



REPORT ON LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE

2021-2022



Acknowledgements

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

Acknowledgement of Traditional Owners

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

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



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

Photography by Audra de Pina

Front Cover: Broome Street, Cottesloe

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Foreword



Expenditure by Local Governments on the local road and path network increased 8.6%, or \$79.8 million, in 2021/22 to exceed \$1 billion per year for the first time. Driven by steep increases in the cost of key materials, including bitumen, and skilled labour shortages, the benchmark road construction and maintenance price index increased 11.6% over the same period. This resulted in a decline in the amount of construction and maintenance delivered. The gap between expenditure on maintenance and renewal of the existing network and that required to maintain the current network condition increased by \$36 million per year to reach an estimated \$282 million per year in 2021/22.

Federal Government contributions accounted for 75% of the increased expenditure. State Government funding increased \$29.7 million over the previous year, of which \$24.7 million was for flood damage reinstatement.

Reflecting the extensive and critical road network outside of the metropolitan area, and the limited capacity to fund its maintenance from other sources, 74.7% of State and Federal funding for Local Government roads was applied in regional areas. It would not be possible to achieve

even a basic level of service in most regional areas without a substantial injection of funds from State and Federal Governments.

Responding to transport industry demands to increase productivity, Local Government road network access for trucks with an additional payload of 3.5 tonnes on each tri-axle group (AMMS 3) increased 4,158km, a massive 36% during 2021/22. Local and State Governments will need to closely monitor the impact of more heavily laden trucks on road consumption to ensure that the increased road maintenance and renewal costs are sustainable. An additional 917km (2.7%) was also added to the network able to be accessed by heavy vehicles up to 36.5 metres long with a gross mass of up to 107.5 tonnes (RAV 7).

Just over \$77 million was spent in 2021/22 reinstating roads damaged or destroyed by floods. This was an \$24.7 million (52%) increase over the previous year, but well below the \$136 million peak in 2017/18. There remains an extensive backlog of flood reinstatement work waiting on approvals and contractor availability that continues to negatively impact the road network in remote Western Australia.

Tragically, 83 people were killed on Local Government roads in calendar year 2022. Sixty percent of the fatalities on Local Government roads were in regional WA. Run off road was the dominant crash type leading to fatalities. Investments in sealing shoulders and applying line markings to targeted sections of the Local Government road network that were undertaken in 2021 and 2022 have been implemented to reduce this trauma.

We are continuing to develop accessibility to this resource as a source of information for all stakeholders interested in the State's road network, through the provision of data and analysis tools online. This comprehensive analysis would not be possible without the data provided and I would like to acknowledge and thank Local Governments for providing the information that enables a better understanding of a critical public asset.

A handwritten signature in blue ink that reads "Karen Chappel".

Cr Karen Chappel JP
President

Executive Summary

Local Government maintains 127,067 kilometres of roads of which 32.1% are sealed. Local Government roads make up 87.2% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of \$35.08 billion as at 30 June 2022.

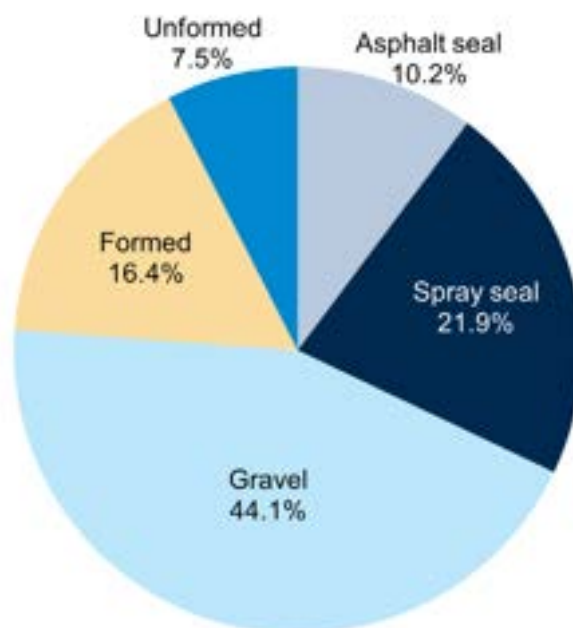
The written down value of the road network is \$18.61 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 53.71 % for local roads compared to 60.7% for State highways and main roads in WA.

1. Types of Roads

Local Government is responsible for 127,067 kilometres of roads representing 87.2% of the State's public road network.

Only 32.1% of the roads are sealed. The remaining 67.9% (86,303 kilometres) have a gravel or natural surface.

Figure 1
Types of Local Government Roads 2021-22
(Total Length 127,067km)

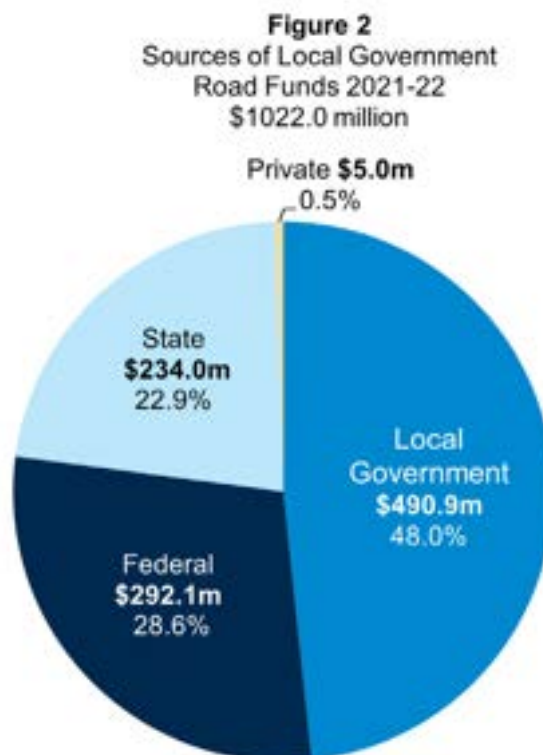


2. Sources of Local Government Road Funds

Total funding for Local Government roads was \$1022.0 million in 2021-22, \$79.8 million more than in the previous year. Local Governments provided 48.0% of their total road expenditure from their own resources (Figure 2). Federal funds increased by \$55.9 million, as the new Local Roads and Community Infrastructure Program was continued. The Commonwealth Government provided 28.6%, the State Government 22.9%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 0.5% of the total road expenditure. Expenditure from Local Government’s own-source revenue decreased slightly (\$1.9 million).

The Federal funds are primarily provided through the Financial Assistance Grants (untied road component) and include \$67.7 million of Roads to Recovery funds, \$9.7 million of Federal Black Spot funds and a portion of the new Local Roads and Community Infrastructure Program funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$8.8 million of Black Spot funds. Metropolitan Local Governments received approximately 25.3% of Federal and State funds while non-Metropolitan Local Governments received 74.7%.

In the five years 2017-18 to 2021-22 total road expenditure has increased by 4.1% from \$982.2 million to \$1022.0 million.

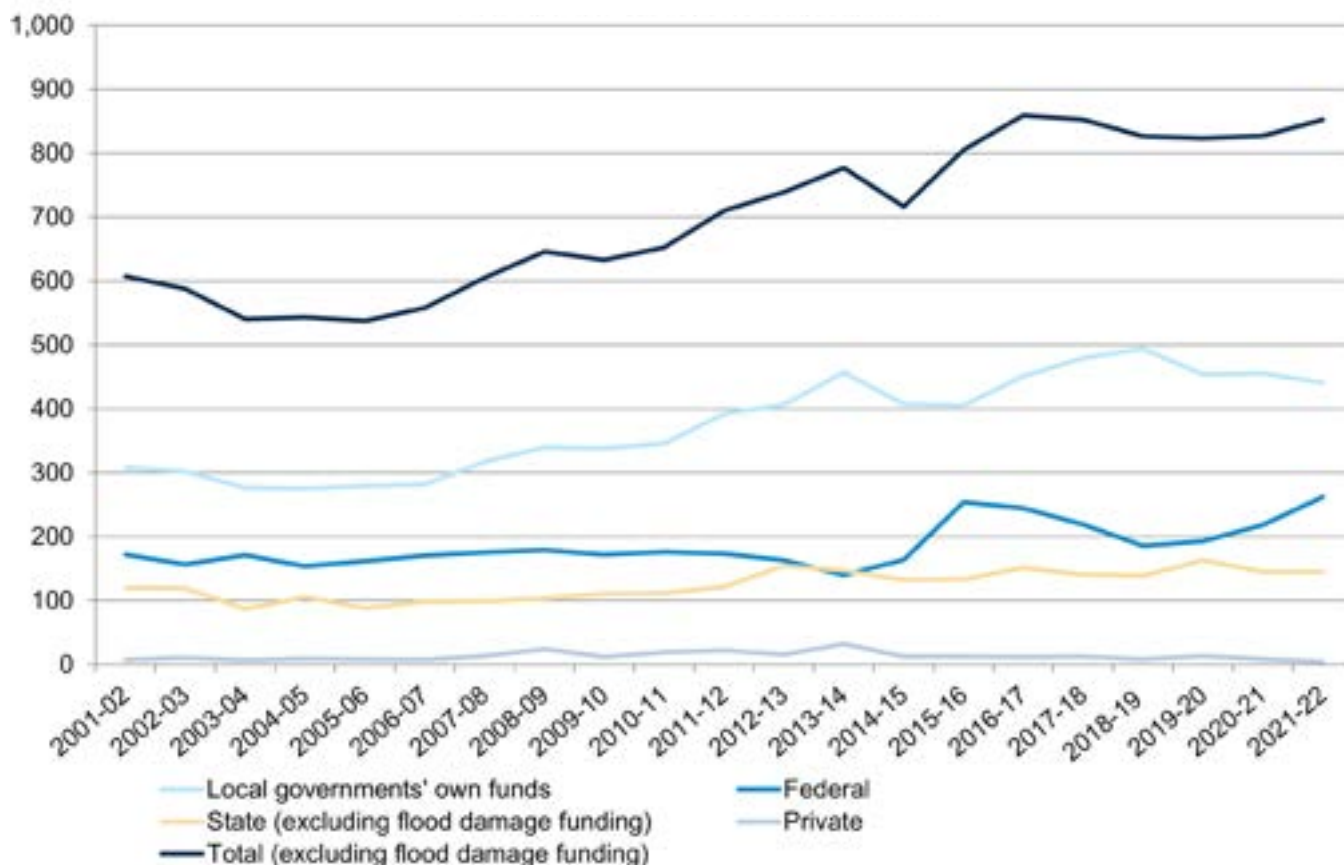


These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Executive Summary continued

Road funding levels for the past 20 years are presented in Figure 3. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). The contribution of all government sectors to the road funding task has increased over the long term, although there has been a slight drop in real term in the last year. Local government’s contribution has increased significantly over the past 20 years. State Government contributions have increased too, in generally a flatter trajectory. The increase in Commonwealth funding in recent years reflects the introduction of the Local Roads and Community Infrastructure Program (LRCIP) in May 2020.

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



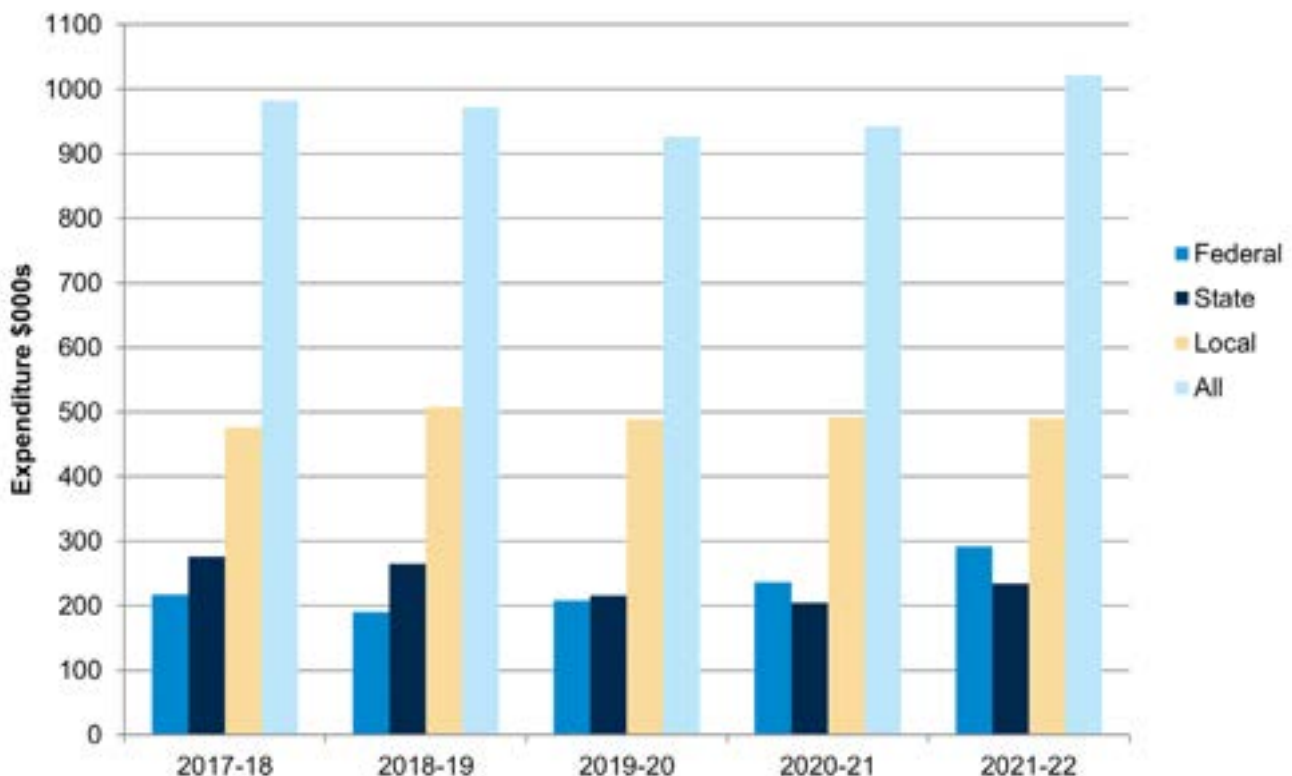
State and Total funds excludes repair of flood damage.

3. Total Local Government Road Expenditure 2017-18 to 2021-22

Figure 4 shows that:

- Total funding increased by 4.1% between 2017-18 and 2021-22, but was \$79.81 million more than in 2020-21.
- Local Government funds increased by 3.0% between 2017-18 and 2021-22, but in 2021-22 was \$1.9 million less than in 2020-21.
- Federal road funds in 2021-22 were 34.2% more than five years previously, reflecting the introduction of the Local Roads and Community Infrastructure Program.
- State Government funding including disaster reconstruction work was 15.1% lower than it was five years ago. However, State funding was particularly high in 2017-18 due to the record level of flood damage repair funding, and if the flood expenditure is netted out, State funding has otherwise increased by \$22.4m (15.9%).

Figure 4
Federal State and Local Government Funds



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

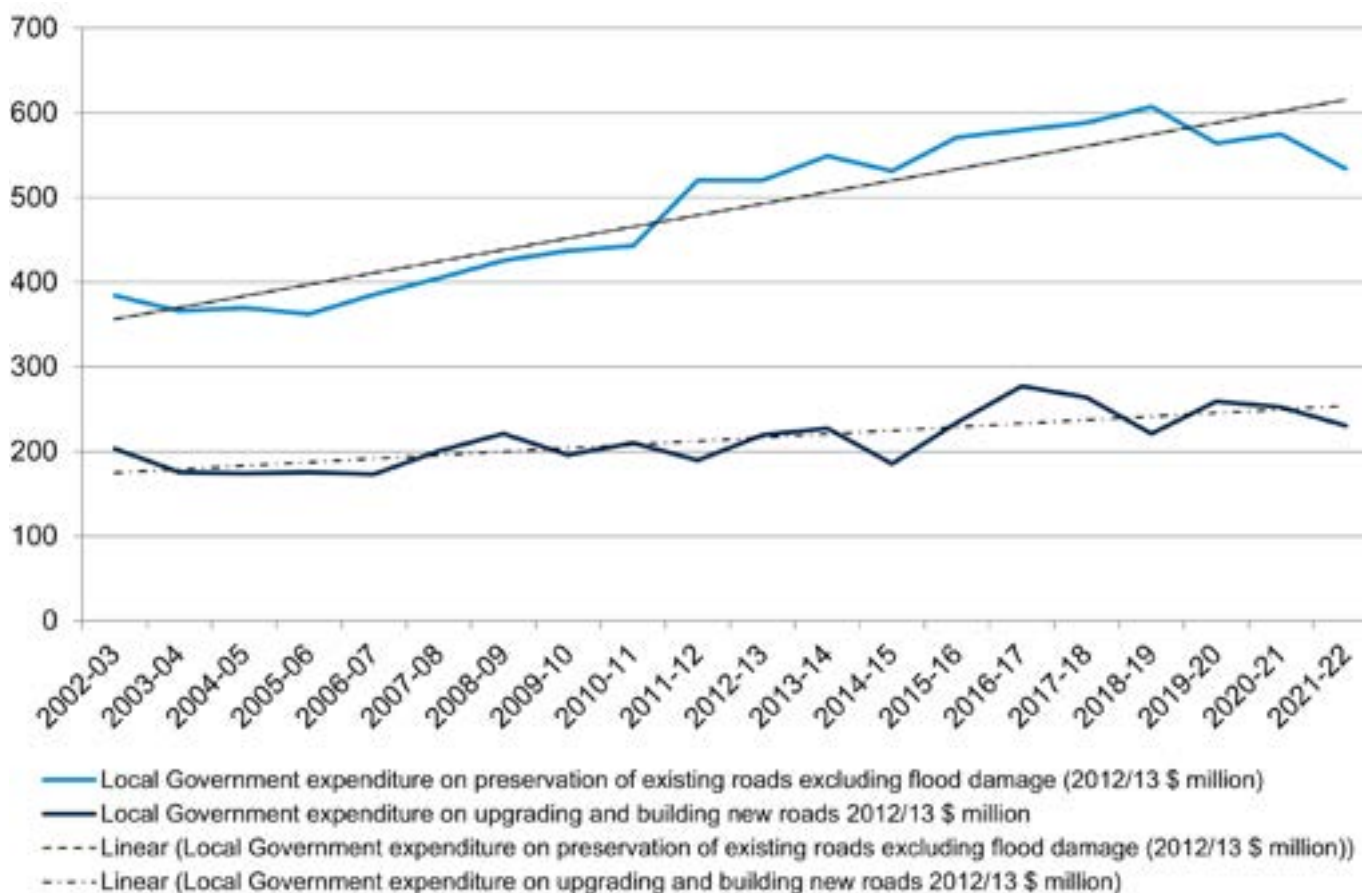
Executive Summary continued

**4. Change in expenditure
20 years 2002-03 to 2021-22**

Figure 5 shows the expenditure trend over twenty years 2002-03 to 2021-22. 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 39%, from \$384.1m to \$533.4m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (13.4%), from \$203.3m to \$230.5m. Over the same period, the State’s population has increased by 46.0% and the number of licenced motor vehicles by 68.4%.

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



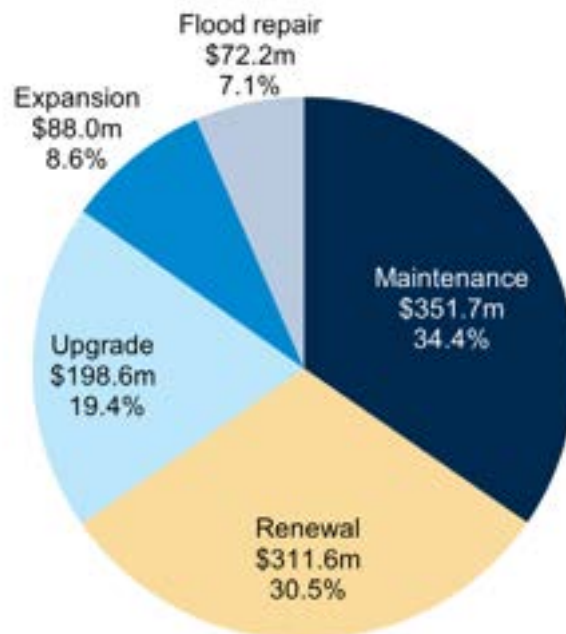


Quairading - Corrigin Road, Corrigin

5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on upgrading and capital expansion accounts for more than a quarter of total road expenditure (28.0%) (Figure 6). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic. The \$311.6 million spent on renewal in 2021-22 represents about 0.89% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is also significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 1.11%.

Figure 6
Local Government Road Expenditure 2021-22
\$1022.0 million



Road expenditure includes bridges.

Executive Summary continued

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

Expenditure on maintenance and renewal of the existing road network (\$663.2 million in 2021-22) has increased 13.5% in the five years from 2017-18 to 2021-22. Expenditure on upgrading and expansion (\$286.6 million in 2021-22) is 9.4% higher than in 2017-18.

Expenditure on upgrading and expansion and expenditure on preservation are continuing at relatively high levels.

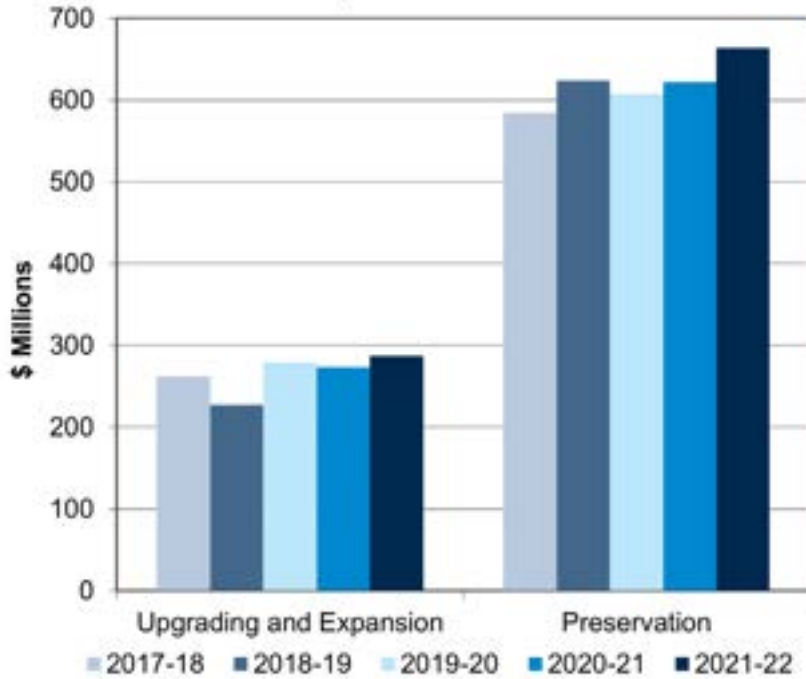
7. Shortfall Between Road Preservation Needs and Expenditure

Local Governments spent \$663.2 million on road preservation. This is \$282.3 million less than the \$945.5 million required to maintain roads at their current condition (Figure 8). The \$282.3 million shortfall in 2021-22 is \$35.95 million more than in 2020-21 and \$149.8 million greater than in 2017-18.

The shortfall for 2021-22 is somewhat ameliorated by the expenditure of \$66.1 million on repairing flood damage which by its nature includes an element of asset renewal.

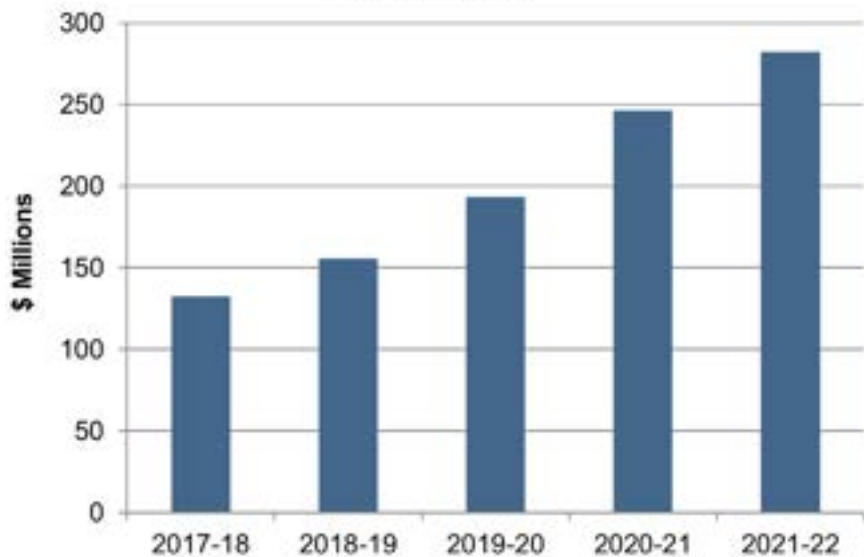
It is clear that the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs.

Figure 7
Expenditure Trends



Excludes flood damage funding.

Figure 8
Shortfall Between Preservation Need and Expenditure



The shortfall has increased from \$193.7 million in 2019-20 to \$246.34 million in 2021-22 and is \$130.1 million more than in 2015-16.

8. Road Preservation Performance

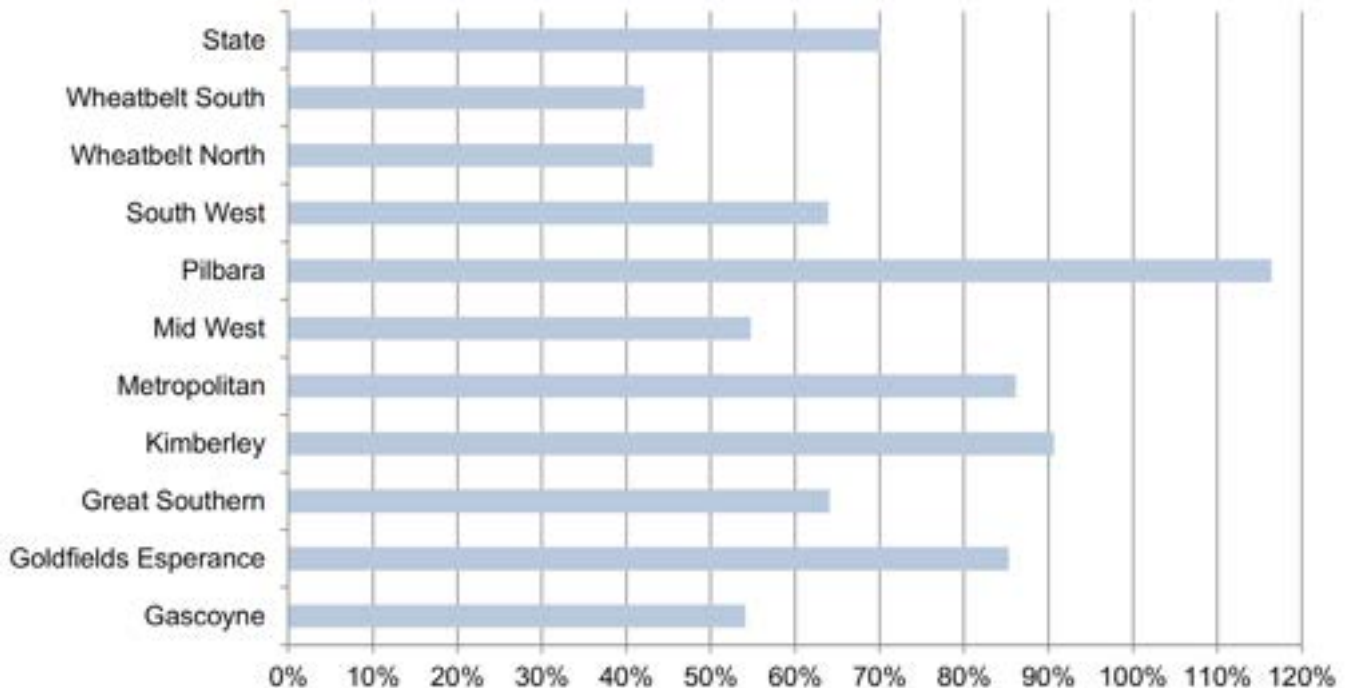
The estimated cost of maintaining WA's road network in its current condition in 2021-22 was \$945.54 million. Local Governments spent \$663.24 million on road preservation, a shortfall of \$282.3 million.

Road preservation performance is the percentage of the amount spent on road preservation over the amount that should have been spent to maintain roads at their current condition (Figure 9).

Overall State Performance is 70.1%, which means that Local Governments spent 70.1% of the amount required to maintain their roads at their current condition. The State performance is greatly influenced by the high performance and large expenditure of the Metropolitan Region, although this too has dropped (for the fourth year in a row) from 90% to 86.1%; prior to 2018-19 it was always over 100%. This indicates that 14% less than what was required to maintain the roads in their current condition was spent in the metropolitan area. Once

again the Pilbara region with 116.4% outperformed the Metropolitan region. The Kimberley (90.7%) also outperformed the Metropolitan region. The lowest performance was in Wheatbelt South (42.1%).

Figure 9
Road Preservation Performance
2021-22



Executive Summary continued



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

Over the whole State, Local Governments would have to spend 25% 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 2021-22 Local Governments spent 18.4% of their estimated revenue capacity on roads, and 14.0% on road preservation, about 11% less than the required 25%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 10, blue columns) from 9.4% for the Metropolitan Region to 105.9% for Gascoyne.

Local Governments in the Metropolitan Region have to spend only 9.4% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2021-22 they spent 12.3% of their revenue capacity on preservation, significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.

Vincent Street, Beverley

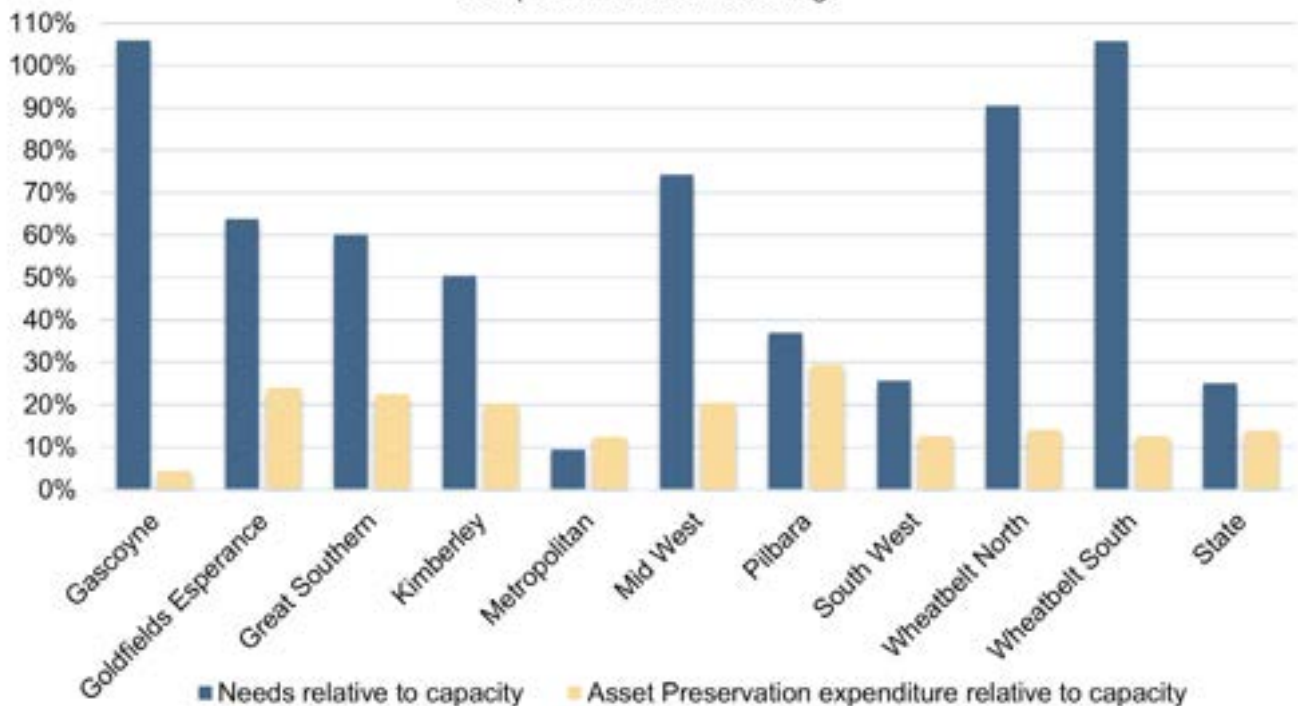
Local Governments in the Gascoyne has the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 105.9% of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2021-22 the Gascoyne was able to spend only 4.4% of their revenue capacity on road preservation works, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.

Local Government expenditure on roads from its own resources,

expressed as a percentage of estimated revenue capacity (Figure 10, cream columns), averages 14.0% for the State and ranges from 4.4% for Gascoyne to 29.5% for Pilbara.

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.

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



Road Assets and Investments

Introduction

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

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

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

The report covers all Local Government roads, bridges, 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 report is structured into three main sections:

1. Local Government Road Assets
2. Local Government Road Funding and Expenditure
3. Local Government Road Asset Management Performance.

1. Local Government Road Assets

Local Government Roads and Bridges

Local Government is responsible for 127,067 kilometres of roads representing 87.2% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 32.1% of the roads are sealed. A total of 86,303 kilometres have a gravel or natural surface.

Total road length has reduced slightly (0.8%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 9.3%, 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 for sealed roads (in square metres) are provided in the appendices.

Local Governments are responsible for bridges on local roads. A bridge is defined as a structure with a clear opening in any span of greater than three metres measured between the faces of abutments. Bridge statistics are presented in Table 2.

¹ 136 Local Governments provided data and an estimate was made for the one remaining.



Table 1: Local Road Statistics 30 June 2022 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	12	534	1,644	1,805	236	4,232
Goldfields Esperance	202	1,416	7,407	3,730	4,414	17,169
Great Southern	199	2,961	7,420	1,569	335	12,483
Kimberley	10	530	1,837	977	1,019	4,373
Metropolitan	10,698	3,370	200	50	22	14,339
Mid West	171	3,084	8,291	4,304	1,166	17,016
Pilbara	233	532	2,521	1,339	1,196	5,821
South West	1,324	4,843	3,712	646	153	10,680
Wheatbelt North	89	6,619	12,858	3,709	644	23,918
Wheatbelt South	23	3,914	10,101	2,660	336	17,036
State Total	12,960	27,804	55,991	20,789	9,523	127,067
As % of total length	10.2%	21.9%	44.1%	16.36%	7.5%	100%

Source: Main Roads WA.

Table 2: Local Government Bridge Statistics 30 June 2022 (bridge area - square metres)

Region	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	5	6,459	0	0	272	6,731
Goldfields Esperance	4	892	0	0	0	892
Great Southern	69	1,401	9,200	1,106	654	12,361
Kimberley	12	2,627	0	0	0	2,627
Metropolitan	154	21,662	9,333	845	1,762	33,601
Mid West	22	4,999	0	230	0	5,229
Pilbara	27	5,643	0	0	0	5,643
South West	280	26,566	28,413	4,747	278	60,004
Wheatbelt North	111	7,761	15,365	2,525	0	25,651
Wheatbelt South	214	6,402	17,155	5,398	181	29,135
State	898	84,413	79,465	14,850	3,147	181,875

Source: Main Roads WA.

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



Road Assets and Investments continued

Local Governments are responsible for nearly 17,000 kilometres of paths associated with local roads (Table 3). Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.

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

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

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

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Some roads are reclassified as State roads and some are closed. Changes in the road network since 2017-18 are shown in Table 4.

Table 4: Changes in the Local Road Network, 5 Years 2017-18 to 2021-22 (road lengths - kilometres)

Type of Road	2017-18	2021-22	Change
Sealed roads in built up areas			
- asphalt seals	12,447	12,960	4.1%
- sprayed seals	3,731	3,644	-2.3%
Sealed roads outside built up areas			
- sprayed seals	23,687	24,160	2.0%
Gravel roads	55,291	55,991	1.3%
Formed roads	22,313	20,789	-6.8%
Unformed roads	10,141	9,523	-6.1%
All roads	127,610	127,067	-0.4%

Changes in bridge statistics since 2017-18 are shown in Table 5.

There has been a slight increase in the overall number of bridges which is against the long term trend. Timber bridges with concrete overlay continue to increase, reflecting the long standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life.

Changes in path statistics since 2017-18 are shown in Table 6.

There has been a significant increase (11.2%) in path lengths over the last five years (based on data provided by Local Governments to the WA Local Government Grants Commission).

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

Table 5: Changes in Bridge Statistics, 5 Years 2017-18 to 2021-22 (bridge area - square metres)

Type of Bridge	2017-18	2021-22	Change
Number of bridges	894	898	0.4%
Concrete and steel bridges	76,374	84,413	10.5%
Timber bridges with concrete overlay	77,200	79,465	2.9%
Timber bridges without concrete overlay	16,555	14,850	-10.3%
Foot bridges	2,463	3,147	27.8%
All bridges	172,592	181,875	5.4%

Table 6: Changes in Footpath and Dual Use Path Statistics, 5 years 2017-18 to 2021-22 (path lengths - kilometres)

Type of Path	2017-18	2021-22	Change
Bitumen and concrete footpaths	9,552	10,908	14.2%
Dual use paths	5,168	5,509	6.6%
Gravel footpaths	498	511	2.7%
All paths	15,218	16,928	11.2%



Road Assets and Investments continued

Local Government Road Hierarchy

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

Regional Distributor: Roads linking significant destinations in rural areas.

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

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

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

Access Roads: Residential roads providing access to properties.

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

Table 7: Local Road Network Hierarchy by Region

Region	Access Road % length	Local Distributor % length	Distributor A % length	Distributor B % length	Regional Distributor % length	Total
Goldfields Esperance	68.6	21.0	0.0	0.0	10.4	100.0
Great Southern	70.5	23.1	0.0	0.1	6.3	100.0
Kimberley	64.2	20.8	0.0	0.0	15.0	100.0
Metropolitan	74.5	13.6	5.6	3.2	3.2	100.0
Mid West - Gascoyne	65.0	26.1	0.0	0.0	8.9	100.0
Pilbara	77.8	14.6	0.0	0.0	7.6	100.0
South West	74.0	17.0	0.3	0.2	8.5	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

Regional road groups (excluding Metropolitan) also define a network of strategically significant roads that are eligible for road project grant funding through the *State Road Funds to Local Government Agreement*.

These roads must meet a range of criteria and are documented together with their improvement strategies in the "ROADS 2040" documents. These roads can fall into any of the hierarchy categories listed above. The percentage length of significant roads in each region are shown in Table 8.

Table 8: Local Government Significant Roads (ROADS 2040, March 2022)

Region	Significant Roads km	Total Network km	Share
Gascoyne	1,946	4,217	46%
Goldfields Esperance	6,959	17,087	41%
Great Southern	2,640	12,485	21%
Kimberley	2,681	4,580	59%
Mid West	4,822	16,980	28%
Pilbara	3,246	5,926	55%
South West	2,106	10,663	20%
Wheatbelt North	6,980	23,938	29%
Wheatbelt South	3,953	17,034	23%
Total	35,334	112,910	31%



Guthrie Street, Osborne Park

The Local Government Road Task

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

Local Government in WA maintains more than 127,000km of roads connecting to around 19,000km of State or National highways and other main roads managed by the State Government. Additionally there is 35,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.² Local Government in WA is thus responsible for 70% of the roads in the State.

The roads serve the State's population of 2.79 million and are used by the 2.37 million vehicles driven by more than 1.91 million licence holders. Collectively these vehicles travelled an estimated new high level of 28.5 billion kilometres in 2021-22, including 18.6 billion kilometres in the Perth metropolitan region.

² <https://annualreports.mainroads.wa.gov.au/AR-2022/pdf/main-roads-annual-report-2022.pdf>

Table 9: Key User Statistics

	2020-21	2021-22	Change
Resident population	2,682,257	2,785,312	3.9%
Registered motor vehicles	2,314,700	2,367,800	2.3%
Licence holders	1,882,644	1,908,803	1.4%
Vehicle kilometres travelled, WA (Billion)	28.39	28.48	0.3%
Vehicle kilometres travelled, Perth (Billion)	18.54	18.57	0.2%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2021

Road Assets and Investments continued

Local Government Roads around Australia – an overview

Western Australia accounts for 10.7% of the national population but 19.2% of local road length. The disproportionate length of roads in the State is a function of the size of State. This is also reflected in the number of people per kilometre of road. The cost of maintaining a kilometre of Local Government road in New South Wales is shared between 55 people, while in Western Australia this cost is shared between just 22 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for a larger proportion of the road network.

Table 10: Local Government Roads in Australia

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2022)	8,153,584	6,613,727	5,322,058	1,820,530	2,785,312	571,517	250,635	25,978,935
Per cent of National Population	31.4%	25.5%	20.5%	7.0%	10.7%	2.2%	1.0%	98.2%
Local Road Length (km)	147,617	133,042	150,092	78,146	127,067	14,205	13,141	663,603
Per cent of National Local Road Length	22.24%	20.05%	22.62%	11.78%	19.19%	2.14%	1.98%	100.00%
Population per km	55.2	49.7	35.5	23.3	21.9	40.2	19.1	39.1

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, *Australian Infrastructure and Transport Statistics - Yearbook 2022*, Table 6.2b.

Note: The ACT (1.76% of the national population) is not included as all local roads are managed by the Territory Government.



Heavy Vehicle Access to the Road Network

A Restricted Access Vehicle (RAV) is a truck and trailer combination with a gross mass exceeding 42.5 tonnes or more than 19 metres long. RAVs may only operate on a network of roads approved by Main Roads WA. There are 10 levels to the RAV network, accommodating vehicles with increasing length and mass. In




addition some of these roads may be approved to allow RAV vehicles to carry additional mass under a mass management scheme (AMMS levels 1 to 3).

The table shows the extent of Local Government managed roads that form part of the RAV3, 4 and 7 networks and the Concessional Level 3 network. The RAV 3 and 4 networks give access to double

road trains while the RAV 7 network accommodates triple road trains. More than 50% of Local Government Roads are open to access by double road trains and a quarter of the roads are accessible to triple road trains.

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

Table 11: Heavy Vehicle Access to the Road Network

Network	Description	Length of Local Government roads (km)	Percent of Local Government road network (%)	Percent of the total road network (excl. roads in National Parks)
All roads		127,653	100	87.7
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes 	34,066	26.7	33.6
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes 	73,124	57.3	63.0
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes 	74,265	58.2	63.8
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	15,683	12.3	21.4

Road Assets and Investments continued

2. Local Government Road Funding and Expenditure

Expenditure on Local Government Roads and Bridges

In 2021-22 total spending on local road infrastructure was \$1,022.0 million. This is \$79.8 million more than the previous year. Federal funds increased by \$55.9 million (26.9%), reflecting the expenditure on roads of part of the Local Roads and Community Infrastructure Program funding. There was also a 13.8% increase in State road funding (\$29.7 million). Expenditure from Local Government's own-source revenue reduced slightly (\$1.9 million), representing 0.4% of the previous year's expenditure.

Over the five years 2017-18 to 2021-22 the annual total road expenditure

has increased by 4.1% from \$982.2 million to \$1,022.0 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 12.2%.

Funding provided by the Federal Government has increased through the introduction in May 2020 of the Local Roads and Community Infrastructure Program (LRCIP). There have been three phases, with a total of \$336.7 million allocated to WA Local Governments. Allocations to each Local Government were initially based on asset preservation needs as determined by the WA Local Government Grants Commission. As the program name suggests, the funding was not just for roads, but could be spent on other community infrastructure as well. In 2021-22 \$32.2m of LRCIP funds were spent on roads, increasing to \$65.2m in

2021-22. To date, 28.9% of total LRCIP funds to WA have been spent on roads, according to Local Government reporting.

The year 2020–21 was the third in the Federal Government's five year extension to the Roads to Recovery Program (2019-2020 to 2023-2024), which is expected to provide \$370.55 million for local roads in WA. Under current policy, 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

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. Only the LRCIP funds actually spent on roads are included in the 2021-22 totals.

Table 12: Sources of Road Funds 2017-18 to 2021-22 (\$ millions)

Source	2017-18	2018-19	2019-20	2020-21	2021-22	Total 5 years	Change over 5 years
Local Governments' own funds	476.4	507.4	488.7	492.8	490.9	2,456.2	3.0%
Federal	217.7	190.5	207.5	236.2	292.1	1,144.1	34.2%
State	275.6	265.5	215.6	204.3	234.0	1,195.0	-15.1%
Private	12.5	8.5	14.0	8.9	5.0	48.9	-59.8%
Total	982.2	971.8	925.9	942.2	1,022.0	4,844.0	4.1%
Total (excluding flood damage funding)	846.2	850.6	886.1	894.7	949.8	4,427.4	12.2%

A more detailed breakdown of these funds is shown in Table 14.

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

Table 13: Major Federal and State Funding Programs 2017-18 to 2021-22 (\$ millions)

Year	Federal FA Grants	Roads to Recovery	Federal LRCIP	Federal Black Spot	State Black Spot	Royalties for Regions
2017-18	102.88	98.31	0.00	7.70	10.52	5.18
2018-19	106.95	66.08	0.00	6.78	9.16	0.32
2019-20	110.75	74.11	0.00	7.63	9.95	0.87
2020-21	110.49	70.55	32.18	6.83	10.65	6.70
2021-22	116.56	67.66	65.20	9.67	8.79	0.00
Total	547.62	376.61	97.39	38.60	49.07	13.06

The sources of road funds in 2021-22 for the ten Regional Road Groups are listed in Table 14.

Table 14: Sources of Local Government Road Expenditure 2021-22 (\$ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	9.08	21.01	0.01	0.93	31.03
Goldfields Esperance	24.20	19.63	0.12	33.59	77.54
Great Southern	24.57	10.93	0.00	23.22	58.71
Kimberley	8.48	26.97	0.00	13.96	49.40
Metropolitan	84.97	48.06	3.47	290.45	426.95
Mid West	25.28	28.20	0.87	25.71	80.06
Pilbara	11.27	8.47	0.26	28.07	48.08
South West	46.28	22.67	0.26	44.15	113.36
Wheatbelt North	32.62	32.70	0.01	20.05	85.38
Wheatbelt South	25.36	15.37	0.00	10.78	51.51
Total	292.10	234.01	5.02	490.91	1022.00
Percentage	28.6%	22.9%	0.5%	48.0%	100.0%
Rural Total	207.13	185.94	1.54	200.47	595.08
Rural: Source of funds as % of Total funds	34.8%	31.2%	0.3%	33.7%	100%
Metropolitan Total	84.97	48.06	3.47	290.45	426.95
Metropolitan: Source of funds as % of Total funds	19.9%	11.3%	0.8%	68.0%	100%

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

Road Assets and Investments continued

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

- Local Government provided \$490.9 million from its own resources. This is 48.0% of all Local Government road expenditure.
- The Federal Government provided \$292.1 million, representing 28.6% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission as well as a portion of the Local Roads and Community Infrastructure Program funding.
- The State Government provided \$234.0 million, or 22.9% of all Local Government road expenditure. State funds include project grants, Black Spot grants and funding for reinstatement of flood damage. Note there would have been additional State expenditure on local roads undertaken by Main Roads WA directly, but this has not been quantified.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 66.1% of funds for rural Local Governments compared to just 31.2% for the Metropolitan Region. The metropolitan region received 25.5% of State and Federal funds.

- Dependency on State and Federal funds was highest in the Gascoyne (97.0%) (largely due to flood damage reinstatement) and Wheatbelt South (79.1%) regions.

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

- Federal funding as a percentage of expenditure is highest in Wheatbelt South (49.2%), lowest in the Kimberley region (17.2%). For Peppermint Grove, it was 83.9% of expenditure (although amounting to only \$0.25m) and 75.1% for Lake Grace (\$3.3m). It was highest in absolute terms in Swan (\$8.9 million). Federal funding was least important for Wiluna in 2021-22 (6.4%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (67.75%, largely due to flood damage reinstatement funding), lowest in the Metropolitan region (11.3%). Upper Gascoyne was the largest recipient (\$16.7m). State funding was least important for Peppermint Grove (1.7%).
- Private funding as a percentage of expenditure is highest in the MidWest (1.1%). There was no private funding reported in the Gascoyne, Kimberley and Wheatbelt South regions (and in 115 Local Governments). Cockburn (\$2.7m) and Cue (\$0.76m) were the two largest beneficiaries.

- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments (68.0%), lowest in the Gascoyne region (3.0%). Swan was the highest in absolute terms (\$58.9m), and Perth in percentage terms (89.2%). Seven local governments expended less than \$100,000 of their own source funds.
- Swan had the highest overall expenditure (\$72.8m). It was more than twice the next highest expenditure (Stirling, \$31m) and higher than 5 regions from the Kimberley to the Great Southern.
- Woodanilling had the lowest expenditure of non-metropolitan Local Governments, while Peppermint Grove (\$0.299m) and Mosman Park were the lowest in the metropolitan area (all less than \$1 million).

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 \$14 billion has been expended on the road network by Local Governments in the 20 years since 2002-2003, including \$9.24 billion on maintenance and renewal. It also includes \$4.04 billion on upgrades and new roads as the network continues to expand and improve across the State. Expenditure on repairing flood damage has amounted to a further \$671 million.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2017-18 to 2021-22 is shown in Table 15. Note that expenditure on reinstatement of flood damaged roads (\$72.2m in 2021-22) has been netted out of these figures. Expenditure on maintenance and renewal has increased by 13.5% in the five years 2017-18 to 2021-22 while expenditure on upgrading and expansion has also increased by 9.4%.



Road Assets and Investments continued

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

	2017-18	2018-19	2019-20	2020-21	2021-22	Change (2017-18 to 2021-22)
Maintenance and renewal of existing roads	584.28	623.89	607.11	621.80	663.24	13.5%
Upgrading and capital expansion	261.94	226.67	278.95	272.94	286.59	9.4%
Total expenditure	846.21	850.56	886.06	894.74	949.83	12.2%
% upgrading and capital expansion	31.0%	26.6%	31.5%	30.5%	30.2%	-2.5%

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 capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements.

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

Table 16: Classification of Road Expenditure 2021-22 (\$ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Flood Damage Repair	Total
Gascoyne	4.77	4.84	7.24	0.12	14.07	31.03
Goldfields Esperance	19.94	29.40	12.50	2.18	13.52	77.54
Great Southern	22.33	20.65	10.22	1.95	3.56	58.71
Kimberley	9.68	10.81	11.54	1.33	16.05	49.41
Metropolitan	179.13	117.12	64.56	64.26	1.87	426.95
Mid West	19.35	22.23	23.01	1.37	14.11	80.06
Pilbara	14.75	21.49	3.97	4.60	3.27	48.08
South West	40.21	38.40	25.41	9.29	0.05	113.36
Wheatbelt North	24.54	28.44	25.62	1.55	5.23	85.38
Wheatbelt South	16.98	18.19	14.50	1.36	0.47	51.51
State	351.62	311.57	198.58	88.01	72.21	1022.00
Percentage	34.6%	30.7%	19.5%	8.7%	6.5%	100.0%

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

The Metropolitan Region accounted for 73% (\$64.3 million) of the \$88 million expenditure on road expansion while the South West (\$9.3 million) was second highest region for expansion, accounting for 10.6%. This reflects the strong population growth and economic activity in these regions.

The \$311.6 million spent on renewal in 2021-22 represents about 0.89% 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 1.11% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$11,662 a kilometre a year compared to \$4,234 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2022-23].

Flood Damage

In 2021-22 a total of \$72.21 million was spent on repairing flood damage, significantly more than in the previous year, but still considerably less than the \$135.9m spent in 2017-18.

The Local Governments with significant expenditures on flood damage in 2021-22 were widely dispersed around the State, from Wyndham East Kimberley in the north to Dowerin and Serpentine Jarrahdale in the south. The five Local Governments with the largest expenditures included Wiluna, Upper Gascoyne, Meekatharra, Derby West Kimberley and Wyndham East Kimberley which together accounted for 71.8% of flood damage expenditure (\$47.4 million) (Table 17). Most flood damage repair gets reimbursed through DRFAWA but there is also a component funded from local government own source revenue.

Over the last five years \$416.7 million has been spent reinstating flood damage. The Mid-West region has

been the worst affected region during this period (Table 18), while the South West and Metropolitan regions are consistently the least affected. The Mid-West and Gascoyne were the worst affected regions in 2021-22.

Table 17: Largest Expenditures on Flood Damage 2021-22 (\$ millions)

Local Government	Flood Damage Expenditure
Wiluna	13.51
Upper Gascoyne	12.93
Meekatharra	8.87
Derby West Kimberley	6.15
Wyndham East Kimberley	5.94
Dowerin	3.82
Halls Creek	3.76
Ashburton	2.07
Cue	1.72
Mount Magnet	1.64
Greater Geraldton	1.40
Port Hedland	1.20
Serpentine Jarrahdale	1.17
Other Local Governments	6.90
State Total	72.20

Table 18: Regional Expenditures on Flood Damage 2017-18 to 2021-22 (\$ millions)

Region	2017-18	2018-19	2019-20	2020-21	2021-22	Total
Gascoyne	8.82	16.21	13.99	15.42	14.07	68.51
Goldfields Esperance	5.55	8.11	2.63	0.51	13.52	30.32
Great Southern	31.93	20.12	1.98	2.15	3.56	59.74
Kimberley	18.91	11.61	2.16	2.23	16.05	50.97
Metropolitan	0.41	0.15	0.17	0.00	1.87	2.60
Mid West	31.36	27.46	5.86	19.10	14.11	97.88
Pilbara	4.46	15.24	10.66	5.99	3.27	39.61
South West	0.11	0.52	0.00	0.37	0.05	1.06
Wheatbelt North	6.50	5.53	2.22	1.10	5.23	20.57
Wheatbelt South	27.88	16.35	0.11	0.60	0.47	45.41
State	135.93	121.28	39.78	47.47	72.21	416.08

Road Assets and Investments continued

Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources comprises:

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

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

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

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

Table 19 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

The main points that can be drawn from Table 19 are:

- Local Governments provided 51.7% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 18.4% of Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 68.3% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere.
- The Metropolitan Region accounts for \$290.45 million or 59.2% of the total amount of \$490.91 million spent from Local Governments' own resources.

Table 19: Local Government Road Expenditure 2021-22

Region	Total Local Government Road Expenditure (\$ millions)	Road expenditure from Local Government's own resources			
		Road expenditure (\$ millions)	% of total road expenditure	% of Councils' revenue capacity	Expenditure per person (\$)
Gascoyne	16.97	0.93	5.5%	4.8%	102
Goldfields Esperance	64.02	33.59	52.5%	35.0%	636
Great Southern	55.15	23.22	42.1%	25.9%	368
Kimberley	33.36	13.96	41.9%	33.5%	388
Metropolitan	425.08	290.45	68.3%	16.3%	143
Mid West	65.95	25.71	39.0%	27.0%	495
Pilbara	44.81	28.07	62.7%	36.7%	444
South West	113.31	44.15	39.0%	15.4%	148
Wheatbelt North	80.14	20.05	25.0%	17.7%	386
Wheatbelt South	51.04	10.78	21.1%	16.7%	494
State	949.83	490.91	51.7%	18.4%	183

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

- The lowest expenditure per person was in the Gascoyne and Wheatbelt South regions.
- Expenditure per person from own resources is highest in the Metropolitan and Goldfields Esperance Regions.

Local Government road expenditure effort is included in Appendix 21.

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

- Expenditure averaged 18.4% of Local Government revenue capacity over the State.

- Wiluna (117.6%) expended the highest proportion of their notional revenue capacity on roads (although this appears to have been related to flood damage reinstatement).
- 32 Local Governments spent less than 10% of their revenue capacity on roads.

All Local Governments managed to spend some of their own-source revenue on roads (although data was missing for one Local Governments). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure

effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record.

Table 20 presents Local Governments' own source road expenditure between 2017-18 and 2021-22 for each of the Regional Road Groups. Statewide expenditure increased by 3.0%, increasing in most regions. The own source expenditure declined in four regions including Gascoyne (down 50.0%).

Table 20: Total Road Expenditure from Local Governments' Own Resources 2017-18 to 2021-22 (\$ millions)

Region	2017-18	2018-19	2019-20	2020-21	2021-22	Change 5 years
Gascoyne	1.87	0.51	1.45	5.574	0.93	-50.0%
Goldfields Esperance	24.35	25.9	27.48	15.26	33.59	38.0%
Great Southern	22.47	23.36	20.96	22.56	23.23	3.4%
Kimberley	7.59	12.18	13.08	17.09	13.96	84.0%
Metropolitan	287.38	303.58	295.47	285.76	290.44	1.1%
Mid West	24.58	29.53	24.31	26.23	25.71	4.6%
Pilbara	17.43	19.49	20.91	30.31	28.07	61.0%
South West	52.90	53.42	51.99	58.10	44.15	-16.5%
Wheatbelt North	23.97	22.37	20.44	17.41	20.05	-16.4%
Wheatbelt South	13.89	17.05	12.59	10.39	10.78	-22.4%
State	476.43	507.39	488.66	488.69	490.92	3.0%

The change is calculated over the 5 years 2017-18 to 2021-22.

Statistics for individual Local Governments for the period 2011-12 to 2021-22 are provided in Appendix 21.

Data was missing in 2021-22 for 1 Local Government.

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments also provided data to indicate to what purposes they were allocating their own source funds (Table 21).

The majority of Local Government's own source funds are spent on maintenance and renewal (74.6%). Only 10.7% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 71.9% of all Local Government maintenance expenditure, and 36.4% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade works (32.6%), as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

Road Assets and Investments continued

Table 21: Road Expenditure from Local Government's Own Resources 2021-22 (\$ thousands)

	Maintenance	Renewal	Flood Repair	Upgrade	Expansion	Total
Expenditure of Local Government funds	252,943	113,467	7,366	64,690	52,455	490,921
% share of Local Government funds	51.5%	23.1%	1.7%	13.2%	10.7%	100.0%
% share of Category expenditure	71.9%	36.4%	10.9%	32.6%	59.6%	48.4%
Total Category expenditure	351,671	311,572	66,061	198,576	88,010	1,015,891

Expenditure excludes flood damage.

3. Local Government Road Asset Management Performance

The Reporting System

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

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

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

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

Estimates of replacement cost were based on road inventory data from Main Roads WA and road costs from

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

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

The Regional Road Groups are not suitable for benchmarking because of the wide diversity in the Local Governments in each Road Group. For example, the City of

Greater Geraldton is in the same Regional Road Group as the Shire of Murchison. To provide better information for benchmarking, another set of statistics is presented in Appendices 15 to 20 in which non-Metropolitan Local Governments are grouped into six groups each made up of Local Governments with broadly similar populations. The City of Greater Geraldton is grouped with other Country Cities and the Shire of Murchison is grouped with Pastoral Shires.

The six groups of Local Governments with similar characteristics are:

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



Earl Street, Narrogin

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 2021-22 financial year was \$945.54 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 \$663.24 million on road preservation. This is \$282.3 million, 29.9%, a gap which has grown from 18.5% in 2017-18.

There was a \$13.6m increase in capital expenditure (upgrade and expansion) and an \$41.4m increase in preservation expenditure (Table 15).

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

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2017-18	716.73	584.28	132.45
2018-19	779.63	623.89	155.74
2019-20	800.77	607.11	193.66
2020-21	868.14	621.80	246.34
2021-22	945.54	663.24	282.30
Increase 5 Years	31.9%	0.8%	113.1%

Expenditure on preservation excludes repair of flood damage.

Road Assets and Investments continued

The \$282.3 million shortfall in 2021-22 is \$36 million more than in 2020-21. It is clear that with the increasing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient capacity to fund their road preservation needs are discussed below.

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

Table 23 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

Table 23 shows the preservation performance of the Regions. Overall, the State's performance has again reduced, down to 70.1%. This means that Local Governments spent 70.1% 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 too has dropped for the fourth year in a row from 90.0% to 86.1%; previously the metropolitan area was always above 100%. This indicates that 14% less than what was

required to maintain the roads in their current condition was spent in the metropolitan area.

Once again the Pilbara region achieved the highest performance, with a preservation performance of 116.4%. This is an excellent result for the Pilbara region, and goes some way for catching up on preservation needs in the previous years when performance was below 100%.

The preservation performance varies widely between the regions. Preservation performance increased in five regions and deteriorated in five regions. For the non-metropolitan regions collectively the average performance was steady at 61%. According to this data, the Wheatbelt South had the lowest performance at 42.1%, an improvement on the previous year (35.3%).

Table 23: Required Expenditure on Preservation and Actual Expenditure 2021-22 (\$ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	17.753	9.604	54.1%
Goldfields Esperance	57.825	49.341	85.3%
Great Southern	67.083	42.984	64.1%
Kimberley	22.593	20.487	90.7%
Metropolitan	343.959	296.259	86.1%
Mid West	75.982	41.573	54.7%
Pilbara	31.119	36.232	116.4%
South West	123.009	78.612	63.9%
Wheatbelt North	122.722	52.977	43.2%
Wheatbelt South	83.494	35.174	42.1%
Total	945.539	663.243	70.1%

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

Changes in preservation performance over the longer term between 2017-18 and 2021-22 are set out in Table 24. In 2017-18 the rural regions had a preservation performance of 69.1%; this has reduced to 61% in 2021-22. The Metropolitan Region remains high but has decreased significantly from 102% to 86.1%. This was an 15.9% reduction; only the Gascoyne (23.1%) and Midwest (21.0%) had a greater reduction in performance, both contributing to the reduction in the State preservation performance from 81.5% to 70.1% over the five-year period. The Goldfields Esperance, Kimberley and Pilbara regions showed increased performance over the long term.

Table 24: Preservation Performance 2017-18 to 2021-22

Region	2017-18	2018-19	2019-20	2020-21	2021-22	Change
Gascoyne	77.2%	84.1%	46.4%	43.4%	54.1%	-23.1%
Goldfields Esperance	81.4%	82.6%	86.3%	72.9%	85.3%	3.9%
Great Southern	78.7%	76.1%	72.9%	69.4%	64.1%	-14.6%
Kimberley	86.2%	85.4%	72.5%	80.5%	90.7%	4.4%
Metropolitan	102.0%	97.6%	96.4%	90.2%	86.1%	-15.9%
Mid West	75.7%	79.8%	64.8%	53.1%	54.7%	-21.0%
Pilbara	84.2%	82.4%	96.1%	131.9%	116.4%	32.3%
South West	78.4%	71.3%	64.0%	64.0%	63.9%	-14.5%
Wheatbelt North	53.7%	53.9%	49.7%	50.3%	43.2%	-10.6%
Wheatbelt South	43.7%	52.2%	48.6%	35.3%	42.1%	-1.5%
Total	81.52%	80.02%	75.82%	71.62%	70.1%	-11.4%
Metropolitan	102.00%	97.61%	96.37%	90.21%	86.1%	-15.9%
Non Metropolitan	69.07%	69.28%	63.65%	60.85%	61.0%	-8.1%

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

Capacity to Fund Road Preservation Needs

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

it is apparent that many Local Governments have assigned preservation a greater priority, although it is concerning that preservation expenditure has fallen as a percentage of total expenditure.

A comparison of Local Governments' road preservation needs with their revenue raising capacity provides useful insight into the ability of Local Governments to finance their road preservation needs. In making this comparison net preservation needs are used. These are the amounts required to maintain roads at their current condition, less the road grants

that Local Governments receive for road preservation. These grants comprise the identified Federal road grants, 63% of the Roads to Recovery grants³, State direct grants, and that portion of the State road project grants allocated to preservation.

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

Road Assets and Investments continued

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 25% of their estimated revenue capacity to make up the difference between their road preservation needs and the road

grants they receive for preservation. However, this is skewed by the Metropolitan figure of 9.4% (reflecting the high concentration of revenue capacity in the metropolitan area). Regional Local Governments would have to spend 56.6% of revenue capacity. In 2021-22 they spent 18.4% of their estimated revenue capacity on roads generally, with 14.0% exclusively on preservation (maintenance and renewal). When the net road preservation needs are compared with revenue capacity for the regions, it is found that the burden of maintaining roads varies greatly between the regions as shown in Table 25.

Table 25: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2021-22

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	105.9%	4.4%	4.8%
Goldfields Esperance	63.9%	24.0%	35.0%
Great Southern	60.1%	22.4%	25.9%
Kimberley	50.3%	20.2%	33.5%
Metropolitan	9.4%	12.3%	16.3%
Mid West	74.3%	20.5%	27.0%
Pilbara	36.9%	29.5%	36.7%
South West	25.7%	12.6%	15.4%
Wheatbelt North	90.4%	14.2%	17.8%
Wheatbelt South	105.7%	12.6%	16.7%
State	25.0%	14.0%	18.4%
Non-Metropolitan	56.6%	17.5%	22.7%

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.

Table 25 shows that Local Governments in the Gascoyne region would have to spend 105.9% 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 4.8% of their total revenue capacity on road works. In the Gascoyne region preservation expenditure equated to 4.4% of the Local Government's collective revenue capacity. Local Governments in the Metropolitan Region would have to spend only 12.3% to preserve the road network at the current standard; their total road expenditure accounted for 16.3% of revenue capacity. Prior to 2019-20 it was the only region where expenditure on preservation from own resources exceeded the requirement for preservation, but that was not the case in 2021-22 (Table 24). Consistent with the high (116.4%) preservation performance noted above for the Pilbara region, the region has also contributed a relatively high percentage of their revenue capacity (36.7%), the highest of any region.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity averages 14.0% for the State and ranges from 4.4% for Gascoyne to 29.5% for Pilbara. The large differences in the table explain some of the variations in the preservation performance in Table 25.



Road Assets and Investments continued

Analysis of Asset Renewal Performance

The current rates of reconstructing and resealing sealed roads and resheeting gravel roads have been analysed using data provided by Local Governments (Table 26).

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

renewal is lagging against estimated life.

The estimated life was derived from available data and through consultation with Main Roads WA and Local Government engineers. Essentially the data in Table 26 means that Local Governments collectively are not renewing sufficient lengths of road each year. In the Metropolitan

Region, the low percentage of roads reconstructed each year means it would take 503 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 56 years to reseal the network (estimated life 15 to 30 years).

Table 26: Renewal of Roads Within Built Up Areas 2021-22

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	52.1	0.20%	503.3	75
- resealing	467.9	1.78%	56.1	15 to 30
Outside Metropolitan Region				
- reconstruction of sealed roads	67.3	0.66%	152.3	60
- resealing	309.1	3.02%	33.2	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 must last given the percentage reconstructed each year. For example, if 1% is reconstructed each year the implied road life would be 100 years. If 2% is reconstructed each year the implied road life would be 50 years. For resealing, the indicated life is the number of years the seal would have to last given the percentage resealed each year.

These estimates are paradoxical given that Table 23 indicates that metropolitan expenditure is almost at the level required for asset preservation (86%). Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete. Further, much preservation work has an element of improvement, and this would be inflating the preservation expenditure to a slight degree. In the data collection for this report, no reconstruction works were reported in 18 Metropolitan Local Governments, and no resealing works in four Metropolitan Local Governments.

Table 27: Renewal of Roads Outside Built Up Areas 2021-22

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	588.5	1.3%	75.0	60
Resealing of sealed roads (lane km)	1253.0	2.8%	35.1	12 to 15
Resheeting of gravel roads (km)	1436.8	2.6%	38.1	20

As indicated above, the implied life of sealed and gravel roads outside built up areas (Table 23) is considerably higher than the estimated life, indicating that asset renewal is lagging against estimated life.

Road Age

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

Table 28: Average Age of Sealed Local Roads 2021-22

Region	Roads in built up areas				Roads outside built up areas		
	Length Km	Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length Km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	33	12	15	445	23	12
Goldfields Esperance	463	36	23	25	1,154	29	22
Great Southern	522	35	23	27	2,638	34	20
Kimberley	223	42	23	14	318	34	19
Metropolitan	11,611	44	24	24	2,457	34	22
Mid West	489	31	18	18	2,766	25	16
Pilbara	462	33	32	16	303	21	23
South West	1,993	36	26	19	4,175	34	24
Wheatbelt North	506	39	25	18	6,202	39	24
Wheatbelt South	235	42	28	17	3,703	33	19
Estimated road life		60 - 75	15 - 20	20 - 25		55	15 - 20
Optimal age		30 - 37.5	7.5 - 10	10 - 12.5		27.5	7.5 - 10

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

The road ages provided by Main Roads WA are based on historical records, some of which are very old. The optimal ages in Table 28 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5-10 years.

The pavement ages of roads in built up areas are close to the optimal range. It must be noted, however, that some Local Government have much higher ages than the averages in the table. For example the average age for the City of Perth is 55 years

and for the City of Vincent 64 years compared to the Metropolitan average of 44 years in Table 28. For the Shire of Serpentine-Jarrahdale, the average age is only 23 years.

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

Road Assets and Investments continued

Sustainability of Sealed Roads

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 29.

The performance measure is calculated by dividing the annual preservation expenditure by the annual life cycle cost. The higher the percentage, the better is the performance. The state-wide performance is 59.2%, a decrease on the previous year (63.0%), and lower than five years ago (69.1% in 2016-17). In this particular year, the Goldfields Esperance Region, the most improved and best performing region, expended 87.8% of the annual life cycle cost, making up somewhat for the much lower 67.3% in the previous year. Performance also improved in the Gascoyne, Kimberley and South West regions.

The worst performing regions, according to this data, are Wheatbelt South (44.9%) and Mid-West (30.4%). There were four other regions which had decreased performance, including the Metropolitan region, which dropped from 72.1% in the previous year.

Table 29: Sustainability of Sealed Roads 2021-22 (\$ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	10,161	5,225	51.4%
Goldfields Esperance	22,592	19,843	87.8%
Great Southern	32,824	18,641	56.8%
Kimberley	15,001	8,452	56.3%
Metropolitan	225,513	149,508	66.3%
Mid West	36,045	10,948	30.4%
Pilbara	19,244	16,208	84.2%
South West	83,341	47,383	56.9%
Wheatbelt North	62,922	29,402	46.7%
Wheatbelt South	35,340	15,865	44.9%
State	542,983	321,475	59.2%

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

Road Condition Surveys

Road condition data is an essential requirement in road management. This data was not previously available, but good progress continues to be made in collecting this data as shown in Table 30. 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 approximately 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 within the RAMM

pavement management software. In May 2021, data was analysed for the 117 Local Governments that are subscribers to RAMM and the resulting indices are shown at a regional level in Figures 11 to 13. Figure 12 shows that the Wheatbelt South, Wheatbelt North and the Kimberley regions have greater than 20% of their sealed road network rated to have a poor or very poor surface condition. This equates to more than 2,200km of roads with a poor surface condition. Figure 11 indicates that the Wheatbelt South has greater than 20% of the sealed network with a poor structural condition.

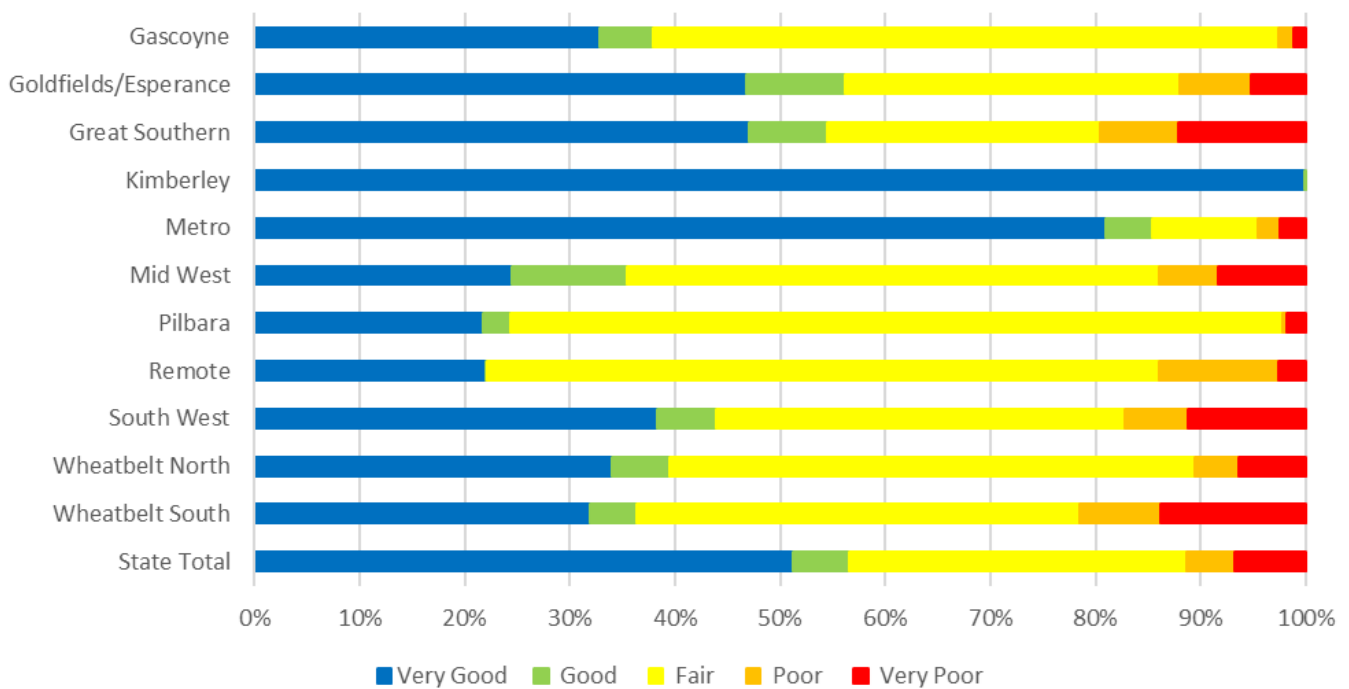
Table 30: Percentage of Sealed Roads Surveyed in the Preceding 7 Years (percentage by length)

Region	Percentage Surveyed						
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Gascoyne	46	46	36	89	86	86	81
Goldfields Esperance	35	40	69	44	52	56	59
Great Southern	71	71	73	54	44	44	56
Kimberley	75	74	53	76	35	35	39
Metropolitan	84	72	78	74	70	73	69
Mid West	67	62	37	68	49	79	84
Pilbara	92	100	100	100	62	100	100
South West	74	71	68	74	53	56	58
Wheatbelt North	86	83	80	83	72	52	51
Wheatbelt South	66	62	62	90	90	75	76
State	75	70	65	77	65	64	65

Source: RAMM database August 2022

Note data excludes 9 non RAMM subscriber Local Governments.

Figure 11: Structural Condition Index 2021



Road Assets and Investments continued

Figure 12: Surface Condition Index 2021

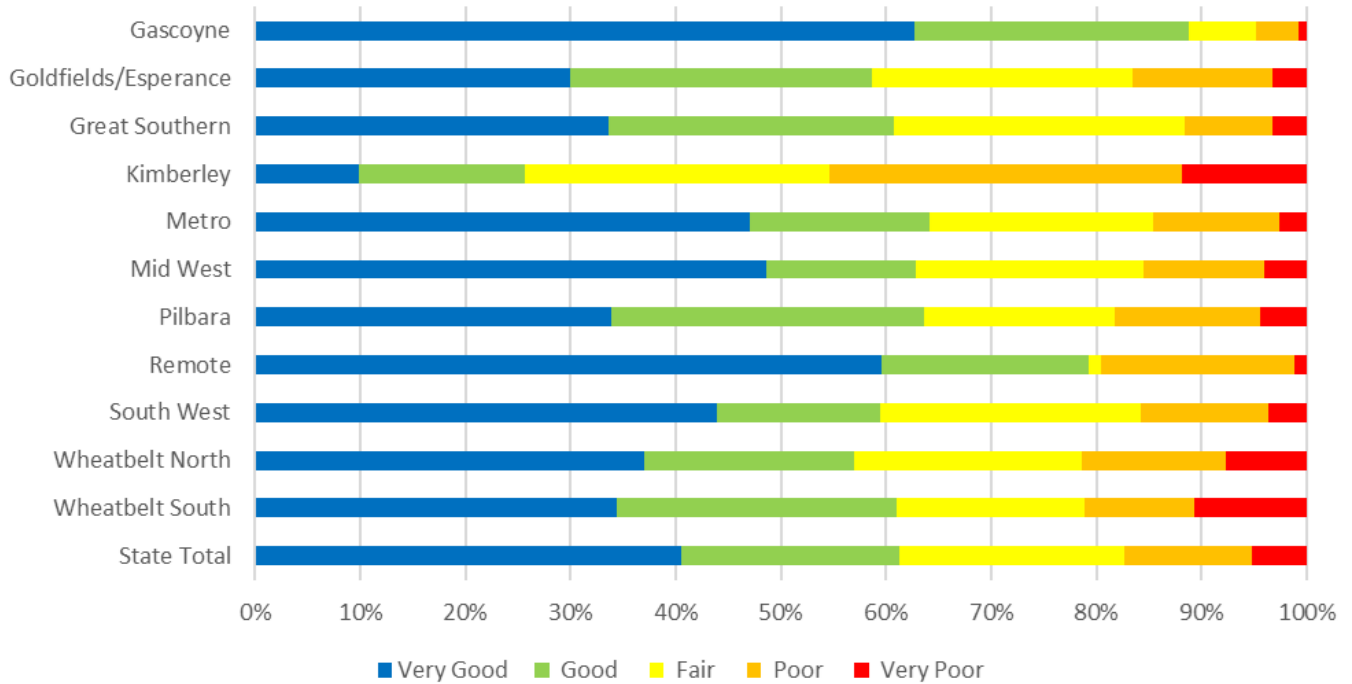
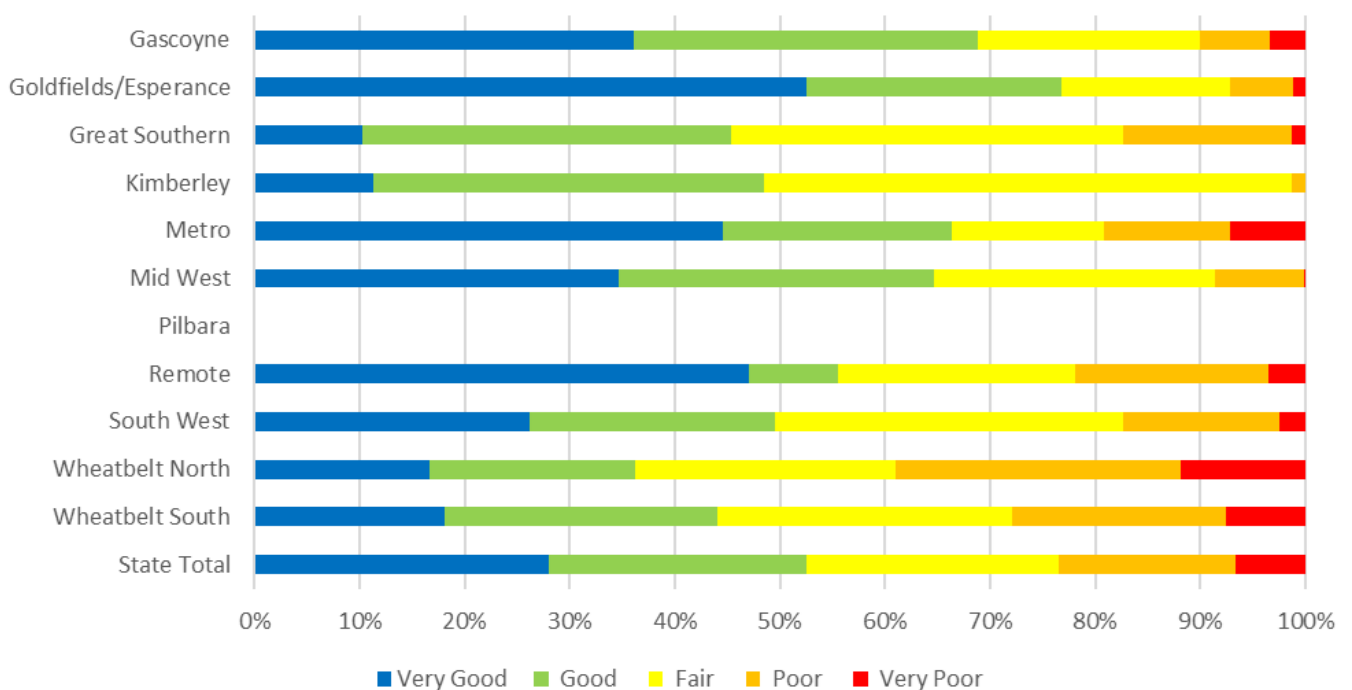


Figure 13: Drainage Condition Index 2021



Expenditure by Class of Road

Each class of road has its own expenditure needs. Table 31 shows the actual expenditure on preservation per kilometre for each class of road for each of the Regional Road Groups. This information is useful for benchmarking purposes.

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

Table 31: Expenditure on Preservation per Kilometre of Road 2021-22

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	14,024	3,632	1,736	46
Goldfields Esperance	15,321	2,689	2,721	791
Great Southern	11,345	2,328	2,466	376
Kimberley	12,968	3,870	5,860	342
Metropolitan	10,930	2,900	2,432	5,573
Mid West	13,801	1,335	2,129	341
Pilbara	20,318	5,290	4,711	117
South West	9,287	3,182	2,695	788
Wheatbelt North	8,450	2,137	1,322	440
Wheatbelt South	10,956	1,756	1,538	256
State	11,231	2,341	2,250	460

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

Expenditure on Bridges

Total expenditure reduced by 35.5% from the \$29.1 million spent in 2020-21. To some extent the overall expenditures on bridges reflects the timing and scheduling of bridge projects and the availability of contractors. The expenditure of \$14.68 million on bridge preservation is also a reduction, from \$18.4 million in 2020-21. This level of expenditure represents 0.69% of the current replacement value of \$2.141 billion for Local Government bridges in the State.

Table 32: Expenditure on Local Government Bridges 2021-22

Region	Preservation	Upgrade and expansion	Total
	\$	\$	\$
Gascoyne	0	0	0
Goldfields Esperance	0	0	0
Great Southern	584,000	198,000	782,000
Kimberley	0	0	0
Metropolitan	5,822,000	156,000	5,978,000
Mid West	271,000	2,041,000	2,312,000
Pilbara	50,000	0	50,000
South West	6,541,000	1,039,000	7,580,000
Wheatbelt North	710,000	638,000	1,348,000
Wheatbelt South	704,000	29,000	733,000
State	14,682,000	4,101,000	18,783,000

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

Road Assets and Investments continued

Bridge Age

Main Roads WA undertakes structural bridge inspections on behalf of Local Government and this information is used to prioritise funding for remedial and replacement works.

Nearly 63% of bridges (for which an age is known) are more than 30 years old (Table 33). Incredibly 36% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 88.6% of the 196 timber bridges more than 30 years old, and 66.5% of timber bridges in the Wheatbelt more than 50 years old. The figures in the Metropolitan region are not much better (for 32 timber bridges), at 84.4% and 68.6% respectively.

Figure 14: Age of Local Government Bridges 2022 (years)

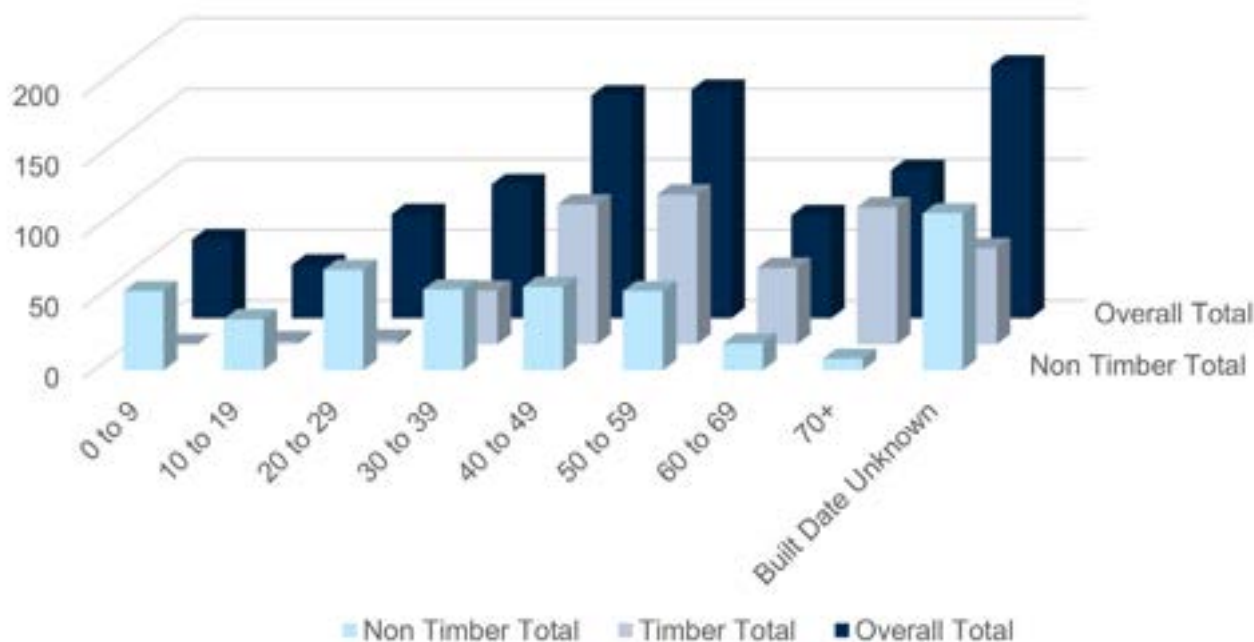


Table 33: Bridge Age (years) (November 2022 data)

Bridge Type	Region	Total No. of Bridges	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70+	Built Date Unknown
Non Timber	Goldfields Esperance	4	0	1	0	0	2	1	0	0	0
	Great Southern	16	6	3	2	0	0	1	1	0	3
	Kimberley	13	1	0	0	0	0	9	1	1	1
	Metropolitan	139	21	6	30	16	30	15	4	0	17
	Mid West-Gascoyne	27	4	4	1	1	3	6	6	2	0
	Pilbara	29	3	2	1	1	9	6	1	1	5
	South West	101	21	17	15	14	7	0	1	1	25
	Wheatbelt	144	0	3	22	25	8	18	5	3	60
Total - Non Timber		473	56	36	71	57	59	56	19	8	111
Timber	Great Southern	53	0	0	0	9	15	6	9	6	8
	Metropolitan	32	0	0	0	3	2	4	6	12	5
	Mid West-Gascoyne	1	0	1	0	0	0	0	0	0	0
	South West	196	0	1	3	18	49	54	12	25	34
	Wheatbelt	185	0	0	0	8	33	42	27	54	21
Total - Timber		467	0	2	3	38	99	106	54	97	68
Total		940	56	38	74	95	158	162	73	105	179

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

It is based on a different dataset to Table 5, and includes, for example, footbridges over waterways.



Road Assets and Investments continued

Overview of Local Government Road Assets and Expenditure

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

Table 34: Local Government Road Assets and Expenditure: 5 Years 2017-18 to 2021-22

	2017-18	2018-19	2019-20	2020-21	2021-22
Replacement value \$ billions	\$27.18	\$29.57	\$30.26	\$32.49	\$35.08
Written down value \$ billions	\$15.45	\$16.84	\$16.72	\$17.62	\$18.61
Required preservation expenditure \$ millions	\$716.73	\$779.63	\$800.77	\$868.14	\$945.54
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$584.28	\$623.89	\$607.11	\$621.77	\$663.24
Local Government expenditure on flood damage \$ millions	\$135.93	\$121.28	\$39.78	\$47.50	\$72.21
Local Government expenditure on upgrading and building new roads \$ millions	\$261.94	\$226.67	\$278.95	\$273.14	\$286.59
Total Local Government road expenditure \$ millions	\$982.14	\$971.84	\$925.83	\$942.41	\$1,022.00

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

Total preservation expenditure on existing roads (excluding flood damage) increased by \$41.47 million in 2021-22 to \$663.2 million. This increase was not enough to stop the shortfall increasing, given that the required preservation expenditure increased by \$77.4 million.

Flood damage expenditure (\$72.2 million) is discussed earlier in this report.



Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$35.08 billion as at 30 June 2022.

Table 35: Replacement Value 30 June 2022 (\$ billions)

Road type	Replacement Value
Sealed roads in built up areas	19.18
Sealed roads outside built up areas	8.52
Gravel roads	4.37
Formed roads	0.86
Bridges	2.14
Total	35.08

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

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

The written down value of \$18.61 billion is 53.1% of the replacement value of \$35.08 billion. It is slightly lower than the 54.2% rating for 2020-2021. The written down value over replacement value is a National Performance Measure termed: 'state of the road asset' or the 'remaining service potential'. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication "Asset Management – Framework and Guidelines".⁴ The State average of

53.1% is less than the 60.7% rating for State highways and main roads in WA, and less than the 59.0% rating for local roads ten years ago (2011-12) and the 65% rating of twenty years ago (2000-01). The latest National figure, produced for the ALGA's National State of the Assets report, is 68.3%.

Figure 15 shows the general trend in the state of the road asset over the last 10 years. The remaining service potential seems to be in a general decline, reflecting an ageing road network.

Replacement and written down values for each of the ten regions are provided in Table 36.

The table suggests that roads in the Metropolitan Region are in a better state (road state factor 61.9%) than in all other regions, while roads in the Wheatbelt North (38.7%) and

Wheatbelt South (43.5%) are in a worse state than elsewhere.

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

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

⁵ Ibid

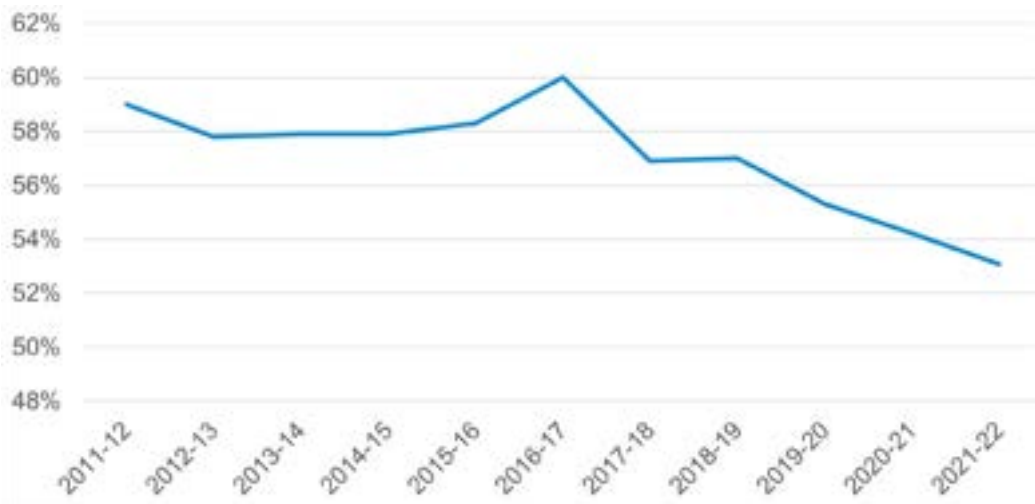
Table 36: Replacement and Written Down Value 30 June 2022 (\$ millions)

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	625.10	360.10	57.6%
Goldfields Esperance	1,677.11	757.59	45.2%
Great Southern	2,046.53	894.30	43.7%
Kimberley	775.39	338.65	43.7%
Metropolitan	15,225.38	9,428.44	61.9%
Mid West	2,420.00	1,228.04	50.7%
Pilbara	1,015.63	604.84	59.6%
South West	5,102.67	2,488.85	48.8%
Wheatbelt North	3,700.05	1,432.17	38.7%
Wheatbelt South	2,488.32	1,081.68	43.5%
Total	35,076.18	18,614.66	53.1%

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

Road Assets and Investments continued

Figure 15: State of the Road Asset: Written Down Value as % Replacement Value 2011-12 to 2021-22



Road Asset Consumption

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

Road asset consumption for the ten regions is given in Table 37. The State average is 2.45%. The Metropolitan Region has the best performance (1.68%), while the Goldfields Esperance Region has the poorest performance (3.59%), with the Gascoyne (3.57%) close behind.

Road asset consumption for the years 2017-18 to 2021-22 are provided in Table 39. The State average of 2.45% is slightly higher than in 2017-18 (2.38%) indicating that road assets are being consumed at a slightly higher rate.

Table 37: Road Asset Consumption 2021-22 (\$ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	492.41	17.60	3.57%
Goldfields Esperance	1,288.34	46.24	3.59%
Great Southern	1,590.02	52.45	3.30%
Kimberley	611.04	21.10	3.45%
Metropolitan	13,162.07	221.31	1.68%
Mid West	1,871.67	63.68	3.40%
Pilbara	828.21	25.18	3.04%
South West	4,427.77	98.68	2.23%
Wheatbelt North	2,851.13	99.68	3.50%
Wheatbelt South	1,916.42	66.71	3.48%
State	29,039.08	712.63	2.45%

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



Heal Street, Quairading

Road Assets and Investments continued

Road Crash Statistics for Local Government Roads

In 2021, 916 people were killed or seriously injured (KSI) in reported road crashes on Local Government roads in Western Australia with 644 KSI occurring in the metropolitan area and 272 in regional areas. These numbers represent the lowest total KSI in the past five years, while the Annual KSI rate by 100,000 population is also at its lowest level at 34.15.

Figure 16: Annual KSI and KSI by 100,000 Population on Local Government Roads in Western Australia



Source: Road Safety Commission.



Table 38: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2017 to 2021

Region	Killed	Seriously injured	Killed and seriously injured	Population ⁶	Average annual KSI rate per 100,000
Gascoyne	1	15	16	9,186	34.8
Goldfields Esperance	24	113	137	52,809	51.9
Great Southern	21	88	109	63,117	34.5
Kimberley	10	84	94	35,996	52.2
Metropolitan	174	3,301	3,475	2,034,601	34.2
Mid West	9	112	121	51,980	46.6
Pilbara	2	90	92	63,164	29.1
South West	79	500	579	297,573	38.9
Wheatbelt North	40	162	202	51,996	77.7
Wheatbelt South	18	93	111	21,835	101.7
State	378	4,558	4,936	2,682,257	36.8

Source: Road Safety Commission.

⁶ Australian Bureau of Statistics. (2021). 2021 Census Data. Retrieved on 11 April 2023 from <https://www.abs.gov.au/census/find-census-data/search-by-area>.

For the five-year period between 2017-2021, the average annual killed and seriously injured rate per 100,000 population on Local Government roads was highest in the Wheatbelt South region, followed by the Wheatbelt North and Kimberley regions.

The most prevalent crash types resulting in a KSI crash in regional areas of Western Australia are “Off Carriageway Hit Object” and “Off Carriageway Non-collision.” Together, these crash types can be characterised as run off road crashes. The “Non-collision” crash type is also prevalent in regional areas. In the metropolitan area, “Right Angle” and “Right Turn Thru” crash types are the most prevalent, indicating that KSI crashes are occurring at intersections are predominant.

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

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

Source: Road Safety Commission.

Road Assets and Investments continued

National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 40 for five years 2017-18 to 2021-22.

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

- A.** State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in the preceding section on replacement and written down value.
- B.** Expenditure on Local Government roads and bridges

\$ millions - compares total road expenditure for the States.

- C.** Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 31], 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 31].
- E.** Road asset consumption - this is the annual depreciation expense divided by the depreciable amount. The depreciation expense is the systematic allocation of the depreciable amount over its useful life. The depreciable amount is the current replacement cost less residual value.

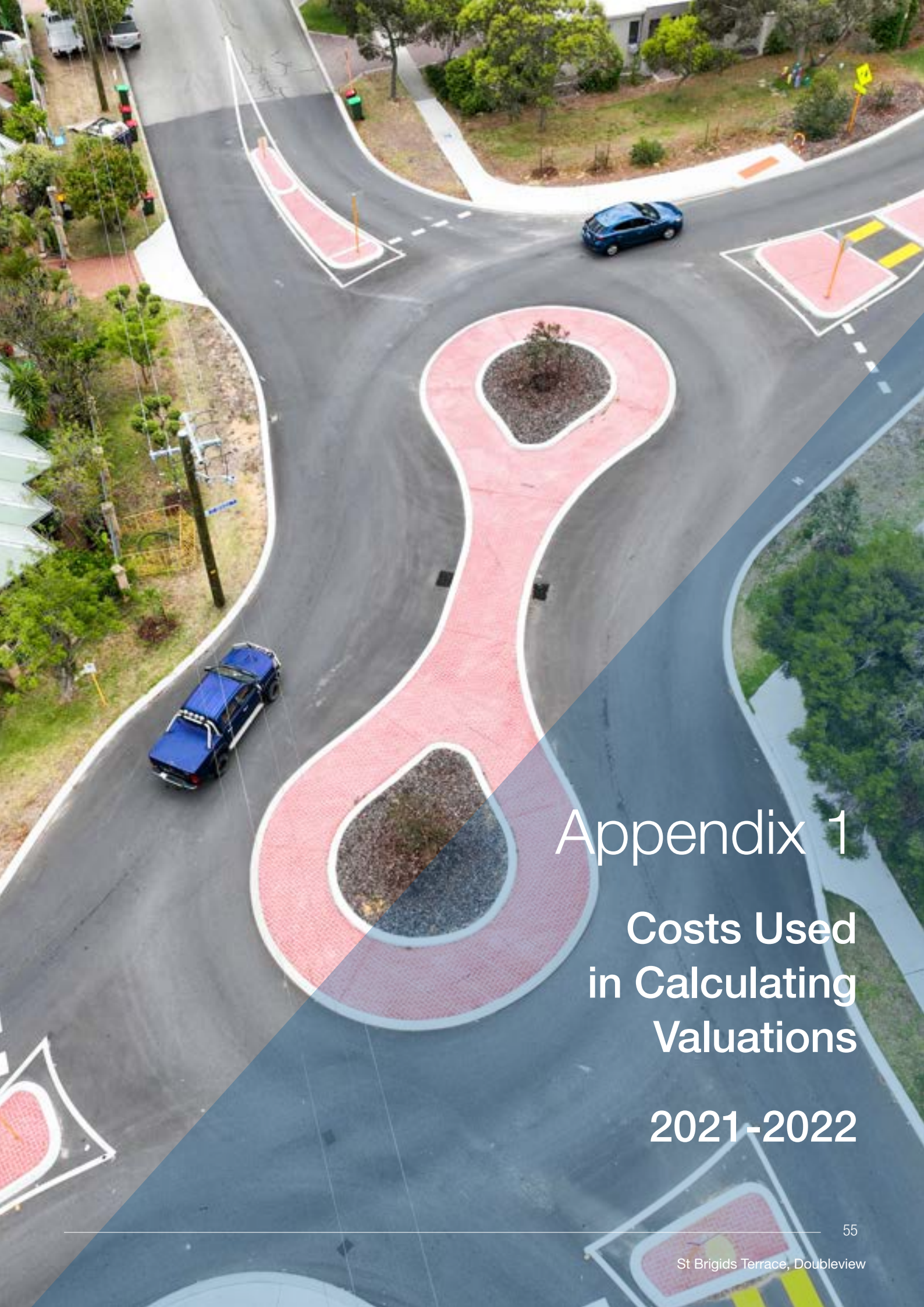
- F.** Sustainability of sealed roads - this is the sum of annual maintenance and renewal expenditure divided by the life cycle cost. Life cycle cost is the average annual asset consumption represented by the annual depreciation expense plus current road maintenance expenditure.
- G.** Road Safety -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

Table 40: National Performance Measures WA

	Performance measure	2017-18	2018-19	2019-20	2020-21	2021-22	National
A	State of road asset – service potential remaining %	57.0%	57.0%	55.3%	54.2%	53.1%	68.3%
B	Expenditure on roads and bridges \$ millions	\$982.15	\$971.84	\$925.865	\$942.224	\$1,022,034	\$6,639
C	Expenditure on sealed roads \$ per km	\$11,804	\$11,711	\$11,704	\$12,007	\$12,667	\$14,149
D	Expenditure on unsealed roads \$ per km	\$3,041	\$3,305	\$2,224	\$2,189	\$1,759	\$3,336
E	Road asset consumption	2.38%	2.37%	2.38%	2.42%	2.45%	1.7%
F	Sustainability sealed roads	66.4%	62.3%	59.4%	62.95%	60.98%	85%
G	Road safety sealed roads – fatalities per 1000 km per year	1.73	1.58	1.69	1.58	1.96	1.7*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.05	0.09	0.17	0.13	0.08	N/A

National figure is 2019. Source: Australia's Local Government 2021 National State of the Assets (NSOA), published September 2021.

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



Appendix 1

Costs Used in Calculating Valuations

2021-2022

Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2021-22 prices (\$ per kilometre)

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

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

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

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

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

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

Local distributor roads

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

Road Preservation Costs: Costs are in 2021-22 prices

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

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	4,180	92,693	366,000 - 443,000
Goldfields Esperance	3,817	61,138 - 87,543	328,000 - 403,000
Great Southern	3,399	63,529	298,000 - 372,000
Kimberley	4,689	112,555	430,000 - 531,000
Metropolitan	4,235	59,903	272,000 - 314,000
Mid West	3,344	63,529	298,000 - 372,000
Pilbara	4,508	93,008	410,000 - 509,000
South West	4,180	59,903	328,000 - 393,000
Wheatbelt North	3,344	63,529	291,000 - 361,000
Wheatbelt South	3,508	63,529	294,000 - 366,000

Appendix 1: Costs Used in Calculating Valuations

Sealed Roads Outside Built Up Areas: Costs are in 2021-22 prices (\$ per kilometre)

Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,077	78,727	412,378
Goldfields Esperance	2,827	51,532 - 83,272	363,954
Great Southern	2,499	54,046	346,772
Kimberley	3,436	95,597	498,290
Metropolitan	3,124	50,610	456,115
Mid West	2,468	54,046	332,714
Pilbara	3,327	78,727	506,100
South West	3,077	50,610	410,816
Wheatbelt North	2,468	54,046	324,904
Wheatbelt South	2,577	54,046	328,028

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

Unsealed Roads Outside Built Up Areas: Costs are in 2021-22 prices (\$ per kilometre)

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





Appendix 2

Standards for Calculating Expenditure Required to Maintain Current Standards

2021-2022

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

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

Roads Outside Built Up Areas

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

Bridges

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

Sealed Roads Within Built Up Areas - Residential Streets

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

Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains

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

Sealed Roads Within Built Up Areas - Local Distributor Roads

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



Appendix 3

Formulae Used in this Report

2021-2022

Appendix 3: Formulae Used in this Report

Written Down Value

Depreciation $\frac{(CRV - RESID) \times Age}{Useful\ Life}$

Written Down Value $CRV - DEP$

Road Asset Consumption

Depreciable amount $CRV - RESID$

Annual Depreciation Expense $\frac{Depreciable\ Amount}{Useful\ Life}$

Performance $\frac{Annual\ Depreciation\ Expense}{Depreciation\ Amount}$

Sealed Road sustainability

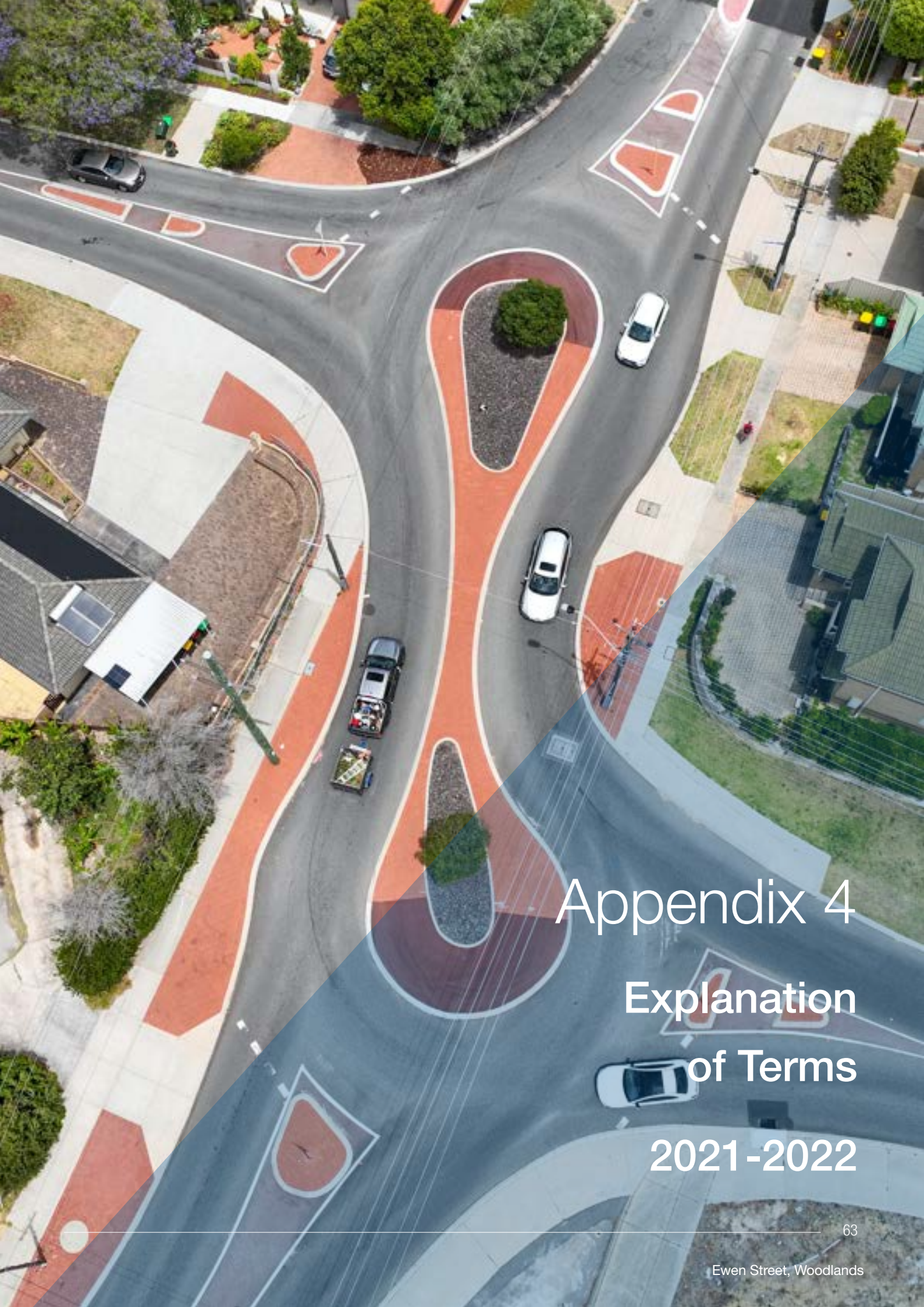
Annual Depreciation Expense $\frac{Depreciable\ Amount}{Useful\ Life}$

Life Cycle Cost per year $Annual\ Depreciation\ Expense + Maintenance$

Performance $\frac{Maintenance + Renewal}{Life\ Cycle\ Cost\ per\ year}$

Explanation of Terms:

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



Appendix 4

Explanation of Terms

2021-2022

Appendix 4: Explanation of Terms

Maintenance, Capital Renewal, Capital Upgrade, and Capital Expansion

Unformed Road - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

Expenditure in this category includes:

Roads

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

Appendix 4: Explanation of Terms

Bridges

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

Ancillary

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

Widening a bridge
Strengthening a bridge to accommodate higher axle loads

Ancillary

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

Capital Expansion - Extending the road network.

Expenditure in this category includes:

Roads

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

Bridges

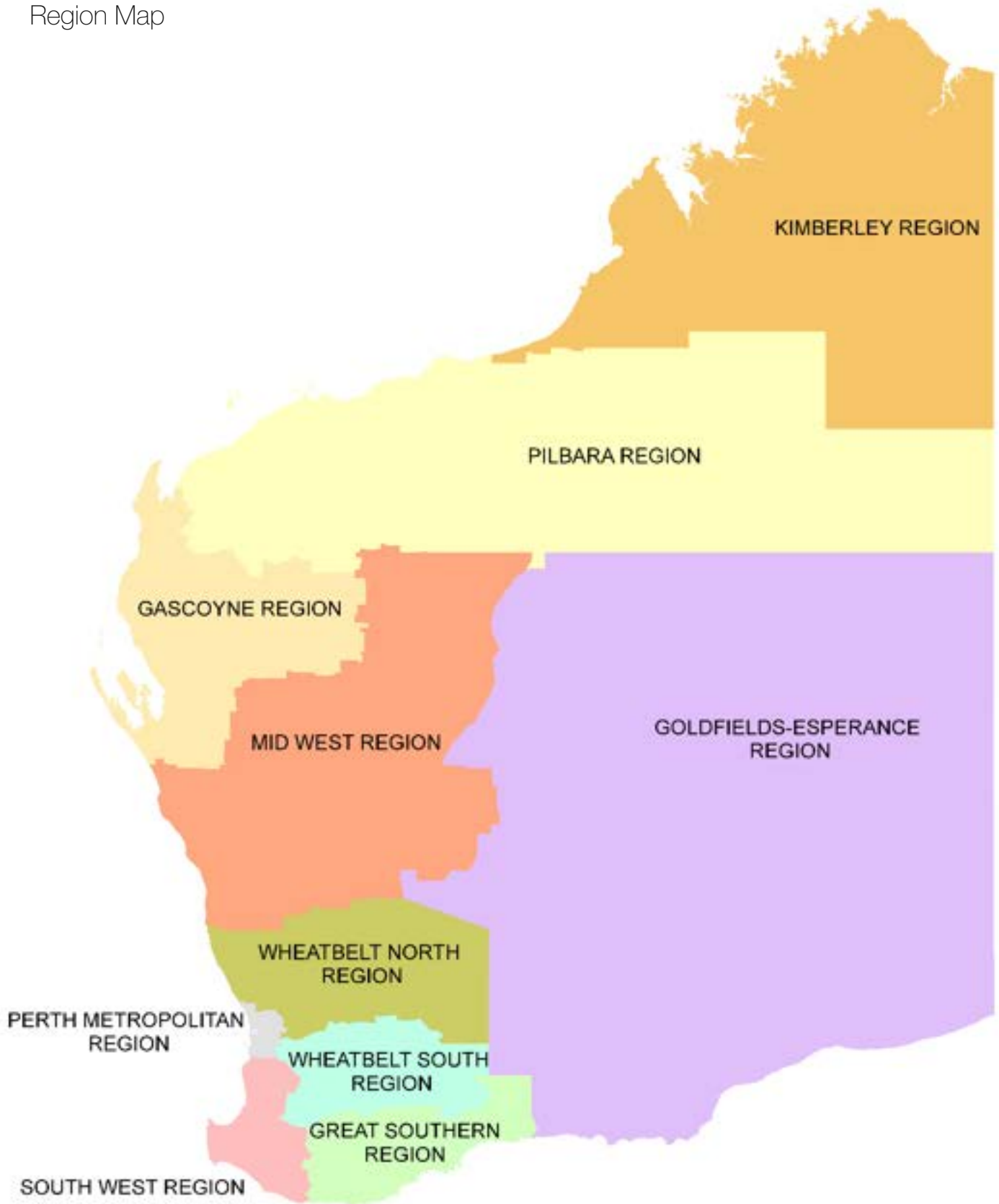
Constructing a bridge where none existed previously

Ancillary

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

Regional Road Groups

Region Map




Road Assets
and Expenditure
Indicators and
Expenditure
Statistics

2021-2022

Gascoyne Region Map





Appendix 5

Gascoyne Region 2021-2022

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

Appendix 5 - Gascoyne Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNARVON	0.62	3.4%	39%	0.54
EXMOUTH	0.47	3.0%	58%	0.67
SHARK BAY	0.53	4.3%	90%	0.66
UPPER GASCOYNE	0.62	4.1%	52%	0.39
Region Average	0.58	3.6%	51%	0.54
State Average	0.53	2.5%	59%	0.70

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
CARNARVON	6,435	36	1%	108%	0.4%	0.4%	7
EXMOUTH	2,408	598	25%	56%	12.8%	13%	203
SHARK BAY	1,745	54	3%	110%	2.0%	2%	56
UPPER GASCOYNE	20,445	245	1%	158%	6.2%	4%	845
Region	31,033	933	3%	106%	4.8%	4%	102
State	1,022,034	490,912	48%	25%	18.4%	14%	183

Total Expenditure includes flood damage.

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
CARNARVON	4	44	229	287	918	48	1,529	20.8	0.0	20.2
EXMOUTH	1	38	116	15	43	23	236	21.3	10.0	10.0
SHARK BAY	7	5	28	374	165	6	585	9.0	9.0	9.1
UPPER GASCOYNE	0	2	73	968	679	159	1,881	0.7	0.6	0.0
Region	12	89	445	1,644	1,805	236	4,232	51.8	19.6	39.3
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 5 - Gascoyne Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
CARNARVON	1,454	1,079	1,161	53	3,747	12,591	2,233	4,053	58
EXMOUTH	1,025	1,383	0	0	2,408	11,970	5,667	0	0
SHARK BAY	653	0	833	0	1,486	24,296	0	2,225	0
UPPER GASCOYNE	139	928	857	39	1,963	26,485	6,135	885	58
Region	3,271	3,390	2,851	93	9,604	14,024	3,632	1,736	46
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
CARNARVON	1,612	2,135	1,555	0	5,302	30.4%	40.3%	29.3%	0.0%	6,905	3,747
EXMOUTH	1,123	1,285	0	0	2,408	46.6%	53.4%	0.0%	0.0%	3,573	2,408
SHARK BAY	745	741	138	121	1,745	42.7%	42.5%	7.9%	6.9%	2,247	1,486
UPPER GASCOYNE	1,288	675	5,548	0	7,511	17.1%	9.0%	73.9%	0.0%	5,028	1,963
Region	4,768	4,836	7,241	121	16,966	28.1%	28.5%	42.7%	0.7%	17,753	9,604
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CARNARVON	1	3,849	0	0	0	0	0
EXMOUTH	2	196	0	0	272	0	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	2	2,414	0	0	0	0	0
Region	5	6,459	0	0	272	0	0
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 5 - Gascoyne Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

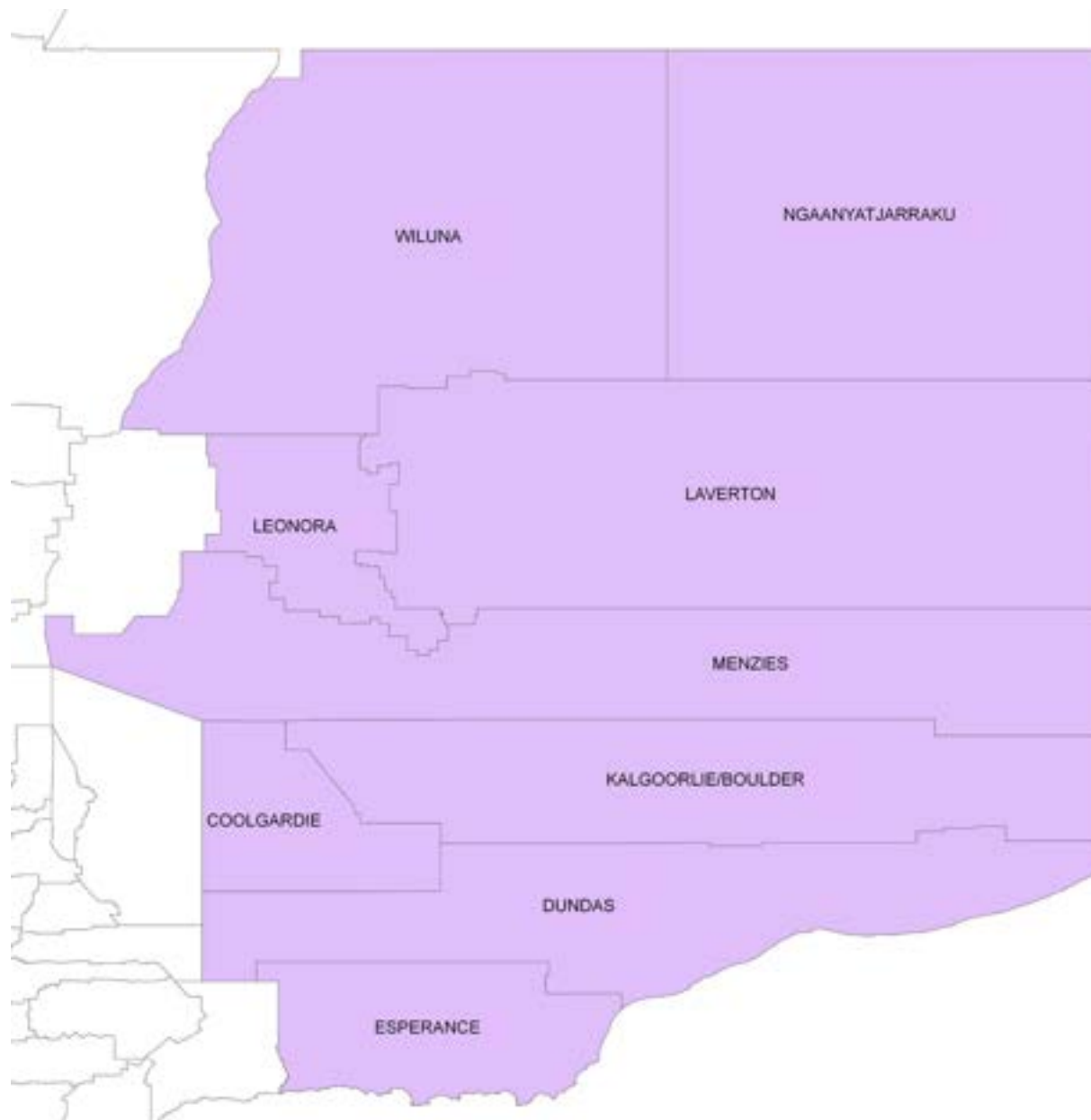
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CARNARVON	404,189	1,691,059	1,454	1,079	3.60	0.64
EXMOUTH	299,702	854,209	1,025	1,383	3.42	1.62
SHARK BAY	94,069	198,585	653	0	6.94	0.00
UPPER GASCOYNE	18,369	529,258	139	928	7.57	1.75
Region	816,328	3,273,111	3,271	3,390	4.01	1.04
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
CARNARVON	48	44	6	22	229	24	6
EXMOUTH	39	35	19	17	116	28	18
SHARK BAY	12	33	18	7	28	21	16
UPPER GASCOYNE	2	19	6	0	73	17	7
Region	101	33	12	15	445	23	12

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Goldfields-Esperance Region Map





Appendix 6

Goldfields Esperance Region 2021-2022

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

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.35	3.0%	12%	0.72
DUNDAS	0.51	4.1%	60%	0.49
ESPERANCE	0.54	3.3%	76%	0.54
KALGOORLIE-BOULDER	0.25	2.8%	137%	1.40
LAVERTON	0.49	4.8%	11%	0.48
LEONORA	0.53	4.5%	32%	0.65
MENZIES	0.54	5.2%	22%	0.97
NGAANYATJARRAKU	0.52	5.3%	0%	2.03
WILUNA	0.52	5.3%	0%	0.53
Region Average	0.45	3.6%	87.8%	0.85
State Average	0.53	2.5%	59.2%	0.70

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
COOLGARDIE	2,632	510	19%	39%	7%	7%	151
DUNDAS	1,600	408	26%	63%	10%	6%	571
ESPERANCE	19,745	8,847	45%	83%	38%	32%	624
KALGOORLIE-BOULDER	21,232	13,212	62%	31%	42%	38%	460
LAVERTON	2,364	59	2%	91%	1%	0%	48
LEONORA	3,979	2,821	71%	53%	34%	18%	1795
MENZIES	4,091	911	22%	88%	17%	17%	1709
NGAANYATJARRAKU	6,713	14	0%	148%	0%	0%	8
WILUNA	15,183	6,807	45%	102%	118%	9%	9851
Region	77,539	33,589	43%	64%	35%	24%	636
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
COOLGARDIE	3	51	58	414	123	199	847	59.1	2.4	10.4
DUNDAS	1	21	21	296	207	86	633	31.9	1.2	0.0
ESPERANCE	81	40	736	3,039	231	213	4,340	32.5	11.9	101.6
KALGOORLIE-BOULDER	116	116	164	546	355	74	1,372	271.5	0.0	51.7
LAVERTON	1	7	62	657	518	2,946	4,191	5.9	0.0	0.0
LEONORA	1	9	21	606	379	210	1,226	13.6	4.5	1.4
MENZIES	0	2	42	686	595	0	1,325	1.6	0.8	0.4
NGAANYATJARRAKU	0	10	39	495	743	41	1,328	3.6	0.0	0.0
WILUNA	0	5	11	669	579	645	1,909	4.5	3.0	0.0
Region	202	262	1,154	7,407	3,730	4,414	17,169	424.2	23.9	165.5
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
COOLGARDIE	748	8	1,877	0	2,633	4,828	76	4,556	0
DUNDAS	462	0	491	5	959	9,471	11	1,672	25
ESPERANCE	1,607	5,711	4,563	27	11,908	5,750	3,966	1,503	117
KALGOORLIE-BOULDER	16,607	471	1,309	0	18,387	22,083	1,284	2,402	0
LAVERTON	41	48	1,711	16	1,816	1,968	389	2,604	31
LEONORA	371	6	1,189	504	2,070	17,731	124	1,965	1,329
MENZIES	210	31	1,401	1,867	3,509	46,068	348	2,044	3,139
NGAANYATJARRAKU	0	0	5,970	416	6,386	0	0	12,053	560
WILUNA	0	0	1,673	0	1,673	0	0	2,503	0
Region	20,046	6,275	20,185	2,835	49,341	15,321	2,689	2,721	791
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
COOLGARDIE	1,230	1,403	0	0	2,633	46.7%	53.3%	0.0%	0.0%	3,643	2,633
DUNDAS	309	650	641	0	1,600	19.3%	40.6%	40.1%	0.0%	1,947	959
ESPERANCE	3,940	7,968	6,259	1,579	19,746	20.0%	40.4%	31.7%	8.0%	22,250	11,908
KALGOORLIE-BOULDER	6,917	11,470	2,844	0	21,231	32.6%	54.0%	13.4%	0.0%	13,112	18,387
LAVERTON	783	1,033	537	0	2,353	33.3%	43.9%	22.8%	0.0%	3,801	1,816
LEONORA	1,624	446	1,909	0	3,979	40.8%	11.2%	48.0%	0.0%	3,186	2,070
MENZIES	3,509	0	0	582	4,091	85.8%	0.0%	0.0%	14.2%	3,599	3,509
NGAANYATJARRAKU	1,274	5,112	311	16	6,713	19.0%	76.2%	4.6%	0.2%	3,143	6,386
WILUNA	353	1,320	0	0	1,673	21.1%	78.9%	0.0%	0.0%	3,143	1,673
Region	19,939	29,402	12,501	2,177	64,019	31.1%	45.9%	19.5%	3.4%	57,825	49,341
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
COOLGARDIE	0	0	0	0	0	0	0
DUNDAS	0	0	0	0	0	0	0
ESPERANCE	4	892	0	0	0	0	0
KALGOORLIE-BOULDER	0	0	0	0	0	0	0
LAVERTON	0	0	0	0	0	0	0
LEONORA	0	0	0	0	0	0	0
MENZIES	0	0	0	0	0	0	0
NGAANYATJARRAKU	0	0	0	0	0	0	0
WILUNA	0	0	0	0	0	0	0
Region	4	892	0	0	0	0	0
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 6 - Goldfields-Esperance Regional Road Group

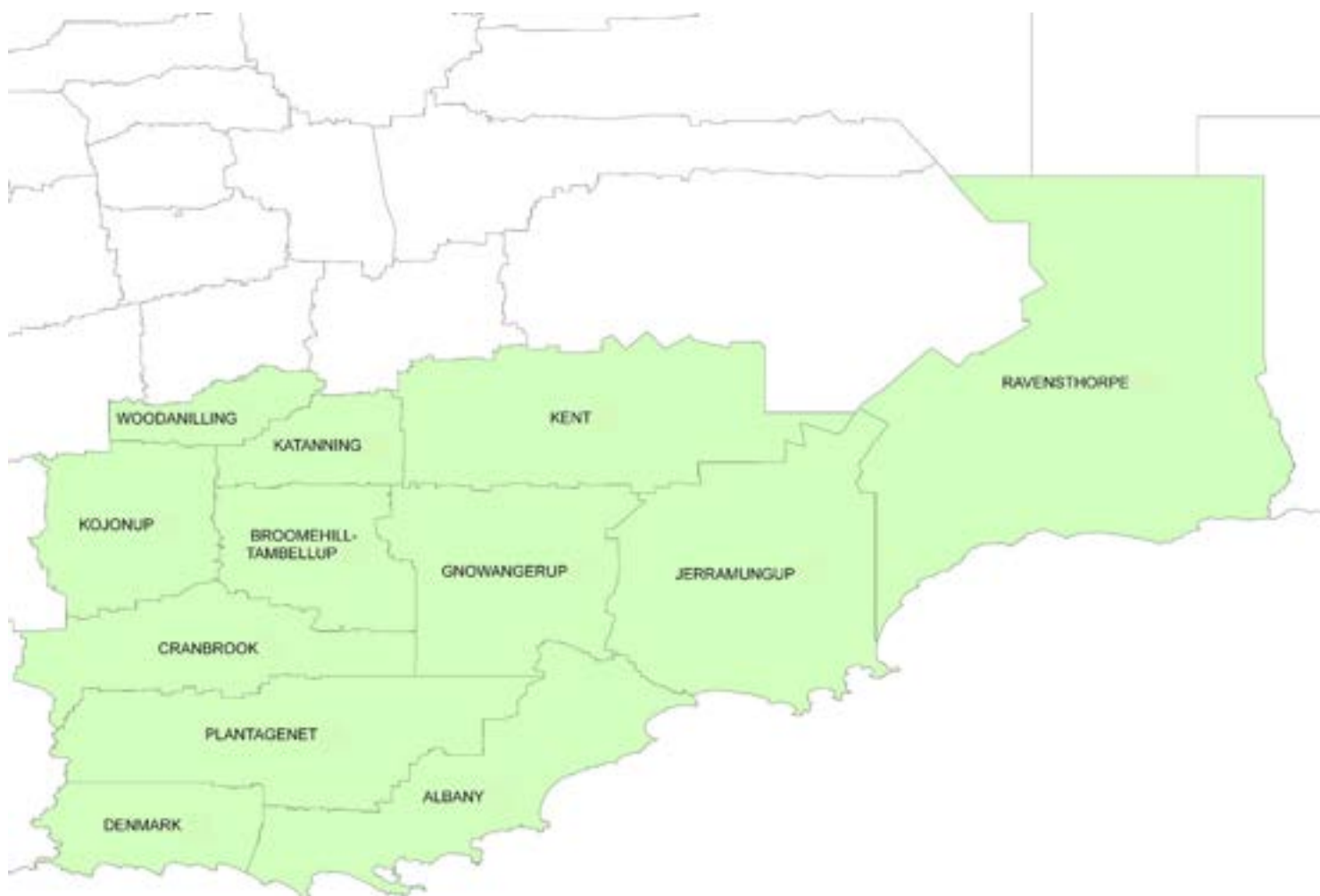
Table 7: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
COOLGARDIE	542,280	366,589	748	8	1.38	0.02
DUNDAS	170,726	153,488	462	0	2.71	0.00
ESPERANCE	978,241	5,039,463	1,607	5,711	1.64	1.13
KALGOORLIE-BOULDER	2,632,039	1,283,790	16,607	471	6.31	0.37
LAVERTON	72,932	431,754	41	48	0.56	0.11
LEONORA	73,234	170,026	371	6	5.07	0.04
MENZIES	15,955	311,913	210	31	13.16	0.10
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
WILUNA	37,450	72,468	0	0	0.00	0.00
Region	4,579,476	8,093,413	20,046	6,275	4.38	0.78
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
COOLGARDIE	53	46	31	28	58	48	38
DUNDAS	22	38	23	23	21	24	16
ESPERANCE	121	32	23	23	736	25	18
KALGOORLIE-BOULDER	233	54	33	35	164	36	28
LAVERTON	8	40	28	26	62	30	19
LEONORA	10	33	16	13	21	27	20
MENZIES	2	29	10	0	42	22	14
NGAANYATJARRAKU	10	24	17	0	39	24	17
WILUNA	5	24	24	0	11	29	27
Region	463	36	23	25	1,154	29	22

Great Southern Region Map





Appendix 7

Great Southern Region

2021-2022

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

Appendix 7 - Great Southern Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.41	2.6%	84%	1.05
BROOMEHILL- TAMBELLUP	0.48	3.6%	24%	0.34
CRANBROOK	0.36	3.4%	13%	0.30
DENMARK	0.50	2.9%	65%	0.75
GNOWANGERUP	0.52	3.8%	89%	0.83
JERRAMUNGUP	0.48	3.8%	50%	0.58
KATANNING	0.36	3.2%	67%	0.61
KENT	0.50	4.4%	30%	0.54
KOJONUP	0.35	3.5%	28%	0.40
PLANTAGENET	0.41	3.6%	50%	0.59
RAVENSTHORPE	0.58	3.7%	18%	0.42
WOODANILLING	0.39	3.9%	42%	0.41
Region Average	0.44	3.3%	57%	0.64
State Average	0.53	2.5%	59%	0.70

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
ALBANY	20,820	11,076	53%	31%	30%	28%	289
BROOMEHILL- TAMBELLUP	2,496	649	26%	104%	18%	13%	603
CRANBROOK	3,552	1,332	38%	108%	37%	23%	1289
DENMARK	4,366	988	23%	31%	14%	14%	154
GNOWANGERUP	4,868	1,347	28%	97%	31%	31%	1113
JERRAMUNGUP	2,778	1,082	39%	85%	24%	24%	950
KATANNING	2,931	893	30%	57%	16%	13%	222
KENT	4,437	1,726	39%	120%	44%	44%	3060
KOJONUP	2,332	569	24%	97%	13%	3%	300
PLANTAGENET	6,943	2,573	37%	71%	32%	20%	481
RAVENSTHORPE	2,250	695	31%	80%	11%	11%	434
WOODANILLING	939	291	31%	119%	17%	17%	680
Region	58,712	23,221	40%	60%	26%	22%	368
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ALBANY	165	109	502	801	14	12	1,602	100.0	4.0	70.0
BROOMEHILL-TAMBELLUP	0	12	228	590	114	28	972	0.0	0.0	0.0
CRANBROOK	1	8	292	607	75	32	1,014	5.0	4.4	2.7
DENMARK	18	39	160	326	49	32	624	25.3	3.7	13.6
GNOWANGERUP	0	17	205	621	160	23	1,026	6.4	0.8	0.0
JERRAMUNGUP	3	12	190	656	108	88	1,057	10.2	2.5	4.2
KATANNING	8	41	139	442	61	1	692	21.2	11.2	5.7
KENT	0	6	143	786	316	73	1,324	1.6	0.9	0.5
KOJONUP	0	15	234	729	131	3	1,112	6.1	0.0	2.1
PLANTAGENET	2	31	351	570	358	7	1,320	29.2	0.6	3.1
RAVENSTHORPE	3	33	105	943	121	13	1,218	22.5	6.1	1.8
WOODANILLING	0	2	87	350	62	21	522	2.3	0.0	0.0
Region	199	323	2,638	7,420	1,569	335	12,483	229.9	34.1	103.5
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ALBANY	8,806	3,420	3,361	129	15,715	15,967	3,790	4,286	9,506
BROOMEHILL-TAMBELLUP	167	535	999	36	1,737	6,466	1,253	1,702	319
CRANBROOK	0	312	1,387	0	1,699	0	619	2,288	0
DENMARK	581	1,327	967	38	2,914	5,568	4,719	3,025	783
GNOWANGERUP	431	1,369	2,062	2	3,864	11,208	3,628	3,321	13
JERRAMUNGUP	480	510	1,562	1	2,553	15,683	1,557	2,388	10
KATANNING	1,135	748	546	3	2,432	8,327	3,171	1,240	46
KENT	55	317	1,960	3	2,336	4,584	1,220	2,494	10
KOJONUP	337	546	1,143	76	2,102	9,786	1,349	1,573	578
PLANTAGENET	302	1,859	1,633	171	3,965	3,943	2,878	2,905	479
RAVENSTHORPE	225	82	1,859	0	2,166	3,026	376	1,994	0
WOODANILLING	44	313	559	1	917	11,873	1,813	1,597	9
Region	12,563	11,339	18,038	460	42,400	11,345	2,328	2,466	376
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ALBANY	8,384	7,716	2,418	1,491	20,009	41.9%	38.6%	12.1%	7.5%	15,321	16,100
BROOMEHILL-TAMBELLUP	913	836	747	0	2,496	36.6%	33.5%	29.9%	0.0%	5,138	1,749
CRANBROOK	916	799	1,723	0	3,438	26.6%	23.2%	50.1%	0.0%	5,633	1,715
DENMARK	1,513	1,459	300	296	3,568	42.4%	40.9%	8.4%	8.3%	3,946	2,972
GNOWANGERUP	1,431	2,459	0	0	3,890	36.8%	63.2%	0.0%	0.0%	4,709	3,890
JERRAMUNGUP	1,124	1,429	78	0	2,631	42.7%	54.3%	3.0%	0.0%	4,433	2,553
KATANNING	1,004	1,435	366	116	2,921	34.4%	49.1%	12.5%	4.0%	4,015	2,439
KENT	1,094	1,242	1,859	48	4,243	25.8%	29.3%	43.8%	1.1%	4,350	2,336
KOJONUP	1,615	544	173	0	2,332	69.3%	23.3%	7.4%	0.0%	5,368	2,159
PLANTAGENET	2,204	1,762	2,552	0	6,518	33.8%	27.0%	39.2%	0.0%	6,709	3,966
RAVENSTHORPE	1,655	511	0	0	2,166	76.4%	23.6%	0.0%	0.0%	5,160	2,166
WOODANILLING	477	462	0	0	939	50.8%	49.2%	0.0%	0.0%	2,303	939
Region	22,330	20,654	10,216	1,951	55,151	40.5%	37.4%	18.5%	3.5%	67,083	42,984
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ALBANY	13	487	3,046	107	654	385	0
BROOMEHILL-TAMBELLUP	6	67	1,130	0	0	12	0
CRANBROOK	12	0	1,930	674	0	16	34
DENMARK	15	283	598	236	0	58	67
GNOWANGERUP	2	49	252	0	0	26	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	3	271	147	0	0	7	97
KENT	0	0	0	0	0	0	0
KOJONUP	14	158	1,732	89	0	57	0
PLANTAGENET	1	85	0	0	0	1	0
RAVENSTHORPE	0	0	0	0	0	0	0
WOODANILLING	3	0	365	0	0	22	0
Region	69	1,401	9,200	1,106	654	584	198
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 7 - Great Southern Regional Road Group

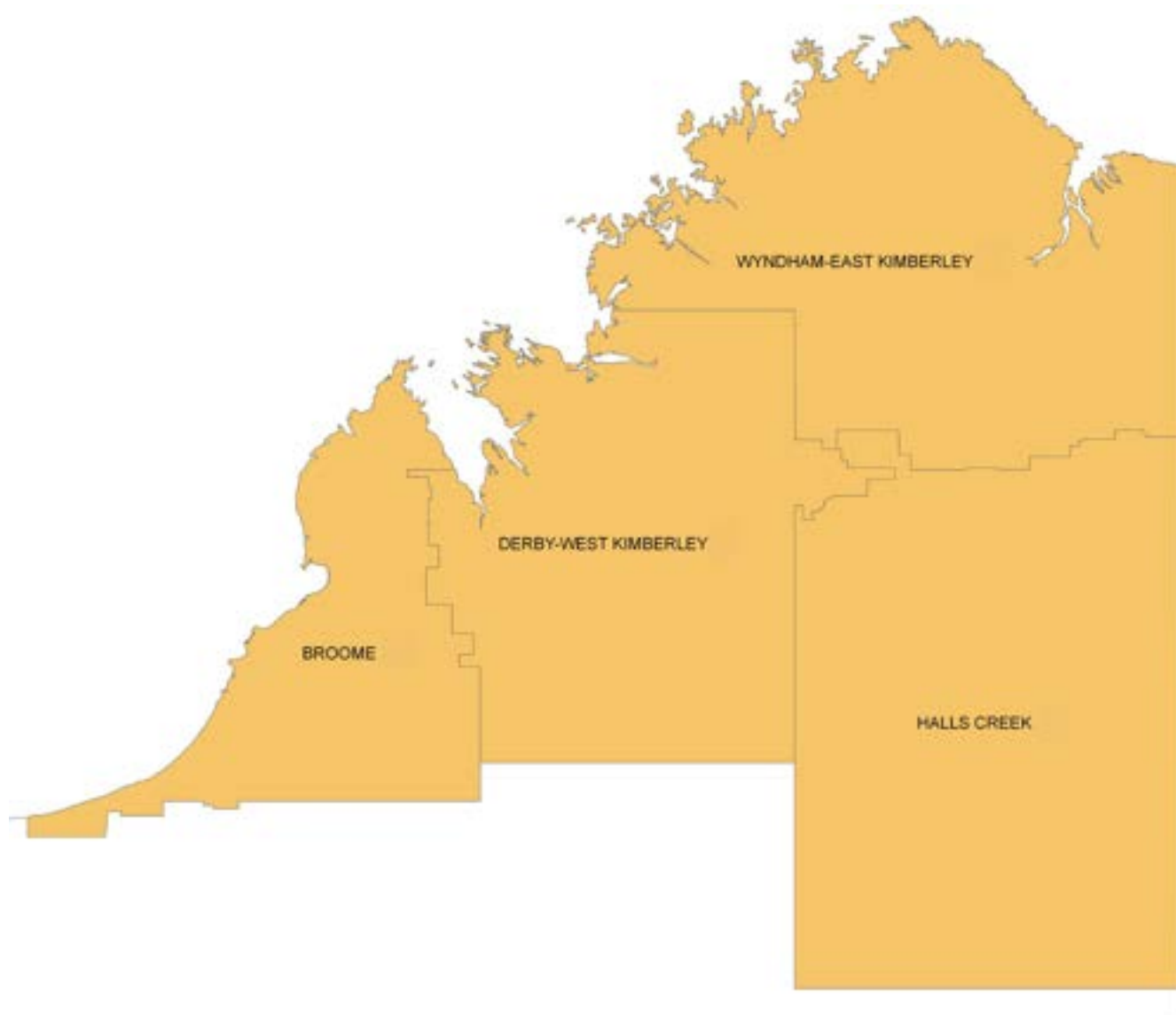
Table 7: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ALBANY	1,930,238	3,158,175	8,806	3,420	4.56	1.08
BROOMEHILL-TAMBELLUP	90,393	1,495,364	167	535	1.85	0.36
CRANBROOK	67,261	1,762,752	0	312	0.00	0.18
DENMARK	365,227	984,499	581	1,327	1.59	1.35
GNOWANGERUP	134,595	1,320,510	431	1,369	3.20	1.04
JERRAMUNGUP	107,124	1,146,932	480	510	4.48	0.44
KATANNING	477,043	825,594	1,135	748	2.38	0.91
KENT	41,998	910,587	55	317	1.31	0.35
KOJONUP	120,524	1,416,724	337	546	2.80	0.39
PLANTAGENET	268,060	2,260,886	302	1,859	1.13	0.82
RAVENSTHORPE	260,226	764,256	225	82	0.86	0.11
WOODANILLING	12,971	605,191	44	313	3.39	0.52
Region	3,875,659	16,651,470	12,563	11,339	3.24	0.68
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ALBANY	273	35	19	25	502	31	19
BROOMEHILL-TAMBELLUP	12	37	29	0	228	33	15
CRANBROOK	8	40	24	35	292	38	24
DENMARK	56	29	25	17	160	30	20
GNOWANGERUP	17	37	12	0	205	34	10
JERRAMUNGUP	14	32	31	18	190	32	18
KATANNING	49	42	26	29	139	42	29
KENT	6	35	29	0	143	27	19
KOJONUP	15	38	25	59	234	45	27
PLANTAGENET	34	44	18	20	351	36	20
RAVENSTHORPE	36	20	17	12	105	20	18
WOODANILLING	2	27	24	0	87	39	25
Region	522	35	23	27	2,638	34	20

Kimberley Region Map





Appendix 8

Kimberley Region 2021-2022

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

Appendix 8 - Kimberley Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BROOME	0.53	2.8%	53%	0.77
DERBY-WEST KIMBERLEY	0.47	4.1%	81%	1.09
HALLS CREEK	0.49	4.6%	0%	1.76
WYNDHAM-EAST KIMBERLEY	0.35	3.1%	54%	0.46
Region Average	0.44	3.5%	56%	0.91
State Average	0.53	2.5%	59%	0.70

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BROOME	9,410	7,163	76%	14%	43%	16%	422
DERBY-WEST KIMBERLEY	13,594	3,257	24%	69%	33%	29%	397
HALLS CREEK	13,783	1,437	10%	92%	25%	25%	412
WYNDHAM-EAST KIMBERLEY	12,624	2,105	17%	69%	22%	16%	287
Region	49,411	13,962	28%	50%	33%	20%	388
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
BROOME	4	105	55	10	57	125	356	89.3	0.0	32.1
DERBY-WEST KIMBERLEY	0	43	58	454	766	418	1,740	16.8	0.0	8.4
HALLS CREEK	0	12	21	895	133	359	1,420	7.4	5.0	1.9
WYNDHAM-EAST KIMBERLEY	6	53	183	478	23	116	857	33.5	4.2	9.4
Region	10	213	318	1,837	977	1,019	4,373	147.0	9.2	51.8
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 8 - Kimberley Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
BROOME	3,399	131	0	334	3,864	13,852	1,217	0	5,898
DERBY-WEST KIMBERLEY	1,923	325	3,303	0	5,551	20,513	2,793	7,302	0
HALLS CREEK	0	0	7,196	0	7,196	0	0	8,036	0
WYNDHAM-EAST KIMBERLEY	1,405	2,236	235	0	3,876	9,203	5,200	495	0
Region	6,727	2,692	10,734	334	20,487	12,968	3,870	5,860	342
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
BROOME	3,210	654	4,552	787	9,203	34.9%	7.1%	49.5%	8.6%	4,995	3,864
DERBY-WEST KIMBERLEY	3,848	1,703	1,896	0	7,447	51.7%	22.9%	25.5%	0.0%	5,101	5,551
HALLS CREEK	1,437	5,759	2,826	0	10,022	14.3%	57.5%	28.2%	0.0%	4,090	7,196
WYNDHAM-EAST KIMBERLEY	1,181	2,695	2,263	547	6,686	17.7%	40.3%	33.8%	8.2%	8,407	3,876
Region	9,676	10,811	11,537	1,334	33,358	29.0%	32.4%	34.6%	4.0%	22,593	20,487
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BROOME	0	0	0	0	0	0	0
DERBY-WEST KIMBERLEY	1	746	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	0	0
WYNDHAM-EAST KIMBERLEY	11	1,881	0	0	0	0	0
Region	12	2,627	0	0	0	0	0
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 8 - Kimberley Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
BROOME	858,802	376,613	3,399	131	3.96	0.35
DERBY-WEST KIMBERLEY	328,114	407,320	1,923	325	5.86	0.80
HALLS CREEK	94,313	145,798	0	0	0.00	0.00
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,405	2,236	2.63	1.49
Region	1,815,562	2,434,869	6,727	2,692	3.71	1.11
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
BROOME	109	29	19	16	55	25	17
DERBY-WEST KIMBERLEY	43	38	25	19	58	26	20
HALLS CREEK	12	50	25	0	21	47	12
WYNDHAM-EAST KIMBERLEY	58	49	24	8	183	36	25
Region	223	42	23	14	318	34	19

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Metropolitan Region Maps





Appendix 9

Metropolitan Region 2021-2022

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

Appendix 9 - Metropolitan Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ARMADALE	0.70	1.7%	50%	0.52
BASSEDEAN	0.54	1.7%	64%	1.23
BAYSWATER	0.64	1.3%	51%	0.76
BELMONT	0.65	1.9%	122%	1.14
CAMBRIDGE	0.56	1.9%	134%	1.13
CANNING	0.62	1.6%	73%	0.73
CLAREMONT	0.32	1.5%	124%	2.54
COCKBURN	0.66	1.9%	34%	0.46
COTTESLOE	0.45	1.7%	104%	0.79
EAST FREMANTLE	0.01	1.7%	62%	0.90
FREMANTLE	0.69	1.7%	112%	0.72
GOSNELLS	0.65	1.9%	66%	1.05
JOONDALUP	0.62	1.6%	61%	0.60
KALAMUNDA	0.59	1.7%	62%	0.87
KWINANA	0.70	2.0%	91%	1.19
MELVILLE	0.57	1.3%	82%	1.16
MOSMAN PARK	0.59	1.6%	66%	0.73
MUNDARING	0.50	2.1%	63%	0.94
NEDLANDS	0.48	1.8%	120%	1.00
PEPPERMINT GROVE	0.69	1.4%	0%	0.93
PERTH	0.49	1.6%	100%	4.37
ROCKINGHAM	0.73	1.5%	70%	0.67
SERPENTINE-JARRAHDALE	0.44	2.3%	57%	0.71
SOUTH PERTH	0.62	1.3%	94%	1.23
STIRLING	0.48	1.9%	70%	0.90
SUBIACO	0.53	1.4%	87%	1.66
SWAN	0.64	1.8%	44%	0.81
VICTORIA PARK	0.44	1.5%	139%	1.68
VINCENT	0.46	1.4%	102%	1.40
WANNEROO	0.74	1.7%	30%	0.51
Region Average	0.62	1.7%	66%	0.86
State Average	0.53	2.5%	59%	0.70

Appendix 9 - Metropolitan Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
ARMADALE	9,531	5,038	53%	14%	7%	7%	52
BASSEDEAN	3,590	2,679	75%	10%	20%	19%	167
BAYSWATER	11,342	8,564	76%	9%	15%	12%	124
BELMONT	6,945	5,208	75%	6%	10%	10%	122
CAMBRIDGE	5,713	3,021	53%	8%	10%	10%	103
CANNING	18,693	8,606	46%	7%	9%	9%	92
CLAREMONT	3,859	3,267	85%	3%	23%	22%	297
COCKBURN	30,910	13,995	45%	12%	14%	9%	117
COTTESLOE	886	391	44%	5%	4%	4%	47
EAST FREMANTLE	884	697	79%	2%	9%	9%	88
FREMANTLE	3,805	2,104	55%	6%	5%	5%	66
GOSNELLS	26,234	18,120	69%	10%	21%	17%	143
JOONDALUP	22,532	13,977	62%	10%	11%	8%	87
KALAMUNDA	16,755	11,794	70%	16%	26%	18%	198
KWINANA	12,092	7,309	46%	20%	21%	17%	152
MELVILLE	21,363	15,381	72%	7%	16%	15%	149
MOSMAN PARK	809	642	79%	6%	7%	7%	70
MUNDARING	10,773	8,002	74%	22%	27%	25%	204
NEDLANDS	3,465	1,757	51%	7%	7%	7%	78
PEPPERMINT GROVE	299	43	14%	2%	2%	2%	24
PERTH	20,104	17,936	89%	2%	19%	19%	574
ROCKINGHAM	22,347	12,109	54%	13%	12%	12%	86
SERPENTINE-JARRAHDALE	10,765	5,771	54%	23%	24%	20%	164
SOUTH PERTH	11,377	7,773	68%	6%	19%	16%	178
STIRLING	31,045	23,431	75%	7%	12%	9%	105
SUBIACO	5,894	4,888	83%	3%	22%	17%	284
SWAN	72,762	58,933	81%	12%	45%	17%	377
VICTORIA PARK	10,200	8,268	81%	6%	22%	21%	220
VINCENT	9,663	6,983	72%	5%	19%	18%	189
WANNEROO	22,312	13,760	62%	12%	9%	7%	64
Region	426,949	290,447	68%	9%	16%	12%	143
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ARMADALE	496	72	215	1	5	1	790	308.0	0.0	299.0
BASSEDEAN	95	2	1	0	0	0	97	75.2	0.2	27.3
BAYSWATER	347	1	2	0	0	0	350	0.0	0.0	347.0
BELMONT	223	5	0	0	0	0	228	86.0	0.0	158.0
CAMBRIDGE	188	3	2	0	0	0	193	217.0	0.0	156.0
CANNING	540	33	3	1	0	0	578	167.0	0.0	225.0
CLAREMONT	47	0	0	0	0	0	48	81.0	2.8	1.8
COCKBURN	698	16	161	0	0	0	875	619.9	0.0	236.9
COTTESLOE	33	10	0	0	0	0	43	70.4	0.0	0.0
EAST FREMANTLE	37	0	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	167	9	0	0	0	0	176	287.0	0.3	0.0
GOSNELLS	666	17	101	1	0	0	786	635.7	1.7	36.1
JOONDALUP	974	31	8	0	0	0	1,014	736.0	13.0	187.0
KALAMUNDA	315	138	154	11	3	0	620	283.0	33.0	106.0
KWINANA	273	44	111	1	1	0	430	228.7	4.2	96.5
MELVILLE	520	7	0	0	0	0	527	493.0	4.2	27.8
MOSMAN PARK	40	3	1	0	0	0	43	53.0	0.9	0.0
MUNDARING	172	110	334	25	21	9	671	123.0	8.0	0.3
NEDLANDS	129	8	0	0	0	0	136	146.3	0.0	11.4
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	0.0
ROCKINGHAM	793	90	204	3	1	4	1,094	718.0	0.0	0.0
SERPENTINE-JARRAHDALE	125	37	465	108	1	4	740	160.6	0.0	4.8
SOUTH PERTH	188	4	0	0	0	0	191	271.6	3.4	10.0
STIRLING	1,008	21	0	0	0	0	1,029	0.0	0.0	957.0
SUBIACO	75	2	0	0	0	0	77	142.6	0.0	16.0
SWAN	852	83	543	42	11	3	1,535	792.4	1.2	171.5
VICTORIA PARK	161	3	0	2	0	0	166	238.0	0.0	134.5
VINCENT	139	7	0	0	0	0	146	244.0	0.0	0.0
WANNEROO	1,290	148	151	6	6	0	1,602	678.0	0.0	670.0
Region	10,698	913	2,457	200	50	22	14,339	8142	77	3883
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 9 - Metropolitan Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ARMADALE	7,882	1,166	0	0	9,048	6,807	2,815	0	0
BASSENDAN	3,248	0	0	0	3,248	14,514	0	0	0
BAYSWATER	9,025	0	0	0	9,025	10,966	0	0	0
BELMONT	6,899	0	0	0	6,899	12,875	0	0	0
CAMBRIDGE	5,563	0	0	0	5,563	12,678	0	0	0
CANNING	11,974	0	0	0	11,974	9,238	0	0	0
CLAREMONT	3,708	0	0	0	3,708	35,550	0	0	0
COCKBURN	11,270	0	0	0	11,270	5,796	0	0	0
COTTESLOE	886	0	0	0	886	9,675	0	0	0
EAST FREMANTLE	884	0	0	0	884	10,664	0	0	0
FREMANTLE	3,805	0	0	0	3,805	9,347	0	0	0
GOSNELLS	19,314	0	0	0	19,314	13,341	0	0	0
JOONDALUP	16,650	0	0	0	16,650	7,380	0	0	0
KALAMUNDA	9,482	1,792	172	84	11,529	10,302	6,212	22,588	29,799
KWINANA	9,179	619	0	2	9,800	15,274	2,674	0	2,099
MELVILLE	18,915	0	0	0	18,915	16,142	0	0	0
MOSMAN PARK	791	0	0	0	791	9,239	0	0	0
MUNDARING	6,630	2,171	218	106	9,125	12,395	3,837	10,978	5,061
NEDLANDS	3,465	0	0	0	3,465	11,645	0	0	0
PEPPERMINT GROVE	299	0	0	0	299	14,077	0	0	0
PERTH	20,104	0	0	0	20,104	62,356	0	0	0
ROCKINGHAM	15,064	2,473	0	0	17,537	8,418	5,790	0	0
SERPENTINE-JARRAHDALE	3,901	2,393	0	0	6,294	12,804	2,843	0	0
SOUTH PERTH	7,907	0	0	0	7,907	17,602	0	0	0
STIRLING	22,819	0	0	0	22,819	9,891	0	0	0
SUBIACO	4,729	0	0	0	4,729	25,277	0	0	0
SWAN	17,608	2,229	6	114	19,956	9,530	2,337	143	9,904
VICTORIA PARK	8,850	0	0	0	8,850	21,773	0	0	0
VINCENT	7,800	0	0	0	7,800	20,145	0	0	0
WANNEROO	17,426	813	0	4	18,243	6,191	2,520	0	593
Region	276,078	13,655	395	310	290,437	10,930	2,900	2,432	5,573
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ARMADALE	4,338	4,836	358	0	9,532	45.5%	50.7%	3.8%	0.0%	17,488	9,174
BASSENDAN	2,562	686	342	0	3,590	71.4%	19.1%	9.5%	0.0%	2,645	3,248
BAYSWATER	6,662	2,363	891	1,426	11,342	58.7%	20.8%	7.9%	12.6%	11,952	9,025
BELMONT	3,086	3,813	0	46	6,945	44.4%	54.9%	0.0%	0.7%	6,077	6,899
CAMBRIDGE	1,638	3,925	150	0	5,713	28.7%	68.7%	2.6%	0.0%	4,910	5,563
CANNING	6,862	5,212	5,702	917	18,693	36.7%	27.9%	30.5%	4.9%	16,584	12,074
CLAREMONT	1,421	2,287	153	0	3,861	36.8%	59.2%	4.0%	0.0%	1,460	3,708
COCKBURN	8,169	3,101	2,991	16,649	30,910	26.4%	10.0%	9.7%	53.9%	24,489	11,270
COTTESLOE	391	496	0	0	886	44.1%	55.9%	0.0%	0.0%	1,120	886
EAST FREMANTLE	706	178	0	0	884	79.9%	20.1%	0.0%	0.0%	987	884
FREMANTLE	1,377	2,428	0	0	3,805	36.2%	63.8%	0.0%	0.0%	5,278	3,805
GOSNELLS	10,345	9,304	3,653	2,934	26,236	39.4%	35.5%	13.9%	11.2%	18,714	19,649
JOONDALUP	7,640	9,130	5,762	0	22,532	33.9%	40.5%	25.6%	0.0%	27,776	16,770
KALAMUNDA	8,833	2,696	5,226	0	16,755	52.7%	16.1%	31.2%	0.0%	13,326	11,529
KWINANA	6,210	3,590	407	1,885	12,092	51.4%	29.7%	3.4%	15.6%	8,204	9,800
MELVILLE	11,035	7,880	1,047	1,403	21,365	51.6%	36.9%	4.9%	6.6%	16,335	18,915
MOSMAN PARK	333	458	18	0	809	41.2%	56.6%	2.2%	0.0%	1,081	791
MUNDARING	5,337	3,902	1,061	473	10,773	49.5%	36.2%	9.8%	4.4%	9,854	9,239
NEDLANDS	998	2,467	0	0	3,465	28.8%	71.2%	0.0%	0.0%	3,451	3,465
PEPPERMINT GROVE	23	276	0	0	299	7.7%	92.3%	0.0%	0.0%	321	299
PERTH	12,877	7,227	0	0	20,104	64.1%	35.9%	0.0%	0.0%	4,599	20,104
ROCKINGHAM	11,813	5,724	3,087	1,073	21,697	54.4%	26.4%	14.2%	4.9%	26,050	17,537
SERPENTINE-JARRAHDALE	3,928	2,400	3,161	108	9,597	40.9%	25.0%	32.9%	1.1%	8,949	6,328
SOUTH PERTH	5,161	2,746	1,405	2,064	11,376	45.4%	24.1%	12.4%	18.1%	6,413	7,907
STIRLING	13,870	8,949	3,316	4,860	30,995	44.7%	28.9%	10.7%	15.7%	25,343	22,819
SUBIACO	3,074	1,655	1,164	0	5,893	52.2%	28.1%	19.8%	0.0%	2,845	4,729
SWAN	17,326	7,623	17,585	30,226	72,760	23.8%	10.5%	24.2%	41.5%	30,831	24,949
VICTORIA PARK	4,644	4,206	1,221	129	10,200	45.5%	41.2%	12.0%	1.3%	5,263	8,850
VINCENT	4,339	3,461	1,862	0	9,662	44.9%	35.8%	19.3%	0.0%	5,568	7,800
WANNEROO	14,137	4,106	4,001	69	22,313	63.4%	18.4%	17.9%	0.3%	36,045	18,243
Region	179,135	117,124	64,563	64,262	425,085	42.1%	27.6%	15.2%	15.1%	343,959	296,259
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Appendix 9 - Metropolitan Regional Road Group

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ARMADALE	14	2,261	890	313	0	126	0
BASSEDEAN	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0	0
CAMBRIDGE	1	64	0	0	0	0	0
CANNING	5	1,558	1,072	0	0	100	0
CLAREMONT	0	0	0	0	0	0	0
COCKBURN	3	909	0	0	0	0	0
COTTESLOE	0	0	0	0	0	0	0
EAST FREMANTLE	0	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0	0
GOSNELLS	17	3,941	3,303	0	0	335	0
JOONDALUP	22	2,496	0	0	220	120	0
KALAMUNDA	3	69	84	0	0	0	0
KWINANA	0	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0
MUNDARING	6	620	624	0	0	114	0
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	12	1,422	0	0	732	0	0
ROCKINGHAM	19	1,720	0	0	36	0	0
SERPENTINE-JARRAHDALE	11	1,549	214	36	0	34	0
SOUTH PERTH	2	231	0	0	0	0	0
STIRLING	4	183	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	28	3,864	3,145	496	160	4,993	156
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	2	190	0	0	0	0	0
Region	154	21,662	9,333	845	1,762	5,822	156
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 9 - Metropolitan Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

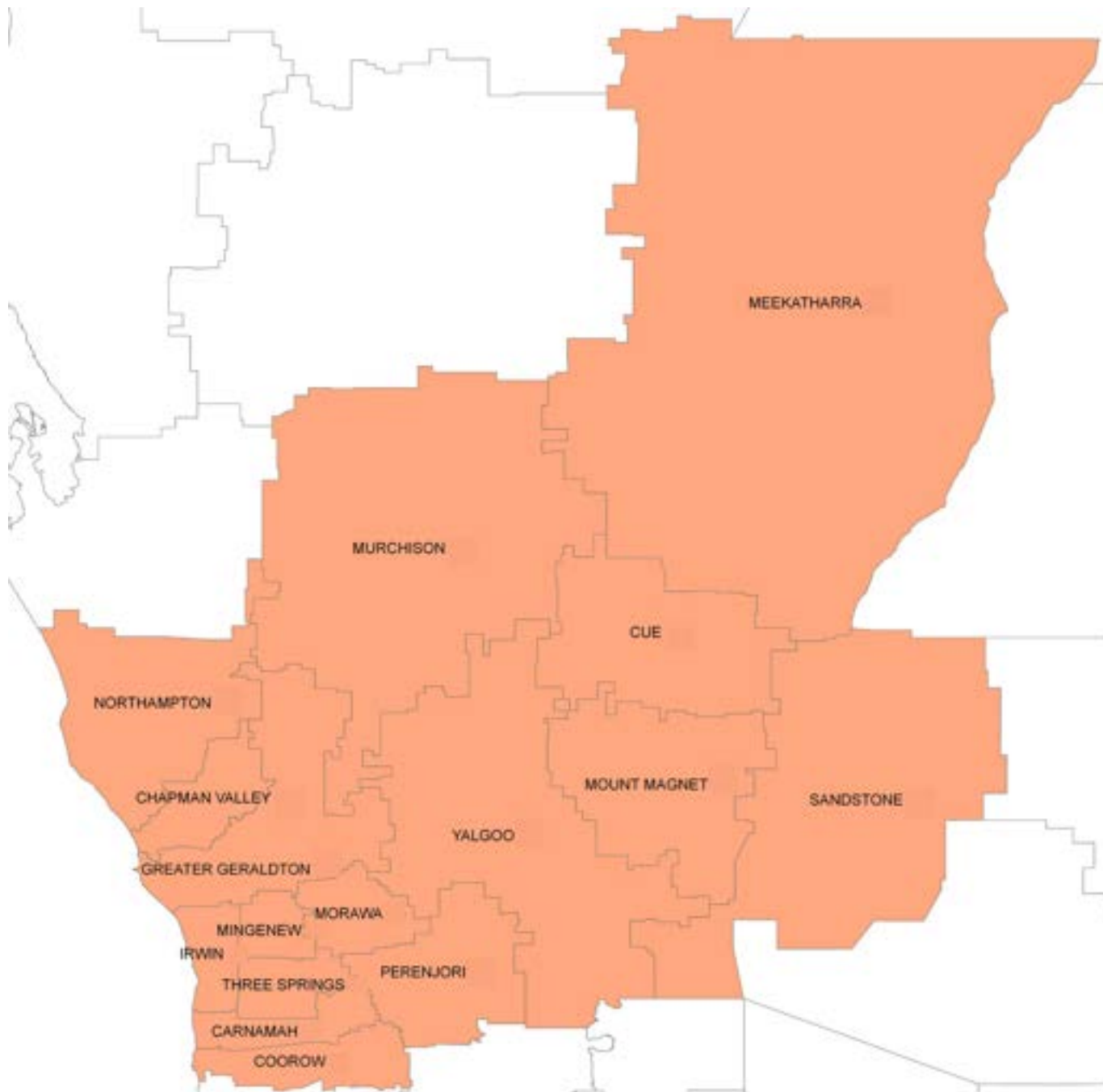
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ARMADALE	4,052,551	1,449,816	7,882	1,166	1.94	0.80
BASSEDEAN	783,222	5,267	3,248	0	4.15	0.00
BAYSWATER	2,880,530	16,292	9,025	0	3.13	0.00
BELMONT	1,875,511	2,624	6,899	0	3.68	0.00
CAMBRIDGE	1,535,745	15,098	5,563	0	3.62	0.00
CANNING	4,536,737	22,318	11,974	0	2.64	0.00
CLAREMONT	365,062	0	3,708	0	10.16	0.00
COCKBURN	6,805,058	1,483,848	11,270	0	1.66	0.00
COTTESLOE	320,667	0	886	0	2.76	0.00
EAST FREMANTLE	290,145	0	884	0	3.05	0.00
FREMANTLE	1,424,799	0	3,805	0	2.67	0.00
GOSNELLS	5,066,994	709,161	19,314	0	3.81	0.00
JOONDALUP	7,896,853	55,987	16,650	0	2.11	0.00
KALAMUNDA	3,221,286	1,009,413	9,482	1,792	2.94	1.77
KWINANA	2,103,306	810,058	9,179	619	4.36	0.76
MELVILLE	4,101,368	0	18,915	0	4.61	0.00
MOSMAN PARK	299,664	3,429	791	0	2.64	0.00
MUNDARING	1,872,078	1,980,373	6,630	2,171	3.54	1.10
NEDLANDS	1,041,422	0	3,465	0	3.33	0.00
PEPPERMINT GROVE	74,340	0	299	0	4.02	0.00
PERTH	1,128,422	0	20,104	0	17.82	0.00
ROCKINGHAM	6,263,317	1,494,942	15,064	2,473	2.41	1.65
SERPENTINE-JARRAHDALE	1,066,449	2,945,569	3,901	2,393	3.66	0.81
SOUTH PERTH	1,572,229	0	7,907	0	5.03	0.00
STIRLING	8,074,372	0	22,819	0	2.83	0.00
SUBIACO	654,817	0	4,729	0	7.22	0.00
SWAN	6,466,912	3,337,901	17,608	2,229	2.72	0.67
VICTORIA PARK	1,422,615	0	8,850	0	6.22	0.00
VINCENT	1,355,170	0	7,800	0	5.76	0.00
WANNEROO	9,851,134	1,129,656	17,426	813	1.77	0.72
Region	88,402,773	16,471,752	276,078	13,655	3.12	0.83
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Appendix 9 - Metropolitan Regional Road Group

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ARMADALE	568	24	31	19	215	30	21
BASSEDEAN	97	44	0	27	1	37	15
BAYSWATER	348	43	0	21	2	29	29
BELMONT	227	30	0	22	0	27	27
CAMBRIDGE	191	52	0	15	2	40	18
CANNING	574	39	27	22	3	26	25
CLAREMONT	48	80	0	29	0	0	0
COCKBURN	714	30	0	18	161	38	22
COTTESLOE	43	57	28	29	0	0	0
EAST FREMANTLE	37	116	0	37	0	0	0
FREMANTLE	176	28	21	22	0	0	0
GOSNELLS	683	31	27	19	101	31	21
JOONDALUP	1,006	38	5	26	8	24	17
KALAMUNDA	453	43	15	15	154	50	15
KWINANA	317	26	30	17	111	33	23
MELVILLE	527	45	0	32	0	0	0
MOSMAN PARK	43	42	20	24	1	33	26
MUNDARING	282	39	27	25	334	33	25
NEDLANDS	136	59	0	19	0	0	0
PEPPERMINT GROVE	9	32	0	25	0	0	0
PERTH	106	55	0	29	0	0	0
ROCKINGHAM	883	25	19	17	204	38	21
SERPENTINE-JARRAHDALE	162	23	26	13	465	49	24
SOUTH PERTH	191	40	0	29	0	0	0
STIRLING	1,029	51	20	26	0	0	0
SUBIACO	77	51	0	32	0	0	0
SWAN	935	26	26	21	543	36	27
VICTORIA PARK	164	62	26	31	0	0	0
VINCENT	146	64	29	28	0	0	0
WANNEROO	1,438	22	23	18	151	26	21
Region	11,611	44	24	24	2,457	34	22

Mid West Region Map





Appendix 10

Mid West Region 2021-2022

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

Appendix 10 - Mid West Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNAMAH	0.48	3.6%	9%	0.28
CHAPMAN VALLEY	0.58	3.8%	33%	0.45
COOROW	0.42	3.6%	46%	0.61
CUE	0.56	4.3%	52%	0.58
GREATER GERALDTON	0.47	2.3%	20%	0.94
IRWIN	0.55	2.8%	42%	0.54
MEEKATHARRA	0.57	4.6%	1%	0.11
MINGENEW	0.59	2.9%	79%	0.56
MORAWA	0.42	4.1%	36%	0.40
MOUNT MAGNET	0.51	4.6%	50%	0.77
MURCHISON	0.56	4.7%	0%	0.16
NORTHAMPTON	0.42	3.3%	46%	0.47
PERENJORI	0.54	4.1%	35%	0.36
SANDSTONE	0.55	5.3%	15%	1.26
THREE SPRINGS	0.58	3.8%	50%	0.51
YALGOO	0.54	4.7%	9%	0.59
Region Average	0.51	3.4%	30%	0.55
State Average	0.53	2.5%	59%	0.70

Appendix 10 - Mid West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
CARNAMAH	2,079	614	30%	110%	23%	7%	1170
CHAPMAN VALLEY	3,634	1,032	28%	78%	32%	32%	665
COOROW	2,823	963	34%	74%	21%	20%	1005
CUE	4,576	851	19%	102%	26%	25%	5910
GREATER GERALDTON	21,089	12,137	58%	34%	32%	28%	318
IRWIN	1,585	454	29%	35%	9%	9%	126
MEEKATHARRA	14,626	2,754	19%	146%	40%	12%	2810
MINGENEW	7,564	549	7%	96%	30%	30%	1313
MORAWA	1,999	627	31%	112%	19%	19%	950
MOUNT MAGNET	2,728	1,866	68%	77%	67%	67%	4101
MURCHISON	4,156	-281	-7%	162%	-8%	-39%	-1713
NORTHAMPTON	2,899	1,131	39%	65%	16%	15%	400
PERENJORI	2,704	361	13%	140%	9%	7%	634
SANDSTONE	2,138	944	44%	123%	37%	37%	12103
THREE SPRINGS	2,088	433	21%	108%	16%	16%	775
YALGOO	3,375	1,278	38%	109%	35%	14%	3610
Region	80,063	25,713	32%	74%	27%	21%	495
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 10 - Mid West Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
CARNAMAH	6	7	197	368	69	24	671	0.8	1.2	9.0
CHAPMAN VALLEY	0	7	180	348	257	75	866	2.4	0.0	0.0
COOROW	1	22	196	512	66	59	856	9.0	2.9	3.7
CUE	0	6	100	341	233	49	730	0.7	0.2	5.4
GREATER GERALDTON	136	155	532	967	202	93	2,084	170.0	0.0	47.0
IRWIN	8	24	116	258	13	27	445	12.0	1.0	12.0
MEEKATHARRA	0	12	129	1,704	338	247	2,430	4.6	12.2	1.8
MINGENEW	1	9	137	250	51	4	451	4.0	8.4	1.2
MORAWA	1	12	126	515	271	46	971	17.3	12.7	2.3
MOUNT MAGNET	1	14	12	202	200	150	579	1.6	0.0	2.5
MURCHISON	0	0	170	498	943	35	1,646	0.5	0.9	0.0
NORTHAMPTON	15	33	242	481	272	30	1,073	20.7	5.6	4.1
PERENJORI	0	5	259	918	247	43	1,472	4.1	0.0	1.8
SANDSTONE	1	3	12	306	388	204	914	1.5	0.9	0.0
THREE SPRINGS	1	7	173	467	19	27	693	8.9	0.0	1.8
YALGOO	0	2	187	155	737	53	1,133	1.4	0.7	0.2
Region	171	318	2,766	8,291	4,304	1,166	17,016	259	47	93
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 10 - Mid West Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
CARNAMAH	213	188	646	1	1,048	6,905	466	1,756	19
CHAPMAN VALLEY	0	502	995	11	1,509	0	1,537	2,869	44
COOROW	288	782	1,460	2	2,532	6,100	2,055	2,856	31
CUE	401	428	943	0	1,772	32,196	1,930	2,768	0
GREATER GERALDTON	11,259	1,642	3,713	1	16,615	17,313	1,556	3,855	3
IRWIN	429	176	955	0	1,560	6,363	766	3,706	0
MEEKATHARRA	20	0	928	0	948	447	0	552	0
MINGENEW	720	564	4	11	1,299	32,170	2,427	15	212
MORAWA	345	297	711	0	1,353	10,284	1,494	1,383	0
MOUNT MAGNET	239	0	847	0	1,086	7,944	0	4,191	0
MURCHISON	0	11	740	32	783	0	34	1,486	34
NORTHAMPTON	495	1,118	703	370	2,686	4,959	2,290	1,472	1,361
PERENJORI	365	592	1,297	0	2,254	32,358	1,087	1,413	0
SANDSTONE	31	0	2,108	0	2,139	3,206	0	6,891	0
THREE SPRINGS	204	822	822	1	1,849	12,711	2,296	1,758	67
YALGOO	130	8	684	1,046	1,869	17,042	33	4,422	1,421
Region	15,139	7,131	17,556	1,476	41,302	13,801	1,335	2,129	341
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 10 - Mid West Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
CARNAMAH	777	276	1,025	0	2,078	37.4%	13.3%	49.3%	0.0%	3,742	1,053
CHAPMAN VALLEY	1,029	480	2,124	0	3,633	28.3%	13.2%	58.5%	0.0%	3,360	1,509
COOROW	1,075	1,463	0	285	2,823	38.1%	51.8%	0.0%	10.1%	4,192	2,538
CUE	841	931	1,089	0	2,861	29.4%	32.5%	38.1%	0.0%	3,043	1,772
GREATER GERALDTON	5,406	11,416	2,364	508	19,694	27.4%	58.0%	12.0%	2.6%	17,830	16,822
IRWIN	297	1,263	25	0	1,585	18.7%	79.7%	1.6%	0.0%	2,866	1,560
MEEKATHARRA	690	258	4,811	0	5,759	12.0%	4.5%	83.5%	0.0%	8,418	948
MINGENEW	567	772	5,825	0	7,164	7.9%	10.8%	81.3%	0.0%	2,412	1,339
MORAWA	860	493	596	50	1,999	43.0%	24.7%	29.8%	2.5%	3,353	1,353
MOUNT MAGNET	659	427	0	0	1,086	60.7%	39.3%	0.0%	0.0%	1,405	1,086
MURCHISON	754	42	3,268	0	4,064	18.6%	1.0%	80.4%	0.0%	4,862	796
NORTHAMPTON	1,749	937	136	77	2,899	60.3%	32.3%	4.7%	2.7%	5,697	2,686
PERENJORI	938	1,316	0	450	2,704	34.7%	48.7%	0.0%	16.6%	6,298	2,254
SANDSTONE	969	1,170	0	0	2,139	45.3%	54.7%	0.0%	0.0%	1,692	2,139
THREE SPRINGS	866	983	239	0	2,088	41.5%	47.1%	11.4%	0.0%	3,626	1,849
YALGOO	1,869	0	1,506	0	3,375	55.4%	0.0%	44.6%	0.0%	3,187	1,869
Region	19,346	22,227	23,008	1,370	65,951	29.3%	33.7%	34.9%	2.1%	75,982	41,573
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Appendix 10 - Mid West Regional Road Group

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CARNAMAH	2	295	0	0	0	5	0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	480	0	0	0	6	0
CUE	0	0	0	0	0	0	0
GREATER GERALDTON	5	1,112	0	141	0	207	0
IRWIN	2	464	0	89	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	6	1,651	0	0	0	40	2,041
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	1	374	0	0	0	13	0
NORTHAMPTON	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0
THREE SPRINGS	1	122	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0
Region	22	4,999	0	230	0	271	2,041
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 10 - Mid West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

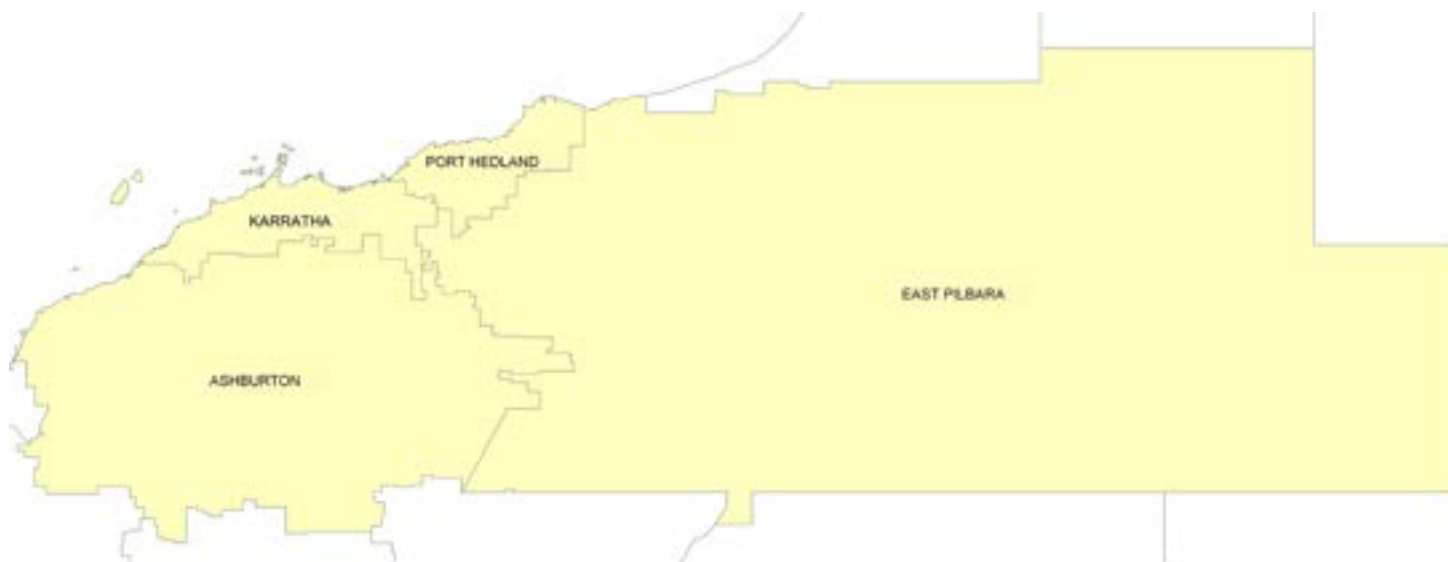
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CARNAMAH	107,960	1,409,337	213	188	1.97	0.13
CHAPMAN VALLEY	46,930	1,144,034	0	502	0.00	0.44
COOROW	165,237	1,331,674	288	782	1.74	0.59
CUE	43,593	776,166	401	428	9.20	0.55
GREATER GERALDTON	2,276,166	3,694,911	11,259	1,642	4.95	0.44
IRWIN	235,965	804,021	429	176	1.82	0.22
MEEKATHARRA	156,707	967,772	20	0	0.13	0.00
MINGENEW	78,334	813,937	720	564	9.19	0.69
MORAWA	117,411	695,848	345	297	2.94	0.43
MOUNT MAGNET	105,304	96,252	239	0	2.27	0.00
MURCHISON	240	1,101,130	0	11	0.0	0.01
NORTHAMPTON	349,344	1,708,525	495	1,118	1.42	0.65
PERENJORI	39,480	1,905,795	365	592	9.25	0.31
SANDSTONE	33,847	85,391	31	0	0.92	0.00
THREE SPRINGS	56,170	1,253,493	204	822	3.63	0.66
YALGOO	26,698	885,385	130	8	4.87	0.01
Region	3,839,386	18,673,671	15,139	7,131	3.94	0.38
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Appendix 10 - Mid West Regional Road Group

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
CARNAMAH	14	31	14	13	197	34	16
CHAPMAN VALLEY	7	14	15	0	180	22	13
COOROW	23	43	24	17	196	31	24
CUE	6	27	14	0	100	16	15
GREATER GERALDTON	290	45	23	22	532	32	22
IRWIN	32	33	23	16	116	22	20
MEEKATHARRA	13	51	17	21	129	16	7
MINGENEW	10	37	18	20	137	25	14
MORAWA	13	48	24	16	126	42	20
MOUNT MAGNET	15	30	20	0	12	22	21
MURCHISON	0	10	10	0	170	15	15
NORTHAMPTON	48	36	28	31	242	35	23
PERENJORI	5	29	16	0	259	26	13
SANDSTONE	4	16	16	13	12	12	10
THREE SPRINGS	7	26	16	14	173	25	10
YALGOO	2	27	12	0	187	18	15
Region	489	31	18	18	2,766	25	16

Pilbara Region Map





Appendix 11

Pilbara Region 2021-2022

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

Appendix 11 - Pilbara Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.64	3.7%	152%	2.26
EAST PILBARA	0.48	4.0%	92%	0.83
KARRATHA	0.76	2.5%	56%	1.02
PORT HEDLAND	0.44	2.5%	66%	0.91
Region Average	0.60	3.0%	84%	1.16
State Average	0.53	2.5%	59%	0.70

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
ASHBURTON	15,093	8,551	57%	26%	48%	48%	644
EAST PILBARA	9,101	2,372	26%	74%	14%	14%	218
KARRATHA	10,626	8,212	77%	29%	37%	34%	353
PORT HEDLAND	13,256	8,937	67%	23%	46%	22%	567
Region	48,076	28,072	58%	37%	37%	30%	444
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ASHBURTON	22	41	111	490	325	639	1,628	25.6	0.0	9.6
EAST PILBARA	19	28	83	1,528	1,014	438	3,110	67.1	0.0	2.9
KARRATHA	149	68	48	297	0	63	625	89.6	0.0	67.8
PORT HEDLAND	42	92	61	206	0	57	458	29.9	0.0	96.1
Region	233	229	303	2,521	1,339	1,196	5,821	212	0	176
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 11 - Pilbara Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ASHBURTON	3,557	3,075	6,057	0	12,689	27,282	13,632	12,374	0
EAST PILBARA	3,455	295	4,108	128	7,986	32,937	1,888	2,688	126
KARRATHA	8,316	28	1,220	0	9,564	16,757	244	4,135	0
PORT HEDLAND	5,449	0	494	0	5,943	18,724	0	2,403	0
Region	20,777	3,398	11,879	128	36,182	20,318	5,290	4,711	117
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ASHBURTON	2,778	9,911	0	334	13,023	21.3%	76.1%	0.0%	2.6%	5,609	12,689
EAST PILBARA	2,599	5,387	1,116	0	9,102	28.6%	59.2%	12.3%	0.0%	9,593	7,986
KARRATHA	6,919	2,685	0	1,022	10,626	65.1%	25.3%	0.0%	9.6%	9,402	9,604
PORT HEDLAND	2,450	3,503	2,857	3,246	12,056	20.3%	29.1%	23.7%	26.9%	6,514	5,953
Region	14,746	21,486	3,973	4,602	44,807	32.9%	48.0%	8.9%	10.3%	31,119	36,232
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ASHBURTON	2	444	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0
KARRATHA	19	2,879	0	0	0	40	0
PORT HEDLAND	6	2,320	0	0	0	10	0
Region	27	5,643	0	0	0	50	0
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 11 - Pilbara Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

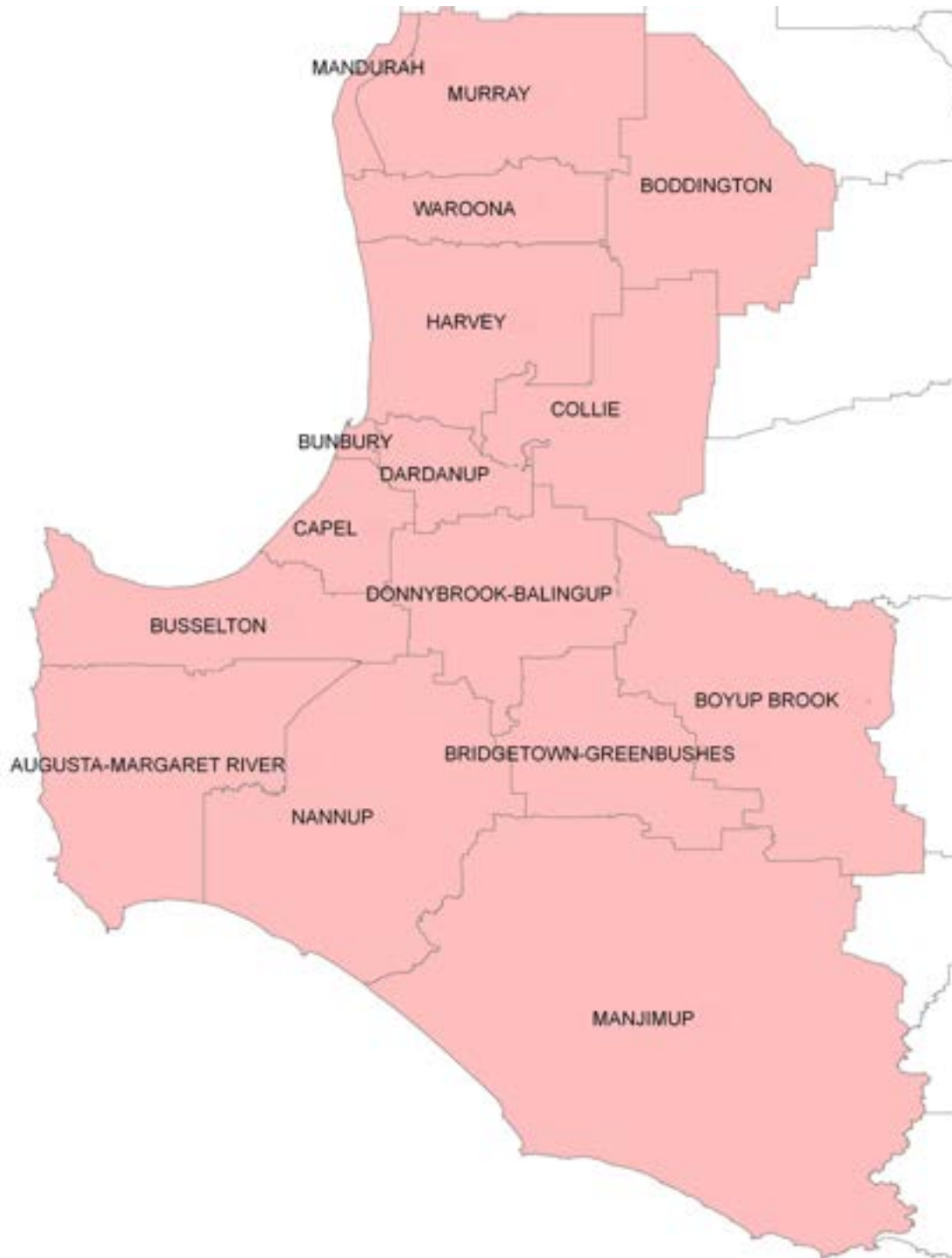
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ASHBURTON	456,329	789,498	3,557	3,075	7.79	3.89
EAST PILBARA	367,137	548,618	3,455	295	9.41	0.54
KARRATHA	1,736,964	401,554	8,316	28	4.79	0.07
PORT HEDLAND	1,018,567	502,706	5,449	0	5.35	0.00
Region	3,578,997	2,242,376	20,777	3,398	5.81	1.52
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ASHBURTON	63	20	10	7	111	15	8
EAST PILBARA	47	41	36	29	83	23	22
KARRATHA	217	0	46	7	48	0	37
PORT HEDLAND	135	38	36	21	61	25	23
Region	462	33	32	16	303	21	23

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South West Region Map





Appendix 12

South West Region 2021-2022

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

Appendix 12 - South West Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA-MARGARET RIVER	0.46	2.7%	67%	0.68
BODDINGTON	0.38	3.2%	31%	0.60
BOYUP BROOK	0.40	3.1%	3%	0.31
BRIDGETOWN-GREENBUSHES	0.42	3.0%	32%	0.37
BUNBURY	0.51	1.8%	58%	0.87
BUSSELTON	0.29	2.0%	48%	0.85
CAPEL	0.58	2.4%	40%	0.62
COLLIE	0.42	2.7%	96%	0.87
DARDANUP	0.59	2.1%	31%	0.39
DONNYBROOK-BALINGUP	0.37	2.7%	46%	0.42
HARVEY	0.52	2.2%	116%	1.08
MANDURAH	0.66	1.5%	70%	0.63
MANJIMUP	0.35	2.8%	34%	0.43
MURRAY	0.62	2.3%	24%	0.37
NANNUP	0.36	2.9%	30%	0.42
WAROONA	0.44	2.8%	87%	0.85
Region Average	0.49	2.2%	57%	0.64
State Average	0.53	2.5%	59%	0.70

Appendix 12 - South West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
AUGUSTA-MARGARET RIVER	11,887	4,276	36%	32%	24%	16%	250
BODDINGTON	2,148	867	40%	33%	25%	17%	488
BOYUP BROOK	2,593	621	24%	104%	15%	15%	346
BRIDGETOWN-GREENBUSHES	2,933	819	28%	65%	12%	7%	170
BUNBURY	9,368	6,538	70%	14%	21%	18%	208
BUSSELTON	18,842	7,630	40%	19%	17%	15%	186
CAPEL	5,323	3,120	59%	28%	22%	20%	168
COLLIE	4,193	694	17%	35%	8%	8%	80
DARDANUP	4,794	2,103	44%	23%	18%	10%	143
DONNYBROOK-BALINGUP	4,227	897	21%	58%	13%	10%	144
HARVEY	11,039	2,139	19%	25%	9%	6%	75
MANDURAH	14,963	7,503	50%	10%	10%	9%	84
MANJIMUP	6,579	1,831	28%	66%	14%	11%	201
MURRAY	5,843	2,985	51%	30%	18%	15%	161
NANNUP	5,488	1,423	26%	105%	47%	45%	1002
WAROONA	3,142	704	22%	38%	13%	12%	165
Region	113,362	44,150	39%	26%	15%	13%	148
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 12 - South West Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
AUGUSTA-MARGARET RIVER	96	29	392	338	43	9	907	53.1	0.4	80.0
BODDINGTON	2	10	86	156	12	0	265	16.1	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	394	19	17	686	6.6	1.1	10.6
BUNBURY	147	121	52	1	0	0	321	39.7	0.3	182.2
BUSSELTON	204	62	582	208	24	8	1,089	218.2	2.9	39.1
CAPEL	105	44	178	155	7	14	503	37.0	3.4	63.0
COLLIE	24	48	188	117	3	10	389	15.4	26.4	9.0
DARDANUP	77	5	224	88	11	28	432	9.8	2.7	62.5
DONNYBROOK-BALINGUP	10	20	257	337	28	17	669	0.0	1.2	26.5
HARVEY	74	45	436	280	17	1	853	20.6	11.2	145.3
MANDURAH	481	133	78	5	0	0	696	424.5	12.2	153.7
MANJIMUP	14	55	456	699	65	19	1,308	47.3	1.4	5.6
MURRAY	82	32	385	182	32	0	713	102.5	0.1	3.0
NANNUP	0	7	200	247	22	14	490	7.9	10.0	0.5
WAROONA	2	28	229	76	4	2	340	14.0	0.4	7.2
Region	1,324	668	4,175	3,712	646	153	10,680	1022	80	793
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 12 - South West Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
AUGUSTA-MARGARET RIVER	1,437	3,650	1,042	35	6,164	6,009	5,561	3,095	813
BODDINGTON	344	310	384	1	1,039	13,296	2,010	2,476	84
BOYUP BROOK	56	8	1,363	9	1,436	1,986	24	3,183	24
BRIDGETOWN-GREENBUSHES	928	382	616	0	1,927	15,191	942	1,567	26
BUNBURY	6,923	0	0	0	6,923	11,742	0	0	0
BUSSELTON	4,723	2,681	834	307	8,545	9,179	2,640	4,014	12,620
CAPEL	1,352	1,211	748	71	3,382	4,814	3,852	4,878	10,835
COLLIE	712	3,017	367	4	4,100	4,124	7,863	3,188	1,590
DARDANUP	742	1,083	101	5	1,931	4,564	2,746	1,152	468
DONNYBROOK-BALINGUP	878	878	578	2	2,336	14,671	1,994	1,738	60
HARVEY	5,323	4,291	587	5	10,206	21,583	5,488	2,096	279
MANDURAH	12,086	0	0	0	12,086	9,435	0	0	0
MANJIMUP	1,149	1,300	2,035	12	4,496	7,281	1,819	2,927	184
MURRAY	1,262	1,134	704	11	3,111	5,530	1,577	3,886	353
NANNUP	74	744	591	1	1,409	4,597	2,116	2,416	31
WAROONA	336	2,644	0	0	2,980	5,346	6,744	0	0
Region	38,325	23,334	9,949	463	72,071	9,287	3,182	2,695	788
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 12 - South West Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
AUGUSTA-MARGARET RIVER	2,714	3,492	4,380	1,301	11,887	22.8%	29.4%	36.8%	10.9%	9,155	6,206
BODDINGTON	788	362	946	0	2,096	37.6%	17.3%	45.1%	0.0%	1,903	1,150
BOYUP BROOK	868	745	980	0	2,593	33.5%	28.7%	37.8%	0.0%	5,130	1,613
BRIDGETOWN-GREENBUSHES	1,355	671	838	69	2,933	46.2%	22.9%	28.6%	2.4%	5,488	2,026
BUNBURY	5,924	1,581	1,406	457	9,368	63.2%	16.9%	15.0%	4.9%	8,611	7,505
BUSSELTON	5,491	7,266	1,370	4,716	18,843	29.1%	38.6%	7.3%	25.0%	15,018	12,757
CAPEL	2,885	671	1,764	3	5,323	54.2%	12.6%	33.1%	0.1%	5,734	3,556
COLLIE	1,169	3,025	0	0	4,194	27.9%	72.1%	0.0%	0.0%	4,810	4,194
DARDANUP	1,609	500	2,082	603	4,794	33.6%	10.4%	43.4%	12.6%	5,427	2,109
DONNYBROOK-BALINGUP	1,362	1,065	1,309	491	4,227	32.2%	25.2%	31.0%	11.6%	5,833	2,427
HARVEY	3,416	6,937	221	465	11,039	30.9%	62.8%	2.0%	4.2%	9,569	10,353
MANDURAH	4,936	7,263	2,732	32	14,963	33.0%	48.5%	18.3%	0.2%	19,431	12,199
MANJIMUP	3,328	1,343	1,809	99	6,579	50.6%	20.4%	27.5%	1.5%	10,866	4,671
MURRAY	2,098	1,113	1,582	1,049	5,842	35.9%	19.1%	27.1%	18.0%	8,597	3,211
NANNUP	1,194	461	3,832	0	5,487	21.8%	8.4%	69.8%	0.0%	3,951	1,655
WAROONA	1,072	1,908	162	0	3,142	34.1%	60.7%	5.2%	0.0%	3,486	2,980
Region	40,209	38,403	25,413	9,285	113,310	35.5%	33.9%	22.4%	8.2%	123,009	78,612
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Appendix 12 - South West Regional Road Group

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
AUGUSTA-MARGARET RIVER	16	17	1,960	400	0	42	0
BODDINGTON	4	0	1,059	0	0	111	0
BOYUP BROOK	18	762	3,781	287	0	177	0
BRIDGETOWN-GREENBUSHES	15	196	2,186	255	0	99	0
BUNBURY	1	655	0	0	0	582	0
BUSSELTON	42	1,538	3,022	706	0	4,212	875
CAPEL	13	960	889	254	0	174	0
COLLIE	6	154	1,468	0	0	94	0
DARDANUP	18	941	1,705	103	0	178	0
DONNYBROOK-BALINGUP	32	1,078	3,614	838	0	91	0
HARVEY	19	5,573	1,812	253	0	147	0
MANDURAH	22	10,718	0	0	278	113	0
MANJIMUP	42	491	3,533	1,284	0	175	0
MURRAY	15	2,327	1,682	205	0	100	0
NANNUP	13	688	1,361	165	0	246	164
WAROONA	4	469	341	0	0	0	0
Region	280	26,566	28,413	4,747	278	6,541	1,039
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 12 - South West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

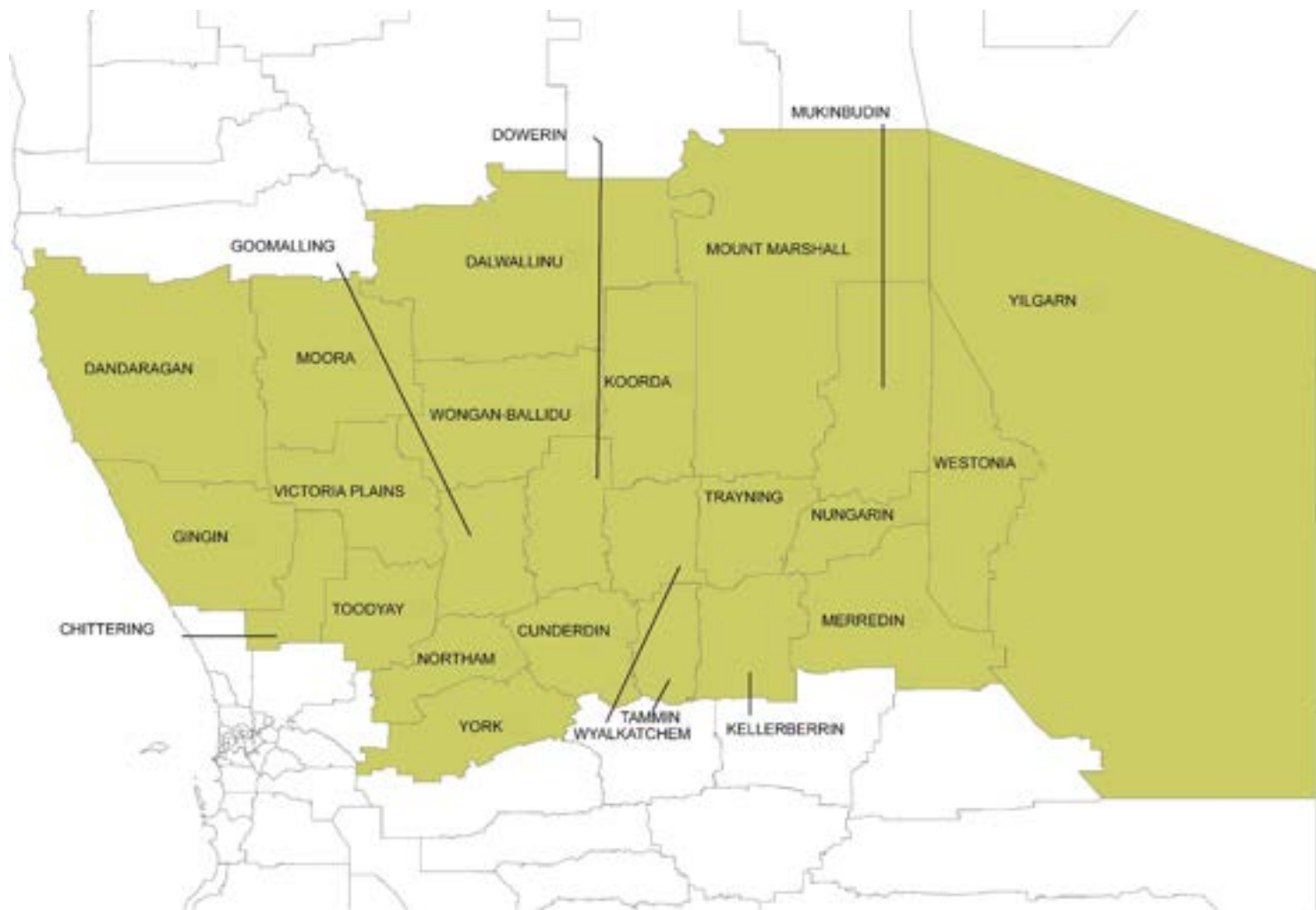
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
AUGUSTA-MARGARET RIVER	837,030	2,297,291	1,437	3,650	1.72	1.59
BODDINGTON	90,555	539,810	344	310	3.80	0.57
BOYUP BROOK	98,685	1,141,989	56	8	0.57	0.01
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	928	382	4.34	0.27
BUNBURY	2,063,571	366,909	6,923	0	3.35	0.00
BUSSELTON	1,800,898	3,554,048	4,723	2,681	2.62	0.75
CAPEL	982,928	1,100,547	1,352	1,211	1.38	1.10
COLLIE	604,271	1,342,937	712	3,017	1.18	2.25
DARDANUP	569,056	1,379,898	742	1,083	1.30	0.78
DONNYBROOK-BALINGUP	209,467	1,541,901	878	878	4.19	0.57
HARVEY	863,192	2,736,487	5,323	4,291	6.17	1.57
MANDURAH	4,483,352	573,127	12,086	0	2.70	0.00
MANJIMUP	552,296	2,502,662	1,149	1,300	2.08	0.52
MURRAY	798,779	2,515,784	1,262	1,134	1.58	0.45
NANNUP	56,339	1,230,523	74	744	1.31	0.60
WAROONA	219,990	1,372,209	336	2,644	1.53	1.93
Region	14,444,213	25,617,482	38,325	23,334	2.65	0.91
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Appendix 12 - South West Regional Road Group

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
AUGUSTA-MARGARET RIVER	125	30	31	22	392	32	24
BODDINGTON	11	28	25	16	86	31	26
BOYUP BROOK	10	39	30	0	207	38	27
BRIDGETOWN-GREENBUSHES	29	41	28	22	226	33	22
BUNBURY	267	40	26	24	52	32	27
BUSSELTON	266	62	34	20	582	62	23
CAPEL	149	23	16	16	178	29	19
COLLIE	72	42	21	13	188	31	22
DARDANUP	81	26	16	17	224	27	19
DONNYBROOK-BALINGUP	30	33	30	18	257	41	27
HARVEY	119	30	27	22	436	31	25
MANDURAH	613	30	26	26	78	31	26
MANJIMUP	69	40	36	22	456	39	32
MURRAY	114	26	16	15	385	24	15
NANNUP	7	48	32	0	200	37	29
WAROONA	30	39	24	10	229	30	22
Region	1,993	36	26	19	4,175	34	24

Wheatbelt North Region Map





Appendix 13

Wheatbelt North Region 2021-2022

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

Appendix 13 - Wheatbelt North Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CHITTERING	0.47	3.2%	23%	0.36
CUNDERDIN	0.26	3.6%	142%	0.91
DALWALLINU	0.47	3.9%	33%	0.29
DANDARAGAN	0.48	3.2%	21%	0.25
DOWERIN	0.43	4.0%	122%	0.81
GINGIN	0.36	3.3%	20%	0.28
GOOMALLING	0.42	3.5%	39%	0.40
KELLERBERRIN	0.27	3.8%	49%	0.41
KOORDA	0.41	4.0%	71%	0.44
MERREDIN	0.42	3.4%	36%	0.35
MOORA	0.21	3.3%	142%	0.86
MOUNT MARSHALL	0.41	4.3%	24%	0.38
MUKINBUDIN	0.24	3.6%	49%	0.40
NORTHAM	0.33	2.5%	28%	0.64
NUNGARIN	0.42	3.9%	47%	0.50
TAMMIN	0.30	4.0%	3%	0.22
TOODYAY	0.40	2.9%	332%	0.30
TRAYNING	0.39	4.0%	61%	0.53
VICTORIA PLAINS	0.30	3.5%	40%	0.50
WESTONIA	0.26	4.4%	62%	0.55
WONGAN-BALLIDU	0.37	3.8%	28%	0.30
WYALKATCHEM	0.45	4.0%	65%	0.42
YILGARN	0.53	4.3%	59%	0.31
YORK	0.44	2.9%	27%	0.37
Region Average	0.39	3.5%	62%	0.43
State Average	0.53	2.5%	59%	0.70

Appendix 13 - Wheatbelt North Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
CHITTERING	3,747	1,902	51%	45%	30%	23%	308
CUNDERDIN	3,807	145	4%	102%	4%	4%	103
DALWALLINU	7,885	1,221	15%	141%	22%	14%	880
DANDARAGAN	5,317	237	4%	73%	3%	3%	70
DOWERIN	6,711	526	8%	129%	20%	20%	799
GINGIN	5,678	1,954	34%	55%	20%	9%	361
GOOMALLING	2,874	727	25%	82%	27%	27%	746
KELLERBERRIN	2,619	882	34%	107%	26%	10%	747
KOORDA	2,088	457	22%	147%	16%	16%	1151
MERREDIN	2,827	626	22%	92%	11%	11%	186
MOORA	5,551	1,259	23%	85%	23%	16%	529
MOUNT MARSHALL	2,850	253	9%	138%	6%	6%	499
MUKINBUDIN	1,909	322	17%	129%	12%	12%	619
NORTHAM	6,112	3,100	51%	41%	25%	23%	280
NUNGARIN	1,187	387	33%	119%	23%	23%	1593
TAMMIN	1,222	485	40%	98%	28%	25%	1231
TOODYAY	2,858	696	24%	61%	12%	9%	154
TRAYNING	2,038	583	29%	120%	23%	23%	1700
VICTORIA PLAINS	3,920	1,924	49%	117%	62%	56%	2112
WESTONIA	1,750	405	23%	139%	17%	17%	1350
WONGAN-BALLIDU	4,137	355	9%	122%	8%	2%	280
WYALKATCHEM	1,716	174	10%	111%	7%	3%	360
YILGARN	4,355	494	11%	126%	6%	4%	435
YORK	2,218	933	42%	74%	17%	16%	258
Region	85,376	20,047	23%	90%	18%	14%	386
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
CHITTERING	1	1	292	118	22	5	440	8.1	0.0	0.0
CUNDERDIN	3	15	230	373	150	11	783	6.5	0.0	0.0
DALWALLINU	1	21	465	1,055	309	60	1,912	14.3	1.0	0.7
DANDARAGAN	21	24	463	766	13	5	1,291	46.8	1.6	18.9
DOWERIN	1	6	165	502	192	66	932	7.1	1.0	3.4
GINGIN	14	69	402	348	26	17	875	13.6	0.7	3.2
GOOMALLING	0	7	111	382	80	3	582	9.5	7.0	4.7
KELLERBERRIN	1	17	216	418	287	7	945	1.8	8.7	12.8
KOORDA	0	7	242	480	302	36	1,067	4.8	4.0	5.0
MERREDIN	11	38	370	564	286	23	1,291	29.5	41.7	16.4
MOORA	2	22	313	564	20	13	935	5.8	0.0	22.0
MOUNT MARSHALL	0	8	292	725	632	19	1,676	0.0	0.0	6.4
MUKINBUDIN	0	9	178	579	126	13	905	0.0	0.0	20.3
NORTHAM	20	61	387	245	49	1	764	61.0	0.0	6.3
NUNGARIN	1	2	132	334	23	17	509	3.9	1.2	0.0
TAMMIN	0	6	126	262	83	18	495	5.5	4.0	3.1
TOODYAY	6	7	299	269	33	20	634	13.7	0.0	0.0
TRAYNING	0	9	140	542	41	20	752	5.5	0.0	0.0
VICTORIA PLAINS	0	7	250	432	93	24	806	5.2	0.0	1.0
WESTONIA	0	3	115	527	209	26	880	0.4	0.0	0.0
WONGAN-BALLIDU	3	19	331	485	466	17	1,321	0.0	5.0	20.0
WYALKATCHEM	0	11	133	494	61	26	724	3.8	0.0	1.0
YILGARN	0	14	287	2,184	57	188	2,731	6.3	7.9	7.0
YORK	3	35	261	209	150	9	667	15.0	36.2	3.0
Region	89	417	6,202	12,858	3,709	644	23,918	268	120	155
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 13 - Wheatbelt North Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
CHITTERING	170	733	499	100	1,502	35,834	1,226	4,234	4,491
CUNDERDIN	586	3,168	0	0	3,754	11,584	7,519	0	0
DALWALLINU	985	434	904	11	2,335	18,361	634	857	37
DANDARAGAN	827	171	1,199	0	2,197	8,205	190	1,566	0
DOWERIN	96	2,103	693	0	2,892	4,936	6,834	1,381	0
GINGIN	463	587	678	0	1,728	2,807	742	1,954	0
GOOMALLING	210	375	422	60	1,067	10,578	1,924	1,111	750
KELLERBERRIN	576	304	515	219	1,614	12,256	873	1,235	763
KOORDA	179	1,264	315	150	1,907	7,756	2,973	657	494
MERREDIN	713	715	406	548	2,382	5,357	1,110	722	1,916
MOORA	330	4,355	364	1	5,050	5,620	7,975	646	74
MOUNT MARSHALL	0	500	1,231	427	2,158	0	998	1,698	676
MUKINBUDIN	718	703	350	18	1,789	35,230	2,266	606	142
NORTHAM	2,610	1,165	1,019	30	4,824	14,558	1,858	4,212	607
NUNGARIN	109	420	658	0	1,187	14,491	1,935	1,969	0
TAMMIN	0	32	430	0	462	0	159	1,647	0
TOODYAY	136	1,077	251	4	1,468	4,657	2,002	936	124
TRAYNING	238	701	899	0	1,838	10,608	2,769	1,678	0
VICTORIA PLAINS	39	993	1,321	9	2,362	2,393	2,070	3,059	102
WESTONIA	72	760	918	0	1,750	10,483	3,349	1,745	0
WONGAN-BALLIDU	196	677	786	0	1,659	3,308	1,211	1,627	0
WYALKATCHEM	82	761	459	0	1,302	2,388	3,430	929	0
YILGARN	211	1,294	1,577	0	3,082	5,979	2,369	725	0
YORK	612	418	926	2	1,958	7,194	894	4,475	12
Region	10,158	23,709	16,820	1,580	52,267	8,450	2,137	1,322	440
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
CHITTERING	1,299	234	2,074	140	3,747	34.7%	6.2%	55.4%	3.7%	4,292	1,533
CUNDERDIN	628	3,128	0	0	3,756	16.7%	83.3%	0.0%	0.0%	4,125	3,756
DALWALLINU	1,316	1,019	5,031	0	7,366	17.9%	13.8%	68.3%	0.0%	7,972	2,335
DANDARAGAN	1,107	1,090	3,119	0	5,316	20.8%	20.5%	58.7%	0.0%	8,716	2,197
DOWERIN	947	1,945	0	0	2,892	32.7%	67.3%	0.0%	0.0%	3,580	2,892
GINGIN	1,454	619	3,225	379	5,677	25.6%	10.9%	56.8%	6.7%	7,381	2,073
GOOMALLING	740	382	1,752	0	2,874	25.7%	13.3%	61.0%	0.0%	2,801	1,122
KELLERBERRIN	702	927	990	0	2,619	26.8%	35.4%	37.8%	0.0%	3,939	1,629
KOORDA	525	1,382	181	0	2,088	25.1%	66.2%	8.7%	0.0%	4,348	1,907
MERREDIN	1,298	1,084	445	0	2,827	45.9%	38.3%	15.7%	0.0%	6,864	2,382
MOORA	715	4,335	188	193	5,431	13.2%	79.8%	3.5%	3.6%	5,869	5,050
MOUNT MARSHALL	601	1,557	0	440	2,598	23.1%	59.9%	0.0%	16.9%	5,745	2,158
MUKINBUDIN	561	1,228	0	0	1,789	31.4%	68.6%	0.0%	0.0%	4,438	1,789
NORTHAM	3,522	1,523	879	120	6,044	58.3%	25.2%	14.5%	2.0%	7,828	5,045
NUNGARIN	633	554	0	0	1,187	53.3%	46.7%	0.0%	0.0%	2,351	1,187
TAMMIN	462	0	621	139	1,222	37.8%	0.0%	50.8%	11.4%	2,132	462
TOODYAY	811	690	1,357	0	2,858	28.4%	24.1%	47.5%	0.0%	4,989	1,501
TRAYNING	532	1,306	145	55	2,038	26.1%	64.1%	7.1%	2.7%	3,441	1,838
VICTORIA PLAINS	1,373	989	1,326	80	3,768	36.4%	26.2%	35.2%	2.1%	4,744	2,362
WESTONIA	1,168	582	0	0	1,750	66.7%	33.3%	0.0%	0.0%	3,176	1,750
WONGAN-BALLIDU	914	745	2,478	0	4,137	22.1%	18.0%	59.9%	0.0%	5,528	1,659
WYALKATCHEM	515	787	414	0	1,716	30.0%	45.9%	24.1%	0.0%	3,100	1,302
YILGARN	1,083	1,999	1,273	0	4,355	24.9%	45.9%	29.2%	0.0%	10,088	3,082
YORK	1,636	330	122	0	2,088	78.4%	15.8%	5.8%	0.0%	5,274	1,966
Region	24,542	28,435	25,620	1,546	80,143	30.6%	35.5%	32.0%	1.9%	122,722	52,977
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Appendix 13 - Wheatbelt North Regional Road Group

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
CHITTERING	10	237	681	331	0	31	443
CUNDERDIN	5	196	409	37	0	2	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	0	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	5	0	369	620	0	345	0
GOOMALLING	6	30	753	55	0	55	0
KELLERBERRIN	4	379	149	0	0	15	0
KOORDA	0	0	0	0	0	0	0
MERREDIN	4	485	0	0	0	0	0
MOORA	8	1,329	579	0	0	0	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM	26	3,056	4,734	1,009	0	221	195
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	14	1,740	2,711	107	0	33	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	8	0	1,498	0	0	0	0
WESTONIA	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0
YORK	19	240	3,000	365	0	8	0
Region	111	7,761	15,365	2,525	0	710	638
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 13 - Wheatbelt North Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CHITTERING	16,604	2,092,757	170	733	10.24	0.35
CUNDERDIN	177,057	1,474,755	586	3,168	3.31	2.15
DALWALLINU	187,763	2,399,187	985	434	5.25	0.18
DANDARAGAN	352,770	3,143,895	827	171	2.34	0.05
DOWERIN	68,073	1,077,083	96	2,103	1.41	1.95
GINGIN	577,227	2,770,240	463	587	0.80	0.21
GOOMALLING	69,486	682,190	210	375	3.02	0.55
KELLERBERRIN	164,491	1,219,607	576	304	3.50	0.25
KOORDA	80,781	1,487,596	179	1,264	2.22	0.85
MERREDIN	465,842	2,254,086	713	715	1.53	0.32
MOORA	205,506	1,911,197	330	4,355	1.61	2.28
MOUNT MARSHALL	56,899	1,752,673	0	500	0.00	0.29
MUKINBUDIN	71,332	1,085,704	718	703	10.07	0.65
NORTHAM	627,476	2,194,934	2,610	1,165	4.16	0.53
NUNGARIN	26,327	759,509	109	420	4.14	0.55
TAMMIN	48,967	706,030	0	32	0.00	0.05
TOODYAY	102,216	1,882,039	136	1,077	1.33	0.57
TRAYNING	78,523	885,971	238	701	3.03	0.79
VICTORIA PLAINS	57,039	1,678,288	39	993	0.68	0.59
WESTONIA	24,039	794,340	72	760	3.00	0.96
WONGAN-BALLIDU	207,348	1,956,067	196	677	0.95	0.35
WYALKATCHEM	120,199	776,578	82	761	0.68	0.98
YILGARN	123,525	1,911,391	211	1,294	1.71	0.68
YORK	297,731	1,635,572	612	418	2.06	0.26
Region	4,207,221	38,531,688	10,158	23,709	2.41	0.62
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Appendix 13 - Wheatbelt North Regional Road Group

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
CHITTERING	2	24	25	13	292	26	18
CUNDERDIN	19	43	23	9	230	50	27
DALWALLINU	22	40	19	17	465	35	16
DANDARAGAN	44	28	25	16	463	30	19
DOWERIN	7	36	20	24	165	38	19
GINGIN	83	36	27	18	402	32	23
GOOMALLING	7	46	27	0	111	38	21
KELLERBERRIN	18	44	25	13	216	44	34
KOORDA	7	33	19	0	242	42	17
MERREDIN	49	30	23	19	370	33	25
MOORA	24	61	33	33	313	62	27
MOUNT MARSHALL	8	28	25	0	292	36	23
MUKINBUDIN	9	58	36	0	178	60	35
NORTHAM	81	54	29	20	387	46	25
NUNGARIN	3	43	6	7	132	42	16
TAMMIN	6	38	32	23	126	41	29
TOODYAY	13	35	18	10	299	35	23
TRAYNING	9	37	40	19	140	38	25
VICTORIA PLAINS	7	56	29	0	250	47	22
WESTONIA	3	39	39	0	115	50	37
WONGAN-BALLIDU	22	33	27	30	331	34	26
WYALKATCHEM	11	30	28	0	133	30	22
YILGARN	14	39	15	0	287	25	15
YORK	38	29	18	17	261	30	21
Region	506	39	25	18	6,202	39	24

Wheatbelt South Region Map





Appendix 14

Wheatbelt South Region 2021-2022

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

Appendix 14 - Wheatbelt South Regional Road Group

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.47	2.7%	78%	0.58
BROOKTON	0.54	3.1%	39%	0.31
BRUCE ROCK	0.46	3.0%	13%	0.20
CORRIGIN	0.20	3.6%	32%	0.26
CUBALLING	0.45	3.1%	46%	0.50
DUMBLEYUNG	0.52	3.7%	68%	0.44
KONDININ	0.41	4.2%	0%	0.38
KULIN	0.42	4.1%	176%	0.74
LAKE GRACE	0.53	4.3%	29%	0.47
NAREMBEEN	0.32	4.1%	8%	0.24
NARROGIN	0.49	3.4%	46%	0.54
PINGELLY	0.47	3.2%	49%	0.50
QUAIRADING	0.39	3.4%	43%	0.48
WAGIN	0.55	3.4%	16%	0.24
WANDERING	0.39	3.0%	21%	0.39
WEST ARTHUR	0.29	3.2%	35%	0.35
WICKEPIN	0.44	3.9%	97%	0.57
WILLIAMS	0.57	3.2%	28%	0.34
Region Average	0.43	3.5%	45%	0.42
State Average	0.53	2.5%	59%	0.70

Appendix 14 - Wheatbelt South Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BEVERLEY	4,220	1,358	32%	80%	37%	27%	769
BROOKTON	1,607	408	25%	79%	15%	8%	431
BRUCE ROCK	3,335	353	11%	140%	9%	4%	372
CORRIGIN	3,384	590	17%	120%	16%	4%	519
CUBALLING	1,847	588	32%	102%	29%	29%	685
DUMBLEYUNG	2,183	183	8%	129%	6%	6%	275
KONDININ	4,818	873	18%	111%	19%	4%	1008
KULIN	5,355	632	12%	135%	15%	15%	824
LAKE GRACE	4,369	345	8%	127%	5%	3%	271
NAREMBEEN	3,662	21	1%	142%	1%	1%	25
NARROGIN	3,110	1,405	45%	53%	22%	18%	289
PINGELLY	1,755	401	23%	79%	14%	14%	349
QUAIRADING	2,479	643	26%	108%	19%	19%	654
WAGIN	1,813	100	6%	84%	3%	3%	56
WANDERING	1,784	949	53%	85%	64%	56%	2207
WEST ARTHUR	2,226	641	29%	109%	22%	22%	812
WICKEPIN	2,046	721	35%	117%	25%	23%	1001
WILLIAMS	1,519	568	37%	90%	24%	16%	555
Region	51,512	10,779	21%	106%	17%	13%	494
State	1,022,034	490,912	48%	25%	18.4%	14.0%	183

Total Expenditure includes flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 3: Road data 2021-22

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
BEVERLEY	0	12	204	328	136	14	695	12.8	0.0	1.7
BROOKTON	0	10	105	332	88	2	537	5.2	0.0	3.1
BRUCE ROCK	0	13	430	582	131	16	1,173	5.0	10.0	1.2
CORRIGIN	1	13	317	568	148	12	1,059	10.0	0.0	4.9
CUBALLING	0	1	162	209	164	19	555	0.1	0.5	3.2
DUMBLEYUNG	0	7	226	639	112	10	993	5.3	2.6	1.7
KONDININ	4	8	181	1,004	119	21	1,337	3.2	7.4	4.2
KULIN	0	7	214	1,091	101	19	1,432	3.8	0.7	6.3
LAKE GRACE	0	15	193	1,811	200	61	2,281	10.1	0.0	0.0
NAREMBEEN	0	8	284	907	193	16	1,410	1.6	3.5	1.4
NARROGIN	5	44	194	300	247	10	800	34.3	0.0	0.0
PINGELLY	0	16	180	188	153	31	569	13.8	3.4	4.1
QUAIRADING	10	4	262	415	156	17	863	8.5	0.0	0.1
WAGIN	1	27	143	392	190	29	783	6.2	67.7	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	0.0	6.2
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	5.6
WILLIAMS	0	8	142	266	54	3	472	7.6	3.1	4.5
Region	23	211	3,703	10,101	2,660	336	17,036	151	101	48
State	12,960	3,644	24,160	55,991	20,789	9,523	127,067	10,908	511	5,509

Appendix 14 - Wheatbelt South Regional Road Group

Table 4: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
BEVERLEY	1,889	298	557	74	2,818	46,713	862	1,705	542
BROOKTON	383	66	507	0	956	15,299	374	1,527	0
BRUCE ROCK	171	424	420	89	1,104	3,998	625	722	679
CORRIGIN	200	728	401	27	1,356	5,131	1,540	705	184
CUBALLING	103	671	513	208	1,495	43,387	2,322	2,455	1,273
DUMBLEYUNG	168	1,273	704	23	2,169	8,679	2,831	1,104	207
KONDININ	435	3	1,575	1	2,013	14,131	8	1,568	8
KULIN	235	3,107	1,200	0	4,542	12,032	7,557	1,101	0
LAKE GRACE	164	508	3,334	4	4,010	4,647	1,328	1,842	19
NAREMBEEN	225	0	1,176	0	1,401	10,467	0	1,297	0
NARROGIN	899	769	792	18	2,477	6,360	2,035	2,677	73
PINGELLY	253	755	545	33	1,586	7,792	2,336	2,974	218
QUAIRADING	773	717	679	29	2,197	24,183	1,584	1,635	185
WAGIN	323	6	514	1	845	4,199	29	1,320	6
WANDERING	86	160	595	49	890	13,086	916	3,115	742
WEST ARTHUR	57	709	902	67	1,735	3,720	1,806	1,850	547
WICKEPIN	0	1,322	593	10	1,925	0	4,389	1,520	36
WILLIAMS	415	66	399	71	951	20,343	238	1,515	1,320
Region	6,779	11,581	15,406	704	34,470	10,956	1,756	1,538	256
State	409,863	106,505	123,812	8,382	648,561	11,231	2,341	2,250	460

Excludes expenditure on bridges and flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 5: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
BEVERLEY	983	1,985	1,093	159	4,220	23.3%	47.0%	25.9%	3.8%	5,103	2,968
BROOKTON	770	277	559	0	1,606	47.9%	17.2%	34.8%	0.0%	3,336	1,047
BRUCE ROCK	1,134	108	1,585	508	3,335	34.0%	3.2%	47.5%	15.2%	6,206	1,242
CORRIGIN	723	633	1,944	0	3,300	21.9%	19.2%	58.9%	0.0%	5,186	1,356
CUBALLING	1,131	411	305	0	1,847	61.2%	22.3%	16.5%	0.0%	3,078	1,542
DUMBLEYUNG	558	1,623	0	0	2,181	25.6%	74.4%	0.0%	0.0%	4,989	2,181
KONDININ	984	1,029	2,805	0	4,818	20.4%	21.4%	58.2%	0.0%	5,305	2,013
KULIN	963	3,579	775	0	5,317	18.1%	67.3%	14.6%	0.0%	6,124	4,542
LAKE GRACE	1,663	2,347	233	126	4,369	38.1%	53.7%	5.3%	2.9%	8,478	4,010
NAREMBEEN	1,105	296	1,758	504	3,663	30.2%	8.1%	48.0%	13.8%	5,827	1,401
NARROGIN	1,520	967	623	0	3,110	48.9%	31.1%	20.0%	0.0%	4,616	2,487
PINGELLY	1,035	637	83	0	1,755	59.0%	36.3%	4.7%	0.0%	3,346	1,672
QUAIRADING	1,402	849	228	0	2,479	56.6%	34.2%	9.2%	0.0%	4,674	2,251
WAGIN	499	362	841	7	1,709	29.2%	21.2%	49.2%	0.4%	3,613	861
WANDERING	720	192	763	58	1,733	41.5%	11.1%	44.0%	3.3%	2,350	912
WEST ARTHUR	734	1,033	266	0	2,033	36.1%	50.8%	13.1%	0.0%	5,003	1,767
WICKEPIN	431	1,527	88	0	2,046	21.1%	74.6%	4.3%	0.0%	3,446	1,958
WILLIAMS	625	339	555	0	1,519	41.1%	22.3%	36.5%	0.0%	2,814	964
Region	16,980	18,194	14,504	1,362	51,040	33.3%	35.6%	28.4%	2.7%	83,494	35,174
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

Appendix 14 - Wheatbelt South Regional Road Group

Table 6: Bridge statistics and expenditure 2021-22

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BEVERLEY	26	112	4,983	658	0	150	0
BROOKTON	15	137	1,011	1,570	0	91	0
BRUCE ROCK	72	4,047	0	0	0	138	0
CORRIGIN	2	0	0	230	0	0	0
CUBALLING	12	0	2,077	221	0	47	0
DUMBLEYUNG	5	70	628	112	0	12	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN	6	0	530	90	181	10	0
PINGELLY	15	42	591	846	0	86	29
QUAIRADING	14	222	797	338	0	54	0
WAGIN	7	559	410	152	0	16	0
WANDERING	14	457	1,502	580	0	22	0
WEST ARTHUR	16	106	3,574	547	0	32	0
WICKEPIN	4	33	274	54	0	33	0
WILLIAMS	5	525	779	0	0	13	0
Region	214	6,402	17,155	5,398	181	704	29
State	898	84,413	79,465	14,850	3,147	14,682	4,101

Appendix 14 - Wheatbelt South Regional Road Group

Table 7: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
BEVERLEY	141,533	1,210,057	1,889	298	13.35	0.25
BROOKTON	87,619	618,013	383	66	4.37	0.11
BRUCE ROCK	149,701	2,374,132	171	424	1.14	0.18
CORRIGIN	136,438	1,655,246	200	728	1.47	0.44
CUBALLING	8,309	1,010,871	103	671	12.40	0.66
DUMBLEYUNG	67,747	1,574,675	168	1,273	2.48	0.81
KONDININ	107,743	1,175,294	435	3	4.04	0.00
KULIN	68,357	1,438,973	235	3,107	3.44	2.16
LAKE GRACE	123,532	1,339,042	164	508	1.33	0.38
NAREMBEEN	75,240	1,704,280	225	0	2.99	0.00
NARROGIN	494,714	1,321,902	899	769	1.82	0.58
PINGELLY	113,641	1,130,687	253	755	2.23	0.67
QUAIRADING	111,875	1,583,353	773	717	6.91	0.45
WAGIN	269,217	782,046	323	6	1.20	0.01
WANDERING	23,001	612,035	86	160	3.74	0.26
WEST ARTHUR	53,628	1,373,553	57	709	1.06	0.52
WICKEPIN	62,004	1,054,106	0	1,322	0.00	1.25
WILLIAMS	71,400	973,158	415	66	5.81	0.07
Region	2,165,698	22,931,419	6,779	11,581	3.13	0.51
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Appendix 14 - Wheatbelt South Regional Road Group

Table 8: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
BEVERLEY	13	25	16	25	204	26	18
BROOKTON	10	17	15	9	105	16	14
BRUCE ROCK	14	54	21	7	430	36	22
CORRIGIN	13	57	63	48	317	45	35
CUBALLING	1	31	19	0	162	29	18
DUMBLEYUNG	7	49	34	0	226	30	11
KONDININ	12	45	21	0	181	40	26
KULIN	7	49	33	0	214	36	23
LAKE GRACE	16	48	35	0	193	22	16
NAREMBEEN	9	60	30	20	284	46	27
NARROGIN	49	41	15	9	194	30	14
PINGELLY	16	54	38	0	180	21	16
QUAIRADING	13	49	17	15	262	47	16
WAGIN	28	27	22	25	143	25	12
WANDERING	3	41	39	0	89	36	24
WEST ARTHUR	6	41	29	11	221	47	29
WICKEPIN	9	39	29	0	156	33	19
WILLIAMS	8	35	30	4	142	24	10
Region	235	42	28	17	3,703	33	19





Appendix 15

Country Cities (populations over 20,000) 2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.41	2.6%	84%	1.05
BUNBURY	0.51	1.8%	58%	0.87
BUSSELTON	0.29	2.0%	48%	0.85
GREATER GERALDTON	0.47	2.3%	20%	0.94
HARVEY	0.52	2.2%	116%	1.08
KALGOORLIE-BOULDER	0.25	2.8%	137%	1.40
KARRATHA	0.76	2.5%	56%	1.02
MANDURAH	0.66	1.5%	70%	0.63
Region Average	0.49	2.1%	71%	0.94
State Average	0.53	2.5%	59%	0.63

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
ALBANY	20,820	11,076	53%	31%	30%	28%	289
BUNBURY	9,368	6,538	70%	14%	21%	18%	208
BUSSELTON	18,842	7,630	40%	19%	17%	15%	186
GREATER GERALDTON	21,089	12,137	58%	34%	32%	28%	318
HARVEY	11,039	2,139	19%	25%	9%	6%	75
KALGOORLIE-BOULDER	21,232	13,212	62%	31%	42%	38%	460
KARRATHA	10,626	8,212	77%	29%	37%	34%	353
MANDURAH	14,963	7,503	50%	10%	10%	9%	84
Region	127,979	68,447	53%	22%	23%	20%	215
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ALBANY	8,806	3,420	3,361	129	15,715	15,967	3,790	4,286	9,506
BUNBURY	6,923	0	0	0	6,923	11,742	0	0	0
BUSSELTON	4,723	2,681	834	307	8,545	9,179	2,640	4,014	12,620
GREATER GERALDTON	11,259	1,642	3,713	1	16,615	17,313	1,556	3,855	3
HARVEY	5,323	4,291	587	5	10,206	21,583	5,488	2,096	279
KALGOORLIE-BOULDER	16,607	471	1,309	0	18,387	22,083	1,284	2,402	0
KARRATHA	8,316	28	1,220	0	9,564	16,757	244	4,135	0
MANDURAH	12,086	0	0	0	12,086	9,435	0	0	0
Region	74,043	12,533	11,024	441	98,041	14,570	2,799	3,504	975
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ALBANY	8,384	7,716	2,418	1,491	20,009	41.9%	38.6%	12.1%	7.5%	15,321	16,100
BUNBURY	5,924	1,581	1,406	457	9,368	63.2%	16.9%	15.0%	4.9%	8,611	7,505
BUSSELTON	5,491	7,266	1,370	4,716	18,843	29.1%	38.6%	7.3%	25.0%	15,018	12,757
GREATER GERALDTON	5,406	11,416	2,364	508	19,694	27.4%	58.0%	12.0%	2.6%	17,830	16,822
HARVEY	3,416	6,937	221	465	11,039	30.9%	62.8%	2.0%	4.2%	9,569	10,353
KALGOORLIE-BOULDER	6,917	11,470	2,844	0	21,231	32.6%	54.0%	13.4%	0.0%	13,112	18,387
KARRATHA	6,919	2,685	0	1,022	10,626	65.1%	25.3%	0.0%	9.6%	9,402	9,604
MANDURAH	4,936	7,263	2,732	32	14,963	33.0%	48.5%	18.3%	0.2%	19,431	12,199
Region	47,393	56,334	13,355	8,691	125,773	37.7%	44.8%	10.6%	6.9%	108,294	103,727
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ALBANY	1,930,238	3,158,175	8,806	3,420	4.56	1.08
BUNBURY	2,063,571	366,909	6,923	0	3.35	0.00
BUSSELTON	1,800,898	3,554,048	4,723	2,681	2.62	0.75
GREATER GERALDTON	2,276,166	3,694,911	11,259	1,642	4.95	0.44
HARVEY	863,192	2,736,487	5,323	4,291	6.17	1.57
KALGOORLIE-BOULDER	2,632,039	1,283,790	16,607	471	6.31	0.37
KARRATHA	1,736,964	401,554	8,316	28	4.79	0.07
MANDURAH	4,483,352	573,127	12,086	0	2.70	0.00
Region	17,786,420	15,769,001	74,043	12,533	4.16	0.79
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 6: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ALBANY	273	35	19	25	502	31	19
BUNBURY	267	40	26	24	52	32	27
BUSSELTON	266	62	34	20	582	62	23
GREATER GERALDTON	290	45	23	22	532	32	22
HARVEY	119	30	27	22	436	31	25
KALGOORLIE-BOULDER	233	54	33	35	164	36	28
KARRATHA	217	0	46	7	48	0	37
MANDURAH	613	30	26	26	78	31	26
Region		42	29	23		36	26

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Appendix 16

Large Country Towns

(populations 10,000
to 20,000)

2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA MARGARET RIVER	0.46	2.7%	67%	0.68
BROOME	0.53	2.8%	53%	0.77
CAPEL	0.58	2.4%	40%	0.62
DARDANUP	0.59	2.1%	31%	0.39
EAST PILBARA	0.48	4.0%	92%	0.83
ESPERANCE	0.54	3.3%	76%	0.54
MURRAY	0.62	2.3%	24%	0.37
NORTHAM	0.33	2.5%	28%	0.64
PORT HEDLAND	0.44	2.5%	66%	0.91
Region Average	0.52	2.8%	61%	0.69
State Average	0.53	2.5%	59%	0.63

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
AUGUSTA MARGARET RIVER	11,887	4,276	36%	32%	24%	16%	250
BROOME	9,410	7,163	76%	14%	43%	16%	422
CAPEL	5,323	3,120	59%	28%	22%	20%	168
DARDANUP	4,794	2,103	44%	23%	18%	10%	143
EAST PILBARA	9,101	2,372	26%	74%	14%	14%	218
ESPERANCE	19,745	8,847	45%	83%	38%	32%	624
MURRAY	5,843	2,985	51%	30%	18%	15%	161
NORTHAM	6,112	3,100	51%	41%	25%	23%	280
PORT HEDLAND	13,256	8,937	67%	23%	46%	22%	567
Region	85,471	42,903	51%	39%	31%	22%	341
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
AUGUSTA MARGARET RIVER	1,437	3,650	1,042	35	6,164	6,009	5,561	3,095	813
BROOME	3,399	131	0	334	3,864	13,852	1,217	0	5,898
CAPEL	1,352	1,211	748	71	3,382	4,814	3,852	4,878	10,835
DARDANUP	742	1,083	101	5	1,931	4,564	2,746	1,152	468
EAST PILBARA	3,455	295	4,108	128	7,986	32,937	1,888	2,688	126
ESPERANCE	1,607	5,711	4,563	27	11,908	5,750	3,966	1,503	117
MURRAY	1,262	1,134	704	11	3,111	5,530	1,577	3,886	353
NORTHAM	2,610	1,165	1,019	30	4,824	14,558	1,858	4,212	607
PORT HEDLAND	5,449	0	494	0	5,943	18,724	0	2,403	0
Region	21,313	14,380	12,779	641	49,113	11,615	3,649	2,980	452
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
AUGUSTA MARGARET RIVER	2,714	3,492	4,380	1,301	11,887	22.8%	29.4%	36.8%	10.9%	9,155	6,206
BROOME	3,210	654	4,552	787	9,203	34.9%	7.1%	49.5%	8.6%	4,995	3,864
CAPEL	2,885	671	1,764	3	5,323	54.2%	12.6%	33.1%	0.1%	5,734	3,556
DARDANUP	1,609	500	2,082	603	4,794	33.6%	10.4%	43.4%	12.6%	5,427	2,109
EAST PILBARA	2,599	5,387	1,116	0	9,102	28.6%	59.2%	12.3%	0.0%	9,593	7,986
ESPERANCE	3,940	7,968	6,259	1,579	19,746	20.0%	40.4%	31.7%	8.0%	22,250	11,908
MURRAY	2,098	1,113	1,582	1,049	5,842	35.9%	19.1%	27.1%	18.0%	8,597	3,211
NORTHAM	3,522	1,523	879	120	6,044	58.3%	25.2%	14.5%	2.0%	7,828	5,045
PORT HEDLAND	2,450	3,503	2,857	3,246	12,056	20.3%	29.1%	23.7%	26.9%	6,514	5,953
Region	25,027	24,811	25,471	8,688	83,997	29.8%	29.5%	30.3%	10.3%	80,095	49,838
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
AUGUSTA MARGARET RIVER	837,030	2,297,291	1,437	3,650	1.72	1.59
BROOME	858,802	376,613	3,399	131	3.96	0.35
CAPEL	982,928	1,100,547	1,352	1,211	1.38	1.10
DARDANUP	569,056	1,379,898	742	1,083	1.30	0.78
EAST PILBARA	367,137	548,618	3,455	295	9.41	0.54
ESPERANCE	978,241	5,039,463	1,607	5,711	1.64	1.13
MURRAY	798,779	2,515,784	1,262	1,134	1.58	0.45
NORTHAM	627,476	2,194,934	2,610	1,165	4.16	0.53
PORT HEDLAND	1,018,567	502,706	5,449	0	5.35	0.00
Region	7,038,015	15,955,852	21,313	14,380	3.03	0.90
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 6: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
AUGUSTA MARGARET RIVER	125	30	31	22	392	32	24
BROOME	109	29	19	16	55	25	17
CAPEL	149	23	16	16	178	29	19
DARDANUP	81	26	16	17	224	27	19
EAST PILBARA	47	41	36	29	83	23	22
ESPERANCE	121	32	23	23	736	25	18
MURRAY	114	26	16	15	385	24	15
NORTHAM	81	54	29	20	387	46	25
PORT HEDLAND	135	38	36	21	61	25	23
Region		33	25	20		28	20

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Appendix 17

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

2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.64	3.7%	152%	2.26
BRIDGETOWN-GREENBUSHES	0.42	3.0%	32%	0.37
CARNARVON	0.62	3.4%	39%	0.54
CHITTERING	0.47	3.2%	23%	0.36
COLLIE	0.42	2.7%	96%	0.87
DENMARK	0.50	2.9%	65%	0.75
DERBY-WEST KIMBERLEY	0.47	4.1%	81%	1.09
DONNYBROOK-BALINGUP	0.37	2.7%	46%	0.42
GINGIN	0.36	3.3%	20%	0.28
MANJIMUP	0.35	2.8%	34%	0.43
PLANTAGENET	0.41	3.6%	50%	0.59
WYNDHAM-EAST KIMBERLEY	0.35	3.1%	54%	0.46
Region Average	0.42	3.2%	48%	0.32
State Average	0.53	2.5%	59%	0.63

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
ASHBURTON	15,093	8,551	57%	26%	48%	48%	644
BRIDGETOWN-GREENBUSHES	2,933	819	28%	65%	12%	7%	170
CARNARVON	6,435	36	1%	108%	0%	0%	7
CHITTERING	3,747	1,902	51%	45%	30%	23%	308
COLLIE	4,193	694	17%	35%	8%	8%	80
DENMARK	4,366	988	23%	31%	14%	14%	154
DERBY-WEST KIMBERLEY	13,594	3,257	24%	69%	33%	29%	397
DONNYBROOK-BALINGUP	4,227	897	21%	58%	13%	10%	144
GINGIN	5,678	1,954	34%	55%	20%	9%	361
MANJIMUP	6,579	1,831	28%	66%	14%	11%	201
PLANTAGENET	6,943	2,573	37%	71%	32%	20%	481
WYNDHAM-EAST KIMBERLEY	12,624	2,105	17%	69%	22%	16%	287
Region	68,386	16,237	24%	62%	19%	14%	239
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ASHBURTON	3,557	3,075	6,057	0	12,689	27,282	13,632	12,374	0
BRIDGETOWN-GREENBUSHES	928	382	616	0	1,927	15,191	942	1,567	26
CARNARVON	1,454	1,079	1,161	53	3,747	12,591	2,233	4,053	58
CHITTERING	170	733	499	100	1,502	35,834	1,226	4,234	4,491
COLLIE	712	3,017	367	4	4,100	4,124	7,863	3,188	1,590
DENMARK	581	1,327	967	38	2,914	5,568	4,719	3,025	783
DERBY-WEST KIMBERLEY	1,923	325	3,303	0	5,551	20,513	2,793	7,302	0
DONNYBROOK-BALINGUP	878	878	578	2	2,336	14,671	1,994	1,738	60
GINGIN	463	587	678	0	1,728	2,807	742	1,954	0
MANJIMUP	1,149	1,300	2,035	12	4,496	7,281	1,819	2,927	184
PLANTAGENET	302	1,859	1,633	171	3,965	3,943	2,878	2,905	479
WYNDHAM-EAST KIMBERLEY	1,405	2,236	235	0	3,876	9,203	5,200	495	0
Region	9,037	13,342	11,456	380	34,215	8,195	2,771	3,052	149
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ASHBURTON	2,778	9,911	0	334	13,023	21.3%	76.1%	0.0%	2.6%	5,609	12,689
BRIDGETOWN-GREENBUSHES	1,355	671	838	69	2,933	46.2%	22.9%	28.6%	2.4%	5,488	2,026
CARNARVON	1,612	2,135	1,555	0	5,302	30.4%	40.3%	29.3%	0.0%	6,905	3,747
CHITTERING	1,299	234	2,074	140	3,747	34.7%	6.2%	55.4%	3.7%	4,292	1,533
COLLIE	1,169	3,025	0	0	4,194	27.9%	72.1%	0.0%	0.0%	4,810	4,194
DENMARK	1,513	1,459	300	296	3,568	42.4%	40.9%	8.4%	8.3%	3,946	2,972
DERBY-WEST KIMBERLEY	3,848	1,703	1,896	0	7,447	51.7%	22.9%	25.5%	0.0%	5,101	5,551
DONNYBROOK-BALINGUP	1,362	1,065	1,309	491	4,227	32.2%	25.2%	31.0%	11.6%	5,833	2,427
GINGIN	1,454	619	3,225	379	5,677	25.6%	10.9%	56.8%	6.7%	7,381	2,073
MANJIMUP	3,328	1,343	1,809	99	6,579	50.6%	20.4%	27.5%	1.5%	10,866	4,671
PLANTAGENET	2,204	1,762	2,552	0	6,518	33.8%	27.0%	39.2%	0.0%	6,709	3,966
WYNDHAM-EAST KIMBERLEY	1,181	2,695	2,263	547	6,686	17.7%	40.3%	33.8%	8.2%	8,407	3,876
Region	18,970	16,040	16,983	1,952	53,945	35.2%	29.7%	31.5%	3.6%	64,249	35,010
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ASHBURTON	456,329	789,498	3,557	3,075	7.79	3.89
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	928	382	4.34	0.27
CARNARVON	404,189	1,691,059	1,454	1,079	3.60	0.64
CHITTERING	16,604	2,092,757	170	733	10.24	0.35
COLLIE	604,271	1,342,937	712	3,017	1.18	2.25
DENMARK	365,227	984,499	581	1,327	1.59	1.35
DERBY-WEST KIMBERLEY	328,114	407,320	1,923	325	5.86	0.80
DONNYBROOK-BALINGUP	209,467	1,541,901	878	878	4.19	0.57
GINGIN	577,227	2,770,240	463	587	0.80	0.21
MANJIMUP	552,296	2,502,662	1,149	1,300	2.08	0.52
PLANTAGENET	268,060	2,260,886	302	1,859	1.13	0.82
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,405	2,236	2.63	1.49
Region	3,859,788	17,099,398	9,037	13,342	2.34	0.78
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 6: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ASHBURTON	63	20	10	7	111	15	8
BRIDGETOWN-GREENBUSHES	29	41	28	22	226	33	22
CARNARVON	48	44	6	22	229	24	6
CHITTERING	2	24	25	13	292	26	18
COLLIE	72	42	21	13	188	31	22
DENMARK	56	29	25	17	160	30	20
DERBY-WEST KIMBERLEY	43	38	25	19	58	26	20
DONNYBROOK-BALINGUP	30	33	30	18	257	41	27
GINGIN	83	36	27	18	402	32	23
MANJIMUP	69	40	36	22	456	39	32
PLANTAGENET	34	44	18	20	351	36	20
WYNDHAM-EAST KIMBERLEY	58	49	24	8	183	36	25
Region		38	24	17		32	21

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Appendix 18

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

2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.35	3.0%	12%	0.72
DANDARAGAN	0.48	3.2%	21%	0.25
EXMOUTH	0.47	3.0%	58%	0.67
HALLS CREEK	0.49	4.6%	0%	1.76
IRWIN	0.55	2.8%	42%	0.54
KATANNING	0.36	3.2%	67%	0.61
MERREDIN	0.42	3.4%	36%	0.35
MOORA	0.21	3.3%	142%	0.86
NARROGIN	0.49	3.4%	46%	0.54
NORTHAMPTON	0.42	3.3%	46%	0.47
TOODYAY	0.40	2.9%	332%	0.30
WAROONA	0.44	2.8%	87%	0.85
YORK	0.44	2.9%	27%	0.37
Region Average	0.42	3.2%	73%	0.51
State Average	0.53	2.5%	59%	0.63

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
COOLGARDIE	2,632	510	19%	39%	7%	7%	151
DANDARAGAN	5,317	237	4%	73%	3%	3%	70
EXMOUTH	2,408	598	25%	56%	13%	13%	203
HALLS CREEK	13,783	1,437	10%	92%	25%	25%	412
IRWIN	1,585	454	29%	35%	9%	9%	126
KATANNING	2,931	893	30%	57%	16%	13%	222
MERREDIN	2,827	626	22%	92%	11%	11%	186
MOORA	5,551	1,259	23%	85%	23%	16%	529
NARROGIN	3,110	1,405	45%	53%	22%	18%	289
NORTHAMPTON	2,899	1,131	39%	65%	16%	15%	400
TOODYAY	2,858	696	24%	61%	12%	9%	154
WAROONA	3,142	704	22%	38%	13%	12%	165
YORK	2,218	933	42%	74%	17%	16%	258
Region	51,261	10,883	22%	63%	14%	12%	227
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
COOLGARDIE	748	8	1,877	0	2,633	4,828	76	4,556	0
DANDARAGAN	827	171	1,199	0	2,197	8,205	190	1,566	0
EXMOUTH	1,025	1,383	0	0	2,408	11,970	5,667	0	0
HALLS CREEK	0	0	7,196	0	7,196	0	0	8,036	0
IRWIN	429	176	955	0	1,560	6,363	766	3,706	0
KATANNING	1,135	748	546	3	2,432	8,327	3,171	1,240	46
MERREDIN	713	715	406	548	2,382	5,357	1,110	722	1,916
MOORA	330	4,355	364	1	5,050	5,620	7,975	646	74
NARROGIN	899	769	792	18	2,477	6,360	2,035	2,677	73
NORTHAMPTON	495	1,118	703	370	2,686	4,959	2,290	1,472	1,361
TOODYAY	136	1,077	251	4	1,468	4,657	2,002	936	124
WAROONA	336	2,644	0	0	2,980	5,346	6,744	0	0
YORK	612	418	926	2	1,958	7,194	894	4,475	12
Region	7,685	13,580	15,216	946	37,427	6,928	2,493	2,807	667
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
COOLGARDIE	1,230	1,403	0	0	2,633	46.7%	53.3%	0.0%	0.0%	3,643	2,633
DANDARAGAN	1,107	1,090	3,119	0	5,316	20.8%	20.5%	58.7%	0.0%	8,716	2,197
EXMOUTH	1,123	1,285	0	0	2,408	46.6%	53.4%	0.0%	0.0%	3,573	2,408
HALLS CREEK	1,437	5,759	2,826	0	10,022	14.3%	57.5%	28.2%	0.0%	4,090	7,196
IRWIN	297	1,263	25	0	1,585	18.7%	79.7%	1.6%	0.0%	2,866	1,560
KATANNING	1,004	1,435	366	116	2,921	34.4%	49.1%	12.5%	4.0%	4,015	2,439
MERREDIN	1,298	1,084	445	0	2,827	45.9%	38.3%	15.7%	0.0%	6,864	2,382
MOORA	715	4,335	188	193	5,431	13.2%	79.8%	3.5%	3.6%	5,869	5,050
NARROGIN	1,520	967	623	0	3,110	48.9%	31.1%	20.0%	0.0%	4,616	2,487
NORTHAMPTON	1,749	937	136	77	2,899	60.3%	32.3%	4.7%	2.7%	5,697	2,686
TOODYAY	811	690	1,357	0	2,858	28.4%	24.1%	47.5%	0.0%	4,989	1,501
WAROONA	1,072	1,908	162	0	3,142	34.1%	60.7%	5.2%	0.0%	3,486	2,980
YORK	1,636	330	122	0	2,088	78.4%	15.8%	5.8%	0.0%	5,274	1,966
Region	14,999	22,486	9,369	386	47,240	31.8%	47.6%	19.8%	0.8%	63,697	37,485
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
COOLGARDIE	542,280	366,589	748	8	1.38	0.02
DANDARAGAN	352,770	3,143,895	827	171	2.34	0.05
EXMOUTH	299,702	854,209	1,025	1,383	3.42	1.62
HALLS CREEK	94,313	145,798	0	0	0.00	0.00
IRWIN	235,965	804,021	429	176	1.82	0.22
KATANNING	477,043	825,594	1,135	748	2.38	0.91
MERREDIN	465,842	2,254,086	713	715	1.53	0.32
MOORA	205,506	1,911,197	330	4,355	1.61	2.28
NARROGIN	494,714	1,321,902	899	769	1.82	0.58
NORTHAMPTON	349,344	1,708,525	495	1,118	1.42	0.65
TOODYAY	102,216	1,882,039	136	1,077	1.33	0.57
WAROONA	219,990	1,372,209	336	2,644	1.53	1.93
YORK	297,731	1,635,572	612	418	2.06	0.26
Region	4,137,415	18,225,636	7,685	13,580	1.86	0.75
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 6: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
COOLGARDIE	53	46	31	28	58	48	38
DANDARAGAN	44	28	25	16	463	30	19
EXMOUTH	39	35	19	17	116	28	18
HALLS CREEK	12	50	25	0	21	47	12
IRWIN	32	33	23	16	116	22	20
KATANNING	49	42	26	29	139	42	29
MERREDIN	49	30	23	19	370	33	25
MOORA	24	61	33	33	313	62	27
NARROGIN	49	41	15	9	194	30	14
NORTHAMPTON	48	36	28	31	242	35	23
TOODYAY	13	35	18	10	299	35	23
WAROONA	30	39	24	10	229	30	22
YORK	38	29	18	17	261	30	21
Region		39	24	20		36	22

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Appendix 19

Small Country Shires

(populations less
than 2,000)

2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.47	2.7%	78%	0.58
BODDINGTON	0.38	3.2%	31%	0.60
BOYUP BROOK	0.40	3.1%	3%	0.31
BROOKTON	0.54	3.1%	39%	0.31
BROOMEHILL-TAMBELLUP	0.48	3.6%	24%	0.34
BRUCE ROCK	0.46	3.0%	13%	0.20
CARNAMAH	0.48	3.6%	9%	0.28
CHAPMAN VALLEY	0.58	3.8%	33%	0.45
COOROW	0.42	3.6%	46%	0.61
CORRIGIN	0.20	3.6%	32%	0.26
CRANBROOK	0.36	3.4%	13%	0.30
CUBALLING	0.45	3.1%	46%	0.50
CUNDERDIN	0.26	3.6%	142%	0.91
DALWALLINU	0.47	3.9%	33%	0.29
DOWERIN	0.43	4.0%	122%	0.81
DUMBLEYUNG	0.52	3.7%	68%	0.44
GNOWANGERUP	0.52	3.8%	89%	0.83
GOOMALLING	0.42	3.5%	39%	0.40
JERRAMUNGUP	0.48	3.8%	50%	0.58
KELLERBERRIN	0.27	3.8%	49%	0.41
KENT	0.50	4.4%	30%	0.54
KOJONUP	0.35	3.5%	28%	0.40
KONDININ	0.41	4.2%	0%	0.38
KOORDA	0.41	4.0%	71%	0.44
KULIN	0.42	4.1%	176%	0.74
LAKE GRACE	0.53	4.3%	29%	0.47
MINGENEW	0.59	2.9%	79%	0.56
MORAWA	0.42	4.1%	36%	0.40
MOUNT MARSHALL	0.41	4.3%	24%	0.38
MUKINBUDIN	0.24	3.6%	49%	0.40
NANNUP	0.36	2.9%	30%	0.42
NAREMBEEN	0.32	4.1%	8%	0.24
NUNGARIN	0.42	3.9%	47%	0.50
PERENJORI	0.54	4.1%	35%	0.36
PINGELLY	0.47	3.2%	49%	0.50
QUAIRADING	0.39	3.4%	43%	0.48
RAVENSTHORPE	0.58	3.7%	18%	0.42
TAMMIN	0.30	4.0%	3%	0.22
THREE SPRINGS	0.58	3.8%	50%	0.51
TRAYNING	0.39	4.0%	61%	0.53
VICTORIA PLAINS	0.30	3.5%	40%	0.50
WAGIN	0.55	3.4%	16%	0.24
WANDERING	0.39	3.0%	21%	0.39
WEST ARTHUR	0.29	3.2%	35%	0.35
WESTONIA	0.26	4.4%	62%	0.55

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

Table 1: Road assets and expenditure indicators 2021-22 (continued)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
WICKEPIN	0.44	3.9%	97%	0.57
WILLIAMS	0.57	3.2%	28%	0.34
WONGAN-BALLIDU	0.37	3.8%	28%	0.30
WOODANILLING	0.39	3.9%	42%	0.41
WYALKATCHEM	0.45	4.0%	65%	0.42
YILGARN	0.53	4.3%	59%	0.31
Region Average	0.43	3.6%	45%	0.40
State Average	0.53	2.5%	59%	0.63

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

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BEVERLEY	4,220	1,358	32%	80%	37%	27%	769
BODDINGTON	2,148	867	40%	33%	25%	17%	488
BOYUP BROOK	2,593	621	24%	104%	15%	15%	346
BROOKTON	1,607	408	25%	79%	15%	8%	431
BROOMEHILL-TAMBELLUP	2,496	649	26%	104%	18%	13%	603
BRUCE ROCK	3,335	353	11%	140%	9%	4%	372
CARNAMAH	2,079	614	30%	110%	23%	7%	1,170
CHAPMAN VALLEY	3,634	1,032	28%	78%	32%	32%	665
COOROW	2,823	963	34%	74%	21%	20%	1,005
CORRIGIN	3,384	590	17%	120%	16%	4%	519
CRANBROOK	3,552	1,332	38%	108%	37%	23%	1,289
CUBALLING	1,847	588	32%	102%	29%	29%	685
CUNDERDIN	3,807	145	4%	102%	4%	4%	103
DALWALLINU	7,885	1,221	15%	141%	22%	14%	880
DOWERIN	6,711	526	8%	129%	20%	20%	799
DUMBLEYUNG	2,183	183	8%	129%	6%	6%	275
GNOWANGERUP	4,868	1,347	28%	97%	31%	31%	1,113
GOOMALLING	2,874	727	25%	82%	27%	27%	746
JERRAMUNGUP	2,778	1,082	39%	85%	24%	24%	950
KELLERBERRIN	2,619	882	34%	107%	26%	10%	747
KENT	4,437	1,726	39%	120%	44%	44%	3,060
KOJONUP	2,332	569	24%	97%	13%	3%	300
KONDININ	4,818	873	18%	111%	19%	4%	1,008
KOORDA	2,088	457	22%	147%	16%	16%	1,151
KULIN	5,355	632	12%	135%	15%	15%	824
LAKE GRACE	4,369	345	8%	127%	5%	3%	271
MINGENEW	7,564	549	7%	96%	30%	30%	1,313
MORAWA	1,999	627	31%	112%	19%	19%	950
MOUNT MARSHALL	2,850	253	9%	138%	6%	6%	499
MUKINBUDIN	1,909	322	17%	129%	12%	12%	619
NANNUP	5,488	1,423	26%	105%	47%	45%	1,002
NAREMBEEN	3,662	21	1%	142%	1%	1%	25
NUNGARIN	1,187	387	33%	119%	23%	23%	1,593
PERENJORI	2,704	361	13%	140%	9%	7%	634
PINGELLY	1,755	401	23%	79%	14%	14%	349
QUAIRADING	2,479	643	26%	108%	19%	19%	654
RAVENSTHORPE	2,250	695	31%	80%	11%	11%	434
TAMMIN	1,222	485	40%	98%	28%	25%	1,231
THREE SPRINGS	2,088	433	21%	108%	16%	16%	775
TRAYNING	2,038	583	29%	120%	23%	23%	1,700
VICTORIA PLAINS	3,920	1,924	49%	117%	62%	56%	2,112
WAGIN	1,813	100	6%	84%	3%	3%	56

Total Expenditure includes flood damage.

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

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
WANDERING	1,784	949	53%	85%	64%	56%	2,207
WEST ARTHUR	2,226	641	29%	109%	22%	22%	812
WESTONIA	1,750	405	23%	139%	17%	17%	1,350
WICKEPIN	2,046	721	35%	117%	25%	23%	1,001
WILLIAMS	1,519	568	37%	90%	24%	16%	555
WONGAN-BALLIDU	4,137	355	9%	122%	8%	2%	280
WOODANILLING	939	291	31%	119%	17%	17%	680
WYALKATCHEM	1,716	174	10%	111%	7%	3%	360
YILGARN	4,355	494	11%	126%	6%	4%	435
Region	156,242	33,895	22%	109%	19%	16%	703
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
BEVERLEY	1,889	298	557	74	2,818	46,713	862	1,705	542
BODDINGTON	344	310	384	1	1,039	13,296	2,010	2,476	84
BOYUP BROOK	56	8	1,363	9	1,436	1,986	24	3,183	24
BROOKTON	383	66	507	0	956	15,299	374	1,527	0
BROOMEHILL-TABELLUP	167	535	999	36	1,737	6,466	1,253	1,702	319
BRUCE ROCK	171	424	420	89	1,104	3,998	625	722	679
CARNAMAH	213	188	646	1	1,048	6,905	466	1,756	19
CHAPMAN VALLEY	0	502	995	11	1,509	0	1,537	2,869	44
COOROW	288	782	1,460	2	2,532	6,100	2,055	2,856	31
CORRIGIN	200	728	401	27	1,356	5,131	1,540	705	184
CRANBROOK	0	312	1,387	0	1,699	0	619	2,288	0
CUBALLING	103	671	513	208	1,495	43,387	2,322	2,455	1,273
CUNDERDIN	586	3,168	0	0	3,754	11,584	7,519	0	0
DALWALLINU	985	434	904	11	2,335	18,361	634	857	37
DOWERIN	96	2,103	693	0	2,892	4,936	6,834	1,381	0
DUMBLEYUNG	168	1,273	704	23	2,169	8,679	2,831	1,104	207
GNOWANGERUP	431	1,369	2,062	2	3,864	11,208	3,628	3,321	13
GOOMALLING	210	375	422	60	1,067	10,578	1,924	1,111	750
JERRAMUNGUP	480	510	1,562	1	2,553	15,683	1,557	2,388	10
KELLERBERRIN	576	304	515	219	1,614	12,256	873	1,235	763
KENT	55	317	1,960	3	2,336	4,584	1,220	2,494	10
KOJONUP	337	546	1,143	76	2,102	9,786	1,349	1,573	578
KONDININ	435	3	1,575	1	2,013	14,131	8	1,568	8
KOORDA	179	1,264	315	150	1,907	7,756	2,973	657	494
KULIN	235	3,107	1,200	0	4,542	12,032	7,557	1,101	0
LAKE GRACE	164	508	3,334	4	4,010	4,647	1,328	1,842	19
MINGENEW	720	564	4	11	1,299	32,170	2,427	15	212
MORAWA	345	297	711	0	1,353	10,284	1,494	1,383	0
MOUNT MARSHALL	0	500	1,231	427	2,158	0	998	1,698	676
MUKINBUDIN	718	703	350	18	1,789	35,230	2,266	606	142
NANNUP	74	744	591	1	1,409	4,597	2,116	2,416	31
NAREMBEEN	225	0	1,176	0	1,401	10,467	0	1,297	0
NUNGARIN	109	420	658	0	1,187	14,491	1,935	1,969	0
PERENJORI	365	592	1,297	0	2,254	32,358	1,087	1,413	0
PINGELLY	253	755	545	33	1,586	7,792	2,336	2,974	218
QUAIRADING	773	717	679	29	2,197	24,183	1,584	1,635	185
RAVENSTHORPE	225	82	1,859	0	2,166	3,026	376	1,994	0
TAMMIN	0	32	430	0	462	0	159	1,647	0
THREE SPRINGS	204	822	822	1	1,849	12,711	2,296	1,758	67
TRAYNING	238	701	899	0	1,838	10,608	2,769	1,678	0
VICTORIA PLAINS	39	993	1,321	9	2,362	2,393	2,070	3,059	102
WAGIN	323	6	514	1	845	4,199	29	1,320	6

Excludes expenditure on bridges and flood damage.

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

Table 3: Expenditure on road preservation 2021-22 (continued)

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
WANDERING	86	160	595	49	890	13,086	916	3,115	742
WEST ARTHUR	57	709	902	67	1,735	3,720	1,806	1,850	547
WESTONIA	72	760	918	0	1,750	10,483	3,349	1,745	0
WICKEPIN	0	1,322	593	10	1,925	0	4,389	1,520	36
WILLIAMS	415	66	399	71	951	20,343	238	1,515	1,320
WONGAN-BALLIDU	196	677	786	0	1,659	3,308	1,211	1,627	0
WOODANILLING	44	313	559	1	917	11,873	1,813	1,597	9
WYALKATCHEM	82	761	459	0	1,302	2,388	3,430	929	0
YILGARN	211	1,294	1,577	0	3,082	5,979	2,369	725	0
Region	14,525	34,096	45,895	1,737	96,253	10,322	1,920	1,567	208
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

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

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
BEVERLEY	983	1,985	1,093	159	4,220	23.3%	47.0%	25.9%	3.8%	5,103	2,968
BODDINGTON	788	362	946	0	2,096	37.6%	17.3%	45.1%	0.0%	1,903	1,150
BOYUP BROOK	868	745	980	0	2,593	33.5%	28.7%	37.8%	0.0%	5,130	1,613
BROOKTON	770	277	559	0	1,606	47.9%	17.2%	34.8%	0.0%	3,336	1,047
BROOMEHILL-TAMBELLUP	913	836	747	0	2,496	36.6%	33.5%	29.9%	0.0%	5,138	1,749
BRUCE ROCK	1,134	108	1,585	508	3,335	34.0%	3.2%	47.5%	15.2%	6,206	1,242
CARNAMAH	777	276	1,025	0	2,078	37.4%	13.3%	49.3%	0.0%	3,742	1,053
CHAPMAN VALLEY	1,029	480	2,124	0	3,633	28.3%	13.2%	58.5%	0.0%	3,360	1,509
COOROW	1,075	1,463	0	285	2,823	38.1%	51.8%	0.0%	10.1%	4,192	2,538
CORRIGIN	723	633	1,944	0	3,300	21.9%	19.2%	58.9%	0.0%	5,186	1,356
CRANBROOK	916	799	1,723	0	3,438	26.6%	23.2%	50.1%	0.0%	5,633	1,715
CUBALLING	1,131	411	305	0	1,847	61.2%	22.3%	16.5%	0.0%	3,078	1,542
CUNDERDIN	628	3,128	0	0	3,756	16.7%	83.3%	0.0%	0.0%	4,125	3,756
DALWALLINU	1,316	1,019	5,031	0	7,366	17.9%	13.8%	68.3%	0.0%	7,972	2,335
DOWERIN	947	1,945	0	0	2,892	32.7%	67.3%	0.0%	0.0%	3,580	2,892
DUMBLEYUNG	558	1,623	0	0	2,181	25.6%	74.4%	0.0%	0.0%	4,989	2,181
GNOWANGERUP	1,431	2,459	0	0	3,890	36.8%	63.2%	0.0%	0.0%	4,709	3,890
GOOMALLING	740	382	1,752	0	2,874	25.7%	13.3%	61.0%	0.0%	2,801	1,122
JERRAMUNGUP	1,124	1,429	78	0	2,631	42.7%	54.3%	3.0%	0.0%	4,433	2,553
KELLERBERRIN	702	927	990	0	2,619	26.8%	35.4%	37.8%	0.0%	3,939	1,629
KENT	1,094	1,242	1,859	48	4,243	25.8%	29.3%	43.8%	1.1%	4,350	2,336
KOJONUP	1,615	544	173	0	2,332	69.3%	23.3%	7.4%	0.0%	5,368	2,159
KONDININ	984	1,029	2,805	0	4,818	20.4%	21.4%	58.2%	0.0%	5,305	2,013
KOORDA	525	1,382	181	0	2,088	25.1%	66.2%	8.7%	0.0%	4,348	1,907
KULIN	963	3,579	775	0	5,317	18.1%	67.3%	14.6%	0.0%	6,124	4,542
LAKE GRACE	1,663	2,347	233	126	4,369	38.1%	53.7%	5.3%	2.9%	8,478	4,010
MINGENEW	567	772	5,825	0	7,164	7.9%	10.8%	81.3%	0.0%	2,412	1,339
MORAWA	860	493	596	50	1,999	43.0%	24.7%	29.8%	2.5%	3,353	1,353
MOUNT MARSHALL	601	1,557	0	440	2,598	23.1%	59.9%	0.0%	16.9%	5,745	2,158
MUKINBUDIN	561	1,228	0	0	1,789	31.4%	68.6%	0.0%	0.0%	4,438	1,789
NANNUP	1,194	461	3,832	0	5,487	21.8%	8.4%	69.8%	0.0%	3,951	1,655
NAREMBEEN	1,105	296	1,758	504	3,663	30.2%	8.1%	48.0%	13.8%	5,827	1,401
NUNGARIN	633	554	0	0	1,187	53.3%	46.7%	0.0%	0.0%	2,351	1,187
PERENJORI	938	1,316	0	450	2,704	34.7%	48.7%	0.0%	16.6%	6,298	2,254
PINGELLY	1,035	637	83	0	1,755	59.0%	36.3%	4.7%	0.0%	3,346	1,672
QUAIRADING	1,402	849	228	0	2,479	56.6%	34.2%	9.2%	0.0%	4,674	2,251
RAVENSTHORPE	1,655	511	0	0	2,166	76.4%	23.6%	0.0%	0.0%	5,160	2,166
TAMMIN	462	0	621	139	1,222	37.8%	0.0%	50.8%	11.4%	2,132	462
THREE SPRINGS	866	983	239	0	2,088	41.5%	47.1%	11.4%	0.0%	3,626	1,849
TRAYNING	532	1,306	145	55	2,038	26.1%	64.1%	7.1%	2.7%	3,441	1,838
VICTORIA PLAINS	1,373	989	1,326	80	3,768	36.4%	26.2%	35.2%	2.1%	4,744	2,362
WAGIN	499	362	841	7	1,709	29.2%	21.2%	49.2%	0.4%	3,613	861

Excludes expenditure on flood damage

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

Table 4: Expenditure by work categories 2021-22 (continued)

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
WANDERING	720	192	763	58	1,733	41.5%	11.1%	44.0%	3.3%	2,350	912
WEST ARTHUR	734	1,033	266	0	2,033	36.1%	50.8%	13.1%	0.0%	5,003	1,767
WESTONIA	1,168	582	0	0	1,750	66.7%	33.3%	0.0%	0.0%	3,176	1,750
WICKEPIN	431	1,527	88	0	2,046	21.1%	74.6%	4.3%	0.0%	3,446	1,958
WILLIAMS	625	339	555	0	1,519	41.1%	22.3%	36.5%	0.0%	2,814	964
WONGAN-BALLIDU	914	745	2,478	0	4,137	22.1%	18.0%	59.9%	0.0%	5,528	1,659
WOODANILLING	477	462	0	0	939	50.8%	49.2%	0.0%	0.0%	2,303	939
WYALKATCHEM	515	787	414	0	1,716	30.0%	45.9%	24.1%	0.0%	3,100	1,302
YILGARN	1,083	1,999	1,273	0	4,355	24.9%	45.9%	29.2%	0.0%	10,088	3,082
Region	46,347	51,390	48,239	2,909	148,885	31.1%	34.5%	32.4%	2.0%	225,446	97,737
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
BEVERLEY	141,533	1,210,057	1,889	298	13.35	0.25
BODDINGTON	90,555	539,810	344	310	3.80	0.57
BOYUP BROOK	98,685	1,141,989	56	8	0.57	0.01
BROOKTON	87,619	618,013	383	66	4.37	0.11
BROOMEHILL-TAMBELLUP	90,393	1,495,364	167	535	1.85	0.36
BRUCE ROCK	149,701	2,374,132	171	424	1.14	0.18
CARNAMAH	107,960	1,409,337	213	188	1.97	0.13
CHAPMAN VALLEY	46,930	1,144,034	0	502	0.00	0.44
COOROW	165,237	1,331,674	288	782	1.74	0.59
CORRIGIN	136,438	1,655,246	200	728	1.47	0.44
CRANBROOK	67,261	1,762,752	0	312	0.00	0.18
CUBALLING	8,309	1,010,871	103	671	12.40	0.66
CUNDERDIN	177,057	1,474,755	586	3,168	3.31	2.15
DALWALLINU	187,763	2,399,187	985	434	5.25	0.18
DOWERIN	68,073	1,077,083	96	2,103	1.41	1.95
DUMBLEYUNG	67,747	1,574,675	168	1,273	2.48	0.81
GNOWANGERUP	134,595	1,320,510	431	1,369	3.20	1.04
GOOMALLING	69,486	682,190	210	375	3.02	0.55
JERRAMUNGUP	107,124	1,146,932	480	510	4.48	0.44
KELLERBERRIN	164,491	1,219,607	576	304	3.50	0.25
KENT	41,998	910,587	55	317	1.31	0.35
KOJONUP	120,524	1,416,724	337	546	2.80	0.39
KONDININ	107,743	1,175,294	435	3	4.04	0.00
KOORDA	80,781	1,487,596	179	1,264	2.22	0.85
KULIN	68,357	1,438,973	235	3,107	3.44	2.16
LAKE GRACE	123,532	1,339,042	164	508	1.33	0.38
MINGENEW	78,334	813,937	720	564	9.19	0.69
MORAWA	117,411	695,848	345	297	2.94	0.43
MOUNT MARSHALL	56,899	1,752,673	0	500	0.00	0.29
MUKINBUDIN	71,332	1,085,704	718	703	10.07	0.65
NANNUP	56,339	1,230,523	74	744	1.31	0.60
NAREMBEEN	75,240	1,704,280	225	0	2.99	0.00
NUNGARIN	26,327	759,509	109	420	4.14	0.55
PERENJORI	39,480	1,905,795	365	592	9.25	0.31
PINGELLY	113,641	1,130,687	253	755	2.23	0.67
QUAIRADING	111,875	1,583,353	773	717	6.91	0.45
RAVENSTHORPE	260,226	764,256	225	82	0.86	0.11
TAMMIN	48,967	706,030	0	32	0.00	0.05
THREE SPRINGS	56,170	1,253,493	204	822	3.63	0.66
TRAYNING	78,523	885,971	238	701	3.03	0.79
VICTORIA PLAINS	57,039	1,678,288	39	993	0.68	0.59
WAGIN	269,217	782,046	323	6	1.20	0.01

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

Table 5: Sealed road area statistics and expenditure 2021-22 (continued)

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
WANDERING	23,001	612,035	86	160	3.74	0.26
WEST ARTHUR	53,628	1,373,553	57	709	1.06	0.52
WESTONIA	24,039	794,340	72	760	3.00	0.96
WICKEPIN	62,004	1,054,106	0	1,322	0.00	1.25
WILLIAMS	71,400	973,158	415	66	5.81	0.07
WONGAN-BALLIDU	207,348	1,956,067	196	677	0.95	0.35
WOODANILLING	12,971	605,191	44	313	3.39	0.52
WYALKATCHEM	120,199	776,578	82	761	0.68	0.98
YILGARN	123,525	1,911,391	211	1,294	1.71	0.68
Region	4,925,026	63,145,243	14,525	34,096	2.95	0.54
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

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

Table 6: Sealed road age 2021-22


Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
BEVERLEY	13	25	16	25	204	26	18
BODDINGTON	11	28	25	16	86	31	26
BOYUP BROOK	10	39	30	0	207	38	27
BROOKTON	10	17	15	9	105	16	14
BROOMEHILL-TAMBELLUP	12	37	29	0	228	33	15
BRUCE ROCK	14	54	21	7	430	36	22
CARNAMAH	14	31	14	13	197	34	16
CHAPMAN VALLEY	7	14	15	0	180	22	13
COOROW	23	43	24	17	196	31	24
CORRIGIN	13	57	63	48	317	45	35
CRANBROOK	8	40	24	35	292	38	24
CUBALLING	1	31	19	0	162	29	18
CUNDERDIN	19	43	23	9	230	50	27
DALWALLINU	22	40	19	17	465	35	16
DOWERIN	7	36	20	24	165	38	19
DUMBLEYUNG	7	49	34	0	226	30	11
GNOWANGERUP	17	37	12	0	205	34	10
GOOMALLING	7	46	27	0	111	38	21
JERRAMUNGUP	14	32	31	18	190	32	18
KELLERBERRIN	18	44	25	13	216	44	34
KENT	6	35	29	0	143	27	19
KOJONUP	15	38	25	59	234	45	27
KONDININ	12	45	21	0	181	40	26
KOORDA	7	33	19	0	242	42	17
KULIN	7	49	33	0	214	36	23
LAKE GRACE	16	48	35	0	193	22	16
MINGENEW	10	37	18	20	137	25	14
MORAWA	13	48	24	16	126	42	20
MOUNT MARSHALL	8	28	25	0	292	36	23
MUKINBUDIN	9	58	36	0	178	60	35
NANNUP	7	48	32	0	200	37	29
NAREMBEEN	9	60	30	20	284	46	27
NUNGARIN	3	43	6	7	132	42	16
PERENJORI	5	29	16	0	259	26	13
PINGELLY	16	54	38	0	180	21	16
QUAIRADING	13	49	17	15	262	47	16
RAVENSTHORPE	36	20	17	12	105	20	18
TAMMIN	6	38	32	23	126	41	29
THREE SPRINGS	7	26	16	14	173	25	10
TRAYNING	9	37	40	19	140	38	25
VICTORIA PLAINS	7	56	29	0	250	47	22
WAGIN	28	27	22	25	143	25	12

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

Table 6: Sealed road age 2021-22 (continued)

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
WANDERING	3	41	39	0	89	36	24
WEST ARTHUR	6	41	29	11	221	47	29
WESTONIA	3	39	39	0	115	50	37
WICKEPIN	9	39	29	0	156	33	19
WILLIAMS	8	35	30	4	142	24	10
WONGAN-BALLIDU	22	33	27	30	331	34	26
WOODANILLING	2	27	24	0	87	39	25
WYALKATCHEM	11	30	28	0	133	30	22
YILGARN	14	39	15	0	287	25	15
Region		39	26	19		35	21





Appendix 20

Pastoral Shires (populations less than 2,000)

2021-2022

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

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

Table 1: Road assets and expenditure indicators 2021-22

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CUE	0.56	4.3%	52%	0.58
DUNDAS	0.51	4.1%	60%	0.49
LAVERTON	0.49	4.8%	11%	0.48
LEONORA	0.53	4.5%	32%	0.65
MEEKATHARRA	0.57	4.6%	1%	0.11
MENZIES	0.54	5.2%	22%	0.97
MOUNT MAGNET	0.51	4.6%	50%	0.77
MURCHISON	0.56	4.7%	0%	0.16
NGAANYATJARRAKU	0.52	5.3%	0%	2.03
SANDSTONE	0.55	5.3%	15%	1.26
SHARK BAY	0.53	4.3%	90%	0.66
UPPER GASCOYNE	0.62	4.1%	52%	0.39
WILUNA	0.52	5.3%	0%	0.53
YALGOO	0.54	4.7%	9%	0.59
Region Average	0.55	4.6%	28%	-0.21
State Average	0.53	2.5%	59%	0.63

Table 2: Expenditure from Local Governments' own resources 2021-22

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
CUE	4,576	851	19%	102%	26%	25%	5,910
DUNDAS	1,600	408	26%	63%	10%	6%	571
LAVERTON	2,364	59	2%	91%	1%	0%	48
LEONORA	3,979	2,821	71%	53%	34%	18%	1,795
MEEKATHARRA	14,626	2,754	19%	146%	40%	12%	2,810
MENZIES	4,091	911	22%	88%	17%	17%	1,709
MOUNT MAGNET	2,728	1,866	68%	77%	67%	67%	4,101
MURCHISON	4,156	-281	-7%	162%	-8%	-39%	-1,713
NGAANYATJARRAKU	6,713	14	0%	148%	0%	0%	8
SANDSTONE	2,138	944	44%	123%	37%	37%	12,103
SHARK BAY	1,745	54	3%	110%	2%	2%	56
UPPER GASCOYNE	20,445	245	1%	158%	6%	4%	845
WILUNA	15,183	6,807	45%	102%	118%	9%	9,851
YALGOO	3,375	1,278	38%	109%	35%	14%	3,610
Region	87,719	18,731	21%	106%	29%	11%	1,879
State	1,022,034	490,912	48%	25%	18%	14%	183

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2021-22

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
CUE	401	428	943	0	1,772	32,196	1,930	2,768	0
DUNDAS	462	0	491	5	959	9,471	11	1,672	25
LAVERTON	41	48	1,711	16	1,816	1,968	389	2,604	31
LEONORA	371	6	1,189	504	2,070	17,731	124	1,965	1,329
MEEKATHARRA	20	0	928	0	948	447	0	552	0
MENZIES	210	31	1,401	1,867	3,509	46,068	348	2,044	3,139
MOUNT MAGNET	239	0	847	0	1,086	7,944	0	4,191	0
MURCHISON	0	11	740	32	783	0	34	1,486	34
NGAANYATJARRAKU	0	0	5,970	416	6,386	0	0	12,053	560
SANDSTONE	31	0	2,108	0	2,139	3,206	0	6,891	0
SHARK BAY	653	0	833	0	1,486	24,296	0	2,225	0
UPPER GASCOYNE	139	928	857	39	1,963	26,485	6,135	885	58
WILUNA	0	0	1,673	0	1,673	0	0	2,503	0
YALGOO	130	8	684	1,046	1,869	17,042	33	4,422	1,421
Region	2,697	1,460	20,375	3,926	28,459	10,422	943	2,562	569
State	409,863	106,505	123,812	8,382	648,561	11,231	2,403	2,250	460

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2021-22

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
CUE	841	931	1,089	0	2,861	29.4%	32.5%	38.1%	0.0%	3,043	1,772
DUNDAS	309	650	641	0	1,600	19.3%	40.6%	40.1%	0.0%	1,947	959
LAVERTON	783	1,033	537	0	2,353	33.3%	43.9%	22.8%	0.0%	3,801	1,816
LEONORA	1,624	446	1,909	0	3,979	40.8%	11.2%	48.0%	0.0%	3,186	2,070
MEEKATHARRA	690	258	4,811	0	5,759	12.0%	4.5%	83.5%	0.0%	8,418	948
MENZIES	3,509	0	0	582	4,091	85.8%	0.0%	0.0%	14.2%	3,599	3,509
MOUNT MAGNET	659	427	0	0	1,086	60.7%	39.3%	0.0%	0.0%	1,405	1,086
MURCHISON	754	42	3,268	0	4,064	18.6%	1.0%	80.4%	0.0%	4,862	796
NGAANYATJARRAKU	1,274	5,112	311	16	6,713	19.0%	76.2%	4.6%	0.2%	3,143	6,386
SANDSTONE	969	1,170	0	0	2,139	45.3%	54.7%	0.0%	0.0%	1,692	2,139
SHARK BAY	745	741	138	121	1,745	42.7%	42.5%	7.9%	6.9%	2,247	1,486
UPPER GASCOYNE	1,288	675	5,548	0	7,511	17.1%	9.0%	73.9%	0.0%	5,028	1,963
WILUNA	353	1,320	0	0	1,673	21.1%	78.9%	0.0%	0.0%	3,143	1,673
YALGOO	1,869	0	1,506	0	3,375	55.4%	0.0%	44.6%	0.0%	3,187	1,869
Region	15,667	12,805	19,758	719	48,949	32.0%	26.2%	40.4%	1.5%	48,702	28,472
State	351,671	311,572	198,576	88,010	949,830	37.0%	32.8%	20.9%	9.3%	945,539	663,243

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2021-22

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CUE	43,593	776,166	401	428	9.20	0.55
DUNDAS	170,726	153,488	462	0	2.71	0.00
LAVERTON	72,932	431,754	41	48	0.56	0.11
LEONORA	73,234	170,026	371	6	5.07	0.04
MEEKATHARRA	156,707	967,772	20	0	0.13	0.00
MENZIES	15,955	311,913	210	31	13.16	0.10
MOUNT MAGNET	105,304	96,252	239	0	2.27	0.00
MURCHISON	240	1,101,130	0	11	0.00	0.01
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
SANDSTONE	33,847	85,391	31	0	0.92	0.00
SHARK BAY	94,069	198,585	653	0	6.94	0.00
UPPER GASCOYNE	18,369	529,258	139	928	7.57	1.75
WILUNA	37,450	72,468	0	0	0.00	0.00
YALGOO	26,698	885,385	130	8	4.87	0.01
Region	905,743	6,043,509	2,697	1,460	2.98	0.24
State	127,725,312	154,921,252	409,863	106,505	3.21	0.69

Table 6: Sealed road age 2021-22

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
CUE	6	27	14	0	100	16	15
DUNDAS	22	38	23	23	21	24	16
LAVERTON	8	40	28	26	62	30	19
LEONORA	10	33	16	13	21	27	20
MEEKATHARRA	13	51	17	21	129	16	7
MENZIES	2	29	10	0	42	22	14
MOUNT MAGNET	15	30	20	0	12	22	21
MURCHISON	0	10	10	0	170	15	15
NGAANYATJARRAKU	10	24	17	0	39	24	17
SANDSTONE	4	16	16	13	12	12	10
SHARK BAY	12	33	18	7	28	21	16
UPPER GASCOYNE	2	19	6	0	73	17	7
WILUNA	5	24	24	0	11	29	27
YALGOO	2	27	12	0	187	18	15
Region		29	17	17		21	16

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Appendix 21

Sources of Road Funds

2011-12 to 2021-22

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gascoyne Region									
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
2015-16	4,594	39.5%	4,426	38.1%	8	0.1%	2,594	22.3%	11,622
2016-17	4,679	26.5%	11,053	62.6%	34	0.2%	1,901	10.8%	17,667
2017-18	6,705	33.0%	11,742	57.8%	9	0.0%	1,866	9.2%	20,322
2018-19	7,000	22.8%	21,519	70.0%	1,731	5.6%	510	1.7%	30,760
2019-20	5,392	23.8%	15,769	69.7%	13	0.1%	1,450	6.4%	22,624
2020-21	8,543	29.3%	15,026	51.5%	57	0.2%	5,574	19.1%	29,200
2021-22	9,083	29.3%	21,007	67.7%	10	0.0%	933	3.0%	31,033
Carnarvon									
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
2015-16	1,100	37.2%	884	29.9%	0	0.0%	973	32.9%	2,957
2016-17	1,132	52.6%	760	35.3%	0	0.0%	260	12.1%	2,152
2017-18	2,962	66.0%	947	21.1%	0	0.0%	581	12.9%	4,490
2018-19	4,345	78.2%	978	17.6%	0	0.0%	236	4.2%	5,559
2019-20	1,848	73.0%	683	27.0%	0	0.0%	0	0.0%	2,531
2020-21	1,662	46.3%	655	18.2%	0	0.0%	1,273	35.5%	3,590
2021-22	2,900	45.1%	3,499	54.4%	0	0.0%	36	0.6%	6,435
Exmouth									
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
2015-16	672	19.6%	1,935	56.5%	0	0.0%	819	23.9%	3,426
2016-17	847	51.6%	441	26.9%	0	0.0%	353	21.5%	1,641
2017-18	797	52.0%	344	22.5%	0	0.0%	391	25.5%	1,532
2018-19	615	18.6%	2,671	80.6%	0	0.0%	29	0.9%	3,315
2019-20	692	53.4%	283	21.8%	0	0.0%	321	24.8%	1,296
2020-21	997	37.7%	774	29.2%	47	1.8%	829	31.3%	2,647
2021-22	1,702	70.7%	108	4.5%	0	0.0%	598	24.8%	2,408
Shark Bay									
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
2015-16	698	41.9%	608	36.5%	8	0.5%	353	21.2%	1,667
2016-17	891	42.2%	1,046	49.6%	8	0.4%	164	7.8%	2,109
2017-18	1,039	48.9%	827	39.0%	9	0.4%	248	11.7%	2,123
2018-19	670	49.3%	668	49.1%	9	0.7%	13	1.0%	1,360
2019-20	783	52.0%	669	44.5%	13	0.9%	40	2.7%	1,505
2020-21	681	40.7%	983	58.7%	10	0.6%	0	0.0%	1,674
2021-22	987	56.6%	694	39.8%	10	0.6%	54	3.1%	1,745

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Upper Gascoyne									
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294
2015-16	2,124	59.5%	999	28.0%	0	0.0%	449	12.6%	3,572
2016-17	1,809	15.4%	8,806	74.8%	26	0.2%	1,124	9.6%	11,765
2017-18	1,907	15.7%	9,624	79.0%	0	0.0%	646	5.3%	12,177
2018-19	1,370	6.7%	17,202	83.8%	1,722	8.4%	232	1.1%	20,526
2019-20	2,069	12.0%	14,134	81.7%	0	0.0%	1,089	6.3%	17,292
2020-21	5,203	24.4%	12,614	59.3%	0	0.0%	3,472	16.3%	21,289
2021-22	3,494	17.1%	16,706	81.7%	0	0.0%	245	1.2%	20,445

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Goldfields - Esperance Region									
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
2015-16	23,610	36.8%	23,159	36.1%	130	0.2%	17,326	27.0%	64,225
2016-17	17,584	36.3%	12,459	25.7%	40	0.1%	18,423	38.0%	48,506
2017-18	20,008	27.5%	28,351	39.0%	0	0.0%	24,348	33.5%	72,707
2018-19	19,489	28.9%	21,892	32.4%	258	0.4%	25,902	38.4%	67,541
2019-20	20,326	32.0%	13,947	21.9%	1,821	2.9%	27,478	43.2%	63,572
2020-21	22,411	44.4%	9,931	19.7%	0	0.0%	18,127	35.9%	50,469
2021-22	24,198	31.2%	19,629	25.3%	123	0.2%	33,589	43.3%	77,539
Coolgardie									
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
2015-16	905	53.8%	284	16.9%	94	5.6%	400	23.8%	1,683
2016-17	1,203	47.6%	592	23.4%	40	1.6%	694	27.4%	2,529
2017-18	1,441	51.3%	679	24.2%	0	0.0%	691	24.6%	2,811
2018-19	1,435	34.5%	631	15.2%	258	6.2%	1,833	44.1%	4,157
2019-20	860	31.8%	745	27.5%	0	0.0%	1,101	40.7%	2,706
2020-21	1,553	43.0%	894	24.8%	0	0.0%	1,163	32.2%	3,610
2021-22	1,470	55.9%	652	24.8%	0	0.0%	510	19.4%	2,632
Dundas									
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
2015-16	868	44.7%	645	33.2%	0	0.0%	428	22.1%	1,941
2016-17	666	55.0%	546	45.0%	0	0.0%	0	0.0%	1,212
2017-18	515	86.6%	80	13.4%	0	0.0%	0	0.0%	595
2018-19	884	56.7%	307	19.7%	0	0.0%	368	23.6%	1,559
2019-20	667	42.0%	764	48.1%	0	0.0%	157	9.9%	1,588
2020-21	421	39.8%	638	60.2%	0	0.0%	0	0.0%	1,059
2021-22	775	48.4%	417	26.1%	0	0.0%	408	25.5%	1,600
Esperance									
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
2015-16	6,502	47.7%	1,856	13.6%	0	0.0%	5,275	38.7%	13,633
2016-17	6,015	38.3%	3,501	22.3%	0	0.0%	6,194	39.4%	15,710
2017-18	5,517	34.2%	3,083	19.1%	0	0.0%	7,535	46.7%	16,135
2018-19	4,269	24.6%	3,008	17.3%	0	0.0%	10,065	58.0%	17,342
2019-20	5,070	29.9%	2,969	17.5%	0	0.0%	8,936	52.6%	16,975
2020-21	8,563	48.6%	2,777	15.8%	0	0.0%	6,286	35.7%	17,626
2021-22	8,236	41.7%	2,662	13.5%	0	0.0%	8,847	44.8%	19,745

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kalgoorlie-Boulder									
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308
2015-16	6,149	39.3%	1,881	12.0%	0	0.0%	7,611	48.7%	15,641
2016-17	3,527	26.6%	2,523	19.0%	0	0.0%	7,200	54.3%	13,250
2017-18	4,298	24.0%	6,948	38.7%	0	0.0%	6,688	37.3%	17,934
2018-19	2,318	18.6%	1,656	13.3%	0	0.0%	8,501	68.1%	12,475
2019-20	3,093	19.1%	1,454	9.0%	0	0.0%	11,661	71.9%	16,208
2020-21	3,424	33.8%	1,458	14.4%	0	0.0%	5,235	51.7%	10,117
2021-22	6,367	30.0%	1,653	7.8%	0	0.0%	13,212	62.2%	21,232
Laverton									
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
2015-16	1,969	28.9%	3,961	58.2%	28	0.4%	847	12.4%	6,805
2016-17	1,199	25.3%	2,855	60.2%	0	0.0%	689	14.5%	4,743
2017-18	2,358	12.4%	11,789	62.0%	0	0.0%	4,868	25.6%	19,015
2018-19	1,491	10.4%	10,286	72.1%	0	0.0%	2,491	17.5%	14,268
2019-20	3,456	30.0%	3,681	32.0%	1,821	15.8%	2,546	22.1%	11,504
2020-21	1,572	28.8%	616	11.3%	0	0.0%	est 3,268	59.9%	5,456
2021-22	1,274	53.9%	908	38.4%	123	5.2%	59	2.5%	2,364
Leonora									
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
2015-16	1,402	46.5%	432	14.3%	8	0.3%	1,171	38.9%	3,013
2016-17	1,528	43.8%	444	12.7%	0	0.0%	1,516	43.5%	3,488
2017-18	1,181	23.0%	1,517	29.5%	0	0.0%	2,443	47.5%	5,141
2018-19	638	27.1%	1,429	60.6%	0	0.0%	291	12.3%	2,358
2019-20	1,138	38.5%	413	14.0%	0	0.0%	1,407	47.6%	2,958
2020-21	1,070	37.0%	463	16.0%	0	0.0%	1,359	47.0%	2,892
2021-22	690	17.3%	468	11.8%	0	0.0%	2,821	70.9%	3,979
Menzies									
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
2015-16	1,739	38.1%	1,701	37.3%	0	0.0%	1,126	24.7%	4,566
2016-17	1,075	64.0%	178	10.6%	0	0.0%	428	25.5%	1,681
2017-18	1,681	49.1%	1,260	36.8%	0	0.0%	481	14.1%	3,422
2018-19	1,420	26.6%	2,622	49.1%	0	0.0%	1,303	24.4%	5,345
2019-20	1,429	44.9%	1,004	31.6%	0	0.0%	748	23.5%	3,181
2020-21	998	43.1%	620	26.8%	0	0.0%	697	30.1%	2,315
2021-22	2,190	53.5%	990	24.2%	0	0.0%	911	22.3%	4,091

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Ngaanyatjarraku									
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
2015-16	2,368	55.8%	1,411	33.2%	0	0.0%	468	11.0%	4,247
2016-17	1,555	43.1%	1,510	41.9%	0	0.0%	541	15.0%	3,606
2017-18	1,208	25.0%	2,307	47.7%	0	0.0%	1,324	27.4%	4,839
2018-19	4,719	73.5%	1,516	23.6%	0	0.0%	183	2.9%	6,418
2019-20	3,176	59.4%	2,118	39.6%	0	0.0%	55	1.0%	5,349
2020-21	2,389	52.7%	2,028	44.7%	0	0.0%	119	2.6%	4,536
2021-22	2,223	33.1%	4,476	66.7%	0	0.0%	14	0.2%	6,713
Wiluna									
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351
2015-16	1,708	13.5%	10,988	86.5%	0	0.0%	0	0.0%	12,696
2016-17	816	35.7%	310	13.6%	0	0.0%	1,161	50.8%	2,287
2017-18	1,809	64.3%	688	24.4%	0	0.0%	318	11.3%	2,815
2018-19	2,315	64.0%	437	12.1%	0	0.0%	867	24.0%	3,619
2019-20	1,437	46.3%	799	25.7%	0	0.0%	867	27.9%	3,103
2020-21	2,421	84.7%	437	15.3%	0	0.0%	no data	0.0%	2,858
2021-22	973	6.4%	7,403	48.8%	0	0.0%	6,807	44.8%	15,183

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Great Southern Region									
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
2015-16	20,602	47.2%	9,041	20.7%	0	0.0%	13,984	32.1%	43,627
2016-17	18,604	33.7%	14,345	26.0%	1	0.0%	22,183	40.2%	55,133
2017-18	17,043	21.1%	41,124	51.0%	34	0.0%	22,468	27.9%	80,669
2018-19	16,622	23.4%	31,138	43.8%	0	0.0%	23,359	32.8%	71,119
2019-20	15,099	29.8%	14,275	28.2%	341	0.7%	20,959	41.4%	50,674
2020-21	19,443	35.4%	12,261	22.3%	646	1.2%	22,561	41.1%	54,911
2021-22	24,566	41.8%	10,925	18.6%	0	0.0%	23,221	39.6%	58,712
Albany									
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
2015-16	4,956	54.6%	1,538	16.9%	0	0.0%	2,586	28.5%	9,080
2016-17	3,933	29.5%	1,466	11.0%	0	0.0%	7,951	59.6%	13,350
2017-18	3,106	20.4%	2,394	15.8%	0	0.0%	9,689	63.8%	15,189
2018-19	3,040	21.3%	1,426	10.0%	0	0.0%	9,815	68.7%	14,281
2019-20	3,052	20.0%	2,598	17.0%	299	2.0%	9,322	61.0%	15,271
2020-21	3,228	22.6%	1,924	13.5%	646	4.5%	8,504	59.5%	14,302
2021-22	8,193	39.4%	1,551	7.4%	0	0.0%	11,076	53.2%	20,820
Broomehill-Tambellup									
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
2015-16	1,421	46.3%	871	28.4%	0	0.0%	776	25.3%	3,068
2016-17	1,189	27.5%	2,255	52.1%	0	0.0%	881	20.4%	4,325
2017-18	1,228	24.2%	3,021	59.7%	0	0.0%	815	16.1%	5,064
2018-19	1,687	31.6%	2,824	52.8%	0	0.0%	835	15.6%	5,346
2019-20	1,059	36.6%	1,038	35.9%	0	0.0%	796	27.5%	2,893
2020-21	1,662	46.0%	1,203	33.3%	0	0.0%	751	20.8%	3,616
2021-22	1,298	52.0%	549	22.0%	0	0.0%	649	26.0%	2,496
Cranbrook									
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
2015-16	2,113	43.1%	1,213	24.8%	0	0.0%	1,575	32.1%	4,901
2016-17	941	35.5%	669	25.3%	0	0.0%	1,038	39.2%	2,648
2017-18	1,215	33.8%	1,237	34.5%	0	0.0%	1,138	31.7%	3,590
2018-19	1,484	42.1%	816	23.2%	0	0.0%	1,224	34.7%	3,524
2019-20	1,069	34.8%	727	23.7%	0	0.0%	1,274	41.5%	3,070
2020-21	1,068	25.0%	1,442	33.7%	0	0.0%	1,765	41.3%	4,275
2021-22	1,095	30.8%	1,125	31.7%	0	0.0%	1,332	37.5%	3,552

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Denmark									
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488
2015-16	572	19.6%	809	27.8%	0	0.0%	1,534	52.6%	2,915
2016-17	1,260	32.2%	1,033	26.4%	0	0.0%	1,617	41.4%	3,910
2017-18	1,631	32.3%	1,917	38.0%	0	0.0%	1,500	29.7%	5,048
2018-19	1,122	18.8%	3,746	62.7%	0	0.0%	1,109	18.6%	5,977
2019-20	1,444	35.0%	2,109	51.1%	0	0.0%	578	14.0%	4,131
2020-21	2,920	49.9%	1,821	31.1%	0	0.0%	1,114	19.0%	5,855
2021-22	1,229	28.1%	2,149	49.2%	0	0.0%	988	22.6%	4,366
Gnowangerup									
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
2015-16	1,428	59.1%	251	10.4%	0	0.0%	737	30.5%	2,416
2016-17	1,255	23.7%	2,283	43.1%	0	0.0%	1,763	33.3%	5,301
2017-18	1,184	11.5%	7,793	75.4%	0	0.0%	1,352	13.1%	10,329
2018-19	897	17.5%	3,085	60.0%	0	0.0%	1,156	22.5%	5,138
2019-20	1,056	37.1%	456	16.0%	0	0.0%	1,334	46.9%	2,846
2020-21	1,491	41.6%	709	19.8%	0	0.0%	1,380	38.5%	3,580
2021-22	1,839	37.8%	1,682	34.6%	0	0.0%	1,347	27.7%	4,868
Jerramungup									
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
2015-16	1,394	46.2%	622	20.6%	0	0.0%	1,004	33.2%	3,020
2016-17	1,110	31.2%	680	19.1%	0	0.0%	1,766	49.7%	3,556
2017-18	1,176	20.9%	3,343	59.5%	0	0.0%	1,100	19.6%	5,619
2018-19	1,052	36.8%	753	26.4%	0	0.0%	1,050	36.8%	2,855
2019-20	1,045	38.9%	762	28.3%	42	1.6%	839	31.2%	2,688
2020-21	1,463	45.3%	511	15.8%	0	0.0%	1,254	38.8%	3,228
2021-22	1,063	38.3%	633	22.8%	0	0.0%	1,082	38.9%	2,778
Katanning									
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
2015-16	1,170	44.2%	745	28.2%	0	0.0%	731	27.6%	2,646
2016-17	914	21.8%	2,193	52.4%	0	0.0%	1,080	25.8%	4,187
2017-18	888	22.2%	2,276	56.8%	34	0.8%	807	20.1%	4,005
2018-19	843	35.9%	342	14.6%	0	0.0%	1,160	49.5%	2,345
2019-20	829	35.1%	695	29.4%	0	0.0%	836	35.4%	2,360
2020-21	1,233	48.0%	393	15.3%	0	0.0%	942	36.7%	2,568
2021-22	1,655	56.5%	383	13.1%	0	0.0%	893	30.5%	2,931

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kent									
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
2015-16	1,622	54.9%	303	10.3%	0	0.0%	1,028	34.8%	2,953
2016-17	1,498	56.5%	376	14.2%	0	0.0%	779	29.4%	2,653
2017-18	1,466	27.0%	3,035	55.9%	0	0.0%	930	17.1%	5,431
2018-19	1,235	33.4%	2,046	55.4%	0	0.0%	414	11.2%	3,695
2019-20	1,211	43.1%	811	28.9%	0	0.0%	787	28.0%	2,809
2020-21	1,269	46.3%	570	20.8%	0	0.0%	903	32.9%	2,742
2021-22	2,056	46.3%	655	14.8%	0	0.0%	1,726	38.9%	4,437
Kojonup									
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600
2015-16	1,757	55.7%	878	27.9%	0	0.0%	517	16.4%	3,152
2016-17	2,159	64.1%	421	12.5%	0	0.0%	786	23.4%	3,366
2017-18	1,749	54.3%	1,034	32.1%	0	0.0%	436	13.5%	3,219
2018-19	1,749	32.6%	1,098	20.5%	0	0.0%	2,521	47.0%	5,368
2019-20	1,082	36.3%	710	23.8%	0	0.0%	1,190	39.9%	2,982
2020-21	1,214	32.8%	761	20.6%	0	0.0%	1,724	46.6%	3,699
2021-22	1,361	58.4%	402	17.2%	0	0.0%	569	24.4%	2,332
Plantagenet									
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
2015-16	1,974	37.3%	643	12.2%	0	0.0%	2,675	50.5%	5,292
2016-17	2,122	38.0%	1,513	27.1%	0	0.0%	1,943	34.8%	5,578
2017-18	1,387	25.0%	596	10.7%	0	0.0%	3,574	64.3%	5,557
2018-19	1,644	30.5%	1,962	36.4%	0	0.0%	1,787	33.1%	5,393
2019-20	1,540	24.3%	2,593	41.0%	0	0.0%	2,196	34.7%	6,329
2020-21	1,805	29.5%	2,351	38.5%	0	0.0%	1,955	32.0%	6,111
2021-22	3,054	44.0%	1,316	19.0%	0	0.0%	2,573	37.1%	6,943
Ravensthorpe									
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
2017-18	1,673	31.5%	1,063	20.0%	1	0.0%	2,579	48.5%	5,316
2017-18	1,357	9.0%	13,243	88.2%	0	0.0%	415	2.8%	15,015
2018-19	1,203	7.7%	12,878	82.3%	0	0.0%	1,576	10.1%	15,657
2019-20	1,261	30.9%	1,211	29.7%	0	0.0%	1,604	39.4%	4,076
2020-21	1,502	45.5%	498	15.1%	0	0.0%	1,303	39.4%	3,303
2021-22	1,277	56.8%	278	12.4%	0	0.0%	695	30.9%	2,250

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Woodanilling									
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135
2015-16	697	56.4%	420	34.0%	0	0.0%	118	9.6%	1,235
2016-17	550	58.3%	393	41.7%	0	0.0%	0	0.0%	943
2017-18	656	25.2%	1,235	47.4%	0	0.0%	712	27.4%	2,603
2018-19	666	43.2%	162	10.5%	0	0.0%	712	46.2%	1,540
2019-20	451	37.0%	565	46.3%	0	0.0%	203	16.7%	1,219
2020-21	588	36.0%	78	4.8%	0	0.0%	966	59.2%	1,632
2021-22	446	47.5%	202	21.5%	0	0.0%	291	31.0%	939

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kimberley Region									
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
2015-16	9,997	39.3%	9,984	39.3%	149	0.6%	5,285	20.8%	25,415
2016-17	8,255	39.6%	4,940	23.7%	0	0.0%	7,636	36.7%	20,831
2017-18	7,535	20.2%	22,234	59.5%	22	0.1%	7,589	20.3%	37,380
2018-19	11,526	32.2%	12,064	33.7%	0	0.0%	12,177	34.0%	35,767
2019-20	8,554	31.6%	5,409	20.0%	0	0.0%	13,078	48.4%	27,041
2020-21	10,475	24.8%	14,624	34.7%	12	0.0%	17,092	40.5%	42,203
2021-22	8,476	19.6%	20,827	48.1%	0	0.0%	13,962	32.3%	43,264
Broome									
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
2015-16	3,259	43.8%	744	10.0%	0	0.0%	3,432	46.2%	7,435
2016-17	2,003	27.3%	959	13.0%	0	0.0%	4,387	59.7%	7,349
2017-18	1,687	21.1%	2,711	34.0%	0	0.0%	3,586	44.9%	7,984
2018-19	1,854	16.6%	3,358	30.1%	0	0.0%	5,962	53.4%	11,174
2019-20	2,454	25.9%	889	9.4%	0	0.0%	6,117	64.7%	9,460
2020-21	2,663	11.5%	8,603	37.0%	12	0.1%	11,972	51.5%	23,250
2021-22	1,379	14.7%	868	9.2%	0	0.0%	7,163	76.1%	9,410
Derby-West Kimberley									
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
2015-16	2,792	45.0%	2,784	44.9%	0	0.0%	624	10.1%	6,200
2016-17	2,711	47.6%	1,522	26.7%	0	0.0%	1,462	25.7%	5,695
2017-18	912	9.8%	7,161	77.0%	22	0.2%	1,203	12.9%	9,298
2018-19	2,247	20.8%	4,267	39.6%	0	0.0%	4,267	39.6%	10,781
2019-20	2,029	22.6%	2,657	29.6%	0	0.0%	4,301	47.9%	8,987
2020-21	2,882	41.0%	892	12.7%	0	0.0%	est 3,257	46.3%	7,031
2021-22	3,023	40.6%	1,167	15.7%	0	0.0%	est 3,257	43.7%	7,447
Halls Creek									
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
2015-16	2,189	33.7%	3,516	54.2%	0	0.0%	782	12.1%	6,487
2016-17	2,024	51.0%	1,541	38.9%	0	0.0%	401	10.1%	3,966
2017-18	2,010	34.0%	3,432	58.0%	0	0.0%	476	8.0%	5,918
2018-19	1,511	33.6%	2,416	53.7%	0	0.0%	568	12.6%	4,495
2019-20	1,484	46.9%	1,549	48.9%	0	0.0%	134	4.2%	3,167
2020-21	3,084	43.4%	3,672	51.6%	0	0.0%	357	5.0%	7,113
2021-22	1,851	13.4%	10,496	76.1%	0	0.0%	1,437	10.4%	13,783

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wyndham-East Kimberley									
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438
2015-16	1,757	33.2%	2,940	55.5%	149	2.8%	447	8.4%	5,293
2016-17	1,517	39.7%	918	24.0%	0	0.0%	1,386	36.3%	3,821
2017-18	2,926	20.6%	8,930	63.0%	0	0.0%	2,324	16.4%	14,180
2018-19	5,914	63.5%	2,023	21.7%	0	0.0%	1,380	14.8%	9,317
2019-20	2,587	47.7%	314	5.8%	0	0.0%	2,526	46.5%	5,427
2020-21	1,846	38.4%	1,457	30.3%	0	0.0%	1,506	31.3%	4,809
2021-22	2,223	17.6%	8,296	65.7%	0	0.0%	2,105	16.7%	12,624

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Metropolitan Region									
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
2015-16	65,614	16.8%	34,253	8.8%	11,417	2.9%	279,413	71.5%	390,697
2016-17	63,209	15.4%	47,436	11.6%	8,324	2.0%	290,831	71.0%	409,800
2017-18	60,273	15.2%	45,497	11.5%	2,103	0.5%	287,381	72.7%	395,254
2018-19	47,887	11.8%	50,546	12.4%	4,014	1.0%	303,578	74.8%	406,025
2019-20	56,576	13.1%	73,049	16.9%	7,264	1.7%	295,467	68.3%	432,356
2020-21	59,744	14.9%	51,464	12.8%	2,607	0.7%	286,977	71.6%	400,791
2021-22	84,967	19.9%	48,064	11.3%	3,472	0.8%	290,447	68.0%	426,949
Armadale									
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
2015-16	4,173	29.3%	930	6.5%	249	1.8%	8,876	62.4%	14,228
2016-17	3,162	23.0%	1,302	9.5%	15	0.1%	9,252	67.4%	13,731
2017-18	2,676	33.0%	2,126	26.2%	9	0.1%	3,310	40.8%	8,121
2018-19	2,119	20.0%	1,690	16.0%	0	0.0%	6,763	64.0%	10,572
2019-20	2,547	18.4%	2,186	15.8%	0	0.0%	9,136	65.9%	13,869
2020-21	2,406	24.3%	1,105	11.2%	103	1.0%	6,283	63.5%	9,897
2021-22	2,967	31.1%	1,526	16.0%	0	0.0%	5,038	52.9%	9,531
Bassendean									
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
2015-16	496	11.9%	814	19.6%	67	1.6%	2,784	66.9%	4,161
2016-17	522	14.6%	521	14.5%	116	3.2%	2,426	67.7%	3,585
2017-18	356	9.0%	308	7.8%	43	1.1%	3,255	82.2%	3,962
2018-19	265	7.8%	50	1.5%	81	2.4%	2,994	88.3%	3,390
2019-20	359	10.1%	410	11.5%	58	1.6%	2,745	76.8%	3,572
2020-21	348	9.7%	195	5.4%	16	0.4%	3,030	84.4%	3,589
2021-22	394	11.0%	470	13.1%	47	1.3%	2,679	74.6%	3,590
Bayswater									
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
2015-16	1,697	17.0%	487	4.9%	180	1.8%	7,628	76.3%	9,992
2016-17	1,536	13.7%	1,719	15.3%	710	6.3%	7,283	64.7%	11,248
2017-18	1,502	16.2%	919	9.9%	287	3.1%	6,537	70.7%	9,245
2018-19	1,142	11.0%	813	7.8%	290	2.8%	8,169	78.4%	10,414
2019-20	1,323	12.9%	370	3.6%	300	2.9%	8,297	80.6%	10,290
2020-21	1,859	17.0%	420	3.8%	300	2.7%	8,381	76.5%	10,960
2021-22	2,394	21.1%	384	3.4%	0	0.0%	8,564	75.5%	11,342

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Belmont									
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
2015-16	1,599	22.5%	305	4.3%	0	0.0%	5,218	73.3%	7,122
2016-17	2,412	29.7%	423	5.2%	0	0.0%	5,275	65.0%	8,110
2017-18	1,694	18.1%	1,232	13.2%	0	0.0%	6,421	68.7%	9,347
2018-19	2,249	26.4%	1,783	20.9%	0	0.0%	4,502	52.8%	8,534
2019-20	2,810	26.7%	1,016	9.7%	0	0.0%	6,686	63.6%	10,512
2020-21	910	12.7%	741	10.3%	0	0.0%	5,531	77.0%	7,182
2021-22	598	8.6%	1,139	16.4%	0	0.0%	5,208	75.0%	6,945
Cambridge									
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349
2014-15	661	7.0%	1,133	12.0%	14	0.1%	7,619	80.8%	9,427
2015-16	727	9.7%	417	5.6%	251	3.3%	6,114	81.4%	7,509
2016-17	779	11.5%	743	10.9%	-22	-0.3%	5,290	77.9%	6,790
2017-18	747	12.1%	698	11.3%	0	0.0%	4,748	76.7%	6,193
2018-19	553	8.6%	667	10.3%	90	1.4%	5,142	79.7%	6,452
2019-20	505	8.9%	867	15.2%	0	0.0%	4,315	75.9%	5,687
2020-21	641	12.7%	701	13.9%	0	0.0%	3,705	73.4%	5,047
2021-22	2,121	37.1%	571	10.0%	0	0.0%	3,021	52.9%	5,713
Canning									
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
2015-16	3,621	18.2%	2,713	13.6%	143	0.7%	13,459	67.5%	19,936
2016-17	3,310	15.4%	3,753	17.5%	1,991	9.3%	12,444	57.9%	21,498
2017-18	2,751	12.8%	3,672	17.1%	65	0.3%	14,989	69.8%	21,477
2018-19	1,337	6.0%	2,467	11.1%	930	4.2%	17,454	78.7%	22,188
2019-20	2,219	10.3%	5,746	26.8%	96	0.4%	13,395	62.4%	21,456
2020-21	2,436	12.2%	5,629	28.2%	4	0.0%	11,911	59.6%	19,980
2021-22	5,957	31.9%	4,130	22.1%	0	0.0%	8,606	46.0%	18,693
Claremont									
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
2015-16	548	19.0%	172	6.0%	0	0.0%	2,162	75.0%	2,882
2016-17	100	4.2%	221	9.3%	0	0.0%	2,067	86.6%	2,388
2017-18	218	10.0%	568	26.1%	0	0.0%	1,390	63.9%	2,176
2018-19	106	3.1%	786	23.1%	0	0.0%	2,504	73.7%	3,396
2019-20	444	20.4%	26	1.2%	0	0.0%	1,705	78.4%	2,175
2020-21	213	6.6%	26	0.8%	0	0.0%	3,012	92.6%	3,251
2021-22	442	11.5%	150	3.9%	0	0.0%	3,267	84.7%	3,859

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cockburn									
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
2015-16	3,542	21.3%	1,807	10.8%	49	0.3%	11,267	67.6%	16,665
2016-17	3,032	13.2%	5,643	24.5%	4,172	18.1%	10,152	44.1%	22,999
2017-18	3,103	16.4%	2,631	13.9%	143	0.8%	13,096	69.0%	18,973
2018-19	5,440	20.2%	3,900	14.5%	290	1.1%	17,248	64.2%	26,878
2019-20	3,951	18.4%	1,709	7.9%	64	0.3%	15,800	73.4%	21,524
2020-21	2,634	13.7%	2,640	13.8%	545	2.8%	13,378	69.7%	19,197
2021-22	6,160	19.9%	8,020	25.9%	2,735	8.8%	13,995	45.3%	30,910
Cottesloe									
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
2015-16	101	11.5%	19	2.2%	15	1.7%	743	84.6%	878
2016-17	100	15.2%	24	3.6%	0	0.0%	534	81.2%	658
2017-18	103	6.5%	14	0.9%	0	0.0%	1,457	92.6%	1,574
2018-19	549	48.8%	24	2.1%	0	0.0%	552	49.1%	1,125
2019-20	156	29.2%	25	4.7%	0	0.0%	354	66.2%	535
2020-21	266	27.4%	225	23.1%	0	0.0%	481	49.5%	972
2021-22	153	17.2%	343	38.7%	0	0.0%	391	44.1%	886
East Fremantle									
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918
2015-16	72	3.9%	13	0.7%	0	0.0%	1,766	95.4%	1,851
2016-17	71	6.1%	17	1.5%	0	0.0%	1,070	92.4%	1,158
2017-18	142	12.9%	15	1.4%	7	0.6%	936	85.1%	1,100
2018-19	222	16.2%	34	2.5%	0	0.0%	1,115	81.3%	1,371
2019-20	313	10.6%	740	25.1%	0	0.0%	1,897	64.3%	2,950
2020-21	76	6.0%	199	15.7%	0	0.0%	990	78.3%	1,265
2021-22	155	17.5%	24	2.7%	8	0.9%	697	78.8%	884
Fremantle									
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
2015-16	1,151	11.7%	752	7.6%	175	1.8%	7,778	78.9%	9,856
2016-17	996	12.4%	1,511	18.8%	0	0.0%	5,534	68.8%	8,041
2017-18	881	21.1%	1,253	30.0%	0	0.0%	2,043	48.9%	4,177
2018-19	576	13.0%	452	10.2%	0	0.0%	3,398	76.8%	4,426
2019-20	674	15.5%	716	16.5%	0	0.0%	2,950	68.0%	4,340
2020-21	674	27.8%	138	5.7%	0	0.0%	1,611	66.5%	2,423
2021-22	820	21.6%	881	23.2%	0	0.0%	2,104	55.3%	3,805

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gosnells									
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
2015-16	4,566	20.0%	1,555	6.8%	0	0.0%	16,704	73.2%	22,825
2016-17	3,142	11.9%	1,912	7.3%	136	0.5%	21,178	80.3%	26,368
2017-18	3,539	13.6%	2,863	11.0%	23	0.1%	19,635	75.3%	26,060
2018-19	2,722	10.4%	5,448	20.7%	0	0.0%	18,119	68.9%	26,289
2019-20	2,915	11.1%	4,361	16.6%	0	0.0%	18,956	72.3%	26,232
2020-21	3,081	13.3%	4,676	20.2%	0	0.0%	15,336	66.4%	23,093
2021-22	3,782	14.4%	4,252	16.2%	80	0.3%	18,120	69.1%	26,234
Joondalup									
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
2015-16	5,325	22.6%	5,507	23.3%	95	0.4%	12,685	53.7%	23,612
2016-17	4,863	17.0%	2,853	10.0%	30	0.1%	20,854	72.9%	28,600
2017-18	5,051	23.1%	2,823	12.9%	54	0.2%	13,895	63.7%	21,823
2018-19	1,940	8.1%	3,156	13.1%	345	1.4%	18,579	77.3%	24,020
2019-20	3,890	17.7%	2,150	9.8%	160	0.7%	15,774	71.8%	21,974
2020-21	4,660	19.3%	4,409	18.3%	7	0.0%	15,020	62.3%	24,096
2021-22	7,481	33.2%	984	4.4%	90	0.4%	13,977	62.0%	22,532
Kalamunda									
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
2015-16	2,856	26.4%	390	3.6%	40	0.4%	7,546	69.7%	10,832
2016-17	2,662	24.5%	780	7.2%	6	0.1%	7,423	68.3%	10,871
2017-18	2,414	18.2%	619	4.7%	6	0.0%	10,211	77.1%	13,250
2018-19	2,707	20.3%	1,219	9.1%	1	0.0%	9,427	70.6%	13,354
2019-20	2,449	13.9%	2,495	14.2%	40	0.2%	12,629	71.7%	17,613
2020-21	2,744	21.8%	1,914	15.2%	10	0.1%	7,919	62.9%	12,587
2021-22	3,004	17.9%	1,957	11.7%	0	0.0%	11,794	70.4%	16,755
Kwinana									
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840
2015-16	1,854	15.4%	2,577	21.4%	24	0.2%	7,571	63.0%	12,026
2016-17	1,326	16.7%	1,483	18.6%	44	0.6%	5,099	64.1%	7,952
2017-18	1,457	17.0%	1,087	12.7%	0	0.0%	6,015	70.3%	8,559
2018-19	1,214	14.2%	1,030	12.0%	98	1.1%	6,207	72.6%	8,549
2019-20	1,255	14.8%	1,549	18.2%	0	0.0%	5,692	67.0%	8,496
2020-21	1,617	16.0%	1,457	14.4%	0	0.0%	7,025	69.6%	10,099
2021-22	3,243	26.8%	1,540	12.7%	0	0.0%	7,309	60.4%	12,092

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Melville									
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
2015-16	2,587	16.0%	1,248	7.7%	1	0.0%	12,363	76.3%	16,199
2016-17	3,597	18.9%	3,227	17.0%	0	0.0%	12,190	64.1%	19,014
2017-18	2,373	12.8%	1,899	10.2%	15	0.1%	14,314	77.0%	18,601
2018-19	1,776	9.1%	2,259	11.5%	13	0.1%	15,523	79.3%	19,571
2019-20	1,876	10.4%	1,351	7.5%	0	0.0%	14,780	82.1%	18,007
2020-21	2,224	10.2%	1,663	7.6%	0	0.0%	17,889	82.2%	21,776
2021-22	2,588	12.1%	3,332	15.6%	62	0.3%	15,381	72.0%	21,363
Mosman Park									
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
2015-16	81	12.0%	15	2.2%	0	0.0%	580	85.8%	676
2016-17	131	12.0%	19	1.7%	0	0.0%	941	86.3%	1,091
2017-18	85	4.9%	483	27.8%	0	0.0%	1,167	67.3%	1,735
2018-19	87	5.5%	20	1.3%	0	0.0%	1,467	93.2%	1,574
2019-20	143	9.9%	21	1.5%	0	0.0%	1,284	88.7%	1,448
2020-21	143	22.1%	37	5.7%	0	0.0%	468	72.2%	648
2021-22	145	17.9%	22	2.7%	0	0.0%	642	79.4%	809
Mundaring									
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
2015-16	2,974	32.5%	679	7.4%	94	1.0%	5,415	59.1%	9,162
2016-17	1,904	24.6%	705	9.1%	143	1.8%	4,978	64.4%	7,730
2017-18	2,436	25.8%	691	7.3%	47	0.5%	6,262	66.4%	9,436
2018-19	1,540	16.8%	911	9.9%	84	0.9%	6,649	72.4%	9,184
2019-20	2,303	22.1%	1,118	10.7%	56	0.5%	6,949	66.7%	10,426
2020-21	2,406	22.9%	1,269	12.1%	143	1.4%	6,710	63.7%	10,528
2021-22	2,088	19.4%	622	5.8%	61	0.6%	8,002	74.3%	10,773
Nedlands									
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
2015-16	946	29.2%	104	3.2%	0	0.0%	2,195	67.6%	3,245
2016-17	953	11.1%	569	6.6%	0	0.0%	7,075	82.3%	8,597
2017-18	541	7.2%	759	10.0%	0	0.0%	6,256	82.8%	7,556
2018-19	292	4.3%	429	6.3%	0	0.0%	6,059	89.4%	6,780
2019-20	483	10.5%	524	11.4%	0	0.0%	3,578	78.0%	4,585
2020-21	1,417	36.9%	916	23.8%	0	0.0%	1,512	39.3%	3,845
2021-22	952	27.5%	756	21.8%	0	0.0%	1,757	50.7%	3,465

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Peppermint Grove									
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574
2015-16	20	3.5%	4	0.7%	0	0.0%	550	95.8%	574
2016-17	42	10.7%	42	10.7%	0	0.0%	307	78.5%	391
2017-18	49	10.1%	69	14.2%	0	0.0%	367	75.7%	485
2018-19	20	4.5%	86	19.4%	0	0.0%	338	76.1%	444
2019-20	85	31.1%	146	53.5%	0	0.0%	42	15.4%	273
2020-21	21	5.8%	5	1.4%	0	0.0%	338	92.9%	364
2021-22	251	83.9%	5	1.7%	0	0.0%	43	14.4%	299
Perth									
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
2015-16	1,013	3.2%	759	2.4%	0	0.0%	29,530	94.3%	31,302
2016-17	771	3.2%	662	2.7%	0	0.0%	23,012	94.1%	24,445
2017-18	1,190	5.2%	438	1.9%	0	0.0%	21,453	92.9%	23,081
2018-19	462	2.0%	404	1.8%	0	0.0%	21,704	96.2%	22,570
2019-20	759	4.3%	431	2.4%	0	0.0%	16,648	93.3%	17,838
2020-21	1,121	3.7%	608	2.0%	0	0.0%	28,269	94.2%	29,998
2021-22	1,758	8.7%	410	2.0%	0	0.0%	17,936	89.2%	20,104
Rockingham									
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
2015-16	3,230	12.4%	2,416	9.3%	203	0.8%	20,206	77.6%	26,055
2016-17	3,911	15.3%	2,248	8.8%	379	1.5%	18,960	74.4%	25,498
2017-18	3,740	14.5%	1,813	7.0%	66	0.3%	20,259	78.3%	25,878
2018-19	3,177	12.5%	1,814	7.1%	89	0.4%	20,310	80.0%	25,390
2019-20	3,706	13.7%	3,169	11.7%	89	0.3%	20,025	74.2%	26,989
2020-21	6,625	23.8%	1,796	6.5%	175	0.6%	19,231	69.1%	27,827
2021-22	8,066	36.1%	2,172	9.7%	0	0.0%	12,109	54.2%	22,347
Serpentine-Jarrahdale									
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
2015-16	2,094	28.0%	791	10.6%	730	9.8%	3,868	51.7%	7,483
2016-17	1,967	26.8%	1,589	21.6%	0	0.0%	3,785	51.6%	7,341
2017-18	3,705	30.9%	1,930	16.1%	0	0.0%	6,353	53.0%	11,988
2018-19	4,083	38.4%	1,241	11.7%	0	0.0%	5,320	50.0%	10,644
2019-20	4,519	35.0%	2,824	21.9%	0	0.0%	5,563	43.1%	12,906
2020-21	2,226	22.4%	4,463	44.8%	0	0.0%	3,262	32.8%	9,951
2021-22	3,032	28.2%	1,962	18.2%	0	0.0%	5,771	53.6%	10,765

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
South Perth									
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
2015-16	1,213	13.4%	357	3.9%	143	1.6%	7,355	81.1%	9,068
2016-17	1,124	11.9%	614	6.5%	87	0.9%	7,585	80.6%	9,410
2017-18	1,540	15.2%	258	2.5%	119	1.2%	8,201	81.1%	10,118
2018-19	559	7.7%	631	8.7%	0	0.0%	6,062	83.6%	7,252
2019-20	681	6.6%	1,335	12.9%	0	0.0%	8,363	80.6%	10,379
2020-21	846	10.9%	673	8.6%	111	1.4%	6,165	79.1%	7,795
2021-22	2,498	22.0%	895	7.9%	211	1.9%	7,773	68.3%	11,377
Stirling									
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090
2015-16	4,471	15.3%	1,540	5.3%	382	1.3%	22,759	78.1%	29,152
2016-17	5,014	16.1%	1,697	5.4%	0	0.0%	24,498	78.5%	31,209
2017-18	4,253	12.4%	1,456	4.2%	0	0.0%	28,556	83.3%	34,265
2018-19	3,185	8.6%	1,296	3.5%	0	0.0%	32,383	87.8%	36,864
2019-20	4,047	11.6%	1,564	4.5%	0	0.0%	29,157	83.9%	34,768
2020-21	3,981	13.1%	1,611	5.3%	0	0.0%	24,894	81.7%	30,486
2021-22	6,199	20.0%	1,415	4.6%	0	0.0%	23,431	75.5%	31,045
Subiaco									
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
2015-16	576	9.6%	158	2.6%	0	0.0%	5,262	87.8%	5,996
2016-17	381	4.3%	510	5.8%	0	0.0%	7,919	89.9%	8,810
2017-18	423	7.2%	467	8.0%	36	0.6%	4,913	84.1%	5,839
2018-19	354	5.9%	659	10.9%	210	3.5%	4,826	79.8%	6,049
2019-20	314	4.2%	694	9.3%	52	0.7%	6,406	85.8%	7,466
2020-21	570	9.5%	1,026	17.1%	0	0.0%	4,409	73.4%	6,005
2021-22	499	8.5%	507	8.6%	0	0.0%	4,888	82.9%	5,894
Swan									
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
2015-16	5,839	12.8%	4,567	10.0%	0	0.0%	35,186	77.2%	45,592
2016-17	6,963	14.6%	3,314	6.9%	0	0.0%	37,476	78.5%	47,753
2017-18	6,859	13.6%	6,772	13.4%	0	0.0%	36,891	73.0%	50,522
2018-19	3,448	8.3%	4,633	11.2%	0	0.0%	33,311	80.5%	41,392
2019-20	5,412	11.3%	9,239	19.2%	0	0.0%	33,364	69.5%	48,015
2020-21	6,329	10.9%	8,750	15.1%	0	0.0%	42,893	74.0%	57,972
2021-22	8,898	12.2%	4,931	6.8%	0	0.0%	58,933	81.0%	72,762

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Victoria Park									
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
2015-16	1,030	12.3%	513	6.1%	0	0.0%	6,824	81.6%	8,367
2016-17	1,080	11.8%	904	9.8%	90	1.0%	7,115	77.4%	9,189
2017-18	1,087	12.0%	660	7.3%	90	1.0%	7,188	79.6%	9,025
2018-19	881	10.5%	827	9.9%	147	1.8%	6,508	77.8%	8,363
2019-20	651	5.6%	912	7.9%	265	2.3%	9,762	84.2%	11,590
2020-21	795	7.6%	591	5.6%	86	0.8%	9,050	86.0%	10,522
2021-22	1,384	13.6%	485	4.8%	63	0.6%	8,268	81.1%	10,200
Vincent									
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
2015-16	903	12.4%	688	9.4%	85	1.2%	5,624	77.0%	7,300
2016-17	697	9.7%	983	13.7%	64	0.9%	5,431	75.7%	7,175
2017-18	712	8.8%	1,617	20.0%	47	0.6%	5,691	70.5%	8,067
2018-19	513	7.8%	1,097	16.6%	37	0.6%	4,972	75.1%	6,619
2019-20	610	8.2%	633	8.5%	48	0.6%	6,163	82.7%	7,454
2020-21	674	9.3%	616	8.5%	26	0.4%	5,946	81.9%	7,262
2021-22	1,472	15.2%	1,208	12.5%	0	0.0%	6,983	72.3%	9,663
Wanneroo									
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634
2015-16	6,309	24.1%	1,956	7.5%	8,491	32.5%	9,395	35.9%	26,151
2016-17	6,661	23.7%	7,448	26.5%	363	1.3%	13,678	48.6%	28,150
2017-18	4,646	20.5%	5,357	23.7%	1,046	4.6%	11,572	51.2%	22,621
2018-19	4,369	13.5%	10,720	33.1%	1,309	4.0%	15,973	49.3%	32,371
2019-20	5,177	10.6%	24,722	50.5%	6,036	12.3%	13,052	26.6%	48,987
2020-21	5,801	26.2%	2,965	13.4%	1,081	4.9%	12,328	55.6%	22,175
2021-22	5,466	24.5%	2,971	13.3%	115	0.5%	13,760	61.7%	22,312

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mid West Region									
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
2015-16	30,086	36.0%	34,134	40.8%	100	0.1%	19,244	23.0%	83,564
2016-17	32,287	37.1%	36,281	41.7%	96	0.1%	18,438	21.2%	87,102
2017-18	19,566	21.8%	45,452	50.7%	58	0.1%	24,579	27.4%	89,655
2018-19	14,711	17.3%	40,554	47.6%	435	0.5%	29,526	34.6%	85,226
2019-20	19,084	30.9%	18,176	29.4%	156	0.3%	24,308	39.4%	61,724
2020-21	23,361	29.3%	28,050	35.2%	1,985	2.5%	26,223	32.9%	79,619
2021-22	25,277	31.6%	28,200	35.2%	873	1.1%	25,713	32.1%	80,063
Carnamah									
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
2015-16	1,565	39.3%	1,685	42.3%	0	0.0%	734	18.4%	3,984
2016-17	2,371	49.1%	1,652	34.2%	0	0.0%	809	16.7%	4,832
2017-18	842	7.9%	8,985	84.7%	0	0.0%	783	7.4%	10,610
2018-19	587	12.4%	3,464	73.3%	0	0.0%	677	14.3%	4,728
2019-20	663	20.9%	1,805	56.8%	0	0.0%	709	22.3%	3,177
2020-21	664	26.5%	856	34.2%	244	9.7%	740	29.6%	2,504
2021-22	761	36.6%	704	33.9%	0	0.0%	614	29.5%	2,079
Chapman Valley									
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
2015-16	1,190	36.2%	1,288	39.2%	37	1.1%	768	23.4%	3,283
2016-17	1,224	34.9%	1,271	36.2%	49	1.4%	968	27.6%	3,512
2017-18	743	23.6%	1,230	39.1%	21	0.7%	1,149	36.6%	3,143
2018-19	763	26.6%	1,288	45.0%	18	0.6%	795	27.8%	2,864
2019-20	864	27.4%	1,311	41.6%	14	0.4%	964	30.6%	3,153
2020-21	1,148	31.9%	1,328	36.9%	36	1.0%	1,084	30.1%	3,596
2021-22	952	26.2%	1,638	45.1%	12	0.3%	1,032	28.4%	3,634
Coorow									
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
2015-16	1,262	49.1%	921	35.9%	0	0.0%	385	15.0%	2,568
2016-17	1,234	50.9%	675	27.9%	0	0.0%	513	21.2%	2,422
2017-18	1,018	36.1%	598	21.2%	0	0.0%	1,204	42.7%	2,820
2018-19	789	29.6%	625	23.4%	0	0.0%	1,252	47.0%	2,666
2019-20	917	33.1%	589	21.2%	0	0.0%	1,268	45.7%	2,774
2020-21	1,204	45.0%	604	22.6%	0	0.0%	865	32.4%	2,673
2021-22	1,229	43.5%	631	22.4%	0	0.0%	963	34.1%	2,823

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cue									
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885
2015-16	5,964	91.2%	280	4.3%	0	0.0%	296	4.5%	6,540
2016-17	7,427	85.7%	364	4.2%	0	0.0%	880	10.1%	8,671
2017-18	826	28.0%	1,085	36.8%	0	0.0%	1,034	35.1%	2,945
2018-19	480	18.0%	738	27.7%	0	0.0%	1,448	54.3%	2,666
2019-20	560	17.1%	1,790	54.6%	0	0.0%	928	28.3%	3,278
2020-21	1,028	14.9%	3,728	54.2%	1,578	22.9%	543	7.9%	6,877
2021-22	942	20.6%	2,021	44.2%	762	16.7%	851	18.6%	4,576
Greater Geraldton									
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
2015-16	5,413	20.9%	9,209	35.5%	0	0.0%	11,314	43.6%	25,936
2016-17	6,068	31.8%	5,230	27.4%	0	0.0%	7,803	40.9%	19,101
2017-18	3,762	18.6%	4,748	23.5%	0	0.0%	11,669	57.8%	20,179
2018-19	2,047	10.5%	3,256	16.7%	412	2.1%	13,823	70.7%	19,538
2019-20	4,640	26.3%	1,975	11.2%	54	0.3%	10,952	62.2%	17,621
2020-21	3,255	20.0%	2,976	18.3%	14	0.1%	9,995	61.5%	16,240
2021-22	5,968	28.3%	2,924	13.9%	60	0.3%	12,137	57.6%	21,089
Irwin									
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
2015-16	739	39.5%	538	28.7%	0	0.0%	596	31.8%	1,873
2016-17	651	30.6%	454	21.4%	0	0.0%	1,019	48.0%	2,124
2017-18	650	25.0%	430	16.6%	0	0.0%	1,517	58.4%	2,597
2018-19	512	15.5%	492	14.9%	0	0.0%	2,294	69.6%	3,298
2019-20	559	26.3%	259	12.2%	0	0.0%	1,305	61.5%	2,123
2020-21	591	26.2%	1,223	54.3%	0	0.0%	440	19.5%	2,254
2021-22	592	37.4%	539	34.0%	0	0.0%	454	28.6%	1,585
Meekatharra									
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
2015-16	2,602	30.3%	5,164	60.2%	0	0.0%	817	9.5%	8,583
2016-17	2,911	27.5%	6,347	59.9%	0	0.0%	1,345	12.7%	10,603
2017-18	2,257	22.0%	6,525	63.7%	0	0.0%	1,461	14.3%	10,243
2018-19	1,241	14.9%	3,813	45.8%	0	0.0%	3,273	39.3%	8,327
2019-20	2,043	58.8%	604	17.4%	0	0.0%	829	23.8%	3,476
2020-21	2,796	26.5%	4,685	44.3%	0	0.0%	3,087	29.2%	10,568
2021-22	2,544	17.4%	9,328	63.8%	0	0.0%	2,754	18.8%	14,626

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mingenew									
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
2015-16	731	45.8%	723	45.3%	0	0.0%	143	9.0%	1,597
2016-17	670	44.7%	564	37.6%	0	0.0%	266	17.7%	1,500
2017-18	468	31.3%	658	44.0%	0	0.0%	368	24.6%	1,494
2018-19	554	11.0%	4,447	88.0%	0	0.0%	52	1.0%	5,053
2019-20	526	17.5%	1,626	54.2%	0	0.0%	846	28.2%	2,998
2020-21	2,679	81.9%	369	11.3%	0	0.0%	222	6.8%	3,270
2021-22	2,668	35.3%	4,347	57.5%	0	0.0%	549	7.3%	7,564
Morawa									
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581
2015-16	1,016	55.2%	583	31.7%	48	2.6%	193	10.5%	1,840
2016-17	1,430	69.1%	461	22.3%	47	2.3%	132	6.4%	2,070
2017-18	1,065	29.9%	2,311	65.0%	37	1.0%	144	4.0%	3,557
2018-19	932	23.1%	2,998	74.3%	5	0.1%	98	2.4%	4,033
2019-20	891	37.9%	595	25.3%	12	0.5%	856	36.4%	2,354
2020-21	1,253	60.0%	586	28.1%	44	2.1%	206	9.9%	2,089
2021-22	914	45.7%	419	21.0%	39	2.0%	627	31.4%	1,999
Mount Magnet									
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
2015-16	721	20.8%	2,491	71.8%	0	0.0%	258	7.4%	3,470
2016-17	401	8.5%	4,049	86.0%	0	0.0%	258	5.5%	4,708
2017-18	747	69.6%	177	16.5%	0	0.0%	150	14.0%	1,074
2018-19	560	57.0%	232	23.6%	0	0.0%	191	19.4%	983
2019-20	565	57.9%	207	21.2%	0	0.0%	203	20.8%	975
2020-21	645	25.5%	1,524	60.2%	57	2.3%	304	12.0%	2,530
2021-22	553	20.3%	309	11.3%	0	0.0%	1,866	68.4%	2,728
Murchison									
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
2015-16	2,313	32.7%	3,553	50.2%	15	0.2%	1,201	17.0%	7,082
2016-17	1,832	23.1%	5,669	71.5%	0	0.0%	423	5.3%	7,924
2017-18	2,084	17.8%	8,538	72.9%	0	0.0%	1,083	9.3%	11,705
2018-19	1,160	7.3%	13,362	84.6%	0	0.0%	1,273	8.1%	15,795
2019-20	1,478	23.1%	3,042	47.5%	76	1.2%	1,807	28.2%	6,403
2020-21	2,255	16.8%	6,385	47.5%	0	0.0%	4,806	35.7%	13,446
2021-22	2,510	60.4%	1,927	46.4%	0	0.0%	-281	-6.8%	4,156

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Northampton									
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
2015-16	1,334	40.2%	1,046	31.5%	0	0.0%	938	28.3%	3,318
2016-17	1,304	36.2%	1,507	41.8%	0	0.0%	790	21.9%	3,601
2017-18	1,196	32.8%	1,989	54.6%	0	0.0%	461	12.6%	3,646
2018-19	1,506	42.4%	1,454	41.0%	0	0.0%	590	16.6%	3,550
2019-20	1,378	39.8%	1,206	34.8%	0	0.0%	879	25.4%	3,463
2020-21	1,225	42.7%	406	14.2%	0	0.0%	1,237	43.1%	2,868
2021-22	1,220	42.1%	548	18.9%	0	0.0%	1,131	39.0%	2,899
Perenjori									
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
2015-16	1,918	63.1%	707	23.3%	0	0.0%	415	13.7%	3,040
2016-17	1,621	37.5%	1,979	45.8%	0	0.0%	718	16.6%	4,318
2017-18	1,677	37.0%	2,471	54.6%	0	0.0%	379	8.4%	4,527
2018-19	1,234	62.9%	525	26.8%	0	0.0%	202	10.3%	1,961
2019-20	1,458	63.4%	651	28.3%	0	0.0%	191	8.3%	2,300
2020-21	1,603	53.2%	908	30.1%	12	0.4%	491	16.3%	3,014
2021-22	1,450	53.6%	893	33.0%	0	0.0%	361	13.4%	2,704
Sandstone									
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836
2015-16	1,300	25.2%	2,980	57.8%	0	0.0%	873	16.9%	5,153
2016-17	1,157	17.1%	4,134	61.0%	0	0.0%	1,481	21.9%	6,772
2017-18	613	8.9%	4,754	68.9%	0	0.0%	1,535	22.2%	6,902
2018-19	450	8.3%	2,994	55.3%	0	0.0%	1,968	36.4%	5,412
2019-20	808	38.6%	395	18.9%	0	0.0%	892	42.6%	2,095
2020-21	1,058	31.6%	1,429	42.7%	0	0.0%	862	25.7%	3,349
2021-22	775	36.2%	419	19.6%	0	0.0%	944	44.2%	2,138
Three Springs									
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
2015-16	1,001	59.5%	459	27.3%	0	0.0%	222	13.2%	1,682
2016-17	827	36.7%	657	29.1%	0	0.0%	771	34.2%	2,255
2017-18	842	39.8%	620	29.3%	0	0.0%	651	30.8%	2,113
2018-19	772	41.2%	508	27.1%	0	0.0%	595	31.7%	1,875
2019-20	749	31.3%	637	26.7%	0	0.0%	1,004	42.0%	2,390
2020-21	762	41.8%	387	21.2%	0	0.0%	674	37.0%	1,823
2021-22	1,026	49.1%	629	30.1%	0	0.0%	433	20.7%	2,088

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Yalgoo									
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2015-16	1,017	28.1%	2,507	69.3%	0	0.0%	91	2.5%	3,615
2016-17	1,159	43.1%	1,268	47.2%	0	0.0%	262	9.7%	2,689
2017-18	776	37.0%	333	15.9%	0	0.0%	991	47.2%	2,100
2018-19	1,124	45.4%	358	14.5%	0	0.0%	995	40.2%	2,477
2019-20	985	31.3%	1,484	47.2%	0	0.0%	675	21.5%	3,144
2020-21	1,195	47.5%	656	26.1%	0	0.0%	667	26.5%	2,518
2021-22	1,173	34.8%	924	27.4%	0	0.0%	1,278	37.9%	3,375

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Pilbara Region									
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
2015-16	13,789	44.2%	6,128	19.7%	551	1.8%	10,716	34.4%	31,184
2016-17	9,704	33.5%	6,613	22.8%	127	0.4%	12,516	43.2%	28,960
2017-18	9,875	28.3%	7,053	20.2%	530	1.5%	17,432	50.0%	34,890
2018-19	9,450	21.2%	15,123	33.9%	576	1.3%	19,491	43.7%	44,640
2019-20	9,782	20.3%	16,555	34.4%	839	1.7%	20,905	43.5%	48,081
2020-21	9,659	21.1%	5,246	11.5%	469	1.0%	30,312	66.3%	45,686
2021-22	11,272	23.4%	8,471	17.6%	261	0.5%	28,072	58.4%	48,076
Ashburton									
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
2015-16	3,069	61.1%	1,373	27.3%	0	0.0%	584	11.6%	5,026
2016-17	1,763	38.6%	742	16.3%	0	0.0%	2,061	45.1%	4,566
2017-18	1,807	36.3%	1,000	20.1%	0	0.0%	2,177	43.7%	4,984
2018-19	2,415	16.2%	10,111	67.7%	0	0.0%	2,420	16.2%	14,946
2019-20	1,906	17.6%	2,211	20.4%	0	0.0%	6,718	62.0%	10,835
2020-21	2,694	37.6%	330	4.6%	0	0.0%	4,139	57.8%	7,163
2021-22	2,325	15.4%	4,217	27.9%	0	0.0%	8,551	56.7%	15,093
East Pilbara									
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
2015-16	7,022	69.0%	1,360	13.4%	200	2.0%	1,595	15.7%	10,177
2016-17	4,181	49.1%	2,858	33.6%	100	1.2%	1,377	16.2%	8,516
2017-18	4,938	49.8%	3,254	32.8%	319	3.2%	1,408	14.2%	9,919
2018-19	3,902	46.9%	2,484	29.9%	219	2.6%	1,710	20.6%	8,315
2019-20	4,241	55.1%	1,813	23.5%	200	2.6%	1,445	18.8%	7,699
2020-21	3,600	50.1%	1,843	25.7%	200	2.8%	1,537	21.4%	7,180
2021-22	4,572	50.2%	1,957	21.5%	200	2.2%	2,372	26.1%	9,101
Karratha									
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
2015-16	2,063	21.4%	2,114	21.9%	0	0.0%	5,460	56.7%	9,637
2016-17	2,206	26.0%	1,304	15.4%	0	0.0%	4,964	58.6%	8,474
2017-18	1,615	18.2%	1,155	13.0%	211	2.4%	5,873	66.3%	8,854
2018-19	1,711	14.5%	2,065	17.5%	357	3.0%	7,638	64.9%	11,771
2019-20	2,171	16.3%	4,052	30.5%	632	4.8%	6,438	48.4%	13,293
2020-21	2,229	12.5%	1,618	9.1%	269	1.5%	13,717	76.9%	17,833
2021-22	1,807	17.0%	546	5.1%	61	0.6%	8,212	77.3%	10,626

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Port Hedland									
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579
2015-16	1,635	25.8%	1,281	20.2%	351	5.5%	3,077	48.5%	6,344
2016-17	1,554	21.0%	1,709	23.1%	27	0.4%	4,114	55.6%	7,404
2017-18	1,515	13.6%	1,644	14.8%	0	0.0%	7,974	71.6%	11,133
2018-19	1,422	14.8%	463	4.8%	0	0.0%	7,723	80.4%	9,608
2019-20	1,464	9.0%	8,479	52.2%	7	0.0%	6,304	38.8%	16,254
2020-21	1,136	8.4%	1,455	10.8%	0	0.0%	10,919	80.8%	13,510
2021-22	2,568	19.4%	1,751	13.2%	0	0.0%	8,937	67.4%	13,256

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
South West Region									
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
2015-16	32,315	32.1%	29,621	29.4%	894	0.9%	37,822	37.6%	100,652
2016-17	32,546	28.2%	35,244	30.6%	2,511	2.2%	44,909	39.0%	115,210
2017-18	27,988	25.1%	22,677	20.3%	8,093	7.2%	52,898	47.4%	111,656
2018-19	20,868	21.1%	23,332	23.6%	1,183	1.2%	53,419	54.1%	98,802
2019-20	25,450	25.5%	21,758	21.8%	635	0.6%	51,987	52.1%	99,830
2020-21	34,269	29.9%	20,607	18.0%	1,645	1.4%	58,103	50.7%	114,624
2021-22	46,278	40.8%	22,670	20.0%	264	0.2%	44,150	38.9%	113,362
Augusta-Margaret River									
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
2015-16	2,629	40.2%	1,435	21.9%	0	0.0%	2,474	37.8%	6,538
2016-17	2,464	34.0%	1,071	14.8%	0	0.0%	3,710	51.2%	7,245
2017-18	1,998	24.4%	1,923	23.5%	0	0.0%	4,265	52.1%	8,186
2018-19	1,025	16.5%	1,570	25.2%	0	0.0%	3,633	58.3%	6,228
2019-20	2,076	19.2%	3,218	29.7%	0	0.0%	5,543	51.1%	10,837
2020-21	2,270	13.9%	1,456	8.9%	0	0.0%	12,596	77.2%	16,322
2021-22	5,976	50.3%	1,635	13.8%	0	0.0%	4,276	36.0%	11,887
Boddington									
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
2015-16	465	46.1%	280	27.8%	0	0.0%	264	26.2%	1,009
2016-17	499	44.8%	271	24.3%	0	0.0%	344	30.9%	1,114
2017-18	497	31.0%	836	52.2%	0	0.0%	269	16.8%	1,602
2018-19	303	25.7%	338	28.6%	0	0.0%	540	45.7%	1,181
2019-20	365	16.9%	1,119	51.9%	0	0.0%	670	31.1%	2,154
2020-21	364	32.4%	338	30.1%	0	0.0%	420	37.4%	1,122
2021-22	586	27.3%	695	32.4%	0	0.0%	867	40.4%	2,148
Boyup Brook									
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
2015-16	1,450	38.1%	1,837	48.2%	0	0.0%	522	13.7%	3,809
2016-17	2,107	45.5%	1,987	42.9%	5	0.1%	530	11.4%	4,629
2017-18	1,445	40.4%	1,425	39.8%	0	0.0%	710	19.8%	3,580
2018-19	1,147	45.3%	580	22.9%	0	0.0%	804	31.8%	2,531
2019-20	976	38.5%	712	28.1%	0	0.0%	850	33.5%	2,538
2020-21	1,952	62.8%	1,063	34.2%	0	0.0%	95	3.1%	3,110
2021-22	1,003	38.7%	969	37.4%	0	0.0%	621	23.9%	2,593

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Bridgetown-Greenbushes									
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
2015-16	1,766	60.4%	389	13.3%	14	0.5%	756	25.8%	2,925
2016-17	2,803	73.1%	681	17.8%	0	0.0%	351	9.2%	3,835
2017-18	1,278	52.0%	354	14.4%	0	0.0%	826	33.6%	2,458
2018-19	1,487	45.2%	547	16.6%	351	10.7%	908	27.6%	3,293
2019-20	1,101	47.7%	411	17.8%	0	0.0%	797	34.5%	2,309
2020-21	1,780	64.7%	414	15.0%	14	0.5%	543	19.7%	2,751
2021-22	1,465	49.9%	630	21.5%	19	0.6%	819	27.9%	2,933
Bunbury									
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900
2015-16	1,824	24.9%	1,852	25.3%	73	1.0%	3,573	48.8%	7,322
2016-17	1,550	16.1%	2,305	24.0%	20	0.2%	5,746	59.7%	9,621
2017-18	2,000	24.9%	1,466	18.2%	25	0.3%	4,547	56.6%	8,038
2018-19	1,726	18.2%	1,090	11.5%	59	0.6%	6,610	69.7%	9,485
2019-20	1,665	18.7%	2,256	25.3%	0	0.0%	4,982	56.0%	8,903
2020-21	1,519	16.0%	2,059	21.7%	0	0.0%	5,932	62.4%	9,510
2021-22	1,999	21.3%	831	8.9%	0	0.0%	6,538	69.8%	9,368
Busselton									
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
2015-16	3,834	29.9%	1,440	11.2%	0	0.0%	7,562	58.9%	12,836
2016-17	4,708	31.6%	2,029	13.6%	0	0.0%	8,142	54.7%	14,879
2017-18	3,388	26.0%	2,253	17.3%	0	0.0%	7,369	56.6%	13,010
2018-19	1,849	14.5%	1,653	13.0%	0	0.0%	9,242	72.5%	12,744
2019-20	5,649	31.1%	1,597	8.8%	389	2.1%	10,500	57.9%	18,135
2020-21	6,023	31.8%	3,530	18.6%	0	0.0%	9,385	49.6%	18,938
2021-22	7,547	40.1%	3,665	19.5%	0	0.0%	7,630	40.5%	18,842
Capel									
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
2015-16	1,350	33.1%	204	5.0%	28	0.7%	2,495	61.2%	4,077
2016-17	1,496	30.8%	851	17.5%	0	0.0%	2,512	51.7%	4,859
2017-18	1,255	26.2%	438	9.1%	70	1.5%	3,035	63.3%	4,798
2018-19	879	13.2%	2,324	35.0%	57	0.9%	3,384	50.9%	6,644
2019-20	1,033	18.5%	2,293	41.0%	54	1.0%	2,216	39.6%	5,596
2020-21	1,641	24.5%	873	13.0%	0	0.0%	4,189	62.5%	6,703
2021-22	1,668	31.3%	535	10.1%	0	0.0%	3,120	58.6%	5,323

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Collie									
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
2015-16	1,381	58.6%	558	23.7%	0	0.0%	416	17.7%	2,355
2016-17	1,497	56.4%	605	22.8%	0	0.0%	551	20.8%	2,653
2017-18	868	36.8%	530	22.5%	0	0.0%	959	40.7%	2,357
2018-19	478	20.8%	903	39.2%	0	0.0%	922	40.0%	2,303
2019-20	1,862	59.9%	397	12.8%	0	0.0%	850	27.3%	3,109
2020-21	1,450	60.6%	497	20.8%	0	0.0%	444	18.6%	2,391
2021-22	3,044	72.6%	431	10.3%	24	0.6%	694	16.6%	4,193
Dardanup									
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
2015-16	1,092	20.6%	1,468	27.7%	10	0.2%	2,721	51.4%	5,291
2016-17	1,199	21.1%	1,948	34.3%	0	0.0%	2,531	44.6%	5,678
2017-18	1,207	18.1%	2,144	32.2%	0	0.0%	3,312	49.7%	6,663
2018-19	1,254	22.6%	1,371	24.8%	0	0.0%	2,913	52.6%	5,538
2019-20	831	16.6%	1,902	37.9%	0	0.0%	2,283	45.5%	5,016
2020-21	1,401	23.0%	724	11.9%	1,518	24.9%	2,444	40.2%	6,087
2021-22	1,156	24.1%	1,314	27.4%	221	4.6%	2,103	43.9%	4,794
Donnybrook-Balingup									
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
2015-16	2,818	38.1%	3,730	50.4%	11	0.1%	840	11.4%	7,399
2016-17	926	23.7%	1,554	39.7%	0	0.0%	1,432	36.6%	3,912
2017-18	1,332	38.6%	786	22.8%	17	0.5%	1,312	38.1%	3,447
2018-19	2,025	31.9%	2,675	42.1%	17	0.3%	1,637	25.8%	6,354
2019-20	1,101	34.5%	809	25.3%	12	0.4%	1,270	39.8%	3,192
2020-21	1,367	37.6%	1,052	28.9%	0	0.0%	1,218	33.5%	3,637
2021-22	1,792	42.4%	1,538	36.4%	0	0.0%	897	21.2%	4,227
Harvey									
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418
2015-16	2,257	35.7%	798	12.6%	0	0.0%	3,263	51.6%	6,318
2016-17	2,183	25.2%	1,243	14.4%	0	0.0%	5,226	60.4%	8,652
2017-18	2,139	12.8%	1,092	6.5%	7,105	42.5%	6,400	38.2%	16,736
2018-19	2,783	25.0%	2,601	23.4%	205	1.8%	5,528	49.7%	11,117
2019-20	1,583	16.4%	1,114	11.5%	0	0.0%	6,974	72.1%	9,671
2020-21	2,398	23.6%	1,301	12.8%	0	0.0%	6,451	63.6%	10,150
2021-22	6,139	55.6%	2,761	25.0%	0	0.0%	2,139	19.4%	11,039

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mandurah									
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
2015-16	3,284	20.6%	4,197	26.3%	673	4.2%	7,784	48.8%	15,938
2016-17	3,311	13.1%	11,657	46.1%	2,444	9.7%	7,895	31.2%	25,307
2017-18	2,462	14.0%	2,074	11.8%	13	0.1%	13,042	74.1%	17,591
2018-19	1,328	9.9%	2,263	16.9%	85	0.6%	9,740	72.6%	13,416
2019-20	1,375	11.1%	1,897	15.3%	0	0.0%	9,165	73.7%	12,437
2020-21	2,670	21.0%	2,122	16.7%	0	0.0%	7,925	62.3%	12,717
2021-22	4,660	31.1%	2,800	18.7%	0	0.0%	7,503	50.1%	14,963
Manjimup									
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
2015-16	2,989	38.4%	2,654	34.1%	15	0.2%	2,116	27.2%	7,774
2016-17	3,328	37.1%	3,471	38.7%	20	0.2%	2,158	24.0%	8,977
2017-18	2,804	27.5%	4,455	43.7%	10	0.1%	2,927	28.7%	10,196
2018-19	1,541	21.7%	2,606	36.6%	10	0.1%	2,956	41.6%	7,113
2019-20	2,302	38.9%	1,660	28.0%	0	0.0%	1,957	33.1%	5,919
2020-21	2,538	34.6%	1,921	26.2%	0	0.0%	2,866	39.1%	7,325
2021-22	2,937	44.6%	1,811	27.5%	0	0.0%	1,831	27.8%	6,579
Murray									
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
2015-16	2,711	22.2%	7,777	63.7%	70	0.6%	1,658	13.6%	12,216
2016-17	2,311	29.5%	3,895	49.7%	22	0.3%	1,612	20.6%	7,840
2017-18	3,130	37.1%	1,750	20.7%	853	10.1%	2,702	32.0%	8,435
2018-19	1,690	24.2%	1,311	18.8%	399	5.7%	3,573	51.2%	6,973
2019-20	1,439	25.2%	1,370	24.0%	180	3.2%	2,721	47.7%	5,710
2020-21	5,401	55.6%	2,049	21.1%	113	1.2%	2,154	22.2%	9,717
2021-22	1,476	25.3%	1,382	23.7%	0	0.0%	2,985	51.1%	5,843
Nannup									
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
2015-16	1,564	54.3%	441	15.3%	0	0.0%	875	30.4%	2,880
2016-17	1,229	32.1%	950	24.8%	0	0.0%	1,646	43.0%	3,825
2017-18	1,433	61.1%	384	16.4%	0	0.0%	530	22.6%	2,347
2018-19	709	49.5%	319	22.3%	0	0.0%	403	28.2%	1,431
2019-20	802	45.3%	327	18.5%	0	0.0%	641	36.2%	1,770
2020-21	804	44.3%	417	23.0%	0	0.0%	593	32.7%	1,814
2021-22	3,659	66.7%	406	7.4%	0	0.0%	1,423	25.9%	5,488

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Waroona									
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874
2015-16	901	45.9%	561	28.5%	0	0.0%	503	25.6%	1,965
2016-17	935	42.8%	726	33.2%	0	0.0%	523	23.9%	2,184
2017-18	752	34.0%	767	34.7%	0	0.0%	693	31.3%	2,212
2018-19	644	26.3%	1,181	48.2%	0	0.0%	626	25.5%	2,451
2019-20	1,290	50.9%	676	26.7%	0	0.0%	568	22.4%	2,534
2020-21	691	29.7%	791	33.9%	0	0.0%	848	36.4%	2,330
2021-22	1,171	37.3%	1,267	40.3%	0	0.0%	704	22.4%	3,142

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wheatbelt North Region									
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
2014-16	34,070	47.5%	20,130	28.1%	65	0.1%	17,472	24.4%	71,737
2016-17	33,272	45.5%	20,604	28.2%	23	0.0%	19,293	26.4%	73,192
2017-18	28,079	39.5%	18,859	26.5%	171	0.2%	23,974	33.7%	71,083
2018-19	22,133	32.2%	24,213	35.2%	49	0.1%	22,371	32.5%	68,766
2019-20	27,424	35.9%	25,699	33.7%	2,783	3.6%	20,438	26.8%	76,344
2020-21	29,079	36.8%	32,210	40.8%	153	0.2%	17,535	22.2%	78,977
2021-22	32,620	38.2%	32,697	38.3%	12	0.0%	20,047	23.5%	85,376
Chittering									
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
2015-16	745	23.4%	868	27.3%	0	0.0%	1,564	49.2%	3,177
2016-17	2,106	47.8%	728	16.5%	0	0.0%	1,571	35.7%	4,405
2017-18	440	14.1%	1,454	46.5%	0	0.0%	1,235	39.5%	3,129
2018-19	595	16.8%	1,411	39.8%	0	0.0%	1,541	43.4%	3,547
2019-20	1,000	25.6%	1,115	28.5%	0	0.0%	1,792	45.9%	3,907
2020-21	1,712	46.3%	318	8.6%	0	0.0%	1,671	45.1%	3,701
2021-22	1,207	32.2%	638	17.0%	0	0.0%	1,902	50.8%	3,747
Cunderdin									
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
2015-16	1,162	66.9%	423	24.4%	0	0.0%	151	8.7%	1,736
2016-17	1,081	56.4%	443	23.1%	0	0.0%	393	20.5%	1,917
2017-18	966	60.5%	363	22.7%	0	0.0%	268	16.8%	1,597
2018-19	700	39.2%	505	28.3%	0	0.0%	582	32.6%	1,787
2019-20	864	53.4%	441	27.2%	0	0.0%	314	19.4%	1,619
2020-21	862	29.7%	1,817	62.7%	0	0.0%	220	7.6%	2,899
2021-22	884	23.2%	2,778	73.0%	0	0.0%	145	3.8%	3,807
Dalwallinu									
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
2015-16	2,607	35.6%	4,020	54.9%	0	0.0%	698	9.5%	7,325
2016-17	2,470	37.1%	3,799	57.1%	0	0.0%	383	5.8%	6,652
2017-18	2,144	28.2%	2,922	38.5%	0	0.0%	2,529	33.3%	7,595
2018-19	1,143	18.3%	4,038	64.7%	0	0.0%	1,063	17.0%	6,244
2019-20	1,890	52.3%	725	20.0%	0	0.0%	1,001	27.7%	3,616
2020-21	2,294	44.1%	1,574	30.2%	0	0.0%	1,337	25.7%	5,205
2021-22	1,959	24.8%	4,705	59.7%	0	0.0%	1,221	15.5%	7,885

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Dandaragan									
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396
2015-16	2,311	41.7%	2,459	44.4%	0	0.0%	771	13.9%	5,541
2016-17	1,829	34.2%	2,593	48.5%	0	0.0%	927	17.3%	5,349
2017-18	1,654	38.4%	941	21.8%	0	0.0%	1,714	39.8%	4,309
2018-19	1,274	31.3%	1,382	33.9%	0	0.0%	1,420	34.8%	4,076
2019-20	1,592	36.3%	1,580	36.1%	0	0.0%	1,208	27.6%	4,380
2020-21	947	15.2%	4,237	67.8%	0	0.0%	1,066	17.1%	6,250
2021-22	3,526	66.3%	1,554	29.2%	0	0.0%	237	4.5%	5,317
Dowerin									
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
2015-16	1,185	81.2%	40	2.7%	0	0.0%	235	16.1%	1,460
2016-17	1,035	71.1%	311	21.4%	0	0.0%	109	7.5%	1,455
2017-18	752	48.1%	630	40.3%	0	0.0%	180	11.5%	1,562
2018-19	849	31.0%	1,061	38.8%	0	0.0%	826	30.2%	2,736
2019-20	806	34.4%	1,357	57.9%	0	0.0%	179	7.6%	2,342
2020-21	916	38.9%	1,105	46.9%	0	0.0%	336	14.3%	2,357
2021-22	951	14.2%	5,234	78.0%	0	0.0%	526	7.8%	6,711
Gingin									
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
2015-16	1,973	37.1%	929	17.5%	0	0.0%	2,411	45.4%	5,313
2016-17	1,738	35.1%	896	18.1%	9	0.2%	2,307	46.6%	4,950
2017-18	1,635	29.0%	767	13.6%	78	1.4%	3,157	56.0%	5,637
2018-19	1,352	29.6%	1,886	41.3%	0	0.0%	1,326	29.1%	4,564
2019-20	1,480	22.8%	3,971	61.1%	0	0.0%	1,044	16.1%	6,495
2020-21	1,336	13.2%	7,517	74.1%	0	0.0%	1,286	12.7%	10,139
2021-22	1,798	31.7%	1,926	33.9%	0	0.0%	1,954	34.4%	5,678
Goomalling									
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
2015-16	820	26.6%	596	19.3%	0	0.0%	1,668	54.1%	3,084
2016-17	730	24.3%	637	21.2%	0	0.0%	1,632	54.4%	2,999
2017-18	689	36.1%	495	26.0%	0	0.0%	722	37.9%	1,906
2018-19	534	35.6%	218	14.5%	0	0.0%	750	49.9%	1,502
2019-20	615	30.6%	694	34.5%	0	0.0%	700	34.8%	2,009
2020-21	822	24.3%	2,000	59.0%	0	0.0%	565	16.7%	3,387
2021-22	652	22.7%	1,495	52.0%	0	0.0%	727	25.3%	2,874

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kellerberrin									
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
2015-16	1,292	60.3%	575	26.9%	0	0.0%	274	12.8%	2,141
2016-17	1,146	45.8%	731	29.2%	0	0.0%	626	25.0%	2,503
2017-18	1,079	28.0%	1,980	51.4%	0	0.0%	795	20.6%	3,854
2018-19	916	45.9%	570	28.5%	0	0.0%	511	25.6%	1,997
2019-20	1,785	42.4%	1,904	45.2%	0	0.0%	520	12.4%	4,209
2020-21	1,364	52.0%	455	17.3%	0	0.0%	805	30.7%	2,624
2021-22	1,239	47.3%	498	19.0%	0	0.0%	882	33.7%	2,619
Koorda									
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913
2015-16	602	28.5%	1,447	68.5%	0	0.0%	62	2.9%	2,111
2016-17	1,363	51.1%	477	17.9%	0	0.0%	826	31.0%	2,666
2017-18	1,201	52.9%	442	19.5%	0	0.0%	626	27.6%	2,269
2018-19	915	47.3%	488	25.2%	0	0.0%	533	27.5%	1,936
2019-20	1,058	49.7%	452	21.3%	0	0.0%	617	29.0%	2,127
2020-21	1,063	54.9%	459	23.7%	0	0.0%	416	21.5%	1,938
2021-22	1,092	52.3%	539	25.8%	0	0.0%	457	21.9%	2,088
Merredin									
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
2015-16	1,925	57.4%	723	21.5%	0	0.0%	707	21.1%	3,355
2016-17	1,916	55.6%	649	18.8%	0	0.0%	881	25.6%	3,446
2017-18	1,602	43.6%	661	18.0%	0	0.0%	1,415	38.5%	3,678
2018-19	1,257	36.9%	808	23.7%	0	0.0%	1,346	39.5%	3,411
2019-20	1,404	45.3%	533	17.2%	0	0.0%	1,160	37.5%	3,097
2020-21	1,655	43.6%	1,697	44.7%	0	0.0%	442	11.6%	3,794
2021-22	1,493	52.8%	708	25.0%	0	0.0%	626	22.1%	2,827
Moora									
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
2015-16	1,652	63.6%	742	28.6%	0	0.0%	203	7.8%	2,597
2016-17	1,467	36.5%	1,138	28.3%	0	0.0%	1,415	35.2%	4,020
2017-18	1,364	39.5%	812	23.5%	0	0.0%	1,278	37.0%	3,454
2018-19	943	31.2%	817	27.0%	0	0.0%	1,264	41.8%	3,024
2019-20	1,230	34.6%	1,640	46.1%	0	0.0%	690	19.4%	3,560
2020-21	1,232	37.4%	1,756	53.4%	0	0.0%	303	9.2%	3,291
2021-22	1,259	22.7%	3,033	54.6%	0	0.0%	1,259	22.7%	5,551

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mount Marshall									
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
2015-16	1,798	63.8%	715	25.4%	0	0.0%	307	10.9%	2,820
2016-17	1,735	60.3%	1,045	36.3%	0	0.0%	97	3.4%	2,877
2017-18	1,816	64.3%	794	28.1%	0	0.0%	213	7.5%	2,823
2018-19	1,316	54.5%	799	33.1%	0	0.0%	301	12.5%	2,416
2019-20	1,460	55.8%	929	35.5%	0	0.0%	228	8.7%	2,617
2020-21	1,550	54.4%	1,058	37.2%	0	0.0%	239	8.4%	2,847
2021-22	1,495	52.5%	1,102	38.7%	0	0.0%	253	8.9%	2,850
Mukinbudin									
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
2015-16	1,203	60.2%	518	25.9%	0	0.0%	276	13.8%	1,997
2016-17	877	54.4%	440	27.3%	0	0.0%	295	18.3%	1,612
2017-18	1,110	60.3%	332	18.0%	0	0.0%	399	21.7%	1,841
2018-19	777	44.7%	577	33.2%	0	0.0%	386	22.2%	1,740
2019-20	971	49.3%	484	24.6%	0	0.0%	516	26.2%	1,971
2020-21	961	49.6%	573	29.6%	0	0.0%	402	20.8%	1,936
2021-22	999	52.3%	588	30.8%	0	0.0%	322	16.9%	1,909
Northam									
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076
2015-16	2,169	37.3%	702	12.1%	0	0.0%	2,944	50.6%	5,815
2016-17	1,231	21.9%	800	14.2%	0	0.0%	3,591	63.9%	5,622
2017-18	1,325	23.5%	967	17.1%	0	0.0%	3,358	59.4%	5,650
2018-19	1,323	17.5%	2,231	29.5%	0	0.0%	4,021	53.1%	7,575
2019-20	1,308	17.9%	2,725	37.3%	43	0.6%	3,226	44.2%	7,302
2020-21	1,143	22.1%	832	16.1%	0	0.0%	3,196	61.8%	5,171
2021-22	2,249	36.8%	763	12.5%	0	0.0%	3,100	50.7%	6,112
Nungarin									
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
2015-16	713	53.6%	239	18.0%	0	0.0%	377	28.4%	1,329
2016-17	686	56.4%	244	20.1%	0	0.0%	286	23.5%	1,216
2017-18	371	38.5%	169	17.5%	0	0.0%	423	43.9%	963
2018-19	342	35.6%	246	25.6%	0	0.0%	372	38.8%	960
2019-20	527	58.0%	381	42.0%	0	0.0%	0	0.0%	908
2020-21	512	55.5%	260	28.2%	0	0.0%	151	16.4%	923
2021-22	532	44.8%	268	22.6%	0	0.0%	387	32.6%	1,187

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Tammin									
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
2015-16	559	45.4%	373	30.3%	0	0.0%	298	24.2%	1,230
2016-17	663	49.0%	415	30.7%	0	0.0%	275	20.3%	1,353
2017-18	555	44.7%	230	18.5%	0	0.0%	458	36.8%	1,243
2018-19	374	38.1%	326	33.2%	0	0.0%	281	28.6%	981
2019-20	489	39.6%	387	31.3%	0	0.0%	360	29.1%	1,236
2020-21	687	43.8%	409	26.1%	0	0.0%	474	30.2%	1,570
2021-22	523	42.8%	214	17.5%	0	0.0%	485	39.7%	1,222
Toodyay									
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
2015-16	1,322	50.2%	797	30.3%	0	0.0%	515	19.6%	2,634
2016-17	1,350	44.8%	1,051	34.9%	0	0.0%	611	20.3%	3,012
2017-18	1,060	41.9%	279	11.0%	0	0.0%	1,193	47.1%	2,532
2018-19	585	21.5%	395	14.5%	0	0.0%	1,745	64.0%	2,725
2019-20	944	23.6%	1,088	27.2%	0	0.0%	1,971	49.2%	4,003
2020-21	1,886	50.8%	536	14.4%	0	0.0%	1,290	34.8%	3,712
2021-22	1,845	64.6%	305	10.7%	12	0.4%	696	24.4%	2,858
Trayning									
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
2015-16	994	73.4%	360	26.6%	0	0.0%	0	0.0%	1,354
2016-17	1,076	74.3%	373	25.7%	0	0.0%	0	0.0%	1,449
2017-18	779	52.7%	578	39.1%	0	0.0%	121	8.2%	1,478
2018-19	570	44.4%	523	40.8%	0	0.0%	190	14.8%	1,283
2019-20	764	48.6%	406	25.8%	0	0.0%	403	25.6%	1,573
2020-21	765	51.7%	423	28.6%	0	0.0%	292	19.7%	1,480
2021-22	1,018	50.0%	437	21.4%	0	0.0%	583	28.6%	2,038
Victoria Plains									
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897
2015-16	1,201	44.1%	672	24.7%	20	0.7%	831	30.5%	2,724
2016-17	1,235	46.0%	313	11.7%	0	0.0%	1,138	42.4%	2,686
2017-18	1,139	52.2%	306	14.0%	0	0.0%	738	33.8%	2,183
2018-19	1,018	21.1%	3,078	63.7%	0	0.0%	738	15.3%	4,834
2019-20	901	30.2%	1,144	38.4%	0	0.0%	934	31.4%	2,979
2020-21	557	17.3%	1,930	60.0%	0	0.0%	729	22.7%	3,216
2021-22	970	24.7%	1,026	26.2%	0	0.0%	1,924	49.1%	3,920

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Westonia									
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2015-16	1,152	67.9%	345	20.3%	0	0.0%	200	11.8%	1,697
2016-17	1,022	51.6%	669	33.8%	0	0.0%	288	14.6%	1,979
2017-18	963	68.0%	296	20.9%	0	0.0%	158	11.2%	1,417
2018-19	788	54.5%	410	28.4%	0	0.0%	248	17.2%	1,446
2019-20	852	19.9%	314	7.3%	2,668	62.4%	442	10.3%	4,276
2020-21	856	46.8%	558	30.5%	0	0.0%	414	22.6%	1,828
2021-22	879	50.2%	466	26.6%	0	0.0%	405	23.1%	1,750
Wongan-Ballidu									
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
2015-16	1,811	57.5%	763	24.2%	0	0.0%	578	18.3%	3,152
2016-17	1,656	55.9%	723	24.4%	0	0.0%	585	19.7%	2,964
2017-18	1,454	46.9%	1,049	33.8%	0	0.0%	598	19.3%	3,101
2018-19	983	37.2%	598	22.6%	0	0.0%	1,062	40.2%	2,643
2019-20	1,334	39.6%	876	26.0%	0	0.0%	1,159	34.4%	3,369
2020-21	1,334	39.6%	977	29.0%	0	0.0%	1,054	31.3%	3,365
2021-22	1,417	34.3%	2,365	57.2%	0	0.0%	355	8.6%	4,137
Wyalkatchem									
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
2015-16	975	65.0%	342	22.8%	0	0.0%	182	12.1%	1,499
2016-17	893	66.2%	400	29.7%	0	0.0%	56	4.2%	1,349
2017-18	842	41.8%	727	36.1%	0	0.0%	447	22.2%	2,016
2018-19	651	55.6%	376	32.1%	0	0.0%	143	12.2%	1,170
2019-20	746	53.3%	371	26.5%	0	0.0%	282	20.2%	1,399
2020-21	845	61.1%	433	31.3%	0	0.0%	105	7.6%	1,383
2021-22	822	47.9%	720	42.0%	0	0.0%	174	10.1%	1,716
Yilgarn									
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
2015-16	2,684	57.9%	919	19.8%	45	1.0%	989	21.3%	4,637
2016-17	2,531	63.5%	921	23.1%	14	0.4%	521	13.1%	3,987
2017-18	2,462	62.1%	920	23.2%	93	2.3%	488	12.3%	3,963
2018-19	2,036	55.2%	1,050	28.4%	49	1.3%	556	15.1%	3,691
2019-20	2,367	59.1%	1,476	36.9%	72	1.8%	89	2.2%	4,004
2020-21	2,609	66.0%	1,132	28.6%	153	3.9%	59	1.5%	3,953
2021-22	2,680	61.5%	1,181	27.1%	0	0.0%	494	11.3%	4,355

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
York									
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517
2015-16	1,215	40.4%	563	18.7%	0	0.0%	1,231	40.9%	3,009
2016-17	1,436	52.7%	808	29.7%	0	0.0%	480	17.6%	2,724
2017-18	677	23.5%	745	25.8%	0	0.0%	1,461	50.7%	2,883
2018-19	892	36.0%	420	16.9%	0	0.0%	1,166	47.1%	2,478
2019-20	1,037	31.0%	706	21.1%	0	0.0%	1,603	47.9%	3,346
2020-21	1,171	58.3%	154	7.7%	0	0.0%	683	34.0%	2,008
2021-22	1,131	51.0%	154	6.9%	0	0.0%	933	42.1%	2,218

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Wheatbelt South Region									
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
2015-16	22,724	52.8%	9,228	21.4%	1,040	2.4%	10,046	23.3%	43,038
2016-17	22,282	46.5%	15,205	31.7%	13	0.0%	10,422	21.7%	47,922
2017-18	20,625	30.1%	32,581	47.5%	1,454	2.1%	13,892	20.3%	68,552
2018-19	20,839	33.0%	25,092	39.7%	214	0.3%	17,052	27.0%	63,197
2019-20	18,305	42.0%	10,986	25.2%	185	0.4%	12,587	28.9%	43,619
2020-21	19,235	42.0%	14,908	32.6%	1,295	2.8%	10,307	22.5%	45,745
2021-22	25,362	49.2%	15,371	29.8%	0	0.0%	10,779	20.9%	51,512
Beverley									
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
2015-16	1,106	51.3%	438	20.3%	13	0.6%	599	27.8%	2,156
2016-17	1,103	48.7%	496	21.9%	13	0.6%	655	28.9%	2,267
2017-18	1,164	21.4%	1,845	33.9%	5	0.1%	2,423	44.6%	5,437
2018-19	4,574	71.0%	561	8.7%	5	0.1%	1,299	20.2%	6,439
2019-20	688	27.7%	582	23.4%	0	0.0%	1,213	48.9%	2,483
2020-21	796	36.3%	461	21.0%	0	0.0%	935	42.7%	2,192
2021-22	2,232	52.9%	630	14.9%	0	0.0%	1,358	32.2%	4,220
Brookton									
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
2015-16	771	53.9%	325	22.7%	0	0.0%	335	23.4%	1,431
2016-17	808	50.2%	449	27.9%	0	0.0%	351	21.8%	1,608
2017-18	645	44.1%	353	24.1%	0	0.0%	465	31.8%	1,463
2018-19	425	32.6%	405	31.0%	0	0.0%	475	36.4%	1,305
2019-20	579	35.5%	385	23.6%	0	0.0%	668	40.9%	1,632
2020-21	588	38.0%	434	28.1%	0	0.0%	525	33.9%	1,547
2021-22	734	45.7%	465	28.9%	0	0.0%	408	25.4%	1,607
Bruce Rock									
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
2015-16	1,590	60.5%	540	20.5%	0	0.0%	500	19.0%	2,630
2016-17	1,598	61.8%	737	28.5%	0	0.0%	250	9.7%	2,585
2017-18	1,764	46.8%	1,583	42.0%	0	0.0%	426	11.3%	3,773
2018-19	1,331	52.0%	793	31.0%	0	0.0%	436	17.0%	2,560
2019-20	1,452	53.8%	667	24.7%	0	0.0%	582	21.5%	2,701
2020-21	1,208	54.2%	585	26.3%	0	0.0%	435	19.5%	2,228
2021-22	2,362	70.8%	620	18.6%	0	0.0%	353	10.6%	3,335

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Corrigin									
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
2015-16	1,332	54.5%	469	19.2%	0	0.0%	642	26.3%	2,443
2016-17	1,592	51.3%	663	21.4%	0	0.0%	850	27.4%	3,105
2017-18	1,423	27.3%	2,495	47.9%	0	0.0%	1,289	24.8%	5,207
2018-19	858	15.2%	3,765	66.5%	0	0.0%	1,039	18.4%	5,662
2019-20	2,963	67.2%	710	16.1%	0	0.0%	736	16.7%	4,409
2020-21	1,403	50.8%	695	25.2%	0	0.0%	664	24.0%	2,762
2021-22	1,165	34.4%	1,629	48.1%	0	0.0%	590	17.4%	3,384
Cuballing									
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656
2015-16	713	39.2%	369	20.3%	0	0.0%	737	40.5%	1,819
2016-17	819	51.1%	442	27.6%	0	0.0%	343	21.4%	1,604
2017-18	573	36.7%	620	39.7%	0	0.0%	367	23.5%	1,560
2018-19	530	31.3%	455	26.9%	0	0.0%	708	41.8%	1,693
2019-20	568	35.5%	636	39.8%	0	0.0%	394	24.7%	1,598
2020-21	526	25.9%	962	47.5%	0	0.0%	539	26.6%	2,027
2021-22	654	35.4%	605	32.8%	0	0.0%	588	31.8%	1,847
Dumbleyung									
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
2015-16	1,330	58.8%	520	23.0%	0	0.0%	412	18.2%	2,262
2016-17	1,433	62.4%	384	16.7%	0	0.0%	481	20.9%	2,298
2017-18	1,108	49.6%	467	20.9%	0	0.0%	661	29.6%	2,236
2018-19	619	31.6%	486	24.8%	0	0.0%	853	43.6%	1,958
2019-20	1,018	47.3%	492	22.8%	0	0.0%	644	29.9%	2,154
2020-21	813	52.6%	733	47.4%	0	0.0%	0	0.0%	1,546
2021-22	1,058	48.5%	942	43.2%	0	0.0%	183	8.4%	2,183
Kondinin									
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
2015-16	1,699	52.5%	488	15.1%	0	0.0%	1,047	32.4%	3,234
2016-17	1,877	61.0%	773	25.1%	0	0.0%	425	13.8%	3,075
2017-18	1,397	39.7%	809	23.0%	716	20.3%	601	17.1%	3,523
2018-19	800	17.4%	663	14.5%	20	0.4%	3,104	67.7%	4,587
2019-20	1,315	52.9%	637	25.6%	0	0.0%	532	21.4%	2,484
2020-21	1,604	67.8%	542	22.9%	0	0.0%	220	9.3%	2,366
2021-22	1,540	32.0%	2,405	49.9%	0	0.0%	873	18.1%	4,818

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kulin									
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
2015-16	2,178	81.1%	506	18.9%	0	0.0%	0	0.0%	2,684
2016-17	1,612	55.3%	532	18.3%	0	0.0%	771	26.4%	2,915
2017-18	1,390	56.8%	504	20.6%	271	11.1%	282	11.5%	2,447
2018-19	856	36.5%	637	27.2%	189	8.1%	662	28.2%	2,344
2019-20	1,398	53.6%	535	20.5%	185	7.1%	492	18.9%	2,610
2020-21	2,129	60.5%	685	19.5%	95	2.7%	611	17.4%	3,520
2021-22	1,939	36.2%	2,784	52.0%	0	0.0%	632	11.8%	5,355
Lake Grace									
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
2015-16	2,969	72.5%	600	14.7%	0	0.0%	526	12.8%	4,095
2016-17	1,948	54.2%	981	27.3%	0	0.0%	667	18.5%	3,596
2017-18	2,850	30.4%	6,085	64.9%	0	0.0%	443	4.7%	9,378
2018-19	2,552	33.6%	4,236	55.7%	0	0.0%	813	10.7%	7,601
2019-20	1,769	58.3%	468	15.4%	0	0.0%	798	26.3%	3,035
2020-21	1,912	59.9%	850	26.6%	0	0.0%	429	13.4%	3,191
2021-22	3,283	75.1%	741	17.0%	0	0.0%	345	7.9%	4,369
Narembeen									
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
2015-16	1,459	56.2%	673	25.9%	0	0.0%	463	17.8%	2,595
2016-17	1,455	28.0%	2,544	49.0%	0	0.0%	1,192	23.0%	5,191
2017-18	1,515	20.1%	4,685	62.0%	0	0.0%	1,355	17.9%	7,555
2018-19	1,170	16.1%	5,056	69.5%	0	0.0%	1,045	14.4%	7,271
2019-20	0	62.3%	698	28.0%	0	0.0%	242	9.7%	2,496
2020-21	1,635	29.1%	2,713	48.2%	1,200	21.3%	75	1.3%	5,623
2021-22	2,462	67.2%	1,179	32.2%	0	0.0%	21	0.6%	3,662
Shire of Narrogin [New Shire established 1 July 2016]									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
2011-12	941	35.2%	774	28.9%	0	0.0%	959	35.9%	2,674
2012-13	423	13.4%	1,909	60.7%	0	0.0%	814	25.9%	3,146
2013-14	740	20.1%	1,719	46.6%	0	0.0%	1,228	33.3%	3,687
2014-15	769	17.0%	2,289	50.7%	0	0.0%	1,454	32.2%	4,512
2015-16	1,035	22.0%	681	14.5%	1,025	21.8%	1,963	41.7%	4,704
2016-17	1,189	30.9%	599	15.6%	0	0.0%	2,059	53.5%	3,847
2017-18	1,118	27.3%	1,851	45.2%	0	0.0%	1,126	27.5%	4,095
2018-19	1,763	39.1%	664	14.7%	0	0.0%	2,077	46.1%	4,504
2019-20	981	24.9%	799	20.3%	0	0.0%	2,153	54.7%	3,933
2020-21	984	27.2%	671	18.6%	0	0.0%	1,957	54.2%	3,612
2021-22	1,010	32.5%	695	22.3%	0	0.0%	1,405	45.2%	3,110

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Pingelly									
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
2015-16	784	35.7%	583	26.6%	0	0.0%	827	37.7%	2,194
2016-17	1,376	55.4%	633	25.5%	0	0.0%	476	19.2%	2,485
2017-18	644	26.4%	869	35.6%	0	0.0%	927	38.0%	2,440
2018-19	365	17.9%	750	36.9%	0	0.0%	919	45.2%	2,034
2019-20	843	43.0%	666	33.9%	0	0.0%	453	23.1%	1,962
2020-21	666	31.2%	1,152	53.9%	0	0.0%	319	14.9%	2,137
2021-22	802	45.7%	552	31.5%	0	0.0%	401	22.8%	1,755
Quairading									
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734
2015-16	698	39.9%	725	41.5%	0	0.0%	325	18.6%	1,748
2016-17	889	19.3%	3,420	74.2%	0	0.0%	299	6.5%	4,608
2017-18	1,186	12.1%	7,109	72.4%	462	4.7%	1,064	10.8%	9,821
2018-19	717	17.0%	2,610	62.0%	0	0.0%	884	21.0%	4,211
2019-20	1,143	45.4%	830	33.0%	0	0.0%	542	21.6%	2,515
2020-21	1,190	35.5%	1,838	54.8%	0	0.0%	325	9.7%	3,353
2021-22	1,585	63.9%	251	10.1%	0	0.0%	643	25.9%	2,479
Wagin									
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438
2015-16	1,107	61.1%	408	22.5%	0	0.0%	298	16.4%	1,813
2016-17	981	54.3%	521	28.8%	0	0.0%	305	16.9%	1,807
2017-18	925	47.9%	743	38.5%	0	0.0%	263	13.6%	1,931
2018-19	715	22.5%	2,080	65.5%	0	0.0%	379	11.9%	3,174
2019-20	835	38.2%	862	39.5%	0	0.0%	487	22.3%	2,184
2020-21	874	53.4%	421	25.7%	0	0.0%	341	20.8%	1,636
2021-22	1,231	67.9%	482	26.6%	0	0.0%	100	5.5%	1,813
Wandering									
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461
2015-16	1,042	60.7%	413	24.1%	0	0.0%	262	15.3%	1,717
2016-17	592	38.4%	561	36.4%	0	0.0%	390	25.3%	1,543
2017-18	369	15.8%	1,360	58.1%	0	0.0%	612	26.1%	2,341
2018-19	320	21.8%	385	26.3%	0	0.0%	761	51.9%	1,466
2019-20	409	27.7%	401	27.1%	0	0.0%	669	45.2%	1,479
2020-21	446	24.0%	851	45.8%	0	0.0%	563	30.3%	1,860
2021-22	731	41.0%	104	5.8%	0	0.0%	949	53.2%	1,784

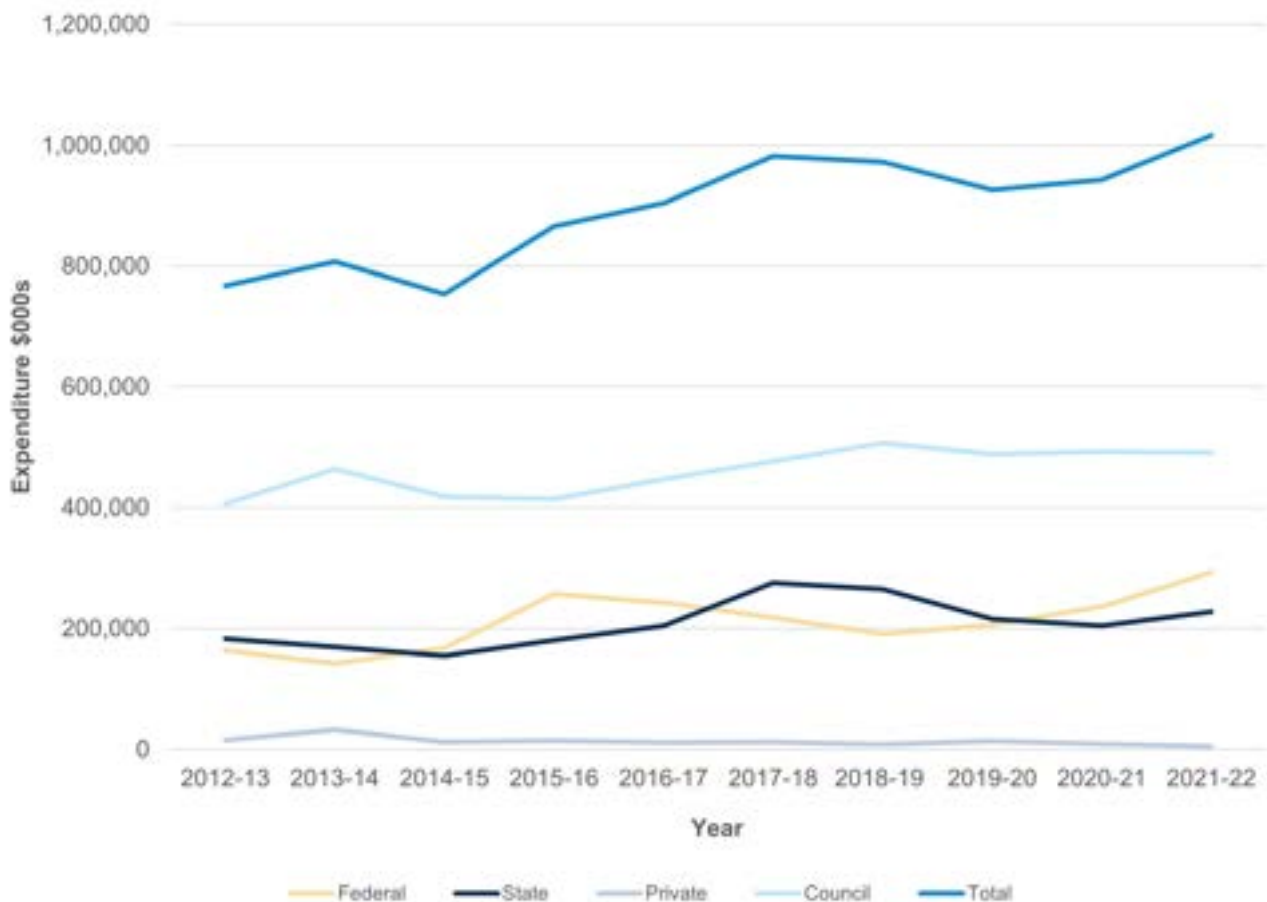
Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
West Arthur									
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442
2015-16	1,025	46.5%	599	27.2%	2	0.1%	578	26.2%	2,204
2016-17	1,353	59.6%	572	25.2%	0	0.0%	346	15.2%	2,271
2017-18	996	52.4%	364	19.2%	0	0.0%	540	28.4%	1,900
2018-19	1,945	69.9%	484	17.4%	0	0.0%	355	12.8%	2,784
2019-20	796	40.6%	715	36.5%	0	0.0%	448	22.9%	1,959
2020-21	924	47.7%	351	18.1%	0	0.0%	663	34.2%	1,938
2021-22	1,099	49.4%	486	21.8%	0	0.0%	641	28.8%	2,226
Wickepin									
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
2015-16	1,174	77.3%	317	20.9%	0	0.0%	27	1.8%	1,518
2016-17	1,037	70.0%	429	28.9%	0	0.0%	16	1.1%	1,482
2017-18	976	48.1%	448	22.1%	0	0.0%	607	29.9%	2,031
2018-19	807	40.1%	499	24.8%	0	0.0%	707	35.1%	2,013
2019-20	1,032	42.5%	524	21.6%	0	0.0%	875	36.0%	2,431
2020-21	889	36.5%	607	24.9%	0	0.0%	938	38.5%	2,434
2021-22	897	43.8%	428	20.9%	0	0.0%	721	35.2%	2,046
Williams									
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
2015-16	712	39.8%	574	32.0%	0	0.0%	505	28.2%	1,791
2016-17	620	37.9%	469	28.7%	0	0.0%	546	33.4%	1,635
2017-18	582	41.2%	391	27.7%	0	0.0%	441	31.2%	1,414
2018-19	492	30.9%	563	35.4%	0	0.0%	536	33.7%	1,591
2019-20	516	33.2%	379	24.4%	0	0.0%	659	42.4%	1,554
2020-21	648	36.5%	357	20.1%	0	0.0%	768	43.3%	1,773
2021-22	578	38.1%	373	24.6%	0	0.0%	568	37.4%	1,519

Sources of Road Funds – 2011-12 to 2021-22

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
State									
	Federal		State		Private		Council		Total
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	720,577
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	767,573
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	807,445
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	753,411
2015-16	257,401	29.7%	180,104	20.8%	14,354	1.7%	413,902	47.8%	865,761
2016-17	242,422	26.8%	204,180	22.6%	11,169	1.2%	446,552	49.4%	904,323
2017-18	217,697	22.2%	275,570	28.1%	12,474	1.3%	476,427	48.5%	982,168
2018-19	190,525	19.6%	265,473	27.3%	8,460	0.9%	507,385	52.2%	971,843
2019-20	205,992	22.2%	215,623	23.3%	14,037	1.5%	488,657	52.8%	925,865
2020-21	236,218	25.1%	204,326	21.7%	8,869	0.9%	492,811	52.3%	942,224
2021-22	292,099	28.8%	227,860	22.4%	5,015	0.5%	490,912	48.3%	1,015,887
10 Years	2,115,475	23.7%	2,079,722	23.3%	135,206	1.5%	4,604,541	51.5%	8,936,500
5 Years	1,142,531	23.6%	1,188,853	24.6%	48,855	1.0%	2,456,192	50.8%	4,837,987

Growth in Road Funds 10 Years



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