year	1.99	1.81	2.13	1.73	1.58
H	Road safety unsealed roads – fatalities per 1000 km per year	0.15	0.06	0.13	0.05	0.09

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

- A. State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in section 5.
- B. Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C. Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 33], but expresses it in \$ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of \$ per kilometre because it takes account of road width.
- D. Expenditure on unsealed roads \$ per km [Table 33].
- 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.









# COSTS USED IN CALCULATING VALUATIONS

2018-2019



## Appendix 1

### REPLACEMENT COSTS

Costs are in 2018-19 prices

\$ per kilometre

Region	Residential Streets		Roads Outside Built up Areas		
	Sealed 7.0 m wide		Sealed 6.0 m wide	Gravel	Formed
Gascoyne	389,000	- 456,000	352,818	67,220	35,743
Goldfields Esperance	360,000	- 421,000	334,370	68,027	33,437
Great Southern	353,000	- 412,000	309,004	61,801	29,978
Kimberley	530,000	- 616,000	499,249	74,484	40,355
Metropolitan	550,000	- 591,000	413,927	84,169	41,508
Pilbara	496,000	- 576,000	476,189	73,100	33,437
Midwest	341,000	- 399,000	305,545	62,262	29,978
Southwest	429,000	- 482,000	380,490	68,027	34,590
Wheatbelt North	327,000	- 386,000	288,250	61,109	29,978
Wheatbelt South	334,000	- 392,000	292,862	59,956	29,978

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

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

Kerbing costs \$48,000 to \$69,000 per kilometre, increasing up to \$86,000 in the north of the State.

Concrete footpaths cost \$101,000 to \$115,000 per kilometre, increasing up to \$150,000 in the north of the State.

Dual use paths cost \$110,000 to \$131,000, increasing up to \$173,000 in the north of the State.

#### Local distributor roads

The replacement cost in the Metropolitan Region is \$565,000 per km for a 7.0 m asphalt seal.

### ROAD PRESERVATION COSTS

Costs are in 2018-19 prices

#### Sealed Roads within Built up Areas

\$ per kilometre

Region	Residential Streets Sealed 7.0 m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,113	69,031	300,000 - 364,000
Goldfields Esperance	2,843	50,200 - 70,400	270,000 - 331,000
Great Southern	2,531	47,312	245,000 - 305,000
Kimberley	3,492	83,824	353,000 - 444,000
Metropolitan	3,154	44,612	223,000 - 258,000
Pilbara	3,357	69,266	337,000 - 418,000
Midwest	2,491	47,312	245,000 - 305,000
Southwest	3,113	44,612	270,000 - 323,000
Wheatbelt North	2,491	47,312	239,000 - 296,000
Wheatbelt South	2,612	47,312	242,000 - 300,000

## Sealed Roads Outside Built up Areas

Costs are in 2018-19 prices

\$ per kilometre

Region	Roads Sealed 6.0 m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	2,313	59,170	309,936
Goldfields Esperance	2,125	42,700 - 69,000	273,542
Great Southern	1,878	40,620	260,628
Kimberley	2,583	71,849	374,506
Metropolitan	2,348	38,038	342,808
Pilbara	2,501	59,170	380,376
Midwest	1,855	40,620	250,062
Southwest	2,313	38,038	308,762
Wheatbelt North	1,855	40,620	244,192
Wheatbelt South	1,937	40,620	246,540

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

## ROAD PRESERVATION COSTS

## Unsealed Roads Outside Built up Areas

Costs are in 2018-19 prices

\$ per kilometre

Region	Gravel Roads		Formed Roads	
	Routine maintenance Annual	Resheeting Every 20 years	Routine maintenance Annual	Reformation Every 5 years
Gascoyne	1,244	32,285	751	9,157
Goldfields Esperance	1,139	32,872	716	7,161
Great Southern	1,086	30,524	693	4,813
Kimberley	1,315	32,402	939	10,683
Metropolitan	1,409	36,394	939	5,870
Pilbara	1,268	38,038	798	9,862
Midwest	1,139	31,228	716	4,813
Southwest	1,354	30,524	857	5,987
Wheatbelt North	1,139	30,054	716	4,813
Wheatbelt South	1,233	28,880	716	4,813





# STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

2018-2019

## Appendix 2

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	

# FORMULAE USED IN THIS REPORT

2018-2019



## 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

# EXPLANATION OF TERMS

2018-2019

## Appendix 4

### Explanation of Terms: Maintenance, Capital Renewal, Capital Upgrade, and Capital Expansion

**Unformed Road** - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

#### **Roads**

- Grading unsealed roads
- Grading shoulders on sealed roads
- Patching potholes
- Repairing seal edges
- Repairing culverts and end walls
- Repairing drainage associated with a road
- Clearing culverts and drainage systems associated with a road
- Painting and replacing guide posts
- Sweeping pavements

#### **Bridges**

- Repairs to bridge components and surface
- Clearing firebreaks
- White ant protection
- Tightening bolts
- Painting handrails
- Bridge inspection

#### **Ancillary**

- Lighting including power costs
- Road signals and signs including street signs
- Road marking
- All other traffic management devices
- Footpaths and dual use paths
- Road verges (including care and watering of trees)

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

Expenditure in this category includes:

#### **Roads**

- Resealing aggregate and asphalt seals
- Regravelling existing gravel roads
- Reforming existing formed roads
- Reconstructing roads to existing standards (may include widening less than lane width)
- Reconstructing shoulders on sealed roads
- Replacing cattle grids
- Replacing culverts
- Replacing kerbs



### **Bridges**

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

### **Ancillary**

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

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

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

Expenditure in this category includes:

### **Roads**

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

### **Bridges**

- Widening a bridge
- Strengthening a bridge to accommodate higher axle loads

### **Ancillary**

Upgrading or adding to existing:

- Street lighting
- Road signals and signs including street signs
- Road marking
- All other traffic management devices
- Footpaths including dual use paths

**Capital Expansion** - Extending the road network.

Expenditure in this category includes:

### **Roads**

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

### **Bridges**

Constructing a bridge where none existed previously

### **Ancillary**

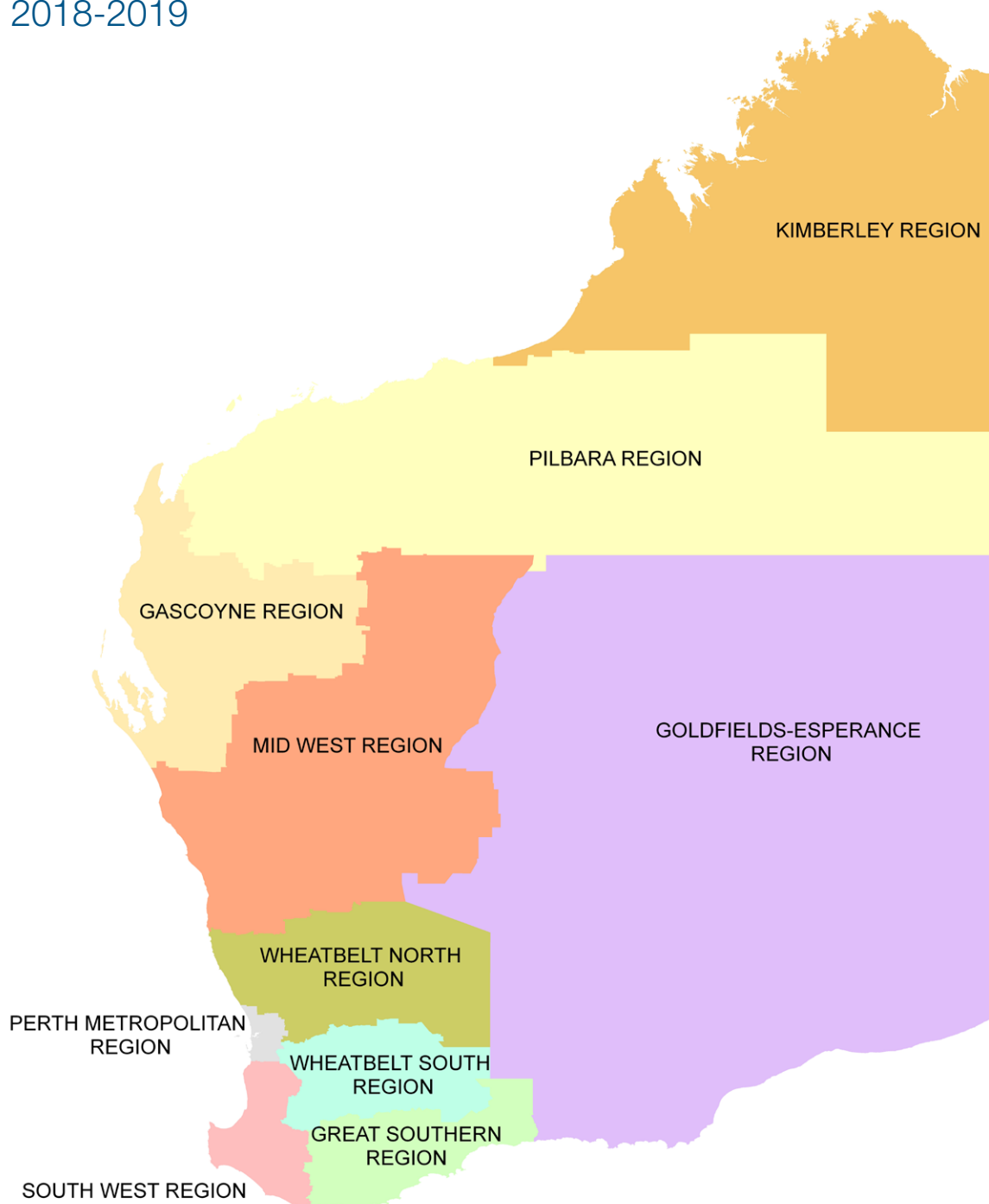
Provision of the following on new roads:

- Street lighting
- Road signals and signs including street signs
- Road marking
- All other traffic management devices
- Footpaths including dual use paths



# ROAD ASSETS & EXPENDITURE INDICATORS AND EXPENDITURE STATISTICS

2018-2019







# GASCOYNE REGION

2018-2019

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



### Road assets & expenditure indicators 2018-19 Gascoyne Regional Road Group

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
CARNARVON	0.59	3.3%	126%	0.93	
EXMOUTH	0.55	3.0%	15%	0.33	
SHARK BAY	0.57	4.3%	65%	0.72	
UPPER GASCOYNE	0.61	4.1%	71%	1.18	
Region Average	0.59	3.5%	74%	0.84	
State Average	0.57	2.4%	62%	0.80	

### Expenditure from Local Governments' own resources 2018-19 Gascoyne Regional Road Group

COUNCIL	Total council expenditure \$'000s	Expenditure from councils' own resources \$'000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	5,559	236	4%	93%	3%	2%	44
EXMOUTH	3,315	29	1%	49%	1%	0%	10
SHARK BAY	1,360	13	1%	96%	1%	1%	14
UPPER GASCOYNE	20,526	232	1%	141%	7%	7%	832
Region	30,760	510	2%	92%	3%	2%	54
State	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.



## Gascoyne Regional Road Group

COUNCIL	Road data [kilometres]									
	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	Dual use
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNARVON	4	44	221	541	525	181	1,515	20.8	0.0	20.2
EXMOUTH	1	38	116	15	43	23	236	11.0	10.0	10.0
SHARK BAY	7	5	28	374	165	6	585	4.9	9.0	11.2
UPPER GASCOYNE	0	2	63	742	843	228	1,877	0.7	0.6	0.0
Region	12	89	427	1,671	1,577	438	4,214	37.4	19.6	41.3
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484

## Expenditure on road preservation 2018-19

## Gascoyne Regional Road Group

COUNCIL	Preservation expenditure \$/km									
	Preservation expenditure \$000s					Preservation expenditure \$/km				
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		Dual use	
[2]	[3]	[4]	[5]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	[10]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNARVON	1,552	3,148	481	305	5,486	14,128	7,043	891	581	20.2
EXMOUTH	826	171	0	0	997	9,646	701	0	0	10.0
SHARK BAY	522	0	358	480	1,360	19,422	0	956	2,914	11.2
UPPER GASCOYNE	126	356	19,726	153	20,361	24,235	2,823	26,602	181	0.0
Region	3,026	3,675	20,566	938	28,204	13,298	4,254	12,303	573	41.3
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	4,484

Excludes expenditure on bridges; includes expenditure on flood damage.

## Expenditure by work categories 2018-19 Gascoyne Regional Road Group

## Appendix 5

COUNCIL	Expenditure on roads and bridges - \$000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,387	4,099	73	0	5,559	25.0%	73.7%	1.3%	0.0%	5,874	5,486
EXMOUTH	944	53	2,318	0	3,315	28.5%	1.6%	69.9%	0.0%	2,981	997
SHARK BAY	754	606	0	0	1,360	55.4%	44.6%	0.0%	0.0%	1,876	1,360
UPPER GASCOYNE	1,037	19,328	118	43	20,526	5.1%	94.2%	0.6%	0.2%	3,538	4,159
Region	4,122	24,086	2,509	43	30,760	13.4%	78.3%	8.2%	0.1%	14,269	12,002
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885

Renewal and Total Expenditure includes flood damage.

## Bridge statistics and expenditure 2018-19 Gascoyne Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]					Expenditure \$000s		
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
CARNARVON	1	3,849	0	0	0	0	0		
EXMOUTH	1	327	0	0	0	0	0		
SHARK BAY	0	0	0	0	0	0	0		
UPPER GASCOYNE	2	2,414	0	0	0	4	0		
Region	4	6,590	0	0	0	4	0		
State	907	83,301	78,342	16,327	2,556	16,265	15,698		

**Sealed road area statistics and expenditure 2018-19**  
**Gascoyne Regional Road Group**

**Appendix 5**

COUNCIL	Area [sq metres]			Expenditure \$000s			Expenditure \$ per square metre		
	Sealed roads in built up areas	Sealed roads outside built up areas	[3]	Sealed roads in built up areas	Sealed roads outside built up areas	[5]	Sealed roads in built up areas	Sealed roads outside built up areas	[7]
[1]	[2]	[3]		[4]	[5]	[6]	[7]		
CARNARVON	384,490	1,564,368		1,552	3,148	4.04	2.01		
EXMOUTH	299,702	854,209		826	171	2.76	0.20		
SHARK BAY	94,069	198,585		522	0	5.55	0.00		
UPPER GASCOYNE	18,197	441,180		126	356	6.92	0.81		
Region	796,457	3,058,342		3,026	3,675	3.80	1.20		
State	124,071,127	151,492,454		372,492	108,210	3.00	0.71		

**Sealed road age 2018-19**  
**Gascoyne Regional Road Group**

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Asphalt seal age years	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[5]	[7]	[8]
CARNARVON	48	42	16	221	19	22	13
EXMOUTH	39	32	17	116	15	26	16
SHARK BAY	12	31	16	28	5	19	14
UPPER GASCOYNE	2	17	4	63	0	15	5
Region	101	31	13	427	13	21	12

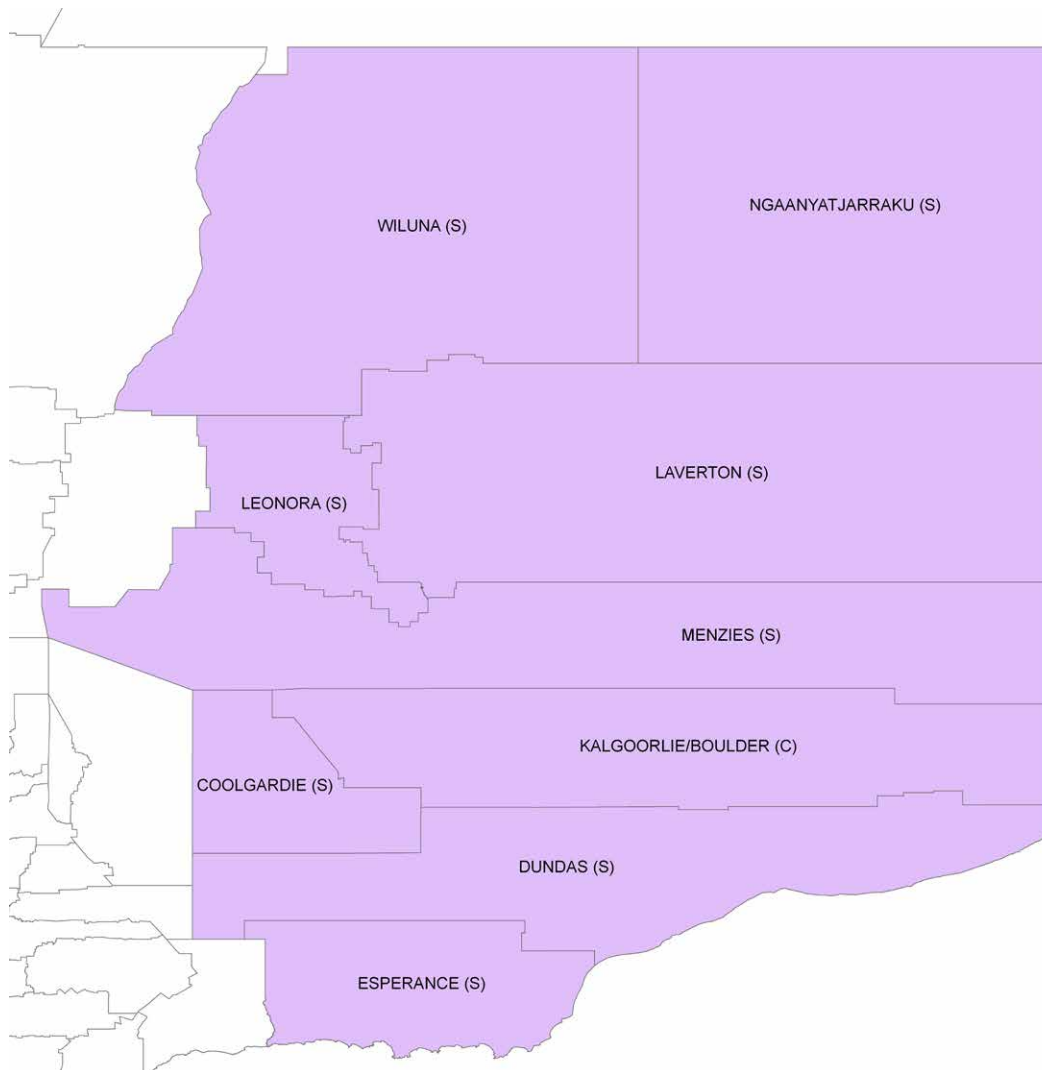




# GOLDFIELDS-ESPERANCE REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
COOLGARDIE	0.41	3.0%	62%	0.74	
DUNDAS	0.55	3.9%	175%	0.90	
ESPERANCE	0.55	3.3%	34%	0.66	
KALGOORLIE-BOULDER	0.32	2.7%	41%	0.83	
LAVERTON	0.48	5.1%	15%	0.83	
LEONORA	0.55	4.5%	42%	0.52	
MENZIES	0.55	5.2%	54%	0.61	
NGAANYATJARRAKU	0.55	5.5%	0%	2.33	
WILUNA	0.53	5.3%	153%	1.29	
Region Average	0.48	3.6%	44.3%	0.83	
State Average	0.57	2.4%	62.3%	0.80	

**Expenditure from Local Governments' own resources 2018-19  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
		Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
COOLGARDIE		4,157	1,833	44%	41%	28%	14%	523
DUNDAS		1,559	368	24%	57%	11%	10%	501
ESPERANCE		17,342	10,065	58%	77%	52%	37%	705
KALGOORLIE-BOULDER		12,475	8,501	68%	29%	32%	27%	283
LAVERTON		14,268	2,491	17%	90%	46%	27%	2066
LEONORA		2,358	291	12%	52%	5%	5%	190
MENZIES		5,345	1,303	24%	72%	27%	16%	2501
NGAANYATJARRAKU		6,418	183	3%	111%	5%	5%	105
WILUNA		3,619	867	24%	103%	19%	19%	1228
Region		67,541	25,902	38%	59%	32%	24%	478
State		971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	Bitumen / concrete	Gravel	Paths [km]
COOLGARDIE	3	51	58	414	123	199	847	59.1	2.4	10.4				
DUNDAS	1	21	21	296	207	86	633	23.8	0.0	1.7				
ESPERANCE	79	41	724	3,011	196	209	4,260	25.2	11.9	101.6				
KALGOORLIE-BOULDER	116	116	164	546	355	74	1,372	271.5	0.0	51.7				
LAVERTON	1	7	98	657	518	2,946	4,227	0.6	1.6	10.6				
LEONORA	1	9	21	606	379	210	1,226	13.6	1.4	4.5				
MENZIES	0	2	42	686	595	296	1,621	0.8	0.4	0.5				
NGAANYATJARRAKU	0	10	72	495	744	41	1,362	3.6	0.0	0.0				
WILUNA	0	5	11	669	579	645	1,909	3.0	3.0	0.0				
Region	201	262	1,211	7,380	3,696	4,707	17,456	401.3	20.8	181.0				
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484				



**Expenditure on road preservation 2018-19  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Sealed roads	Gravel roads	Formed roads	
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
[1]										
COOLGARDIE	1,241	119	903	0	2,263	8,010	1,136	2,192	0	
DUNDAS	505	297	679	0	1,481	10,353	6,773	2,311	0	
ESPERANCE	1,897	1,273	8,764	15	11,949	6,850	923	2,914	76	
KALGOORLIE-BOULDER	7,001	352	1,805	0	9,158	9,311	960	3,312	0	
LAVERTON	117	16	6,969	19	7,121	5,615	126	10,607	37	
LEONORA	371	14	1,315	658	2,358	17,731	281	2,173	1,736	
MENZIES	111	164	836	2,925	4,036	24,350	1,840	1,219	4,918	
NGAANYATJARRAKU	0	11	4,467	752	5,229	0	141	9,018	1,010	
WILUNA	149	176	1,828	1,198	3,351	13,931	8,487	2,736	2,069	
Region	11,392	2,421	27,566	5,567	46,946	8,722	1,081	3,739	1,505	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]
COOLGARDIE	1,436	827	1,894	0	4,157		34.5%	19.9%	45.6%	0.0%	3,042	2,263
DUNDAS	221	1,260	78	0	1,559		14.2%	80.8%	5.0%	0.0%	1,654	1,481
ESPERANCE	4,865	7,084	2,915	2,478	17,342		28.1%	40.8%	16.8%	14.3%	18,162	11,949
KALGOORLIE- BOULDER	6,509	2,649	2,641	676	12,475		52.2%	21.2%	21.2%	5.4%	11,042	9,158
LAVERTON	1,190	5,931	7,110	37	14,268		8.3%	41.6%	49.8%	0.3%	2,680	2,216
LEONORA	1,609	749	0	0	2,358		68.2%	31.8%	0.0%	0.0%	2,647	1,376
MENZIES	947	3,089	1,309	0	5,345		17.7%	57.8%	24.5%	0.0%	2,984	1,811
NGAANYATJARRAKU	1,649	3,580	1,190	0	6,419		25.7%	55.8%	18.5%	0.0%	2,242	5,229
WILUNA	2,606	745	245	23	3,619		72.0%	20.6%	6.8%	0.6%	2,588	3,351
Region	21,032	25,914	17,382	3,214	67,542		31.1%	38.4%	25.7%	4.8%	47,040	38,834
State	414,985	330,184	152,346	74,327	971,842		42.7%	34.0%	15.7%	7.6%	779,627	623,885

*Renewal and Total Expenditure includes flood damage.*

**Bridge statistics and expenditure 2018-19**  
**Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	Number All bridges	Bridge deck area [sq metres]				Expenditure \$000s		
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
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	78,342	16,327	2,556	16,265	0	
State	907	83,301	78,342	16,327	2,556	16,265	15,698	

**Sealed road area statistics and expenditure 2018-19  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

COUNCIL	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
COOLGARDIE	542,280	366,589	1,241	119	2.29	0.32	
DUNDAS	170,726	153,488	505	297	2.96	1.94	
ESPERANCE	969,246	4,829,068	1,897	1,273	1.96	0.26	
KALGOORLIE-BOULDER	2,631,745	1,283,790	7,001	352	2.66	0.27	
LAVERTON	72,932	431,754	117	16	1.60	0.04	
LEONORA	73,234	170,026	371	14	5.07	0.08	
MENZIES	15,955	311,913	111	164	6.96	0.53	
NGAANYATJARRAKU	58,030	264,317	0	11	0.00	0.04	
WILUNA	37,450	72,468	149	176	3.98	2.42	
Region	4,571,598	7,883,413	11,392	2,421	2.49	0.31	
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71	



**Sealed road age 2018-19  
Goldfields-Esperance Road Group**

**Appendix 6**

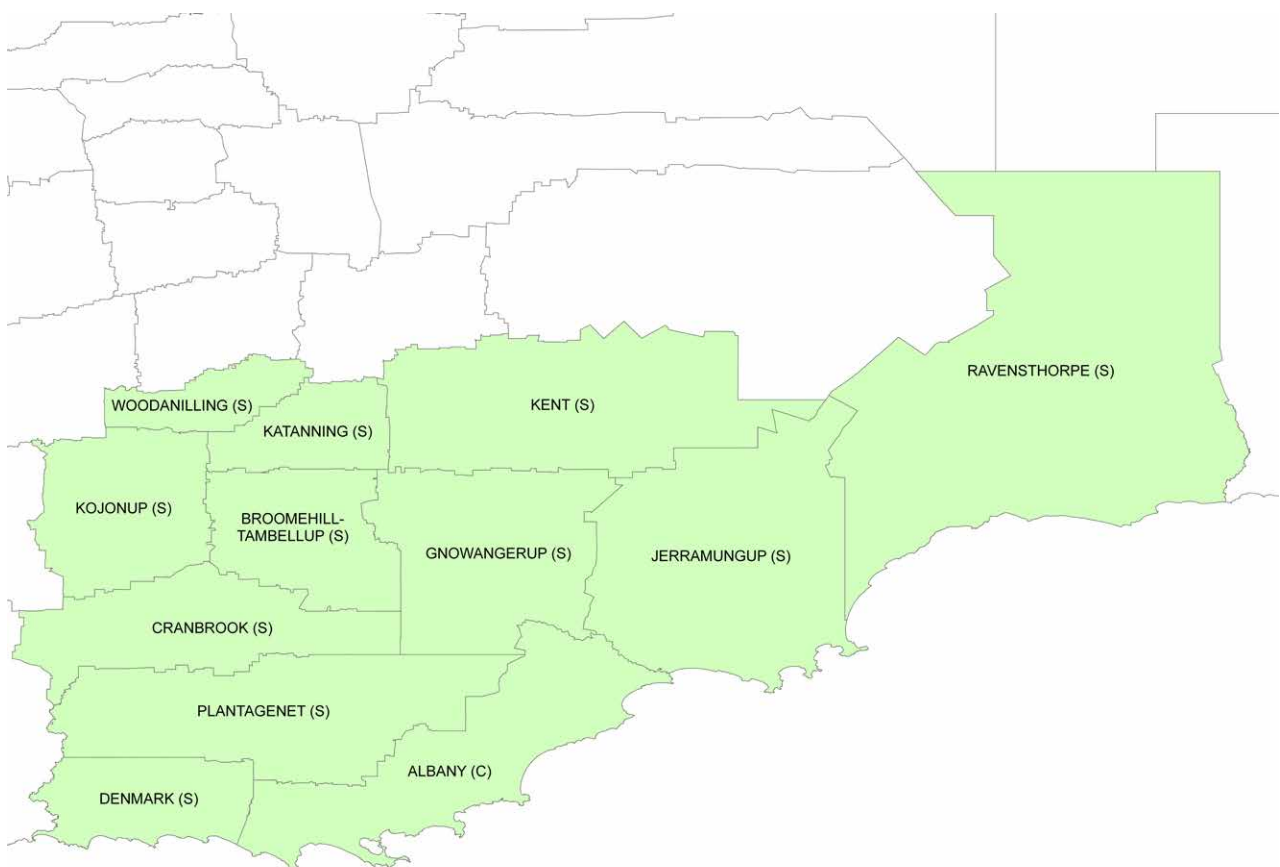
COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	53	44	29	26	58	45	35
DUNDAS	22	36	21	21	21	22	14
ESPERANCE	120	31	22	22	724	26	21
KALGOORLIE-BOULDER	233	52	31	33	164	34	26
LAVERTON	8	38	26	24	98	28	17
LEONORA	10	31	14	11	21	25	18
MENZIES	2	27	8	0	42	20	12
NGAANYATJARRAKU	10	15	15	0	72	15	15
WILUNA	5	22	22	0	11	27	25
Region	463	33	21	23	1,211	27	20



# GREAT SOUTHERN REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**Great Southern Regional Road Group**

**Appendix 7**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ALBANY	0.50	2.6%	78%	1.02	
BROOMEHILL-TAMBELLUP	0.47	3.6%	68%	0.70	
CRANBROOK	0.38	3.4%	50%	0.60	
DENMARK	0.55	2.7%	86%	1.17	
GNOWANGERUP	0.52	3.9%	46%	0.58	
JERRAMUNGUP	0.53	3.8%	69%	0.71	
KATANNING	0.41	3.2%	33%	0.58	
KENT	0.47	4.5%	27%	0.36	
KOJONUP	0.37	3.5%	38%	0.64	
PLANTAGENET	0.42	3.6%	57%	0.71	
RAVENSTHORPE	0.62	3.7%	28%	0.76	
WOODANILLING	0.44	3.9%	50%	0.76	
Region	0.48	3.3%	60%	0.76	
State	0.57	2.4%	62%	0.80	



**Expenditure from Local Governments' own resources 2018-19  
Great Southern Regional Road Group**

**Appendix 7**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	14,281	9,815	69%	29%	31%	27%	259
BROOMEHILL-TAMBELLUP	5,346	835	16%	81%	26%	15%	738
CRANBROOK	3,524	1,224	35%	101%	42%	40%	1136
DENMARK	5,977	1,109	19%	32%	18%	18%	180
GNOWANGERUP	5,138	1,156	22%	98%	33%	30%	958
JERRAMUNGUP	2,855	1,050	37%	76%	28%	27%	927
KATANNING	2,345	1,160	49%	51%	24%	20%	284
KENT	3,695	414	11%	119%	13%	6%	737
KOJONUP	5,368	2,521	47%	86%	68%	48%	1273
PLANTAGENET	5,393	1,787	33%	68%	27%	24%	340
RAVENSTHORPE	15,657	1,576	10%	77%	31%	31%	986
WOODANILLING	1,540	712	46%	99%	49%	49%	1664
Region	71,119	23,359	33%	56%	31%	27%	374
State	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

COUNCIL	Road data [kilometres]										Footpaths [km]		Dual use
	Built up areas asphalt seal [2]	Built up areas sprayed seal [3]	Sealed roads outside built up areas [4]	Gravel roads [5]	Formed roads [6]	Unformed roads [7]	Total length [8]	Bitumen / concrete [9]	Gravel [10]	Paths [km] [11]			
[1]													
ALBANY	160	113	499	768	50	12	1,602	103.0	5.0	60.0			
BROOMEHILL-TAMBELLUP	0	12	220	598	114	28	971	10.0	1.0	7.5			
CRANBROOK	1	8	292	607	75	32	1,014	5.0	4.4	2.7			
DENMARK	16	39	164	318	53	34	624	40.2	1.9	0.0			
GNOWANGERUP	0	17	209	618	160	23	1,027	6.4	0.0	0.0			
JERRAMUNGUP	3	12	190	656	108	88	1,057	13.6	1.5	4.2			
KATANNING	8	41	139	442	61	1	692	18.0	11.2	5.7			
KENT	0	6	143	786	316	73	1,324	1.6	0.9	0.5			
KOJONUP	0	15	234	729	131	3	1,112	5.2	0.0	2.1			
PLANTAGENET	1	24	353	624	301	10	1,312	47.2	0.2	0.0			
RAVENSTHORPE	6	29	98	960	121	13	1,227	16.2	6.1	1.8			
WOODANILLING	0	2	87	350	62	22	523	2.3	0.0	2.3			
Region	194	316	2,629	7,454	1,553	340	12,486	268.7	32.2	86.7			
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484			

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
ALBANY	7,409	2,094	3,048	85	12,637	13,470	2,327	4,061	1,696	
BROOMEHILL-TAMBELLUP	151	1,233	1,855	116	3,356	5,851	3,003	3,121	1,025	
CRANBROOK	0	905	1,761	15	2,681	0	1,797	2,905	200	
DENMARK	512	1,403	3,412	0	5,327	5,043	4,842	10,959	0	
GNOWANGERUP	0	786	3,962	32	4,780	0	2,040	6,415	198	
JERRAMUNGUP	334	763	1,515	0	2,612	10,913	2,328	2,317	0	
KATANNING	617	305	1,074	3	1,999	4,527	1,294	2,439	43	
KENT	56	295	2,397	215	2,963	4,667	1,134	3,049	680	
KOJONUP	709	578	1,269	203	2,759	20,589	1,427	1,747	1,547	
PLANTAGENET	1,125	1,503	1,794	86	4,508	16,771	2,339	2,886	288	
RAVENSTHORPE	352	52	15,253	0	15,657	4,889	264	16,104	0	
WOODANILLING	12	375	1,075	0	1,462	3,238	2,169	3,071	0	
Region	11,277	10,293	38,415	756	60,741	10,336	2,143	5,206	497	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19  
Great Southern Regional Road Group**

**Appendix 7**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
ALBANY	7,381	5,547	230	1,123	14,281	51.7%	38.8%	1.6%	7.9%	12,618	12,928		
BROOMEHILL-TAMBELLUP	2,364	1,907	1,075	0	5,346	44.2%	35.7%	20.1%	0.0%	4,107	2,859		
CRANBROOK	1,094	1,593	837	0	3,524	31.0%	45.2%	23.8%	0.0%	4,480	2,687		
DENMARK	1,829	3,542	0	606	5,977	30.6%	59.3%	0.0%	10.1%	3,379	3,961		
GNOWANGERUP	1,347	3,433	358	0	5,138	26.2%	66.8%	7.0%	0.0%	3,881	2,246		
JERRAMUNGUP	956	1,656	213	30	2,855	33.5%	58.0%	7.5%	1.1%	3,670	2,611		
KATANNING	1,091	911	345	0	2,347	46.5%	38.8%	14.7%	0.0%	3,294	1,911		
KENT	2,579	384	732	0	3,695	69.8%	10.4%	19.8%	0.0%	3,509	1,263		
KOJONUP	2,425	407	2,555	0	5,367	45.2%	7.6%	47.2%	0.0%	4,437	2,832		
PLANTAGENET	2,418	2,090	884	0	5,392	44.8%	38.8%	16.4%	0.0%	5,591	3,992		
RAVENSTHORPE	15,657	0	0	0	15,657	100.0%	0.0%	0.0%	0.0%	4,222	3,205		
WOODANILLING	380	1,082	78	0	1,540	24.7%	70.3%	5.1%	0.0%	1,911	1,462		
Region	39,521	22,552	7,287	1,759	71,119	55.6%	31.7%	10.2%	2.5%	55,099	41,957		
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885		

*Renewal and Total Expenditure includes flood damage.*



COUNCIL	Number All bridges	Bridge deck area [sq metres]						Expenditure \$000s		
		[3] Concrete and steel	[4] Timber with concrete overlay	[5] Timber without concrete overlay	[6] Footbridges	[7] Preservation	[8] Upgrade			
[1]	[2]									
ALBANY	13	487	3,046	107	654	291	0			
BROOMEHILL-TAMBELLUP	6	67	1,044	74	0	915	0			
CRANBROOK	12	0	1,873	674	0	6	528			
DENMARK	16	283	471	400	0	44	450			
GNOWANGERUP	2	49	252	0	0	0	0			
JERRAMUNGUP	0	0	0	0	0	0	0			
KATANNING	3	271	147	0	0	3	0			
KENT	0	0	0	0	0	0	0			
KOJONUP	14	158	1,393	411	0	73	0			
PLANTAGENET	0	0	0	0	0	0	0			
RAVENSTHORPE	0	0	0	0	0	0	0			
WOODANILLING	3	0	365	0	0	0	0			
Region	69	1,316	8,590	1,666	654	1,332	978			
State	907	83,301	78,342	16,327	2,556	16,265	15,698			

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
ALBANY	1,925,092	3,150,691	7,409	2,094	3.85	0.66
BROOMEHILL-TAMBELLUP	90,333	1,437,690	151	1,233	1.67	0.86
CRANBROOK	67,261	1,762,752	0	905	0.00	0.51
DENMARK	355,366	1,014,088	512	1,403	1.44	1.38
GNOWANGERUP	134,248	1,349,205	0	786	0.00	0.58
JERRAMUNGUP	107,124	1,146,932	334	763	3.12	0.67
KATANNING	477,043	825,594	617	305	1.29	0.37
KENT	41,998	910,587	56	295	1.33	0.32
KOJONUP	120,524	1,416,724	709	578	5.88	0.41
PLANTAGENET	234,785	2,248,270	1,125	1,503	4.79	0.67
RAVENSTHORPE	251,976	689,822	352	52	1.40	0.08
WOODANILLING	12,971	605,191	12	375	0.93	0.62
Region	3,818,720	16,557,548	11,277	10,293	2.95	0.62
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[8]
ALBANY	273	33	19	499	29	19	19
BROOMEHILL-TAMBELLUP	12	35	27	220	31	13	13
CRANBROOK	8	38	22	292	36	22	22
DENMARK	55	27	23	164	28	18	18
GNOWANGERUP	17	35	12	209	31	11	11
JERRAMUNGUP	14	30	29	190	30	16	16
KATANNING	49	40	24	139	40	27	27
KENT	6	33	27	143	25	17	17
KOJONUP	15	36	23	234	43	25	25
PLANTAGENET	25	48	32	353	35	22	22
RAVENSTHORPE	35	17	16	98	18	17	17
WOODANILLING	2	25	22	87	37	23	23
Region	510	33	23	2,629	32	19	19

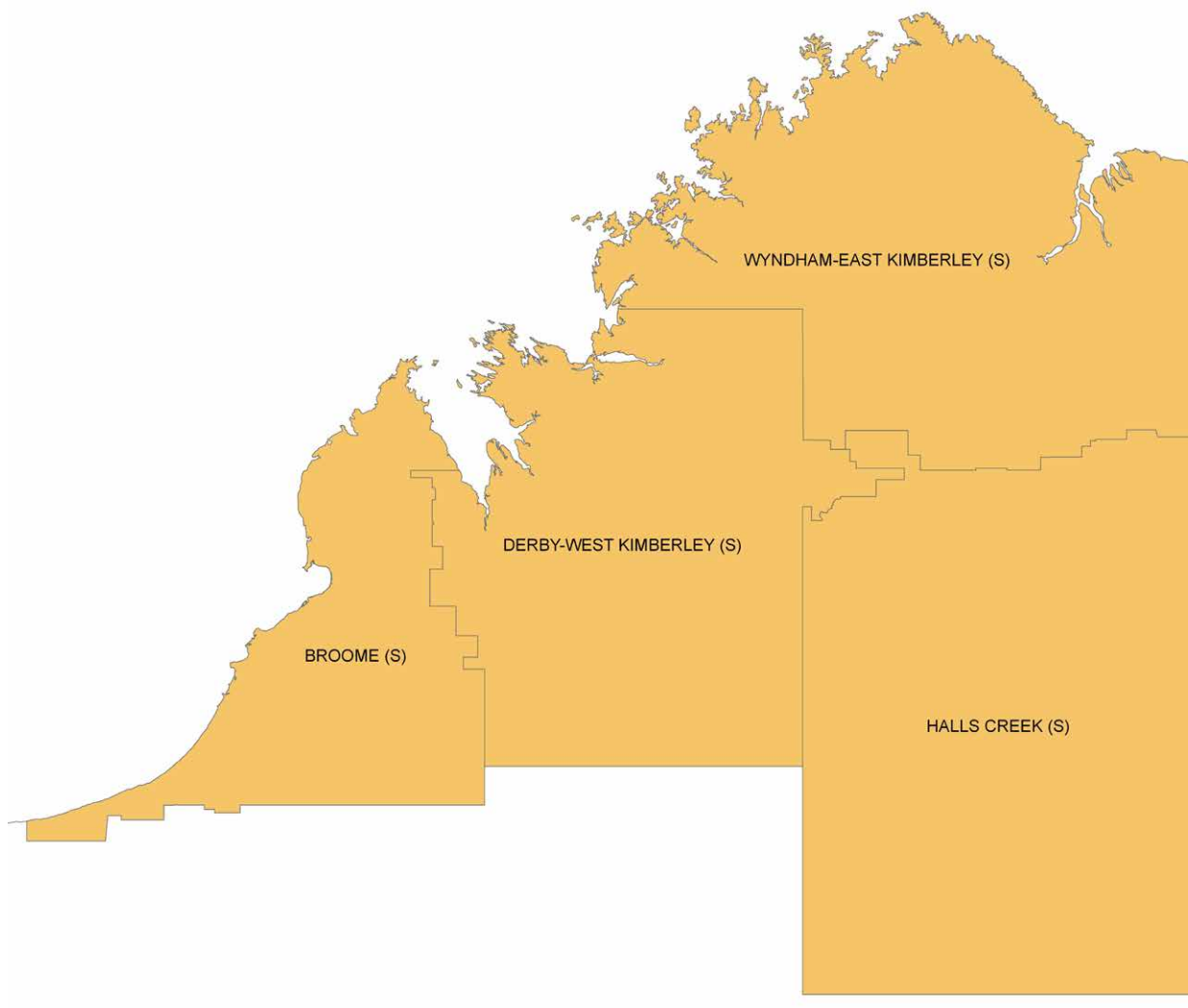




# KIMBERLEY REGION

2018-2019

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



Road assets and expenditure indicators 2018-19  
Kimberley Regional Road Group

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
BROOME	0.58	2.7%	81%	0.84	
DERBY-WEST KIMBERLEY	0.52	4.1%	164%	1.24	
HALLS CREEK	0.51	4.7%	48%	0.93	
WYNDHAM-EAST KIMBERLEY	0.36	3.0%	41%	0.56	
Region	0.47	3.4%	82%	0.85	
State	0.57	2.4%	62%	0.80	

Expenditure from Local Governments' own resources 2018-19  
Kimberley Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	11,174	5,962	53%	27%	38%	37%	352
DERBY-WEST KIMBERLEY	10,781	4,267	40%	67%	46%	46%	517
HALLS CREEK	4,495	568	13%	75%	11%	11%	163
WYNDHAM-EAST KIMBERLEY	9,317	1,380	15%	51%	14%	14%	189
Region	35,767	12,177	34%	49%	30%	30%	338
State	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

## Kimberley Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use Paths [km]
	Built up areas asphalt seal [2]	Built up areas sprayed seal [3]	Sealed roads outside built up areas [4]	Gravel roads [5]	Formed roads [6]	Unformed roads [7]	Total length [8]	Bitumen / concrete [9]	Gravel [10]	
[1]										
BROOME	4	105	296	10	146	125	686	83.6	0.0	24.4
DERBY-WEST KIMBERLEY	0	43	68	454	766	418	1,749	16.8	0.0	8.4
HALLS CREEK	0	12	24	895	133	359	1,423	7.4	5.0	1.9
WYNDHAM-EAST KIMBERLEY	6	53	185	478	23	116	860	21.5	4.2	15.7
Region	10	213	573	1,837	1,066	1,019	4,718	129.3	9.2	50.4
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484

## Expenditure on road preservation 2018-19

## Kimberley Regional Road Group

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [5]	Total [6]	Sealed roads \$ per lane km [7]	Sealed roads \$ per lane km [8]	Gravel roads \$ per km [9]	Formed roads \$ per km [10]	
[1]										
BROOME	3,463	525	0	3,977	7,965	14,113	1,549	0	27,322	
DERBY-WEST KIMBERLEY	2,935	1,474	4,769	711	9,890	31,308	12,666	10,543	929	
HALLS CREEK	384	0	2,739	1,370	4,493	14,250	0	3,059	10,331	
WYNDHAM-EAST KIMBERLEY	1,858	107	2,269	6	4,240	12,170	249	4,776	249	
Region	8,640	2,106	9,778	6,064	26,588	16,656	2,261	5,353	5,669	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2018-19  
Kimberley Regional Road Group**

**Appendix 8**

COUNCIL	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
BROOME	6,427	1,538	2,215	995	11,175	57.5%	13.8%	19.8%	8.9%	4,288	3,582	
DERBY-WEST KIMBERLEY	1,534	8,356	891	0	10,781	14.2%	77.5%	8.3%	0.0%	4,093	5,062	
HALLS CREEK	930	3,563	0	0	4,493	20.7%	79.3%	0.0%	0.0%	3,296	3,061	
WYNDHAM-EAST KIMBERLEY	2,559	1,681	5,036	42	9,318	27.5%	18.0%	54.0%	0.5%	5,864	3,273	
Region	11,450	15,138	8,142	1,037	35,767	32.0%	42.3%	22.8%	2.9%	17,542	14,978	
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885	

*Renewal and Total Expenditure includes flood damage.*

**Bridge statistics and expenditure 2018-19  
Kimberley Regional Road Group**

COUNCIL	Number	Bridge deck area [sq metres]					Expenditure \$000s		
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
BROOME	0	0	0	0	0	0	0		
DERBY-WEST KIMBERLEY	1	746	0	0	0	0	0		
HALLS CREEK	0	0	0	0	0	0	0		
WYNDHAM-EAST KIMBERLEY	11	1,798	0	0	0	0	4,646		
Region	12	2,544	0	0	0	0	4,646		
State	907	83,301	78,342	16,327	2,556	16,265	15,698		



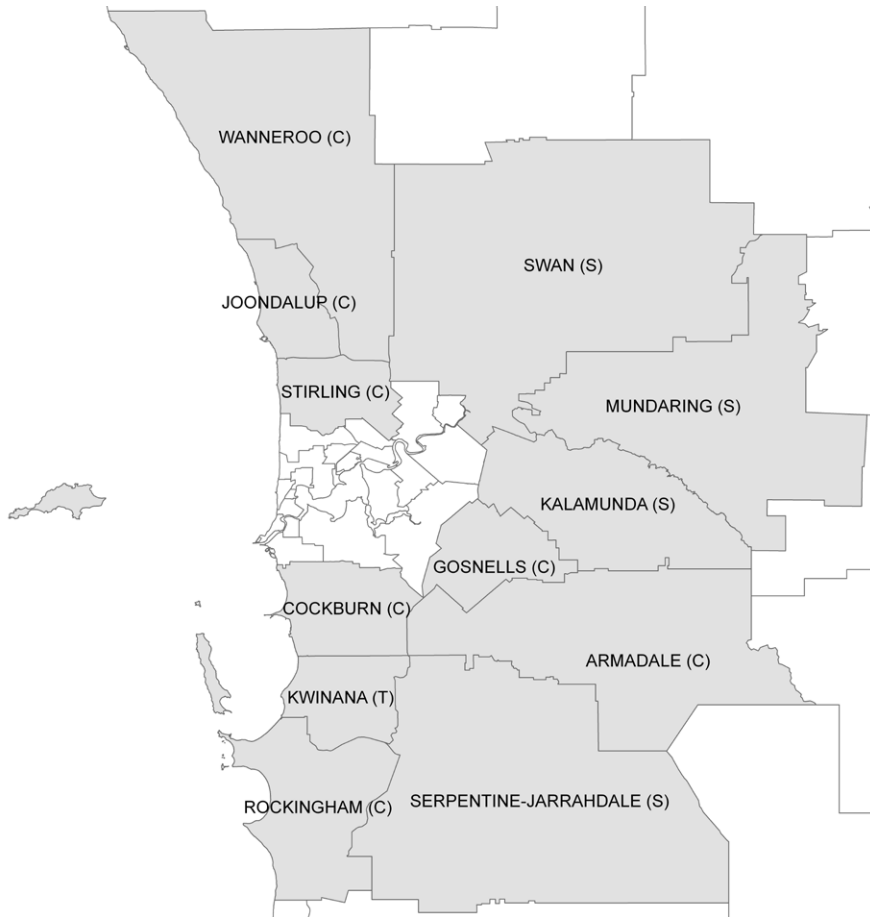
**Sealed road area statistics and expenditure 2018-19  
Kimberley Regional Road Group**

**Appendix 8**

COUNCIL	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
BROOME	858,802	1,185,904	3,463	525	4.03	0.44	
DERBY-WEST KIMBERLEY	328,114	407,320	2,935	1,474	8.95	3.62	
HALLS CREEK	94,313	145,798	384	0	4.07	0.00	
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,858	107	3.48	0.07	
Region	1,815,562	3,244,160	8,640	2,106	4.76	0.65	
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71	

**Sealed road age 2018-19  
Kimberley Regional Road Group**

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[6]	[7]	[8]	
BROOME	109	27	17	296	18	13	
DERBY-WEST KIMBERLEY	43	36	23	68	24	18	
HALLS CREEK	12	48	23	24	45	10	
WYNDHAM-EAST KIMBERLEY	58	47	22	185	34	23	
Region	223	40	21	573	30	16	



# METROPOLITAN REGION

2018-2019

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
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- Sealed road area statistics and expenditure
- Sealed road age

**Road assets & expenditure indicators 2018-19**  
**Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ARMADALE	0.72	1.7%	39%	0.41	
BASSEDEAN	0.55	2.2%	26%	0.65	
BAYSWATER	0.64	1.5%	42%	0.72	
BELMONT	0.71	1.9%	64%	1.04	
CAMBRIDGE	0.64	1.4%	110%	1.01	
CANNING	0.67	1.6%	71%	0.91	
CLAREMONT	0.30	1.5%	216%	2.16	
COCKBURN	0.70	1.7%	56%	0.71	
COTTESLOE	0.50	1.7%	125%	1.06	
EAST FREMANTLE	0.10	1.4%	104%	1.34	
FREMANTLE	0.74	1.7%	84%	1.04	
GOSNELLS	0.72	1.4%	94%	1.19	
JOONDALUP	0.68	1.3%	57%	0.77	
KALAMUNDA	0.74	1.7%	47%	0.83	
KWINANA	0.70	1.8%	60%	1.03	
MELVILLE	0.62	1.3%	99%	1.19	
MOSMAN PARK	0.64	1.6%	121%	1.68	
MUNDARING	0.56	2.2%	70%	0.95	



**Road assets & expenditure indicators 2018-19 [continued]**  
**Metropolitan Regional Road Group**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
NEDLANDS	0.53	1.7%	213%	2.30	
PEPPERMINT GROVE	0.74	1.4%	134%	1.62	
PERTH	0.53	1.6%	161%	5.60	
ROCKINGHAM	0.77	1.5%	49%	0.95	
SERPENTINE-JARRAHDALE	0.47	2.3%	60%	0.52	
SOUTH PERTH	0.67	1.3%	100%	1.34	
STIRLING	0.54	1.9%	101%	1.09	
SUBIACO	0.57	1.4%	187%	2.36	
SWAN	0.67	1.8%	61%	0.96	
VICTORIA PARK	0.49	1.5%	95%	1.56	
VINCENT	0.51	1.4%	73%	1.09	
WANNEROO	0.77	1.7%	39%	0.51	
Region	0.66	1.6%	72%	0.98	
State	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19  
Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
ARMADALE	10,572	6,763	64%	12%	11%	8%	77	
BASSENDEN	3,390	2,994	88%	6%	23%	23%	190	
BAYSWATER	10,414	8,169	78%	7%	15%	13%	120	
BELMONT	8,534	4,502	53%	6%	9%	6%	108	
CAMBRIDGE	6,452	5,142	80%	5%	17%	12%	181	
CANNING	22,188	17,454	79%	7%	21%	13%	188	
CLAREMONT	3,396	2,504	74%	2%	20%	16%	234	
COCKBURN	26,878	17,248	64%	9%	17%	7%	154	
COTTESLOE	1,125	552	49%	7%	6%	6%	67	
EAST FREMANTLE	1,371	1,115	81%	6%	16%	16%	143	
FREMANTLE	4,426	3,398	77%	5%	10%	10%	110	
GOSNELLS	26,289	18,119	69%	10%	22%	20%	147	
JOONDALUP	24,020	18,579	77%	9%	16%	14%	116	
KALAMUNDA	13,354	9,427	71%	14%	22%	17%	160	
KWINANA	8,549	6,207	46%	20%	20%	17%	143	
MELVILLE	19,571	15,523	79%	6%	18%	16%	152	
MOSMAN PARK	1,574	1,467	93%	3%	17%	17%	162	
MUNDARING	9,184	6,649	72%	20%	25%	21%	170	

Total Expenditure includes flood damage.

**Expenditure from Local Governments' own resources 2018-19 [continued]**  
**Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	6,780	6,059	89%	6%	26%	26%	269
PEPPERMINT GROVE	444	338	76%	3%	16%	16%	196
PERTH	22,570	21,704	96%	2%	23%	21%	782
ROCKINGHAM	25,390	20,310	80%	12%	23%	20%	152
SERPENTINE-JARRAHDALE	10,644	5,320	50%	24%	24%	13%	172
SOUTH PERTH	7,252	6,062	84%	5%	16%	16%	139
STIRLING	36,864	32,383	88%	6%	18%	11%	147
SUBIACO	6,049	4,826	80%	3%	23%	22%	282
SWAN	41,392	33,311	80%	11%	28%	18%	232
VICTORIA PARK	8,363	6,508	78%	5%	19%	18%	178
VINCENT	6,619	4,972	75%	5%	15%	12%	138
WANNEROO	32,371	15,973	49%	10%	10%	6%	78
Region	406,025	303,578	75%	8%	18%	14%	155
State	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
ARMADALE	485	54	217	1	5	1	762	246.0	0.0					
BASSEDEAN	94	1	1	0	0	0	96	100.8	0.5				1.7	
BAYSWATER	347	1	2	0	0	0	350	123.2	0.0				225.8	
BELMONT	223	5	0	0	0	0	228	86.0	0.0				147.0	
CAMBRIDGE	167	3	2	0	0	0	173	166.2	23.7				34.8	
CANNING	539	34	3	1	0	0	578	146.0	0.0				219.0	
CLAREMONT	47	0	0	0	0	0	47	66.3	2.6				13.1	
COCKBURN	657	21	165	2	0	0	845	544.8	0.0				134.2	
COTTESLOE	36	11	0	0	0	0	47	60.0	0.0				9.9	
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	2.6				0.0	
FREMANTLE	168	9	0	0	0	0	177	287.0	0.3				80.0	
GOSNELLS	651	18	106	1	0	0	776	313.0	2.0				339.0	
JOONDALUP	972	31	8	0	0	0	1,011	687.0	19.0				207.0	
KALAMUNDA	310	139	153	9	3	0	613	296.0	11.0				74.0	
KWINANA	253	51	110	1	1	0	416	271.7	2.7				25.7	
MELVILLE	520	7	0	0	0	0	528	381.0	4.0				98.0	
MOSMAN PARK	40	3	1	0	0	0	44	53.0	0.9				0.0	
MUNDARING	172	110	334	25	21	9	671	108.5	4.1				0.0	

**Road data 2018-19 [continued]**  
**Metropolitan Regional Road Group**

COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
NEDLANDS	119	19	0	0	0	0	137	141.7	0.0	10.9				
PEPPERMINT GROVE	9	0	0	0	0	0	9	17.0	0.0	0.8				
PERTH	99	8	0	0	0	0	106	210.0	4.0	15.0				
ROCKINGHAM	761	86	203	4	1	4	1,058	640.0	0.0	33.0				
SERPENTINE-JARRAHDALE	129	36	468	108	1	4	746	140.7	5.5	4.6				
SOUTH PERTH	188	4	0	0	0	0	192	261.2	2.6	9.5				
STIRLING	1,008	21	0	0	0	0	1,029	948.0	0.0	0.0				
SUBIACO	75	2	0	0	0	0	77	133.9	3.3	0.7				
SWAN	785	80	561	44	12	3	1,485	424.5	0.0	380.8				
VICTORIA PARK	161	3	0	2	0	0	166	213.0	1.7	21.0				
VINCENT	139	7	0	0	0	0	146	244.0	0.0	15.0				
WANNEROO	1,183	185	131	6	5	0	1,511	644.0	0.0	630.0				
Region	10,371	950	2,464	203	49	23	14,060	8014	90	2994				
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484				



COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
ARMADALE	5,596	37	0	0	5,633	5,085	89	0	0	
BASSEDEAN	3,256	0	0	0	3,256	14,609	0	0	0	
BAYSWATER	8,774	0	0	0	8,774	10,658	0	0	0	
BELMONT	5,305	0	0	0	5,305	9,899	0	0	0	
CAMBRIDGE	4,953	0	0	0	4,953	12,175	0	0	0	
CANNING	12,533	0	0	0	12,533	9,655	0	0	0	
CLAREMONT	2,768	0	0	0	2,768	26,615	0	0	0	
COCKBURN	11,430	90	0	0	11,520	8,239	274	0	0	
COTTESLOE	1,125	0	0	0	1,125	10,940	0	0	0	
EAST FREMANTLE	1,367	0	0	0	1,367	16,404	0	0	0	
FREMANTLE	4,425	0	0	0	4,425	10,849	0	0	0	
GOSNELLS	22,091	0	0	0	22,091	15,565	0	0	0	
JOONDALUP	20,518	0	0	0	20,518	9,062	0	0	0	
KALAMUNDA	7,044	1,863	178	85	9,169	7,716	6,755	30,295	30,087	
KWINANA	6,842	579	0	2	7,423	11,533	2,547	0	1,962	
MELVILLE	16,755	0	0	0	16,755	14,278	0	0	0	
MOSMAN PARK	1,574	0	0	0	1,574	18,384	0	0	0	
MUNDARING	4,259	3,392	160	89	7,900	7,963	5,995	8,073	4,218	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure on road preservation 2018-19 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
NEDLANDS	6,779	0	0	0	6,779	23,372	0	0	0	
PEPPERMINT GROVE	444	0	0	0	444	20,904	0	0	0	
PERTH	20,675	0	0	0	20,675	64,252	0	0	0	
ROCKINGHAM	20,927	14	0	7	20,948	12,168	33	33	9,366	
SERPENTINE-JARRAHDALE	1,426	2,049	348	0	3,823	4,595	2,433	3,293	0	
SOUTH PERTH	7,217	0	0	0	7,217	16,057	0	0	0	
STIRLING	23,281	0	0	0	23,281	10,090	0	0	0	
SUBIACO	5,802	0	0	0	5,802	30,884	0	0	0	
SWAN	10,645	12,334	444	83	23,506	6,199	12,213	10,309	7,010	
VICTORIA PARK	7,006	0	0	0	7,006	17,237	0	0	0	
VINCENT	5,175	0	0	0	5,175	13,365	0	0	0	
WANNEROO	14,667	152	0	1	14,820	5,407	492	0	284	
Region	264,659	20,509	1,130	267	286,565	10,897	4,415	6,302	4,887	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19  
Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)		
ARMADALE	4,344	1,433	4,795	0	10,572	41.1%	13.6%	45.4%	0.0%	13,938	5,777		
BASSEDEAN	2,683	573	3	131	3,390	79.1%	16.9%	0.1%	3.9%	5,046	3,256		
BAYSWATER	6,630	2,144	220	1,420	10,414	63.7%	20.6%	2.1%	13.6%	12,141	8,754		
BELMONT	2,948	2,357	770	2,459	8,534	34.5%	27.6%	9.0%	28.8%	5,124	5,305		
CAMBRIDGE	2,030	2,923	693	807	6,453	31.5%	45.3%	10.7%	12.5%	4,894	4,953		
CANNING	8,388	4,257	7,040	2,503	22,188	37.8%	19.2%	31.7%	11.3%	13,932	12,645		
CLAREMONT	548	2,220	628	0	3,396	16.1%	65.4%	18.5%	0.0%	1,284	2,768		
COCKBURN	7,282	4,238	4,893	10,463	26,876	27.1%	15.8%	18.2%	38.9%	16,253	11,520		
COTTESLOE	472	653	0	0	1,125	42.0%	58.0%	0.0%	0.0%	1,063	1,125		
EAST FREMANTLE	897	470	4	0	1,371	65.4%	34.3%	0.3%	0.0%	1,024	1,367		
FREMANTLE	3,310	1,115	0	0	4,425	74.8%	25.2%	0.0%	0.0%	4,269	4,425		
GOSNELLS	11,229	11,351	3,260	452	26,292	42.7%	43.2%	12.4%	1.7%	18,941	22,580		
JOONDALUP	8,957	11,879	3,187	0	24,023	37.3%	49.4%	13.3%	0.0%	26,943	20,836		
KALAMUNDA	7,713	1,456	3,012	1,173	13,354	57.8%	10.9%	22.6%	8.8%	11,098	9,169		
KWINANA	5,814	1,609	418	708	8,549	68.0%	18.8%	4.9%	8.3%	7,188	7,423		
MELVILLE	9,576	7,179	1,113	1,703	19,571	48.9%	36.7%	5.7%	8.7%	14,107	16,755		
MOSMAN PARK	925	649	0	0	1,574	58.8%	41.2%	0.0%	0.0%	935	1,574		
MUNDARING	4,957	2,973	407	847	9,184	54.0%	32.4%	4.4%	9.2%	8,204	7,799		

*Renewal and Total Expenditure includes flood damage.*

**Expenditure by work categories 2018-19 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
NEDLANDS	1,694	5,085	0	0	6,779	25.0%	75.0%	0.0%	0.0%	2,952	6,779		
PEPPERMINT GROVE	204	240	0	0	444	45.9%	54.1%	0.0%	0.0%	274	444		
PERTH	9,808	10,875	1,887	0	22,570	43.5%	48.2%	8.4%	0.0%	3,693	20,683		
ROCKINGHAM	15,927	5,021	3,692	749	25,389	62.7%	19.8%	14.5%	3.0%	22,123	20,948		
SERPENTINE-JARRAHDALE	1,276	2,590	1,828	4,950	10,644	12.0%	24.3%	17.2%	46.5%	7,483	3,866		
SOUTH PERTH	4,740	2,477	2	32	7,251	65.4%	34.2%	0.0%	0.4%	5,389	7,217		
STIRLING	12,854	10,495	7,624	5,891	36,864	34.9%	28.5%	20.7%	16.0%	21,350	23,349		
SUBIACO	3,153	2,649	159	88	6,049	52.1%	43.8%	2.6%	1.5%	2,461	5,802		
SWAN	15,574	8,894	5,595	11,329	41,392	37.6%	21.5%	13.5%	27.4%	25,370	24,468		
VICTORIA PARK	4,902	2,104	183	1,174	8,363	58.6%	25.2%	2.2%	14.0%	4,480	7,006		
VINCENT	3,547	1,628	1,182	262	6,619	53.6%	24.6%	17.9%	4.0%	4,755	5,175		
WANNEROO	10,851	3,969	15,150	2,401	32,371	33.5%	12.3%	46.8%	7.4%	28,933	14,820		
Region	173,233	115,506	67,745	49,542	406,026	42.7%	28.4%	16.7%	12.2%	295,644	288,588		
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885		

*Renewal and Total Expenditure includes flood damage.*

COUNCIL	Number		Bridge deck area [sq metres]					Expenditure \$000s					
	All bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
ARMADALE	14	14	2,415	0	890	313	0	0	0	0	144	0	0
BASSEDEAN	0	0	0	0	0	0	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0	0	0	0	0	0	0
BELMONT	1	1	243	0	0	0	0	0	0	0	0	0	0
CAMBRIDGE	1	1	76	0	0	0	0	0	0	0	0	0	0
CANNING	5	5	1,558	1,072	0	0	0	0	0	0	112	0	0
CLAREMONT	0	0	0	0	0	0	0	0	0	0	0	0	0
COCKBURN	3	3	909	0	0	0	0	0	0	0	0	4,323	0
COTTESLOE	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST FREMANTLE	0	0	0	0	0	0	0	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0	0	0	0	0	0	0	0
GOSNELLS	17	17	3,887	3,303	0	0	0	0	0	0	489	138	0
JOONDALUP	25	25	3,234	0	0	0	0	0	220	0	318	0	0
KALAMUNDA	4	4	69	137	0	0	0	0	0	0	0	403	0
KWINANA	0	0	0	0	0	0	0	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0	0	0	0	0	0	0
MUNDARING	7	7	620	666	0	0	0	0	0	0	30	59	0



**Bridge statistics and expenditure 2018-19 [continued]**  
**Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Number All bridges	Bridge deck area [sq metres]					Expenditure \$000s		
		Concrete and steel [3]	Timber with concrete overlay [4]	Timber without concrete overlay [5]	Footbridges [6]	Preservation [7]	Upgrade [8]		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
NEDLANDS	0	0	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0	0	0
PERTH	8	1,032	0	0	449	8	0	0	0
ROCKINGHAM	1	688	0	0	0	0	0	0	0
SERPENTINE-JARRAHDALE	12	1,340	451	36	0	43	42	42	42
SOUTH PERTH	2	255	0	0	0	0	0	0	0
STIRLING	4	183	0	0	329	68	0	0	0
SUBIACO	1	129	0	0	0	0	0	0	0
SWAN	27	3,443	3,022	682	160	962	401	401	401
VICTORIA PARK	0	0	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0	0	0
WANNEROO	6	795	0	0	0	0	0	0	0
Region	141	21,091	9,541	1,030	1,443	2,174	5,366	5,366	5,366
State	907	83,301	78,342	16,327	2,556	16,265	15,698	15,698	15,698

**Sealed road area statistics and expenditure 2018-19**  
**Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Area [Sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]	
[1]							
ARMADALE	3,852,019	1,455,428	5,596	37	1.45	0.03	
BASSEDEAN	780,064	5,455	3,256	0	4.17	0.00	
BAYSWATER	2,881,350	16,292	8,774	0	3.05	0.00	
BELMONT	1,875,622	2,624	5,305	0	2.83	0.00	
CAMBRIDGE	1,423,862	15,408	4,953	0	3.48	0.00	
CANNING	4,543,332	23,319	12,533	0	2.76	0.00	
CLAREMONT	364,007	0	2,768	0	7.60	0.00	
COCKBURN	4,855,680	1,149,094	11,430	90	2.35	0.08	
COTTESLOE	359,906	0	1,125	0	3.13	0.00	
EAST FREMANTLE	291,675	0	1,367	0	4.69	0.00	
FREMANTLE	1,427,504	0	4,425	0	3.10	0.00	
GOSNELLS	4,967,319	738,641	22,091	0	4.45	0.00	
JOONDALUP	7,924,510	54,837	20,518	0	2.59	0.00	
KALAMUNDA	3,195,087	965,079	7,044	1,863	2.20	1.93	
KWINANA	2,076,381	795,641	6,842	579	3.30	0.73	
MELVILLE	4,107,121	0	16,755	0	4.08	0.00	
MOSMAN PARK	299,664	9,849	1,574	0	5.25	0.00	
MUNDARING	1,872,078	1,980,373	4,259	3,392	2.28	1.71	

Sealed road area statistics and expenditure 2018-19 [continued]  
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Area [sq metres]		Expenditure \$000s				Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[6]	[7]
NEDLANDS	1,015,188	0	6,779	0	6.68	0.00	6.68	0.00
PEPPERMINT GROVE	74,340	0	444	0	5.97	0.00	5.97	0.00
PERTH	1,126,231	0	20,675	0	18.36	0.00	18.36	0.00
ROCKINGHAM	6,019,377	1,492,562	20,927	14	3.48	0.01	3.48	0.01
SERPENTINE-JARRAHDALE	1,086,201	2,947,816	1,426	2,049	1.31	0.70	1.31	0.70
SOUTH PERTH	1,573,145	0	7,217	0	4.59	0.00	4.59	0.00
STIRLING	8,076,012	0	23,281	0	2.88	0.00	2.88	0.00
SUBIACO	657,536	0	5,802	0	8.82	0.00	8.82	0.00
SWAN	6,010,600	3,534,546	10,645	12,334	1.77	3.49	1.77	3.49
VICTORIA PARK	1,422,615	0	7,006	0	4.92	0.00	4.92	0.00
VINCENT	1,355,170	0	5,175	0	3.82	0.00	3.82	0.00
WANNEROO	9,494,365	1,078,322	14,667	152	1.54	0.14	1.54	0.14
Region	85,007,956	16,265,284	264,659	20,509	3.11	1.26	3.11	1.26
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	539	23	29	19	217	28	20
BASSEDEAN	96	42	0	28	1	36	13
BAYSWATER	348	41	0	19	2	27	27
BELMONT	228	28	0	20	0	25	25
CAMBRIDGE	170	42	16	24	2	45	41
CANNING	573	37	25	20	3	24	23
CLAREMONT	47	79	0	40	0	0	0
COCKBURN	678	29	0	17	165	37	21
COTTESLOE	47	54	25	26	0	0	0
EAST FREMANTLE	37	115	0	42	0	0	0
FREMANTLE	177	26	19	20	0	0	0
GOSNELLS	669	30	24	18	106	29	20
JOONDALUP	1,003	37	0	26	8	23	18
KALAMUNDA	449	41	13	14	153	48	15
KWINANA	305	24	28	15	110	31	21
MELVILLE	528	43	0	30	0	0	0
MOSMAN PARK	43	40	18	22	1	35	19
MUNDARING	282	37	25	23	334	31	23

**Sealed road age 2018-19 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km	Pavement age years [7]	Sprayed seal age years [8]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	137	57	0	20	0	0	0
PEPPERMINT GROVE	9	30	0	23	0	0	0
PERTH	106	53	0	27	0	0	0
ROCKINGHAM	847	24	18	16	203	36	21
SERPENTINE-JARRAHDALE	165	21	24	11	468	48	23
SOUTH PERTH	192	38	0	27	0	0	0
STIRLING	1,029	49	18	24	0	0	0
SUBIACO	77	50	0	31	0	0	0
SWAN	865	26	24	20	561	35	25
VICTORIA PARK	164	60	24	29	0	0	0
VINCENT	146	62	27	26	0	0	0
WANNEROO	1,368	22	22	18	131	24	20
Region	11,322	42	22	23	2,464	33	22

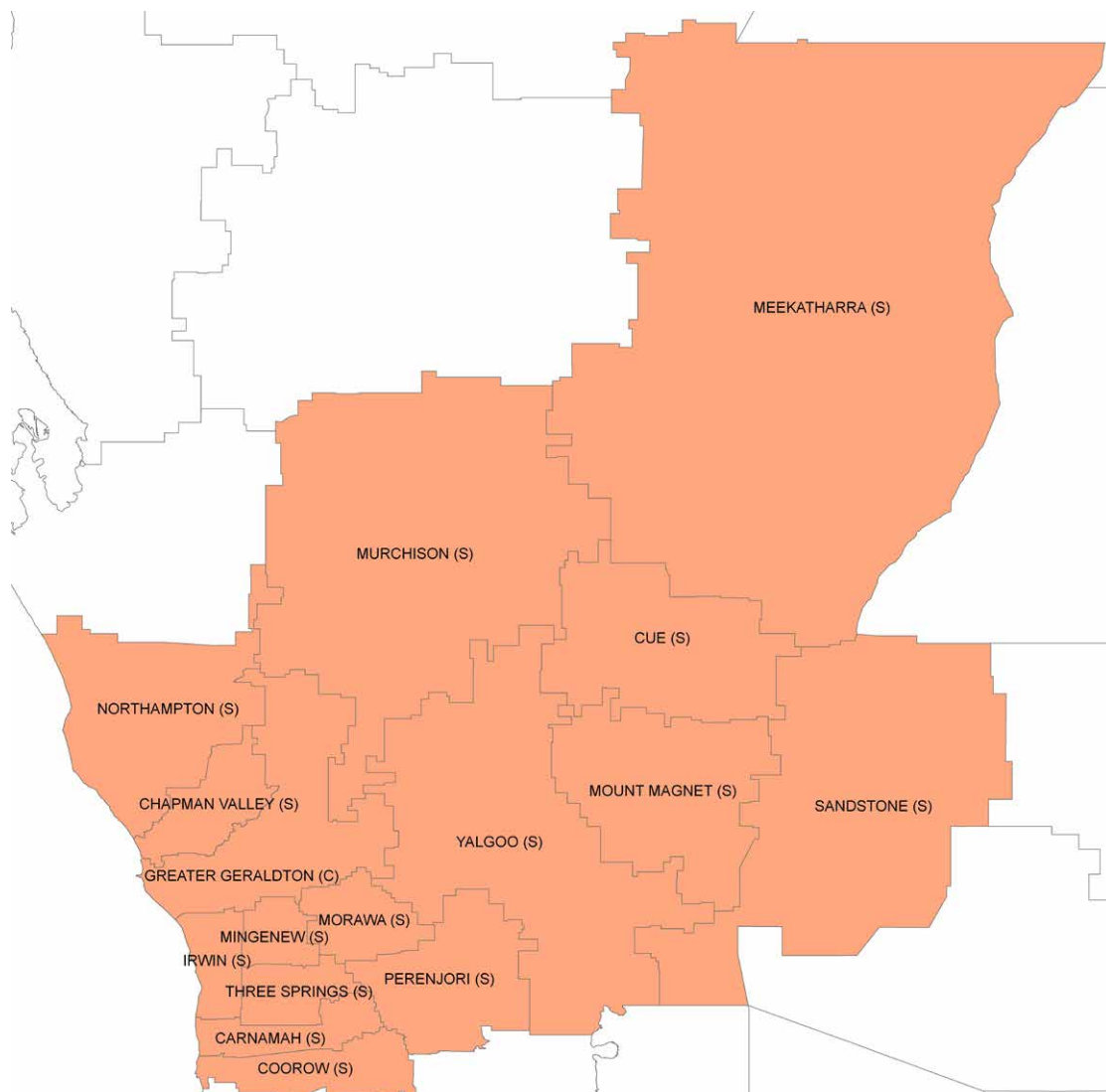




# MID WEST REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1]					
CARNAMAH	0.48	3.5%	33%	0.44	
CHAPMAN VALLEY	0.57	3.9%	54%	0.61	
COOROW	0.48	3.6%	24%	0.60	
CUE	0.60	4.3%	90%	0.73	
GREATER GERALDTON	0.53	2.3%	23%	1.29	
IRWIN	0.60	2.8%	104%	1.38	
MEEKATHARRA	0.54	4.8%	53%	0.76	
MINGENEW	0.62	3.0%	340%	0.65	
MORAWA	0.47	4.2%	10%	0.27	
MOUNT MAGNET	0.55	4.5%	109%	0.79	
MURCHISON	0.60	4.9%	0%	0.63	
NORTHAMPTON	0.48	3.3%	39%	0.40	
PERENJORI	0.56	4.2%	36%	0.27	
SANDSTONE	0.56	5.4%	0%	1.94	
THREE SPRINGS	0.59	3.8%	53%	0.63	
YALGOO	0.60	4.7%	16%	0.61	
Region	0.54	3.4%	45%	0.80	
State	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
CARNAMAH	4,728	677	14%	93%	30%	19%	1251	
CHAPMAN VALLEY	2,864	795	28%	95%	29%	19%	533	
COOROW	2,666	1,252	47%	79%	34%	32%	1247	
CUE	2,666	1,448	54%	89%	50%	45%	9784	
GREATER GERALDTON	19,538	13,823	71%	29%	39%	39%	357	
IRWIN	3,298	2,294	70%	37%	53%	53%	644	
MEEKATHARRA	8,327	3,273	39%	103%	51%	46%	3247	
MINGENEW	5,053	52	1%	97%	3%	3%	120	
MORAWA	4,033	98	2%	104%	4%	4%	140	
MOUNT MAGNET	983	191	19%	69%	8%	5%	412	
MURCHISON	15,795	1,273	8%	141%	38%	35%	7858	
NORTHAMPTON	3,550	590	17%	64%	10%	8%	192	
PERENJORI	1,961	202	10%	143%	6%	5%	339	
SANDSTONE	5,412	1,968	36%	108%	88%	88%	24296	
THREE SPRINGS	1,875	595	32%	101%	26%	26%	1007	
YALGOO	2,477	995	40%	99%	31%	29%	2787	
Region	85,226	29,526	35%	66%	35%	33%	558	
State	971,843	507,385	52%	22%	21%	16%	196	

Total Expenditure includes flood damage.

COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
CARNAMAH	3	10	161	341	74	54	643	0.8	9.0	1.2				
CHAPMAN VALLEY	0	4	131	381	246	102	864	1.7	0.0	0.0				
COOROW	1	22	196	512	66	59	856	9.0	3.3	3.1				
CUE	0	6	100	341	233	49	730	0.1	0.2	5.4				
GREATER GERALDTON	136	155	533	967	202	93	2,085	165.0	35.0	32.0				
IRWIN	8	24	116	258	13	27	445	12.0	1.0	12.0				
MEEKATHARRA	0	12	72	1,450	495	393	2,423	4.6	12.2	1.8				
MINGENEW	1	10	133	253	52	4	451	4.6	8.7	1.2				
MORAWA	1	12	126	515	271	46	971	17.3	12.7	4.6				
MOUNT MAGNET	1	14	12	202	200	150	579	1.1	6.8	1.8				
MURCHISON	0	0	170	498	943	35	1,647	0.5	0.9	0.0				
NORTHAMPTON	15	33	242	481	272	30	1,073	18.9	5.6	4.3				
PERENJORI	0	5	259	918	247	43	1,472	3.2	0.0	1.8				
SANDSTONE	1	3	15	306	388	204	918	1.1	0.9	0.0				
THREE SPRINGS	1	7	168	453	33	31	692	0.2	0.0	2.3				
YALGOO	0	2	187	155	737	53	1,133	0.5	0.0	0.0				
Region	168	319	2,619	8,032	4,471	1,374	16,982	240	96	71				
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484				



**Expenditure on road preservation 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
CARNAMAH	278	306	2,151	0	2,735	9,282	1,124	6,307	0	
CHAPMAN VALLEY	0	474	993	0	1,467	0	2,004	2,616	0	
COOROW	337	385	1,363	5	2,090	7,138	1,012	2,665	81	
CUE	323	1,044	1,030	3	2,399	25,933	4,706	3,023	11	
GREATER GERALDTON	10,093	3,719	5,585	53	19,450	15,520	3,518	5,798	272	
IRWIN	1,845	41	1,411	1	3,298	27,366	180	5,475	84	
MEEKATHARRA	280	410	4,580	2,566	7,836	6,266	2,806	3,166	5,181	
MINGENEW	0	3,400	319	0	3,719	0	15,978	1,263	0	
MORAWA	155	296	2,738	0	3,189	4,621	1,489	5,326	0	
MOUNT MAGNET	311	225	392	0	928	10,337	8,182	1,940	0	
MURCHISON	1	5	15,597	12	15,615	14,583	16	31,305	13	
NORTHAMPTON	537	661	484	190	1,872	5,380	1,354	1,013	699	
PERENJORI	71	596	487	142	1,296	6,294	1,095	530	576	
SANDSTONE	0	0	5,412	0	5,412	0	0	17,691	0	
THREE SPRINGS	126	842	900	3	1,871	7,688	2,393	1,986	103	
YALGOO	211	13	545	844	1,614	27,661	53	3,524	1,146	
Region	14,568	12,418	43,986	3,819	74,791	13,466	2,494	5,477	884	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation					
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]																	
CARNAMAH	2,530	205	1,993	0	4,728	53.5%	4.3%	42.2%	0.0%	0.0%	4,728	53.5%	4.3%	42.2%	0.0%	2,476	1,100
CHAPMAN VALLEY	711	756	0	1,398	2,865	24.8%	26.4%	0.0%	48.8%	2,865	24.8%	26.4%	0.0%	0.0%	48.8%	2,417	1,467
COOROW	1,064	1,026	477	99	2,666	39.9%	38.5%	17.9%	3.7%	2,666	39.9%	38.5%	17.9%	3.7%	3.7%	3,479	2,090
CUE	1,398	1,001	266	0	2,665	52.5%	37.6%	10.0%	0.0%	2,665	52.5%	37.6%	10.0%	0.0%	0.0%	2,528	1,844
GREATER GERALDTON	10,011	9,487	40	0	19,538	51.2%	48.6%	0.2%	0.0%	19,538	51.2%	48.6%	0.2%	0.0%	0.0%	14,871	19,111
IRWIN	2,023	1,275	0	0	3,298	61.3%	38.7%	0.0%	0.0%	3,298	61.3%	38.7%	0.0%	0.0%	0.0%	2,384	3,298
MEEKATHARRA	1,888	5,948	492	0	8,328	22.7%	71.4%	5.9%	0.0%	8,328	22.7%	71.4%	5.9%	0.0%	0.0%	5,647	4,285
MINGENEW	469	3,811	773	0	5,053	9.3%	75.4%	15.3%	0.0%	5,053	9.3%	75.4%	15.3%	0.0%	0.0%	1,929	1,245
MORAWA	2,956	233	844	0	4,033	73.3%	5.8%	20.9%	0.0%	4,033	73.3%	5.8%	20.9%	0.0%	0.0%	2,745	728
MOUNT MAGNET	422	506	0	55	983	42.9%	51.5%	0.0%	5.6%	983	42.9%	51.5%	0.0%	5.6%	1,177	928	
MURCHISON	14,190	1,425	34	146	15,795	89.8%	9.0%	0.2%	0.9%	15,795	89.8%	9.0%	0.2%	0.9%	4,025	2,553	
NORTHAMPTON	1,294	578	565	1,113	3,550	36.5%	16.3%	15.9%	31.4%	3,550	36.5%	16.3%	15.9%	31.4%	4,731	1,872	
PERENJORI	802	494	665	0	1,961	40.9%	25.2%	33.9%	0.0%	1,961	40.9%	25.2%	33.9%	0.0%	4,737	1,296	
SANDSTONE	3,526	1,886	0	0	5,412	65.2%	34.8%	0.0%	0.0%	5,412	65.2%	34.8%	0.0%	0.0%	1,363	2,641	
THREE SPRINGS	750	1,121	0	0	1,871	40.1%	59.9%	0.0%	0.0%	1,871	40.1%	59.9%	0.0%	0.0%	2,947	1,871	
YALGOO	1,614	0	863	0	2,477	65.2%	0.0%	34.8%	0.0%	2,477	65.2%	0.0%	34.8%	0.0%	2,640	1,614	
Region	45,648	29,752	7,012	2,811	85,223	53.6%	34.9%	8.2%	3.3%	85,223	53.6%	34.9%	8.2%	3.3%	60,094	47,943	
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885	

*Renewal and Total Expenditure includes flood damage.*

**Bridge statistics and expenditure 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	Number All bridges	Bridge deck area [sq metres]						Expenditure \$000s	
		Concrete and steel [3]	Timber with concrete overlay [4]	Timber without concrete overlay [5]	Footbridges	Preservation	Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
CAPNAMAH	2	295	0	0	0	0	0	0	0
CHAPMAN VALLEY	3	502	0	0	0	0	0	0	0
COOROW	2	480	0	0	0	0	0	0	0
CUE	0	0	0	0	0	0	0	0	0
GREATER GERALDTON	5	1,112	0	141	0	48	0	0	0
IRWIN	2	464	0	89	0	0	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0	0	0
MINGENEW	6	1,679	0	0	0	561	0	0	0
MORAWA	0	0	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0	0	0
MURCHISON	1	374	0	0	0	0	0	0	0
NORTHAMPTON	0	0	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0	0	0
THREE SPRINGS	1	122	0	0	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0	0	7
Region	22	5,027	0	230	0	609	7		
State	907	83,301	78,342	16,327	2,556	16,265	15,698		

**Sealed road area statistics and expenditure 2018-19**  
**Mid West Regional Road Group**

**Appendix 10**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	104,832	953,063	278	306	2.65	0.32
CHAPMAN VALLEY	30,250	828,046	0	474	0.00	0.57
COOROW	165,237	1,331,674	337	385	2.04	0.29
CUE	43,593	776,166	323	1,044	7.41	1.34
GREATER GERALDTON	2,276,166	3,700,439	10,093	3,719	4.43	1.01
IRWIN	235,965	804,021	1,845	41	7.82	0.05
MEEKATHARRA	156,407	510,986	280	410	1.79	0.80
MINGENEW	78,102	744,753	0	3,400	0.00	4.57
MORAWA	117,411	695,848	155	296	1.32	0.43
MOUNT MAGNET	105,304	96,252	311	225	2.95	2.34
MURCHISON	240	1,101,130	1	5	4.2	0.00
NORTHAMPTON	349,344	1,708,525	537	661	1.54	0.39
PERENJORI	39,480	1,905,795	71	596	1.80	0.31
SANDSTONE	33,847	85,391	0	0	0.00	0.00
THREE SPRINGS	57,363	1,231,633	126	842	2.20	0.68
YALGOO	26,698	885,385	211	13	7.90	0.02
Region	3,820,238	17,359,107	14,568	12,418	3.81	0.72
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	13	30	15	22	161	36	20
CHAPMAN VALLEY	4	12	13	0	131	20	11
COOROW	23	41	22	15	196	29	22
CUE	6	25	12	0	100	14	13
GREATER GERALDTON	290	43	21	20	533	30	20
IRWIN	32	31	21	14	116	20	18
MEEKATHARRA	13	49	20	19	72	22	11
MINGENEW	10	35	17	18	133	25	13
MORAWA	13	46	22	14	126	40	18
MOUNT MAGNET	15	28	18	0	12	20	19
MURCHISON	0	8	8	0	170	13	13
NORTHAMPTON	48	34	26	29	242	33	21
PERENJORI	5	27	14	0	259	24	11
SANDSTONE	4	14	14	11	15	10	8
THREE SPRINGS	7	24	16	12	168	23	14
YALGOO	2	25	10	0	187	16	13
Region	486	30	17	17	2,619	23	15

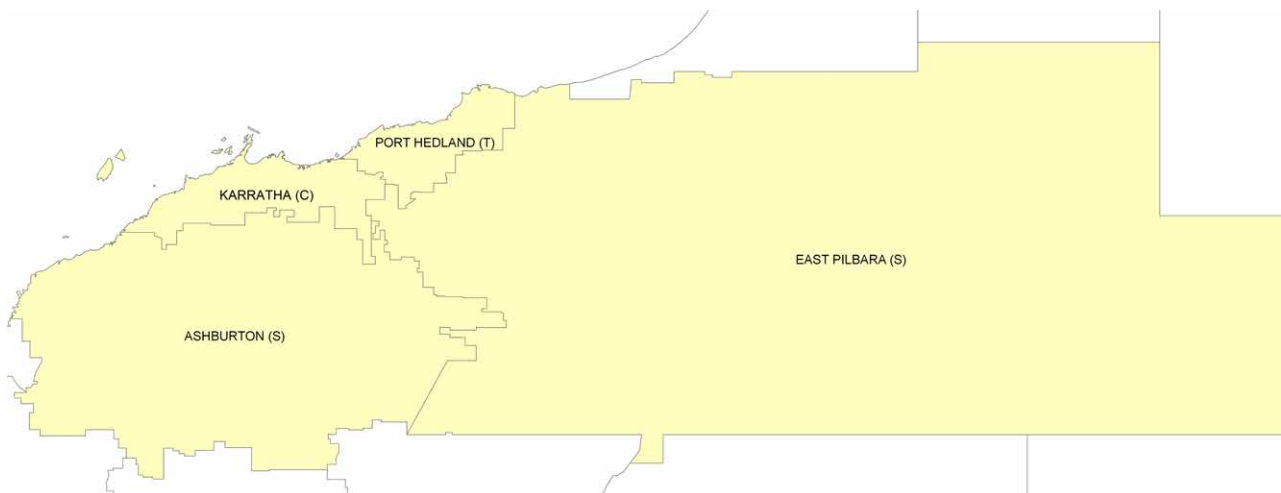




# PILBARA REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19  
Pilbara Regional Road Group**

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.52	3.2%	51%	1.02
EAST PILBARA	0.51	3.9%	64%	0.49
KARRATHA	0.44	2.5%	58%	1.30
PORT HEDLAND	0.49	2.6%	55%	0.59
Region	0.49	3.0%	57%	0.82
State	0.57	2.4%	62%	0.80

**Expenditure from Local Governments' own resources 2018-19  
Pilbara Regional Road Group**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	14,946	2,420	16%	37%	17%	17%	182
EAST PILBARA	8,315	1,710	21%	59%	11%	8%	156
KARRATHA	11,771	7,638	65%	24%	32%	25%	341
PORT HEDLAND	9,608	7,723	80%	17%	39%	36%	516
Region Average	44,640	19,491	44%	32%	27%	23%	316
State Average	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

## Pilbara Regional Road Group

COUNCIL	Road data [kilometres]										Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]			
ASHBURTON	22	42	96	1,034	323	42	1,559	25.6	0.0	9.6			
EAST PILBARA	19	28	84	1,528	1,014	438	3,111	67.1	0.0	20.3			
KARRATHA	149	67	49	381	0	2	648	89.6	0.0	65.5			
PORT HEDLAND	42	92	61	206	0	57	458	29.9	0.0	96.1			
Region	232	229	290	3,148	1,338	539	5,776	212	0	191			
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484			

## Expenditure on road preservation 2018-19

## Pilbara Regional Road Group

COUNCIL	Preservation expenditure \$000s										Preservation expenditure \$/km			
	Sealed roads in built up areas		Sealed roads outside built up areas		Gravel roads		Formed roads		Total		Built up areas		Outside built up areas	
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km		
ASHBURTON	1,318	0	13,628	0	14,946	10,315	0	13,181	0					
EAST PILBARA	2,238	272	1,887	0	4,397	21,335	1,735	1,235	0					
KARRATHA	5,074	168	1,667	0	6,909	10,288	1,424	4,410	0					
PORT HEDLAND	2,550	79	6,327	0	8,956	8,760	550	30,781	0					
Region	11,180	519	23,509	0	35,208	10,994	774	7,443	140					
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085					

Excludes expenditure on bridges; includes expenditure on flood damage.

COUNCIL	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
ASHBURTON	10,382	4,564	0	0	14,946	69.5%	30.5%	0.0%	0.0%	5,793	5,888	
EAST PILBARA	3,232	1,165	3,918	0	8,315	38.9%	14.0%	47.1%	0.0%	7,977	3,918	
KARRATHA	5,100	2,518	2,782	1,371	11,771	43.3%	21.4%	23.6%	11.6%	5,860	7,618	
PORT HEDLAND	6,859	2,097	290	362	9,608	71.4%	21.8%	3.0%	3.8%	5,483	3,258	
Region Average	25,573	10,344	6,990	1,733	44,640	57.3%	23.2%	15.7%	3.9%	25,113	20,682	
State Average	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885	

Renewal and Total Expenditure includes flood damage.

**Bridge statistics and expenditure 2018-19  
Pilbara Regional Road Group**

COUNCIL	Number	Bridge deck area [sq metres]						Expenditure \$000s	
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
ASHBURTON	2	444	0	0	0	0	0		
EAST PILBARA	0	0	0	0	0	0	0		
KARRATHA	19	2,877	0	0	0	709	234		
PORT HEDLAND	7	2,385	0	0	0	0	0		
Region	28	5,705	0	0	0	709	234		
State	907	83,301	78,342	16,327	2,556	16,265	15,698		



**Sealed road area statistics and expenditure 2018-19**  
**Pilbara Regional Road Group**

**Appendix 11**

COUNCIL	Area [sq metres]			Expenditure \$000s			Expenditure \$ per square metre		
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ASHBURTON	447,197	474,874	1,318	0	2.95	0.00			
EAST PILBARA	367,137	548,618	2,238	272	6.10	0.50			
KARRATHA	1,726,163	412,110	5,074	168	2.94	0.41			
PORT HEDLAND	1,018,786	502,706	2,550	79	2.50	0.16			
Region	3,559,283	1,938,307	11,180	519	3.14	0.27			
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71			

**Sealed road age 2018-19**  
**Pilbara Regional Road Group**

COUNCIL	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	64	23	36	96	34	11
EAST PILBARA	47	39	34	84	21	20
KARRATHA	216	35	44	49	36	35
PORT HEDLAND	135	36	34	61	24	22
Region	461	33	37	290	29	22

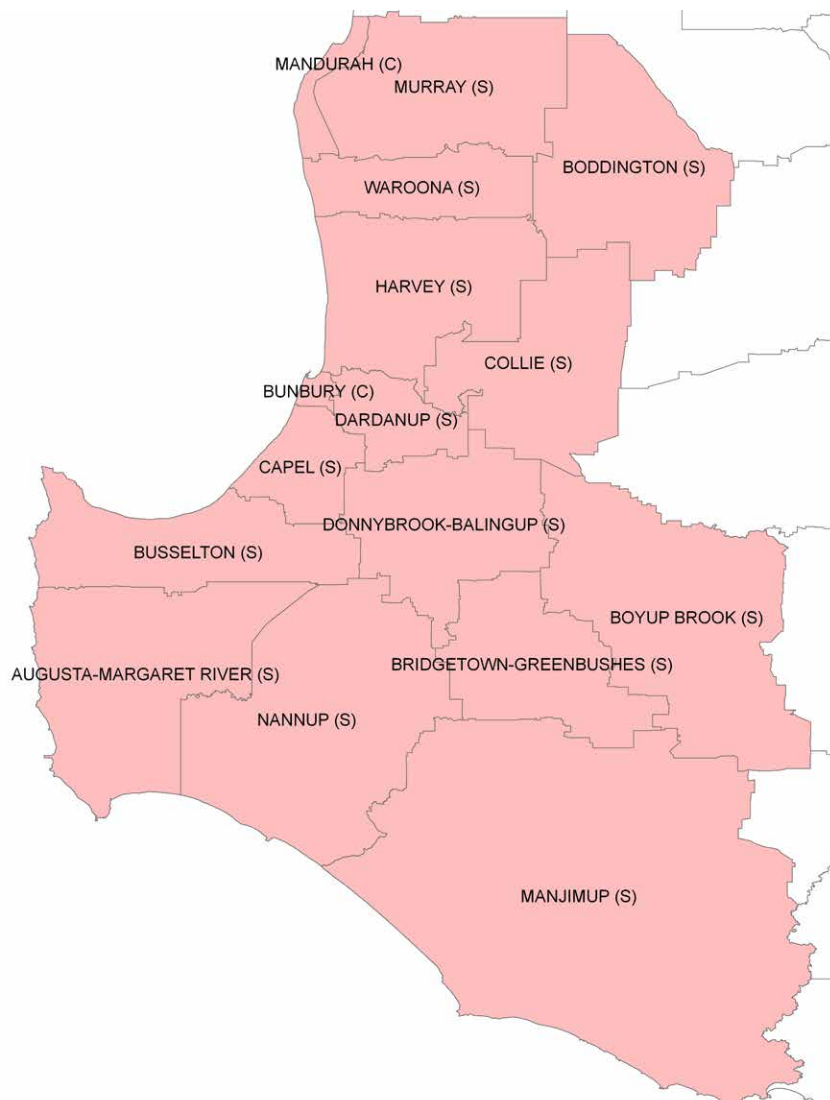
**Appendix 11: Pilbara Region**



# SOUTH WEST REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**South West Regional Road Group**

**Appendix 12**

COUNCIL	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1] AUGUSTA-MARGARET RIVER	0.56	2.5%	101%	1.15	
BODDINGTON	0.43	3.1%	30%	0.36	
BOYUP BROOK	0.41	3.1%	46%	0.50	
BRIDGETOWN-GREENBUSHES	0.47	3.1%	57%	0.61	
BUNBURY	0.56	1.9%	71%	1.12	
BUSSELTON	0.34	2.0%	39%	0.59	
CAPEL	0.62	2.5%	65%	0.88	
COLLIE	0.50	2.4%	24%	0.29	
DARDANUP	0.64	2.1%	96%	1.12	
DONNYBROOK-BALINGUP	0.41	2.7%	41%	0.78	
HARVEY	0.56	2.4%	87%	1.11	
MANDURAH	0.70	1.5%	51%	0.57	
MANJIMUP	0.40	2.8%	51%	0.56	
MURRAY	0.64	2.2%	58%	0.73	
NANNUP	0.42	2.9%	26%	0.39	
WAROONA	0.51	2.8%	23%	0.33	
Region	0.54	2.2%	57%	0.71	
State	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19**  
**South West Regional Road Group**

**Appendix 12**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	6,228	3,633	58%	32%	23%	21%	231
BODDINGTON	1,181	540	46%	30%	16%	7%	295
BOYUP BROOK	2,531	804	32%	96%	23%	21%	458
BRIDGETOWN-GREENBUSHES	3,293	908	28%	53%	15%	13%	192
BUNBURY	9,485	6,610	70%	15%	23%	21%	208
BUSSELTON	12,744	9,242	73%	17%	24%	14%	237
CAPEL	6,644	3,384	51%	26%	26%	25%	188
COLLIE	2,303	922	40%	27%	11%	11%	105
DARDANUP	5,538	2,913	53%	24%	28%	26%	203
DONNYBROOK-BALINGUP	6,354	1,637	26%	49%	26%	18%	270
HARVEY	11,117	5,528	50%	24%	27%	19%	199
MANDURAH	13,416	9,740	73%	9%	14%	6%	114
MANJIMUP	7,113	2,956	42%	57%	25%	19%	323
MURRAY	6,973	3,573	51%	27%	23%	21%	202
NANNUP	1,431	403	28%	95%	15%	14%	296
WAROONA	2,451	626	26%	39%	13%	7%	150
Region	98,802	53,419	54%	24%	21%	15%	186
State	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.



COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
AUGUSTA-MARGARET RIVER	96	29	392	338	43	9	907	12.0	40.0	86.0				
BODDINGTON	2	10	86	156	12	0	265	0.0	0.0	0.0				
BOYUP BROOK	0	10	207	429	359	15	1,020	9.5	6.0	4.5				
BRIDGETOWN-GREENBUSHES	7	22	226	392	18	17	681	5.4	11.5	0.4				
BUNBURY	147	121	52	1	0	0	321	221.0	0.2	186.0				
BUSSELTON	204	63	582	215	24	8	1,095	218.2	2.9	39.1				
CAPEL	101	44	179	155	6	17	502	35.5	3.4	63.0				
COLLIE	21	49	184	117	3	10	383	15.4	26.4	9.0				
DARDANUP	69	9	201	89	11	28	408	3.0	13.0	59.0				
DONNYBROOK-BALINGUP	10	20	257	338	28	17	669	18.5	2.9	1.8				
HARVEY	73	45	436	280	17	1	853	16.2	9.8	124.7				
MANDURAH	481	133	77	5	0	0	696	410.7	13.5	128.2				
MANJIMUP	10	59	444	705	66	19	1,303	42.9	1.0	2.4				
MURRAY	75	36	381	181	33	0	706	92.4	73.0	2.5				
NANNUP	0	7	200	247	22	14	490	7.6	10.0	0.5				
WAROONA	2	28	229	76	4	2	340	14.0	0.2	7.2				
Region	1,298	682	4,134	3,722	646	156	10,638	1122	214	714				
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484				

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
AUGUSTA-MARGARET RIVER	1,014	3,295	1,236	54	5,599	4,254	5,015	3,673	1,236	
BODDINGTON	60	235	215	0	510	2,319	1,524	1,386	0	
BOYUP BROOK	85	765	1,171	29	2,050	3,018	2,374	2,734	80	
BRIDGETOWN-GREENBUSHES	401	1,404	587	2	2,393	6,564	3,461	1,502	88	
BUNBURY	7,266	0	0	0	7,266	12,324	0	0	0	
BUSSELTON	4,507	2,038	976	104	7,626	8,757	2,008	4,559	4,295	
CAPEL	1,868	1,209	787	71	3,935	6,827	3,843	5,126	11,191	
COLLIE	651	150	351	0	1,152	3,852	416	3,027	33	
DARDANUP	967	3,009	343	17	4,336	6,137	8,590	3,883	1,567	
DONNYBROOK-BALINGUP	433	927	914	2	2,276	7,235	2,104	2,747	61	
HARVEY	3,774	3,427	939	2	8,142	15,353	4,379	3,352	114	
MANDURAH	9,103	0	0	0	9,103	7,109	0	0	0	
MANJIMUP	1,058	2,084	1,423	48	4,614	6,764	2,939	2,032	733	
MURRAY	1,625	2,430	775	33	4,863	7,341	3,452	4,315	1,004	
NANNUP	100	485	465	1	1,051	6,212	1,379	1,903	61	
WAROONA	280	358	124	14	776	4,455	912	1,643	3,660	
Region	33,192	21,816	10,307	377	65,692	8,094	3,004	2,801	659	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2018-19**  
**South West Regional Road Group**

**Appendix 12**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	[7]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
AUGUSTA-MARGARET RIVER	2,937	2,889	73	330	6,229	47.2%	46.4%	1.2%	5.3%	5,082	5,826		
BODDINGTON	434	150	185	412	1,181	36.7%	12.7%	15.7%	34.9%	1,606	584		
BOYUP BROOK	1,368	778	374	11	2,531	54.0%	30.7%	14.8%	0.4%	4,280	2,146		
BRIDGETOWN-GREENBUSHES	1,531	1,189	287	288	3,295	46.5%	36.1%	8.7%	8.7%	4,452	2,720		
BUNBURY	4,890	2,695	1,170	730	9,485	51.6%	28.4%	12.3%	7.7%	6,753	7,585		
BUSSELTON	5,573	2,242	4,140	789	12,744	43.7%	17.6%	32.5%	6.2%	12,372	7,298		
CAPEL	2,827	1,302	709	1,807	6,645	42.5%	19.6%	10.7%	27.2%	4,666	4,129		
COLLIE	842	360	34	1,066	2,302	36.6%	15.6%	1.5%	46.3%	4,081	1,202		
DARDANUP	1,791	2,988	582	177	5,538	32.3%	54.0%	10.5%	3.2%	4,254	4,779		
DONNYBROOK-BALINGUP	1,610	2,211	2,449	84	6,354	25.3%	34.8%	38.5%	1.3%	4,920	3,821		
HARVEY	3,898	4,905	1,640	674	11,117	35.1%	44.1%	14.8%	6.1%	7,934	8,803		
MANDURAH	5,542	3,693	925	3,256	13,416	41.3%	27.5%	6.9%	24.3%	16,274	9,235		
MANJIMUP	2,943	2,120	1,855	195	7,113	41.4%	29.8%	26.1%	2.7%	9,044	5,063		
MURRAY	2,901	2,292	1,520	259	6,972	41.6%	32.9%	21.8%	3.7%	7,118	5,193		
NANNUP	842	421	168	0	1,431	58.8%	29.4%	11.7%	0.0%	3,227	1,263		
WAROONA	595	362	1,481	13	2,451	24.3%	14.8%	60.4%	0.5%	2,897	957		
Region	40,524	30,597	17,592	10,091	98,804	41.0%	31.0%	17.8%	10.2%	98,960	70,604		
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885		

*Renewal and Total Expenditure includes flood damage.*

COUNCIL	Number		Bridge deck area [sq metres]				Expenditure \$000s						
	All bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
AUGUSTA-MARGARET RIVER	15	17	1,724	400	0	227	0	0	0	0	0	0	0
BODDINGTON	5	0	1,206	0	0	74	0	0	0	0	0	0	0
BOYUP BROOK	18	762	3,781	287	0	96	0	0	0	0	0	0	0
BRIDGETOWN-GREENBUSHES	15	196	2,186	255	0	327	0	0	0	0	0	0	115
BUNBURY	1	655	0	0	0	319	0	0	0	0	0	0	0
BUSSELTON	41	1,225	3,270	680	0	189	0	0	0	0	0	0	0
CAPEL	13	520	1,059	254	0	194	0	0	0	0	0	0	1,807
COLLIE	6	154	1,468	0	0	50	0	0	0	0	0	0	0
DARDANUP	19	941	1,719	127	0	443	0	0	0	0	0	0	0
DONNYBROOK-BALINGUP	34	899	3,514	1,105	0	1,545	0	0	0	0	0	0	1,500
HARVEY	19	5,573	1,812	253	0	661	0	0	0	0	0	0	0
MANDURAH	22	10,718	0	0	0	132	0	0	278	0	0	0	210
MANJIMUP	43	491	3,533	1,368	0	449	0	0	0	0	0	0	473
MURRAY	20	2,327	1,860	311	0	330	0	0	0	0	0	0	76
NANNUP	13	688	1,361	165	0	212	0	0	0	0	0	0	0
WAROONA	2	244	341	0	0	181	0	0	0	0	0	0	0
Region	286	25,409	28,833	5,202	0	5,429	0	0	278	0	0	0	4,181
State	907	83,301	78,342	16,327	0	16,265	0	0	2,556	0	0	0	15,698

**Sealed road area statistics and expenditure 2018-19**  
**South West Regional Road Group**

**Appendix 12**

COUNCIL	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
AUGUSTA-MARGARET RIVER	834,270	2,300,051	1,014	3,295	1.22	1.43	
BODDINGTON	90,555	539,810	60	235	0.66	0.44	
BOYUP BROOK	98,577	1,127,553	85	765	0.86	0.68	
BRIDGETOWN-GREENBUSHES	213,804	1,419,684	401	1,404	1.88	0.99	
BUNBURY	2,063,571	366,909	7,266	0	3.52	0.00	
BUSSELTON	1,801,283	3,553,102	4,507	2,038	2.50	0.57	
CAPEL	957,714	1,101,015	1,868	1,209	1.95	1.10	
COLLIE	591,528	1,261,944	651	150	1.10	0.12	
DARDANUP	551,469	1,226,007	967	3,009	1.75	2.45	
DONNYBROOK-BALINGUP	209,467	1,541,901	433	927	2.07	0.60	
HARVEY	860,328	2,738,944	3,774	3,427	4.39	1.25	
MANDURAH	4,481,818	571,840	9,103	0	2.03	0.00	
MANJIMUP	547,476	2,482,594	1,058	2,084	1.93	0.84	
MURRAY	774,765	2,463,360	1,625	2,430	2.10	0.99	
NANNUP	56,339	1,229,883	100	485	1.77	0.39	
WAROONA	219,990	1,372,517	280	358	1.27	0.26	
Region	14,352,953	25,297,113	33,192	21,816	2.31	0.86	
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71	



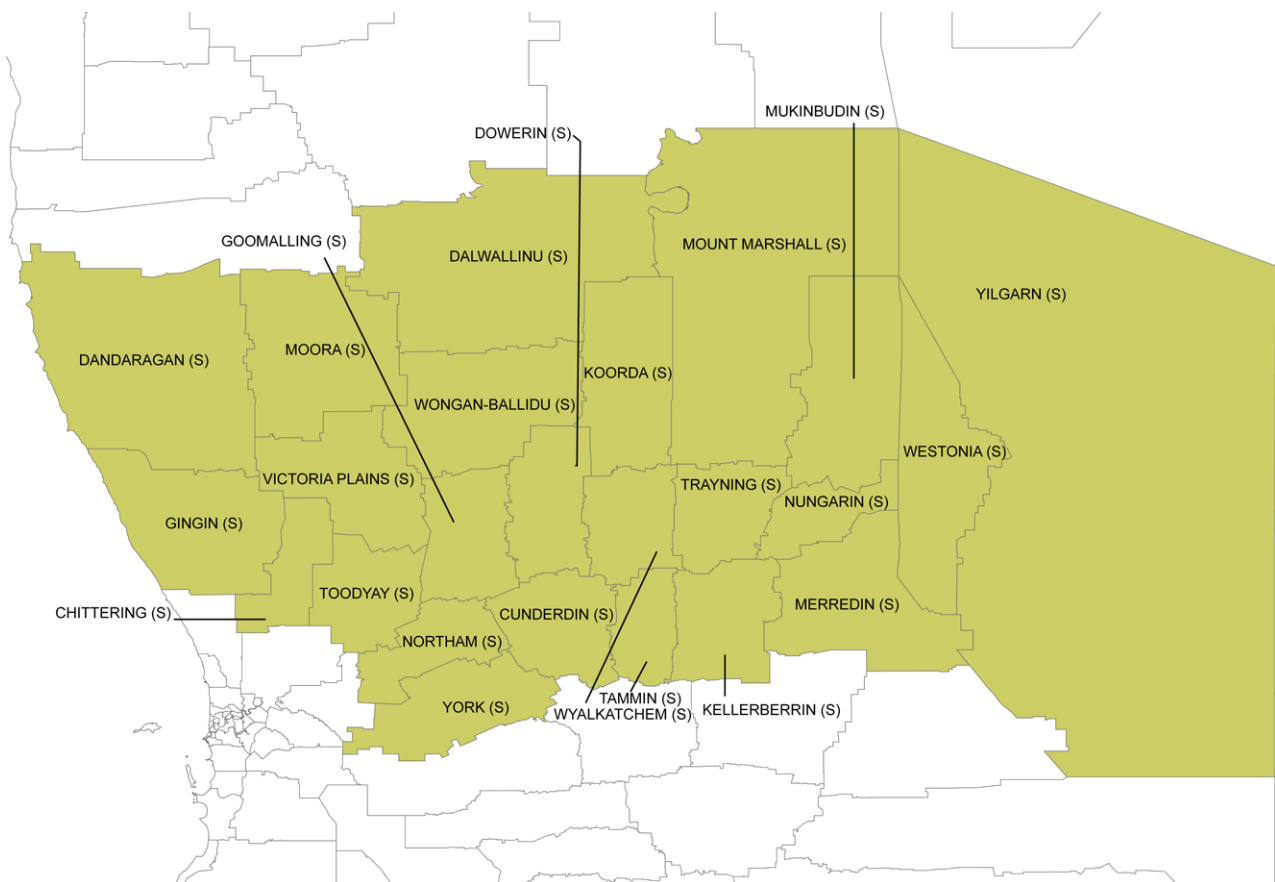
COUNCIL	Roads in built up areas				Roads outside built up areas			
	Length km	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km	Pavement age years [7]	Sprayed seal age years [8]	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
AUGUSTA-MARGARET RIVER	125	28	29	20	392	30	22	
BODDINGTON	11	26	23	14	86	29	24	
BOYUP BROOK	10	37	28	0	207	36	25	
BRIDGETOWN-GREENBUSHES	29	39	26	20	226	31	20	
BUNBURY	267	38	24	22	52	30	25	
BUSSELTON	266	60	32	18	582	60	21	
CAPEL	145	21	14	15	179	27	17	
COLLIE	70	40	19	11	184	29	20	
DARDANUP	79	24	14	15	201	24	17	
DONNYBROOK-BALINGUP	30	31	28	16	257	40	25	
HARVEY	118	28	25	20	436	29	23	
MANDURAH	613	28	25	24	77	29	24	
MANJIMUP	69	38	36	21	444	37	31	
MURRAY	111	25	16	14	381	23	15	
NANNUP	7	46	30	0	200	35	27	
WAROONA	30	37	22	8	229	28	20	
Region	1,980	34	24	17	4,134	32	22	



# WHEATBELT NORTH REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**Wheatbelt North Regional Road Group**

**Appendix 13**

COUNCIL	Indicators			
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]
[1]				
CHITTERING	0.55	3.2%	44%	0.50
CUNDERDIN	0.27	3.6%	46%	0.48
DALWALLINU	0.52	3.9%	39%	0.35
DANDARAGAN	0.46	3.2%	34%	0.50
DOWERIN	0.44	4.0%	86%	0.75
GINGIN	0.40	3.3%	56%	0.73
GOOMALLING	0.41	3.5%	22%	0.29
KELLERBERRIN	0.34	3.6%	87%	0.56
KOORDA	0.48	4.0%	24%	0.32
MERREDIN	0.49	3.3%	66%	0.56
MOORA	0.28	3.3%	65%	0.62
MOUNT MARSHALL	0.46	4.3%	90%	0.51
MUKINBUDIN	0.24	4.0%	82%	0.54
NORTHAM	0.37	2.6%	33%	0.94
NUNGARIN	0.34	4.1%	12%	0.59
TAMMIN	0.36	4.0%	57%	0.55
TOODYAY	0.46	2.9%	22%	0.28
TRAYNING	0.36	4.0%	20%	0.31
VICTORIA PLAINS	0.36	3.7%	91%	1.32
WESTONIA	0.31	4.4%	41%	0.48
WONGAN-BALLIDU	0.43	3.8%	38%	0.46
WYALKATCHEM	0.50	4.0%	56%	0.45
YILGARN	0.56	4.3%	65%	0.35
YORK	0.46	2.9%	25%	0.45
Region	0.42	3.5%	50%	0.54
State	0.57	2.4%	62%	0.80

**Expenditure from Local Governments' own resources 2018-19**  
**Wheatbelt North Regional Road Group**

**Appendix 13**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
CHITTERING	3,547	1,541	43%	40%	28%	27%	268	
CUNDERDIN	1,787	582	33%	93%	21%	21%	404	
DALWALLINU	6,244	1,063	17%	133%	23%	19%	743	
DANDARAGAN	4,076	1,420	35%	71%	19%	14%	436	
DOWERIN	2,736	826	30%	121%	36%	36%	1222	
GINGIN	4,564	1,326	29%	48%	15%	15%	252	
GOOMALLING	1,502	750	50%	82%	34%	33%	742	
KELLERBERRIN	1,997	511	26%	101%	17%	17%	423	
KOORDA	1,936	533	28%	124%	21%	14%	1306	
MERREDIN	3,411	1,346	39%	82%	26%	23%	395	
MOORA	3,024	1,264	42%	79%	28%	28%	521	
MOUNT MARSHALL	2,416	301	12%	133%	9%	9%	581	
MUKINBUDIN	1,740	386	22%	112%	16%	14%	727	
NORTHAM	7,575	4,021	53%	36%	35%	34%	359	
NUNGARIN	960	372	39%	105%	24%	24%	1506	
TAMMIN	981	281	29%	95%	19%	19%	701	
TOODYAY	2,725	1,745	64%	52%	32%	21%	394	
TRAYNING	1,283	190	15%	112%	9%	9%	546	
VICTORIA PLAINS	4,834	738	15%	103%	28%	28%	790	
WESTONIA	1,446	248	17%	135%	13%	13%	821	
WONGAN-BALLIDU	2,643	1,062	40%	112%	29%	29%	818	
WYALKATCHEM	1,170	143	12%	100%	7%	7%	287	
YILGARN	3,691	556	15%	126%	9%	7%	476	
YORK	2,478	1,166	47%	63%	23%	20%	325	
Region	68,766	22,371	33%	83%	23%	21%	433	
State	971,843	507,385	52%	22%	21%	16%	196	

Total Expenditure includes flood damage.



COUNCIL	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
CHITTERING	1	1	292	118	22	5	440	8.1	0.0	0.0				
CUNDERDIN	3	15	230	373	150	11	783	6.5	0.0	0.0				
DALWALLINU	1	21	465	1,055	309	60	1,912	8.9	0.3	0.9				
DANDARAGAN	21	24	463	766	13	7	1,295	46.6	2.2	10.1				
DOWERIN	1	6	165	509	192	66	939	1.0	1.0	5.8				
GINGIN	14	69	402	348	26	17	875	12.5	0.0	2.2				
GOOMALLING	0	7	104	392	81	5	589	9.5	7.0	4.6				
KELLERBERRIN	1	17	216	418	287	7	945	1.8	0.7	11.6				
KOORDA	0	7	242	480	302	36	1,067	4.8	4.0	0.0				
MERREDIN	11	38	370	564	286	23	1,292	28.1	21.3	15.1				
MOORA	2	22	313	564	20	13	935	3.8	2.0	21.1				
MOUNT MARSHALL	0	8	292	725	632	19	1,676	0.1	0.2	6.3				
MUKINBUDIN	0	9	179	579	126	13	905	0.6	303.0	7.8				
NORTHAM	20	61	387	245	49	1	764	55.6	0.5	4.2				
NUNGARIN	0	3	103	364	23	17	510	3.9	1.2	0.0				
TAMMIN	0	6	126	262	83	18	495	1.2	4.0	3.3				
TOODYAY	6	7	300	269	33	20	635	10.7	0.2	2.0				
TRAYNING	0	8	139	544	41	20	752	0.4	0.4	5.7				
VICTORIA PLAINS	0	7	246	414	118	23	807	3.7	0.1	2.7				
WESTONIA	0	3	116	528	209	26	881	0.0	0.0	0.0				
WONGAN-BALLIDU	3	19	331	483	466	19	1,320	6.5	4.3	0.0				
WYALKATCHEM	0	11	133	494	61	26	724	3.8	0.0	1.0				
YILGARN	0	14	285	2,180	74	176	2,728	5.9	7.9	1.2				
YORK	2	36	261	201	158	9	667	19.6	36.2	3.0				
Region	87	419	6,161	12,874	3,761	637	23,937	243	396	108				
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484				

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
CHITTING	238	1,277	253	0	1,768	50,167	2,136	2,147	0	
CUNDERDIN	140	896	749	1	1,786	2,767	2,126	2,006	10	
DALWALLINU	414	1,162	4,328	0	5,904	7,704	1,695	4,103	0	
DANDARAGAN	479	791	1,705	12	2,987	4,752	881	2,226	891	
DOWERIN	141	1,155	1,440	0	2,736	7,265	3,858	2,831	0	
GINGIN	1,135	1,856	1,376	7	4,374	6,882	2,345	3,966	259	
GOOMALLING	175	100	302	40	617	10,934	560	774	492	
KELLERBERRIN	8	1,286	485	111	1,890	170	3,689	1,163	388	
KOORDA	110	404	634	21	1,169	4,766	950	1,322	70	
MERREDIN	585	1,508	1,130	1	3,224	4,395	2,339	2,010	3	
MOORA	681	1,355	927	60	3,024	11,582	2,482	1,647	3,023	
MOUNT MARSHALL	166	1,416	473	361	2,416	10,211	2,828	653	572	
MUKINBUDIN	110	958	626	5	1,699	5,397	3,086	1,083	42	
NORTHAM	3,153	1,798	1,145	87	6,183	17,587	2,867	4,735	1,767	
NUNGARIN	0	63	897	0	960	0	518	2,466	0	
TAMMIN	113	369	498	0	980	8,077	1,829	1,907	0	
TOODYAY	154	554	342	2	1,051	5,273	1,025	1,272	52	
TRAYNING	0	190	736	0	926	0	796	1,370	0	
VICTORIA PLAINS	242	2,640	1,450	383	4,715	14,735	5,818	3,508	3,243	
WESTONIA	0	408	849	0	1,257	0	1,795	1,612	0	
WONGAN-BALLIDU	139	862	1,046	0	2,047	2,405	1,623	2,174	0	
WYALKATCHEM	158	489	519	3	1,168	4,601	2,202	1,050	48	
YILGARN	160	1,269	575	884	2,888	4,618	2,496	265	11,943	
YORK	416	393	1,424	0	2,233	4,997	894	7,169	0	
Region	8,917	23,198	23,908	1,979	58,002	7,486	2,097	1,895	584	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

Excludes expenditure on bridges; includes expenditure on flood damage.

COUNCIL	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
CHITTERING	1,048	737	1,553	209	3,547	29.5%	20.8%	43.8%	5.9%	3,555	1,785	
CUNDERDIN	937	849	0	0	1,786	52.5%	47.5%	0.0%	0.0%	3,425	1,632	
DALWALLINU	2,248	3,656	340	0	6,244	36.0%	58.6%	5.4%	0.0%	6,612	2,290	
DANDARAGAN	1,441	1,620	850	165	4,076	35.4%	39.7%	20.9%	4.0%	6,064	3,061	
DOWERIN	1,021	1,715	0	0	2,736	37.3%	62.7%	0.0%	0.0%	2,963	2,221	
GINGIN	2,197	2,177	190	0	4,564	48.1%	47.7%	4.2%	0.0%	5,968	4,374	
GOOMALLING	512	145	845	0	1,502	34.1%	9.7%	56.3%	0.0%	2,267	657	
KELLERBERRIN	657	1,233	107	0	1,997	32.9%	61.7%	5.4%	0.0%	3,377	1,890	
KOORDA	580	589	767	0	1,936	30.0%	30.4%	39.6%	0.0%	3,623	1,169	
MERREDIN	741	2,483	187	0	3,411	21.7%	72.8%	5.5%	0.0%	5,736	3,224	
MOORA	1,056	1,968	0	0	3,024	34.9%	65.1%	0.0%	0.0%	4,877	3,024	
MOUNT MARSHALL	752	1,664	0	0	2,416	31.1%	68.9%	0.0%	0.0%	4,742	2,416	
MUJINBUDIN	356	1,343	41	0	1,740	20.5%	77.2%	2.4%	0.0%	3,166	1,699	
NORTHAM	2,907	3,545	1,005	118	7,575	38.4%	46.8%	13.3%	1.6%	6,038	5,648	
NUNGARIN	960	0	0	0	960	100.0%	0.0%	0.0%	0.0%	1,629	960	
TAMMIN	352	628	0	0	980	35.9%	64.1%	0.0%	0.0%	1,772	980	
TOODYAY	968	186	1,571	0	2,725	35.5%	6.8%	57.7%	0.0%	4,180	1,154	
TRAYNING	392	534	358	0	1,284	30.5%	41.6%	27.9%	0.0%	2,758	866	
VICTORIA PLAINS	3,089	1,745	0	0	4,834	63.9%	36.1%	0.0%	0.0%	3,662	4,834	
WESTONIA	541	716	188	0	1,445	37.4%	49.6%	13.0%	0.0%	2,635	1,257	
WONGAN-BALLIDU	1,059	988	598	0	2,645	40.0%	37.4%	22.6%	0.0%	4,478	2,047	
WYALKATCHEM	643	525	0	0	1,168	55.1%	44.9%	0.0%	0.0%	2,570	1,168	
YILGARN	1,433	1,455	803	0	3,691	38.8%	39.4%	21.8%	0.0%	8,205	2,888	
YORK	934	1,362	161	21	2,478	37.7%	55.0%	6.5%	0.8%	4,273	1,916	
Region	26,824	31,863	9,564	513	68,764	39.0%	46.3%	13.9%	0.7%	98,575	53,160	
State	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885	

Renewal and Total Expenditure includes flood damage.

COUNCIL	Number		Bridge deck area [sq metres]					Expenditure \$000s					
	All Bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
CHITTERING	12	12	276	276	723	331	0	0	0	17	0	96	0
CUNDERDIN	5	5	196	196	409	37	0	0	0	0	0	0	0
DALWALLINU	0	0	0	0	0	0	0	0	0	0	0	0	0
DANDARAGAN	1	1	0	0	484	0	0	0	0	74	0	0	0
DOWERIN	1	1	69	69	0	0	0	0	0	0	0	0	0
GINGIN	5	5	0	0	369	620	0	0	0	0	0	190	0
GOOMALLING	6	6	30	30	753	55	0	0	0	40	0	0	0
KELLERBERRIN	4	4	379	379	149	0	0	0	0	0	0	0	0
KOORDA	0	0	0	0	0	0	0	0	0	0	0	0	0
MERREDIN	5	5	530	530	0	0	0	0	0	0	0	0	0
MOORA	8	8	1,329	1,329	579	0	0	0	0	0	0	0	0
MOUNT MARSHALL	0	0	0	0	0	0	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHAM	26	26	3,056	3,056	4,228	1,009	0	0	0	269	0	0	0
NUNGARIN	0	0	0	0	0	0	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0	0	0	0	0	0	0
TOODYAY	15	15	1,740	1,740	2,865	107	0	0	0	103	0	0	0
TRAYNING	0	0	0	0	0	0	0	0	0	0	0	0	0
VICTORIA PLAINS	7	7	0	0	812	0	0	0	0	119	0	0	0
WESTONIA	0	0	0	0	0	0	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0	0	0	0	0	0	0
YORK	19	19	198	198	3,041	365	0	0	0	63	0	0	0
Region	114	114	7,803	7,803	14,411	2,525	0	0	0	685	286	0	0
State	907	907	83,301	83,301	78,342	16,327	2,556	16,265	15,698	0	0	0	0

**Sealed road area statistics and expenditure 2018-19**  
**Wheatbelt North Regional Road Group**

**Appendix 13**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
CHITTERING	16,604	2,092,899	238	1,277	14.33	0.61
CUNDERDIN	177,057	1,474,755	140	896	0.79	0.61
DALWALLINU	188,074	2,399,187	414	1,162	2.20	0.48
DANDARAGAN	352,770	3,144,436	479	791	1.36	0.25
DOWERIN	67,933	1,047,793	141	1,155	2.08	1.10
GINGIN	577,227	2,770,240	1,135	1,856	1.97	0.67
GOOMALLING	56,018	625,142	175	100	3.12	0.16
KELLERBERRIN	164,491	1,219,607	8	1,286	0.05	1.05
KOORDA	80,781	1,487,596	110	404	1.36	0.27
MERREDIN	465,842	2,256,476	585	1,508	1.26	0.67
MOORA	205,800	1,911,038	681	1,355	3.31	0.71
MOUNT MARSHALL	56,899	1,752,673	166	1,416	2.92	0.81
MUKINBUDIN	71,332	1,086,167	110	958	1.54	0.88
NORTHAM	627,476	2,194,934	3,153	1,798	5.02	0.82
NUNGARIN	16,227	425,267	0	63	0.00	0.15
TAMMIN	48,967	706,030	113	369	2.31	0.52
TOODYAY	102,216	1,890,949	154	554	1.51	0.29
TRAYNING	76,785	835,450	0	190	0.00	0.23
VICTORIA PLAINS	57,482	1,588,109	242	2,640	4.21	1.66
WESTONIA	24,039	795,588	0	408	0.00	0.51
WONGAN-BALLIDU	202,288	1,858,948	139	862	0.69	0.46
WYALKATCHEM	120,199	776,578	158	489	1.31	0.63
YILGARN	121,266	1,779,141	160	1,269	1.32	0.71
YORK	291,349	1,539,141	416	393	1.43	0.26
Region	4,169,123	37,658,144	8,917	23,198	2.14	0.62
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71



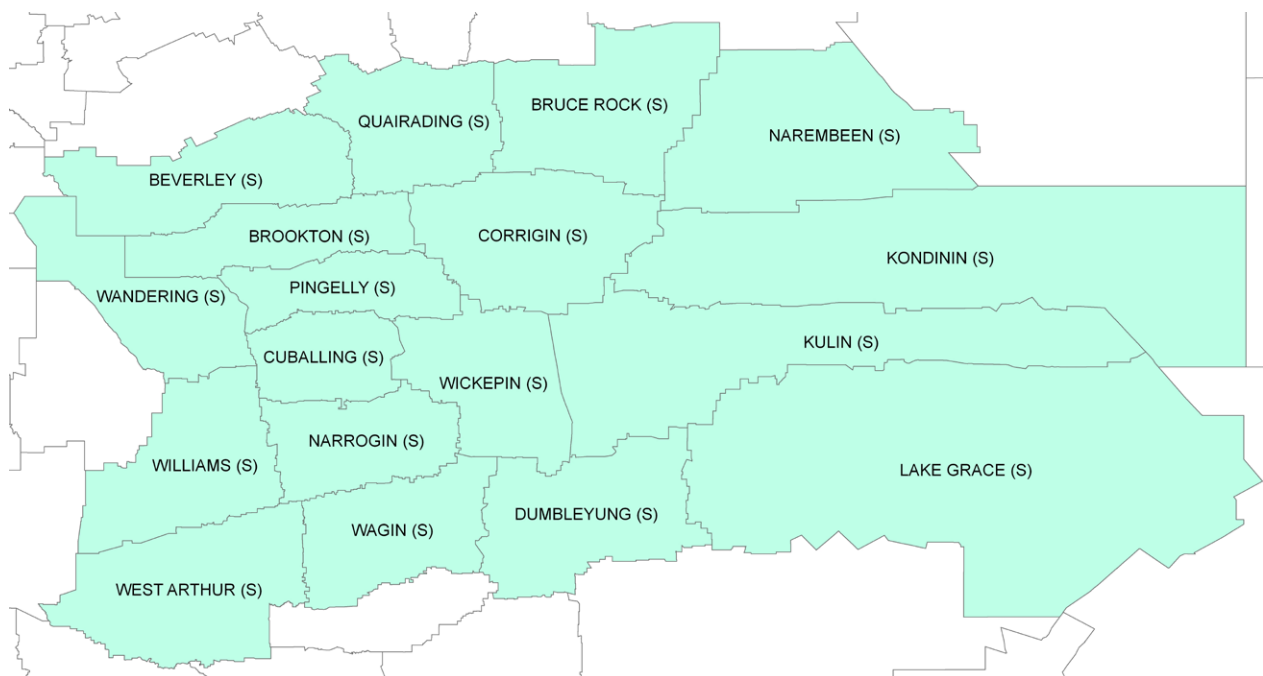
COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km [2]	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km [6]	Pavement age years [7]	Sprayed seal age years [8]
[1]							
CHITTERING	2	22	23	11	292	24	16
CUNDERDIN	19	41	21	7	230	48	25
DALWALLINU	22	38	17	15	465	33	14
DANDARAGAN	44	26	23	14	463	28	17
DOWERIN	7	36	28	22	165	41	20
GINGIN	83	34	25	16	402	30	21
GOOMALLING	7	47	26	0	104	44	24
KELLERBERRIN	18	42	23	11	216	42	32
KOORDA	7	31	17	0	242	40	15
MERREDIN	49	28	21	17	370	31	23
MOORA	24	59	31	31	313	60	25
MOUNT MARSHALL	8	26	23	0	292	34	21
MUKINBUDIN	9	56	34	0	179	58	33
NORTHAM	81	52	27	18	387	44	23
NUNGARIN	3	0	0	0	103	50	35
TAMMIN	6	36	30	21	126	39	27
TOODYAY	13	33	16	8	300	33	21
TRAYNING	9	14	15	6	139	45	32
VICTORIA PLAINS	7	54	27	0	246	46	20
WESTONIA	3	37	37	0	116	48	35
WONGAN-BALLIDU	22	31	26	30	331	33	24
WYALKATCHEM	11	28	26	0	133	28	20
YILGARN	14	37	13	0	285	23	13
YORK	38	27	21	21	261	29	23
Region	505	36	24	17	6,161	39	23



# WHEATBELT SOUTH REGION

2018-2019

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



**Road assets & expenditure indicators 2018-19**  
**Wheatbelt South Regional Road Group**

**Appendix 14**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
BEVERLEY	0.52	2.7%	30%	1.21	
BROOKTON	0.41	3.1%	61%	0.35	
BRUCE ROCK	0.40	2.8%	25%	0.41	
CORRIGIN	0.25	3.7%	39%	0.34	
CUBALLING	0.50	3.1%	42%	0.40	
DUMBLEYUNG	0.56	3.8%	51%	0.47	
KONDININ	0.43	4.2%	129%	0.75	
KULIN	0.42	4.3%	28%	0.44	
LAKE GRACE	0.56	4.4%	93%	0.44	
NAREMBEEN	0.37	4.1%	36%	0.32	
NAPROGIN	0.51	3.3%	53%	0.72	
PINGELLY	0.34	3.2%	62%	0.67	
QUAIRADING	0.32	3.4%	33%	0.33	
WAGIN	0.54	3.2%	88%	0.32	
WANDERING	0.44	3.0%	48%	0.22	
WEST ARTHUR	0.34	3.2%	58%	0.65	
WICKEPIN	0.50	4.0%	75%	0.71	
WILLIAMS	0.42	3.2%	45%	0.50	
Region	0.43	3.5%	53%	0.52	
State	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19**  
**Wheatbelt South Regional Road Group**

**Appendix 14**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
BEVERLEY	6,439	1,299	20%	71%	39%	29%	743	
BROOKTON	1,305	475	36%	76%	22%	15%	492	
BRUCE ROCK	2,560	436	17%	120%	13%	8%	464	
CORRIGIN	5,662	1,039	18%	111%	33%	26%	907	
CUBALLING	1,693	708	42%	91%	39%	33%	821	
DUMBLEYUNG	1,958	853	44%	113%	32%	32%	1262	
KONDININ	4,587	3,104	68%	111%	83%	51%	3568	
KULIN	2,344	662	28%	119%	19%	18%	855	
LAKE GRACE	7,601	813	11%	119%	14%	9%	634	
NAREMBEEN	7,271	1,045	14%	129%	32%	31%	1249	
NARROGIN	4,504	2,077	46%	48%	35%	29%	412	
PINGELLY	2,034	919	45%	62%	38%	38%	798	
QUAIRADING	4,211	884	21%	93%	30%	15%	878	
WAGIN	3,174	379	12%	75%	12%	7%	208	
WANDERING	1,466	761	52%	82%	59%	50%	1766	
WEST ARTHUR	2,784	355	13%	109%	15%	15%	445	
WICKEPIN	2,013	707	35%	100%	28%	28%	968	
WILLIAMS	1,591	536	34%	78%	28%	24%	523	
Region	63,197	17,052	27%	95%	31%	24%	771	
State	971,843	507,385	52%	22%	20.7%	16.3%	196	

Total Expenditure includes flood damage.

**Appendix 14: Wheatbelt South Region**



COUNCIL	Road data [kilometres]										Footpaths [km]		Dual use Paths [km]		
	Built up areas asphalt seal [2]	Built up areas sprayed seal [3]	Sealed roads outside built up areas [4]	Gravel roads [5]	Formed roads [6]	Unformed roads [7]	Total length [8]	Bitumen / concrete [9]	Gravel [10]						
[1]															
BEVERLEY	0	12	204	328	137	15	697	12.8	0.0	1.7					
BROOKTON	0	10	95	330	93	1	529	5.2	0.0	3.1					
BRUCE ROCK	0	13	430	582	131	16	1,173	5.6	14.4	2.1					
CORRIGIN	1	13	317	568	148	12	1,059	5.3	0.0	4.9					
CUBALLING	0	1	162	209	164	19	555	7.6	2.6	0.8					
DUMBLEYUNG	0	7	222	628	128	10	994	6.4	3.1	2.3					
KONDININ	0	12	182	998	123	22	1,337	3.0	5.0	7.5					
KULIN	0	7	176	1,094	140	19	1,437	3.8	0.7	6.4					
LAKE GRACE	0	15	193	1,811	200	61	2,281	0.0	0.0	0.0					
NAREMBEEN	0	8	285	907	193	16	1,410	1.5	5.4	0.0					
NARROGIN	6	43	194	300	247	10	800	33.9	0.0	0.0					
PINGELLY	0	16	180	188	153	31	569	13.8	3.4	4.1					
QUAIRADING	5	8	257	406	170	17	863	8.5	0.0	0.1					
WAGIN	1	27	143	392	190	29	783	5.5	68.5	0.0					
WANDERING	0	3	89	191	66	6	355	2.9	0.3	0.4					
WEST ARTHUR	0	6	221	488	122	17	855	7.4	2.7	0.0					
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	5.6					
WILLIAMS	0	8	126	282	55	3	473	7.6	3.1	5.8					
Region	15	219	3,631	10,093	2,741	338	17,037	144	111	45					
State	12,586	3,698	24,139	56,414	20,897	9,569	127,304	10,813	990	4,484					

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
BEVERLEY	221	427	882	79	1,609	5,465	1,235	2,700	578	
BROOKTON	343	275	303	0	921	14,109	1,721	919	0	
BRUCE ROCK	274	457	661	146	1,538	6,406	674	1,136	1,110	
CORRIGIN	374	689	3,668	23	4,755	9,594	1,457	6,458	159	
CUBALLING	102	498	404	0	1,004	42,965	1,724	1,932	0	
DUMBLEYUNG	160	935	665	10	1,770	8,253	2,140	1,060	75	
KONDININ	1,320	849	1,240	5	3,414	42,875	2,543	1,242	39	
KULIN	22	329	1,736	0	2,087	1,117	993	1,587	0	
LAKE GRACE	207	1,332	5,117	6	6,662	5,865	3,482	2,827	29	
NAREMBEEN	40	644	4,460	0	5,144	1,861	1,321	4,918	0	
NARROGIN	1,411	344	1,852	30	3,638	10,132	929	6,265	123	
PINGELLY	538	288	991	0	1,817	16,570	891	5,408	0	
QUAIRADING	94	746	2,551	2	3,392	2,873	1,754	6,291	9	
WAGIN	288	862	1,485	1	2,636	3,724	4,098	3,809	5	
WANDERING	29	361	347	26	763	4,413	2,063	1,817	399	
WEST ARTHUR	25	1,028	675	97	1,825	1,632	2,619	1,383	792	
WICKEPIN	116	729	1,034	0	1,879	6,548	2,421	2,650	0	
WILLIAMS	77	462	744	30	1,313	3,850	1,964	2,666	541	
Region	5,641	11,257	28,815	454	46,167	9,144	1,769	2,862	167	
State	372,492	108,210	227,981	20,221	728,904	10,511	2,332	4,140	1,085	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19  
Wheatbelt South Regional Road Group**

**Appendix 14**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]
BEVERLEY	965	4,291	1,183	0	6,439		15.0%	66.6%	18.4%	0.0%	4,303	5,205
BROOKTON	549	403	353	0	1,305		42.1%	30.9%	27.0%	0.0%	2,688	952
BRUCE ROCK	1,306	470	784	0	2,560		51.0%	18.4%	30.6%	0.0%	4,218	1,737
CORRIGIN	4,123	632	907	0	5,662		72.8%	11.2%	16.0%	0.0%	4,270	1,431
CUBALLING	807	224	662	0	1,693		47.7%	13.2%	39.1%	0.0%	2,575	1,031
DUMBLEYUNG	528	1,348	83	0	1,959		27.0%	68.8%	4.2%	0.0%	4,031	1,876
KONDININ	1,117	2,297	0	1,173	4,587		24.4%	50.1%	0.0%	25.6%	4,361	3,261
KULIN	994	1,093	257	0	2,344		42.4%	46.6%	11.0%	0.0%	4,724	2,087
LAKE GRACE	1,471	5,191	440	498	7,600		19.4%	68.3%	5.8%	6.6%	7,004	3,083
NAREMBEEN	4,521	623	401	1,725	7,270		62.2%	8.6%	5.5%	23.7%	4,833	1,560
NARROGIN	2,666	988	850	0	4,504		59.2%	21.9%	18.9%	0.0%	3,820	2,753
PINGELLY	1,051	983	0	0	2,034		51.7%	48.3%	0.0%	0.0%	2,582	1,741
QUAIRADING	3,166	241	805	0	4,212		75.2%	5.7%	19.1%	0.0%	3,744	1,236
WAGIN	448	2,197	529	0	3,174		14.1%	69.2%	16.7%	0.0%	3,027	975
WANDERING	324	439	703	0	1,466		22.1%	29.9%	48.0%	0.0%	1,949	422
WEST ARTHUR	1,616	1,078	90	0	2,784		58.0%	38.7%	3.2%	0.0%	4,146	2,694
WICKEPIN	834	1,179	0	0	2,013		41.4%	58.6%	0.0%	0.0%	2,838	2,013
WILLIAMS	572	755	76	188	1,591		36.0%	47.5%	4.8%	11.8%	2,178	1,081
Region	27,058	24,432	8,123	3,584	63,197		42.8%	38.7%	12.9%	5.7%	67,290	35,139
State	414,985	330,184	152,346	74,327	971,842		42.7%	34.0%	15.7%	7.6%	779,627	623,885

*Renewal and Total Expenditure includes flood damage.*

**Bridge statistics and expenditure 2018-19**  
**Wheatbelt South Regional Road Group**

**Appendix 14**

COUNCIL	Number		Bridge deck area [sq metres]					Expenditure \$000s			
	All Bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	Preservation	Upgrade
[1]											
BEVERLEY	26	112	4,983	658	3,647	0	0	0	0	0	0
BROOKTON	15	137	1,011	1,570	31	0	0	0	0	0	0
BRUCE ROCK	83	4,590	0	0	238	0	0	0	0	0	0
CORRIGIN	2	0	0	230	0	0	0	0	0	0	0
CUBALLING	12	0	1,889	373	27	0	0	0	0	0	0
DUMBLEYUNG	5	70	628	112	106	0	0	0	0	0	0
KONDININ	0	0	0	0	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0	0	0	0	0
NARROGIN	6	0	530	90	16	181	90	16	16	0	0
PINGELLY	16	42	591	882	217	0	882	217	217	0	0
QUAIRADING	14	222	797	338	15	0	338	15	15	0	0
WAGIN	8	553	410	240	9	0	240	9	9	0	0
WANDERING	14	457	1,502	580	0	0	580	0	0	0	0
WEST ARTHUR	16	90	3,574	547	869	0	547	869	869	0	0
WICKEPIN	4	33	274	54	134	0	54	134	134	0	0
WILLIAMS	5	525	779	0	14	0	0	14	14	0	0
Region	227	6,925	16,967	5,675	5,323	181	5,675	5,323	5,323	0	0
State	907	83,301	78,342	16,327	16,265	2,556	16,327	16,265	16,265	15,698	0

**Sealed road area statistics and expenditure 2018-19**  
**Wheatbelt South Regional Road Group**

**Appendix 14**

COUNCIL	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
BEVERLEY	141,533	1,210,057	221	427	1.56	0.35	
BROOKTON	85,086	559,273	343	275	4.03	0.49	
BRUCE ROCK	149,701	2,374,132	274	457	1.83	0.19	
CORRIGIN	136,438	1,655,246	374	689	2.74	0.42	
CUBALLING	8,309	1,010,871	102	498	12.28	0.49	
DUMBLEYUNG	67,857	1,529,591	160	935	2.36	0.61	
KONDININ	107,754	1,168,618	1,320	849	12.25	0.73	
KULIN	68,916	1,160,086	22	329	0.32	0.28	
LAKE GRACE	123,532	1,339,042	207	1,332	1.68	0.99	
NAREMBEEN	75,240	1,706,656	40	644	0.53	0.38	
NARROGIN	487,409	1,297,350	1,411	344	2.89	0.27	
PINGELLY	113,641	1,130,911	538	288	4.73	0.25	
QUAIRADING	114,511	1,488,290	94	746	0.82	0.50	
WAGIN	270,681	736,224	288	862	1.06	1.17	
WANDERING	23,001	612,035	29	361	1.26	0.59	
WEST ARTHUR	53,628	1,374,224	25	1,028	0.47	0.75	
WICKEPIN	62,004	1,054,106	116	729	1.87	0.69	
WILLIAMS	69,997	824,328	77	462	1.10	0.56	
Region	2,159,238	22,231,038	5,641	11,257	2.61	0.51	
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71	



COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	13	23	14	23	204	24	16
BROOKTON	10	29	29	0	95	31	31
BRUCE ROCK	14	52	19	5	430	34	20
CORRIGIN	13	55	61	46	317	43	33
CUBALLING	1	29	17	0	162	27	16
DUMBLEYUNG	7	47	32	0	222	28	9
KONDININ	12	43	19	0	182	38	24
KULIN	7	47	31	0	176	34	20
LAKE GRACE	16	46	33	0	193	20	14
NAREMBEEN	9	58	28	18	285	44	25
NARROGIN	49	39	20	8	194	30	16
PINGELLY	16	52	36	0	180	19	15
QUAIRADING	13	16	17	15	257	48	30
WAGIN	28	26	24	24	143	25	20
WANDERING	3	39	37	0	89	34	22
WEST ARTHUR	6	39	27	9	221	45	27
WICKEPIN	9	37	27	0	156	31	17
WILLIAMS	8	101	32	5	126	35	19
Region	234	43	28	17	3,631	33	21



# METROPOLITAN LOCAL GOVERNMENTS

2018-2019

- 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

**Road assets & expenditure indicators 2018-19**  
**Metropolitan Local Governments**

**Appendix 15**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ARMADALE	0.72	1.7%	39%	0.41	
BASSEDEAN	0.55	2.2%	26%	0.65	
BAYSWATER	0.64	1.5%	42%	0.72	
BELMONT	0.71	1.9%	64%	1.04	
CAMBRIDGE	0.64	1.4%	110%	1.01	
CANNING	0.67	1.6%	71%	0.91	
CLAREMONT	0.30	1.5%	216%	2.16	
COCKBURN	0.70	1.7%	56%	0.71	
COTTESLOE	0.50	1.7%	125%	1.06	
EAST FREMANTLE	0.10	1.4%	104%	1.34	
FREMANTLE	0.74	1.7%	84%	1.04	
GOSNELLS	0.72	1.4%	94%	1.19	
JOONDALUP	0.68	1.3%	57%	0.77	
KALAMUNDA	0.74	1.7%	47%	0.83	
KWINANA	0.70	1.8%	60%	1.03	
MELVILLE	0.62	1.3%	99%	1.19	
MOSMAN PARK	0.64	1.6%	121%	1.68	
MUNDARING	0.56	2.2%	70%	0.95	
NEDLANDS	0.53	1.7%	213%	2.30	

### Road assets & expenditure indicators 2018-19 [continued] Metropolitan Local Governments

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
PEPPERMINT GROVE	0.74	1.4%	134%	1.62	
PERTH	0.53	1.6%	161%	5.60	
ROCKINGHAM	0.77	1.5%	49%	0.95	
SERPENTINE-JARRAHDALE	0.47	2.3%	60%	0.52	
SOUTH PERTH	0.67	1.3%	100%	1.34	
STIRLING	0.54	1.9%	101%	1.09	
SUBIACO	0.57	1.4%	187%	2.36	
SWAN	0.67	1.8%	61%	0.96	
VICTORIA PARK	0.49	1.5%	95%	1.56	
VINCENT	0.51	1.4%	73%	1.09	
WANNEROO	0.77	1.7%	39%	0.51	
Region Average	0.66	1.6%	72%	0.98	
State Average	0.57	2.4%	62%	0.80	



**Expenditure from Local Governments' own resources 2018-19**  
**Metropolitan Local Governments**

**Appendix 15**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	10,572	6,763	64%	12%	11%	8%	77
BASSEDEAN	3,390	2,994	88%	6%	23%	23%	190
BAYSWATER	10,414	8,169	78%	7%	15%	13%	120
BELMONT	8,534	4,502	53%	6%	9%	6%	108
CAMBRIDGE	6,452	5,142	80%	5%	17%	12%	181
CANNING	22,188	17,454	79%	7%	21%	13%	188
CLAREMONT	3,396	2,504	74%	2%	20%	16%	234
COCKBURN	26,878	17,248	64%	9%	17%	7%	154
COTTESLOE	1,125	552	49%	7%	6%	6%	67
EAST FREMANTLE	1,371	1,115	81%	6%	16%	16%	143
FREMANTLE	4,426	3,398	77%	5%	10%	10%	110
GOSNELLS	26,289	18,119	69%	10%	22%	20%	147
JOONDALUP	24,020	18,579	77%	9%	16%	14%	116
KALAMUNDA	13,354	9,427	71%	14%	22%	17%	160
KWINANA	8,549	6,207	46%	20%	20%	17%	143
MELVILLE	19,571	15,523	79%	6%	18%	16%	152
MOSMAN PARK	1,574	1,467	93%	3%	17%	17%	162
MUNDARING	9,184	6,649	72%	20%	25%	21%	170
NEDLANDS	6,780	6,059	89%	6%	26%	26%	269

Total Expenditure includes flood damage.

**Expenditure from Local Governments' own resources 2018-19 [continued]**  
**Metropolitan Local Governments**

**Appendix 15**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[7]
PEPPERMINT GROVE	444	338	76%	3%	16%	16%	196
PERTH	22,570	21,704	96%	2%	23%	21%	782
ROCKINGHAM	25,390	20,310	80%	12%	23%	20%	152
SERPENTINE-JARRAHDALE	10,644	5,320	50%	24%	24%	13%	172
SOUTH PERTH	7,252	6,062	84%	5%	16%	16%	139
STIRLING	36,864	32,383	88%	6%	18%	11%	147
SUBIACO	6,049	4,826	80%	3%	23%	22%	282
SWAN	41,392	33,311	80%	11%	28%	18%	232
VICTORIA PARK	8,363	6,508	78%	5%	19%	18%	178
VINCENT	6,619	4,972	75%	5%	15%	12%	138
WANNEROO	32,371	15,973	49%	10%	10%	6%	78
Region Average	406,025	303,578	75%	8%	18%	14%	155
State Average	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]	
ARMADALE	5,596	37	0	0	5,633	5,085	89	0	0	
BASSEDEAN	3,256	0	0	0	3,256	14,609	0	0	0	
BAYSWATER	8,774	0	0	0	8,774	10,658	0	0	0	
BELMONT	5,305	0	0	0	5,305	9,899	0	0	0	
CAMBRIDGE	4,953	0	0	0	4,953	12,175	0	0	0	
CANNING	12,533	0	0	0	12,533	9,655	0	0	0	
CLAREMONT	2,768	0	0	0	2,768	26,615	0	0	0	
COCKBURN	11,430	90	0	0	11,520	8,239	274	0	0	
COTTESLOE	1,125	0	0	0	1,125	10,940	0	0	0	
EAST FREMANTLE	1,367	0	0	0	1,367	16,404	0	0	0	
FREMANTLE	4,425	0	0	0	4,425	10,849	0	0	0	
GOSNELLS	22,091	0	0	0	22,091	15,565	0	0	0	
JOONDALUP	20,518	0	0	0	20,518	9,062	0	0	0	
KALAMUNDA	7,044	1,863	178	85	9,169	7,716	6,755	30,295	30,087	
KWINANA	6,842	579	0	2	7,423	11,533	2,547	0	1,962	
MELVILLE	16,755	0	0	0	16,755	14,278	0	0	0	
MOSMAN PARK	1,574	0	0	0	1,574	18,384	0	0	0	
MUNDARING	4,259	3,392	160	89	7,900	7,963	5,995	8,073	4,218	
NEDLANDS	6,779	0	0	0	6,779	23,372	0	0	0	

Excludes expenditure on bridges; includes expenditure on flood damage.

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas		Outside built up areas		Formed roads \$ per km
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Gravel roads \$ per km	Sealed roads \$ per lane km	[10]	
PEPPERMINT GROVE	444	0	0	0	444	20,904	0	0	0	0
PERTH	20,675	0	0	0	20,675	64,252	0	0	0	0
ROCKINGHAM	20,927	14	0	7	20,948	12,168	33	33	33	9,366
SERPENTINE-JARRAHDALE	1,426	2,049	348	0	3,823	4,595	2,433	3,293	3,293	0
SOUTH PERTH	7,217	0	0	0	7,217	16,057	0	0	0	0
STIRLING	23,281	0	0	0	23,281	10,090	0	0	0	0
SUBIACO	5,802	0	0	0	5,802	30,884	0	0	0	0
SWAN	10,645	12,334	444	83	23,506	6,199	12,213	10,309	10,309	7,010
VICTORIA PARK	7,006	0	0	0	7,006	17,237	0	0	0	0
VINCENT	5,175	0	0	0	5,175	13,365	0	0	0	0
WANNEROO	14,667	152	0	1	14,820	5,407	492	0	0	284
Region	264,659	20,509	1,130	267	286,565	10,897	3,669	20,502	20,502	22,896
State Average	372,492	108,210	227,981	20,221	728,904	10,511	2,461	4,071	4,071	1,003

Excludes expenditure on bridges; includes expenditure on flood damage.

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]
ARMADALE	4,344	1,433	4,795	0	10,572		41.1%	13.6%	45.4%	0.0%	13,938	5,777
BASSEDEAN	2,683	573	3	131	3,390		79.1%	16.9%	0.1%	3.9%	5,046	3,256
BAYSWATER	6,630	2,144	220	1,420	10,414		63.7%	20.6%	2.1%	13.6%	12,141	8,754
BELMONT	2,948	2,357	770	2,459	8,534		34.5%	27.6%	9.0%	28.8%	5,124	5,305
CAMBRIDGE	2,030	2,923	693	807	6,453		31.5%	45.3%	10.7%	12.5%	4,894	4,953
CANNING	8,388	4,257	7,040	2,503	22,188		37.8%	19.2%	31.7%	11.3%	13,932	12,645
CLAREMONT	548	2,220	628	0	3,396		16.1%	65.4%	18.5%	0.0%	1,284	2,768
COCKBURN	7,282	4,238	4,893	10,463	26,876		27.1%	15.8%	18.2%	38.9%	16,253	11,520
COTTESLOE	472	653	0	0	1,125		42.0%	58.0%	0.0%	0.0%	1,063	1,125
EAST FREMANTLE	897	470	4	0	1,371		65.4%	34.3%	0.3%	0.0%	1,024	1,367
FREMANTLE	3,310	1,115	0	0	4,425		74.8%	25.2%	0.0%	0.0%	4,269	4,425
GOSNELLS	11,229	11,351	3,260	452	26,292		42.7%	43.2%	12.4%	1.7%	18,941	22,580
JOONDALUP	8,957	11,879	3,187	0	24,023		37.3%	49.4%	13.3%	0.0%	26,943	20,836
KALAMUNDA	7,713	1,456	3,012	1,173	13,354		57.8%	10.9%	22.6%	8.8%	11,098	9,169
KWINANA	5,814	1,609	418	708	8,549		68.0%	18.8%	4.9%	8.3%	7,188	7,423
MELVILLE	9,576	7,179	1,113	1,703	19,571		48.9%	36.7%	5.7%	8.7%	14,107	16,755
MOSMAN PARK	925	649	0	0	1,574		58.8%	41.2%	0.0%	0.0%	935	1,574
MUNDARING	4,957	2,973	407	847	9,184		54.0%	32.4%	4.4%	9.2%	8,204	7,799
NEDLANDS	1,694	5,085	0	0	6,779		25.0%	75.0%	0.0%	0.0%	2,952	6,779

*Renewal and Total Expenditure includes flood damage.*

**Expenditure by work categories 2018-19 [continued]**  
**Metropolitan Local Governments**

**Appendix 15**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	[7]	[8]	[9]	[10]	Required expenditure \$000s	[11]	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
PEPPERMINT GROVE	204	240	0	0	444	45.9%	54.1%	0.0%	0.0%	274	444		
PERTH	9,808	10,875	1,887	0	22,570	43.5%	48.2%	8.4%	0.0%	3,693	20,683		
ROCKINGHAM	15,927	5,021	3,692	749	25,389	62.7%	19.8%	14.5%	3.0%	22,123	20,948		
SERPENTINE-JARRAHDALE	1,276	2,590	1,828	4,950	10,644	12.0%	24.3%	17.2%	46.5%	7,483	3,866		
SOUTH PERTH	4,740	2,477	2	32	7,251	65.4%	34.2%	0.0%	0.4%	5,389	7,217		
STIRLING	12,854	10,495	7,624	5,891	36,864	34.9%	28.5%	20.7%	16.0%	21,350	23,349		
SUBIACO	3,153	2,649	159	88	6,049	52.1%	43.8%	2.6%	1.5%	2,461	5,802		
SWAN	15,574	8,894	5,595	11,329	41,392	37.6%	21.5%	13.5%	27.4%	25,370	24,468		
VICTORIA PARK	4,902	2,104	183	1,174	8,363	58.6%	25.2%	2.2%	14.0%	4,480	7,006		
VINCENT	3,547	1,628	1,182	262	6,619	53.6%	24.6%	17.9%	4.0%	4,755	5,175		
WANNEROO	10,851	3,969	15,150	2,401	32,371	33.5%	12.3%	46.8%	7.4%	28,933	14,820		
Region	173,233	115,506	67,745	49,542	406,026	42.7%	28.4%	16.7%	12.2%	295,644	288,588		
State Average	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885		

*Renewal and Total Expenditure includes flood damage.*



COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	3,852,019	1,455,428	5,596	37	1.45	0.03
BASSEDEAN	780,064	5,455	3,256	0	4.17	0.00
BAYSWATER	2,881,350	16,292	8,774	0	3.05	0.00
BELMONT	1,875,622	2,624	5,305	0	2.83	0.00
CAMBRIDGE	1,423,862	15,408	4,953	0	3.48	0.00
CANNING	4,543,332	23,319	12,533	0	2.76	0.00
CLAREMONT	364,007	0	2,768	0	7.60	0.00
COCKBURN	4,855,680	1,149,094	11,430	90	2.35	0.08
COTTESLOE	359,906	0	1,125	0	3.13	0.00
EAST FREMANTLE	291,675	0	1,367	0	4.69	0.00
FREMANTLE	1,427,504	0	4,425	0	3.10	0.00
GOSNELLS	4,967,319	738,641	22,091	0	4.45	0.00
JOONDALUP	7,924,510	54,837	20,518	0	2.59	0.00
KALAMUNDA	3,195,087	965,079	7,044	1,863	2.20	1.93
KWINANA	2,076,381	795,641	6,842	579	3.30	0.73
MELVILLE	4,107,121	0	16,755	0	4.08	0.00
MOSMAN PARK	299,664	9,849	1,574	0	5.25	0.00
MUNDARING	1,872,078	1,980,373	4,259	3,392	2.28	1.71
NEDLANDS	1,015,188	0	6,779	0	6.68	0.00

**Sealed road area statistics and expenditure 2018-19 [continued]**  
**Metropolitan Local Governments**

**Appendix 15**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
PEPPERMINT GROVE	74,340	0	444	0	5.97	0.00
PERTH	1,126,231	0	20,675	0	18.36	0.00
ROCKINGHAM	6,019,377	1,492,562	20,927	14	3.48	0.01
SERPENTINE-JARRAHDALE	1,086,201	2,947,816	1,426	2,049	1.31	0.70
SOUTH PERTH	1,573,145	0	7,217	0	4.59	0.00
STIRLING	8,076,012	0	23,281	0	2.88	0.00
SUBIACO	657,536	0	5,802	0	8.82	0.00
SWAN	6,010,600	3,534,546	10,645	12,334	1.77	3.49
VICTORIA PARK	1,422,615	0	7,006	0	4.92	0.00
VINCENT	1,355,170	0	5,175	0	3.82	0.00
WANNEROO	9,494,365	1,078,322	14,667	152	1.54	0.14
Region	85,007,956	16,265,284	264,659	20,509	3.11	1.26
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	539	23	29	19	217	28	20
BASSENDAN	96	42	0	28	1	36	13
BAYSWATER	348	41	0	19	2	27	27
BELMONT	228	28	0	20	0	25	25
CAMBRIDGE	170	42	16	24	2	45	41
CANNING	573	37	25	20	3	24	23
CLAREMONT	47	79	0	40	0	0	0
COCKBURN	678	29	0	17	165	37	21
COTTESLOE	47	54	25	26	0	0	0
EAST FREMANTLE	37	115	0	42	0	0	0
FREMANTLE	177	26	19	20	0	0	0
GOSNELLS	669	30	24	18	106	29	20
JOONDALUP	1,003	37	0	26	8	23	18
KALAMUNDA	449	41	13	14	153	48	15
KWINANA	305	24	28	15	110	31	21
MELVILLE	528	43	0	30	0	0	0
MOSMAN PARK	43	40	18	22	1	35	19
MUNDARING	282	37	25	23	334	31	23
NEDLANDS	137	57	0	20	0	0	0

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km [2]	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km [6]	Pavement age years [7]	Sprayed seal age years [8]
[1] PEPPERMINT GROVE	9	30	0	23	0	0	0
PERTH	106	53	0	27	0	0	0
ROCKINGHAM	847	24	18	16	203	36	21
SERPENTINE-JARRAHDALE	165	21	24	11	468	48	23
SOUTH PERTH	192	38	0	27	0	0	0
STIRLING	1,029	49	18	24	0	0	0
SUBIACO	77	50	0	31	0	0	0
SWAN	865	26	24	20	561	35	25
VICTORIA PARK	164	60	24	29	0	0	0
VINCENT	146	62	27	26	0	0	0
WANNEROO	1,368	22	22	18	131	24	20
Region		42	22	23		33	22



## REGIONAL CENTRES WITH MORE THAN 30,000 PEOPLE

2018-2019

- 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



**Road assets & expenditure indicators 2018-19**  
**Regional centres with more than 30,000 people**

**Appendix 16**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ALBANY	0.50	2.6%	78%	1.02	
BUNBURY	0.56	1.9%	71%	1.12	
GREATER GERALDTON	0.53	2.3%	23%	1.29	
KALGOORLIE-BOULDER	0.32	2.7%	41%	0.83	
MANDURAH	0.70	1.5%	51%	0.57	
Group Average	0.56	2.1%	52%	0.94	
State Average	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19  
Regional centres with more than 30,000 people**

**Appendix 16**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	14,281	9,815	69%	29%	31%	27%	259
BUNBURY	9,485	6,610	70%	15%	23%	21%	208
GREATER GERALDTON	19,538	13,823	71%	29%	39%	39%	357
KALGOORLIE-BOULDER	12,475	8,501	68%	29%	32%	27%	283
MANDURAH	13,416	9,740	73%	9%	14%	6%	114
Group Average	69,195	48,489	70%	20%	25%	21%	217
State Average	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.

**Appendix 16: Regional centres with more than 30,000 people**

**Expenditure on road preservation 2018-19  
Regional centres with more than 30,000 people**

**Appendix 16**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas		Outside built up areas		
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[8]	[9]	[10]	[11]	
ALBANY	7,409	2,094	3,048	85	12,637	13,470	2,327	4,061	1,696	
BUNBURY	7,266	0	0	0	7,266	12,324	0	0	0	
GREATER GERALDTON	10,093	3,719	5,585	53	19,450	15,520	3,518	5,798	272	
KALGOORLIE-BOULDER	7,001	352	1,805	0	9,158	9,311	960	3,312	0	
MANDURAH	9,103	0	0	0	9,103	7,109	0	0	0	
Group Average	40,872	6,166	10,438	138	57,614	10,693	2,434	4,512	360	
State Average	372,492	108,210	227,981	20,221	728,904	10,511	2,461	4,071	1,003	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19  
Regional centres with more than 30,000 people**

**Appendix 16**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]
ALBANY	7,381	5,547	230	1,123	14,281		51.7%	38.8%	1.6%	7.9%	12,618	12,928
BUNBURY	4,890	2,695	1,170	730	9,485		51.6%	28.4%	12.3%	7.7%	6,753	7,585
GREATER GERALDTON	10,011	9,487	40	0	19,538		51.2%	48.6%	0.2%	0.0%	14,871	19,111
KALGOORLIE-BOULDER	6,509	2,649	2,641	676	12,475		52.2%	21.2%	21.2%	5.4%	11,042	9,158
MANDURAH	5,542	3,693	925	3,256	13,416		41.3%	27.5%	6.9%	24.3%	16,274	9,235
Group Average	34,333	24,071	5,006	5,785	69,195		49.6%	34.8%	7.2%	8.4%	61,557	58,017
State Average	414,985	330,184	152,346	74,327	971,842		42.7%	34.0%	15.7%	7.6%	779,627	623,885

Renewal and Total Expenditure includes flood damage.

**Sealed road area statistics and expenditure 2018-19  
Regional centres with more than 30,000 people**

**Appendix 16**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY	1,925,092	3,150,691	7,409	2,094	3.85	0.66
BUNBURY	2,063,571	366,909	7,266	0	3.52	0.00
GREATER GERALDTON	2,276,166	3,700,439	10,093	3,719	4.43	1.01
KALGOORLIE-BOULDER	2,631,745	1,283,790	7,001	352	2.66	0.27
MANDURAH	4,481,818	571,840	9,103	0	2.03	0.00
Group	13,378,391	9,073,669	40,872	6,166	3.06	0.68
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71







# AGRICULTURAL LOCAL GOVERNMENTS WITH LARGE TOWNS

2018-2019

- 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

**Road assets & expenditure indicators 2018-19**  
**Agricultural Local Governments with large towns**

**Appendix 17**

COUNCIL	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
AUGUSTA-MARGARET RIVER	0.56	2.5%	101%	1.15	
BUSSELTON	0.34	2.0%	39%	0.59	
COLLIE	0.50	2.4%	24%	0.29	
COOLGARDIE	0.41	3.0%	62%	0.74	
ESPERANCE	0.55	3.3%	34%	0.66	
HARVEY	0.56	2.4%	87%	1.11	
KATANNING	0.41	3.2%	33%	0.58	
MANJIMUP	0.40	2.8%	51%	0.56	
MURRAY	0.64	2.2%	58%	0.73	
NARROGIN	0.51	3.3%	53%	0.72	
NORTHAM	0.37	2.6%	33%	0.94	
Group Average	0.48	2.6%	51%	0.72	
State Average	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19**  
**Agricultural Local Governments with large towns**

**Appendix 17**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$'000s	Expenditure from councils' own resources \$'000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
AUGUSTA-MARGARET RIVER	6,228	3,633	58%	32%	23%	21%	231	
BUSSELTON	12,744	9,242	73%	17%	24%	14%	237	
COLLIE	2,303	922	40%	27%	11%	11%	105	
COOLGARDIE	4,157	1,833	44%	41%	28%	14%	523	
ESPERANCE	17,342	10,065	58%	77%	52%	37%	705	
HARVEY	11,117	5,528	50%	24%	27%	19%	199	
KATANNING	2,345	1,160	49%	51%	24%	20%	284	
MANJIMUP	7,113	2,956	42%	57%	25%	19%	323	
MURRAY	6,973	3,573	51%	27%	23%	21%	202	
NARROGIN	4,504	2,077	46%	48%	35%	29%	412	
NORTHAM	7,575	4,021	53%	36%	35%	34%	359	
Group Average	82,401	45,010	55%	35%	28%	21%	284	
State Average	971,843	507,385	52%	22%	21%	16%	196	

Total Expenditure includes flood damage.

**Appendix 17: Agricultural Local Governments with large towns**

**Expenditure on road preservation 2018-19**  
**Agricultural Local Governments with large towns**

**Appendix 17**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas		Outside built up areas		
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Gravel roads \$ per km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]										
AUGUSTA-MARGARET RIVER	1,014	3,295	1,236	54	5,599	4,254	3,673	5,015	3,673	1,236
BUSSELTON	4,507	2,038	976	104	7,626	8,757	4,559	2,008	4,559	4,295
COLLIE	651	150	351	0	1,152	3,852	3,027	416	3,027	33
COOLGARDIE	1,241	119	903	0	2,263	8,010	2,192	1,136	2,192	0
ESPERANCE	1,897	1,273	8,764	15	11,949	6,850	2,914	923	2,914	76
HARVEY	3,774	3,427	939	2	8,142	15,353	3,352	4,379	3,352	114
KATANNING	617	305	1,074	3	1,999	4,527	2,439	1,294	2,439	43
MANJIMUP	1,058	2,084	1,423	48	4,614	6,764	2,032	2,939	2,032	733
MURRAY	1,625	2,430	775	33	4,863	7,341	4,315	3,452	4,315	1,004
NARROGIN	1,411	344	1,852	30	3,638	10,132	6,265	929	6,265	123
NORTHAM	3,153	1,798	1,145	87	6,183	17,587	4,735	2,867	4,735	1,767
Group Average	20,948	17,265	19,439	376	58,028	8,520	2,957	2,537	2,957	1,039
State Average	372,492	108,210	227,981	20,221	728,904	10,511	4,071	2,461	4,071	1,003

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19**  
**Agricultural Local Governments with large towns**

**Appendix 17**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
AUGUSTA-MARGARET RIVER	2,937	2,889	73	330	6,229	47.2%	46.4%	1.2%	5.3%	5,082	5,826	
BUSSELTON	5,573	2,242	4,140	789	12,744	43.7%	17.6%	32.5%	6.2%	12,372	7,298	
COLLIE	842	360	34	1,066	2,302	36.6%	15.6%	1.5%	46.3%	4,081	1,202	
COOLGARDIE	1,436	827	1,894	0	4,157	34.5%	19.9%	45.6%	0.0%	3,042	2,263	
ESPERANCE	4,865	7,084	2,915	2,478	17,342	28.1%	40.8%	16.8%	14.3%	18,162	11,949	
HARVEY	3,898	4,905	1,640	674	11,117	35.1%	44.1%	14.8%	6.1%	7,934	8,803	
KATANNING	1,091	911	345	0	2,347	46.5%	38.8%	14.7%	0.0%	3,294	1,911	
MANJIMUP	2,943	2,120	1,855	195	7,113	41.4%	29.8%	26.1%	2.7%	9,044	5,063	
MURRAY	2,901	2,292	1,520	259	6,972	41.6%	32.9%	21.8%	3.7%	7,118	5,193	
NARROGIN	2,666	988	850	0	4,504	59.2%	21.9%	18.9%	0.0%	3,820	2,753	
NORTHAM	2,907	3,545	1,005	118	7,575	38.4%	46.8%	13.3%	1.6%	6,038	5,648	
Group Average	32,059	28,163	16,271	5,909	82,402	38.9%	34.2%	19.7%	7.2%	79,986	57,909	
State Average	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885	

*Renewal and Total Expenditure includes flood damage.*



**Sealed road area statistics and expenditure 2018-19**  
**Agricultural Local Governments with large towns**

**Appendix 17**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1] AUGUSTA-MARGARET RIVER	834,270	2,300,051	1,014	3,295	1.22	1.43
BUSSELTON	1,801,283	3,553,102	4,507	2,038	2.50	0.57
COLLIE	591,528	1,261,944	651	150	1.10	0.12
COOLGARDIE	542,280	366,589	1,241	119	2.29	0.32
ESPERANCE	969,246	4,829,068	1,897	1,273	1.96	0.26
HARVEY	860,328	2,738,944	3,774	3,427	4.39	1.25
KATANNING	477,043	825,594	617	305	1.29	0.37
MANJIMUP	547,476	2,482,594	1,058	2,084	1.93	0.84
MURRAY	774,765	2,463,360	1,625	2,430	2.10	0.99
NARROGIN	487,409	1,297,350	1,411	344	2.89	0.27
NORTHAM	627,476	2,194,934	3,153	1,798	5.02	0.82
Group	8,513,104	24,313,528	20,948	17,265	2.46	0.71
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71





# PASTORAL AND MINING LOCAL GOVERNMENTS WITH LARGE TOWNS

2018-2019

- 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

**Road assets & expenditure indicators 2018-19**  
**Pastoral and Mining Local Governments with large towns**

**Appendix 18**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ASHBURTON	0.52	3.2%	51%	1.02	
BROOME	0.58	2.7%	81%	0.84	
CARNARVON	0.59	3.3%	126%	0.93	
DERBY-WEST KIMBERLEY	0.52	4.1%	164%	1.24	
EAST PILBARA	0.51	3.9%	64%	0.49	
EXMOUTH	0.55	3.0%	15%	0.33	
KARRATHA	0.44	2.5%	58%	1.30	
PORT HEDLAND	0.49	2.6%	55%	0.59	
WYNDHAM-EAST KIMBERLEY	0.36	3.0%	41%	0.56	
Group Average	0.50	3.1%	71%	0.81	
State Average	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19  
Pastoral and Mining Local Governments with large towns**

**Appendix 18**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
ASHBURTON	14,946	2,420	16%	37%	17%	17%	182	
BROOME	11,174	5,962	53%	27%	38%	37%	352	
CARNARVON	5,559	236	4%	93%	3%	2%	44	
DERBY-WEST KIMBERLEY	10,781	4,267	40%	67%	46%	46%	517	
EAST PILBARA	8,315	1,710	21%	59%	11%	8%	156	
EXMOUTH	3,315	29	1%	49%	1%	0%	10	
KARRATHA	11,771	7,638	65%	24%	32%	25%	341	
PORT HEDLAND	9,608	7,723	80%	17%	39%	36%	516	
WYNDHAM-EAST KIMBERLEY	9,317	1,380	15%	51%	14%	14%	189	
Group Average	84,786	31,365	37%	40%	26%	24%	306	
State Average	971,843	507,385	52%	22%	21%	16%	196	

Total Expenditure includes flood damage.



COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[8]	[9]	[10]	[11]	
ASHBURTON	1,318	0	13,628	0	14,946	10,315	0	13,181	0	
BROOME	3,463	525	0	3,977	7,965	14,113	1,549	0	27,322	
CARNARVON	1,552	3,148	481	305	5,486	14,128	7,043	891	581	
DERBY-WEST KIMBERLEY	2,935	1,474	4,769	711	9,890	31,308	12,666	10,543	929	
EAST PILBARA	2,238	272	1,887	0	4,397	21,335	1,735	1,235	0	
EXMOUTH	826	171	0	0	997	9,646	701	0	0	
KARRATHA	5,074	168	1,667	0	6,909	10,288	1,424	4,410	0	
PORT HEDLAND	2,550	79	6,327	0	8,956	8,760	550	30,781	0	
WYNDHAM-EAST KIMBERLEY	1,858	107	2,269	6	4,240	12,170	249	4,776	249	
Group Average	21,814	5,944	31,029	4,999	63,786	12,800	2,990	6,608	1,747	
State Average	372,492	108,210	227,981	20,221	728,904	10,511	2,461	4,071	1,003	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2018-19  
Pastoral and Mining Local Governments with large towns**

**Appendix 18**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]	
ASHBURTON	10,382	4,564	0	0	14,946		69.5%	30.5%	0.0%	0.0%	5,793	5,888	
BROOME	6,427	1,538	2,215	995	11,175		57.5%	13.8%	19.8%	8.9%	4,288	3,582	
CARNARVON	1,387	4,099	73	0	5,559		25.0%	73.7%	1.3%	0.0%	5,874	5,486	
DERBY-WEST KIMBERLEY	1,534	8,356	891	0	10,781		14.2%	77.5%	8.3%	0.0%	4,093	5,062	
EAST PILBARA	3,232	1,165	3,918	0	8,315		38.9%	14.0%	47.1%	0.0%	7,977	3,918	
EXMOUTH	944	53	2,318	0	3,315		28.5%	1.6%	69.9%	0.0%	2,981	997	
KARRATHA	5,100	2,518	2,782	1,371	11,771		43.3%	21.4%	23.6%	11.6%	5,860	7,618	
PORT HEDLAND	6,859	2,097	290	362	9,608		71.4%	21.8%	3.0%	3.8%	5,483	3,258	
WYNDHAM-EAST KIMBERLEY	2,559	1,681	5,036	42	9,318		27.5%	18.0%	54.0%	0.5%	5,864	3,273	
Group Average	38,424	26,071	17,523	2,770	84,788		45.3%	30.7%	20.7%	3.3%	48,213	39,082	
State Average	414,985	330,184	152,346	74,327	971,842		42.7%	34.0%	15.7%	7.6%	779,627	623,885	

Renewal and Total Expenditure includes flood damage.

**Sealed road area statistics and expenditure 2018-19  
Pastoral and Mining Local Governments with large towns**

**Appendix 18**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	447,197	474,874	1,318	0	2.95	0.00
BROOME	858,802	1,185,904	3,463	525	4.03	0.44
CARNARVON	384,490	1,564,368	1,552	3,148	4.04	2.01
DERBY-WEST KIMBERLEY	328,114	407,320	2,935	1,474	8.95	3.62
EAST PILBARA	367,137	548,618	2,238	272	6.10	0.50
EXMOUTH	299,702	854,209	826	171	2.76	0.20
KARRATHA	1,726,163	412,110	5,074	168	2.94	0.41
PORT HEDLAND	1,018,786	502,706	2,550	79	2.50	0.16
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,858	107	3.48	0.07
Group	5,964,723	7,455,246	21,814	5,944	3.66	0.80
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]
ASHBURTON	64	23	36	96	34	11
BROOME	109	27	17	296	18	13
CARNARVON	48	42	16	221	22	13
DERBY-WEST KIMBERLEY	43	36	23	68	24	18
EAST PILBARA	47	39	34	84	21	20
EXMOUTH	39	32	17	116	26	16
KARRATHA	216	35	44	49	36	35
PORT HEDLAND	135	36	34	61	24	22
WYNDHAM-EAST KIMBERLEY	58	47	22	185	34	23
Group		35	27		27	19



# AGRICULTURAL LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2018-2019

- 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



**Road assets & expenditure indicators 2018-19**  
**Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
BEVERLEY	0.52	2.7%	30%	1.21	
BODDINGTON	0.43	3.1%	30%	0.36	
BOYUP BROOK	0.41	3.1%	46%	0.50	
BRIDGETOWN-GREENBUSHES	0.47	3.1%	57%	0.61	
BROOKTON	0.41	3.1%	61%	0.35	
BROOMEHILL-TAMBELLUP	0.47	3.6%	68%	0.70	
BRUCE ROCK	0.40	2.8%	25%	0.41	
CAPEL	0.62	2.5%	65%	0.88	
CARNAMAH	0.48	3.5%	33%	0.44	
CHAPMAN VALLEY	0.57	3.9%	54%	0.61	
CHITTERING	0.55	3.2%	44%	0.50	
COOROW	0.48	3.6%	24%	0.60	
CORRIGIN	0.25	3.7%	39%	0.34	
CRANBROOK	0.38	3.4%	50%	0.60	
CUBALLING	0.50	3.1%	42%	0.40	
CUNDERDIN	0.27	3.6%	46%	0.48	
DALWALLINU	0.52	3.9%	39%	0.35	
DANDARAGAN	0.46	3.2%	34%	0.50	
DARDANUP	0.64	2.1%	96%	1.12	
DENMARK	0.55	2.7%	86%	1.17	
DONNYBROOK-BALINGUP	0.41	2.7%	41%	0.78	
DOWERIN	0.44	4.0%	86%	0.75	
DUMBLEYUNG	0.56	3.8%	51%	0.47	
GINGIN	0.40	3.3%	56%	0.73	
GNOWANGERUP	0.52	3.9%	46%	0.58	

**Road assets & expenditure indicators 2018-19 [continued]**  
**Agricultural Local Governments without large towns**

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
GOOMALLING	0.41	3.5%	22%	0.29	
IRWIN	0.60	2.8%	104%	1.38	
JERRAMUNGUP	0.53	3.8%	69%	0.71	
KELLERBERRIN	0.34	3.6%	87%	0.56	
KENT	0.47	4.5%	27%	0.36	
KOJONUP	0.37	3.5%	38%	0.64	
KONDININ	0.43	4.2%	129%	0.75	
KOORDA	0.48	4.0%	24%	0.32	
KULIN	0.42	4.3%	28%	0.44	
LAKE GRACE	0.56	4.4%	93%	0.44	
MERREDIN	0.49	3.3%	66%	0.56	
MINGENEW	0.62	3.0%	340%	0.65	
MOORA	0.28	3.3%	65%	0.62	
MORAWA	0.47	4.2%	10%	0.27	
MOUNT MARSHALL	0.46	4.3%	90%	0.51	
MUKINBUDIN	0.24	4.0%	82%	0.54	
NANNUP	0.42	2.9%	26%	0.39	
NAREMBEEN	0.37	4.1%	36%	0.32	
NORTHAMPTON	0.48	3.3%	39%	0.40	
NUNGARIN	0.34	4.1%	12%	0.59	
PERENJORI	0.56	4.2%	36%	0.27	
PINGELLY	0.34	3.2%	62%	0.67	
PLANTAGENET	0.42	3.6%	57%	0.71	
QUAIRADING	0.32	3.4%	33%	0.33	

**Road assets & expenditure indicators 2018-19 [continued]  
Agricultural Local Governments without large towns**

COUNCIL	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1] RAVENSTHORPE	0.62	3.7%	28%	0.76	
TAMMIN	0.36	4.0%	57%	0.55	
THREE SPRINGS	0.59	3.8%	53%	0.63	
TOODYAY	0.46	2.9%	22%	0.28	
TRAYNING	0.36	4.0%	20%	0.31	
VICTORIA PLAINS	0.36	3.7%	91%	1.32	
WAGIN	0.54	3.2%	88%	0.32	
WANDERING	0.44	3.0%	48%	0.22	
WAROONA	0.51	2.8%	23%	0.33	
WEST ARTHUR	0.34	3.2%	58%	0.65	
WESTONIA	0.31	4.4%	41%	0.48	
WICKEPIN	0.50	4.0%	75%	0.71	
WILLIAMS	0.42	3.2%	45%	0.50	
WONGAN-BALLIDU	0.43	3.8%	38%	0.46	
WOODANILLING	0.44	3.9%	50%	0.76	
WYALKATCHEM	0.50	4.0%	56%	0.45	
YILGARN	0.56	4.3%	65%	0.35	
YORK	0.46	2.9%	25%	0.45	
Group Average	0.46	3.4%	53%	0.56	
State Average	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19**  
**Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
BEVERLEY	6,439	1,299	20%	71%	39%	29%	743	
BODDINGTON	1,181	540	46%	30%	16%	7%	295	
BOYUP BROOK	2,531	804	32%	96%	23%	21%	458	
BRIDGETOWN-GREENBUSHES	3,293	908	28%	53%	15%	13%	192	
BROOKTON	1,305	475	36%	76%	22%	15%	492	
BROOMEHILL-TAMBELLUP	5,346	835	16%	81%	26%	15%	738	
BRUCE ROCK	2,560	436	17%	120%	13%	8%	464	
CAPEL	6,644	3,384	51%	26%	26%	25%	188	
CARNAMAH	4,728	677	14%	93%	30%	19%	1,251	
CHAPMAN VALLEY	2,864	795	28%	95%	29%	19%	533	
CHITTERING	3,547	1,541	43%	40%	28%	27%	268	
COOROW	2,666	1,252	47%	79%	34%	32%	1,247	
CORRIGIN	5,662	1,039	18%	111%	33%	26%	907	
CRANBROOK	3,524	1,224	35%	101%	42%	40%	1,136	
CUBALLING	1,693	708	42%	91%	39%	33%	821	
CUNDERDIN	1,787	582	33%	93%	21%	21%	404	
DALWALLINU	6,244	1,063	17%	133%	23%	19%	743	
DANDARAGAN	4,076	1,420	35%	71%	19%	14%	436	
DARDANUP	5,538	2,913	53%	24%	28%	26%	203	
DENMARK	5,977	1,109	19%	32%	18%	18%	180	
DONNYBROOK-BALINGUP	6,354	1,637	26%	49%	26%	18%	270	
DOWERIN	2,736	826	30%	121%	36%	36%	1,222	
DUMBLEYUNG	1,958	853	44%	113%	32%	32%	1,262	
GINGIN	4,564	1,326	29%	48%	15%	15%	252	
GNOWANGERUP	5,138	1,156	22%	98%	33%	30%	958	

Total Expenditure includes flood damage.

**Appendix 19: Agricultural Local Governments without large towns**

**Expenditure from Local Governments' own resources 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$'000s	Expenditure from councils' own resources \$'000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
GOOMALLING	1,502	750	50%	82%	34%	33%	742	
IRWIN	3,298	2,294	70%	37%	53%	53%	644	
JERRAMUNGUP	2,855	1,050	37%	76%	28%	27%	927	
KELLERBERRIN	1,997	511	26%	101%	17%	17%	423	
KENT	3,695	414	11%	119%	13%	6%	737	
KOJONUP	5,368	2,521	47%	86%	68%	48%	1,273	
KONDININ	4,587	3,104	68%	111%	83%	51%	3,568	
KOORDA	1,936	533	28%	124%	21%	14%	1,306	
KULIN	2,344	662	28%	119%	19%	18%	855	
LAKE GRACE	7,601	813	11%	119%	14%	9%	634	
MERRIDIN	3,411	1,346	39%	82%	26%	23%	395	
MINGENEW	5,053	52	1%	97%	3%	3%	120	
MOORA	3,024	1,264	42%	79%	28%	28%	521	
MORAWA	4,033	98	2%	104%	4%	4%	140	
MOUNT MARSHALL	2,416	301	12%	133%	9%	9%	581	
MUKINBUDIN	1,740	386	22%	112%	16%	14%	727	
NANNUP	1,431	403	28%	95%	15%	14%	296	
NAREMBEEN	7,271	1,045	14%	129%	32%	31%	1,249	
NORTHAMPTON	3,550	590	17%	64%	10%	8%	192	
NUNGARIN	960	372	39%	105%	24%	24%	1,506	
PERENJORI	1,961	202	10%	143%	6%	5%	339	
PINGELLY	2,034	919	45%	62%	38%	38%	798	
PLANTAGENET	5,393	1,787	33%	68%	27%	24%	340	
QUAIRADING	4,211	884	21%	93%	30%	15%	878	

Total Expenditure includes flood damage.

**Expenditure from Local Governments' own resources 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Total council expenditure \$'000s	Expenditure from councils' own resources \$'000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
RAVENSTHORPE	15,657	1,576	10%	77%	31%	31%	986
TAMMIN	981	281	29%	95%	19%	19%	701
THREE SPRINGS	1,875	595	32%	101%	26%	26%	1,007
TOODYAY	2,725	1,745	64%	52%	32%	21%	394
TRAYNING	1,283	190	15%	112%	9%	9%	546
VICTORIA PLAINS	4,834	738	15%	103%	28%	28%	790
WAGIN	3,174	379	12%	75%	12%	7%	208
WANDERING	1,466	761	52%	82%	59%	50%	1,766
WAROONA	2,451	626	26%	39%	13%	7%	150
WEST ARTHUR	2,784	355	13%	109%	15%	15%	445
WESTONIA	1,446	248	17%	135%	13%	13%	821
WICKEPIN	2,013	707	35%	100%	28%	28%	968
WILLIAMS	1,591	536	34%	78%	28%	24%	523
WONGAN-BALLIDU	2,643	1,062	40%	112%	29%	29%	818
WOODANILLING	1,540	712	46%	99%	49%	49%	1,664
WYALKATCHEM	1,170	143	12%	100%	7%	7%	287
YILGARN	3,691	556	15%	126%	9%	7%	476
YORK	2,478	1,166	47%	63%	23%	20%	325
Group Average	233,828	63,479	28%	79%	25%	21%	445
State Average	971,843	507,385	52%	22%	21%	16%	196

Total Expenditure includes flood damage.



**Expenditure on road preservation 2018-19  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km				
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed road \$ per km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed road \$ per km
	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]	[10]	[11]
[1]											
BEVERLEY	221	427	882	79	1,609	5,465	1,235	2,700	578	2,700	578
BODDINGTON	60	235	215	0	510	2,319	1,524	1,386	0	1,386	0
BOYUP BROOK	85	765	1,171	29	2,050	3,018	2,374	2,734	80	2,734	80
BRIDGETOWN-GREENBUSHES	401	1,404	587	2	2,393	6,564	3,461	1,502	88	1,502	88
BROOKTON	343	275	303	0	921	14,109	1,721	919	0	919	0
BROOMEHILL-TAMBELLUP	151	1,233	1,855	116	3,356	5,851	3,003	3,121	1,025	3,121	1,025
BRUCE ROCK	274	457	661	146	1,538	6,406	674	1,136	1,110	1,136	1,110
CAPEL	1,868	1,209	787	71	3,935	6,827	3,843	5,126	11,191	5,126	11,191
CARNAMAH	278	306	2,151	0	2,735	9,282	1,124	6,307	0	6,307	0
CHAPMAN VALLEY	0	474	993	0	1,467	0	2,004	2,616	0	2,616	0
CHITTERING	238	1,277	253	0	1,768	50,167	2,136	2,147	0	2,147	0
COOROW	337	385	1,363	5	2,090	7,138	1,012	2,665	81	2,665	81
CORRIGIN	374	689	3,668	23	4,755	9,594	1,457	6,458	159	6,458	159
CRANBROOK	0	905	1,761	15	2,681	0	1,797	2,905	200	2,905	200
CUBALLING	102	498	404	0	1,004	42,965	1,724	1,932	0	1,932	0
CUNDERDIN	140	896	749	1	1,786	2,767	2,126	2,006	10	2,006	10
DALWALLINU	414	1,162	4,328	0	5,904	7,704	1,695	4,103	0	4,103	0
DANDARAGAN	479	791	1,705	12	2,987	4,752	881	2,226	891	2,226	891
DARDANUP	967	3,009	343	17	4,336	6,137	8,590	3,883	1,567	3,883	1,567
DENMARK	512	1,403	3,412	0	5,327	5,043	4,842	10,959	0	10,959	0
DONNYBROOK-BALINGUP	433	927	914	2	2,276	7,235	2,104	2,747	61	2,747	61
DOWERIN	141	1,155	1,440	0	2,736	7,265	3,858	2,831	0	2,831	0
DUMBLEYUNG	160	935	665	10	1,770	8,253	2,140	1,060	75	1,060	75
GINGIN	1,135	1,856	1,376	7	4,374	6,882	2,345	3,966	259	3,966	259
GNOWANGERUP	0	786	3,962	32	4,780	0	2,040	6,415	198	6,415	198

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure on road preservation 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed road \$ per km	
	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]	
GOOMALLING	175	100	302	40	617	10,934	560	774	492	
IRWIN	1,845	41	1,411	1	3,298	27,366	180	5,475	84	
JERRAMUNGUP	334	763	1,515	0	2,612	10,913	2,328	2,317	0	
KELLERBERRIN	8	1,286	485	111	1,890	170	3,689	1,163	388	
KENT	56	295	2,397	215	2,963	4,667	1,134	3,049	680	
KOJONUP	709	578	1,269	203	2,759	20,589	1,427	1,747	1,547	
KONDININ	1,320	849	1,240	5	3,414	42,875	2,543	1,242	39	
KOORDA	110	404	634	21	1,169	4,766	950	1,322	70	
KULIN	22	329	1,736	0	2,087	1,117	993	1,587	0	
LAKE GRACE	207	1,332	5,117	6	6,662	5,865	3,482	2,827	29	
MERREDIN	585	1,508	1,130	1	3,224	4,395	2,339	2,010	3	
MINGENEW	0	3,400	319	0	3,719	0	15,978	1,263	0	
MOORA	681	1,355	927	60	3,024	11,582	2,482	1,647	3,023	
MORAWA	155	296	2,738	0	3,189	4,621	1,489	5,326	0	
MOUNT MARSHALL	166	1,416	473	361	2,416	10,211	2,828	653	572	
MUKINBUDIN	110	958	626	5	1,699	5,397	3,086	1,083	42	
NANNUP	100	485	465	1	1,051	6,212	1,379	1,903	61	
NAREMBEEN	40	644	4,460	0	5,144	1,861	1,321	4,918	0	
NORTHAMPTON	537	661	484	190	1,872	5,380	1,354	1,013	699	
NUNGARIN	0	63	897	0	960	0	518	2,466	0	
PERENJORI	71	596	487	142	1,296	6,294	1,095	530	576	
PINGELLY	538	288	991	0	1,817	16,570	891	5,408	0	
PLANTAGENET	1,125	1,503	1,794	86	4,508	16,771	2,339	2,886	288	
QUAIRADING	94	746	2,551	2	3,392	2,873	1,754	6,291	9	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Appendix 19: Agricultural Local Governments without large towns**

**Expenditure on road preservation 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Preservation expenditure \$000s						Total	Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Formed roads	Formed roads		Built up areas	Outside built up areas	Outside built up areas	Outside built up areas
[1]	[2]	[3]	[4]	[6]	[6]	[7]	[8]	[9]	[10]	[11]	
RAVENSTHORPE	352	52	15,253	0	0	15,657	4,889	264	16,104	0	
TAMMIN	113	369	498	0	0	980	8,077	1,829	1,907	0	
THREE SPRINGS	126	842	900	3	3	1,871	7,688	2,393	1,986	103	
TOODYAY	154	554	342	2	2	1,051	5,273	1,025	1,272	52	
TRAYNING	0	190	736	0	0	926	0	796	1,370	0	
VICTORIA PLAINS	242	2,640	1,450	383	383	4,715	14,735	5,818	3,508	3,243	
WAGIN	288	862	1,485	1	1	2,636	3,724	4,098	3,809	5	
WANDERING	29	361	347	26	26	763	4,413	2,063	1,817	399	
WAROONA	280	358	124	14	14	776	4,455	912	1,643	3,660	
WEST ARTHUR	25	1,028	675	97	97	1,825	1,632	2,619	1,383	792	
WESTONIA	0	408	849	0	0	1,257	0	1,795	1,612	0	
WICKEPIN	116	729	1,034	0	0	1,879	6,548	2,421	2,650	0	
WILLIAMS	77	462	744	30	30	1,313	3,850	1,964	2,666	541	
WONGAN-BALLIDU	139	862	1,046	0	0	2,047	2,405	1,623	2,174	0	
WOODANILLING	12	375	1,075	0	0	1,462	3,238	2,169	3,071	0	
WYALKATCHEM	158	489	519	3	3	1,168	4,601	2,202	1,050	48	
YILGARN	160	1,269	575	884	884	2,888	4,618	2,496	265	11,943	
YORK	416	393	1,424	0	0	2,233	4,997	894	7,169	0	
Group Average	20,788	55,598	99,470	3,461	3,461	179,317	7,266	2,203	2,887	357	
State Average	372,492	108,210	227,981	20,221	20,221	728,904	10,511	2,461	4,071	1,003	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure by work categories 2018-19**  
**Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
BEVERLEY	965	4,291	1,183	0	6,439	15.0%	66.6%	18.4%	0.0%	4,303	5,205	
BODDINGTON	434	150	185	412	1,181	36.7%	12.7%	15.7%	34.9%	1,606	584	
BOYUP BROOK	1,368	778	374	11	2,531	54.0%	30.7%	14.8%	0.4%	4,280	2,146	
BRIDGETOWN-GREENBUSHES	1,531	1,189	287	288	3,295	46.5%	36.1%	8.7%	8.7%	4,452	2,720	
BROOKTON	549	403	353	0	1,305	42.1%	30.9%	27.0%	0.0%	2,688	952	
BROOMEHILL-TAMBELLUP	2,364	1,907	1,075	0	5,346	44.2%	35.7%	20.1%	0.0%	4,107	2,859	
BRUCE ROCK	1,306	470	784	0	2,560	51.0%	18.4%	30.6%	0.0%	4,218	1,737	
CAPEL	2,827	1,302	709	1,807	6,645	42.5%	19.6%	10.7%	27.2%	4,666	4,129	
CARNAMAH	2,530	205	1,993	0	4,728	53.5%	4.3%	42.2%	0.0%	2,476	1,100	
CHAPMAN VALLEY	711	756	0	1,398	2,865	24.8%	26.4%	0.0%	48.8%	2,417	1,467	
CHITTERING	1,048	737	1,553	209	3,547	29.5%	20.8%	43.8%	5.9%	3,555	1,785	
COOROW	1,064	1,026	477	99	2,666	39.9%	38.5%	17.9%	3.7%	3,479	2,090	
CORRIGIN	4,123	632	907	0	5,662	72.8%	11.2%	16.0%	0.0%	4,270	1,431	
CRANBROOK	1,094	1,593	837	0	3,524	31.0%	45.2%	23.8%	0.0%	4,480	2,687	
CUBALLING	807	224	662	0	1,693	47.7%	13.2%	39.1%	0.0%	2,575	1,031	
CUNDERDIN	937	849	0	0	1,786	52.5%	47.5%	0.0%	0.0%	3,425	1,632	
DALWALLINU	2,248	3,656	340	0	6,244	36.0%	58.6%	5.4%	0.0%	6,612	2,290	
DANDARAGAN	1,441	1,620	850	165	4,076	35.4%	39.7%	20.9%	4.0%	6,064	3,061	
DARDANUP	1,791	2,988	582	177	5,538	32.3%	54.0%	10.5%	3.2%	4,254	4,779	
DENMARK	1,829	3,542	0	606	5,977	30.6%	59.3%	0.0%	10.1%	3,379	3,961	
DONNYBROOK-BALINGUP	1,610	2,211	2,449	84	6,354	25.3%	34.8%	38.5%	1.3%	4,920	3,821	
DOWERIN	1,021	1,715	0	0	2,736	37.3%	62.7%	0.0%	0.0%	2,963	2,221	
DUMBLEYUNG	528	1,348	83	0	1,959	27.0%	68.8%	4.2%	0.0%	4,031	1,876	
GINGIN	2,197	2,177	190	0	4,564	48.1%	47.7%	4.2%	0.0%	5,968	4,374	
GINOWANGERUP	1,347	3,433	358	0	5,138	26.2%	66.8%	7.0%	0.0%	3,881	2,246	

Renewal and Total Expenditure includes flood damage.

**Appendix 19: Agricultural Local Governments without large towns**

**Expenditure by Work Categories 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL [1]	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
GOOMALLING	512	145	845	0	1,502	34.1%	9.7%	56.3%	0.0%	2,267	657	
IRWIN	2,023	1,275	0	0	3,298	61.3%	38.7%	0.0%	0.0%	2,384	3,298	
JERRAMUNGUP	956	1,656	213	30	2,855	33.5%	58.0%	7.5%	1.1%	3,670	2,611	
KELLERBERRIN	657	1,233	107	0	1,997	32.9%	61.7%	5.4%	0.0%	3,377	1,890	
KENT	2,579	384	732	0	3,695	69.8%	10.4%	19.8%	0.0%	3,509	1,263	
KOJONUP	2,425	407	2,535	0	5,367	45.2%	7.6%	47.2%	0.0%	4,437	2,832	
KONDININ	1,117	2,297	0	1,173	4,587	24.4%	50.1%	0.0%	25.6%	4,361	3,261	
KOORDA	580	589	767	0	1,936	30.0%	30.4%	39.6%	0.0%	3,623	1,169	
KULIN	994	1,093	257	0	2,344	42.4%	46.6%	11.0%	0.0%	4,724	2,087	
LAKE GRACE	1,471	5,191	440	498	7,600	19.4%	68.3%	5.8%	6.6%	7,004	3,083	
MERREDIN	741	2,483	187	0	3,411	21.7%	72.8%	5.5%	0.0%	5,736	3,224	
MINGENEW	469	3,811	773	0	5,053	9.3%	75.4%	15.3%	0.0%	1,929	1,245	
MOORA	1,056	1,968	0	0	3,024	34.9%	65.1%	0.0%	0.0%	4,877	3,024	
MORAWA	2,956	233	844	0	4,033	73.3%	5.8%	20.9%	0.0%	2,745	728	
MOUNT MARSHALL	752	1,664	0	0	2,416	31.1%	68.9%	0.0%	0.0%	4,742	2,416	
MUKINBUDIN	356	1,343	41	0	1,740	20.5%	77.2%	2.4%	0.0%	3,166	1,699	
NANNUP	842	421	168	0	1,431	58.8%	29.4%	11.7%	0.0%	3,227	1,263	
NAPEMBEEN	4,521	623	401	1,725	7,270	62.2%	8.6%	5.5%	23.7%	4,833	1,560	
NORTHAMPTON	1,294	578	565	1,113	3,550	36.5%	16.3%	15.9%	31.4%	4,731	1,872	
NUNGARIN	960	0	0	0	960	100.0%	0.0%	0.0%	0.0%	1,629	960	
PERENJORI	802	494	665	0	1,961	40.9%	25.2%	33.9%	0.0%	4,737	1,296	
PINGELLY	1,051	983	0	0	2,034	51.7%	48.3%	0.0%	0.0%	2,582	1,741	
PLANTAGENET	2,418	2,090	884	0	5,392	44.8%	38.8%	16.4%	0.0%	5,591	3,992	
QUAIRADING	3,166	241	805	0	4,212	75.2%	5.7%	19.1%	0.0%	3,744	1,236	

*Renewal and Total Expenditure includes flood damage.*



**Expenditure by work categories 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation					
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]																
RAVENSTHORPE	15,657	0	0	0	15,657	100.0%	0.0%	0.0%	0.0%	15,657	100.0%	0.0%	0.0%	0.0%	4,222	3,205
TAMMIN	352	628	0	0	980	35.9%	64.1%	0.0%	0.0%	980	35.9%	64.1%	0.0%	0.0%	1,772	980
THREE SPRINGS	750	1,121	0	0	1,871	40.1%	59.9%	0.0%	0.0%	1,871	40.1%	59.9%	0.0%	0.0%	2,947	1,871
TOODYAY	968	186	1,571	0	2,725	35.5%	6.8%	57.7%	0.0%	2,725	35.5%	6.8%	57.7%	0.0%	4,180	1,154
TRAYNING	392	534	358	0	1,284	30.5%	41.6%	27.9%	0.0%	1,284	30.5%	41.6%	27.9%	0.0%	2,758	866
VICTORIA PLAINS	3,089	1,745	0	0	4,834	63.9%	36.1%	0.0%	0.0%	4,834	63.9%	36.1%	0.0%	0.0%	3,662	4,834
WAGIN	448	2,197	529	0	3,174	14.1%	69.2%	16.7%	0.0%	3,174	14.1%	69.2%	16.7%	0.0%	3,027	975
WANDERING	324	439	703	0	1,466	22.1%	29.9%	48.0%	0.0%	1,466	22.1%	29.9%	48.0%	0.0%	1,949	422
WAROONA	595	362	1,481	13	2,451	24.3%	14.8%	60.4%	0.5%	2,451	24.3%	14.8%	60.4%	0.5%	2,897	957
WEST ARTHUR	1,616	1,078	90	0	2,784	58.0%	38.7%	3.2%	0.0%	2,784	58.0%	38.7%	3.2%	0.0%	4,146	2,694
WESTONIA	541	716	188	0	1,445	37.4%	49.6%	13.0%	0.0%	1,445	37.4%	49.6%	13.0%	0.0%	2,635	1,257
WICKEPIN	834	1,179	0	0	2,013	41.4%	58.6%	0.0%	0.0%	2,013	41.4%	58.6%	0.0%	0.0%	2,838	2,013
WILLIAMS	572	755	76	188	1,591	36.0%	47.5%	4.8%	11.8%	1,591	36.0%	47.5%	4.8%	11.8%	2,178	1,081
WONGAN-BALLIDU	1,059	988	598	0	2,645	40.0%	37.4%	22.6%	0.0%	2,645	40.0%	37.4%	22.6%	0.0%	4,478	2,047
WOODANILLING	380	1,082	78	0	1,540	24.7%	70.3%	5.1%	0.0%	1,540	24.7%	70.3%	5.1%	0.0%	1,911	1,462
WYALKATCHEM	643	525	0	0	1,168	55.1%	44.9%	0.0%	0.0%	1,168	55.1%	44.9%	0.0%	0.0%	2,570	1,168
YILGARN	1,433	1,455	803	0	3,691	38.8%	39.4%	21.8%	0.0%	3,691	38.8%	39.4%	21.8%	0.0%	8,205	2,888
YORK	934	1,362	161	21	2,478	37.7%	55.0%	6.5%	0.8%	2,478	37.7%	55.0%	6.5%	0.8%	4,273	1,916
Group Average	102,955	86,756	34,096	10,017	233,824	44.0%	37.1%	14.6%	4.3%	233,824	44.0%	37.1%	14.6%	4.3%	253,340	142,381
State Average	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885

Renewal and Total Expenditure includes flood damage.



**Sealed Road Area statistics and expenditure 2018-19**  
**Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
BEVERLEY	141,533	1,210,057	221	427	1.56	0.35
BODDINGTON	90,555	539,810	60	235	0.66	0.44
BOYUP BROOK	98,577	1,127,553	85	765	0.86	0.68
BRIDGETOWN-GREENBUSHES	213,804	1,419,684	401	1,404	1.88	0.99
BROOKTON	85,086	559,273	343	275	4.03	0.49
BROOMEHILL-TAMBELLUP	90,333	1,437,690	151	1,233	1.67	0.86
BRUCE ROCK	149,701	2,374,132	274	457	1.83	0.19
CAPEL	957,714	1,101,015	1,868	1,209	1.95	1.10
CARNAMAH	104,832	953,063	278	306	2.65	0.32
CHAPMAN VALLEY	30,250	828,046	0	474	0.00	0.57
CHITTERING	16,604	2,092,899	238	1,277	14.33	0.61
COOROW	165,237	1,331,674	337	385	2.04	0.29
CORRIGIN	136,438	1,655,246	374	689	2.74	0.42
CRANBROOK	67,261	1,762,752	0	905	0.00	0.51
CUBALLING	8,309	1,010,871	102	498	12.28	0.49
CUNDERDIN	177,057	1,474,755	140	896	0.79	0.61
DALWALLINU	188,074	2,399,187	414	1,162	2.20	0.48
DANDARAGAN	352,770	3,144,436	479	791	1.36	0.25
DARDANUP	551,469	1,226,007	967	3,009	1.75	2.45
DENMARK	355,366	1,014,088	512	1,403	1.44	1.38
DONNYBROOK-BALINGUP	209,467	1,541,901	433	927	2.07	0.60
DOWERIN	67,933	1,047,793	141	1,155	2.08	1.10
DUMBLEYUNG	67,857	1,529,591	160	935	2.36	0.61
GINGIN	577,227	2,770,240	1,135	1,856	1.97	0.67
GNOWANGERUP	134,248	1,349,205	0	786	0.00	0.58

**Sealed Road Area statistics and expenditure 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
GOOMALLING	56,018	625,142	175	100	3.12	0.16
IRWIN	235,965	804,021	1,845	41	7.82	0.05
JERRAMUNGUP	107,124	1,146,932	334	763	3.12	0.67
KELLERBERRIN	164,491	1,219,607	8	1,286	0.05	1.05
KENT	41,998	910,587	56	295	1.33	0.32
KOJONUP	120,524	1,416,724	709	578	5.88	0.41
KONDININ	107,754	1,168,618	1,320	849	12.25	0.73
KOORDA	80,781	1,487,596	110	404	1.36	0.27
KULIN	68,916	1,160,086	22	329	0.32	0.28
LAKE GRACE	123,532	1,339,042	207	1,332	1.68	0.99
MERREDIN	465,842	2,256,476	585	1,508	1.26	0.67
MINGENEW	78,102	744,753	0	3,400	0.00	4.57
MOORA	205,800	1,911,038	681	1,355	3.31	0.71
MORAWA	117,411	695,848	155	296	1.32	0.43
MOUNT MARSHALL	56,899	1,752,673	166	1,416	2.92	0.81
MUKINBUDIN	71,332	1,086,167	110	958	1.54	0.88
NANNUP	56,339	1,229,883	100	485	1.77	0.39
NAREMBEEN	75,240	1,706,656	40	644	0.53	0.38
NORTHAMPTON	349,344	1,708,525	537	661	1.54	0.39
NUNGARIN	16,227	425,267	0	63	0.00	0.15
PERENJORI	39,480	1,905,795	71	596	1.80	0.31
PINGELLY	113,641	1,130,911	538	288	4.73	0.25
PLANTAGENET	234,785	2,248,270	1,125	1,503	4.79	0.67
QUAIRADING	114,511	1,488,290	94	746	0.82	0.50

**Sealed Road Area statistics and expenditure 2018-19 [continued]  
Agricultural Local Governments without large towns**

**Appendix 19**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
RAVENSTHORPE	251,976	689,822	352	52	1.40	0.08
TAMMIN	48,967	706,030	113	369	2.31	0.52
THREE SPRINGS	57,363	1,231,633	126	842	2.20	0.68
TOODYAY	102,216	1,890,949	154	554	1.51	0.29
TRAYNING	76,785	835,450	0	190	0.00	0.23
VICTORIA PLAINS	57,482	1,588,109	242	2,640	4.21	1.66
WAGIN	270,681	736,224	288	862	1.06	1.17
WANDERING	23,001	612,035	29	361	1.26	0.59
WAROONA	219,990	1,372,517	280	358	1.27	0.26
WEST ARTHUR	53,628	1,374,224	25	1,028	0.47	0.75
WESTONIA	24,039	795,588	0	408	0.00	0.51
WICKEPIN	62,004	1,054,106	116	729	1.87	0.69
WILLIAMS	69,997	824,328	77	462	1.10	0.56
WONGAN-BALLIDU	202,288	1,858,948	139	862	0.69	0.46
WOODANILLING	12,971	605,191	12	375	0.93	0.62
WYALKATCHEM	120,199	776,578	158	489	1.31	0.63
YILGARN	121,266	1,779,141	160	1,269	1.32	0.71
YORK	291,349	1,539,141	416	393	1.43	0.26
Group	10,693,369	90,037,239	22,199	55,943	2.08	0.62
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	13	23	14	23	204	24	16
BODDINGTON	11	26	23	14	86	29	24
BOYUP BROOK	10	37	28	0	207	36	25
BRIDGETOWN-GREENBUSHES	29	39	26	20	226	31	20
BROOKTON	10	29	29	0	95	31	31
BROOMEHILL-TAMBELLUP	12	35	27	0	220	31	13
BRUCE ROCK	14	52	19	5	430	34	20
CAPEL	145	21	14	15	179	27	17
CARNAMAH	13	30	15	22	161	36	20
CHAPMAN VALLEY	4	12	13	0	131	20	11
CHITTERING	2	22	23	11	292	24	16
COOROW	23	41	22	15	196	29	22
CORRIGIN	13	55	61	46	317	43	33
CRANBROOK	8	38	22	33	292	36	22
CUBALLING	1	29	17	0	162	27	16
CUNDERDIN	19	41	21	7	230	48	25
DALWALLINU	22	38	17	15	465	33	14
DANDARAGAN	44	26	23	14	463	28	17
DARDANUP	79	24	14	15	201	24	17
DENMARK	55	27	23	15	164	28	18
DONNYBROOK-BALINGUP	30	31	28	16	257	40	25
DOWERIN	7	36	28	22	165	41	20
DUMBLEYUNG	7	47	32	0	222	28	9
GINGIN	83	34	25	16	402	30	21
GNOWANGERUP	17	35	12	0	209	31	11

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	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[8]
GOOMALLING	7	47	26	0	104	44	24	24
IRWIN	32	31	21	14	116	20	18	18
JERRAMUNGUP	14	30	29	16	190	30	16	16
KELLERBERRIN	18	42	23	11	216	42	32	32
KENT	6	33	27	0	143	25	17	17
KOJONUP	15	36	23	57	234	43	25	25
KONDININ	12	43	19	0	182	38	24	24
KOORDA	7	31	17	0	242	40	15	15
KULIN	7	47	31	0	176	34	20	20
LAKE GRACE	16	46	33	0	193	20	14	14
MERREDIN	49	28	21	17	370	31	23	23
MINGENEW	10	35	17	18	133	25	13	13
MOORA	24	59	31	31	313	60	25	25
MORAWA	13	46	22	14	126	40	18	18
MOUNT MARSHALL	8	26	23	0	292	34	21	21
MUKINBUDIN	9	56	34	0	179	58	33	33
NANNUP	7	46	30	0	200	35	27	27
NAREMBEEN	9	58	28	18	285	44	25	25
NORTHAMPTON	48	34	26	29	242	33	21	21
NUNGARIN	3	0	0	0	103	50	35	35
PERENJORI	5	27	14	0	259	24	11	11
PINGELLY	16	52	36	0	180	19	15	15
PLANTAGENET	25	48	32	18	353	35	22	22
QUAIRADING	13	16	17	15	257	48	30	30

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
RAVENSTHORPE	35	17	16	14	98	18	17
TAMMIN	6	36	30	21	126	39	27
THREE SPRINGS	7	24	16	12	168	23	14
TOODYAY	13	33	16	8	300	33	21
TRAYNING	9	14	15	6	139	45	32
VICTORIA PLAINS	7	54	27	0	246	46	20
WAGIN	28	26	24	24	143	25	20
WANDERING	3	39	37	0	89	34	22
WAROONA	30	37	22	8	229	28	20
WEST ARTHUR	6	39	27	9	221	45	27
WESTONIA	3	37	37	0	116	48	35
WICKEPIN	9	37	27	0	156	31	17
WILLIAMS	8	101	32	5	126	35	19
WONGAN-BALLIDU	22	31	26	30	331	33	24
WOODANILLING	2	25	22	0	87	37	23
WYALKATCHEM	11	28	26	0	133	28	20
YILGARN	14	37	13	0	285	23	13
YORK	38	27	21	21	261	29	23
Group		36	24	18		34	21





# PASTORAL AND MINING LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2018-2019

- 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

## Road assets & expenditure indicators 2018-19

### Pastoral and Mining Local Governments without large towns

COUNCIL	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
CUE	0.60	4.3%	90%	0.73	
DUNDAS	0.55	3.9%	175%	0.90	
HALLS CREEK	0.51	4.7%	48%	0.93	
LAVERTON	0.48	5.1%	15%	0.83	
LEONORA	0.55	4.5%	42%	0.52	
MEEKATHARRA	0.54	4.8%	53%	0.76	
MENZIES	0.55	5.2%	54%	0.61	
MOUNT MAGNET	0.55	4.5%	109%	0.79	
MURCHISON	0.60	4.9%	0%	0.63	
NGAANYATJARRAKU	0.55	5.5%	0%	2.33	
SANDSTONE	0.56	5.4%	0%	1.94	
SHARK BAY	0.57	4.3%	65%	0.72	
UPPER GASCOYNE	0.61	4.1%	71%	1.18	
WILUNA	0.53	5.3%	153%	1.29	
YALGOO	0.60	4.7%	16%	0.61	
Group Average	0.56	4.7%	53%	0.93	
State Average	0.57	2.4%	62%	0.80	

**Expenditure from Local Governments' own resources 2018-19  
Pastoral and Mining Local Governments without large towns**

**Appendix 20**

COUNCIL	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
CUE	2,666	1,448	54%	89%	50%	45%	9,784	
DUNDAS	1,559	368	24%	57%	11%	10%	501	
HALLS CREEK	4,495	568	13%	75%	11%	11%	163	
LAVERTON	14,268	2,491	17%	90%	46%	27%	2,066	
LEONORA	2,358	291	12%	52%	5%	5%	190	
MEEKATHARRA	8,327	3,273	39%	103%	51%	46%	3,247	
MENZIES	5,345	1,303	24%	72%	27%	16%	2,501	
MOUNT MAGNET	983	191	19%	69%	8%	5%	412	
MURCHISON	15,795	1,273	8%	141%	38%	35%	7,858	
NGAANYATJARRAKU	6,418	183	3%	111%	5%	5%	105	
SANDSTONE	5,412	1,968	36%	108%	88%	88%	24,296	
SHARK BAY	1,360	13	1%	96%	1%	1%	14	
UPPER GASCOYNE	20,526	232	1%	141%	7%	7%	832	
WILUNA	3,619	867	24%	103%	19%	19%	1,228	
YALGOO	2,477	995	40%	99%	31%	29%	2,787	
Group Average	95,608	15,464	16%	91%	26%	22%	1,156	
State Average	971,843	507,385	52%	22%	21%	16%	196	

Total Expenditure includes flood damage.

**Expenditure on road preservation 2018-19  
Pastoral and Mining Local Governments without large towns**

**Appendix 20**

COUNCIL	Preservation expenditure \$000s							Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km		
	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]		
CUE	323	1,044	1,030	3	2,399	25,933	4,706	3,023	11		
DUNDAS	505	297	679	0	1,481	10,353	6,773	2,311	0		
HALLS CREEK	384	0	2,739	1,370	4,493	14,250	0	3,059	10,331		
LAVERTON	117	16	6,969	19	7,121	5,615	126	10,607	37		
LEONORA	371	14	1,315	658	2,358	17,731	281	2,173	1,736		
MEEKATHARRA	280	410	4,580	2,566	7,836	6,266	2,806	3,166	5,181		
MENZIES	111	164	836	2,925	4,036	24,350	1,840	1,219	4,918		
MOUNT MAGNET	311	225	392	0	928	10,337	8,182	1,940	0		
MURCHISON	1	5	15,597	12	15,615	14,583	16	31,305	13		
NGAANYATJARRAKU	0	11	4,467	752	5,229	0	141	9,018	1,010		
SANDSTONE	0	0	5,412	0	5,412	0	0	17,691	0		
SHARK BAY	522	0	358	480	1,360	19,422	0	956	2,914		
UPPER GASCOYNE	126	356	19,726	153	20,361	24,235	2,823	26,602	181		
WILUNA	149	176	1,828	1,198	3,351	13,931	8,487	2,736	2,069		
YALGOO	211	13	545	844	1,614	27,661	53	3,524	1,146		
Group Average	3,411	2,729	66,474	10,980	83,594	12,344	2,132	7,910	1,477		
State Average	372,492	108,210	227,981	20,221	728,904	10,511	2,461	4,071	1,003		

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Appendix 20**

**Expenditure by work categories 2018-19**  
**Pastoral and Mining Local Governments without large towns**

COUNCIL	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation				
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[2]	[3]	[4]	[5]	[6]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]						[7]	[8]	[9]	[10]	[11]	[12]					
CUE	1,398	1,001	266	0	2,665	52.5%	37.6%	10.0%	0.0%	2,528	1,844					
DUNDAS	221	1,260	78	0	1,559	14.2%	80.8%	5.0%	0.0%	1,654	1,481					
HALLS CREEK	930	3,563	0	0	4,493	20.7%	79.3%	0.0%	0.0%	3,296	3,061					
LAVERTON	1,190	5,931	7,110	37	14,268	8.3%	41.6%	49.8%	0.3%	2,680	2,216					
LEONORA	1,609	749	0	0	2,358	68.2%	31.8%	0.0%	0.0%	2,647	1,376					
MEEKATHARRA	1,888	5,948	492	0	8,328	22.7%	71.4%	5.9%	0.0%	5,647	4,285					
MENZIES	947	3,089	1,309	0	5,345	17.7%	57.8%	24.5%	0.0%	2,984	1,811					
MOUNT MAGNET	422	506	0	55	983	42.9%	51.5%	0.0%	5.6%	1,177	928					
MURCHISON	14,190	1,425	34	146	15,795	89.8%	9.0%	0.2%	0.9%	4,025	2,553					
NGAANYATJARRAKU	1,649	3,580	1,190	0	6,419	25.7%	55.8%	18.5%	0.0%	2,242	5,229					
SANDSTONE	3,526	1,886	0	0	5,412	65.2%	34.8%	0.0%	0.0%	1,363	2,641					
SHARK BAY	754	606	0	0	1,360	55.4%	44.6%	0.0%	0.0%	1,876	1,360					
UPPER GASCOYNE	1,037	19,328	118	43	20,526	5.1%	94.2%	0.6%	0.2%	3,538	4,159					
WILUNA	2,606	745	245	23	3,619	72.0%	20.6%	6.8%	0.6%	2,588	3,351					
YALGOO	1,614	0	863	0	2,477	65.2%	0.0%	34.8%	0.0%	2,640	1,614					
Group Average	33,981	49,617	11,705	304	95,607	35.5%	51.9%	12.2%	0.3%	40,885	37,909					
State Average	414,985	330,184	152,346	74,327	971,842	42.7%	34.0%	15.7%	7.6%	779,627	623,885					

Renewal and Total Expenditure includes flood damage.



**Sealed road area statistics and expenditure 2018-19**  
**Pastoral and Mining Local Governments without large towns**

**Appendix 20**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
CUE	43,593	776,166	323	1,044	7.41	1.34
DUNDAS	170,726	153,488	505	297	2.96	1.94
HALLS CREEK	94,313	145,798	384	0	4.07	0.00
LAVERTON	72,932	431,754	117	16	1.60	0.04
LEONORA	73,234	170,026	371	14	5.07	0.08
MEEKATHARRA	156,407	510,986	280	410	1.79	0.80
MENZIES	15,955	311,913	111	164	6.96	0.53
MOUNT MAGNET	105,304	96,252	311	225	2.95	2.34
MURCHISON	240	1,101,130	1	5	4.17	0.00
NGAANYATJARRAKU	58,030	264,317	0	11	0.00	0.04
SANDSTONE	33,847	85,391	0	0	0.00	0.00
SHARK BAY	94,069	198,585	522	0	5.55	0.00
UPPER GASCOYNE	18,197	441,180	126	356	6.92	0.81
WILUNA	37,450	72,468	149	176	3.98	2.42
YALGOO	26,698	885,385	211	13	7.90	0.02
Group	1,000,994	5,644,837	3,411	2,729	3.41	0.48
State	124,071,127	151,492,454	372,492	108,210	3.00	0.71

COUNCIL	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CUE	6	25	12	0	100	14	13
DUNDAS	22	36	21	21	21	22	14
HALLS CREEK	12	48	23	0	24	45	10
LAVERTON	8	38	26	24	98	28	17
LEONORA	10	31	14	11	21	25	18
MEEKATHARRA	13	49	20	19	72	22	11
MENZIES	2	27	8	0	42	20	12
MOUNT MAGNET	15	28	18	0	12	20	19
MURCHISON	0	8	8	0	170	13	13
NGAANYATJARRAKU	10	15	15	0	72	15	15
SANDSTONE	4	14	14	11	15	10	8
SHARK BAY	12	31	16	5	28	19	14
UPPER GASCOYNE	2	17	4	0	63	15	5
WILUNA	5	22	22	0	11	27	25
YALGOO	2	25	10	0	187	16	13
Group		28	15	15		21	14



# SOURCES OF ROAD FUNDS

2007-08 to 2018-19

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Gascoyne Region</b>									
2007-08	3,419	34.1%	4,815	48.0%	0	0.0%	1,795	17.9%	10,029
2008-09	3,414	37.6%	3,140	34.5%	0	0.0%	2,535	27.9%	9,089
2009-10	3,649	44.6%	3,171	38.8%	0	0.0%	1,354	16.6%	8,174
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
2015-16	4,594	39.5%	4,426	38.1%	8	0.1%	2,594	22.3%	11,622
2016-17	4,679	26.5%	11,053	62.6%	34	0.2%	1,901	10.8%	17,667
2017-18	6,705	33.0%	11,742	57.8%	9	0.0%	1,866	9.2%	20,322
2018-19	7,000	22.8%	21,519	70.0%	1,731	5.6%	510	1.7%	30,760
<b>Carnarvon</b>									
2007-08	1,543	29.3%	3,532	67.0%	0	0.0%	200	3.8%	5,275
2008-09	1,155	28.7%	1,290	32.0%	0	0.0%	1,582	39.3%	4,027
2009-10	1,445	48.8%	583	19.7%	0	0.0%	932	31.5%	2,960
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
2015-16	1,100	37.2%	884	29.9%	0	0.0%	973	32.9%	2,957
2016-17	1,132	52.6%	760	35.3%	0	0.0%	260	12.1%	2,152
2017-18	2,962	66.0%	947	21.1%	0	0.0%	581	12.9%	4,490
2018-19	4,345	78.2%	978	17.6%	0	0.0%	236	4.2%	5,559
<b>Exmouth</b>									
2007-08	315	38.4%	483	58.9%	0	0.0%	22	2.7%	820
2008-09	943	59.2%	593	37.2%	0	0.0%	58	3.6%	1,594
2009-10	501	34.1%	415	28.3%	0	0.0%	553	37.6%	1,469
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
2015-16	672	19.6%	1,935	56.5%	0	0.0%	819	23.9%	3,426
2016-17	847	51.6%	441	26.9%	0	0.0%	353	21.5%	1,641
2017-18	797	52.0%	344	22.5%	0	0.0%	391	25.5%	1,532
2018-19	615	18.6%	2,671	80.6%	0	0.0%	29	0.9%	3,315
<b>Shark Bay</b>									
2007-08	505	51.7%	468	48.0%	0	0.0%	3	0.3%	976
2008-09	341	37.6%	552	60.8%	0	0.0%	15	1.7%	908
2009-10	831	54.9%	684	45.1%	0	0.0%	0	0.0%	1,515
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
2015-16	698	41.9%	608	36.5%	8	0.5%	353	21.2%	1,667
2016-17	891	42.2%	1,046	49.6%	8	0.4%	164	7.8%	2,109
2017-18	1,039	48.9%	827	39.0%	9	0.4%	248	11.7%	2,123
2018-19	670	49.3%	668	49.1%	9	0.7%	13	1.0%	1,360

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Upper Gascoyne</b>									
2007-08	1,056	35.7%	332	11.2%	0	0.0%	1,570	53.1%	2,958
2008-09	975	38.1%	705	27.5%	0	0.0%	880	34.4%	2,560
2009-10	872	39.1%	1,489	66.8%	0	0.0%	-131	-5.9%	2,230
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294
2015-16	2,124	59.5%	999	28.0%	0	0.0%	449	12.6%	3,572
2016-17	1,809	15.4%	8,806	74.8%	26	0.2%	1,124	9.6%	11,765
2017-18	1,907	15.7%	9,624	79.0%	0	0.0%	646	5.3%	12,177
2018-19	1,370	6.7%	17,202	83.8%	1,722	8.4%	232	1.1%	20,526



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Goldfields - Esperance Region</b>									
2007-08	13,580	37.3%	7,583	20.8%	354	1.0%	14,935	41.0%	36,452
2008-09	13,023	36.7%	7,224	20.4%	85	0.2%	15,143	42.7%	35,475
2009-10	13,691	36.9%	7,316	19.7%	210	0.6%	15,867	42.8%	37,084
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
2015-16	23,610	36.8%	23,159	36.1%	130	0.2%	17,326	27.0%	64,225
2016-17	17,584	36.3%	12,459	25.7%	40	0.1%	18,423	38.0%	48,506
2017-18	20,008	27.5%	28,351	39.0%	0	0.0%	24,348	33.5%	72,707
2018-19	19,489	28.9%	21,892	32.4%	258	0.4%	25,902	38.4%	67,541
<b>Coolgardie</b>									
2007-08	566	64.2%	192	21.8%	0	0.0%	123	14.0%	881
2008-09	608	49.4%	61	5.0%	0	0.0%	562	45.7%	1,231
2009-10	650	35.2%	740	40.0%	0	0.0%	459	24.8%	1,849
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
2015-16	905	53.8%	284	16.9%	94	5.6%	400	23.8%	1,683
2016-17	1,203	47.6%	592	23.4%	40	1.6%	694	27.4%	2,529
2017-18	1,441	51.3%	679	24.2%	0	0.0%	691	24.6%	2,811
2018-19	1,435	34.5%	631	15.2%	258	6.2%	1,833	44.1%	4,157
<b>Dundas</b>									
2007-08	370	28.8%	273	21.3%	175	13.6%	465	36.2%	1,283
2008-09	881	50.8%	373	21.5%	75	4.3%	404	23.3%	1,733
2009-10	528	32.3%	571	34.9%	100	6.1%	435	26.6%	1,634
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
2015-16	868	44.7%	645	33.2%	0	0.0%	428	22.1%	1,941
2016-17	666	55.0%	546	45.0%	0	0.0%	0	0.0%	1,212
2017-18	515	86.6%	80	13.4%	0	0.0%	0	0.0%	595
2018-19	884	56.7%	307	19.7%	0	0.0%	368	23.6%	1,559
<b>Esperance</b>									
2007-08	3,612	32.8%	2,499	22.7%	29	0.3%	4,858	44.2%	10,998
2008-09	3,587	39.6%	1,545	17.1%	0	0.0%	3,928	43.4%	9,060
2009-10	3,526	34.4%	1,680	16.4%	0	0.0%	5,032	49.2%	10,238
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
2015-16	6,502	47.7%	1,856	13.6%	0	0.0%	5,275	38.7%	13,633
2016-17	6,015	38.3%	3,501	22.3%	0	0.0%	6,194	39.4%	15,710
2017-18	5,517	34.2%	3,083	19.1%	0	0.0%	7,535	46.7%	16,135
2018-19	4,269	24.6%	3,008	17.3%	0	0.0%	10,065	58.0%	17,342

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kalgoorlie-Boulder</b>									
2007-08	2,871	30.7%	1,042	11.2%	150	1.6%	5,281	56.5%	9,344
2008-09	2,300	24.4%	1,248	13.3%	0	0.0%	5,864	62.3%	9,412
2009-10	2,287	23.3%	1,113	11.4%	110	1.1%	6,295	64.2%	9,805
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308
2015-16	6,149	39.3%	1,881	12.0%	0	0.0%	7,611	48.7%	15,641
2016-17	3,527	26.6%	2,523	19.0%	0	0.0%	7,200	54.3%	13,250
2017-18	4,298	24.0%	6,948	38.7%	0	0.0%	6,688	37.3%	17,934
2018-19	2,318	18.6%	1,656	13.3%	0	0.0%	8,501	68.1%	12,475
<b>Laverton</b>									
2007-08	1,524	42.2%	1,429	39.6%	0	0.0%	656	18.2%	3,609
2008-09	1,216	35.3%	1,292	37.5%	0	0.0%	937	27.2%	3,445
2009-10	1,622	55.5%	552	18.9%	0	0.0%	748	25.6%	2,922
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
2015-16	1,969	28.9%	3,961	58.2%	28	0.4%	847	12.4%	6,805
2016-17	1,199	25.3%	2,855	60.2%	0	0.0%	689	14.5%	4,743
2017-18	2,358	12.4%	11,789	62.0%	0	0.0%	4,868	25.6%	19,015
2018-19	1,491	10.4%	10,286	72.1%	0	0.0%	2,491	17.5%	14,268
<b>Leonora</b>									
2007-08	824	32.5%	137	5.4%	0	0.0%	1,576	62.1%	2,537
2008-09	853	33.8%	139	5.5%	0	0.0%	1,532	60.7%	2,524
2009-10	879	45.9%	271	14.2%	0	0.0%	763	39.9%	1,913
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
2015-16	1,402	46.5%	432	14.3%	8	0.3%	1,171	38.9%	3,013
2016-17	1,528	43.8%	444	12.7%	0	0.0%	1,516	43.5%	3,488
2017-18	1,181	23.0%	1,517	29.5%	0	0.0%	2,443	47.5%	5,141
2018-19	638	27.1%	1,429	60.6%	0	0.0%	291	12.3%	2,358
<b>Menzies</b>									
2007-08	888	54.7%	519	32.0%	0	0.0%	217	13.4%	1,624
2008-09	1,426	47.2%	913	30.2%	10	0.3%	674	22.3%	3,023
2009-10	1,319	51.5%	760	29.7%	0	0.0%	482	18.8%	2,561
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
2015-16	1,739	38.1%	1,701	37.3%	0	0.0%	1,126	24.7%	4,566
2016-17	1,075	64.0%	178	10.6%	0	0.0%	428	25.5%	1,681
2017-18	1,681	49.1%	1,260	36.8%	0	0.0%	481	14.1%	3,422
2018-19	1,420	26.6%	2,622	49.1%	0	0.0%	1,303	24.4%	5,345

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Ngaanyatjarraku</b>									
2007-08	1,829	43.2%	1,279	30.2%	0	0.0%	1,123	26.5%	4,231
2008-09	997	32.8%	1,475	48.6%	0	0.0%	565	18.6%	3,037
2009-10	1,856	42.0%	1,480	33.5%	0	0.0%	1,085	24.5%	4,421
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
2015-16	2,368	55.8%	1,411	33.2%	0	0.0%	468	11.0%	4,247
2016-17	1,555	43.1%	1,510	41.9%	0	0.0%	541	15.0%	3,606
2017-18	1,208	25.0%	2,307	47.7%	0	0.0%	1,324	27.4%	4,839
2018-19	4,719	73.5%	1,516	23.6%	0	0.0%	183	2.9%	6,418
<b>Wiluna</b>									
2007-08	1,096	56.3%	213	11.0%	0	0.0%	636	32.7%	1,945
2008-09	1,155	57.5%	178	8.9%	0	0.0%	677	33.7%	2,010
2009-10	1,024	58.8%	149	8.6%	0	0.0%	568	32.6%	1,741
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351
2015-16	1,708	13.5%	10,988	86.5%	0	0.0%	0	0.0%	12,696
2016-17	816	35.7%	310	13.6%	0	0.0%	1,161	50.8%	2,287
2017-18	1,809	64.3%	688	24.4%	0	0.0%	318	11.3%	2,815
2018-19	2,315	64.0%	437	12.1%	0	0.0%	867	24.0%	3,619

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Great Southern Region</b>									
2007-08	11,103	36.1%	6,733	21.9%	130	0.4%	12,788	41.6%	30,754
2008-09	12,174	39.4%	7,854	25.4%	31	0.1%	10,851	35.1%	30,910
2009-10	12,737	36.7%	10,997	31.7%	0	0.0%	10,991	31.7%	34,725
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
2015-16	20,602	47.2%	9,041	20.7%	0	0.0%	13,984	32.1%	43,627
2016-17	18,604	33.7%	14,345	26.0%	1	0.0%	22,183	40.2%	55,133
2017-18	17,043	21.1%	41,124	51.0%	34	0.0%	22,468	27.9%	80,669
2018-19	16,622	23.4%	31,138	43.8%	0	0.0%	23,359	32.8%	71,119
<b>Albany</b>									
2007-08	2,180	25.7%	1,120	13.2%	77	0.9%	5,097	60.1%	8,474
2008-09	2,269	29.5%	2,293	29.8%	0	0.0%	3,139	40.8%	7,701
2009-10	3,081	32.6%	2,945	31.1%	0	0.0%	3,438	36.3%	9,464
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
2015-16	4,956	54.6%	1,538	16.9%	0	0.0%	2,586	28.5%	9,080
2016-17	3,933	29.5%	1,466	11.0%	0	0.0%	7,951	59.6%	13,350
2017-18	3,106	20.4%	2,394	15.8%	0	0.0%	9,689	63.8%	15,189
2018-19	3,040	21.3%	1,426	10.0%	0	0.0%	9,815	68.7%	14,281
<b>Shire of Broomehill-Tambellup [Established 1 July 2008]</b>									
Amalgamation of the former Shires of Broomehill and Tambellup									
<i>The amounts for 2007-08 are the sums of the amounts for the previous Shires of Broomehill and Tambellup</i>									
2007-08	831	43.7%	389	20.5%	0	0.0%	681	35.8%	1,901
2008-09	802	45.2%	449	25.3%	0	0.0%	522	29.4%	1,773
2009-10	705	37.6%	564	30.1%	0	0.0%	604	32.2%	1,873
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
2015-16	1,421	46.3%	871	28.4%	0	0.0%	776	25.3%	3,068
2016-17	1,189	27.5%	2,255	52.1%	0	0.0%	881	20.4%	4,325
2017-18	1,228	24.2%	3,021	59.7%	0	0.0%	815	16.1%	5,064
2018-19	1,687	31.6%	2,824	52.8%	0	0.0%	835	15.6%	5,346
<b>Cranbrook</b>									
2007-08	774	48.2%	561	34.9%	31	1.9%	241	15.0%	1,607
2008-09	895	58.6%	591	38.7%	0	0.0%	41	2.7%	1,527
2009-10	1,045	50.8%	850	41.3%	0	0.0%	163	7.9%	2,058
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
2015-16	2,113	43.1%	1,213	24.8%	0	0.0%	1,575	32.1%	4,901
2016-17	941	35.5%	669	25.3%	0	0.0%	1,038	39.2%	2,648
2017-18	1,215	33.8%	1,237	34.5%	0	0.0%	1,138	31.7%	3,590
2018-19	1,484	42.1%	816	23.2%	0	0.0%	1,224	34.7%	3,524



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Denmark</b>									
2007-08	514	22.3%	630	27.4%	17	0.7%	1,139	49.5%	2,300
2008-09	590	21.2%	350	12.6%	11	0.4%	1,830	65.8%	2,781
2009-10	768	22.8%	625	18.6%	0	0.0%	1,973	58.6%	3,366
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488
2015-16	572	19.6%	809	27.8%	0	0.0%	1,534	52.6%	2,915
2016-17	1,260	32.2%	1,033	26.4%	0	0.0%	1,617	41.4%	3,910
2017-18	1,631	32.3%	1,917	38.0%	0	0.0%	1,500	29.7%	5,048
2018-19	1,122	18.8%	3,746	62.7%	0	0.0%	1,109	18.6%	5,977
<b>Gnowangerup</b>									
2007-08	894	52.9%	541	32.0%	0	0.0%	255	15.1%	1,690
2008-09	899	44.3%	661	32.6%	0	0.0%	470	23.2%	2,030
2009-10	952	51.8%	258	14.0%	0	0.0%	627	34.1%	1,837
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
2015-16	1,428	59.1%	251	10.4%	0	0.0%	737	30.5%	2,416
2016-17	1,255	23.7%	2,283	43.1%	0	0.0%	1,763	33.3%	5,301
2017-18	1,184	11.5%	7,793	75.4%	0	0.0%	1,352	13.1%	10,329
2018-19	897	17.5%	3,085	60.0%	0	0.0%	1,156	22.5%	5,138
<b>Jerramungup</b>									
2007-08	714	39.1%	100	5.5%	0	0.0%	1,014	55.5%	1,828
2008-09	1,036	51.0%	81	4.0%	0	0.0%	916	45.1%	2,033
2009-10	896	45.9%	402	20.6%	0	0.0%	656	33.6%	1,954
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
2015-16	1,394	46.2%	622	20.6%	0	0.0%	1,004	33.2%	3,020
2016-17	1,110	31.2%	680	19.1%	0	0.0%	1,766	49.7%	3,556
2017-18	1,176	20.9%	3,343	59.5%	0	0.0%	1,100	19.6%	5,619
2018-19	1,052	36.8%	753	26.4%	0	0.0%	1,050	36.8%	2,855
<b>Katanning</b>									
2007-08	613	35.4%	383	22.1%	0	0.0%	738	42.6%	1,734
2008-09	655	43.4%	381	25.3%	0	0.0%	472	31.3%	1,508
2009-10	787	40.9%	662	34.4%	0	0.0%	475	24.7%	1,924
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
2015-16	1,170	44.2%	745	28.2%	0	0.0%	731	27.6%	2,646
2016-17	914	21.8%	2,193	52.4%	0	0.0%	1,080	25.8%	4,187
2017-18	888	22.2%	2,276	56.8%	34	0.8%	807	20.1%	4,005
2018-19	843	35.9%	342	14.6%	0	0.0%	1,160	49.5%	2,345

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kent</b>									
2007-08	943	51.2%	273	14.8%	5	0.3%	621	33.7%	1,842
2008-09	869	46.2%	240	12.8%	0	0.0%	771	41.0%	1,880
2009-10	804	44.6%	231	12.8%	0	0.0%	766	42.5%	1,801
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
2015-16	1,622	54.9%	303	10.3%	0	0.0%	1,028	34.8%	2,953
2016-17	1,498	56.5%	376	14.2%	0	0.0%	779	29.4%	2,653
2017-18	1,466	27.0%	3,035	55.9%	0	0.0%	930	17.1%	5,431
2018-19	1,235	33.4%	2,046	55.4%	0	0.0%	414	11.2%	3,695
<b>Kojonup</b>									
2007-08	839	44.5%	622	33.0%	0	0.0%	426	22.6%	1,887
2008-09	1,446	50.6%	718	25.1%	0	0.0%	692	24.2%	2,856
2009-10	898	32.8%	1,262	46.1%	0	0.0%	577	21.1%	2,737
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600
2015-16	1,757	55.7%	878	27.9%	0	0.0%	517	16.4%	3,152
2016-17	2,159	64.1%	421	12.5%	0	0.0%	786	23.4%	3,366
2017-18	1,749	54.3%	1,034	32.1%	0	0.0%	436	13.5%	3,219
2018-19	1,749	32.6%	1,098	20.5%	0	0.0%	2,521	47.0%	5,368
<b>Plantagenet</b>									
2007-08	1,387	28.5%	1,352	27.8%	0	0.0%	2,132	43.8%	4,871
2008-09	1,196	29.0%	1,453	35.2%	0	0.0%	1,473	35.7%	4,122
2009-10	1,393	33.6%	1,725	41.6%	0	0.0%	1,030	24.8%	4,148
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
2015-16	1,974	37.3%	643	12.2%	0	0.0%	2,675	50.5%	5,292
2016-17	2,122	38.0%	1,513	27.1%	0	0.0%	1,943	34.8%	5,578
2017-18	1,387	25.0%	596	10.7%	0	0.0%	3,574	64.3%	5,557
2018-19	1,644	30.5%	1,962	36.4%	0	0.0%	1,787	33.1%	5,393
<b>Ravensthorpe</b>									
2007-08	1,085	56.9%	503	26.4%	0	0.0%	320	16.8%	1,908
2008-09	859	48.6%	403	22.8%	20	1.1%	485	27.4%	1,767
2009-10	947	41.0%	752	32.6%	0	0.0%	608	26.4%	2,307
2010-11	1,022	46.4%	378	17.2%	0	0.0%	801	36.4%	2,201
2011-12	1,225	43.3%	393	13.9%	0	0.0%	1,209	42.8%	2,827
2012-13	669	29.2%	133	5.8%	0	0.0%	1,487	65.0%	2,289
2013-14	1,172	57.6%	132	6.5%	0	0.0%	732	36.0%	2,036
2014-15	1,020	36.2%	303	10.8%	152	5.4%	1,339	47.6%	2,814
2015-16	1,498	50.8%	748	25.4%	0	0.0%	703	23.8%	2,949
2018-19	1,673	31.5%	1,063	20.0%	1	0.0%	2,579	48.5%	5,316
2017-18	1,357	9.0%	13,243	88.2%	0	0.0%	415	2.8%	15,015
2018-19	1,203	7.7%	12,878	82.3%	0	0.0%	1,576	10.1%	15,657



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Woodanilling</b>									
2007-08	329	46.2%	259	36.4%	0	0.0%	124	17.4%	712
2008-09	658	70.6%	234	25.1%	0	0.0%	40	4.3%	932
2009-10	461	36.7%	721	57.4%	0	0.0%	74	5.9%	1,256
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135
2015-16	697	56.4%	420	34.0%	0	0.0%	118	9.6%	1,235
2016-17	550	58.3%	393	41.7%	0	0.0%	0	0.0%	943
2017-18	656	25.2%	1,235	47.4%	0	0.0%	712	27.4%	2,603
2018-19	666	43.2%	162	10.5%	0	0.0%	712	46.2%	1,540

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kimberley Region</b>									
2007-08	4,047	28.3%	2,400	16.8%	213	1.5%	7,634	53.4%	14,294
2008-09	5,247	37.9%	2,618	18.9%	1	0.0%	5,961	43.1%	13,827
2009-10	5,920	32.9%	5,032	27.9%	33	0.2%	7,021	39.0%	18,006
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
2015-16	9,997	39.3%	9,984	39.3%	149	0.6%	5,285	20.8%	25,415
2016-17	8,255	39.6%	4,940	23.7%	0	0.0%	7,636	36.7%	20,831
2017-18	7,535	20.2%	22,234	59.5%	22	0.1%	7,589	20.3%	37,380
2018-19	11,526	32.2%	12,064	33.7%	0	0.0%	12,177	34.0%	35,767
<b>Broome</b>									
2007-08	1,040	24.6%	718	17.0%	0	0.0%	2,465	58.4%	4,223
2008-09	1,313	26.9%	856	17.5%	0	0.0%	2,711	55.6%	4,880
2009-10	1,797	34.9%	908	17.6%	12	0.2%	2,438	47.3%	5,155
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
2015-16	3,259	43.8%	744	10.0%	0	0.0%	3,432	46.2%	7,435
2016-17	2,003	27.3%	959	13.0%	0	0.0%	4,387	59.7%	7,349
2017-18	1,687	21.1%	2,711	34.0%	0	0.0%	3,586	44.9%	7,984
2018-19	1,854	16.6%	3,358	30.1%	0	0.0%	5,962	53.4%	11,174
<b>Derby-West Kimberley</b>									
2007-08	1,194	29.9%	770	19.3%	213	5.3%	1,820	45.5%	3,997
2008-09	1,173	36.2%	663	20.4%	1	0.0%	1,406	43.4%	3,243
2009-10	2,015	36.3%	1,460	26.3%	21	0.4%	2,054	37.0%	5,550
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
2015-16	2,792	45.0%	2,784	44.9%	0	0.0%	624	10.1%	6,200
2016-17	2,711	47.6%	1,522	26.7%	0	0.0%	1,462	25.7%	5,695
2017-18	912	9.8%	7,161	77.0%	22	0.2%	1,203	12.9%	9,298
2018-19	2,247	20.8%	4,267	39.6%	0	0.0%	4,267	39.6%	10,781
<b>Halls Creek</b>									
2007-08	1,029	41.5%	365	14.7%	0	0.0%	1,086	43.8%	2,480
2008-09	1,185	42.2%	586	20.8%	0	0.0%	1,040	37.0%	2,811
2009-10	977	22.3%	2,283	52.1%	0	0.0%	1,125	25.7%	4,385
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
2015-16	2,189	33.7%	3,516	54.2%	0	0.0%	782	12.1%	6,487
2016-17	2,024	51.0%	1,541	38.9%	0	0.0%	401	10.1%	3,966
2017-18	2,010	34.0%	3,432	58.0%	0	0.0%	476	8.0%	5,918
2018-19	1,511	33.6%	2,416	53.7%	0	0.0%	568	12.6%	4,495

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Wyndham-East Kimberley</b>									
2007-08	784	21.8%	547	15.2%	0	0.0%	2,263	63.0%	3,594
2008-09	1,576	54.5%	513	17.7%	0	0.0%	804	27.8%	2,893
2009-10	1,131	38.8%	381	13.1%	0	0.0%	1,404	48.1%	2,916
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438
2015-16	1,757	33.2%	2,940	55.5%	149	2.8%	447	8.4%	5,293
2016-17	1,517	39.7%	918	24.0%	0	0.0%	1,386	36.3%	3,821
2017-18	2,926	20.6%	8,930	63.0%	0	0.0%	2,324	16.4%	14,180
2018-19	5,914	63.5%	2,023	21.7%	0	0.0%	1,380	14.8%	9,317

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Metropolitan Region</b>									
2007-08	37,357	16.3%	22,749	9.9%	8,256	3.6%	160,340	70.1%	228,702
2008-09	41,518	15.3%	33,382	12.3%	9,447	3.5%	186,414	68.8%	270,761
2009-10	42,754	15.1%	35,693	12.6%	8,570	3.0%	195,776	69.2%	282,793
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
2015-16	65,614	16.8%	34,253	8.8%	11,417	2.9%	279,413	71.5%	390,697
2016-17	63,209	15.4%	47,436	11.6%	8,324	2.0%	290,831	71.0%	409,800
2017-18	60,273	15.2%	45,497	11.5%	2,103	0.5%	287,381	72.7%	395,254
2018-19	47,887	11.8%	50,546	12.4%	4,014	1.0%	303,578	74.8%	406,025
<b>Armadale</b>									
2007-08	4,151	31.5%	1,466	11.1%	1,576	12.0%	5,972	45.4%	13,165
2008-09	2,354	16.1%	700	4.8%	491	3.4%	11,067	75.7%	14,612
2009-10	2,569	18.3%	4,264	30.4%	308	2.2%	6,887	49.1%	14,028
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
2015-16	4,173	29.3%	930	6.5%	249	1.8%	8,876	62.4%	14,228
2016-17	3,162	23.0%	1,302	9.5%	15	0.1%	9,252	67.4%	13,731
2017-18	2,676	33.0%	2,126	26.2%	9	0.1%	3,310	40.8%	8,121
2018-19	2,119	20.0%	1,690	16.0%	0	0.0%	6,763	64.0%	10,572
<b>Bassendean</b>									
2007-08	318	19.4%	59	3.6%	17	1.0%	1,243	75.9%	1,637
2008-09	470	16.6%	431	15.3%	6	0.2%	1,916	67.9%	2,823
2009-10	313	17.2%	166	9.1%	0	0.0%	1,339	73.7%	1,818
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
2015-16	496	11.9%	814	19.6%	67	1.6%	2,784	66.9%	4,161
2016-17	522	14.6%	521	14.5%	116	3.2%	2,426	67.7%	3,585
2017-18	356	9.0%	308	7.8%	43	1.1%	3,255	82.2%	3,962
2018-19	265	7.8%	50	1.5%	81	2.4%	2,994	88.3%	3,390
<b>Bayswater</b>									
2007-08	1,017	21.8%	321	6.9%	0	0.0%	3,336	71.4%	4,674
2008-09	915	16.4%	590	10.6%	0	0.0%	4,068	73.0%	5,573
2009-10	1,042	15.8%	651	9.9%	0	0.0%	4,911	74.4%	6,604
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
2015-16	1,697	17.0%	487	4.9%	180	1.8%	7,628	76.3%	9,992
2016-17	1,536	13.7%	1,719	15.3%	710	6.3%	7,283	64.7%	11,248
2017-18	1,502	16.2%	919	9.9%	287	3.1%	6,537	70.7%	9,245
2018-19	1,142	11.0%	813	7.8%	290	2.8%	8,169	78.4%	10,414

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### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Belmont</b>									
2007-08	592	10.5%	138	2.4%	0	0.0%	4,904	87.0%	5,634
2008-09	833	14.3%	236	4.1%	101	1.7%	4,647	79.9%	5,817
2009-10	725	11.2%	1,338	20.7%	123	1.9%	4,273	66.2%	6,459
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
2015-16	1,599	22.5%	305	4.3%	0	0.0%	5,218	73.3%	7,122
2016-17	2,412	29.7%	423	5.2%	0	0.0%	5,275	65.0%	8,110
2017-18	1,694	18.1%	1,232	13.2%	0	0.0%	6,421	68.7%	9,347
2018-19	2,249	26.4%	1,783	20.9%	0	0.0%	4,502	52.8%	8,534
<b>Cambridge</b>									
2007-08	437	6.3%	286	4.1%	87	1.3%	6,109	88.3%	6,919
2008-09	673	11.1%	357	5.9%	0	0.0%	5,007	82.9%	6,037
2009-10	518	8.9%	485	8.4%	93	1.6%	4,696	81.1%	5,792
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349
2014-15	661	7.0%	1,133	12.0%	14	0.1%	7,619	80.8%	9,427
2015-16	727	9.7%	417	5.6%	251	3.3%	6,114	81.4%	7,509
2016-17	779	11.5%	743	10.9%	-22	-0.3%	5,290	77.9%	6,790
2017-18	747	12.1%	698	11.3%	0	0.0%	4,748	76.7%	6,193
2018-19	553	8.6%	667	10.3%	90	1.4%	5,142	79.7%	6,452
<b>Canning</b>									
2007-08	1,992	14.8%	1,314	9.8%	163	1.2%	9,946	74.1%	13,415
2008-09	1,572	11.4%	1,180	8.6%	480	3.5%	10,542	76.5%	13,774
2009-10	1,904	10.2%	2,011	10.7%	915	4.9%	13,897	74.2%	18,727
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
2015-16	3,621	18.2%	2,713	13.6%	143	0.7%	13,459	67.5%	19,936
2016-17	3,310	15.4%	3,753	17.5%	1,991	9.3%	12,444	57.9%	21,498
2017-18	2,751	12.8%	3,672	17.1%	65	0.3%	14,989	69.8%	21,477
2018-19	1,337	6.0%	2,467	11.1%	930	4.2%	17,454	78.7%	22,188
<b>Claremont</b>									
2007-08	80	6.7%	67	5.6%	0	0.0%	1,053	87.8%	1,200
2008-09	88	3.1%	614	21.4%	0	0.0%	2,172	75.6%	2,874
2009-10	138	5.2%	207	7.7%	0	0.0%	2,334	87.1%	2,679
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
2015-16	548	19.0%	172	6.0%	0	0.0%	2,162	75.0%	2,882
2016-17	100	4.2%	221	9.3%	0	0.0%	2,067	86.6%	2,388
2017-18	218	10.0%	568	26.1%	0	0.0%	1,390	63.9%	2,176
2018-19	106	3.1%	786	23.1%	0	0.0%	2,504	73.7%	3,396



## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Cockburn</b>									
2007-08	1,982	18.6%	621	5.8%	1,421	13.3%	6,639	62.3%	10,663
2008-09	1,731	13.6%	1,413	11.1%	3,252	25.6%	6,310	49.7%	12,706
2009-10	2,110	21.0%	752	7.5%	1,446	14.4%	5,717	57.0%	10,025
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
2015-16	3,542	21.3%	1,807	10.8%	49	0.3%	11,267	67.6%	16,665
2016-17	3,032	13.2%	5,643	24.5%	4,172	18.1%	10,152	44.1%	22,999
2017-18	3,103	16.4%	2,631	13.9%	143	0.8%	13,096	69.0%	18,973
2018-19	5,440	20.2%	3,900	14.5%	290	1.1%	17,248	64.2%	26,878
<b>Cottesloe</b>									
2007-08	828	30.1%	775	28.2%	0	0.0%	1,149	41.8%	2,752
2008-09	465	21.3%	166	7.6%	0	0.0%	1,557	71.2%	2,188
2009-10	331	16.1%	135	6.6%	0	0.0%	1,590	77.3%	2,056
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
2015-16	101	11.5%	19	2.2%	15	1.7%	743	84.6%	878
2016-17	100	15.2%	24	3.6%	0	0.0%	534	81.2%	658
2017-18	103	6.5%	14	0.9%	0	0.0%	1,457	92.6%	1,574
2018-19	549	48.8%	24	2.1%	0	0.0%	552	49.1%	1,125
<b>East Fremantle</b>									
2007-08	219	39.7%	10	1.8%	0	0.0%	323	58.5%	552
2008-09	61	4.6%	150	11.3%	0	0.0%	1,121	84.2%	1,332
2009-10	62	5.2%	10	0.8%	0	0.0%	1,125	94.0%	1,197
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918
2015-16	72	3.9%	13	0.7%	0	0.0%	1,766	95.4%	1,851
2016-17	71	6.1%	17	1.5%	0	0.0%	1,070	92.4%	1,158
2017-18	142	12.9%	15	1.4%	7	0.6%	936	85.1%	1,100
2018-19	222	16.2%	34	2.5%	0	0.0%	1,115	81.3%	1,371
<b>Fremantle</b>									
2007-08	584	10.7%	552	10.1%	55	1.0%	4,263	78.2%	5,454
2008-09	516	8.5%	390	6.4%	0	0.0%	5,198	85.2%	6,104
2009-10	649	10.8%	476	7.9%	0	0.0%	4,878	81.3%	6,003
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
2015-16	1,151	11.7%	752	7.6%	175	1.8%	7,778	78.9%	9,856
2016-17	996	12.4%	1,511	18.8%	0	0.0%	5,534	68.8%	8,041
2017-18	881	21.1%	1,253	30.0%	0	0.0%	2,043	48.9%	4,177
2018-19	576	13.0%	452	10.2%	0	0.0%	3,398	76.8%	4,426



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### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Gosnells</b>									
2007-08	1,557	8.6%	2,451	13.6%	1,093	6.1%	12,901	71.7%	18,002
2008-09	4,381	27.2%	3,349	20.8%	1,260	7.8%	7,096	44.1%	16,086
2009-10	4,254	20.6%	5,397	26.1%	165	0.8%	10,867	52.5%	20,683
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
2015-16	4,566	20.0%	1,555	6.8%	0	0.0%	16,704	73.2%	22,825
2016-17	3,142	11.9%	1,912	7.3%	136	0.5%	21,178	80.3%	26,368
2017-18	3,539	13.6%	2,863	11.0%	23	0.1%	19,635	75.3%	26,060
2018-19	2,722	10.4%	5,448	20.7%	0	0.0%	18,119	68.9%	26,289
<b>Joondalup</b>									
2007-08	2,684	31.9%	1,570	18.7%	0	0.0%	4,161	49.4%	8,415
2008-09	4,751	24.2%	5,182	26.4%	1	0.0%	9,668	49.3%	19,602
2009-10	5,172	25.6%	3,809	18.9%	0	0.0%	11,223	55.5%	20,204
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
2015-16	5,325	22.6%	5,507	23.3%	95	0.4%	12,685	53.7%	23,612
2016-17	4,863	17.0%	2,853	10.0%	30	0.1%	20,854	72.9%	28,600
2017-18	5,051	23.1%	2,823	12.9%	54	0.2%	13,895	63.7%	21,823
2018-19	1,940	8.1%	3,156	13.1%	345	1.4%	18,579	77.3%	24,020
<b>Kalamunda</b>									
2007-08	2,772	29.3%	857	9.1%	0	0.0%	5,835	61.7%	9,464
2008-09	3,049	41.7%	491	6.7%	0	0.0%	3,766	51.5%	7,306
2009-10	1,232	20.5%	846	14.1%	0	0.0%	3,927	65.4%	6,005
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
2015-16	2,856	26.4%	390	3.6%	40	0.4%	7,546	69.7%	10,832
2016-17	2,662	24.5%	780	7.2%	6	0.1%	7,423	68.3%	10,871
2017-18	2,414	18.2%	619	4.7%	6	0.0%	10,211	77.1%	13,250
2018-19	2,707	20.3%	1,219	9.1%	1	0.0%	9,427	70.6%	13,354
<b>Kwinana</b>									
2007-08	757	15.1%	864	17.3%	123	2.5%	3,264	65.2%	5,008
2008-09	738	14.1%	469	8.9%	0	0.0%	4,041	77.0%	5,248
2009-10	1,365	18.3%	568	7.6%	40	0.5%	5,471	73.5%	7,444
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840
2015-16	1,854	15.4%	2,577	21.4%	24	0.2%	7,571	63.0%	12,026
2016-17	1,326	16.7%	1,483	18.6%	44	0.6%	5,099	64.1%	7,952
2017-18	1,457	17.0%	1,087	12.7%	0	0.0%	6,015	70.3%	8,559
2018-19	1,214	14.2%	1,030	12.0%	98	1.1%	6,207	72.6%	8,549

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Melville</b>									
2007-08	1,374	20.3%	597	8.8%	117	1.7%	4,680	69.1%	6,768
2008-09	1,498	12.6%	1,053	8.9%	65	0.5%	9,251	78.0%	11,867
2009-10	1,141	12.1%	2,735	29.0%	57	0.6%	5,513	58.4%	9,446
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
2015-16	2,587	16.0%	1,248	7.7%	1	0.0%	12,363	76.3%	16,199
2016-17	3,597	18.9%	3,227	17.0%	0	0.0%	12,190	64.1%	19,014
2017-18	2,373	12.8%	1,899	10.2%	15	0.1%	14,314	77.0%	18,601
2018-19	1,776	9.1%	2,259	11.5%	13	0.1%	15,523	79.3%	19,571
<b>Mosman Park</b>									
2007-08	114	15.2%	12	1.6%	21	2.8%	603	80.4%	750
2008-09	110	12.2%	12	1.3%	0	0.0%	778	86.4%	900
2009-10	142	20.1%	12	1.7%	0	0.0%	554	78.2%	708
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
2015-16	81	12.0%	15	2.2%	0	0.0%	580	85.8%	676
2016-17	131	12.0%	19	1.7%	0	0.0%	941	86.3%	1,091
2017-18	85	4.9%	483	27.8%	0	0.0%	1,167	67.3%	1,735
2018-19	87	5.5%	20	1.3%	0	0.0%	1,467	93.2%	1,574
<b>Mundaring</b>									
2007-08	1,118	22.5%	605	12.2%	122	2.5%	3,131	62.9%	4,976
2008-09	1,990	29.4%	707	10.4%	45	0.7%	4,037	59.6%	6,779
2009-10	1,514	25.0%	137	2.3%	80	1.3%	4,314	71.4%	6,045
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
2015-16	2,974	32.5%	679	7.4%	94	1.0%	5,415	59.1%	9,162
2016-17	1,904	24.6%	705	9.1%	143	1.8%	4,978	64.4%	7,730
2017-18	2,436	25.8%	691	7.3%	47	0.5%	6,262	66.4%	9,436
2018-19	1,540	16.8%	911	9.9%	84	0.9%	6,649	72.4%	9,184
<b>Nedlands</b>									
2007-08	621	10.3%	602	10.0%	0	0.0%	4,827	79.8%	6,050
2008-09	252	3.3%	655	8.5%	0	0.0%	6,826	88.3%	7,733
2009-10	1,182	21.4%	236	4.3%	0	0.0%	4,101	74.3%	5,519
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
2015-16	946	29.2%	104	3.2%	0	0.0%	2,195	67.6%	3,245
2016-17	953	11.1%	569	6.6%	0	0.0%	7,075	82.3%	8,597
2017-18	541	7.2%	759	10.0%	0	0.0%	6,256	82.8%	7,556
2018-19	292	4.3%	429	6.3%	0	0.0%	6,059	89.4%	6,780

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Peppermint Grove</b>									
2007-08	43	20.0%	3	1.4%	0	0.0%	169	78.6%	215
2008-09	17	9.6%	3	1.7%	0	0.0%	158	88.8%	178
2009-10	22	6.6%	3	0.9%	0	0.0%	310	92.5%	335
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574
2015-16	20	3.5%	4	0.7%	0	0.0%	550	95.8%	574
2016-17	42	10.7%	42	10.7%	0	0.0%	307	78.5%	391
2017-18	49	10.1%	69	14.2%	0	0.0%	367	75.7%	485
2018-19	20	4.5%	86	19.4%	0	0.0%	338	76.1%	444
<b>Perth</b>									
2007-08	502	3.7%	464	3.5%	0	0.0%	12,479	92.8%	13,445
2008-09	332	1.8%	783	4.2%	0	0.0%	17,664	94.1%	18,779
2009-10	415	1.6%	353	1.4%	0	0.0%	24,825	97.0%	25,593
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
2015-16	1,013	3.2%	759	2.4%	0	0.0%	29,530	94.3%	31,302
2016-17	771	3.2%	662	2.7%	0	0.0%	23,012	94.1%	24,445
2017-18	1,190	5.2%	438	1.9%	0	0.0%	21,453	92.9%	23,081
2018-19	462	2.0%	404	1.8%	0	0.0%	21,704	96.2%	22,570
<b>Rockingham</b>									
2007-08	2,167	23.4%	715	7.7%	435	4.7%	5,931	64.1%	9,248
2008-09	2,705	22.7%	961	8.1%	329	2.8%	7,935	66.5%	11,930
2009-10	2,559	20.7%	2,889	23.3%	110	0.9%	6,833	55.1%	12,391
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
2015-16	3,230	12.4%	2,416	9.3%	203	0.8%	20,206	77.6%	26,055
2016-17	3,911	15.3%	2,248	8.8%	379	1.5%	18,960	74.4%	25,498
2017-18	3,740	14.5%	1,813	7.0%	66	0.3%	20,259	78.3%	25,878
2018-19	3,177	12.5%	1,814	7.1%	89	0.4%	20,310	80.0%	25,390
<b>Serpentine-Jarrahdale</b>									
2007-08	915	21.9%	639	15.3%	0	0.0%	2,618	62.8%	4,172
2008-09	1,165	32.6%	706	19.8%	0	0.0%	1,701	47.6%	3,572
2009-10	1,121	31.2%	689	19.2%	0	0.0%	1,780	49.6%	3,590
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
2015-16	2,094	28.0%	791	10.6%	730	9.8%	3,868	51.7%	7,483
2016-17	1,967	26.8%	1,589	21.6%	0	0.0%	3,785	51.6%	7,341
2017-18	3,705	30.9%	1,930	16.1%	0	0.0%	6,353	53.0%	11,988
2018-19	4,083	38.4%	1,241	11.7%	0	0.0%	5,320	50.0%	10,644

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>South Perth</b>									
2007-08	651	13.7%	493	10.4%	95	2.0%	3,521	74.0%	4,760
2008-09	846	15.7%	580	10.8%	3	0.1%	3,950	73.4%	5,379
2009-10	818	13.6%	380	6.3%	24	0.4%	4,793	79.7%	6,015
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
2015-16	1,213	13.4%	357	3.9%	143	1.6%	7,355	81.1%	9,068
2016-17	1,124	11.9%	614	6.5%	87	0.9%	7,585	80.6%	9,410
2017-18	1,540	15.2%	258	2.5%	119	1.2%	8,201	81.1%	10,118
2018-19	559	7.7%	631	8.7%	0	0.0%	6,062	83.6%	7,252
<b>Stirling</b>									
2007-08	2,838	12.7%	688	3.1%	202	0.9%	18,621	83.3%	22,349
2008-09	2,791	12.0%	1,734	7.5%	160	0.7%	18,566	79.9%	23,251
2009-10	3,371	13.5%	1,123	4.5%	160	0.6%	20,306	81.4%	24,960
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090
2015-16	4,471	15.3%	1,540	5.3%	382	1.3%	22,759	78.1%	29,152
2016-17	5,014	16.1%	1,697	5.4%	0	0.0%	24,498	78.5%	31,209
2017-18	4,253	12.4%	1,456	4.2%	0	0.0%	28,556	83.3%	34,265
2018-19	3,185	8.6%	1,296	3.5%	0	0.0%	32,383	87.8%	36,864
<b>Subiaco</b>									
2007-08	521	8.4%	497	8.0%	0	0.0%	5,211	83.7%	6,229
2008-09	504	8.6%	972	16.6%	0	0.0%	4,376	74.8%	5,852
2009-10	523	9.5%	488	8.8%	0	0.0%	4,514	81.7%	5,525
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
2015-16	576	9.6%	158	2.6%	0	0.0%	5,262	87.8%	5,996
2016-17	381	4.3%	510	5.8%	0	0.0%	7,919	89.9%	8,810
2017-18	423	7.2%	467	8.0%	36	0.6%	4,913	84.1%	5,839
2018-19	354	5.9%	659	10.9%	210	3.5%	4,826	79.8%	6,049
<b>Swan</b>									
2007-08	2,484	14.6%	2,973	17.5%	115	0.7%	11,387	67.1%	16,959
2008-09	2,632	11.6%	2,812	12.4%	125	0.6%	17,064	75.4%	22,633
2009-10	3,198	13.1%	2,678	10.9%	0	0.0%	18,623	76.0%	24,499
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
2015-16	5,839	12.8%	4,567	10.0%	0	0.0%	35,186	77.2%	45,592
2016-17	6,963	14.6%	3,314	6.9%	0	0.0%	37,476	78.5%	47,753
2017-18	6,859	13.6%	6,772	13.4%	0	0.0%	36,891	73.0%	50,522
2018-19	3,448	8.3%	4,633	11.2%	0	0.0%	33,311	80.5%	41,392



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Victoria Park</b>									
2007-08	510	9.7%	387	7.4%	54	1.0%	4,282	81.8%	5,233
2008-09	542	10.7%	449	8.9%	10	0.2%	4,058	80.2%	5,059
2009-10	478	7.8%	681	11.1%	36	0.6%	4,937	80.5%	6,132
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
2015-16	1,030	12.3%	513	6.1%	0	0.0%	6,824	81.6%	8,367
2016-17	1,080	11.8%	904	9.8%	90	1.0%	7,115	77.4%	9,189
2017-18	1,087	12.0%	660	7.3%	90	1.0%	7,188	79.6%	9,025
2018-19	881	10.5%	827	9.9%	147	1.8%	6,508	77.8%	8,363
<b>Vincent</b>									
2007-08	440	7.2%	400	6.6%	208	3.4%	5,027	82.7%	6,075
2008-09	518	9.2%	674	12.0%	135	2.4%	4,278	76.3%	5,605
2009-10	483	9.5%	879	17.2%	113	2.2%	3,629	71.1%	5,104
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
2015-16	903	12.4%	688	9.4%	85	1.2%	5,624	77.0%	7,300
2016-17	697	9.7%	983	13.7%	64	0.9%	5,431	75.7%	7,175
2017-18	712	8.8%	1,617	20.0%	47	0.6%	5,691	70.5%	8,067
2018-19	513	7.8%	1,097	16.6%	37	0.6%	4,972	75.1%	6,619
<b>Wanneroo</b>									
2007-08	3,089	21.3%	2,323	16.0%	2,352	16.2%	6,755	46.5%	14,519
2008-09	3,019	15.8%	5,563	29.0%	2,984	15.6%	7,596	39.6%	19,162
2009-10	3,403	19.8%	1,295	7.5%	4,900	28.5%	7,609	44.2%	17,207
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634
2015-16	6,309	24.1%	1,956	7.5%	8,491	32.5%	9,395	35.9%	26,151
2016-17	6,661	23.7%	7,448	26.5%	363	1.3%	13,678	48.6%	28,150
2017-18	4,646	20.5%	5,357	23.7%	1,046	4.6%	11,572	51.2%	22,621
2018-19	4,369	13.5%	10,720	33.1%	1,309	4.0%	15,973	49.3%	32,371

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mid West Region</b>									
2007-08	13,977	41.5%	8,414	25.0%	278	0.8%	11,029	32.7%	33,698
2008-09	15,973	45.8%	6,740	19.3%	87	0.2%	12,093	34.7%	34,893
2009-10	15,170	37.3%	10,170	25.0%	241	0.6%	15,130	37.2%	40,711
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
2015-16	30,086	36.0%	34,134	40.8%	100	0.1%	19,244	23.0%	83,564
2016-17	32,287	37.1%	36,281	41.7%	96	0.1%	18,438	21.2%	87,102
2017-18	19,566	21.8%	45,452	50.7%	58	0.1%	24,579	27.4%	89,655
2018-19	14,711	17.3%	40,554	47.6%	435	0.5%	29,526	34.6%	85,226
<b>Carnamah</b>									
2007-08	464	42.2%	281	25.6%	0	0.0%	354	32.2%	1,099
2008-09	620	62.0%	196	19.6%	0	0.0%	184	18.4%	1,000
2009-10	529	47.9%	280	25.4%	0	0.0%	295	26.7%	1,104
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
2015-16	1,565	39.3%	1,685	42.3%	0	0.0%	734	18.4%	3,984
2016-17	2,371	49.1%	1,652	34.2%	0	0.0%	809	16.7%	4,832
2017-18	842	7.9%	8,985	84.7%	0	0.0%	783	7.4%	10,610
2018-19	587	12.4%	3,464	73.3%	0	0.0%	677	14.3%	4,728
<b>Chapman Valley</b>									
2007-08	1,218	50.8%	309	12.9%	68	2.8%	802	33.5%	2,397
2008-09	625	33.9%	677	36.7%	27	1.5%	517	28.0%	1,846
2009-10	772	32.3%	468	19.6%	112	4.7%	1,040	43.5%	2,392
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
2015-16	1,190	36.2%	1,288	39.2%	37	1.1%	768	23.4%	3,283
2016-17	1,224	34.9%	1,271	36.2%	49	1.4%	968	27.6%	3,512
2017-18	743	23.6%	1,230	39.1%	21	0.7%	1,149	36.6%	3,143
2018-19	763	26.6%	1,288	45.0%	18	0.6%	795	27.8%	2,864
<b>Coorow</b>									
2007-08	903	46.7%	1,031	53.3%	0	0.0%	0	0.0%	1,934
2008-09	686	35.2%	592	30.3%	0	0.0%	673	34.5%	1,951
2009-10	718	37.3%	825	42.8%	0	0.0%	383	19.9%	1,926
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
2015-16	1,262	49.1%	921	35.9%	0	0.0%	385	15.0%	2,568
2016-17	1,234	50.9%	675	27.9%	0	0.0%	513	21.2%	2,422
2017-18	1,018	36.1%	598	21.2%	0	0.0%	1,204	42.7%	2,820
2018-19	789	29.6%	625	23.4%	0	0.0%	1,252	47.0%	2,666



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Cue</b>									
2007-08	279	68.6%	128	31.4%	0	0.0%	0	0.0%	407
2008-09	915	82.7%	191	17.3%	0	0.0%	0	0.0%	1,106
2009-10	694	14.9%	3,470	74.6%	0	0.0%	489	10.5%	4,653
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885
2015-16	5,964	91.2%	280	4.3%	0	0.0%	296	4.5%	6,540
2016-17	7,427	85.7%	364	4.2%	0	0.0%	880	10.1%	8,671
2017-18	826	28.0%	1,085	36.8%	0	0.0%	1,034	35.1%	2,945
2018-19	480	18.0%	738	27.7%	0	0.0%	1,448	54.3%	2,666
<b>City of Greater Geraldton [New City established 1 July 2011]</b>									
2007-08 to 2009-10	Sum of the former City of Geraldton Greenough and the Shire of Mullewa								
2010-11 to 2018-19	New City of Greater Geraldton								
2007-08	2,164	19.7%	2,802	25.5%	125	1.1%	5,897	53.7%	10,988
2008-09	3,573	33.5%	1,089	10.2%	0	0.0%	5,991	56.2%	10,653
2009-10	2,369	22.3%	720	6.8%	0	0.0%	7,556	71.0%	10,645
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
2015-16	5,413	20.9%	9,209	35.5%	0	0.0%	11,314	43.6%	25,936
2016-17	6,068	31.8%	5,230	27.4%	0	0.0%	7,803	40.9%	19,101
2017-18	3,762	18.6%	4,748	23.5%	0	0.0%	11,669	57.8%	20,179
2018-19	2,047	10.5%	3,256	16.7%	412	2.1%	13,823	70.7%	19,538
<b>Irwin</b>									
2007-08	381	28.0%	286	21.0%	0	0.0%	693	51.0%	1,360
2008-09	394	31.0%	284	22.3%	0	0.0%	593	46.7%	1,271
2009-10	416	23.1%	383	21.2%	0	0.0%	1,004	55.7%	1,803
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
2015-16	739	39.5%	538	28.7%	0	0.0%	596	31.8%	1,873
2016-17	651	30.6%	454	21.4%	0	0.0%	1,019	48.0%	2,124
2017-18	650	25.0%	430	16.6%	0	0.0%	1,517	58.4%	2,597
2018-19	512	15.5%	492	14.9%	0	0.0%	2,294	69.6%	3,298
<b>Meekatharra</b>									
2007-08	1,626	57.1%	740	26.0%	0	0.0%	480	16.9%	2,846
2008-09	1,408	49.6%	353	12.4%	0	0.0%	1,080	38.0%	2,841
2009-10	1,476	55.6%	1,144	43.1%	0	0.0%	36	1.4%	2,656
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
2015-16	2,602	30.3%	5,164	60.2%	0	0.0%	817	9.5%	8,583
2016-17	2,911	27.5%	6,347	59.9%	0	0.0%	1,345	12.7%	10,603
2017-18	2,257	22.0%	6,525	63.7%	0	0.0%	1,461	14.3%	10,243
2018-19	1,241	14.9%	3,813	45.8%	0	0.0%	3,273	39.3%	8,327

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mingenew</b>									
2007-08	366	33.1%	348	31.5%	0	0.0%	391	35.4%	1,105
2008-09	442	35.5%	548	44.0%	0	0.0%	256	20.5%	1,246
2009-10	417	28.1%	435	29.3%	0	0.0%	631	42.5%	1,483
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
2015-16	731	45.8%	723	45.3%	0	0.0%	143	9.0%	1,597
2016-17	670	44.7%	564	37.6%	0	0.0%	266	17.7%	1,500
2017-18	468	31.3%	658	44.0%	0	0.0%	368	24.6%	1,494
2018-19	554	11.0%	4,447	88.0%	0	0.0%	52	1.0%	5,053
<b>Morawa</b>									
2007-08	700	59.9%	239	20.4%	0	0.0%	230	19.7%	1,169
2008-09	732	72.5%	249	24.7%	0	0.0%	29	2.9%	1,010
2009-10	797	62.9%	318	25.1%	0	0.0%	152	12.0%	1,267
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581
2015-16	1,016	55.2%	583	31.7%	48	2.6%	193	10.5%	1,840
2016-17	1,430	69.1%	461	22.3%	47	2.3%	132	6.4%	2,070
2017-18	1,065	29.9%	2,311	65.0%	37	1.0%	144	4.0%	3,557
2018-19	932	23.1%	2,998	74.3%	5	0.1%	98	2.4%	4,033
<b>Mount Magnet</b>									
2007-08	778	138.2%	140	24.9%	0	0.0%	-355	-63.1%	563
2008-09	631	111.7%	117	20.7%	0	0.0%	-183	-32.4%	565
2009-10	758	69.3%	162	14.8%	0	0.0%	174	15.9%	1,094
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
2015-16	721	20.8%	2,491	71.8%	0	0.0%	258	7.4%	3,470
2016-17	401	8.5%	4,049	86.0%	0	0.0%	258	5.5%	4,708
2017-18	747	69.6%	177	16.5%	0	0.0%	150	14.0%	1,074
2018-19	560	57.0%	232	23.6%	0	0.0%	191	19.4%	983
<b>Murchison</b>									
2007-08	1,072	59.9%	359	20.0%	0	0.0%	360	20.1%	1,791
2008-09	1,450	71.1%	235	11.5%	0	0.0%	355	17.4%	2,040
2009-10	1,253	67.9%	164	8.9%	0	0.0%	429	23.2%	1,846
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
2015-16	2,313	32.7%	3,553	50.2%	15	0.2%	1,201	17.0%	7,082
2016-17	1,832	23.1%	5,669	71.5%	0	0.0%	423	5.3%	7,924
2017-18	2,084	17.8%	8,538	72.9%	0	0.0%	1,083	9.3%	11,705
2018-19	1,160	7.3%	13,362	84.6%	0	0.0%	1,273	8.1%	15,795

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Northampton</b>									
2007-08	1,066	38.3%	491	17.7%	25	0.9%	1,198	43.1%	2,780
2008-09	912	31.9%	591	20.7%	0	0.0%	1,357	47.4%	2,860
2009-10	1,199	39.8%	500	16.6%	15	0.5%	1,297	43.1%	3,011
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
2015-16	1,334	40.2%	1,046	31.5%	0	0.0%	938	28.3%	3,318
2016-17	1,304	36.2%	1,507	41.8%	0	0.0%	790	21.9%	3,601
2017-18	1,196	32.8%	1,989	54.6%	0	0.0%	461	12.6%	3,646
2018-19	1,506	42.4%	1,454	41.0%	0	0.0%	590	16.6%	3,550
<b>Perenjori</b>									
2007-08	963	67.3%	98	6.8%	0	0.0%	370	25.9%	1,431
2008-09	1,054	76.2%	154	11.1%	0	0.0%	176	12.7%	1,384
2009-10	1,259	74.9%	216	12.8%	0	0.0%	206	12.3%	1,681
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
2015-16	1,918	63.1%	707	23.3%	0	0.0%	415	13.7%	3,040
2016-17	1,621	37.5%	1,979	45.8%	0	0.0%	718	16.6%	4,318
2017-18	1,677	37.0%	2,471	54.6%	0	0.0%	379	8.4%	4,527
2018-19	1,234	62.9%	525	26.8%	0	0.0%	202	10.3%	1,961
<b>Sandstone</b>									
2007-08	778	80.2%	140	14.4%	0	0.0%	52	5.4%	970
2008-09	884	56.6%	419	26.8%	0	0.0%	260	16.6%	1,563
2009-10	1,033	62.7%	292	17.7%	0	0.0%	322	19.6%	1,647
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836
2015-16	1,300	25.2%	2,980	57.8%	0	0.0%	873	16.9%	5,153
2016-17	1,157	17.1%	4,134	61.0%	0	0.0%	1,481	21.9%	6,772
2017-18	613	8.9%	4,754	68.9%	0	0.0%	1,535	22.2%	6,902
2018-19	450	8.3%	2,994	55.3%	0	0.0%	1,968	36.4%	5,412
<b>Three Springs</b>									
2007-08	484	45.7%	310	29.3%	0	0.0%	264	25.0%	1,058
2008-09	711	44.2%	597	37.1%	0	0.0%	299	18.6%	1,607
2009-10	651	41.3%	412	26.1%	0	0.0%	515	32.6%	1,578
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
2015-16	1,001	59.5%	459	27.3%	0	0.0%	222	13.2%	1,682
2016-17	827	36.7%	657	29.1%	0	0.0%	771	34.2%	2,255
2017-18	842	39.8%	620	29.3%	0	0.0%	651	30.8%	2,113
2018-19	772	41.2%	508	27.1%	0	0.0%	595	31.7%	1,875

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Yalgoo									
2007-08	735	40.8%	712	39.6%	60	3.3%	293	16.3%	1,800
2008-09	936	48.0%	448	23.0%	60	3.1%	506	25.9%	1,950
2009-10	829	43.1%	381	19.8%	114	5.9%	601	31.2%	1,925
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2015-16	1,017	28.1%	2,507	69.3%	0	0.0%	91	2.5%	3,615
2016-17	1,159	43.1%	1,268	47.2%	0	0.0%	262	9.7%	2,689
2017-18	776	37.0%	333	15.9%	0	0.0%	991	47.2%	2,100
2018-19	1,124	45.4%	358	14.5%	0	0.0%	995	40.2%	2,477

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### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Pilbara Region</b>									
2007-08	8,234	47.5%	4,100	23.6%	981	5.7%	4,031	23.2%	17,346
2008-09	6,753	25.1%	3,953	14.7%	10,608	39.4%	5,623	20.9%	26,937
2009-10	7,893	33.3%	5,793	24.5%	1,922	8.1%	8,060	34.1%	23,668
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
2015-16	13,789	44.2%	6,128	19.7%	551	1.8%	10,716	34.4%	31,184
2016-17	9,704	33.5%	6,613	22.8%	127	0.4%	12,516	43.2%	28,960
2017-18	9,875	28.3%	7,053	20.2%	530	1.5%	17,432	50.0%	34,890
2018-19	9,450	21.2%	15,123	33.9%	576	1.3%	19,491	43.7%	44,640
<b>Ashburton</b>									
2007-08	1,655	61.0%	860	31.7%	0	0.0%	198	7.3%	2,713
2008-09	2,220	17.8%	1,084	8.7%	9,945	79.7%	-765	-6.1%	12,484
2009-10	2,229	30.5%	3,024	41.4%	1,572	21.5%	485	6.6%	7,310
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
2015-16	3,069	61.1%	1,373	27.3%	0	0.0%	584	11.6%	5,026
2016-17	1,763	38.6%	742	16.3%	0	0.0%	2,061	45.1%	4,566
2017-18	1,807	36.3%	1,000	20.1%	0	0.0%	2,177	43.7%	4,984
2018-19	2,415	16.2%	10,111	67.7%	0	0.0%	2,420	16.2%	14,946
<b>East Pilbara</b>									
2007-08	3,320	55.8%	1,028	17.3%	162	2.7%	1,435	24.1%	5,945
2008-09	2,610	48.3%	1,252	23.2%	0	0.0%	1,540	28.5%	5,402
2009-10	3,360	60.6%	1,198	21.6%	100	1.8%	888	16.0%	5,546
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
2015-16	7,022	69.0%	1,360	13.4%	200	2.0%	1,595	15.7%	10,177
2016-17	4,181	49.1%	2,858	33.6%	100	1.2%	1,377	16.2%	8,516
2017-18	4,938	49.8%	3,254	32.8%	319	3.2%	1,408	14.2%	9,919
2018-19	3,902	46.9%	2,484	29.9%	219	2.6%	1,710	20.6%	8,315
<b>Karratha</b>									
2007-08	2,358	59.6%	1,054	26.7%	0	0.0%	542	13.7%	3,954
2008-09	986	27.6%	568	15.9%	0	0.0%	2,015	56.5%	3,569
2009-10	1,248	20.6%	707	11.7%	0	0.0%	4,092	67.7%	6,047
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
2015-16	2,063	21.4%	2,114	21.9%	0	0.0%	5,460	56.7%	9,637
2016-17	2,206	26.0%	1,304	15.4%	0	0.0%	4,964	58.6%	8,474
2017-18	1,615	18.2%	1,155	13.0%	211	2.4%	5,873	66.3%	8,854
2018-19	1,711	14.5%	2,065	17.5%	357	3.0%	7,638	64.9%	11,771



## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Port Hedland</b>									
2007-08	901	19.0%	1,158	24.5%	819	17.3%	1,856	39.2%	4,734
2008-09	937	17.1%	1,049	19.1%	663	12.1%	2,833	51.7%	5,482
2009-10	1,056	22.2%	864	18.1%	250	5.2%	2,595	54.5%	4,765
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579
2015-16	1,635	25.8%	1,281	20.2%	351	5.5%	3,077	48.5%	6,344
2016-17	1,554	21.0%	1,709	23.1%	27	0.4%	4,114	55.6%	7,404
2017-18	1,515	13.6%	1,644	14.8%	0	0.0%	7,974	71.6%	11,133
2018-19	1,422	14.8%	463	4.8%	0	0.0%	7,723	80.4%	9,608



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>South West Region</b>									
2007-08	17,465	30.7%	10,950	19.2%	240	0.4%	28,314	49.7%	56,969
2008-09	18,650	28.8%	14,420	22.3%	548	0.8%	31,049	48.0%	64,667
2009-10	19,276	26.1%	16,033	21.7%	70	0.1%	38,361	52.0%	73,740
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
2015-16	32,315	32.1%	29,621	29.4%	894	0.9%	37,822	37.6%	100,652
2016-17	32,546	28.2%	35,244	30.6%	2,511	2.2%	44,909	39.0%	115,210
2017-18	27,988	25.1%	22,677	20.3%	8,093	7.2%	52,898	47.4%	111,656
2018-19	20,868	21.1%	23,332	23.6%	1,183	1.2%	53,419	54.1%	98,802
<b>Augusta-Margaret River</b>									
2007-08	1,392	49.9%	333	11.9%	0	0.0%	1,066	38.2%	2,791
2008-09	2,569	42.9%	973	16.2%	529	8.8%	1,920	32.0%	5,991
2009-10	1,670	35.4%	767	16.2%	29	0.6%	2,255	47.8%	4,721
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
2015-16	2,629	40.2%	1,435	21.9%	0	0.0%	2,474	37.8%	6,538
2016-17	2,464	34.0%	1,071	14.8%	0	0.0%	3,710	51.2%	7,245
2017-18	1,998	24.4%	1,923	23.5%	0	0.0%	4,265	52.1%	8,186
2018-19	1,025	16.5%	1,570	25.2%	0	0.0%	3,633	58.3%	6,228
<b>Boddington</b>									
2007-08	269	36.1%	203	27.2%	0	0.0%	273	36.6%	745
2008-09	273	19.4%	652	46.4%	0	0.0%	479	34.1%	1,404
2009-10	272	36.4%	230	30.8%	0	0.0%	245	32.8%	747
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
2015-16	465	46.1%	280	27.8%	0	0.0%	264	26.2%	1,009
2016-17	499	44.8%	271	24.3%	0	0.0%	344	30.9%	1,114
2017-18	497	31.0%	836	52.2%	0	0.0%	269	16.8%	1,602
2018-19	303	25.7%	338	28.6%	0	0.0%	540	45.7%	1,181
<b>Boyup Brook</b>									
2007-08	792	48.9%	467	28.9%	33	2.0%	326	20.1%	1,618
2008-09	903	49.0%	354	19.2%	19	1.0%	567	30.8%	1,843
2009-10	1,031	44.1%	584	25.0%	0	0.0%	724	31.0%	2,339
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
2015-16	1,450	38.1%	1,837	48.2%	0	0.0%	522	13.7%	3,809
2016-17	2,107	45.5%	1,987	42.9%	5	0.1%	530	11.4%	4,629
2017-18	1,445	40.4%	1,425	39.8%	0	0.0%	710	19.8%	3,580
2018-19	1,147	45.3%	580	22.9%	0	0.0%	804	31.8%	2,531

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Bridgetown-Greenbushes</b>									
2007-08	1,668	45.8%	1,292	35.4%	26	0.7%	659	18.1%	3,645
2008-09	834	39.5%	407	19.3%	0	0.0%	870	41.2%	2,111
2009-10	882	29.9%	1,063	36.0%	0	0.0%	1,008	34.1%	2,953
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
2015-16	1,766	60.4%	389	13.3%	14	0.5%	756	25.8%	2,925
2016-17	2,803	73.1%	681	17.8%	0	0.0%	351	9.2%	3,835
2017-18	1,278	52.0%	354	14.4%	0	0.0%	826	33.6%	2,458
2018-19	1,487	45.2%	547	16.6%	351	10.7%	908	27.6%	3,293
<b>Bunbury</b>									
2007-08	1,090	24.8%	397	9.0%	25	0.6%	2,879	65.6%	4,391
2008-09	809	13.3%	1,465	24.1%	0	0.0%	3,801	62.6%	6,075
2009-10	1,294	15.2%	1,451	17.0%	0	0.0%	5,794	67.9%	8,539
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900
2015-16	1,824	24.9%	1,852	25.3%	73	1.0%	3,573	48.8%	7,322
2016-17	1,550	16.1%	2,305	24.0%	20	0.2%	5,746	59.7%	9,621
2017-18	2,000	24.9%	1,466	18.2%	25	0.3%	4,547	56.6%	8,038
2018-19	1,726	18.2%	1,090	11.5%	59	0.6%	6,610	69.7%	9,485
<b>Busselton</b>									
2007-08	1,569	24.7%	1,203	18.9%	0	0.0%	3,589	56.4%	6,361
2008-09	1,887	27.5%	768	11.2%	0	0.0%	4,217	61.4%	6,872
2009-10	2,156	32.5%	706	10.6%	0	0.0%	3,774	56.9%	6,636
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
2015-16	3,834	29.9%	1,440	11.2%	0	0.0%	7,562	58.9%	12,836
2016-17	4,708	31.6%	2,029	13.6%	0	0.0%	8,142	54.7%	14,879
2017-18	3,388	26.0%	2,253	17.3%	0	0.0%	7,369	56.6%	13,010
2018-19	1,849	14.5%	1,653	13.0%	0	0.0%	9,242	72.5%	12,744
<b>Capel</b>									
2007-08	1,546	39.2%	436	11.1%	0	0.0%	1,958	49.7%	3,940
2008-09	689	25.9%	142	5.3%	0	0.0%	1,834	68.8%	2,665
2009-10	771	22.1%	938	26.9%	0	0.0%	1,776	51.0%	3,485
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
2015-16	1,350	33.1%	204	5.0%	28	0.7%	2,495	61.2%	4,077
2016-17	1,496	30.8%	851	17.5%	0	0.0%	2,512	51.7%	4,859
2017-18	1,255	26.2%	438	9.1%	70	1.5%	3,035	63.3%	4,798
2018-19	879	13.2%	2,324	35.0%	57	0.9%	3,384	50.9%	6,644

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Collie</b>									
2007-08	686	33.0%	337	16.2%	0	0.0%	1,058	50.8%	2,081
2008-09	671	23.7%	402	14.2%	0	0.0%	1,759	62.1%	2,832
2009-10	820	19.4%	2,146	50.9%	0	0.0%	1,250	29.6%	4,216
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
2015-16	1,381	58.6%	558	23.7%	0	0.0%	416	17.7%	2,355
2016-17	1,497	56.4%	605	22.8%	0	0.0%	551	20.8%	2,653
2017-18	868	36.8%	530	22.5%	0	0.0%	959	40.7%	2,357
2018-19	478	20.8%	903	39.2%	0	0.0%	922	40.0%	2,303
<b>Dardanup</b>									
2007-08	465	19.9%	867	37.1%	0	0.0%	1,003	43.0%	2,335
2008-09	570	22.6%	735	29.1%	0	0.0%	1,221	48.3%	2,526
2009-10	615	14.1%	1,874	43.0%	0	0.0%	1,871	42.9%	4,360
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
2015-16	1,092	20.6%	1,468	27.7%	10	0.2%	2,721	51.4%	5,291
2016-17	1,199	21.1%	1,948	34.3%	0	0.0%	2,531	44.6%	5,678
2017-18	1,207	18.1%	2,144	32.2%	0	0.0%	3,312	49.7%	6,663
2018-19	1,254	22.6%	1,371	24.8%	0	0.0%	2,913	52.6%	5,538
<b>Donnybrook-Balingup</b>									
2007-08	737	34.0%	751	34.7%	28	1.3%	650	30.0%	2,166
2008-09	1,121	45.4%	812	32.9%	0	0.0%	536	21.7%	2,469
2009-10	898	31.1%	1,104	38.3%	41	1.4%	843	29.2%	2,886
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
2015-16	2,818	38.1%	3,730	50.4%	11	0.1%	840	11.4%	7,399
2016-17	926	23.7%	1,554	39.7%	0	0.0%	1,432	36.6%	3,912
2017-18	1,332	38.6%	786	22.8%	17	0.5%	1,312	38.1%	3,447
2018-19	2,025	31.9%	2,675	42.1%	17	0.3%	1,637	25.8%	6,354
<b>Harvey</b>									
2007-08	1,279	21.3%	1,298	21.6%	58	1.0%	3,362	56.1%	5,997
2008-09	1,189	22.2%	1,046	19.5%	0	0.0%	3,125	58.3%	5,360
2009-10	1,817	29.9%	502	8.3%	0	0.0%	3,748	61.8%	6,067
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418
2015-16	2,257	35.7%	798	12.6%	0	0.0%	3,263	51.6%	6,318
2016-17	2,183	25.2%	1,243	14.4%	0	0.0%	5,226	60.4%	8,652
2017-18	2,139	12.8%	1,092	6.5%	7,105	42.5%	6,400	38.2%	16,736
2018-19	2,783	25.0%	2,601	23.4%	205	1.8%	5,528	49.7%	11,117

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mandurah</b>									
2007-08	1,095	12.2%	1,164	12.9%	0	0.0%	6,747	74.9%	9,006
2008-09	1,232	12.0%	2,644	25.8%	0	0.0%	6,388	62.2%	10,264
2009-10	1,775	13.1%	1,577	11.6%	0	0.0%	10,247	75.4%	13,599
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
2015-16	3,284	20.6%	4,197	26.3%	673	4.2%	7,784	48.8%	15,938
2016-17	3,311	13.1%	11,657	46.1%	2,444	9.7%	7,895	31.2%	25,307
2017-18	2,462	14.0%	2,074	11.8%	13	0.1%	13,042	74.1%	17,591
2018-19	1,328	9.9%	2,263	16.9%	85	0.6%	9,740	72.6%	13,416
<b>Manjimup</b>									
2007-08	1,435	31.0%	836	18.1%	0	0.0%	2,355	50.9%	4,626
2008-09	2,840	40.1%	2,767	39.1%	0	0.0%	1,469	20.8%	7,076
2009-10	1,732	35.1%	1,476	29.9%	0	0.0%	1,728	35.0%	4,936
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
2015-16	2,989	38.4%	2,654	34.1%	15	0.2%	2,116	27.2%	7,774
2016-17	3,328	37.1%	3,471	38.7%	20	0.2%	2,158	24.0%	8,977
2017-18	2,804	27.5%	4,455	43.7%	10	0.1%	2,927	28.7%	10,196
2018-19	1,541	21.7%	2,606	36.6%	10	0.1%	2,956	41.6%	7,113
<b>Murray</b>									
2007-08	1,306	39.0%	559	16.7%	70	2.1%	1,411	42.2%	3,346
2008-09	989	29.4%	771	22.9%	0	0.0%	1,607	47.7%	3,367
2009-10	1,328	34.2%	697	18.0%	0	0.0%	1,856	47.8%	3,881
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
2015-16	2,711	22.2%	7,777	63.7%	70	0.6%	1,658	13.6%	12,216
2016-17	2,311	29.5%	3,895	49.7%	22	0.3%	1,612	20.6%	7,840
2017-18	3,130	37.1%	1,750	20.7%	853	10.1%	2,702	32.0%	8,435
2018-19	1,690	24.2%	1,311	18.8%	399	5.7%	3,573	51.2%	6,973
<b>Nannup</b>									
2007-08	814	43.2%	568	30.1%	0	0.0%	502	26.6%	1,884
2008-09	1,432	61.4%	210	9.0%	0	0.0%	689	29.6%	2,331
2009-10	1,547	55.8%	671	24.2%	0	0.0%	555	20.0%	2,773
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
2015-16	1,564	54.3%	441	15.3%	0	0.0%	875	30.4%	2,880
2016-17	1,229	32.1%	950	24.8%	0	0.0%	1,646	43.0%	3,825
2017-18	1,433	61.1%	384	16.4%	0	0.0%	530	22.6%	2,347
2018-19	709	49.5%	319	22.3%	0	0.0%	403	28.2%	1,431

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Waroona</b>									
2007-08	1,322	64.9%	239	11.7%	0	0.0%	476	23.4%	2,037
2008-09	642	43.3%	272	18.4%	0	0.0%	567	38.3%	1,481
2009-10	668	41.7%	247	15.4%	0	0.0%	687	42.9%	1,602
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874
2015-16	901	45.9%	561	28.5%	0	0.0%	503	25.6%	1,965
2016-17	935	42.8%	726	33.2%	0	0.0%	523	23.9%	2,184
2017-18	752	34.0%	767	34.7%	0	0.0%	693	31.3%	2,212
2018-19	644	26.3%	1,181	48.2%	0	0.0%	626	25.5%	2,451



## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Wheatbelt North Region</b>									
2007-08	20,905	47.1%	10,872	24.5%	495	1.1%	12,154	27.4%	44,426
2008-09	24,256	48.5%	9,664	19.3%	412	0.8%	15,670	31.3%	50,002
2009-10	22,970	47.5%	11,192	23.1%	18	0.0%	14,179	29.3%	48,359
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
2014-16	34,070	47.5%	20,130	28.1%	65	0.1%	17,472	24.4%	71,737
2016-17	33,272	45.5%	20,604	28.2%	23	0.0%	19,293	26.4%	73,192
2017-18	28,079	39.5%	18,859	26.5%	171	0.2%	23,974	33.7%	71,083
2018-19	22,133	32.2%	24,213	35.2%	49	0.1%	22,371	32.5%	68,766
<b>Chittering</b>									
2007-08	317	19.2%	366	22.2%	5	0.3%	964	58.4%	1,652
2008-09	946	38.1%	337	13.6%	191	7.7%	1,009	40.6%	2,483
2009-10	1,442	42.4%	471	13.8%	0	0.0%	1,489	43.8%	3,402
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
2015-16	745	23.4%	868	27.3%	0	0.0%	1,564	49.2%	3,177
2016-17	2,106	47.8%	728	16.5%	0	0.0%	1,571	35.7%	4,405
2017-18	440	14.1%	1,454	46.5%	0	0.0%	1,235	39.5%	3,129
2018-19	595	16.8%	1,411	39.8%	0	0.0%	1,541	43.4%	3,547
<b>Cunderdin</b>									
2007-08	633	56.2%	210	18.6%	0	0.0%	284	25.2%	1,127
2008-09	650	44.3%	262	17.9%	0	0.0%	554	37.8%	1,466
2009-10	685	50.5%	265	19.5%	0	0.0%	406	29.9%	1,356
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
2015-16	1,162	66.9%	423	24.4%	0	0.0%	151	8.7%	1,736
2016-17	1,081	56.4%	443	23.1%	0	0.0%	393	20.5%	1,917
2017-18	966	60.5%	363	22.7%	0	0.0%	268	16.8%	1,597
2018-19	700	39.2%	505	28.3%	0	0.0%	582	32.6%	1,787
<b>Dalwallinu</b>									
2007-08	1,386	47.8%	516	17.8%	0	0.0%	996	34.4%	2,898
2008-09	1,420	47.1%	550	18.3%	0	0.0%	1,043	34.6%	3,013
2009-10	1,752	71.4%	288	11.7%	0	0.0%	413	16.8%	2,453
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
2015-16	2,607	35.6%	4,020	54.9%	0	0.0%	698	9.5%	7,325
2016-17	2,470	37.1%	3,799	57.1%	0	0.0%	383	5.8%	6,652
2017-18	2,144	28.2%	2,922	38.5%	0	0.0%	2,529	33.3%	7,595
2018-19	1,143	18.3%	4,038	64.7%	0	0.0%	1,063	17.0%	6,244



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Dandaragan</b>									
2007-08	1,150	28.4%	1,901	46.9%	0	0.0%	999	24.7%	4,050
2008-09	1,670	46.4%	460	12.8%	0	0.0%	1,469	40.8%	3,599
2009-10	1,370	52.3%	485	18.5%	0	0.0%	763	29.1%	2,618
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396
2015-16	2,311	41.7%	2,459	44.4%	0	0.0%	771	13.9%	5,541
2016-17	1,829	34.2%	2,593	48.5%	0	0.0%	927	17.3%	5,349
2017-18	1,654	38.4%	941	21.8%	0	0.0%	1,714	39.8%	4,309
2018-19	1,274	31.3%	1,382	33.9%	0	0.0%	1,420	34.8%	4,076
<b>Dowerin</b>									
2007-08	618	62.3%	364	36.7%	0	0.0%	10	1.0%	992
2008-09	940	68.6%	261	19.1%	0	0.0%	169	12.3%	1,370
2009-10	709	58.8%	411	34.1%	0	0.0%	85	7.1%	1,205
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
2015-16	1,185	81.2%	40	2.7%	0	0.0%	235	16.1%	1,460
2016-17	1,035	71.1%	311	21.4%	0	0.0%	109	7.5%	1,455
2017-18	752	48.1%	630	40.3%	0	0.0%	180	11.5%	1,562
2018-19	849	31.0%	1,061	38.8%	0	0.0%	826	30.2%	2,736
<b>Gingin</b>									
2007-08	1,176	40.6%	283	9.8%	10	0.3%	1,430	49.3%	2,899
2008-09	1,207	34.5%	494	14.1%	202	5.8%	1,596	45.6%	3,499
2009-10	1,336	39.0%	1,340	39.1%	0	0.0%	750	21.9%	3,426
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
2015-16	1,973	37.1%	929	17.5%	0	0.0%	2,411	45.4%	5,313
2016-17	1,738	35.1%	896	18.1%	9	0.2%	2,307	46.6%	4,950
2017-18	1,635	29.0%	767	13.6%	78	1.4%	3,157	56.0%	5,637
2018-19	1,352	29.6%	1,886	41.3%	0	0.0%	1,326	29.1%	4,564
<b>Goomalling</b>									
2007-08	440	24.8%	521	29.4%	0	0.0%	810	45.7%	1,771
2008-09	615	24.4%	1,031	40.9%	0	0.0%	873	34.7%	2,519
2009-10	537	27.9%	485	25.2%	0	0.0%	902	46.9%	1,924
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
2015-16	820	26.6%	596	19.3%	0	0.0%	1,668	54.1%	3,084
2016-17	730	24.3%	637	21.2%	0	0.0%	1,632	54.4%	2,999
2017-18	689	36.1%	495	26.0%	0	0.0%	722	37.9%	1,906
2018-19	534	35.6%	218	14.5%	0	0.0%	750	49.9%	1,502

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kellerberrin</b>									
2007-08	684	61.1%	262	23.4%	0	0.0%	174	15.5%	1,120
2008-09	729	52.3%	296	21.2%	0	0.0%	370	26.5%	1,395
2009-10	738	55.9%	272	20.6%	0	0.0%	310	23.5%	1,320
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
2015-16	1,292	60.3%	575	26.9%	0	0.0%	274	12.8%	2,141
2016-17	1,146	45.8%	731	29.2%	0	0.0%	626	25.0%	2,503
2017-18	1,079	28.0%	1,980	51.4%	0	0.0%	795	20.6%	3,854
2018-19	916	45.9%	570	28.5%	0	0.0%	511	25.6%	1,997
<b>Koorda</b>									
2007-08	834	54.7%	310	20.3%	0	0.0%	381	25.0%	1,525
2008-09	850	54.8%	312	20.1%	0	0.0%	390	25.1%	1,552
2009-10	1,042	63.5%	352	21.5%	0	0.0%	247	15.1%	1,641
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913
2015-16	602	28.5%	1,447	68.5%	0	0.0%	62	2.9%	2,111
2016-17	1,363	51.1%	477	17.9%	0	0.0%	826	31.0%	2,666
2017-18	1,201	52.9%	442	19.5%	0	0.0%	626	27.6%	2,269
2018-19	915	47.3%	488	25.2%	0	0.0%	533	27.5%	1,936
<b>Merredin</b>									
2007-08	965	67.9%	373	26.2%	0	0.0%	84	5.9%	1,422
2008-09	1,147	51.9%	409	18.5%	0	0.0%	656	29.7%	2,212
2009-10	1,049	55.4%	520	27.5%	0	0.0%	325	17.2%	1,894
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
2015-16	1,925	57.4%	723	21.5%	0	0.0%	707	21.1%	3,355
2016-17	1,916	55.6%	649	18.8%	0	0.0%	881	25.6%	3,446
2017-18	1,602	43.6%	661	18.0%	0	0.0%	1,415	38.5%	3,678
2018-19	1,257	36.9%	808	23.7%	0	0.0%	1,346	39.5%	3,411
<b>Moora</b>									
2007-08	1,809	66.6%	504	18.6%	0	0.0%	403	14.8%	2,716
2008-09	1,599	65.3%	484	19.8%	0	0.0%	366	14.9%	2,449
2009-10	855	34.1%	722	28.8%	0	0.0%	932	37.1%	2,509
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
2015-16	1,652	63.6%	742	28.6%	0	0.0%	203	7.8%	2,597
2016-17	1,467	36.5%	1,138	28.3%	0	0.0%	1,415	35.2%	4,020
2017-18	1,364	39.5%	812	23.5%	0	0.0%	1,278	37.0%	3,454
2018-19	943	31.2%	817	27.0%	0	0.0%	1,264	41.8%	3,024

## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mount Marshall</b>									
2007-08	1,393	68.2%	428	21.0%	0	0.0%	221	10.8%	2,042
2008-09	1,195	61.3%	499	25.6%	0	0.0%	256	13.1%	1,950
2009-10	1,204	63.9%	449	23.8%	0	0.0%	230	12.2%	1,883
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
2015-16	1,798	63.8%	715	25.4%	0	0.0%	307	10.9%	2,820
2016-17	1,735	60.3%	1,045	36.3%	0	0.0%	97	3.4%	2,877
2017-18	1,816	64.3%	794	28.1%	0	0.0%	213	7.5%	2,823
2018-19	1,316	54.5%	799	33.1%	0	0.0%	301	12.5%	2,416
<b>Mukinbudin</b>									
2007-08	512	49.5%	450	43.5%	0	0.0%	72	7.0%	1,034
2008-09	734	68.2%	267	24.8%	0	0.0%	76	7.1%	1,077
2009-10	821	67.5%	316	26.0%	0	0.0%	80	6.6%	1,217
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
2015-16	1,203	60.2%	518	25.9%	0	0.0%	276	13.8%	1,997
2016-17	877	54.4%	440	27.3%	0	0.0%	295	18.3%	1,612
2017-18	1,110	60.3%	332	18.0%	0	0.0%	399	21.7%	1,841
2018-19	777	44.7%	577	33.2%	0	0.0%	386	22.2%	1,740
<b>Shire of Northam [New Shire established 1 July 2007]</b>									
<b>Amalgamation of the former Shire of Northam and the Town of Northam</b>									
2007-08	970	42.8%	414	18.3%	0	0.0%	884	39.0%	2,268
2008-09	932	27.7%	418	12.4%	0	0.0%	2,020	59.9%	3,370
2009-10	1,220	33.7%	641	17.7%	0	0.0%	1,758	48.6%	3,619
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076
2015-16	2,169	37.3%	702	12.1%	0	0.0%	2,944	50.6%	5,815
2016-17	1,231	21.9%	800	14.2%	0	0.0%	3,591	63.9%	5,622
2017-18	1,325	23.5%	967	17.1%	0	0.0%	3,358	59.4%	5,650
2018-19	1,323	17.5%	2,231	29.5%	0	0.0%	4,021	53.1%	7,575
<b>Nungarin</b>									
2007-08	364	62.5%	127	21.8%	0	0.0%	91	15.6%	582
2008-09	379	63.0%	147	24.4%	0	0.0%	76	12.6%	602
2009-10	377	46.9%	304	37.9%	0	0.0%	122	15.2%	803
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
2015-16	713	53.6%	239	18.0%	0	0.0%	377	28.4%	1,329
2016-17	686	56.4%	244	20.1%	0	0.0%	286	23.5%	1,216
2017-18	371	38.5%	169	17.5%	0	0.0%	423	43.9%	963
2018-19	342	35.6%	246	25.6%	0	0.0%	372	38.8%	960

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Tammin</b>									
2007-08	483	61.7%	157	20.1%	0	0.0%	143	18.3%	783
2008-09	346	75.2%	142	30.9%	0	0.0%	-28	-6.1%	460
2009-10	491	51.3%	271	28.3%	0	0.0%	196	20.5%	958
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
2015-16	559	45.4%	373	30.3%	0	0.0%	298	24.2%	1,230
2016-17	663	49.0%	415	30.7%	0	0.0%	275	20.3%	1,353
2017-18	555	44.7%	230	18.5%	0	0.0%	458	36.8%	1,243
2018-19	374	38.1%	326	33.2%	0	0.0%	281	28.6%	981
<b>Toodyay</b>									
2007-08	1,672	54.9%	449	14.8%	240	7.9%	682	22.4%	3,043
2008-09	2,271	67.7%	543	16.2%	0	0.0%	541	16.1%	3,355
2009-10	732	28.0%	459	17.6%	0	0.0%	1,419	54.4%	2,610
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
2015-16	1,322	50.2%	797	30.3%	0	0.0%	515	19.6%	2,634
2016-17	1,350	44.8%	1,051	34.9%	0	0.0%	611	20.3%	3,012
2017-18	1,060	41.9%	279	11.0%	0	0.0%	1,193	47.1%	2,532
2018-19	585	21.5%	395	14.5%	0	0.0%	1,745	64.0%	2,725
<b>Trayning</b>									
2007-08	567	71.0%	211	26.4%	0	0.0%	21	2.6%	799
2008-09	609	62.0%	228	23.2%	0	0.0%	146	14.9%	983
2009-10	607	65.3%	202	21.7%	0	0.0%	120	12.9%	929
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
2015-16	994	73.4%	360	26.6%	0	0.0%	0	0.0%	1,354
2016-17	1,076	74.3%	373	25.7%	0	0.0%	0	0.0%	1,449
2017-18	779	52.7%	578	39.1%	0	0.0%	121	8.2%	1,478
2018-19	570	44.4%	523	40.8%	0	0.0%	190	14.8%	1,283
<b>Victoria Plains</b>									
2007-08	509	28.5%	678	38.0%	0	0.0%	597	33.5%	1,784
2008-09	603	28.2%	305	14.3%	0	0.0%	1,229	57.5%	2,137
2009-10	623	30.2%	778	37.7%	0	0.0%	663	32.1%	2,064
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897
2015-16	1,201	44.1%	672	24.7%	20	0.7%	831	30.5%	2,724
2016-17	1,235	46.0%	313	11.7%	0	0.0%	1,138	42.4%	2,686
2017-18	1,139	52.2%	306	14.0%	0	0.0%	738	33.8%	2,183
2018-19	1,018	21.1%	3,078	63.7%	0	0.0%	738	15.3%	4,834



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### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Westonia</b>									
2007-08	567	58.2%	313	32.1%	0	0.0%	94	9.7%	974
2008-09	600	53.2%	336	29.8%	0	0.0%	192	17.0%	1,128
2009-10	777	69.0%	349	31.0%	0	0.0%	0	0.0%	1,126
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2015-16	1,152	67.9%	345	20.3%	0	0.0%	200	11.8%	1,697
2016-17	1,022	51.6%	669	33.8%	0	0.0%	288	14.6%	1,979
2017-18	963	68.0%	296	20.9%	0	0.0%	158	11.2%	1,417
2018-19	788	54.5%	410	28.4%	0	0.0%	248	17.2%	1,446
<b>Wongan-Ballidu</b>									
2007-08	966	38.2%	590	23.4%	0	0.0%	970	38.4%	2,526
2008-09	1,013	42.9%	411	17.4%	0	0.0%	937	39.7%	2,361
2009-10	1,327	50.2%	567	21.5%	0	0.0%	748	28.3%	2,642
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
2015-16	1,811	57.5%	763	24.2%	0	0.0%	578	18.3%	3,152
2016-17	1,656	55.9%	723	24.4%	0	0.0%	585	19.7%	2,964
2017-18	1,454	46.9%	1,049	33.8%	0	0.0%	598	19.3%	3,101
2018-19	983	37.2%	598	22.6%	0	0.0%	1,062	40.2%	2,643
<b>Wyalkatchem</b>									
2007-08	536	63.0%	275	32.3%	0	0.0%	40	4.7%	851
2008-09	724	75.0%	201	20.8%	0	0.0%	40	4.1%	965
2009-10	555	71.6%	220	28.4%	0	0.0%	0	0.0%	775
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
2015-16	975	65.0%	342	22.8%	0	0.0%	182	12.1%	1,499
2016-17	893	66.2%	400	29.7%	0	0.0%	56	4.2%	1,349
2017-18	842	41.8%	727	36.1%	0	0.0%	447	22.2%	2,016
2018-19	651	55.6%	376	32.1%	0	0.0%	143	12.2%	1,170
<b>Yilgarn</b>									
2007-08	1,609	48.6%	682	20.6%	240	7.2%	781	23.6%	3,312
2008-09	1,797	57.1%	602	19.1%	19	0.6%	729	23.2%	3,147
2009-10	1,538	49.7%	603	19.5%	0	0.0%	952	30.8%	3,093
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
2015-16	2,684	57.9%	919	19.8%	45	1.0%	989	21.3%	4,637
2016-17	2,531	63.5%	921	23.1%	14	0.4%	521	13.1%	3,987
2017-18	2,462	62.1%	920	23.2%	93	2.3%	488	12.3%	3,963
2018-19	2,036	55.2%	1,050	28.4%	49	1.3%	556	15.1%	3,691

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
York									
2007-08	745	33.0%	488	21.6%	0	0.0%	1,023	45.3%	2,256
2008-09	1,280	44.0%	669	23.0%	0	0.0%	961	33.0%	2,910
2009-10	1,183	40.9%	422	14.6%	18	0.6%	1,269	43.9%	2,892
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517
2015-16	1,215	40.4%	563	18.7%	0	0.0%	1,231	40.9%	3,009
2016-17	1,436	52.7%	808	29.7%	0	0.0%	480	17.6%	2,724
2017-18	677	23.5%	745	25.8%	0	0.0%	1,461	50.7%	2,883
2018-19	892	36.0%	420	16.9%	0	0.0%	1,166	47.1%	2,478



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Wheatbelt South Region</b>									
2007-08	13,203	51.1%	5,803	22.5%	5	0.0%	6,818	26.4%	25,829
2008-09	14,015	48.8%	5,904	20.6%	5	0.0%	8,784	30.6%	28,708
2009-10	16,452	50.9%	6,760	20.9%	39	0.1%	9,047	28.0%	32,298
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
2015-16	22,724	52.8%	9,228	21.4%	1,040	2.4%	10,046	23.3%	43,038
2016-17	22,282	46.5%	15,205	31.7%	13	0.0%	10,422	21.7%	47,922
2017-18	20,625	30.1%	32,581	47.5%	1,454	2.1%	13,892	20.3%	68,552
2018-19	20,839	33.0%	25,092	39.7%	214	0.3%	17,052	27.0%	63,197
<b>Beverley</b>									
2007-08	675	36.3%	303	16.3%	0	0.0%	884	47.5%	1,862
2008-09	756	35.2%	401	18.7%	0	0.0%	990	46.1%	2,147
2009-10	745	29.8%	610	24.4%	12	0.5%	1,132	45.3%	2,499
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
2015-16	1,106	51.3%	438	20.3%	13	0.6%	599	27.8%	2,156
2016-17	1,103	48.7%	496	21.9%	13	0.6%	655	28.9%	2,267
2017-18	1,164	21.4%	1,845	33.9%	5	0.1%	2,423	44.6%	5,437
2018-19	4,574	71.0%	561	8.7%	5	0.1%	1,299	20.2%	6,439
<b>Brookton</b>									
2007-08	283	24.3%	365	31.3%	5	0.4%	514	44.0%	1,167
2008-09	547	43.6%	233	18.6%	5	0.4%	469	37.4%	1,254
2009-10	502	38.3%	270	20.6%	0	0.0%	538	41.1%	1,310
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
2015-16	771	53.9%	325	22.7%	0	0.0%	335	23.4%	1,431
2016-17	808	50.2%	449	27.9%	0	0.0%	351	21.8%	1,608
2017-18	645	44.1%	353	24.1%	0	0.0%	465	31.8%	1,463
2018-19	425	32.6%	405	31.0%	0	0.0%	475	36.4%	1,305
<b>Bruce Rock</b>									
2007-08	882	66.2%	350	26.3%	0	0.0%	101	7.6%	1,333
2008-09	1,254	79.6%	202	12.8%	0	0.0%	119	7.6%	1,575
2009-10	1,093	67.1%	405	24.8%	0	0.0%	132	8.1%	1,630
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
2015-16	1,590	60.5%	540	20.5%	0	0.0%	500	19.0%	2,630
2016-17	1,598	61.8%	737	28.5%	0	0.0%	250	9.7%	2,585
2017-18	1,764	46.8%	1,583	42.0%	0	0.0%	426	11.3%	3,773
2018-19	1,331	52.0%	793	31.0%	0	0.0%	436	17.0%	2,560

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Corrigin</b>									
2007-08	857	81.3%	320	30.4%	0	0.0%	-123	-11.7%	1,054
2008-09	1,158	59.0%	318	16.2%	0	0.0%	487	24.8%	1,963
2009-10	859	65.2%	312	23.7%	0	0.0%	147	11.2%	1,318
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
2015-16	1,332	54.5%	469	19.2%	0	0.0%	642	26.3%	2,443
2016-17	1,592	51.3%	663	21.4%	0	0.0%	850	27.4%	3,105
2017-18	1,423	27.3%	2,495	47.9%	0	0.0%	1,289	24.8%	5,207
2018-19	858	15.2%	3,765	66.5%	0	0.0%	1,039	18.4%	5,662
<b>Cuballing</b>									
2007-08	895	59.5%	204	13.6%	0	0.0%	406	27.0%	1,505
2008-09	483	38.4%	366	29.1%	0	0.0%	409	32.5%	1,258
2009-10	490	40.0%	389	31.8%	0	0.0%	346	28.2%	1,225
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656
2015-16	713	39.2%	369	20.3%	0	0.0%	737	40.5%	1,819
2016-17	819	51.1%	442	27.6%	0	0.0%	343	21.4%	1,604
2017-18	573	36.7%	620	39.7%	0	0.0%	367	23.5%	1,560
2018-19	530	31.3%	455	26.9%	0	0.0%	708	41.8%	1,693
<b>Dumbleyung</b>									
2007-08	791	58.0%	204	15.0%	0	0.0%	369	27.1%	1,364
2008-09	731	52.5%	305	21.9%	0	0.0%	356	25.6%	1,392
2009-10	898	58.5%	302	19.7%	0	0.0%	335	21.8%	1,535
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
2015-16	1,330	58.8%	520	23.0%	0	0.0%	412	18.2%	2,262
2016-17	1,433	62.4%	384	16.7%	0	0.0%	481	20.9%	2,298
2017-18	1,108	49.6%	467	20.9%	0	0.0%	661	29.6%	2,236
2018-19	619	31.6%	486	24.8%	0	0.0%	853	43.6%	1,958
<b>Kondinin</b>									
2007-08	862	50.0%	561	32.5%	0	0.0%	302	17.5%	1,725
2008-09	897	53.1%	381	22.5%	0	0.0%	412	24.4%	1,690
2009-10	1,104	55.3%	483	24.2%	0	0.0%	409	20.5%	1,996
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
2015-16	1,699	52.5%	488	15.1%	0	0.0%	1,047	32.4%	3,234
2016-17	1,877	61.0%	773	25.1%	0	0.0%	425	13.8%	3,075
2017-18	1,397	39.7%	809	23.0%	716	20.3%	601	17.1%	3,523
2018-19	800	17.4%	663	14.5%	20	0.4%	3,104	67.7%	4,587

# Appendix 21

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Kulin</b>									
2007-08	1,138	51.1%	612	27.5%	0	0.0%	478	21.5%	2,228
2008-09	982	47.5%	416	20.1%	0	0.0%	670	32.4%	2,068
2009-10	1,421	50.9%	599	21.5%	0	0.0%	771	27.6%	2,791
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
2015-16	2,178	81.1%	506	18.9%	0	0.0%	0	0.0%	2,684
2016-17	1,612	55.3%	532	18.3%	0	0.0%	771	26.4%	2,915
2017-18	1,390	56.8%	504	20.6%	271	11.1%	282	11.5%	2,447
2018-19	856	36.5%	637	27.2%	189	8.1%	662	28.2%	2,344
<b>Lake Grace</b>									
2007-08	1,517	57.4%	365	13.8%	0	0.0%	761	28.8%	2,643
2008-09	1,559	49.8%	570	18.2%	0	0.0%	1,001	32.0%	3,130
2009-10	2,003	55.2%	516	14.2%	0	0.0%	1,112	30.6%	3,631
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
2015-16	2,969	72.5%	600	14.7%	0	0.0%	526	12.8%	4,095
2016-17	1,948	54.2%	981	27.3%	0	0.0%	667	18.5%	3,596
2017-18	2,850	30.4%	6,085	64.9%	0	0.0%	443	4.7%	9,378
2018-19	2,552	33.6%	4,236	55.7%	0	0.0%	813	10.7%	7,601
<b>Narembeen</b>									
2007-08	976	69.2%	338	24.0%	0	0.0%	96	6.8%	1,410
2008-09	952	64.5%	437	29.6%	0	0.0%	86	5.8%	1,475
2009-10	1,408	75.5%	334	17.9%	0	0.0%	123	6.6%	1,865
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
2015-16	1,459	56.2%	673	25.9%	0	0.0%	463	17.8%	2,595
2016-17	1,455	28.0%	2,544	49.0%	0	0.0%	1,192	23.0%	5,191
2017-18	1,515	20.1%	4,685	62.0%	0	0.0%	1,355	17.9%	7,555
2018-19	1,170	16.1%	5,056	69.5%	0	0.0%	1,045	14.4%	7,271
<b>Shire of Narrogin [New Shire established 1 July 2016]</b>									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
The amounts for 2007-08 to 2015-16 are the sum of the amounts for the former Shire of Narrogin and the Town of Narrogin									
2007-08	896	43.0%	282	13.5%	0	0.0%	906	43.5%	2,084
2008-09	718	31.6%	286	12.6%	0	0.0%	1,266	55.8%	2,270
2009-10	901	36.1%	426	17.1%	26	1.0%	1,141	45.7%	2,494
2010-11	837	31.5%	728	27.4%	0	0.0%	1,095	41.2%	2,660
2011-12	941	35.2%	774	28.9%	0	0.0%	959	35.9%	2,674
2012-13	423	13.4%	1,909	60.7%	0	0.0%	814	25.9%	3,146
2013-14	740	20.1%	1,719	46.6%	0	0.0%	1,228	33.3%	3,687
2014-15	769	17.0%	2,289	50.7%	0	0.0%	1,454	32.2%	4,512
2015-16	1,035	22.0%	681	14.5%	1,025	21.8%	1,963	41.7%	4,704
2016-17	1,189	30.9%	599	15.6%	0	0.0%	2,059	53.5%	3,847
2017-18	1,118	27.3%	1,851	45.2%	0	0.0%	1,126	27.5%	4,095
2018-19	1,763	39.1%	664	14.7%	0	0.0%	2,077	46.1%	4,504

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total	
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s	
<b>Pingelly</b>										
2007-08	439	38.7%	440	38.8%	0	0.0%	254	22.4%	1,133	
2008-09	623	51.7%	287	23.8%	0	0.0%	295	24.5%	1,205	
2009-10	489	29.7%	318	19.3%	0	0.0%	840	51.0%	1,647	
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408	
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961	
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128	
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571	
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672	
2015-16	784	35.7%	583	26.6%	0	0.0%	827	37.7%	2,194	
2016-17	1,376	55.4%	633	25.5%	0	0.0%	476	19.2%	2,485	
2017-18	644	26.4%	869	35.6%	0	0.0%	927	38.0%	2,440	
2018-19	365	17.9%	750	36.9%	0	0.0%	919	45.2%	2,034	
<b>Quairading</b>										
2007-08	690	49.1%	198	14.1%	0	0.0%	517	36.8%	1,405	
2008-09	468	42.5%	227	20.6%	0	0.0%	405	36.8%	1,100	
2009-10	792	63.3%	225	18.0%	0	0.0%	235	18.8%	1,252	
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173	
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599	
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909	
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561	
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734	
2015-16	698	39.9%	725	41.5%	0	0.0%	325	18.6%	1,748	
2016-17	889	19.3%	3,420	74.2%	0	0.0%	299	6.5%	4,608	
2017-18	1,186	12.1%	7,109	72.4%	462	4.7%	1,064	10.8%	9,821	
2018-19	717	17.0%	2,610	62.0%	0	0.0%	884	21.0%	4,211	
<b>Wagin</b>										
2007-08	611	63.3%	217	22.5%	0	0.0%	137	14.2%	965	
2008-09	777	64.2%	369	30.5%	0	0.0%	65	5.4%	1,211	
2009-10	862	63.8%	335	24.8%	0	0.0%	155	11.5%	1,352	
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424	
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238	
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476	
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399	
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438	
2015-16	1,107	61.1%	408	22.5%	0	0.0%	298	16.4%	1,813	
2016-17	981	54.3%	521	28.8%	0	0.0%	305	16.9%	1,807	
2017-18	925	47.9%	743	38.5%	0	0.0%	263	13.6%	1,931	
2018-19	715	22.5%	2,080	65.5%	0	0.0%	379	11.9%	3,174	
<b>Wandering</b>										
2007-08	270	34.3%	336	42.6%	0	0.0%	182	23.1%	788	
2008-09	384	50.1%	324	42.3%	0	0.0%	58	7.6%	766	
2009-10	427	39.8%	482	45.0%	0	0.0%	163	15.2%	1,072	
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643	
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175	
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013	
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555	
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461	
2015-16	1,042	60.7%	413	24.1%	0	0.0%	262	15.3%	1,717	
2016-17	592	38.4%	561	36.4%	0	0.0%	390	25.3%	1,543	
2017-18	369	15.8%	1,360	58.1%	0	0.0%	612	26.1%	2,341	
2018-19	320	21.8%	385	26.3%	0	0.0%	761	51.9%	1,466	



## Appendix 21

### Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>West Arthur</b>									
2007-08	480	35.1%	258	18.9%	0	0.0%	629	46.0%	1,367
2008-09	721	43.6%	311	18.8%	0	0.0%	621	37.6%	1,653
2009-10	658	50.9%	204	15.8%	1	0.1%	431	33.3%	1,294
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442
2015-16	1,025	46.5%	599	27.2%	2	0.1%	578	26.2%	2,204
2016-17	1,353	59.6%	572	25.2%	0	0.0%	346	15.2%	2,271
2017-18	996	52.4%	364	19.2%	0	0.0%	540	28.4%	1,900
2018-19	1,945	69.9%	484	17.4%	0	0.0%	355	12.8%	2,784
<b>Wickepin</b>									
2007-08	614	64.4%	214	22.4%	0	0.0%	126	13.2%	954
2008-09	637	50.8%	278	22.2%	0	0.0%	340	27.1%	1,255
2009-10	1,071	60.5%	302	17.1%	0	0.0%	396	22.4%	1,769
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
2015-16	1,174	77.3%	317	20.9%	0	0.0%	27	1.8%	1,518
2016-17	1,037	70.0%	429	28.9%	0	0.0%	16	1.1%	1,482
2017-18	976	48.1%	448	22.1%	0	0.0%	607	29.9%	2,031
2018-19	807	40.1%	499	24.8%	0	0.0%	707	35.1%	2,013
<b>Williams</b>									
2007-08	327	38.8%	236	28.0%	0	0.0%	279	33.1%	842
2008-09	368	28.4%	193	14.9%	0	0.0%	735	56.7%	1,296
2009-10	729	45.1%	248	15.3%	0	0.0%	641	39.6%	1,618
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
2015-16	712	39.8%	574	32.0%	0	0.0%	505	28.2%	1,791
2016-17	620	37.9%	469	28.7%	0	0.0%	546	33.4%	1,635
2017-18	582	41.2%	391	27.7%	0	0.0%	441	31.2%	1,414
2018-19	492	30.9%	563	35.4%	0	0.0%	536	33.7%	1,591

## Sources of Road Funds – 2007-08 to 2018-19

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>State</b>									
	Federal		State		Private		Council		Total
2007-08	143,290	28.7%	84,419	16.9%	10,952	2.2%	259,838	52.1%	<b>498,499</b>
2008-09	155,023	27.4%	94,899	16.8%	21,224	3.8%	294,123	52.0%	<b>565,269</b>
2009-10	160,512	26.8%	112,157	18.7%	11,103	1.9%	315,786	52.7%	<b>599,558</b>
2010-11	162,951	26.1%	123,137	19.7%	18,051	2.9%	319,613	51.2%	<b>623,752</b>
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	<b>720,577</b>
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	<b>767,573</b>
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	<b>807,445</b>
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	<b>753,411</b>
2015-16	257,401	29.7%	180,104	20.8%	14,354	1.7%	413,902	47.8%	<b>865,761</b>
2016-17	242,422	26.8%	204,180	22.6%	11,169	1.2%	446,552	49.4%	<b>904,323</b>
2017-18	217,697	22.2%	275,570	28.1%	12,474	1.3%	476,427	48.5%	<b>982,168</b>
2018-19	190,525	19.6%	265,473	27.3%	8,460	0.9%	507,385	52.2%	<b>971,843</b>
10 Years	1,869,394	23.4%	1,828,087	22.9%	157,773	2.0%	4,141,157	51.8%	<b>7,996,411</b>
5 Years	1,075,824	24.0%	1,080,453	24.1%	59,034	1.3%	2,262,195	50.5%	<b>4,477,506</b>





New Norcia, historic bridge

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