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Report on Local Government Road Assets and Expenditure

2023-2024



WALGA



WALGA State Councillor Barry Winmar performing the Welcome to Country at the December 2023 WALGA Wrap.

Acknowledgements

Acknowledgement of Traditional Owners

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

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

A special note of appreciation is extended to:

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WALGA also wishes to thank Main Roads WA and all Local Governments for providing road and expenditure data used in this publication.

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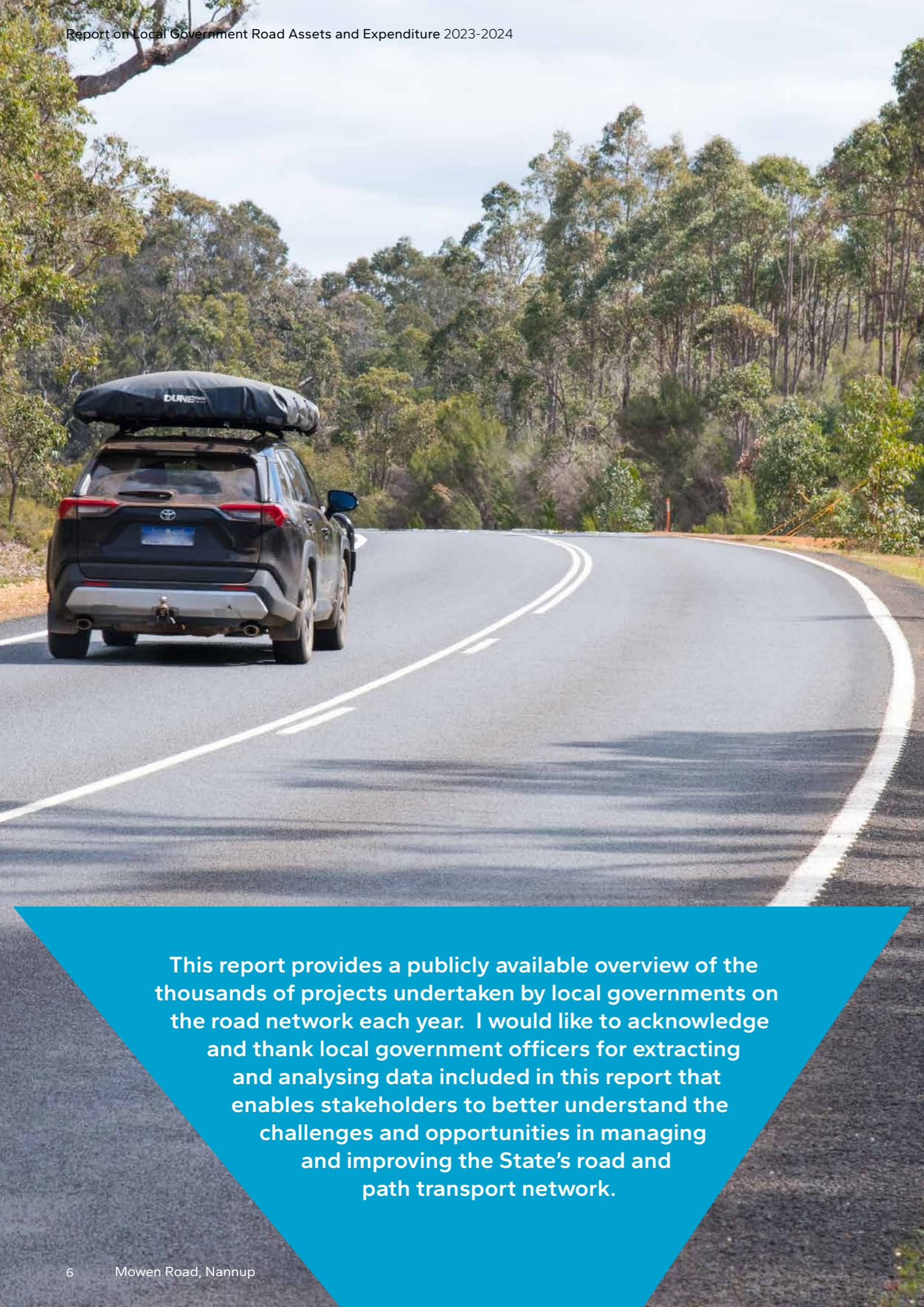
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Foreword



The impact of road and bridge construction cost inflation over the past four years is reflected in this report on local government road expenditure. During the year an extensive survey of road construction costs incurred by local governments was completed and the detailed unit rates used to estimate road preservation and replacement costs were updated. The costs to complete road maintenance work had a significant impact on the estimated replacement value, written down value of the road network and the expenditure required to prevent roads from deteriorating. While road construction cost inflation has moderated since the nearly 12% per annum peaks of 2020-21 and 2021-22 it remains clear that the costs are not falling and need to be factored into long term financial plans.

Driven by the increasing cost of road work, the shortfall between actual expenditure on road preservation and that required to maintain roads at their current condition increased nearly \$81 million per year to a \$338 million shortfall in 2023-24.

In the face of rising costs there was a 6% increase in local government own source funded road expenditure to \$512.1m. This is the first time local government own source road expenditure has been more than \$500 million per year and the first time since 2020-21 that local government own source revenue has funded more than half the total expenditure, excluding flood damage reinstatement. This increase in local government expenditure effort indicates that local governments are doing their best to respond to an operating environment characterised by significantly increased costs.

The extensive nature of the State's local government road network relative to other States remains stark. In Western Australia there are 23.3 people for every kilometre of local government managed roads. In the most populated states, there are many more people to share this financial burden. In NSW there are 57.2 people for every kilometre of local government roads and in Victoria there are 52.5 people per kilometre of roads.

Expenditure of road funds provided by the State Government decreased \$30 million compared with the previous year, largely the result of less expenditure

to reinstate roads destroyed by floods. During the year there were six disaster declared flooding events impacting 15 different Local Government areas, with six of these impacted twice. However, due to the time required for flood waters to recede, damage assessments to be completed and approvals received to commence reconstruction this impact was not reflected in repair work completed in 2023-24. While expenditure on repairing flood damage still totalled \$36 million, it was 23.1% less than in the previous year, and the lowest expenditure since 2014-15.

Expenditure of funds provided by the Commonwealth was unchanged from the previous year. Although expected funding through the Untied Roads Component of the Financial Assistance Grants increased in line with CPI and population, during the year the Commonwealth announced progressive increases in funding over the coming five years for the Roads to Recovery and BlackSpot Programs as well as an increase in funding for the new Safer Local Roads Infrastructure Program. The benefit from these investments is expected to be measured in future years.

Improving the safety of the local government roads for all users is a key objective of work undertaken across the network. This report highlights the safety outcomes on a five-year rolling basis and includes results to the end of the 2023 calendar year, which enables inclusion data from crashes that result in serious injury as well as fatalities. In the metropolitan area, the highest priority is to apply treatments that will reduce or eliminate crashes at intersections. Throughout the rest of the State, run-off road crashes are the most prevalent crash type resulting in death or serious injury and continue to require a suite of treatments be applied across all parts of the system.

Cr Karen Chappel JP
President

This report provides a publicly available overview of the thousands of projects undertaken by local governments on the road network each year. I would like to acknowledge and thank local government officers for extracting and analysing data included in this report that enables stakeholders to better understand the challenges and opportunities in managing and improving the State's road and path transport network.

Executive Summary

Executive Summary

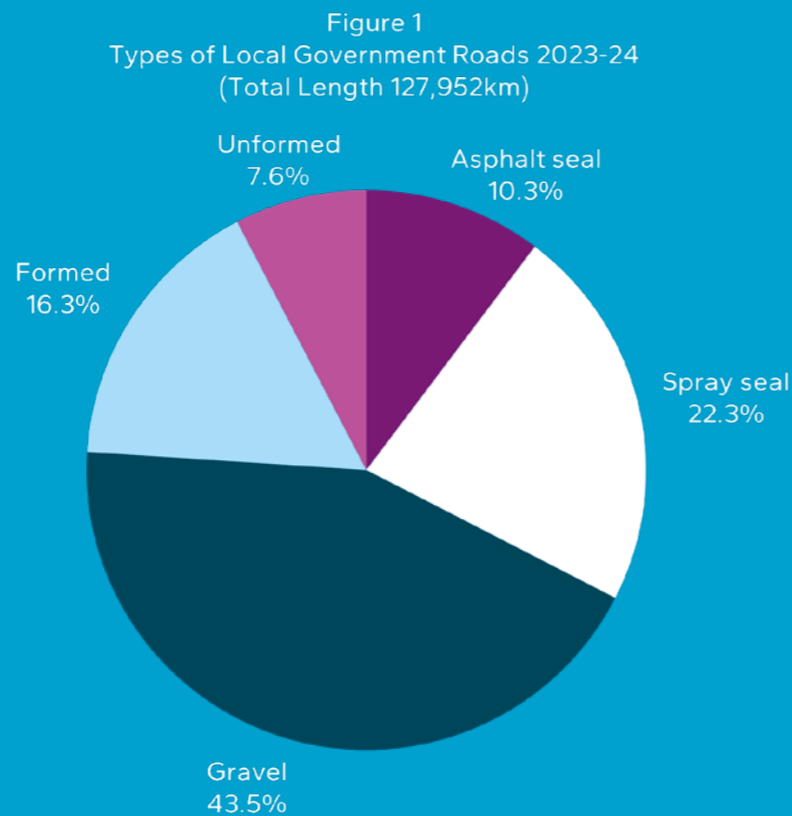
Local Government maintains 127,952 kilometres of roads of which 32.6% are sealed. Local Government roads make up 86.7% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of \$40.46 billion as at 30 June 2024.

The written down value of the road network is \$21.41 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 52.9% for local roads compared to 63.92% for State highways and main roads in WA.

1. Types of Roads

Local Government is responsible for 127,952 kilometres of roads representing 86.7% of the State's public road network.

Only 32.6% of the roads are sealed. The remaining 67.4% (86,298 kilometres) have a gravel or natural surface.



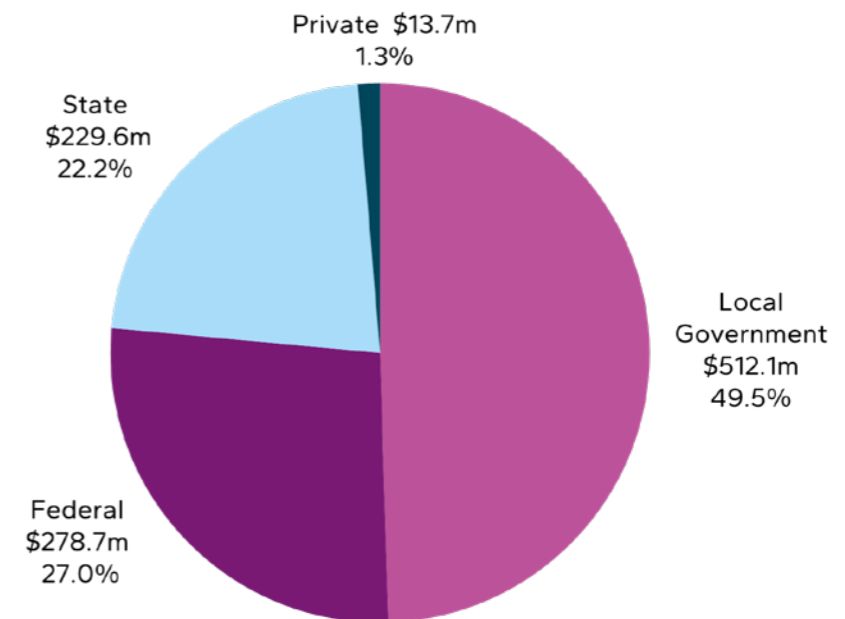
2. Sources of Local Government Road Funds

Total expenditure on Local Government roads was \$1034.1 million in 2023-2024, \$12.0 million less than in the previous year. Local Governments provided 49.5% of their total road expenditure from their own resources (Figure 2). Federal funds increased by \$1.3 million while State funds reduced by \$30.3 million (partly due to reduced flood damage reinstatement funding). The Commonwealth Government provided 27%, the State Government 22.2%, excluding funds allocated for expenditure by Main Roads WA. Contributions from private sources reduced significantly (by \$11.9 million) and represented just 1.3% of the total road expenditure. This included multi-million dollar contributions to just a few local governments (including Laverton and Swan). Expenditure from Local Government's own-source revenue increased by \$28.8 million.

The Federal funds are primarily provided through the Financial Assistance Grants (untied road component, \$140.6 million) and also include \$76.6 million of Roads to Recovery funds, \$12.4 million of Federal Black Spot funds and a portion (\$33.74 million) of Local Roads and Community Infrastructure Program funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$18.1 million of Black Spot funds. Metropolitan Local Governments received approximately 25.8% of Federal and State funds while non-Metropolitan Local Governments received 74.2%.

In the five years 2019-20 to 2023-2024 total road expenditure has increased by 11.7% from \$925.9 million to \$1034.1 million. These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

Figure 2
Sources of Local Government Road Funds 2023-24
\$1,034.1 million



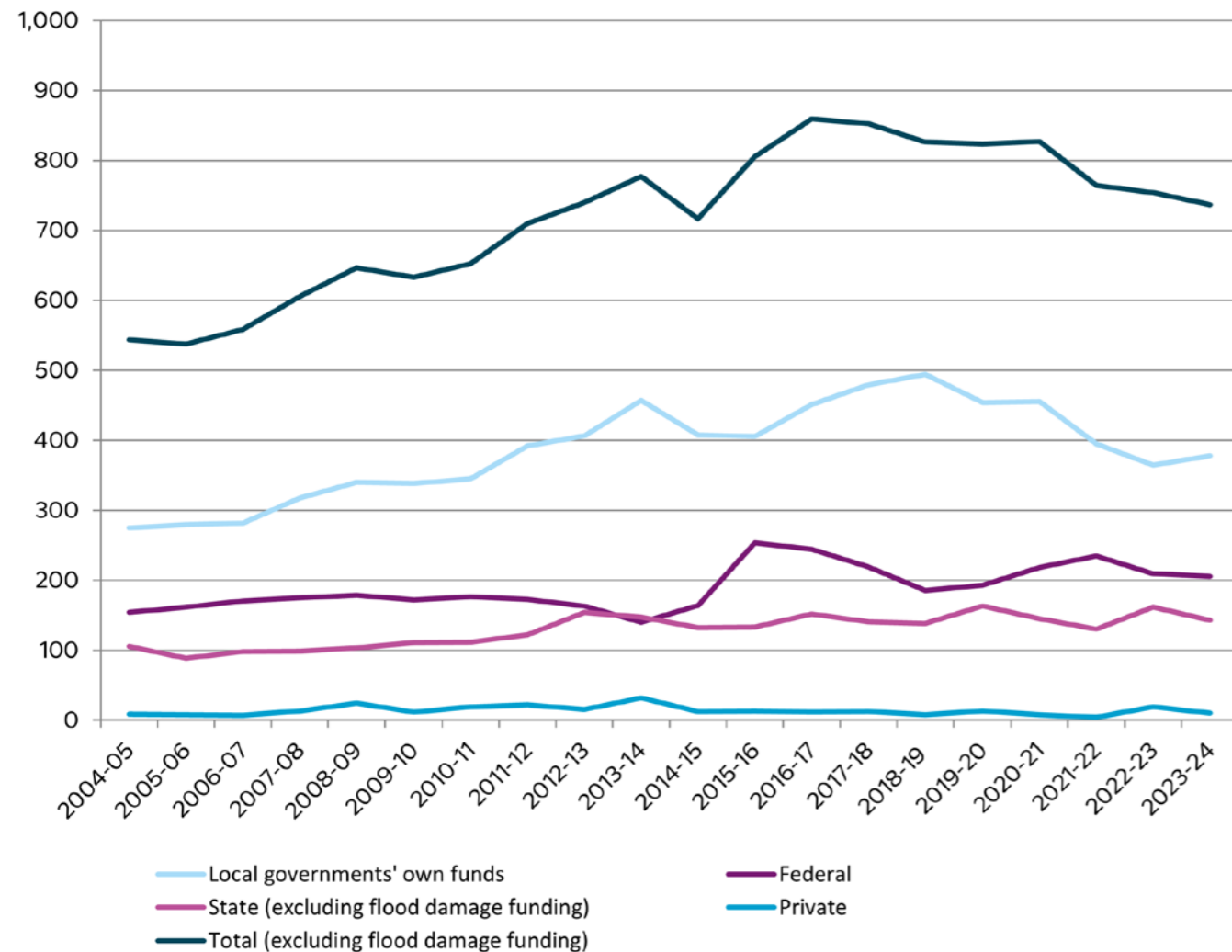
These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.



Executive Summary

Road funding levels for the past 20 years are presented in Figure 3. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). Local government's contribution has increased significantly over the past 20 years. 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 terms in the last year for all sources other than Local Government own source funding. State Government contributions have increased over the long term, albeit in a relatively flatter trajectory. The bump in Commonwealth funding in recent years reflects the introduction of the Local Roads and Community Infrastructure Program (LRCIP) in May 2020, all of which must be spent by the end of June 2025.

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



State and Total funds excludes repair of flood damage.

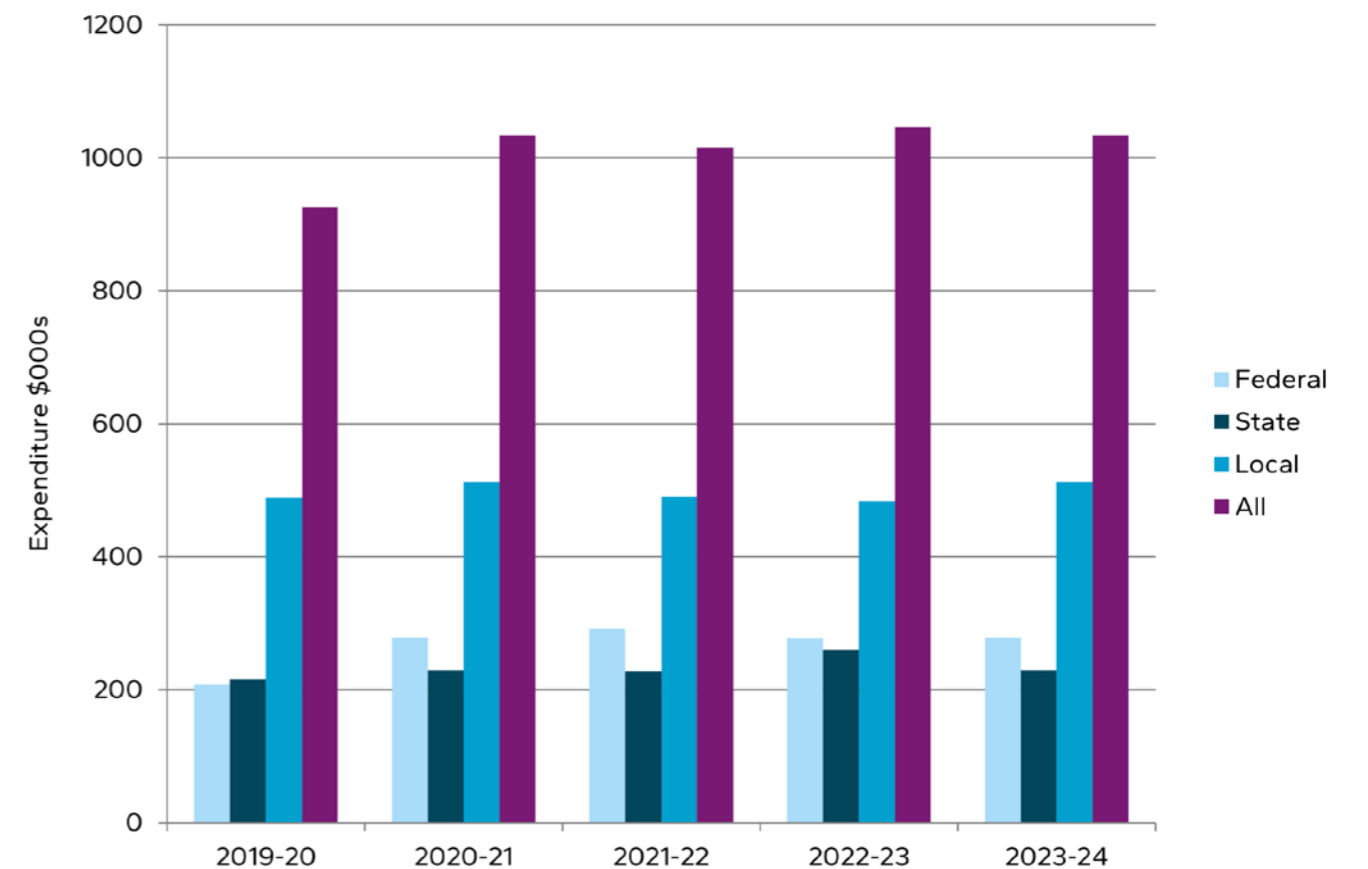
Executive Summary

3. Total Local Government Road Expenditure 2019-20 to 2023-24

Figure 4 shows that:

- Total funding increased by 11.7% between 2019-20 and 2023-2024 but was \$12.05 million less than in 2023-24.
- Local Government funds increased by 4.8% between 2019-20 and 2023-2024, and in 2023-2024 it was \$28.8 million more than in 2022-23.
- Federal road funds in 2023-2024 were 34.3% more than five years previously, reflecting the introduction of the Local Roads and Community Infrastructure Program.
- State Government funding including disaster reconstruction allocations were 6.5% higher in 2023-24 than five years ago.

Figure 4
Federal, State and Local Government Funds



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

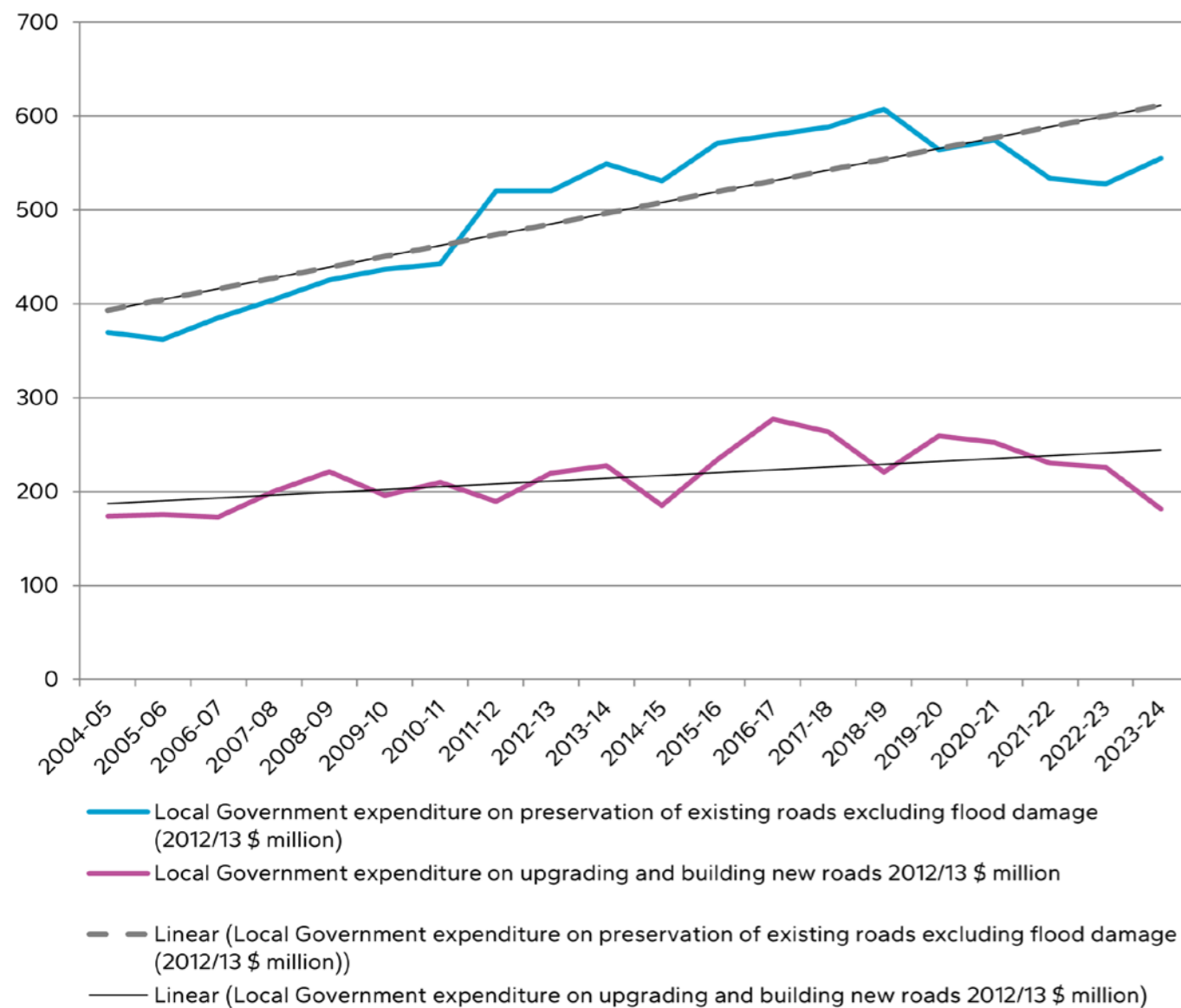
Executive Summary

4. Change in expenditure 20 years 2004-05 to 2023-24

Figure 5 shows the expenditure trend over twenty years from 2004-05 to 2023-24. Note that expenditure 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 50.3% (in 2012/13 dollars), from \$369.5m to \$555.3m over the period. Expenditure on upgrade and expansion of the network has increased only very slightly (4.3%), from \$173.8m to \$181.3m. Over the same period, the State's population has increased by 47.5% and the number of licenced motor vehicles by 65.3%.

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



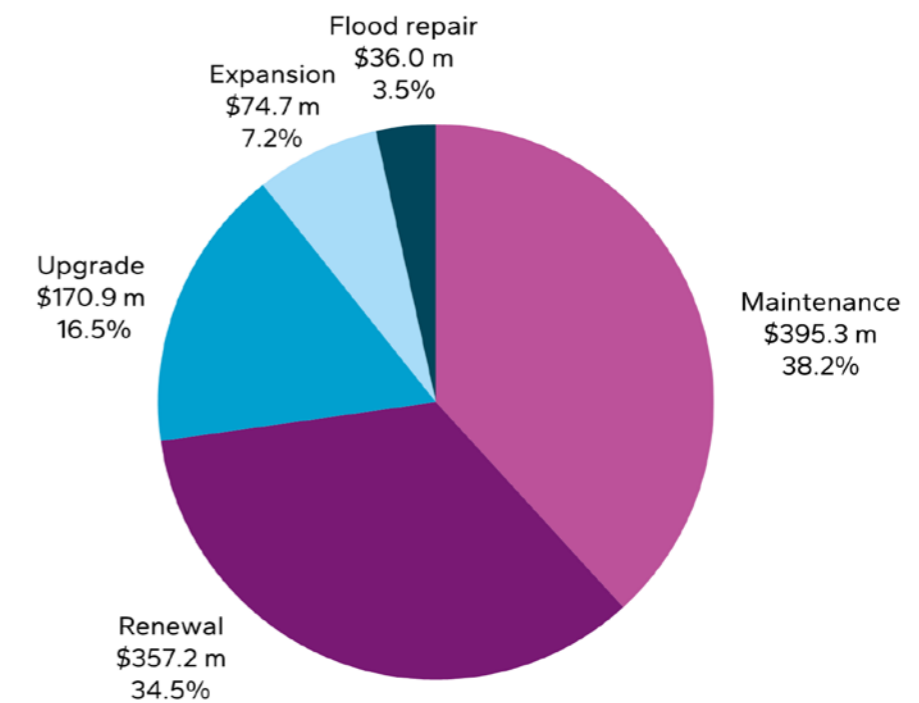
5. Expenditure on Maintenance, Renewal, Upgrade and Expansion

Expenditure on maintenance and renewal of the existing road network (\$752.5 million in 2023-24) increased by 23.9% in the five years from 2019-20 to 2023-24. Expenditure on upgrading and expansion (\$245.6 million in 2023-24) is 11.9% less than in 2019-20.

Expenditure on upgrading and capital expansion accounted for nearly a quarter of total road expenditure (24.6%). (Figure 6). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new

development and increased traffic but will also add to maintenance and renewal needs going forward. The \$357.2 million spent on renewal in 2023-24 represents about 0.88% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is also significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure improves slightly to 0.97%.

Figure 6
Local Government Road Expenditure 2023-24
\$1034.1 million



Road expenditure includes bridges.

Executive Summary

Executive Summary

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

Expenditure on road preservation has steadily increased over the last five years, to the point that 2023-24 expenditure is 23.9% higher than in 2019-20. In contrast, expenditure on upgrading and capital expansion has tended to be more consistent, although there was a significant drop in 2023-24, resulting in a final expenditure that was 11.9% less than in 2019-20 (Figure 7). While there is an increasing emphasis on road preservation expenditure, this increasing level of expenditure also reflects the increased cost of road works across the sector.

7. Shortfall Between Road Preservation Needs and Expenditure

Local Governments spent \$752.5 million on road preservation. This is \$337.9 million less than the \$1090.3 million estimated as required to maintain roads at their current condition (Figure 8). The \$337.9 million shortfall in 2023-24 is \$80.8 million more than in 2023-23 and \$144.2 million greater than in 2019-20. The shortfall is being exacerbated by the increasing cost of road works.

The shortfall for 2023-24 is somewhat ameliorated by the expenditure of \$36.0 million on repairing flood damage which by its nature includes an element of asset renewal.

Figure 7
Expenditure Trends

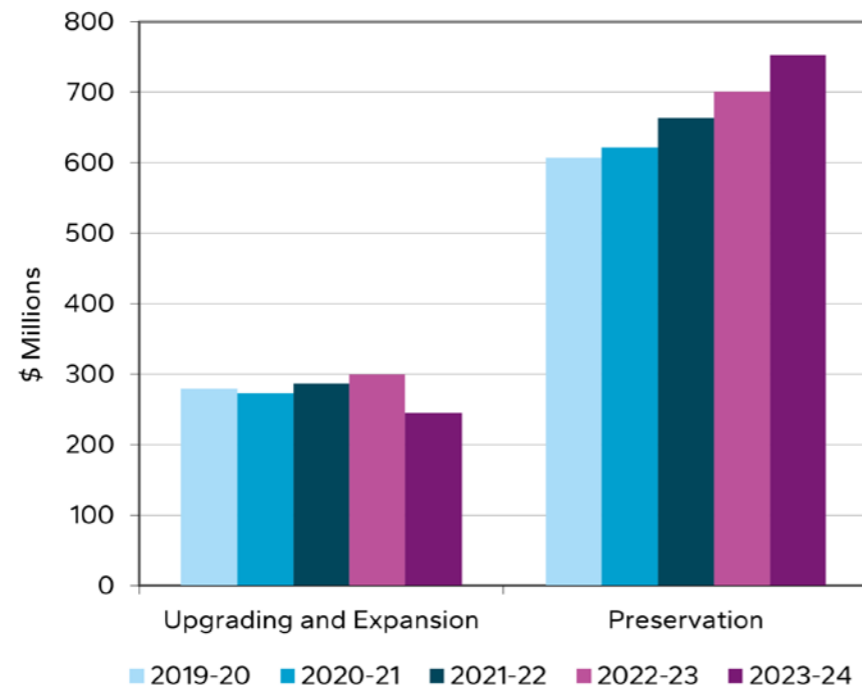
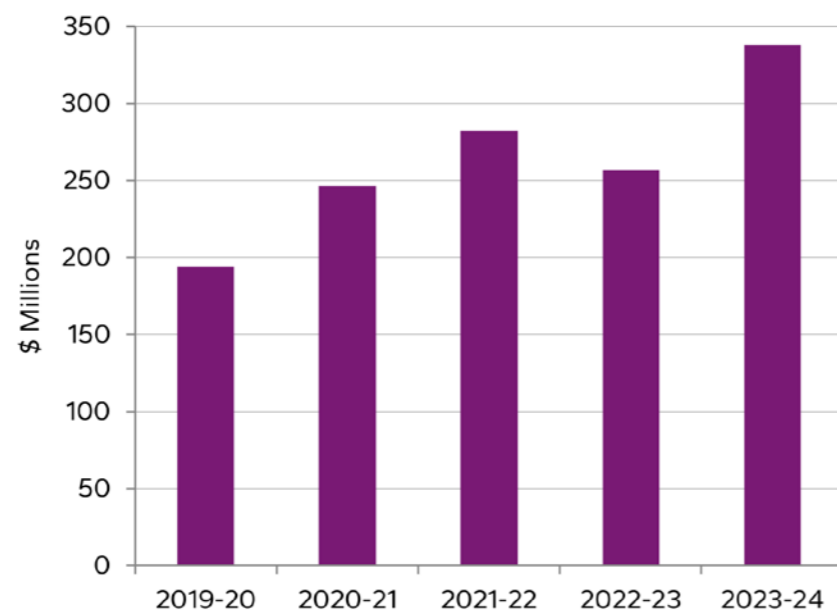


Figure 8
Shortfall Between Preservation Needs and Expenditure



The \$337.9 million shortfall in 2023-24 is \$80.8 million more than in 2023-23 and \$144.2 million greater than in 2019-20.

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

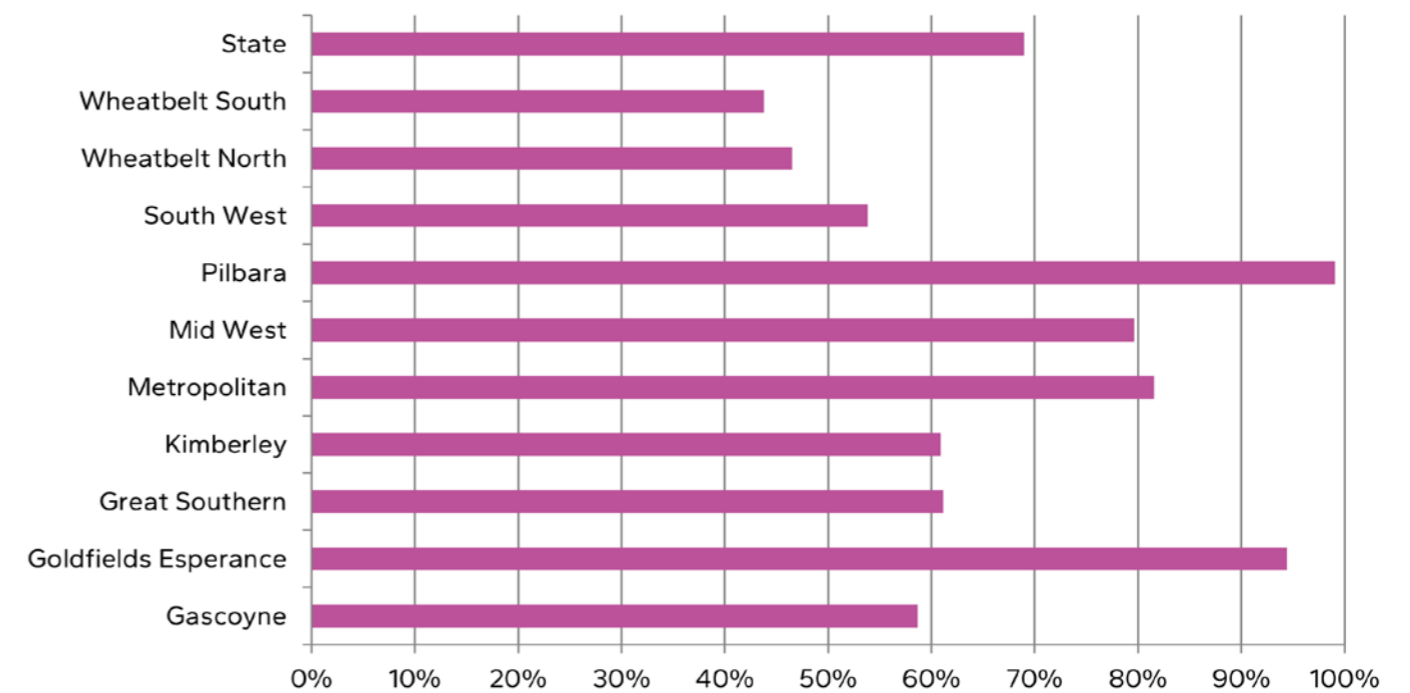
8. Road Preservation Performance

The estimated cost of maintaining WA's road network in its current condition in 2023-2024 was \$1,090.35 million. Local Governments spent \$752.48 million on road preservation, a shortfall of \$337.9 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, Local Government performance at a State level was 69.0%, which means that Local Governments spent 69.0% of the amount required to maintain their roads at their current condition. The State performance is greatly influenced by the high performance (81.6%) and large expenditure of the Metropolitan Region, although this too has dropped over the long term; prior to 2019-20 it was always over 100%. This indicates that 18.4% less than what was required to maintain the roads in their current condition was spent in the Metropolitan Region. The preservation performance varies widely between the regions. The Pilbara region achieved the highest preservation performance (99.1%). Preservation performance deteriorated from the previous year in all regions except in the Gascoyne, Goldfields Esperance and Mid West regions.

Figure 9
Road Preservation Performance 2023-24



Executive Summary

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

Over the whole State, Local Governments would have to spend 28.6% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 17.9% of their estimated revenue capacity on roads generally, with 14.9% exclusively on preservation (maintenance and renewal).

The percentage that Local Governments would have to spend varies widely between the regions (Figure 10, dark blue columns) from 10.7% for the Metropolitan Region to 123.7% for Gascoyne and 124.5% for Wheatbelt South.

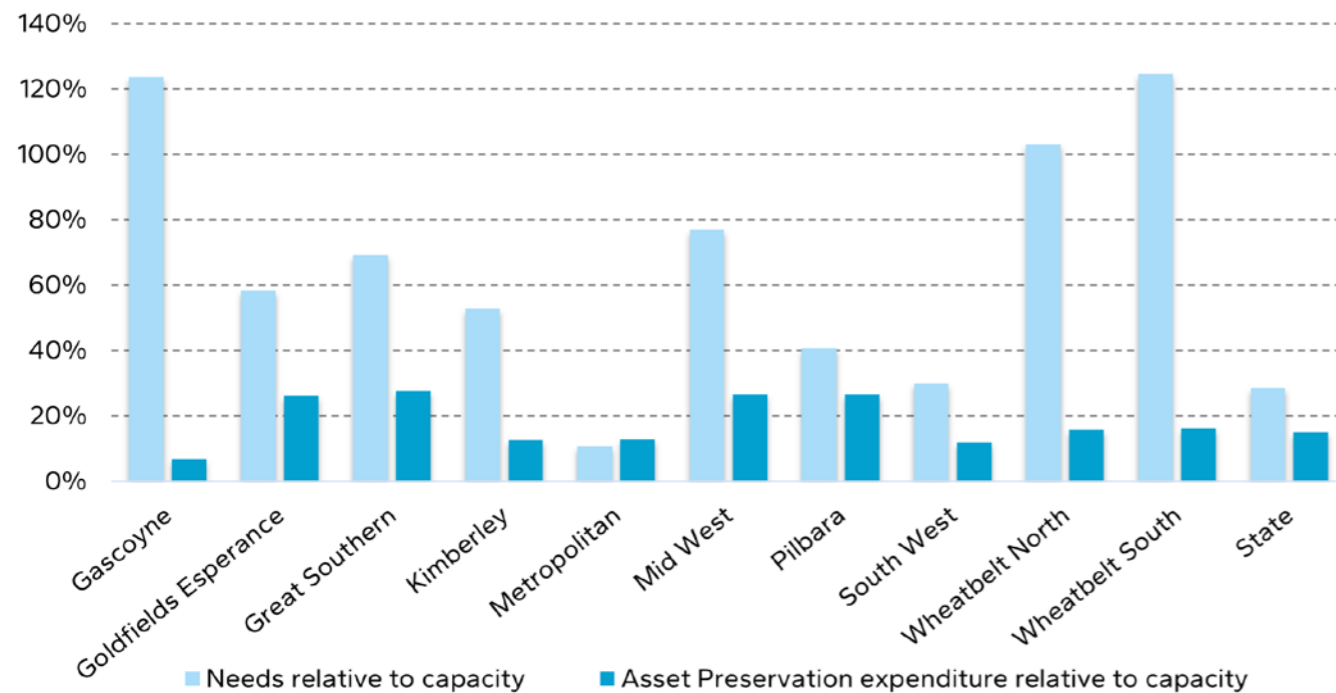
Local Governments in the Metropolitan Region have to spend only 10.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 12.8% of their revenue capacity on preservation,

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

Local Governments in the Wheatbelt South have the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 124.5% 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 2023-2024 the Wheatbelt South was able to spend only 16.3% of their revenue capacity on road preservation works, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 17.9% for the State and ranges from 9.3% for Gascoyne to 30.9% for Mid West.

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



Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of most Local Governments, particularly those in the Gascoyne, Wheatbelt South and Wheatbelt North Regions. Roads in these regions are more likely to be in a worse state than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.

Road Assets and Investments

Introduction

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

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

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

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

The report is structured into three main sections:

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

1. Local Government Road Assets

Local Government Roads and Bridges

Local Government is responsible for 127,952 kilometres of roads representing 86.7% 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 32.6% of the roads are sealed. A total of 86,298 kilometres have a gravel or natural surface.

Total road length has increased slightly (0.1%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 8.6%, while five regions have had reductions in road length, including the Kimberley (11.1% reduction). These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided in Appendices 5 to 14. Road area statistics for sealed roads (in square metres) are provided in the appendices.

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.

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

Table 1: Local Road Statistics 30 June 2024 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	13	595	1,638	1,854	171	4,270
Goldfields Esperance	201	1,745	7,084	3,984	4,938	17,952
Great Southern	199	2,997	7,361	1,565	338	12,460
Kimberley	12	534	1,511	1,307	978	4,343
Metropolitan	10,850	3,348	197	49	23	14,466
Mid West	172	3,084	8,424	4,321	1,099	17,099
Pilbara	254	613	2,527	1,232	1,127	5,753
South West	1,337	4,857	3,680	641	153	10,668
Wheatbelt North	91	6,733	12,949	3,505	630	23,908
Wheatbelt South	28	3,993	10,265	2,431	318	17,034
State Total	13,157	28,498	55,635	20,888	9,774	127,952
As % of total length	10.3%	22.3%	43.5%	16.3%	7.6%	100%

Source: Main Roads WA.

Table 2: Local Government Bridge Statistics 30 June 2024 (bridge area - square metres)

Region	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	5	6,459	0	0	272	6,731
Goldfields Esperance	4	892	0	0	0	892
Great Southern	70	1,569	9,203	1,109	654	12,535
Kimberley	8	1,674	0	0	0	1,674
Metropolitan	152	21,834	9,730	249	1,606	33,419
Mid West	22	4,999	89	141	0	5,229
Pilbara	27	5,654	0	0	0	5,654
South West	281	27,287	28,266	4,284	278	60,115
Wheatbelt North	111	7,761	17,307	586	0	25,653
Wheatbelt South	212	6,331	18,272	4,527	181	29,311
State	892	84,461	82,866	10,895	2,992	181,213

Source: Main Roads WA.

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

Road Assets and Investments

Local Governments are responsible for 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 2023 (length - kilometres)

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	37	46	15	98
Goldfields Esperance	389	161	43	592
Great Southern	244	107	26	377
Kimberley	147	52	9	208
Metropolitan	8,136	3,872	77	12,085
Mid West	273	97	52	421
Pilbara	222	185	0	407
South West	1,032	804	77	1,913
Wheatbelt North	262	156	80	497
Wheatbelt South	144	50	106	299
State	10,885	5,530	484	16,899

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

Table 4: Changes in the Local Road Network, 5 Years 2019-20 to 2023-24 (road lengths - kilometres)

Type of Road	2019-20	2023-24	Change
Sealed roads in built up areas			
- asphalt seals	12,634	13,157	4.1%
- sprayed seals	3,692	3,614	-2.1%
Sealed roads outside built up areas			
- sprayed seals	24,015	24,884	3.6%
Gravel roads	55,538	55,635	0.2%
Formed roads	21,911	20,888	-4.7%
Unformed roads	9,203	9,774	6.2%
All roads	126,993	127,952	0.8%

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 2019-20 are shown in Table 4.

The increase in unformed roads reflects the addition of 490 kilometres to the inventory in the Goldfields Esperance region.

Road Assets and Investments

Changes in bridge statistics since 2019-20 are shown in Table 5.

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

Changes in path statistics since 2019-20 are shown in Table 6.

While some changes in path lengths are evident, it is based on data provided by Local Governments to the WA Local Government Grants Commission (last collected in 2023). 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 2019-20 to 2023-24 (bridge area - square metres)

Type of Bridge	2019-20	2023-24	Change
Number of bridges	900	892	-0.9%
Concrete and steel bridges	84,618	84,461	-0.2%
Timber bridges with concrete overlay	78,309	82,866	5.8%
Timber bridges without concrete overlay	15,603	10,895	-30.2%
Foot bridges	2,828	2,992	5.8%
All bridges	178,530	181,213	1.5%

Table 6: Changes in Footpath and Dual Use Path Statistics, 5 years 2019-20 to 2023-24 (path lengths - kilometres)

Type of Path	2019-20	2023-24	Change
Bitumen and concrete footpaths	10,813	10,885	0.7%
Dual use paths	4,484	5,530	23.3%
Gravel footpaths	990	484	-51.1%
All paths	16,287	16,899	3.8%



Melaleuca Trail, Kalbarri

Road Assets and Investments

Local Government Road Hierarchy

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

Regional Distributor: Roads linking significant destinations in rural areas.

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

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

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

Access Roads: Residential roads providing access to properties.

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

Table 7: Local Road Network Hierarchy by Region (Main Roads WA 2024)

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	70.7	23.1	0.0	0.1	6.1	100.0
Kimberley	64.2	20.8	0.0	0.0	15.0	100.0
Metropolitan	74.9	13.4	5.5	3.1	3.1	100.0
Mid West - Gascoyne	65.1	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	73.9	17.1	0.3	0.2	8.5	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

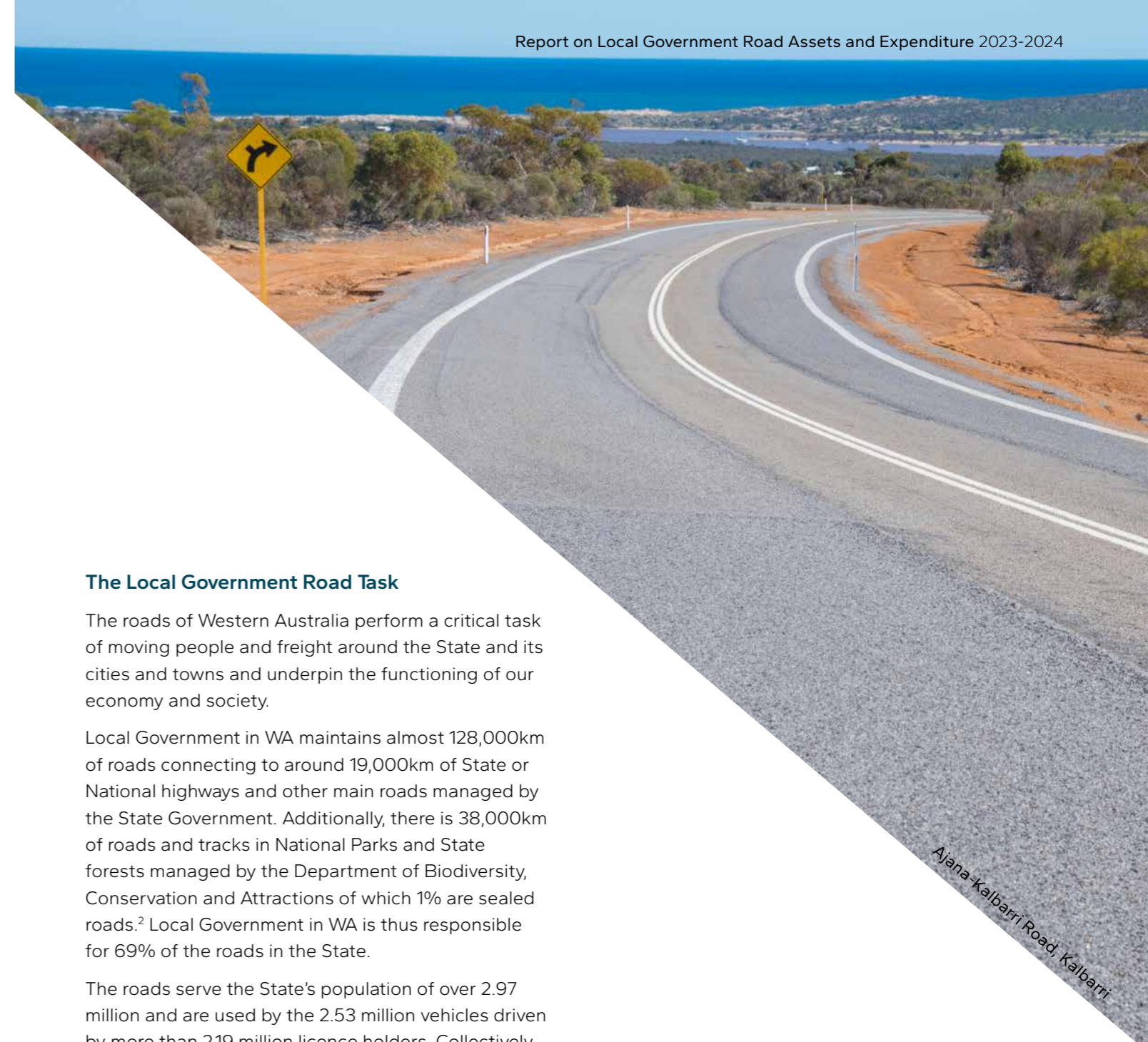
Source: Main Roads WA.

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

Table 8: Local Government Significant Roads (ROADS 2040, May 2024)

Region	Significant Roads km	Total Network km	Share
Gascoyne	2,026	4,270	47.4%
Goldfields Esperance	6,959	17,952	38.8%
Great Southern	2,322	12,460	18.6%
Kimberley	2,829	4,343	65.1%
Mid West	5,109	17,099	29.9%
Pilbara	3,173	5,753	55.2%
South West	2,024	10,668	19.0%
Wheatbelt North	5,675	23,908	23.7%
Wheatbelt South	3,854	17,034	22.6%
Total	33,971	113,487	30.0%

Source: ROADS 2040 Regional Development Strategies.



The Local Government Road Task

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

Local Government in WA maintains almost 128,000km of roads connecting to around 19,000km of State or National highways and other main roads managed by the State Government. Additionally, there is 38,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.² Local Government in WA is thus responsible for 69% of the roads in the State.

The roads serve the State's population of over 2.97 million and are used by the 2.53 million vehicles driven by more than 2.19 million licence holders. Collectively these vehicles travelled an estimated 30.5 billion kilometres in 2023-24, including 19.9 billion kilometres in the Perth metropolitan region. The kilometres travelled increased 3% on the previous year.

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

Table 9: Key User Statistics

	2022-23	2023-24	Change
Resident population	2,878,563	2,965,159	3.0%
Registered motor vehicles	2,437,785	2,529,000	3.7%
Licence holders	1,942,272	2,194,816	13.0%
Vehicle kilometres travelled, WA (Billion)	29.62	30.50	3.0%
Vehicle kilometres travelled, Perth (Billion)	19.31	19.94	3.3%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2024

Road Assets and Investments

Road Assets and Investments

Local Government Roads around Australia – an overview

Western Australia accounts for 10.9% of the national population but 19.1% of local road length. The disproportionate length of roads in the State is a function of the size of State. This is also reflected in the number of people per kilometre of road. The cost of maintaining a kilometre of Local Government road in New South Wales is shared between 57 people, while in Western Australia this cost is shared between just 23 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for a larger proportion of the road network.

Table 10: Local Government Roads in Australia

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2023)	8,484,357	6,981,352	5,586,322	1,878,029	2,965,159	575,366	255,100	26,725,685
Per cent of National Population	31.2%	25.7%	20.5%	6.9%	10.9%	2.1%	0.9%	98.3%
Local Road Length (km)	148,403	133,040	150,070	78,193	127,013	14,212	13,164	664,095
Per cent of National Local Road Length	22.4%	20.0%	22.6%	11.8%	19.1%	2.1%	2.0%	100.0%
Population per km	57.2	52.5	37.2	24.0	23.3	40.5	19.4	40.2

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, Australian Infrastructure and Transport Statistics - Yearbook 2024, Table 6.2f.




Note: The ACT (1.8% 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.

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		127,952	100	86.7
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes 	36,024	28.2	24.4
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes 	72,881	57.0	49.4
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes 	74,043	57.9	50.2
Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks	Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group	26,029	20.3	17.6

Source: Main Roads WA



Road Assets and Investments

Road Assets and Investments

2. Local Government Road Funding and Expenditure

Expenditure on Local Government Roads and Bridges

In 2023-2024 total spending on local road infrastructure was \$1034.1 million. This is \$12.0 million less than the previous year (Table 12). There was a 6% increase in Local Government's own-source revenue (\$28.8million) and Federal funds increased by (\$1.3 million). State road funding expended by Local Government reduced by more than 10% (\$30.3 million). Note this excludes funds allocated to Local Government roads for expenditure by Main Roads WA. It also reflects a reduction in flood damage funding of just over \$10 million. Private funding for roads also reduced by nearly half (\$11.9 million) from the ten year high of \$25.6 million in 2022-23.

Over the five years 2019-20 to 2023-2024 the annual total road expenditure increased by 11.7% from \$925.9 million to \$1034.1 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 12.6%.

Funding provided by the Federal Government has increased in recent years (34.3%). In May 2020 the Federal Government announced a new Local Roads and Community Infrastructure Program (LRCIP), with \$73 million allocated to WA Local Governments (Phase 1). The Federal Government subsequently announced increased in the LRCIP, providing a further \$117.6 million (phase 2) and \$146.1 million (phase 3), for WA

Local Governments. From July 2023, Phase 4 funding under LRCI Program saw an additional \$111.3 million allocated to WA Local Governments, with a portion of this funding targeted to improve rural, regional and outer urban roads. With the additional Phase 4 funding, the total funds made available to WA Local Governments since 2020 equates to \$448 million. All projects were to be physically completed by 30 June 2024, with projects funded under Phase 4 to be completed by 30 June 2025.

Allocations to each Local Government were largely based on asset preservation needs as determined by the WA Local Government Grants Commission. As the program name suggests, the funding was not just for roads, but could be spent on other community infrastructure as well. According to Local Government reporting, nearly 40% of the total funding was spent on roads, with \$33.7 million spent on local roads in 2023-2024.

The year 2023-24 was the last in the Federal Government's five year extension to the Roads to Recovery Program (2019-2020 to 2023-2024), which was 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. A new five-year funding period for 2024 to 2029 with increased funding was announced by the Australian Government in November 2023. The Federal Government also provided \$26.4 million of funding since 2021-22 under the Regional Road Safety Program.

Table 12: Sources of Road Funds Expended 2019-20 to 2023-24 (\$ millions)

Source	2019-20	2020-21	2021-22	2022-23	2023-24	Total 5 years	Change over 5 years
Local Governments' own funds	488.7	492.8	490.9	483.3	512.1	2,467.8	4.8%
Federal	207.5	236.2	292.1	277.4	278.7	1,291.9	34.3%
State	215.6	204.3	227.9	259.9	229.6	1,143.4	6.5%
Private	14.0	8.9	5.0	25.6	13.7	67.2	-2.6%
Total	925.9	942.2	1,022.0	1,046.1	1,034.1	4,970.4	11.7%
Total (excluding flood damage funding)	886.1	894.7	949.8	999.9	998.1	4,728.7	12.6%

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

Table 13: Major Federal and State Funding Programs 2019-20 to 2023-24 (\$ millions)

Year	Federal FA Grants	Roads to Recovery	Federal LRCIP	Regional Road Safety Program	Federal Black Spot	State Black Spot
2019-20	110.75	74.11	0.00	0	7.63	9.95
2020-21	110.49	70.55	32.18	0	6.83	10.65
2021-22	116.56	67.66	65.20	20.84	9.67	8.79
2022-23	129.66	61.66	41.22	3.93	9.39	8.87
2023-24	140.58	76.56	33.74	1.63	12.45	18.14
Total	608.03	350.55	172.34	26.39	45.97	56.40

The sources of road funds in 2023-24 for the ten Regional Road Groups are listed in Table 14.

Table 14: Funding Sources for Local Government Road Expenditure 2023-24 (\$ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	7.93	20.68	0.00	2.17	30.78
Goldfields Esperance	26.06	19.39	7.08	39.73	92.25
Great Southern	22.22	11.58	0.00	28.71	62.51
Kimberley	8.65	14.85	0.00	6.82	30.33
Metropolitan	74.65	56.37	3.57	291.26	425.86
Mid West	29.33	23.70	0.92	34.65	88.59
Pilbara	10.93	8.84	0.20	27.74	47.70
South West	27.10	27.08	1.55	42.69	98.41
Wheatbelt North	43.28	28.62	0.16	23.15	95.21
Wheatbelt South	28.55	18.50	0.20	15.22	62.47
Total	278.69	229.59	13.67	512.14	1034.10
Percentage	27.0%	22.2%	1.3%	49.5%	100.0%
Rural Total	204.04	173.22	10.10	220.87	608.24
Rural: Source of funds as % of Total funds	33.5%	28.5%	1.7%	36.3%	100%
Metropolitan Total	74.65	56.37	3.57	291.26	425.86
Metropolitan: Source of funds as % of Total funds	17.5%	13.2%	0.8%	68.4%	100%

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

Road Assets and Investments

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

- Local Government provided \$512.1 million from its own resources in 2023-24. This is 49.5% of all Local Government road expenditure.
- The Federal Government provided \$278.7 million, representing 27.0% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and roads component of Financial Assistance 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 \$229.6 million, or 22.2% of all Local Government road expenditure. State funds include project and Black Spot grants and funding for reinstatement of flood damage. Note there would have been additional State expenditure on local roads undertaken by Main Roads WA directly, but this has not been quantified.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 62% of funds for rural Local Governments compared to just 30.8% for the Metropolitan Region. The metropolitan region received 25.8% of State and Federal funds.
- Private funds dropped to just 1.3% of the total funding for roads.
- Dependency on State and Federal funds was highest in the Gascoyne (92.9%) and Kimberley (77.5%) regions, largely due to the need for flood damage reinstatement.
- Drawing on the information provided by Local Governments, the following points are evident:
 - Federal funding as a percentage of expenditure is highest in Wheatbelt South (45.7%), lowest in the Metropolitan region (17.5%). For Peppermint Grove, it was 88.9% of expenditure (but the Shire only spent \$54,000 on roads) and 84.7% for Carnamah (of a \$2.6 million spend). Federal

- funding was highest in absolute terms in Swan (\$11.7 million) and was least important for Perth (3.6%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (67.2%, including significant flood damage reinstatement funding), lowest in the Metropolitan region (13.2%). Upper Gascoyne was the largest recipient (\$12.2m). State funding was least important for Fremantle (1.5%).
- Private funding as a percentage of expenditure is highest in the Goldfields Esperance region (7.7%) (Laverton received \$6.6m from a resource company); there was no private funding reported in the Gascoyne, Great Southern and Kimberley regions (and in 113 Local Governments). Laverton and Swan (\$1.8m) were the two largest beneficiaries.
- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments (63.4%), lowest in the Gascoyne region (7.1%). Swan was the highest in absolute terms (\$32.4m), and Perth in percentage terms (88.5%).
- Swan had the highest overall expenditure (\$57.2m). Cottesloe and Peppermint Grove were the lowest in the metropolitan area (less than \$1 million), while Leonora had the lowest expenditure of non-metropolitan Local Governments (\$1.19m).

Classification of Road Expenditure

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

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

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

Capital Upgrade – expenditure on upgrading an existing asset to provide a higher level of service,

e.g. widening a road pavement or bridge, providing a second carriageway or replacing a bridge with one having a greater traffic capacity.

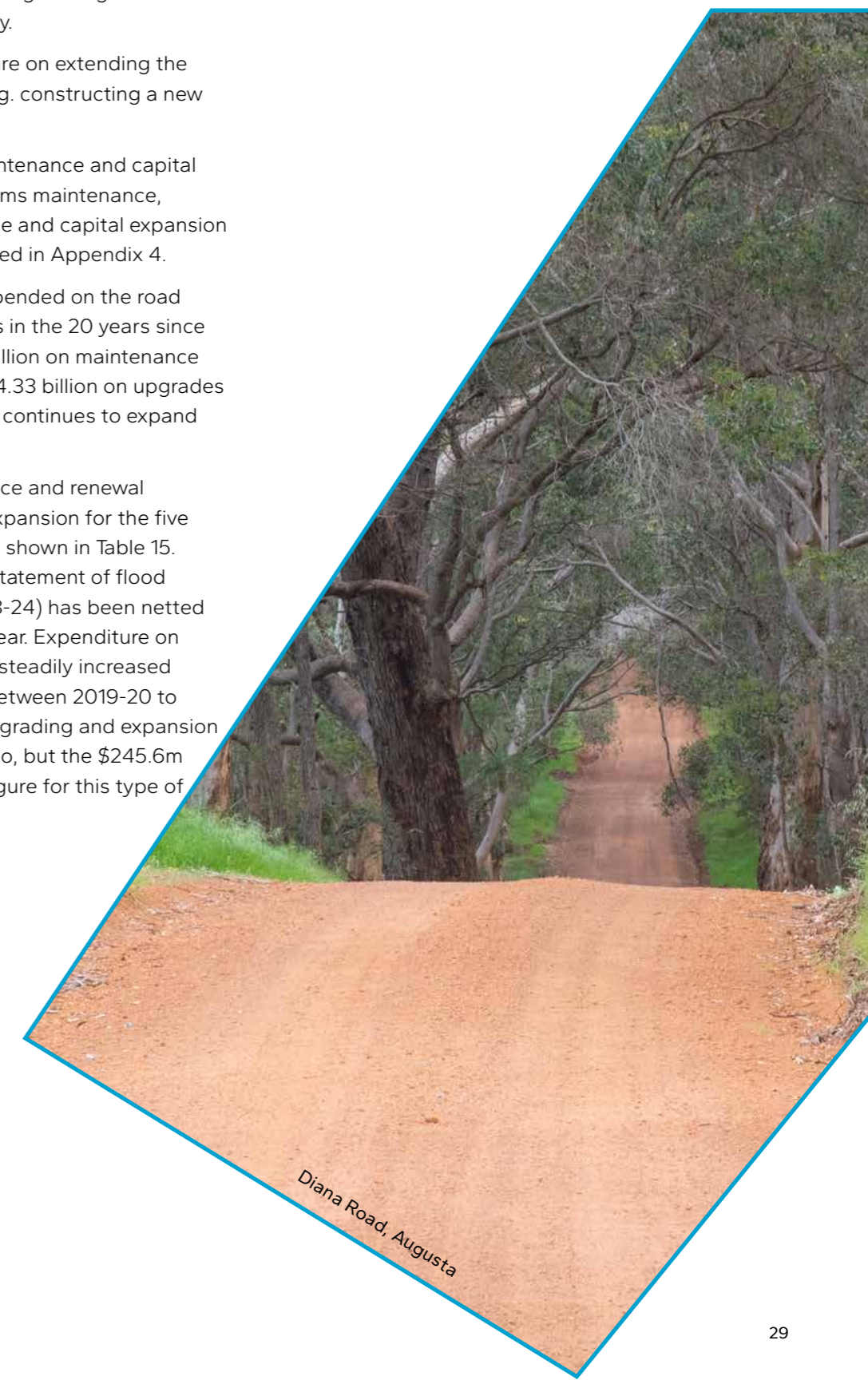
Capital Expansion – expenditure on extending the road infrastructure network, e.g. constructing a new road or bridge.

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

Over \$15.3 billion has been expended on the road network by Local Governments in the 20 years since 2004-2005, including \$10.19 billion on maintenance and renewal. It also includes \$4.33 billion on upgrades and new roads as the network continues to expand and improve across the State.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2019-20 to 2023-2024 is shown in Table 15. Note that expenditure on reinstatement of flood damaged roads (\$36m in 2023-24) has been netted out of these figures for each year. Expenditure on maintenance and renewal has steadily increased by 23.9% over the five years between 2019-20 to 2023-2024. Expenditure on upgrading and expansion is 11.9% less than five years ago, but the \$245.6m in 2023-24 is a relatively low figure for this type of expenditure.

Road Assets and Investments



Diana Road, Augusta

Road Assets and Investments

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

	2019-20	2020-21	2021-22	2022-23	2023-24	Change (2019-20 to 2023-24)
Maintenance and renewal of existing roads	607.11	621.80	663.27	700.32	752.48	23.9%
Upgrading and capital expansion	278.95	272.94	286.59	299.61	245.65	-11.9%
Total expenditure	886.06	894.74	949.83	999.93	998.13	12.6%
% upgrading and capital expansion	31.5%	30.5%	30.2%	30.0%	24.6%	-21.8%

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

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure (note, a slightly lower figure of 24.6% in 2023-24). This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic, but will also add to maintenance and renewal needs going forward. While expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements, this is not the case in 2023-24.

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 2023-24 (\$ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Flood Damage Repair	Total
Gascoyne	5.51	6.75	2.09	8.11	8.34	30.79
Goldfields Esperance	21.68	41.83	13.55	7.33	7.86	92.25
Great Southern	25.54	20.99	7.61	5.54	2.83	62.51
Kimberley	7.52	7.77	6.07	0.11	8.86	30.33
Metropolitan	196.78	127.96	65.70	35.37	0.04	425.85
Mid West	34.88	34.55	13.62	3.80	1.74	88.59
Pilbara	15.68	21.47	2.90	3.71	3.95	47.70
South West	40.11	35.14	15.32	6.72	1.13	98.41
Wheatbelt North	28.65	37.35	26.02	3.00	0.19	95.21
Wheatbelt South	18.94	23.38	18.08	1.02	1.04	62.46
State	395.29	357.19	170.94	74.70	35.97	1034.10
Percentage	38.2%	34.5%	16.5%	7.2%	3.5%	100.0%

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

Road Assets and Investments

The Metropolitan Region accounted for 47.4% (\$35.4 million) of the \$74.7 million expenditure on road expansion while the Gascoyne (\$8.1 million, all expended by the Shire of Upper Gascoyne, predominately on sealing 17 kilometres of road) and Goldfields Esperance (\$7.3 million, including \$4.6 million by the Shire of Esperance) were the next highest regions for network expansion expenditure, accounting for 10.9% and 9.8% respectively. This information highlights the diverse ways in which the network is improving and expanding across the State.

The \$357.2 million spent on renewal in 2023-2024 represents about 0.88% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.97% 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 \$12,722 a kilometre a year compared to \$4,619 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2024-2025].

Flood Damage

In 2023-2024 a total of \$35.97 million was spent on repairing flood damage, 23.1% less than in the previous year, and the lowest expenditure since 2014-15. Expenditure on gravel roads accounts for the largest percentage of flood damage related expenditure (46.2%), followed by sealed roads (26.2%).

The Local Governments with significant expenditures on flood damage in 2023-2024 were widely dispersed around the State, from Derby-West Kimberley in the north to Albany in the south. The Local Governments with the largest expenditures included Laverton, Carnarvon, Upper Gascoyne, Wyndham-East Kimberley and East Pilbara (Table 17). Most flood damage repair gets reimbursed through DRFAWA but there is also a small component funded from local government own source revenue. In the case of Laverton, private mining companies were a major source of funds for the flood damage related expenditure.

Table 17: Largest Expenditures on Flood Damage 2023-24 (\$ millions)

Local Government	Flood Damage Expenditure
Laverton	7.9
Derby-West Kimberley	4.1
Carnarvon	4.0
Upper Gascoyne	3.6
Wyndham-East Kimberley	2.7
East Pilbara	2.1
Albany	2.0
Halls Creek	1.9
Port Hedland	1.4
Bunbury	1.1
Other Local Governments	5.24
State Total	35.97

Over the last five years \$242.2 million has been spent reinstating flood damage. The Mid-West and Gascoyne regions were the worst affected regions during this five year period although the Gascoyne and Kimberley were the worst affected in 2023-2024 (Table 18).

The South West and Metropolitan regions are consistently the least affected.

Road Assets and Investments

Road Assets and Investments

Table 18: Regional Expenditures on Flood Damage 2019-20 to 2023-24 (\$ millions)

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Total
Gascoyne	13.99	15.42	14.07	14.86	8.34	66.67
Goldfields Esperance	2.63	0.51	13.52	4.67	7.86	29.19
Great Southern	1.98	2.15	3.56	0.62	2.83	11.14
Kimberley	2.16	2.23	16.05	9.90	8.86	39.21
Metropolitan	0.17	0.00	1.87	0.00	0.04	2.08
Mid West	5.86	19.10	14.11	10.89	1.74	51.70
Pilbara	10.66	5.99	3.27	0.10	3.95	23.97
South West	0.00	0.37	0.05	0.28	1.13	1.83
Wheatbelt North	2.22	1.10	5.23	5.34	0.19	14.08
Wheatbelt South	0.11	0.60	0.47	0.09	1.04	2.31
State	39.78	47.47	72.20	46.75	35.97	242.18

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 through the WA Local Government Grants Commission.

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

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

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

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

- In 2023-2024 Local Governments provided 51.3% of their road expenditure from their own resources (up from 48.3% in 2022-23).
- Local Government expenditure from its own resources averaged 19.6% of Local Government revenue capacity over the State (up from 17.9% in 2022-23).
- Local Governments in the Metropolitan Region provided 68.4% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere..
- The Metropolitan Region accounts for \$291.26 million or 56.9% of the total amount of \$512.14 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economy of scale.

Table 19: Local Government Road Expenditure 2023-24

Region	Total Local Government Road Expenditure (\$ millions)	Road expenditure from Local Government's own resources			
		Road expenditure (\$ millions)	% of total road expenditure	% of Councils' revenue capacity	Expenditure per person (\$)
Gascoyne	22.44	2.17	9.7%	9.3%	211
Goldfields Esperance	84.39	39.73	47.1%	30.8%	716
Great Southern	59.68	28.71	48.1%	30.8%	425
Kimberley	21.46	6.82	31.8%	14.1%	173
Metropolitan	425.81	291.26	68.4%	15.6%	133
Mid West	86.85	34.65	39.9%	30.9%	601
Pilbara	43.75	27.74	63.4%	31.7%	463
South West	97.29	42.69	43.9%	14.0%	132
Wheatbelt North	95.01	23.15	24.4%	19.1%	422
Wheatbelt South	61.43	15.22	24.8%	22.5%	686
State	998.12	512.14	51.3%	17.9%	178

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

- Expenditure per person from own resources is highest in the Goldfields Esperance and Wheatbelt South regions.

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

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

- Expenditure averaged 17.9% of Local Government revenue capacity over the State.
- Ngaanyatjarraku (120.7%) and Wandering (93.6%) expended the highest proportion of their notional revenue capacity on roads.
- 35 Local Governments spent less than 10% of their revenue capacity on roads (up from 34 in 2022-23).

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

expenditure (and data was missing for three 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 2019-20 and 2023-2024 for each of the Regional Road Groups. Statewide expenditure increased by 4.8%. There was increased expenditure on 2022-2023 levels from own resources in all regions except in the Gascoyne, South West and Wheatbelt North regions. The Kimberley, Metropolitan and South West regions had reduced expenditure from own resources compared to 2019-20. Clearly, the ability of Local Governments to commit their own resources to road expenditure varies from year to year and this is reflected in the regional variations evident in this table.

Road Assets and Investments

Road Assets and Investments

Table 20: Total Road Expenditure from Local Governments' Own Resources 2019-20 to 2023-24 (\$ millions)

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Change 5 years
Gascoyne	1.45	5.574	0.93	3.42	2.17	49.9%
Goldfields Esperance	27.48	15.26	33.59	27.72	39.73	44.6%
Great Southern	20.96	22.56	23.23	22.44	28.71	37.0%
Kimberley	13.08	17.09	13.96	3.89	6.82	-47.9%
Metropolitan	295.47	285.76	290.44	286.00	291.26	-1.4%
Mid West	24.31	26.23	25.71	29.87	34.65	42.5%
Pilbara	20.91	30.31	28.07	24.16	27.74	32.7%
South West	51.99	58.10	44.15	47.89	42.69	-17.9%
Wheatbelt North	20.44	17.41	20.05	25.28	23.15	13.3%
Wheatbelt South	12.59	10.39	10.78	12.63	15.22	20.9%
State	488.66	488.69	490.92	483.30	512.14	4.8%

The change is calculated over the 5 years 2019-20 to 2023-24.

Statistics for individual Local Governments for the period 2013-14 to 2023-24 are provided in Appendix 21.

Data was missing in 2023-24 for 3 Local Governments.

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

The majority of Local Government's own source funds are spent on maintenance and renewal (81.9%). Only 5.5% was expended in expanding the network by building new roads.

Own source funds accounted for 70.8% of all Local Government maintenance expenditure, and 39.2% of renewal expenditure. Own source funds made up slightly lower proportions of the expenditure on upgrade (33.5%) and expansion (37.8%) works.

Table 21: Road Expenditure from Local Government's Own Resources 2023-24 (\$ thousands)

	Maintenance	Renewal	Flood Repair	Upgrade	Expansion	Total
Expenditure of Local Government funds	279,756	140,002	6,906	57,203	28,268	512,136
% share of Local Government funds	54.6%	27.3%	1.3%	11.2%	5.5%	100.0%
% share of Category expenditure	70.8%	39.2%	4.0%	33.5%	37.8%	49.5%
Total Category expenditure	395,286	357,194	35,972	170,944	74,703	1,034,099

Expenditure excludes flood damage.

3. Local Government Road Asset Management Performance

The Reporting System

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

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

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

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

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

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

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

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

The six groups of Local Governments with similar characteristics are:

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

Required Expenditure on Preservation

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

Estimates of the amount needed to maintain roads at their current condition would ideally require comprehensive road condition data. As this is not available, the estimates have been made using standards derived through consultation with Local Government engineers. The standards are for reconstructing and resealing sealed roads and resheeting gravel roads. The costs and standards used in this report are listed in Appendices 1 and 2.

The estimated cost of maintaining Western Australia's local road network in its current condition (the Status Quo cost) during the 2023-24 financial year was \$1,090.35 million.

Road Assets and Investments

A comparison of the estimated required preservation expenditure with actual expenditure shows how well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$752.5 million on road preservation, a 7.4% increase on the previous year. This is \$337.9 million below the \$1,090.35 million required to maintain roads at their current condition. This represents a gap of 31.0%, a gap which has grown from 24.2% in 2019-20. Despite the increased effort represented in the increased expenditure on preservation, the shortfall continues to

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

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall	Shortfall as %
2019-20	800.77	607.11	193.66	24.2
2020-21	868.14	621.80	246.34	28.4
2021-22	945.54	663.24	282.30	29.9
2022-23	957.34	700.32	257.02	26.8
2023-24	1090.35	752.48	337.87	31.0
Increase 5 Years	36.2%	23.9%	74.5%	

Expenditure on preservation excludes repair of flood damage.

increase because of the 13.9% increase in expenditure requirement which reflects the escalating cost environment.

There was a \$54.0 million reduction in capital expenditure (upgrade and expansion), and an \$52.1 million increase in preservation expenditure (Table 15).

The \$337.9 million shortfall in 2023-2024 is \$80.9 million more than in 2022-23. It is clear that with the continuing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed 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.

A note on updated costs

A review of unit rates for the road replacement and road preservation estimates used in this report was conducted in 2023-24 in conjunction with the WA Local Government Grants Commission (LGGC). The costs previously used were last updated with input from Local Governments in 2019. Since then, road costs in Western Australia, as reported by the Australian Bureau of Statistics (ABS), had increased by about 21.9%. An inflation factor was applied to the costs used in the subsequent editions of this report, but there was a need to obtain up-to-date data on the current costs incurred by Local Governments. The input of Local Governments was invited, and data was supplied by 63 Local Governments.

Based on the data provided, the average increase in costs across the State since 2018-19 was 56.5%, significantly higher than the 21.9% increase indicated by the ABS road construction cost index.

The updated costs adopted as a result of this review have a direct influence on the key data including the cost of road replacement reported in the Road Asset and Expenditure Report. An increase in the value of a number of indicators, including replacement value, written down value and the required preservation expenditure, can be attributed to this cost update. Note that this does not mean there has been a 56.5% increase in these values, as part of the increase was already captured via the use of the ABS road cost index.

Road Assets and Investments

Table 23 shows the preservation performance of the Regions. Overall, the State's performance has reduced slightly, from 73.2% to 69.0%. This means that Local Governments spent 69.0% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high expenditure and high performance of the Metropolitan Region. At 81.6%, it is down on the previous year (88.3%) and continuing low compared to earlier years when it was consistently 90% or 100% or more. The 81.6% figure indicates that 18.4% less than what was required to maintain the roads in their current condition was spent in the metropolitan area.

Table 23: Required Expenditure on Preservation and Actual Expenditure 2023-24 (\$ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	20.901	12.259	58.7%
Goldfields Esperance	67.278	63.512	94.4%
Great Southern	76.096	46.534	61.2%
Kimberley	25.086	15.289	60.9%
Metropolitan	398.089	324.737	81.6%
Mid West	87.011	69.425	79.8%
Pilbara	37.485	37.151	99.1%
South West	139.852	75.248	53.8%
Wheatbelt North	141.840	65.997	46.5%
Wheatbelt South	96.711	42.328	43.8%
Total	1090.348	752.480	69.0%

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

Once again the Pilbara region achieved the highest preservation performance (99.1%) (although this was a drop in performance on the previous year's 107.9%). This continues the excellent results for the Pilbara region.

The preservation performance varies widely between the regions. Preservation performance deteriorated from the previous year in all regions except in the Gascoyne, Goldfields Esperance and Mid West regions. For the non-metropolitan regions collectively the average performance reduced from 64.6% to 61.8%. According to this data, the Wheatbelt South had the lowest performance at 43.8%, down on the previous year (46.7%).

Changes in preservation performance over the longer term 2019-20 to 2023-2024 are set out in Table 24. In 2019-20 the rural regions had a preservation performance of 63.6%; this has reduced to 61.8% in 2023-2024. The Metropolitan Region remains high but has decreased significantly from 96.4% to 81.6%. The Pilbara region had the largest improvement performance over the long term, but even this performance has dropped in the last few years. The Mid West region has the most improved performance since 2019-20, with the Gascoyne and Goldfields Esperance regions also having an improved performance compared to 2019-20.

Road Assets and Investments

Road Assets and Investments

Table 24: Preservation Performance 2019-20 to 2023-24

Region	2019-20	2020-21	2021-22	2022-23	2023-24	Change
Gascoyne	46.4%	43.4%	54.1%	55.2%	58.7%	12.2%
Goldfields Esperance	86.3%	72.9%	85.3%	85.8%	94.4%	8.1%
Great Southern	72.9%	69.4%	64.1%	66.0%	61.2%	-11.7%
Kimberley	72.5%	80.5%	90.7%	67.2%	60.9%	-11.6%
Metropolitan	96.4%	90.2%	86.1%	88.3%	81.6%	-14.8%
Mid West	64.8%	53.1%	54.7%	68.0%	79.8%	15.0%
Pilbara	96.1%	131.9%	116.4%	107.9%	99.1%	3.0%
South West	64.0%	64.0%	63.9%	59.7%	53.8%	-10.2%
Wheatbelt North	49.7%	50.3%	43.2%	58.4%	46.5%	-3.2%
Wheatbelt South	48.6%	35.3%	42.1%	46.7%	43.8%	-4.8%
Total	75.8%	71.6%	70.1%	73.2%	69.0%	-6.8%
Metropolitan	96.4%	90.2%	86.1%	88.3%	81.6%	-14.8%
Non Metropolitan	63.6%	60.8%	61.0%	64.5%	61.8%	-1.9%

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

Capacity to Fund Road Preservation Needs

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

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

Federal road grants, 63% of the Roads to Recovery grants, 19% of Local Roads and Infrastructure Program grants³, State direct grants, and that portion of the State road project grants allocated to preservation.

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

³ Historically, 63% of the Roads to Recovery funds and 19% of Local Roads and Infrastructure funds have been allocated by Local Governments State-wide to maintenance and renewal.

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 28.6% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2023-2024 they spent 17.9% of their estimated revenue capacity on roads generally, with 14.9% 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 2023-24

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	123.7%	6.8%	9.3%
Goldfields Esperance	58.3%	26.2%	30.8%
Great Southern	69.2%	27.5%	30.8%
Kimberley	52.7%	12.5%	14.1%
Metropolitan	10.7%	12.8%	15.5%
Mid West	76.8%	26.6%	30.9%
Pilbara	40.7%	26.5%	31.7%
South West	30.0%	11.9%	14.2%
Wheatbelt North	103.2%	15.8%	19.1%
Wheatbelt South	124.5%	16.3%	22.5%
State	28.6%	14.9%	17.9%
Non-Metropolitan	62.4%	18.9%	22.4%

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

Theoretically, most regions have enough revenue capacity to fully fund the preservation of their road network. However, Local Governments also need to fund and administer a broad range of other community service requirements, as well as upgrade and expand their road networks, so ultimately there are insufficient funds available to fully meet the needs of maintaining and preserving the road network. The Gascoyne and Wheatbelt North and South regions have insufficient revenue capacity to fully fund the presentation of their road network.

Table 25 shows that Local Governments in Wheatbelt South would have to spend 124.5% 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 22.5% of their total revenue capacity on road

works. In Wheatbelt South preservation expenditure equated to 16.3% of the Local Government's collective revenue capacity. Local Governments in the Metropolitan Region would have to spend only 10.7% to preserve the road network at the current standard; their total road expenditure accounted for 15.5% of revenue capacity. Prior to 2018-19 it was the only region where expenditure on preservation from own resources exceeded the requirement for preservation, but that has not been the case since (Table 24).

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 17.9% for the State and ranges from 9.3% for Gascoyne to 31.7% for Pilbara. The large differences in the table explain some of the variations in the preservation performance in Table 24.

Road Assets and Investments

Road Assets and Investments

Analysis of Asset Renewal Performance

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

The implied life is considerably higher than the estimated life for all road categories, indicating that asset renewal is lagging against estimated life. The estimated life was derived from available data and through consultation with Main Roads and Local Government engineers. Essentially the data in Table 26 means that Local Governments collectively are not renewing sufficient lengths of road each year. In the Metropolitan Region, the low percentage of roads reconstructed each year means it would take 427 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 67.4 years to reseal the network (estimated life 15 to 30 years).

Table 26: Renewal of Roads Within Built Up Areas 2023-24

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	61.4	0.23%	426.7	75
- resealing	388.6	1.48%	67.4	15 - 30
Outside Metropolitan Region				
- reconstruction of sealed roads	46.6	0.45%	221.1	60
- resealing	559.5	5.43%	18.4	12 - 15

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

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

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 at a high level relative to asset preservation need (81.6%). Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete. Further, much preservation work has an element

of improvement, and this would be inflating the preservation expenditure to a slight degree. In the data collection for this report, no reconstruction works in built up areas were reported in 16 Metropolitan Local Governments, and no resealing works in two Metropolitan Local Governments. The length of metropolitan roads that were reconstructed increased from 16.4km to 28.2km, but the length resealed reduced from 195km to 172.1km.

Compared to the previous year's figures (see the 2022-23 Report) there has been an increase in the percentage of roads reconstructed in the Metropolitan Region, and a reduction in the percentage of roads resealed. The inverse is true outside of the Metropolitan Region: more roads have been resealed but fewer roads have been reconstructed.

Table 27: Renewal of Roads Outside Built Up Areas 2023-24

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	520.8	1.15%	87.2	60
Resealing of sealed roads (lane km)	852.0	1.88%	53.2	12 to 15
Resheeting of gravel roads (km)	2,532.0	4.64%	21.6	20

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

As indicated above, the implied life of sealed and gravel roads outside built up areas (Table 27) is considerably higher than the estimated life, indicating that asset renewal is lagging against estimated life. Compared to the previous year's figures (see the 2022-23 Report) there has been increased effort in resheeting gravel roads (previously only 2.83%), but a reduced treatment of reconstruction and resealing of sealed roads (previously 2.17% and 2.42% respectively).

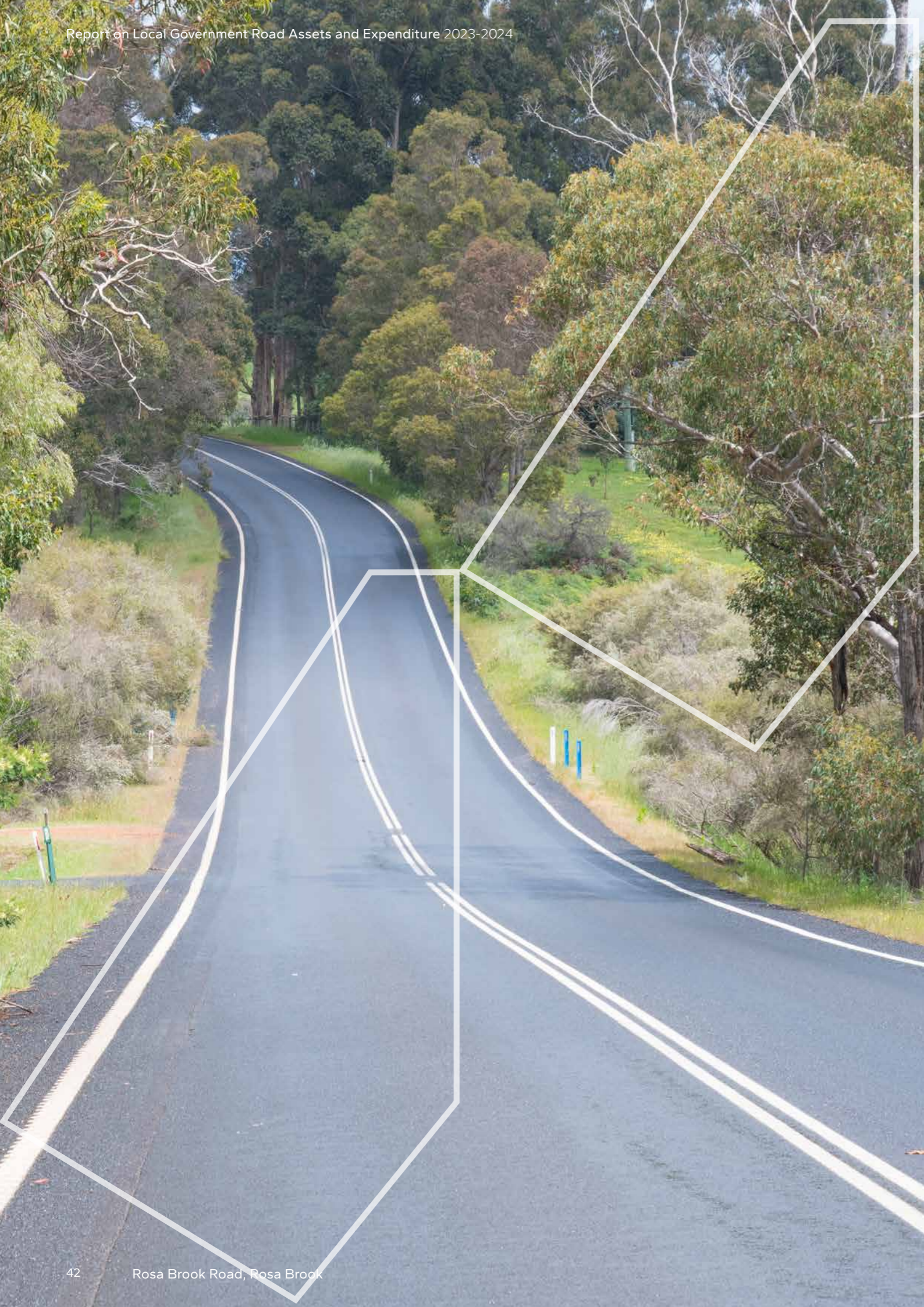
Road Age

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

Table 28: Average Age of Sealed Local Roads 2023-24

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	35	14	16	507	22	12
Goldfields Esperance	462	38	24	26	1,484	30	22
Great Southern	522	37	25	29	2,675	35	22
Kimberley	225	43	22	15	321	35	19
Metropolitan	11,746	45	25	25	2,452	36	24
Mid West	490	33	19	20	2,766	27	17
Pilbara	475	33	26	16	392	22	22
South West	2,005	37	25	20	4,190	35	25
Wheatbelt North	505	38	23	18	6,319	37	21
Wheatbelt South	241	43	26	16	3,780	33	19
Estimated road life		60 - 75	15 - 20	20 - 25		55	15 - 20
Optimal age		30 - 37.5	7.5 - 10	10 - 12.5		27.5	7.5 - 10

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



Road Assets and Investments

The road ages provided by Main Roads 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 57 years and for the City of Vincent 66 years compared to the Metropolitan average of 45 years in Table 28. For the Shire of Serpentine-Jarrahdale, the average age is only 25 years.

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

Sustainability of Sealed Roads

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

The performance measure is calculated by dividing the annual preservation expenditure by the annual life cycle cost. The higher the percentage, the better is the performance. The state-wide performance is 58.9%, a deterioration on the previous year (63.9%). In this particular year, the Goldfields Esperance Region, the best performing region, expended 94.9% of the annual life cycle cost. The worst performing regions, according to this data, are Gascoyne (28.4%) and Wheatbelt South (44.2%). Performance slipped in six regions. The Mid-West and Pilbara were the big improvers on the previous year's performance.

Table 29: Sustainability of Sealed Roads 2023-24
(\$ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	10,456	2,965	28.4%
Goldfields Esperance	27,247	25,870	94.9%
Great Southern	38,662	20,833	53.9%
Kimberley	18,584	8,627	46.4%
Metropolitan	244,666	161,316	65.9%
Mid West	42,047	22,039	52.4%
Pilbara	21,032	16,340	77.7%
South West	93,366	46,922	50.3%
Wheatbelt North	75,128	37,251	49.6%
Wheatbelt South	40,662	17,990	44.2%
State	611,851	360,154	58.9%

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

Road Assets and Investments

Road Assets and Investments

Road Condition Surveys

Road condition data is an essential requirement in road management. Table 30 shows the % length of sealed roads that have been subject to a documented visual condition survey in the preceding 3 years. The Pilbara region have surveyed 100% of their roads for the second year running, while the Gascoyne and Kimberley regions have surveyed less than 50% of their roads in the past year. Over the past 5 years, WALGA has facilitated surveys of the Significant road network. The entire Roads 2040 network has now been surveyed under this program with the exception of the Metropolitan region.

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

Region	Percentage Surveyed				
	2019/20	2020/21	2021/22	2022/23	2023/24
Gascoyne	86	86	56	35	34
Goldfields Esperance	52	56	69	71	71
Great Southern	44	44	81	67	64
Kimberley	35	35	84	39	44
Metropolitan	70	73	76	61	56
Mid West	49	79	39	80	77
Pilbara	62	100	51	100	100
South West	53	56	59	45	58
Wheatbelt North	72	52	58	83	85
Wheatbelt South	90	75	100	92	82
State	65	64	65	69	67

Source: RAMM database November 2024
Note data excludes 17 non RAMM subscriber Local Governments.

Expenditure by Class of Road

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

Table 31: Expenditure on Preservation per Kilometre of Road 2023-24

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	18,504	398	4,108	394
Goldfields Esperance	19,130	3,280	3,434	1,351
Great Southern	14,219	2,047	2,741	393
Kimberley	15,872	1,573	2,948	1,250
Metropolitan	12,252	3,566	13,165	6,713
Mid West	18,994	3,309	3,252	459
Pilbara	18,630	2,640	5,930	359
South West	8,498	3,570	2,973	1,293
Wheatbelt North	10,169	2,553	1,742	244
Wheatbelt South	6,056	2,369	1,924	663
State	12,441	2,731	2,808	739

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

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

The expenditure of \$8.6 million on bridge preservation is relatively low. The current level of expenditure represents just 0.36% of the current replacement value of \$2.414 billion for Local Government bridges in the State. The decline in expenditure on bridge preservation in recent years is concerning, since a high of \$18.36 million in 2020-21, and compared to the five year average of \$11.58 million.

These differences likely reflect differences in program allocations and project delivery capacity.

Table 32: Expenditure on Local Government Bridges 2023-24

Region	Preservation \$	Upgrade and expansion \$	Total \$
Gascoyne	9,000	1,904,000	1,913,000
Goldfields Esperance	0	0	0
Great Southern	441,000	1,939,000	2,380,000
Kimberley	0	0	0
Metropolitan	2,060,500	117,000	2,177,500
Mid West	1,666,000	0	1,666,000
Pilbara	35,000	0	35,000
South West	2,485,000	333,000	2,818,000
Wheatbelt North	827,000	83,000	910,000
Wheatbelt South	1,065,600	0	1,065,600
State	8,589,100	4,376,000	12,965,100

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



Road Assets and Investments

Road Assets and Investments

Bridge Age

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

Around 80% of bridges (for which an age is known) are more than 30 years old (Table 33). Incredibly 47% are more than 50 years old. The situation is somewhat worse in the Wheatbelt, Great Southern and Metropolitan regions, where 100% of timber bridges are more than 30 years old, and 76% of timber bridges in the Metropolitan region are more than 50 years old. The figures in the South-West are only slightly better, at 98% and 55% respectively.

Figure 11: Age of Local Government Bridges 2024 (years)

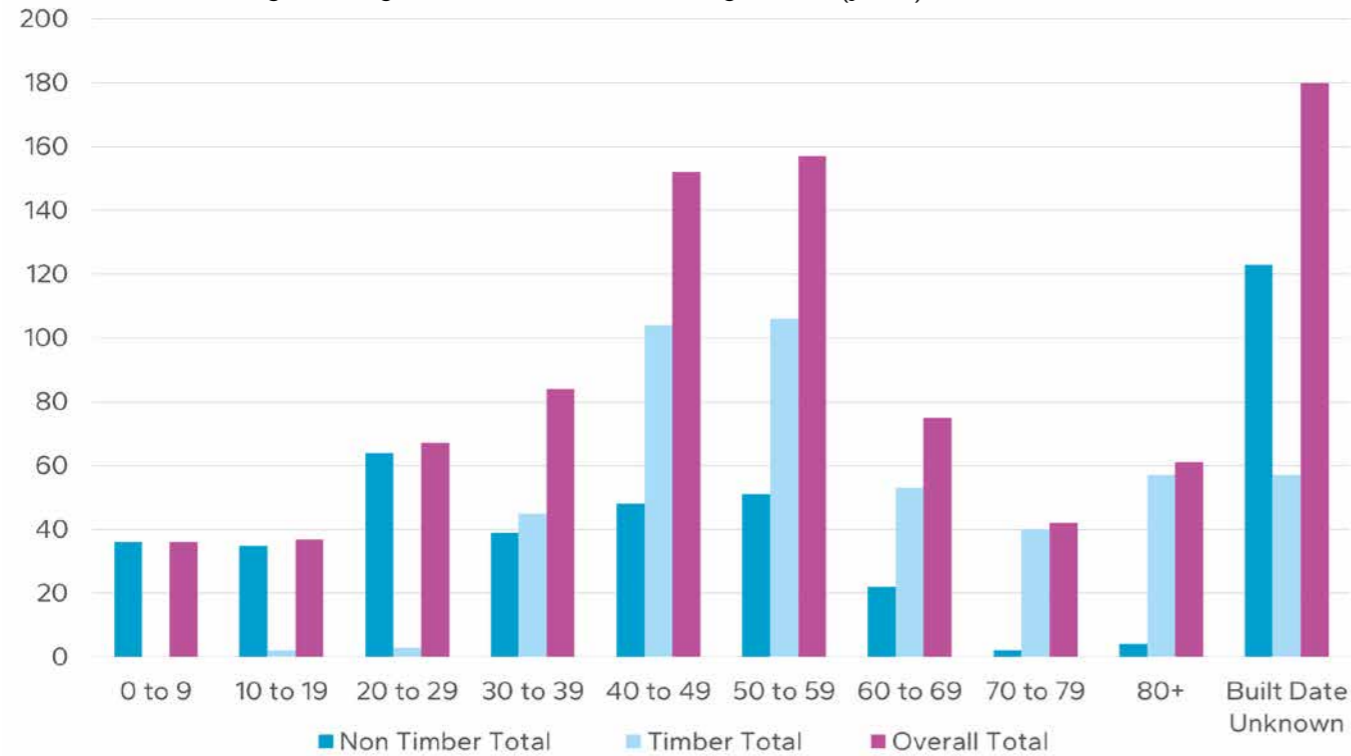


Table 33: Bridge Age (years) (February 2024 data)

Bridge Type	Region	Total No. of Bridges	0-9 Years	10-19 Years	20-29 Years	30-39 Years	40-49 Years	50-59 Years	60-69 Years	70-79 Years	80+ Years	Built Date Unknown
Timber	Goldfields Esperance	0	0	0	0	0	0	0	0	0	0	0
	Great Southern	53	0	0	0	8	16	5	9	4	3	8
	Kimberley	0	0	0	0	0	0	0	0	0	0	0
	Metropolitan	28	0	0	0	4	2	3	4	8	4	3
	Mid West-Gascoyne	2	0	1	0	1	0	0	0	0	0	0
	Pilbara	0	0	0	0	0	0	0	0	0	0	0
	South West	188	0	1	3	19	50	52	13	12	12	26
	Wheatbelt	196	0	0	0	13	36	46	27	16	38	20
Total - Timber		467	0	2	3	45	104	106	53	40	57	57
Non Timber	Goldfields Esperance	4	0	1	0	0	2	1	0	0	0	0
	Great Southern	16	6	3	2	0	0	1	1	0	0	3
	Kimberley	8	1	0	0	0	0	5	2	0	0	0
	Metropolitan	124	3	6	26	10	20	21	4	0	0	34
	Mid West-Gascoyne	25	4	4	1	0	3	6	6	1	0	0
	Pilbara	27	3	2	1	1	8	6	0	0	1	5
	South West	93	19	17	13	10	8	0	2	0	1	23
	Wheatbelt	127	0	2	21	18	7	11	7	1	2	58
Total - Non Timber		424	36	35	64	39	48	51	22	2	4	123
Total Bridges		891	36	37	67	84	152	157	75	42	61	180

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.



Road Assets and Investments

Road Assets and Investments

Overview of Local Government Road Assets and Expenditure

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

Table 34: Local Government Road Assets and Expenditure: 5 Years 2019-20 to 2023-24

	2019-20	2020-21	2021-22	2022-23	2023-24
Replacement value \$ billions	\$30.26	\$32.49	\$35.08	\$35.51	\$40.46
Written down value \$ billions	\$16.72	\$17.62	\$18.61	\$18.81	\$21.41
Required preservation expenditure \$ millions	\$800.77	\$868.14	\$945.54	\$957.34	\$1,090.35
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$646.88	\$669.27	\$663.24	\$700.32	\$752.48
Local Government expenditure on flood damage \$ millions	\$39.78	\$47.50	\$66.06	\$46.21	\$35.97
Local Government expenditure on upgrading and building new roads \$ millions	\$278.95	\$272.94	\$286.59	\$299.61	\$245.65
Total Local Government road expenditure \$ millions	\$925.83	\$989.71	\$1,015.89	\$1,046.14	\$1,034.10

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 \$52.08 million in 2023-2024 to \$752.5 million. While the continued increase in preservation expenditure is a positive sign for the local road network, the 16.3% increase is only half the increase in replacement value (33.7%) over the period, a further demonstration of the increasing shortfall in road funding across the network.

Flood damage expenditure (\$35.97 million) is discussed earlier in this report.

Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$40.46 billion as at 30 June 2024.

Table 35: Replacement Value 30 June 2024 (\$ billions)

Road type	Replacement Value
Sealed roads in built up areas	22.21
Sealed roads outside built up areas	9.94
Gravel roads	4.90
Formed roads	0.99
Bridges	2.41
Total	40.46

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 \$21.41 billion is 52.9% of the replacement value of \$40.46 billion. It is lower than the 57.0% rating for 2018-19. The written down value over replacement value is a National Performance Measure termed: 'state of the road asset' or the 'remaining service potential'. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication "Asset Management – Framework and Guidelines".⁴ The State average of 52.9% is less than the 63.9% rating for State highways and main roads in WA, and less than the 57.9% rating for local roads ten years ago (2013-14) and the 64.7% rating of twenty years ago (2003-04). The latest National figure, produced for the ALGA's National State of the Assets report, is 68.6%.

Replacement and written down values for each of the ten regions are provided in Table 36. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 62.2%) than in all other regions, while roads in the Wheatbelt North (40.3%) and Great Southern (42.0%) are in a worse state than elsewhere.

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

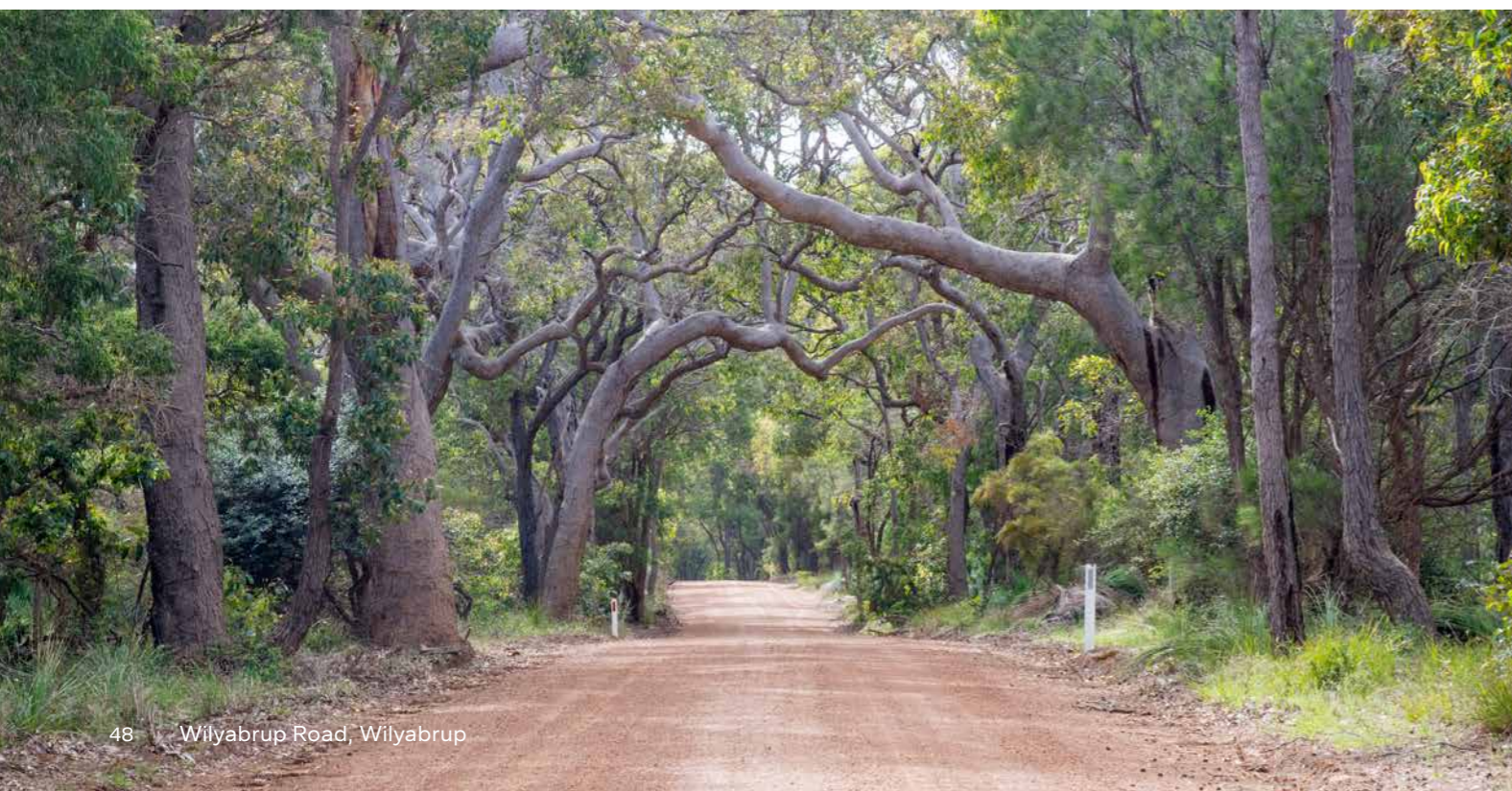
⁴ https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.%20%20pdf?sfvrsn=d6c24373_3

⁵ Ibid

Table 36: Replacement and Written Down Value 30 June 2024 (\$ millions)

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	732.10	411.35	56.2%
Goldfields Esperance	1,961.96	884.34	45.1%
Great Southern	2,327.06	977.99	42.0%
Kimberley	858.02	376.14	43.8%
Metropolitan	17,621.25	10,967.67	62.2%
Mid West	2,771.60	1,339.33	48.3%
Pilbara	1,201.06	711.01	59.2%
South West	5,816.18	2,737.05	47.1%
Wheatbelt North	4,289.02	1,729.09	40.3%
Wheatbelt South	2,881.49	1,272.67	44.2%
Total	40,459.75	21,406.63	52.9%

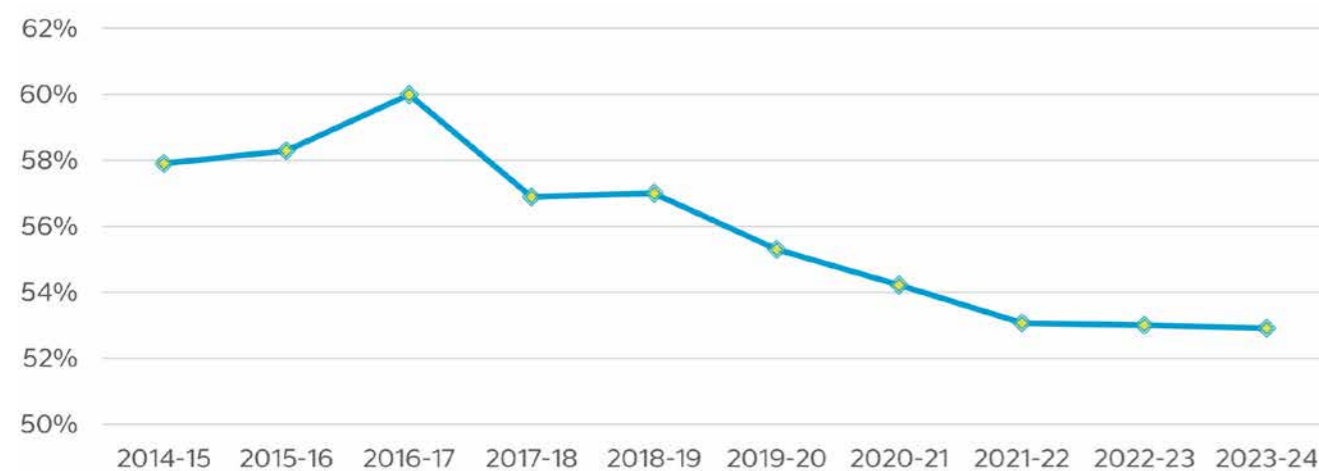
State of the road asset data for individual Local Governments is provided in Appendices 5 to 14.



Road Assets and Investments

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

Figure 12: State of the Road Asset: Written Down Value as % Replacement Value 2013-14 to 2023-24



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 2.43%. The Metropolitan Region has the best performance (1.66%), while the Gascoyne (3.57%) has the poorest performance, with the Goldfields Esperance Region (3.56%) close behind.

Road asset consumption for the years 2019-20 to 2023-2024 are provided in Table 38. The State average of 2.43% is slightly worse than in 2019-20 (2.38%) indicating that road assets are being consumed at a slightly higher rate.

Table 37: Road Asset Consumption 2023-24 (\$ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	578.60	20.67	3.57%
Goldfields Esperance	1,525.58	54.31	3.56%
Great Southern	1,814.78	59.58	3.28%
Kimberley	689.44	24.14	3.50%
Metropolitan	15,591.23	258.55	1.66%
Mid West	2,155.75	72.98	3.39%
Pilbara	986.19	30.16	3.06%
South West	5,058.05	112.34	2.22%
Wheatbelt North	3,299.03	115.05	3.49%
Wheatbelt South	2,222.82	77.08	3.47%
State	33,921.47	824.85	2.43%

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

Road Assets and Investments

National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 38 for five years 2019-20 to 2023-24.

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

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

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

Table 38: National Performance Measures WA

	Performance measure	2019-20	2020-21	2021-22	2022-23	2023-24	National
A	State of road asset – service potential remaining %	55.3%	54.2%	53.1%	53.0%	52.9%	68.6
B	Expenditure on roads and bridges \$ millions	\$925.865	\$942.224	\$1,022,034	\$1,046,143	\$1,034,095	\$6,606
C	Expenditure on sealed roads \$ per km	\$11,704	\$12,007	\$12,667	\$13,293	\$13,864	\$14,296
D	Expenditure on unsealed roads \$ per km	\$2,224	\$2,189	\$1,759	\$1,951	\$2,174	\$3,369
E	Road asset consumption	2.38%	2.42%	2.45%	2.46%	2.43%	1.7%
F	Sustainability sealed roads	59.4%	62.95%	60.98%	63.94%	58.86%	77%
G	Road safety sealed roads – fatalities per 1000 km per year	1.69	1.58	1.96	1.70	1.68	1.54*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.17	0.13	0.08	0.12	0.12	0.08

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

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

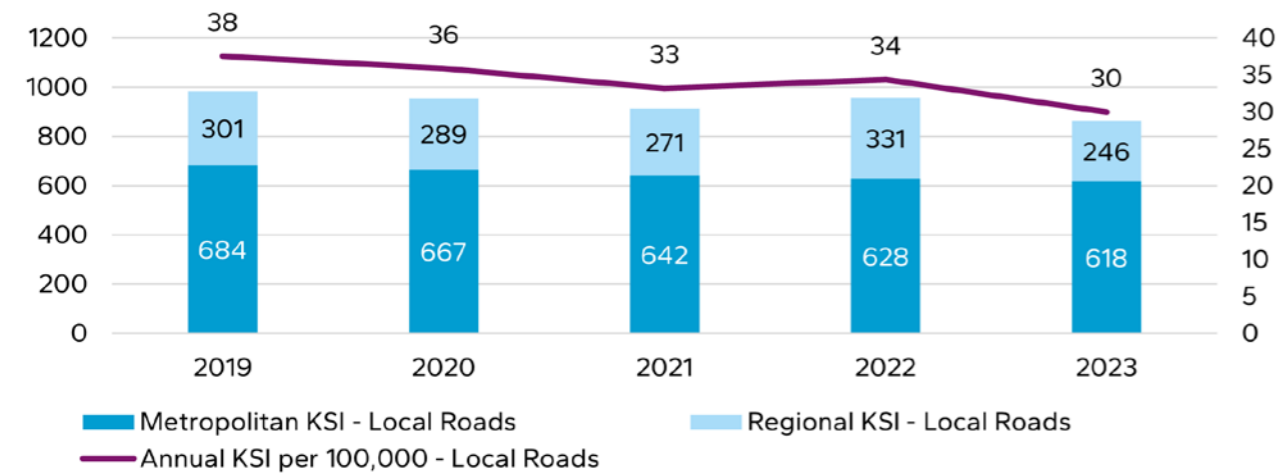
Road Assets and Investments

Road Assets and Investments

Road Safety Performance for Local Government Roads 2019-2023

In the five year period 2019-2023, 4,677 people were killed or seriously injured (KSI) in reported road crashes on Local Government roads in Western Australia with 3,239 KSI occurring in the metropolitan area and 1,438 occurring in regional areas. These numbers represent a decrease from the previous five year period in both metropolitan and regional areas. There was a greater reduction seen in the metropolitan area. The average annual KSI per 100,000 population on Local Government Roads in Western Australia had decreased from 35 (2018-2022) down to 32 (2019-2023).

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



Source: Road Safety Commission.

Table 39: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2019 to 2023

Region	Killed	Killed and seriously injured	Average annual KSI rate per 100,000	Change in Average Annual KSI rate from 2018-2022
Gascoyne	1	18	35	↑
Goldfields Esperance	27	137	49	↓
Great Southern	17	96	28	↓
Kimberley	14	92	47	↓
Metropolitan	179	3,239	30	↓
Mid West	11	121	42	→
Pilbara	9	94	31	↑
South West	72	542	34	↓
Wheatbelt North	40	217	79	→
Wheatbelt South	19	121	109	↓
State	4,677	4,677	32	↓

Source: Road Safety Commission and ABS.

For the five-year period between 2019-2023, the average annual KSI rate per 100,000 population continues to be the highest in the Wheatbelt South region, followed by Wheatbelt North.

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

Table 40: Priority Treatment Areas based on Crash Types on Local Government Roads 2019-2023

Region	Priority Treatment Areas					
	1		2		3	
Gascoyne	Run-off-road	61%	Non-collision	17%	Hit Pedestrian	11%
Goldfields Esperance	Run-off-road	26%	Non-collision	22%	Intersection	19%
Great Southern	Run-off-road	50%	Hit Object	10%	Non-collision	9%
Kimberley	Run-off-road	41%	Non-collision	30%	Hit Pedestrian	10%
Metropolitan	Intersection	43%	Run-off-road	15%	Rear End	11%
Mid West	Run-off-road	35%	Non-collision	19%	Hit Pedestrian	13%
Pilbara	Run-off-road	45%	Non-collision	19%	Intersection	14%
South West	Run-off-road	42%	Intersection	18%	Non-collision	12%
Wheatbelt North	Run-off-road	61%	Non-collision	15%	Intersection	7%
Wheatbelt South	Run-off-road	77%	Non-collision	7%	Intersection	7%
State	Intersection	34%	Run-off-road	25%	Rear End	9%

Source: Road Safety Commission.

\$1.04B Average crash costs per annum on local roads 2019-2023.

KSI crash costs using Willingness to Pay (WTP) on local roads.

Road Type	Year	Crash Cost Total in \$mil
Local Road	2019	1,091.2
	2020	1,008.3
	2021	1,079.2
	2022	1,068.9
	2023	958.1
	Total	5,205.8

Using WTP Average Crash Cost \$ WA 2019-2023 avg:

WA cost per fatal crash (2019-2023 avg avg) = \$9,762,965

WA cost per hospital crash (2019-2023 avg avg) = \$431,856





Appendix 1
Costs Used
in Calculating
Valuations
2023-2024

Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2023-24 prices (\$ per kilometre)

Region	Residential streets	Roads outside built up areas		
	Sealed 7.0m wide	Sealed 6.0m wide	Gravel	Formed
Gascoyne	609,000 - 713,000	551,984	105,166	55,920
Goldfields Esperance	563,000 - 659,000	523,122	106,428	52,312
Great Southern	552,000 - 645,000	483,437	96,687	46,901
Kimberley	829,000 - 964,000	781,075	116,530	63,135
Metropolitan	860,000 - 925,000	647,589	131,682	64,939
Mid West	533,000 - 624,000	478,025	97,409	46,901
Pilbara	776,000 - 901,000	744,998	114,365	52,312
South West	671,000 - 754,000	595,277	106,428	54,116
Wheatbelt North	512,000 - 604,000	450,967	95,605	46,901
Wheatbelt South	523,000 - 613,000	458,183	93,801	46,901

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 \$75,000 to \$108,000 per kilometre, increasing up to \$135,000 in the north of the State. Concrete footpaths cost \$158,000 to \$180,000 per kilometre, increasing up to \$235,000 in the north of the State. Dual Use paths cost \$172,000 to \$205,000, increasing up to \$270,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region is \$883,000 per km for a 7.0 m asphalt seal.

Road Preservation Costs: Costs are in 2023-24 prices
Sealed Roads within Built Up Areas (\$ per kilometre)

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	4,871	107,999	469,000 - 569,000
Goldfields Esperance	4,447	78,537 - 110,141	422,000 - 518,000
Great Southern	3,960	74,020	383,000 - 477,000
Kimberley	5,464	131,142	552,000 - 695,000
Metropolitan	4,934	69,795	349,000 - 404,000
Mid West	3,897	74,020	383,000 - 477,000
Pilbara	5,252	108,367	527,000 - 654,000
South West	4,871	69,795	422,000 - 505,000
Wheatbelt North	3,897	74,020	374,000 - 463,000
Wheatbelt South	4,087	74,020	379,000 - 469,000

Appendix 1: Costs Used in Calculating Valuations

Sealed Roads Outside Built Up Areas: Costs are in 2023-24 prices (\$ per kilometre)

Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,618	92,571	484,895
Goldfields Esperance	3,324	67,000 - 108,000	427,956
Great Southern	2,939	63,551	407,753
Kimberley	4,041	112,407	585,915
Metropolitan	3,673	59,510	536,323
Mid West	2,902	63,551	391,222
Pilbara	3,912	92,571	595,098
South West	3,618	59,510	483,058
Wheatbelt North	2,902	63,551	382,038
Wheatbelt South	3,031	63,551	385,712

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

Unsealed Roads Outside Built Up Areas: Costs are in 2023-24 prices (\$ per kilometre)

Region	Gravel roads		Formed roads	
	Routine maintenance annual	Resheeting every 20 years	Routine maintenance annual	Reformation every 5 years
Gascoyne	1,947	50,510	1,176	14,326
Goldfields Esperance	1,782	51,428	1,120	11,204
Great Southern	1,699	47,755	1,084	7,531
Kimberley	2,057	50,694	1,469	16,714
Metropolitan	2,204	56,938	1,469	9,184
Mid West	1,782	48,857	1,120	7,531
Pilbara	1,984	59,510	1,249	15,428
South West	2,118	47,755	1,341	9,367
Wheatbelt North	1,782	47,020	1,120	7,531
Wheatbelt South	1,929	45,183	1,120	7,531

Updated costs

As mentioned earlier in the report, a review of unit rates for the road replacement and road preservation estimates used in this report was conducted in 2023-24 in conjunction with the WA Local Government Grants Commission. Based on the data provided, the average increase in costs across the State since 2018-19 was 56.5%.



Appendix 2
Standards for Calculating
Expenditure Required to
Maintain Current Standards
2023-2024

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 2023-2024

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
2023-2024

Appendix 4: Explanation of Terms

Maintenance, Capital Renewal, Road Preservation, Capital Upgrade and Capital Expansion

Unformed Road - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

Expenditure in this category includes:

Roads

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

Appendix 4: Explanation of Terms

Bridges

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

Ancillary

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

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

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

Expenditure in this category includes:

Roads

Gravelling a road that was not previously gravelled
Sealing a road that was not previously sealed
Constructing a second carriageway
Widening a road and shoulder sealing
Audible edge lines

Bridges

Widening a bridge
Strengthening a bridge to accommodate higher axle loads

Ancillary

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

Capital Expansion - Extending the road network.

Expenditure in this category includes:

Roads

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

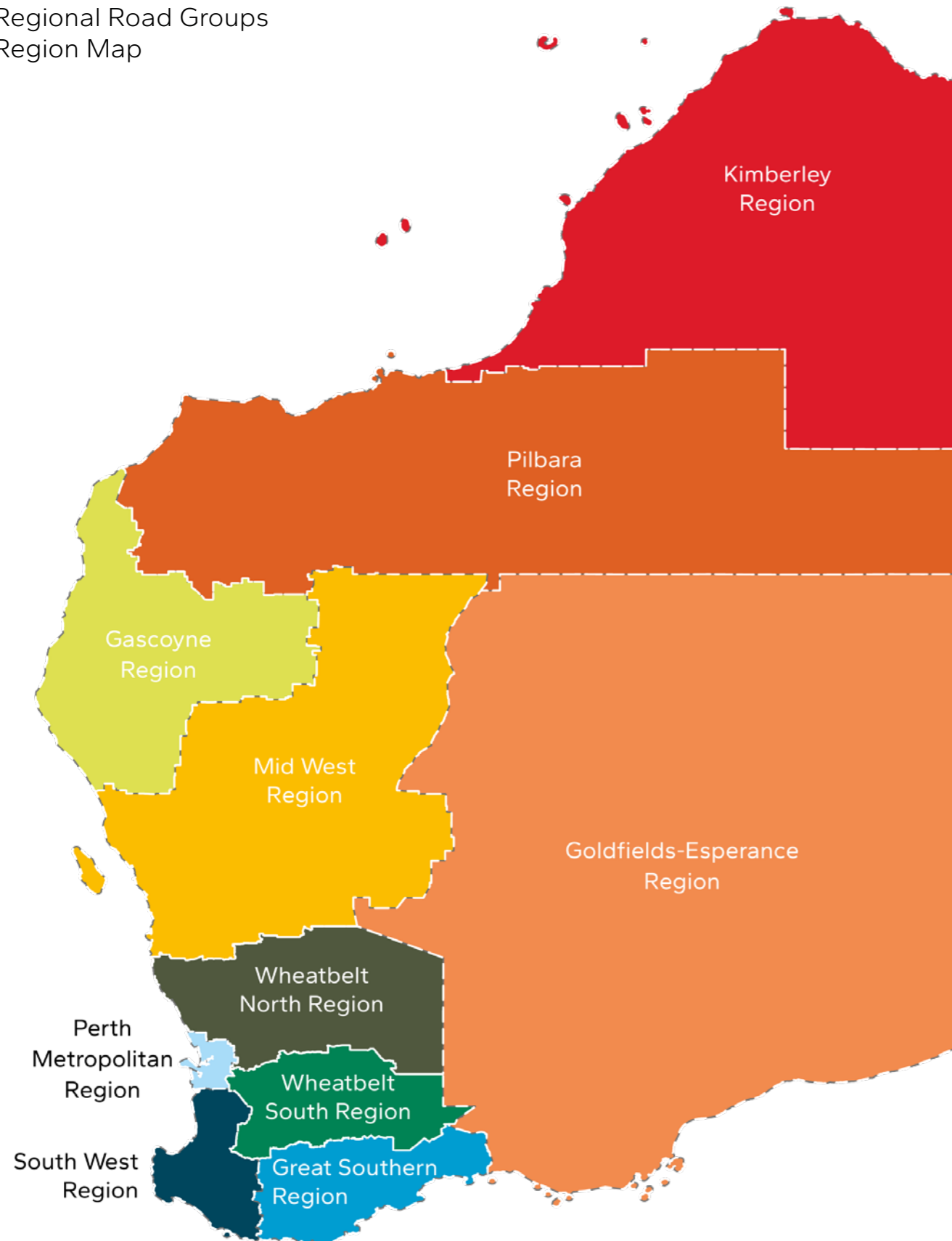
Bridges

Constructing a bridge where none existed previously

Ancillary

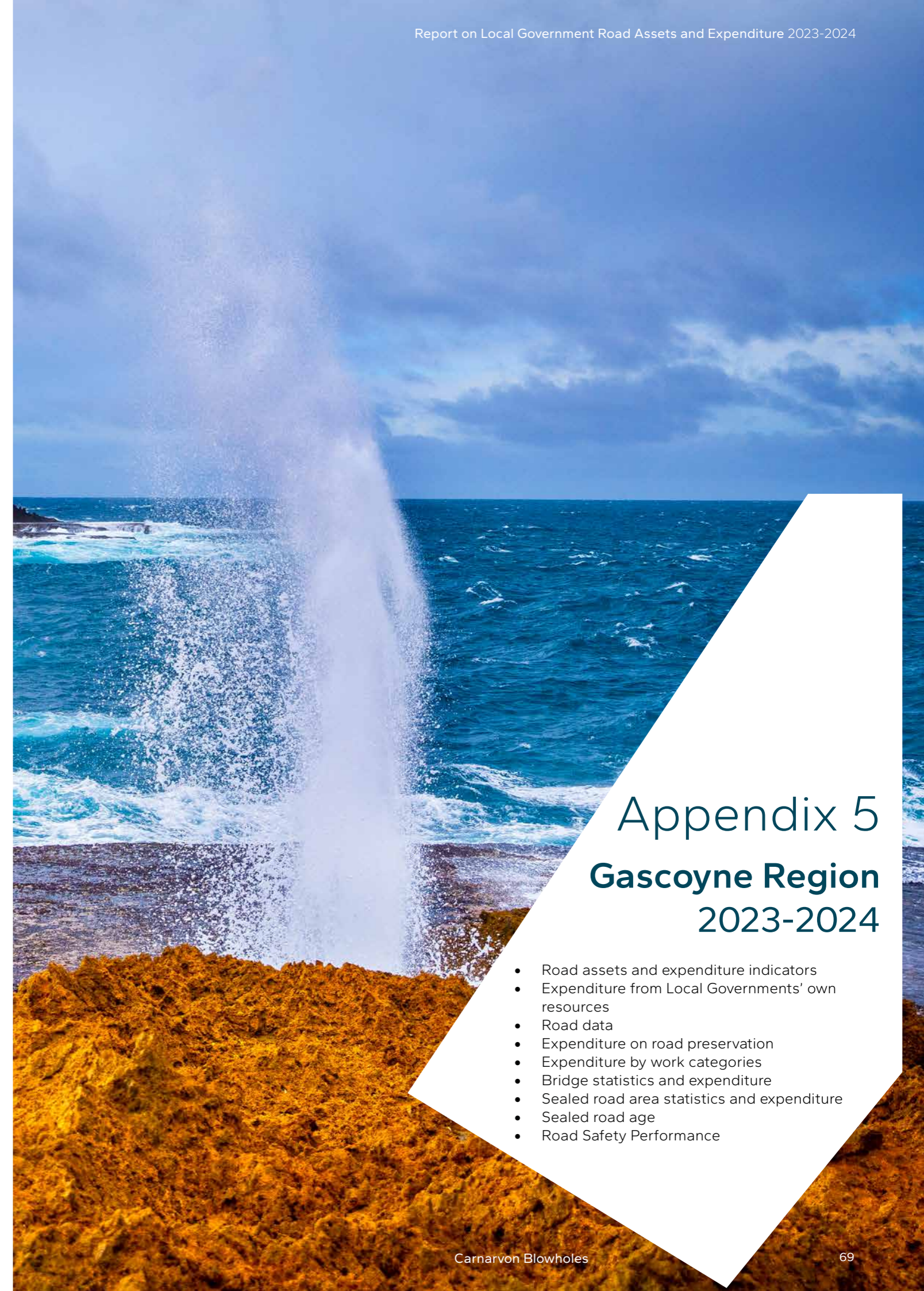
Provision of the following on new roads:
Street lighting
Road signals and signs including street signs
Road marking
All other traffic management devices
Footpaths including dual use paths

Regional Road Groups
Region Map



Road Assets and Expenditure Indicators and Expenditure Statistics 2023-2024

Gascoyne Region Map



Appendix 5 Gascoyne Region 2023-2024

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

Appendix 5 - Gascoyne Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNARVON	0.59	3.4%	37%	0.77
EXMOUTH	0.43	3.0%	24%	0.31
SHARK BAY	0.54	4.2%	40%	0.31
UPPER GASCOYNE	0.63	4.1%	3%	0.66
Region Average	0.56	3.6%	28%	0.59
State Average	0.53	2.4%	59%	0.69

Table 2: Expenditure from Local Governments' own resources 2023-24

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	11,007	351	3%	118%	3.8%	3.6%	63
EXMOUTH	2,196	486	22%	61%	9.5%	6%	140
SHARK BAY	1,798	0	0%	111%	0.0%	0%	0
UPPER GASCOYNE	15,779	1,337	8%	197%	23.5%	17%	6652
Region	30,780	2,174	7%	124%	9.3%	7%	211
State	1,034,095	512,137	50%	29%	17.9%	15%	178

Total Expenditure includes flood damage.

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
CARNARVON	4	44	228	287	918	48	1,529	20.8	0.0	20.2
EXMOUTH	2	37	116	17	43	62	277	11.0	10.0	10.0
SHARK BAY	7	5	40	362	165	6	585	4.9	4.6	15.5
UPPER GASCOYNE	0	2	123	972	728	54	1,880	0.7	0.6	0.0
Region	13	88	507	1,638	1,854	171	4,270	37.4	15.3	45.7
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 5 - Gascoyne Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	2,943	105	2,946	69	6,063	25,524	218	10,286	75
EXMOUTH	921	321	14	4	1,260	10,304	1,331	876	90
SHARK BAY	490	0	0	348	838	17,902	0	0	2,113
UPPER GASCOYNE	37	0	3,733	319	4,089	7,050	0	3,840	438
Region	4,391	426	6,693	740	12,250	18,504	398	4,108	394
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2023-24

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	2,286	3,777	923	0	6,986	32.7%	54.1%	13.2%	0.0%	7,858	6,063
EXMOUTH	712	553	201	0	1,466	48.6%	37.7%	13.7%	0.0%	4,099	1,265
SHARK BAY	677	161	961	0	1,799	37.6%	8.9%	53.4%	0.0%	2,720	838
UPPER GASCOYNE	1,836	2,257	0	8,106	12,199	15.1%	18.5%	0.0%	66.4%	6,223	4,093
Region	5,511	6,748	2,085	8,106	22,450	24.5%	30.1%	9.3%	36.1%	20,901	12,259
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2023-24

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	5	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	2	2,414	0	0	0	4	1,904
Region	5	6,459	0	0	272	9	1,904
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 5 - Gascoyne Regional Road Group**Table 7: Sealed road area statistics and expenditure 2023-24**

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	403,699	1,689,354	2,943	105	7.29	0.06
EXMOUTH	313,445	843,354	921	321	2.94	0.38
SHARK BAY	95,799	277,670	490	0	5.11	0.00
UPPER GASCOYNE	18,369	732,113	37	0	2.01	0.00
Region	831,312	3,542,491	4,391	426	5.28	0.12
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 8: Sealed road age 2023-24

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	46	9	24	228	26	8
EXMOUTH	39	36	20	16	116	30	20
SHARK BAY	12	36	19	9	40	19	14
UPPER GASCOYNE	2	21	8	0	123	13	7
Region	101	35	14	16	507	22	12

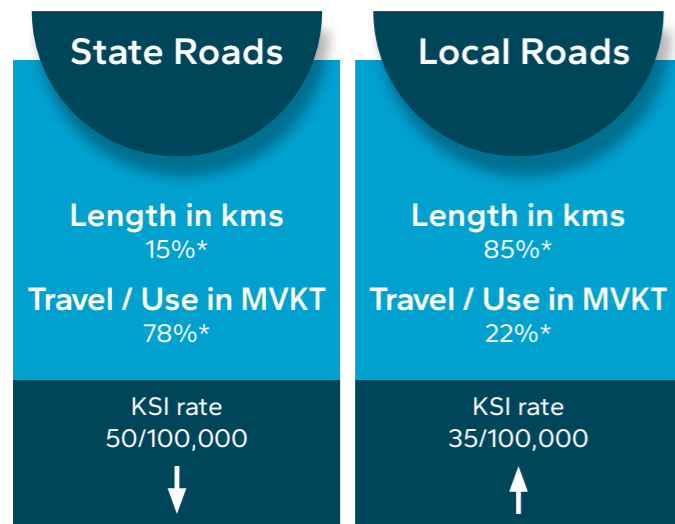
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Road Safety Performance Local Government Roads 2019-2023

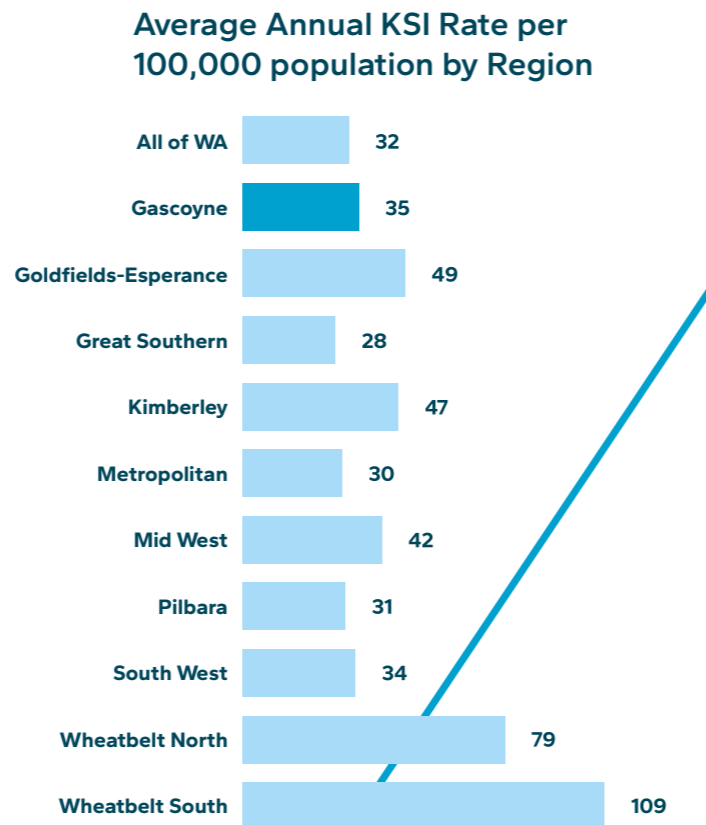
Gascoyne Region



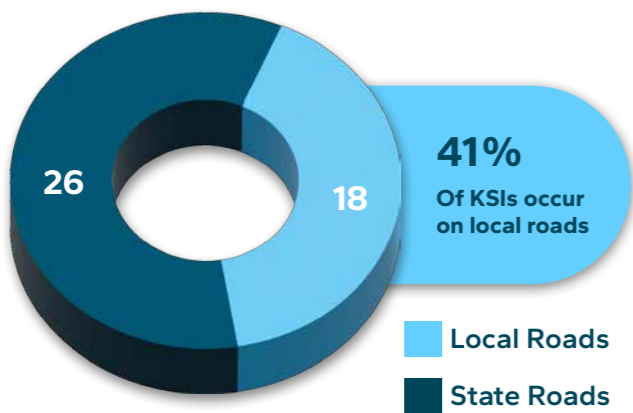
April 2025



*road length and travel / use are for the Main Roads WA Region, Mid West Gascoyne, not for the Gascoyne Regional Road Group.



Killed & Seriously Injured



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(08) 9213 2000



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Carnarvon	1	6	7
Exmouth	0	4	4
Shark Bay	0	0	0
Upper Gascoyne	0	7	7
Total	1	17	18

Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Non-collision	6	33%	↓
Off Carriageway Hit Object	5	28%	↑
Non-collision	3	17%	↑
Hit Pedestrian	2	11%	↓
Hit Animal	1	6%	→
Sideswipe	1	6%	→
Head On	0	0%	→
Hit Object	0	0%	→
Other	0	0%	→
Rear End	0	0%	→
Right Angle	0	0%	→
Right Turn Thru	0	0%	→
Total	18	100%	

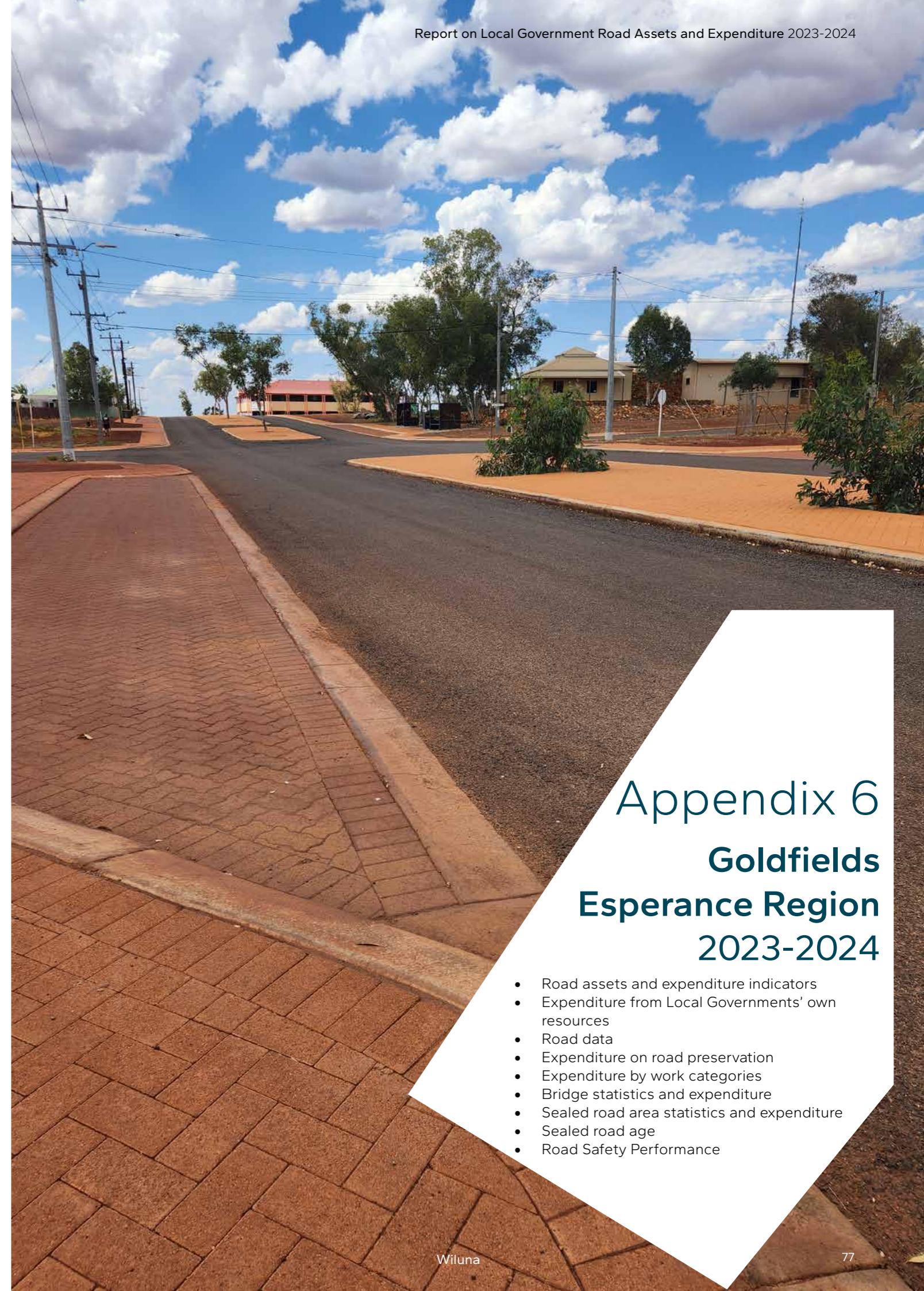
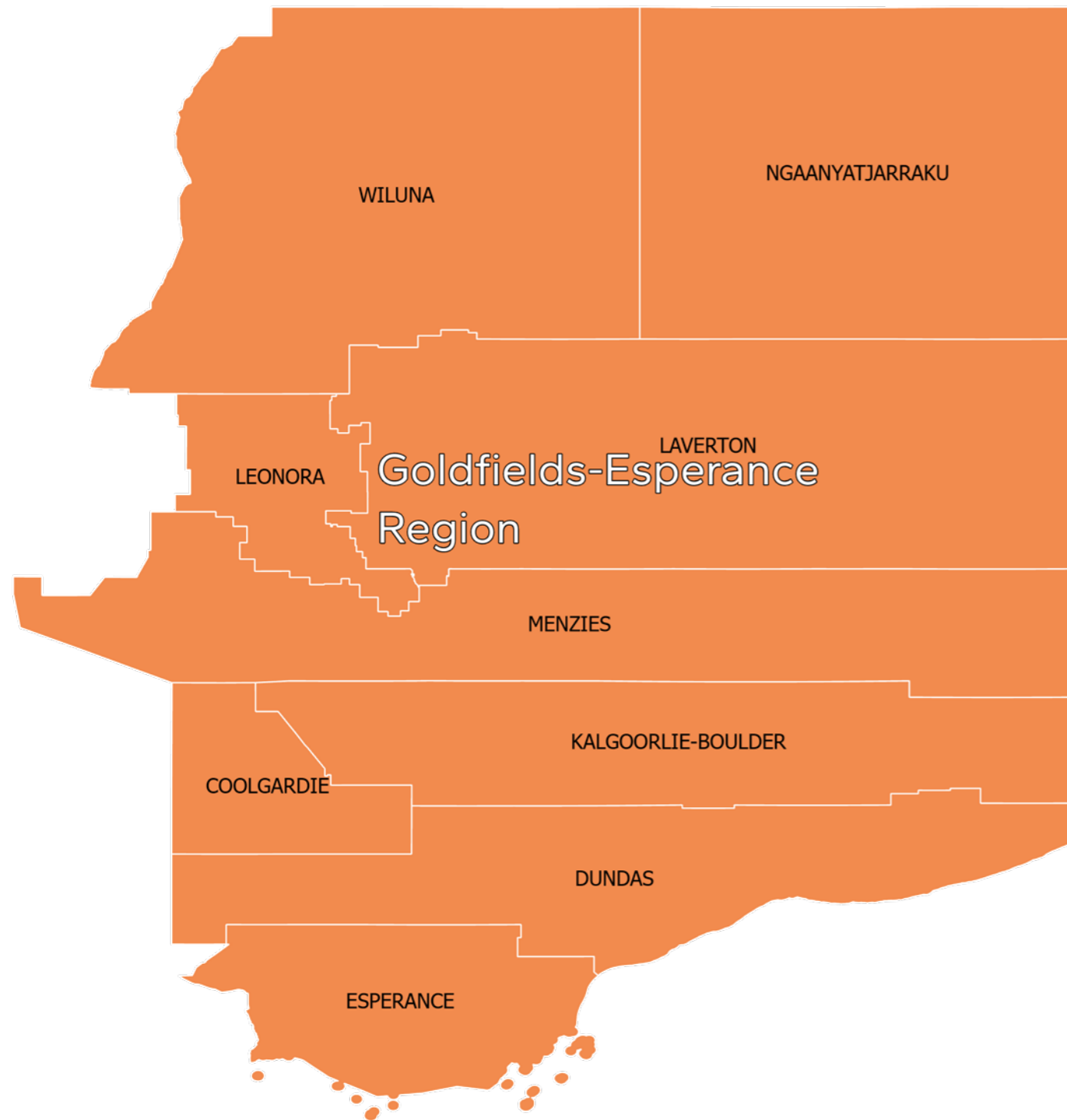
Priority Treatment Areas



Primary source: Government of Western Australia, Road Safety Commission, December 2024.

Scan the QR code to access supporting notes.

Goldfields-Esperance Region Map



Appendix 6 Goldfields Esperance Region 2023-2024

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

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.32	3.1%	25%	0.47
DUNDAS	0.50	3.9%	70%	0.42
ESPERANCE	0.56	3.3%	44%	0.47
KALGOORLIE-BOULDER	0.23	2.7%	170%	1.59
LAVERTON	0.47	4.8%	165%	0.63
LEONORA	0.54	4.9%	0%	0.35
MENZIES	0.54	5.1%	10%	0.57
NGAANYATJARRAKU	0.51	5.2%	0%	3.49
WILUNA	0.52	5.3%	209%	1.33
Region Average	0.45	3.6%	94.9%	0.94
State Average	0.53	2.4%	59%	0.69

Table 2: Expenditure from Local Governments' own resources 2023-24

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	1,929	907	47%	31%	7%	7%	246
DUNDAS	1,463	628	43%	44%	10%	6%	896
ESPERANCE	25,583	9,935	39%	97%	41%	26%	683
KALGOORLIE-BOULDER	28,570	18,644	65%	32%	50%	45%	606
LAVERTON	12,735	1,259	10%	71%	11%	11%	875
LEONORA	1,185	12	1%	41%	0%	0%	7
MENZIES	2,458	0	0%	67%	0%	0%	0
NGAANYATJARRAKU	12,430	6,103	49%	119%	121%	121%	4126
WILUNA	5,893	2,237	38%	77%	23%	21%	3938
Region	92,246	39,725	43%	58%	31%	26%	716
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
COOLGARDIE	3	51	58	414	123	199	847	32.3	21.3	5.6
DUNDAS	1	21	21	296	207	86	633	31.9	1.2	0.0
ESPERANCE	81	40	829	2,946	230	216	4,341	25.2	11.9	101.6
KALGOORLIE-BOULDER	116	116	367	526	353	267	1,746	271.5	0.0	51.7
LAVERTON	1	7	62	657	518	2,946	4,191	5.9	0.0	0.0
LEONORA	1	9	31	392	625	242	1,299	13.6	4.5	1.4
MENZIES	0	2	66	687	606	296	1,658	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	3.0	3.0	0.0
Region	201	261	1,484	7,084	3,984	4,938	17,952	388.5	42.7	160.7
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Table 4: Expenditure on road preservation 2023-24

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	1,123	51	755	0	1,929	7,248	487	1,833	0
DUNDAS	568	0	375	2	945	11,644	6	1,274	10
ESPERANCE	2,825	3,762	5,953	69	12,609	10,147	2,216	2,023	302
KALGOORLIE-BOULDER	19,815	3,693	855	231	24,594	26,303	8,631	1,627	654
LAVERTON	29	1,500	1,135	25	2,689	1,398	12,160	1,727	48
LEONORA	0	0	1,111	0	1,111	0	0	2,838	0
MENZIES	288	2	1,557	611	2,458	63,244	17	2,265	1,009
NGAANYATJARRAKU	0	0	8,343	4,089	12,432	0	0	16,843	5,504
WILUNA	406	0	4,339	0	4,745	37,944	0	6,492	0
Region	25,054	9,008	24,422	5,027	63,512	19,130	3,280	3,434	1,351
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 5: Expenditure by work categories 2023-24

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	1,638	291	0	0	1,929	84.9%	15.1%	0.0%	0.0%	4,097	1,929
DUNDAS	320	625	518	0	1,463	21.9%	42.7%	35.4%	0.0%	2,263	945
ESPERANCE	5,427	7,182	8,363	4,611	25,583	21.2%	28.1%	32.7%	18.0%	26,563	12,609
KALGOORLIE-BOULDER	4,910	19,684	2,407	1,569	28,570	17.2%	68.9%	8.4%	5.5%	15,462	24,594
LAVERTON	1,259	1,430	2,190	0	4,879	25.8%	29.3%	44.9%	0.0%	4,283	2,689
LEONORA	1,046	65	74	0	1,185	88.3%	5.5%	6.2%	0.0%	3,175	1,111
MENZIES	1,105	1,353	0	0	2,458	45.0%	55.0%	0.0%	0.0%	4,306	2,458
NGAANYATJARRAKU	4,473	7,959	0	0	12,432	36.0%	64.0%	0.0%	0.0%	3,564	12,432
WILUNA	1,504	3,241	0	1,148	5,893	25.5%	55.0%	0.0%	19.5%	3,565	4,745
Region	21,682	41,830	13,552	7,328	84,392	25.7%	49.6%	16.1%	8.7%	67,278	63,512
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2023-24

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	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 6 - Goldfields-Esperance Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

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	1,123	51	2.07	0.14
DUNDAS	170,726	153,757	568	0	3.33	0.00
ESPERANCE	977,949	5,942,397	2,825	3,762	2.89	0.63
KALGOORLIE-BOULDER	2,639,311	1,497,519	19,815	3,693	7.51	2.47
LAVERTON	72,620	431,754	29	1,500	0.40	3.47
LEONORA	77,147	239,775	0	0	0.00	0.00
MENZIES	15,938	403,415	288	2	18.07	0.00
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
WILUNA	37,450	72,468	406	0	10.84	0.00
Region	4,590,041	9,371,595	25,054	9,008	5.46	0.96
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

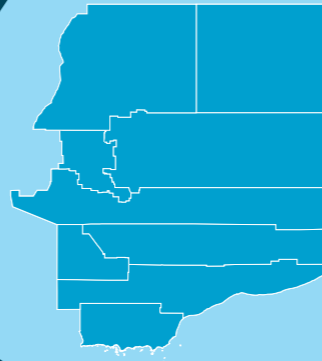
Table 8: Sealed road age 2023-24

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	48	33	30	58	50	40
DUNDAS	22	40	25	25	21	26	18
ESPERANCE	121	34	25	25	829	22	16
KALGOORLIE-BOULDER	232	56	35	36	367	39	27
LAVERTON	8	42	30	28	62	32	21
LEONORA	9	35	14	11	31	24	10
MENZIES	2	31	12	0	66	20	14
NGAANYATJARRAKU	10	26	19	0	39	26	19
WILUNA	5	26	26	0	11	31	29
Region	462	38	24	26	1,484	30	22

Road Safety Performance Local Government Roads 2019-2023

Goldfields-Esperance Region

April 2025



State Roads

Length in kms
12%
Travel / Use in MVKT
63%

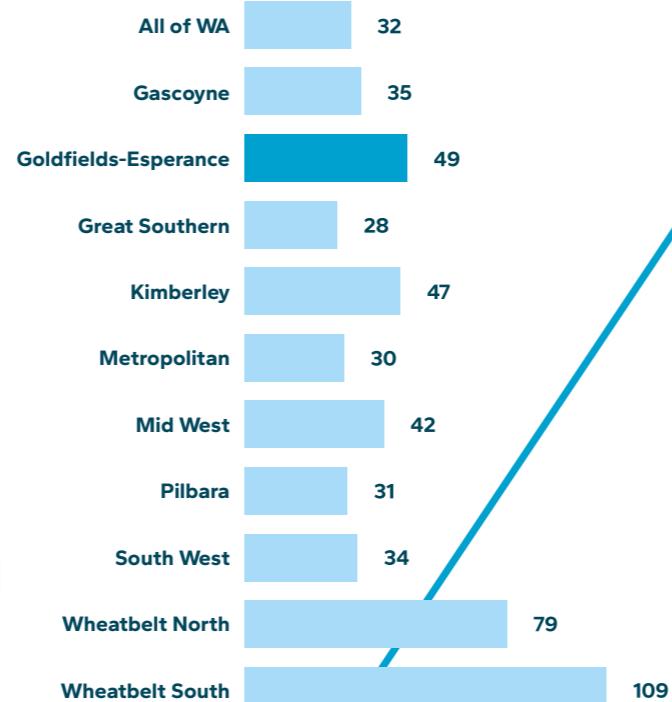
KSI rate
54/100,000

Local Roads

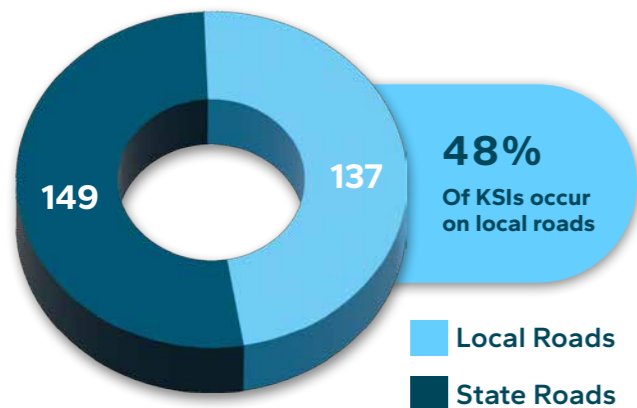
Length in kms
88%
Travel / Use in MVKT
37%

KSI rate
49/100,000

Average Annual KSI Rate per
100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

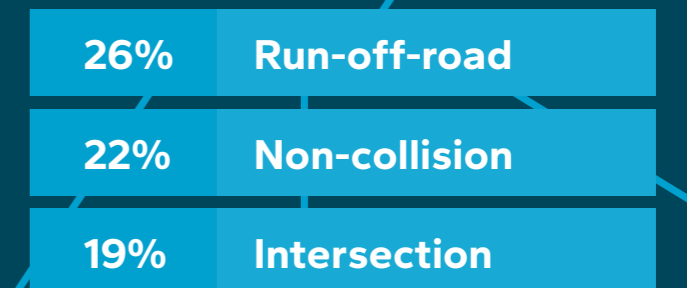
Local Government	Killed	Seriously Injured	Total KSI
Coolgardie	3	2	5
Dundas	0	3	3
Esperance	6	20	26
Kalgoorlie-Boulder	7	42	49
Laverton	5	26	31
Leonora	0	2	2
Menzies	3	2	5
Ngaanyatjarraku	3	13	16
Wiluna	0	0	0
Total	27	110	137



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Non-collision	30	22%	↑
Off Carriageway Hit Object	27	20%	↑
Right Angle	23	17%	↑
Hit Pedestrian	16	12%	↑
Rear End	13	9%	↓
Off Carriageway Non-collision	8	6%	↓
Head On	7	5%	↓
Other	6	4%	→
Right Turn Thru	3	2%	→
Hit Object	2	1%	↓
Sideswipe	2	1%	↓
Hit Animal	0	0%	→
Total	137	100%	

Priority Treatment Areas



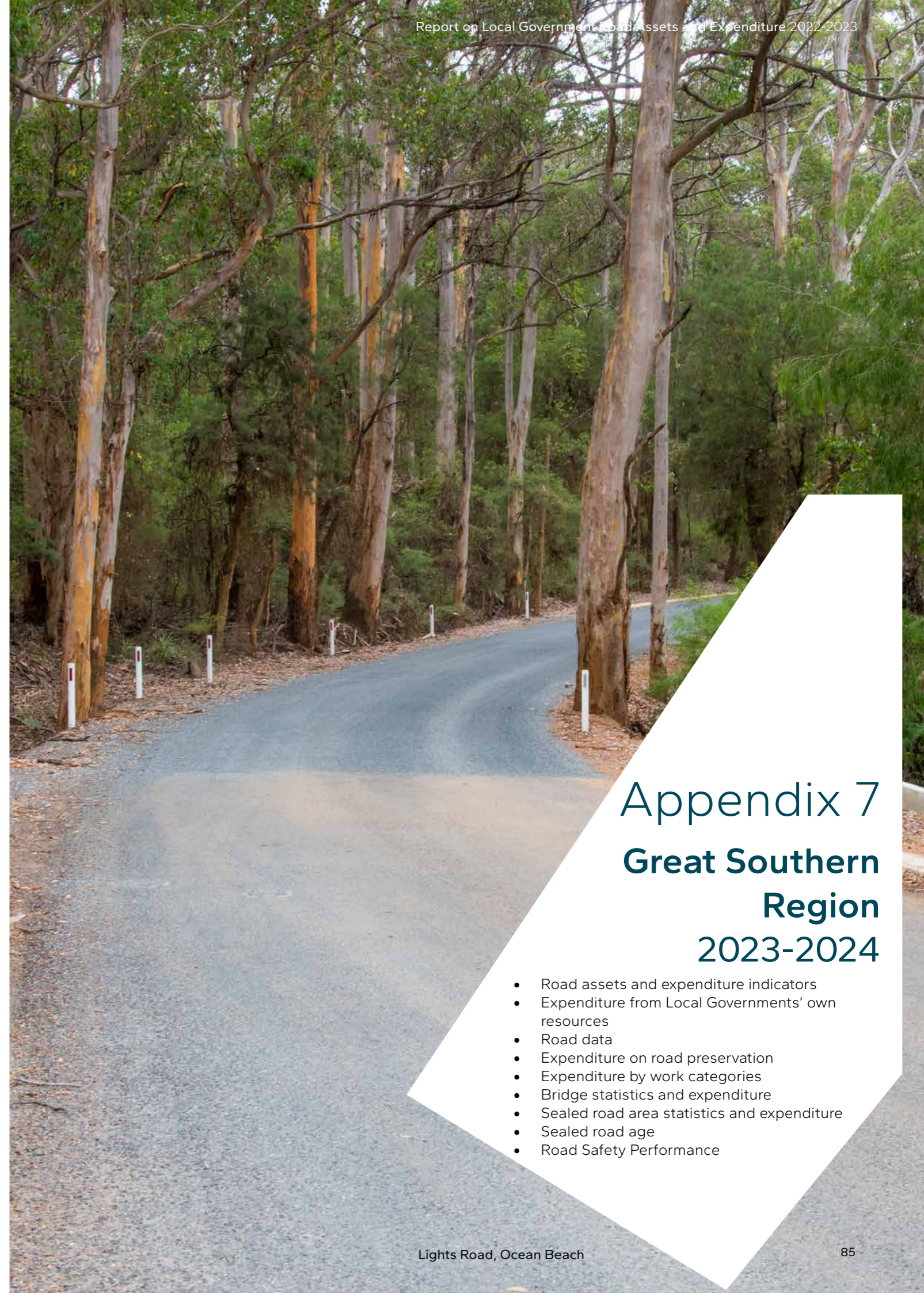
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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Great Southern Region Map



Appendix 7 Great Southern Region 2023-2024

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

Appendix 7 - Great Southern Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.40	2.6%	92%	1.09
BROOMEHILL- TAMBELLUP	0.45	3.6%	31%	0.30
CRANBROOK	0.33	3.4%	7%	0.23
DENMARK	0.47	2.9%	56%	0.93
GNOWANGERUP	0.50	3.8%	5%	0.28
JERRAMUNGUP	0.48	3.8%	18%	0.44
KATANNING	0.33	3.2%	36%	0.41
KENT	0.48	4.4%	7%	0.28
KOJONUP	0.36	3.5%	89%	0.77
PLANTAGENET	0.38	3.6%	46%	0.53
RAVENSTHORPE	0.56	3.6%	54%	0.52
WOODANILLING	0.36	3.9%	23%	0.56
Region Average	0.42	3.3%	54%	0.61
State Average	0.53	2.4%	59%	0.69

Table 2: Expenditure from Local Governments' own resources 2023-24

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	24,494	16,468	67%	35%	42%	38%	402
BROOMEHILL- TAMBELLUP	2,674	300	11%	133%	8%	4%	274
CRANBROOK	2,680	205	8%	119%	6%	0%	178
DENMARK	4,875	3,750	77%	36%	54%	52%	567
GNOWANGERUP	1,763	74	4%	111%	2%	2%	58
JERRAMUNGUP	2,324	546	23%	102%	12%	11%	450
KATANNING	1,870	805	43%	64%	13%	13%	188
KENT	3,074	898	29%	146%	22%	16%	1714
KOJONUP	6,772	1,778	26%	114%	43%	37%	904
PLANTAGENET	5,524	2,050	37%	83%	26%	20%	362
RAVENSTHORPE	4,988	1,019	20%	81%	15%	15%	448
WOODANILLING	1,471	820	56%	142%	46%	46%	1712
Region	62,509	28,713	46%	69%	31%	28%	425
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ALBANY	165	108	525	754	10	14	1,576	100.0	4.0	70.0
BROOMEHILL- TAMBELLUP	0	12	228	590	114	28	972	10.0	1.0	7.5
CRANBROOK	1	8	292	607	75	32	1,014	5.0	6.9	4.8
DENMARK	18	39	160	326	49	32	624	25.3	3.7	13.6
GNOWANGERUP	0	17	205	623	160	23	1,028	6.4	0.8	0.0
JERRAMUNGUP	3	12	203	646	108	90	1,061	10.2	2.5	4.2
KATANNING	8	41	139	442	61	1	692	291	0.0	0.0
KENT	0	6	143	786	316	73	1,324	1.6	0.9	0.5
KOJONUP	0	15	235	727	131	3	1,111	9.2	0.0	0.0
PLANTAGENET	2	31	351	570	358	7	1,320	29.2	0.6	3.1
RAVENSTHORPE	3	33	105	941	121	12	1,216	16.2	6.1	1.8
WOODANILLING	0	2	87	350	62	21	522	1.3	0.0	2.0
Region	199	323	2,675	7,361	1,565	338	12,460	243.5	26.4	107.4
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Table 4: Expenditure on road preservation 2023-24

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ALBANY	11,412	3,075	4,168	144	18,798	20,993	3,391	5,660	14,842
BROOMEHILL- TAMBELLUP	180	826	658	55	1,719	6,970	1,934	1,121	481
CRANBROOK	106	99	1,246	0	1,451	5,516	197	2,056	0
DENMARK	1,332	604	1,941	46	3,923	12,784	2,148	6,067	943
GNOWANGERUP	73	51	1,381	3	1,508	1,898	135	2,218	18
JERRAMUNGUP	536	9	1,694	0	2,239	17,633	26	2,630	0
KATANNING	799	402	668	0	1,869	5,862	1,704	1,517	0
KENT	79	69	1,218	7	1,373	6,584	265	1,549	23
KOJONUP	198	2,395	1,966	91	4,650	5,740	5,751	2,710	696
PLANTAGENET	408	1,676	1,844	115	4,043	5,327	2,595	3,281	322
RAVENSTHORPE	454	683	1,912	0	3,049	6,106	3,128	2,054	0
WOODANILLING	52	174	1,245	0	1,471	14,031	1,006	3,558	0
Region	15,629	10,063	19,940	461	46,093	14,219	2,047	2,741	393
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 7 - Great Southern Regional Road Group

Table 5: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ALBANY	9,349	9,485	619	3,090	22,543	41.5%	42.1%	2.7%	13.7%	17,234	18,834
BROOMEHILL-TAMBELLUP	1,070	702	902	0	2,674	40.0%	26.3%	33.7%	0.0%	5,836	1,772
CRANBROOK	838	637	1,058	147	2,680	31.3%	23.8%	39.5%	5.5%	6,407	1,475
DENMARK	2,078	2,087	423	287	4,875	42.6%	42.8%	8.7%	5.9%	4,502	4,165
GNOWANGERUP	1,086	425	0	0	1,511	71.9%	28.1%	0.0%	0.0%	5,349	1,511
JERRAMUNGUP	1,100	1,139	85	0	2,324	47.3%	49.0%	3.7%	0.0%	5,112	2,239
KATANNING	1,479	390	0	0	1,869	79.1%	20.9%	0.0%	0.0%	4,562	1,869
KENT	1,373	0	1,622	79	3,074	44.7%	0.0%	52.8%	2.6%	4,930	1,373
KOJONUP	2,618	2,115	2,039	0	6,772	38.7%	31.2%	30.1%	0.0%	6,140	4,733
PLANTAGENET	1,782	2,261	858	0	4,901	36.4%	46.1%	17.5%	0.0%	7,574	4,043
RAVENSTHORPE	1,787	1,262	0	1,939	4,988	35.8%	25.3%	0.0%	38.9%	5,845	3,049
WOODANILLING	984	487	0	0	1,471	66.9%	33.1%	0.0%	0.0%	2,607	1,471
Region	25,544	20,990	7,606	5,542	59,682	42.8%	35.2%	12.7%	9.3%	76,096	46,534
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2023-24

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
ALBANY	13	487	3,046	107	654	36	0
BROOMEHILL-TAMBELLUP	6	67	1,133	0	0	53	0
CRANBROOK	12	0	1,929	676	0	24	0
DENMARK	15	283	598	236	0	242	0
GNOWANGERUP	2	49	252	0	0	3	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	3	271	147	0	0	0	0
KENT	0	0	0	0	0	0	0
KOJONUP	14	158	1,733	89	0	83	0
PLANTAGENET	1	85	0	0	0	0	0
RAVENSTHORPE	1	169	0	0	0	0	1,939
WOODANILLING	3	0	365	0	0	0	0
Region	70	1,569	9,203	1,109	654	441	1,939
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 7 - Great Southern Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

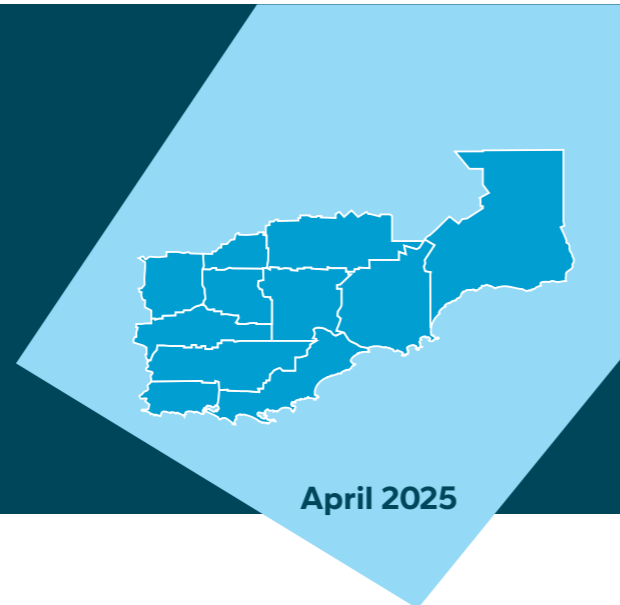
Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
ALBANY	1,913,716	3,173,798	11,412	3,075	5.96	0.97
BROOMEHILL-TAMBELLUP	90,393	1,495,364	180	826	1.99	0.55
CRANBROOK	67,261	1,762,752	106	99	1.58	0.06
DENMARK	365,227	984,499	1,332	604	3.65	0.61
GNOWANGERUP	134,595	1,320,510	73	51	0.54	0.04
JERRAMUNGUP	106,390	1,216,329	536	9	5.04	0.01
KATANNING	477,043	825,594	799	402	1.67	0.49
KENT	41,998	910,587	79	69	1.88	0.08
KOJONUP	120,737	1,457,433	198	2,395	1.64	1.64
PLANTAGENET	268,060	2,260,886	408	1,676	1.52	0.74
RAVENSTHORPE	260,226	764,256	454	683	1.74	0.89
WOODANILLING	12,971	605,191	52	174	4.01	0.29
Region	3,858,615	16,777,201	15,629	10,063	4.05	0.60
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 8: Sealed road age 2023-24

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ALBANY	273	36	24	26	525	31	21
BROOMEHILL-TAMBELLUP	12	39	31	0	228	35	17
CRANBROOK	8	42	26	37	292	40	26
DENMARK	56	31	24	19	160	32	22
GNOWANGERUP	17	39	14	0	205	36	12
JERRAMUNGUP	14	34	30	19	203	30	18
KATANNING	49	44	28	31	139	44	31
KENT	6	37	30	0	143	29	21
KOJONUP	15	39	23	61	235	47	23
PLANTAGENET	34	46	20	22	351	38	22
RAVENSTHORPE	36	22	20	14	105	22	20
WOODANILLING	2	29	26	0	87	41	27
Region	522	37	25	29	2,675	35	22

Road Safety Performance Local Government Roads 2019-2023

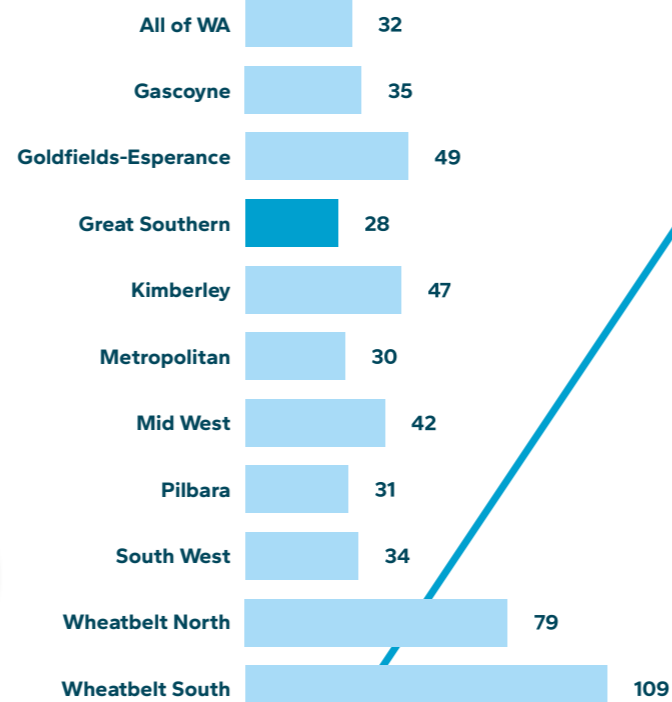
Great Southern Region



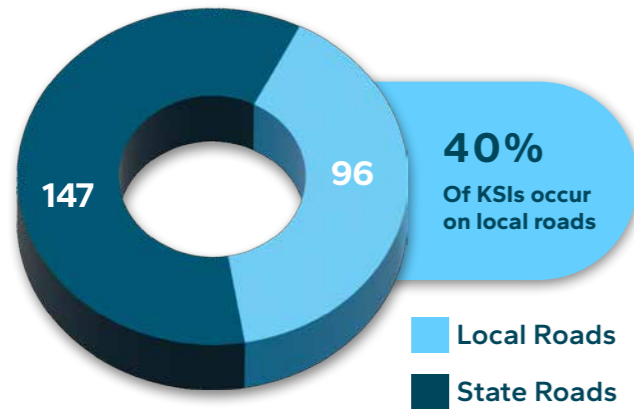
April 2025

State Roads	Local Roads
Length in kms 12%	Length in kms 88%
Travel / Use in MVKT 64%	Travel / Use in MVKT 36%
KSI rate 44/100,000 ↑	KSI rate 28/100,000 ↓

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

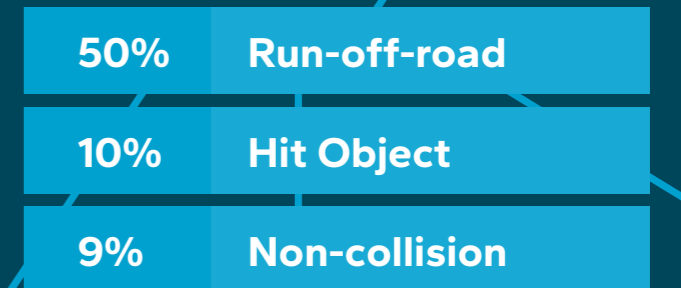
Local Government	Killed	Seriously Injured	Total KSI
Albany	5	31	36
Broomehill-Tambellup	1	0	1
Cranbrook	0	7	7
Denmark	2	5	7
Gnowangerup	1	3	4
Jerramungup	0	5	5
Katanning	0	4	4
Kent	0	0	0
Kojonup	2	7	9
Plantagenet	5	5	10
Ravensthorpe	0	7	7
Woodanilling	1	5	6
Total	17	79	96



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	36	38%	↓
Off Carriageway Non-collision	12	13%	↑
Hit Object	10	10%	↑
Non-collision	9	9%	↑
Right Angle	7	7%	→
Head On	5	5%	→
Hit Pedestrian	5	5%	→
Rear End	5	5%	↑
Other	3	3%	↓
Hit Animal	2	2%	↓
Right Turn Thru	1	1%	↓
Sideswipe	1	1%	↑
Total	96	100%	

Priority Treatment Areas



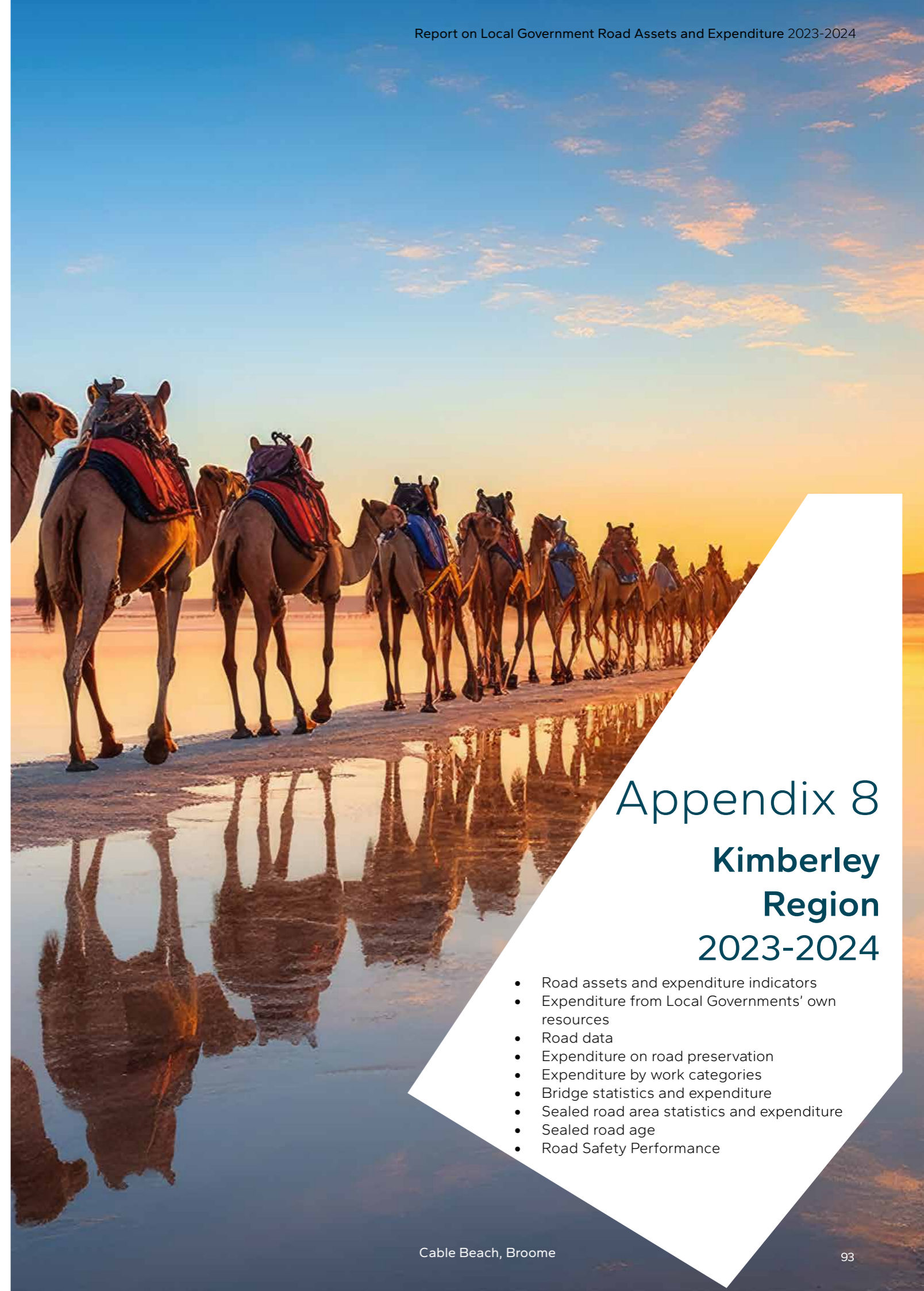
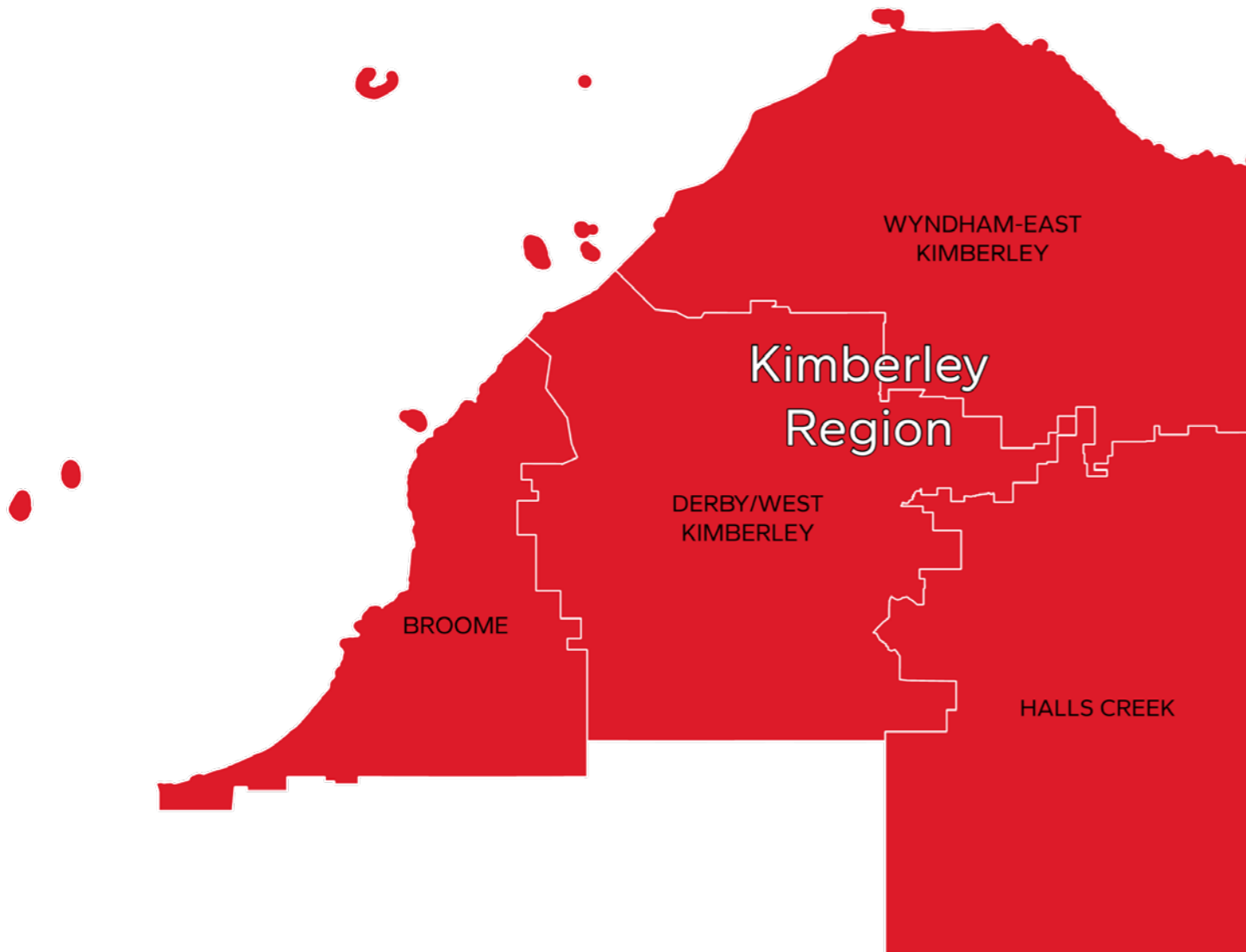
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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Kimberley Region Map



Appendix 8 Kimberley Region 2023-2024

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

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BROOME	0.56	2.7%	50%	0.64
DERBY-WEST KIMBERLEY	0.43	4.4%	73%	118
HALLS CREEK	0.48	4.6%	26%	0.57
WYNDHAM-EAST KIMBERLEY	0.36	3.2%	27%	0.24
Region Average	0.44	3.5%	46%	0.61
State Average	0.53	2.4%	59%	0.69

Table 2: Expenditure from Local Governments' own resources 2023-24

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BROOME	7,452	3,662	49%	17%	20%	16%	197
DERBY-WEST KIMBERLEY	11,107	2,076	19%	69%	17%	17%	246
HALLS CREEK	5,147	733	14%	95%	10%	10%	177
WYNDHAM-EAST KIMBERLEY	6,619	348	5%	67%	3%	3%	42
Region	30,325	6,819	22%	53%	14%	13%	173
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
BROOME	5	106	56	1	65	125	358	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	7	51	185	161	344	76	825	33.5	4.2	9.4
Region	12	213	321	1,511	1,307	978	4,343	147.0	9.2	51.8
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 8 - Kimberley Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	2,858	0	0	889	3,747	11,548	0	0	13,698
DERBY-WEST KIMBERLEY	3,289	766	2,792	0	6,847	35,084	6,582	6,172	0
HALLS CREEK	222	2	1,673	730	2,628	8,239	55	1,869	5,507
WYNDHAM-EAST KIMBERLEY	1,719	348	0	0	2,067	12,158	779	0	0
Region	8,088	1,116	4,465	1,619	15,289	15,872	1,573	2,948	1,250
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2023-24

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	3,106	641	3,593	0	7,340	42.3%	8.7%	49.0%	0.0%	5,884	3,747
DERBY-WEST KIMBERLEY	3,289	3,558	19	107	6,973	47.2%	51.0%	0.3%	1.5%	5,786	6,847
HALLS CREEK	459	2,169	576	0	3,204	14.3%	67.7%	18.0%	0.0%	4,644	2,628
WYNDHAM-EAST KIMBERLEY	662	1,405	1,879	0	3,946	16.8%	35.6%	47.6%	0.0%	8,772	2,067
Region	7,516	7,773	6,067	107	21,463	35.0%	36.2%	28.3%	0.5%	25,086	15,289
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2023-24

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BROOME	0	0	0	0	0	0	0
DERBY-WEST KIMBERLEY	0	0	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	0	0
WYNDHAM-EAST KIMBERLEY	8	1,674	0	0	0	0	0
Region	8	1,674	0	0	0	0	0
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 8 - Kimberley Regional Road Group**Table 7: Sealed road area statistics and expenditure 2023-24**

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	875,802	387,117	2,858	0	3.26	0.00
DERBY-WEST KIMBERLEY	328,114	407,320	3,289	766	10.02	1.88
HALLS CREEK	94,313	145,798	222	2	2.35	0.02
WYNDHAM-EAST KIMBERLEY	498,206	1,564,455	1,719	348	3.45	0.22
Region	1,796,435	2,504,689	8,088	1,116	4.50	0.45
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

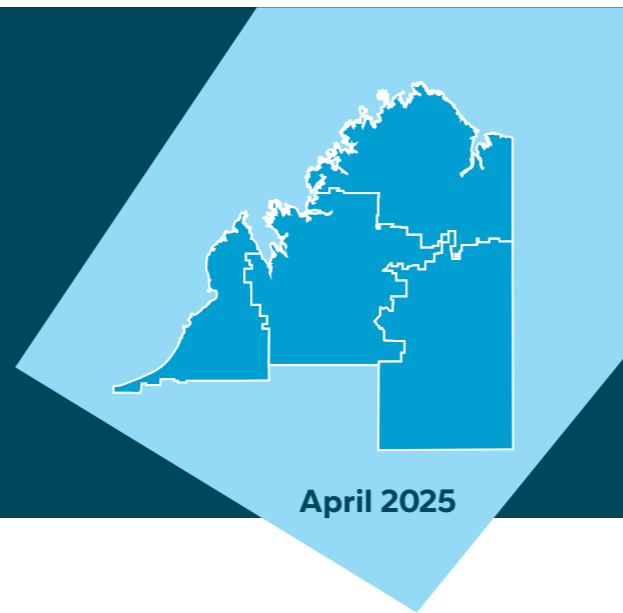
Table 8: Sealed road age 2023-24

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	111	30	13	15	56	26	16
DERBY-WEST KIMBERLEY	43	40	27	21	58	28	22
HALLS CREEK	12	52	27	0	21	49	14
WYNDHAM-EAST KIMBERLEY	59	49	19	10	185	36	22
Region	225	43	22	15	321	35	19

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Road Safety Performance Local Government Roads 2019-2023

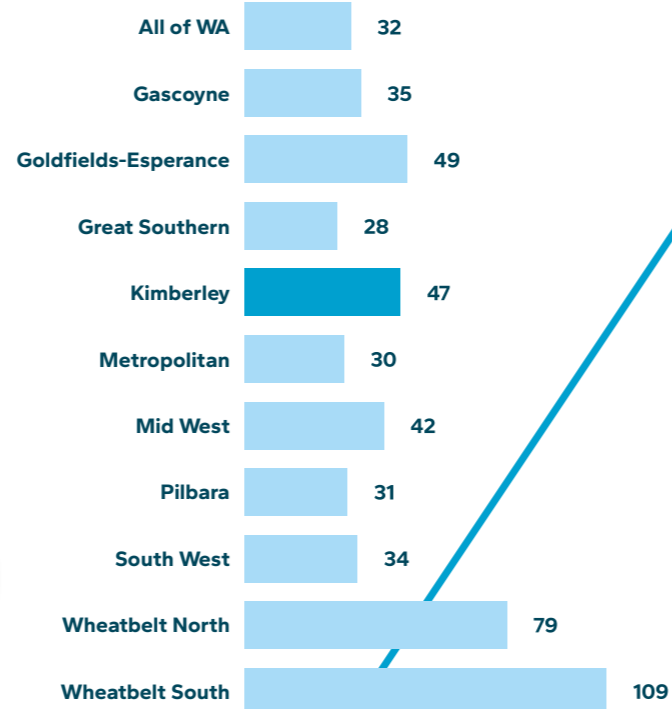
Kimberley Region



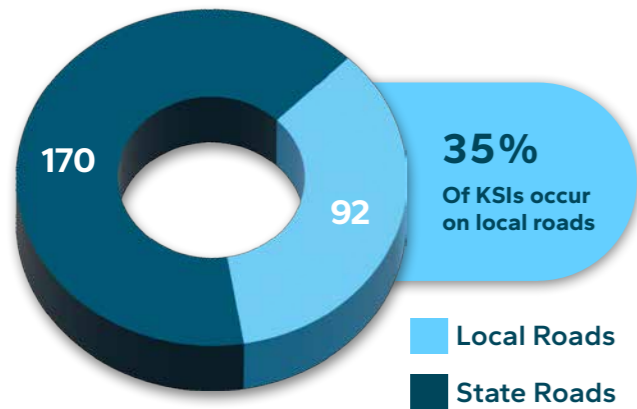
April 2025

State Roads	Local Roads
Length in kms 35%	Length in kms 65%
Travel / Use in MVKT 62%	Travel / Use in MVKT 38%
KSI rate 86/100,000	KSI rate 47/100,000

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Broome	5	23	28
Christmas Island	0	1	1
Derby/West Kimberley	3	25	28
Halls Creek	3	16	19
Wyndham-East Kimberley	3	13	16
Total	14	78	92



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Non-collision	28	30%	→
Off Carriageway Hit Object	28	30%	↑
Off Carriageway Non-collision	10	11%	↓
Hit Pedestrian	9	10%	↓
Head On	5	5%	→
Right Angle	5	5%	↓
Right Turn Thru	3	3%	→
Hit Object	2	2%	→
Rear End	1	1%	→
Sideswipe	1	1%	→
Hit Animal	0	0%	→
Other	0	0%	↓
Total	92	100%	

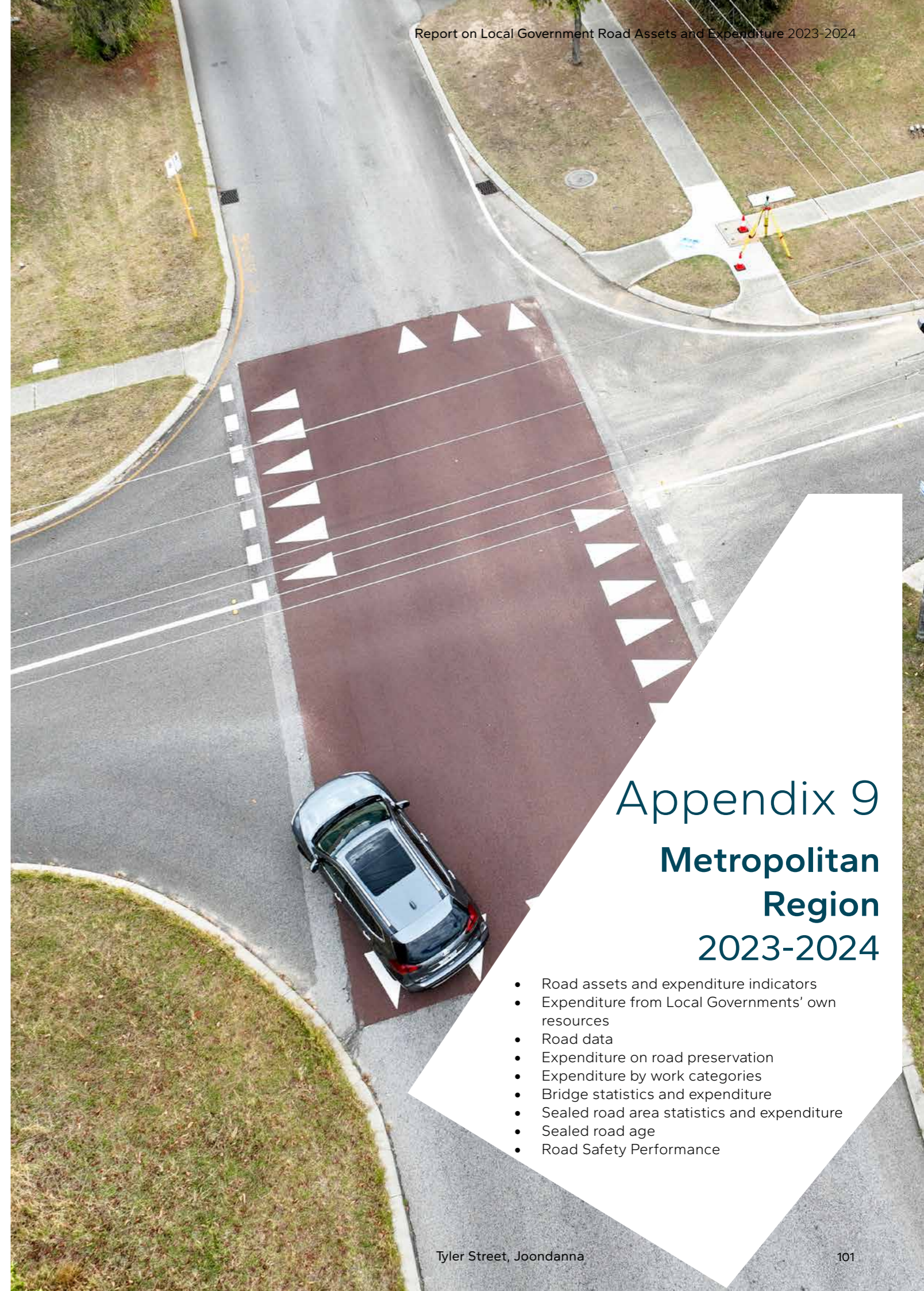
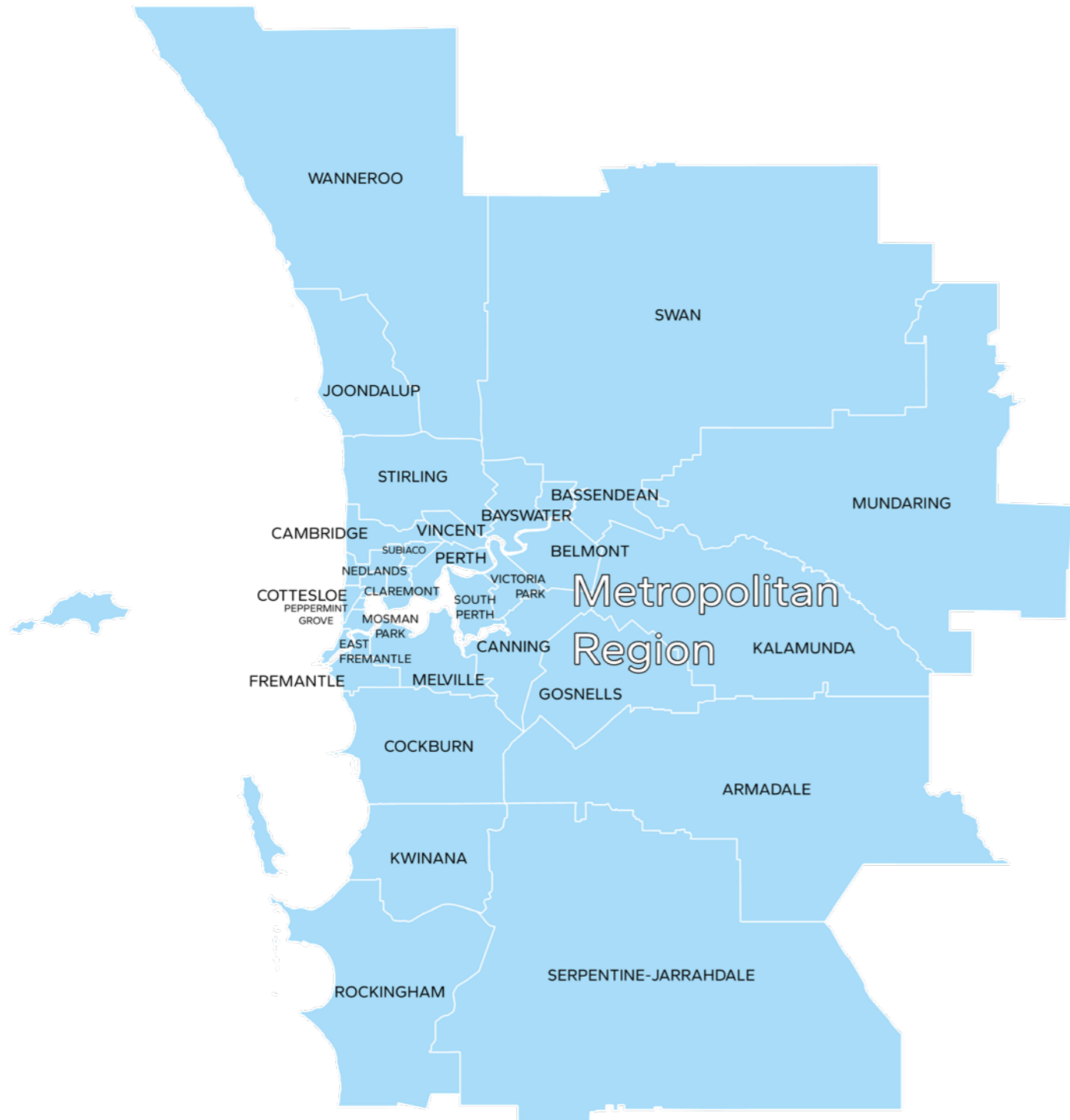
Priority Treatment Areas



Primary source: Government of Western Australia, Road Safety Commission, December 2024.

Scan the QR code to access supporting notes.

Metropolitan Region Map



Appendix 9 Metropolitan Region 2023-2024

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

Appendix 9 - Metropolitan Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ARMADALE	0.69	1.7%	61%	0.60
BASSEDEAN	0.52	1.7%	85%	115
BAYSWATER	0.65	1.3%	56%	0.79
BELMONT	0.64	1.9%	124%	117
CAMBRIDGE	0.56	1.8%	111%	0.64
CANNING	0.60	1.6%	65%	0.81
CLAREMONT	0.30	1.5%	178%	115
COCKBURN	0.66	1.7%	32%	0.45
COTTESLOE	0.42	1.7%	93%	0.67
EAST FREMANTLE	0.00	1.7%	35%	0.95
FREMANTLE	0.68	1.6%	57%	1.04
GOSNELLS	0.62	1.8%	49%	0.89
JOONDALUP	0.61	1.5%	68%	0.62
KALAMUNDA	0.57	1.7%	56%	0.75
KWINANA	0.70	2.0%	85%	1.07
MELVILLE	0.55	1.3%	110%	1.21
MOSMAN PARK	0.57	1.5%	209%	1.35
MUNDARING	0.48	2.1%	62%	0.71
NEDLANDS	0.46	1.7%	170%	1.70
PEPPERMINT GROVE	0.67	1.3%	18%	0.14
PERTH	0.47	1.6%	128%	5.05
ROCKINGHAM	0.72	1.5%	36%	0.56
SERPENTINE-JARRAHDALE	0.41	2.3%	59%	0.88
SOUTH PERTH	0.61	1.3%	125%	1.69
STIRLING	0.70	1.9%	69%	0.79
SUBIACO	0.52	1.4%	82%	1.34
SWAN	0.63	1.7%	43%	0.66
VICTORIA PARK	0.42	1.5%	109%	1.35
VINCENT	0.43	1.6%	108%	0.84
WANNEROO	0.72	1.7%	36%	0.41
Region Average	0.62	1.7%	66%	0.82
State Average	0.53	2.4%	59%	0.69

Appendix 9 - Metropolitan Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2023-24

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	12,779	7,793	61%	16%	11%	11%	74
BASSEDEAN	3,890	2,529	65%	10%	18%	18%	150
BAYSWATER	12,426	9,167	74%	10%	15%	15%	123
BELMONT	9,081	6,393	70%	7%	12%	10%	139
CAMBRIDGE	5,191	2,958	57%	10%	10%	6%	95
CANNING	19,961	13,980	70%	8%	15%	11%	135
CLAREMONT	3,080	2,721	88%	5%	18%	10%	223
COCKBURN	19,251	14,040	73%	10%	13%	8%	108
COTTESLOE	856	398	46%	5%	4%	4%	46
EAST FREMANTLE	1,102	389	35%	5%	5%	5%	47
FREMANTLE	6,467	5,608	87%	6%	14%	14%	160
GOSNELLS	24,442	15,888	65%	11%	18%	16%	116
JOONDALUP	24,824	17,820	72%	11%	13%	10%	105
KALAMUNDA	11,718	8,278	71%	18%	17%	17%	132
KWINANA	11,764	7,612	46%	20%	21%	19%	146
MELVILLE	26,040	21,248	82%	8%	22%	19%	192
MOSMAN PARK	1,663	663	40%	6%	7%	7%	66
MUNDARING	9,761	6,360	65%	21%	21%	16%	154
NEDLANDS	6,830	5,500	81%	7%	21%	21%	228
PEPPERMINT GROVE	54	0	0%	5%	0%	0%	0
PERTH	27,240	24,105	88%	2%	24%	24%	734
ROCKINGHAM	21,119	9,575	45%	17%	9%	9%	64
SERPENTINE-JARRAHDALE	12,121	6,216	51%	31%	25%	23%	169
SOUTH PERTH	14,046	11,853	84%	6%	28%	25%	254
STIRLING	34,104	28,576	84%	9%	14%	9%	117
SUBIACO	5,662	4,377	77%	4%	18%	15%	232
SWAN	57,252	32,745	57%	13%	23%	16%	191
VICTORIA PARK	11,843	9,241	78%	7%	24%	19%	227
VINCENT	5,435	3,617	67%	6%	9%	8%	90
WANNEROO	25,856	11,613	45%	15%	7%	5%	51
Region	425,858	291,262	68%	11%	16%	13%	133
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ARMADALE	510	75	214	1	5	1	806	308.0	0.0	299.0
BASSEDEAN	95	2	1	0	0	0	97	75.2	0.2	27.3
BAYSWATER	348	1	2	0	0	0	352	0.0	0.0	347.0
BELMONT	223	5	0	0	0	0	228	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	577	167.0	0.0	225.0
CLAREMONT	47	0	0	0	0	0	48	81.0	2.8	1.8
COCKBURN	707	23	160	0	0	0	890	619.9	0.0	236.9
COTTESLOE	33	10	0	0	0	0	43	65.1	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	80.0
GOSNELLS	674	17	101	1	0	0	792	635.7	1.7	36.1
JOONDALUP	992	34	2	0	0	0	1,028	736.0	13.0	187.0
KALAMUNDA	319	137	154	11	3	0	623	283.0	33.0	106.0
KWINANA	279	43	111	1	1	0	434	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	185	99	336	22	20	10	673	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	98	7	0	0	0	0	106	210.0	4.0	15.0
ROCKINGHAM	810	97	200	3	1	4	1,115	718.0	0.0	0.0
SERPENTINE-JARRAHDALE	125	37	461	108	1	4	736	160.6	0.0	4.8
SOUTH PERTH	188	3	0	0	0	0	191	271.6	3.4	10.0
STIRLING	1,021	11	0	0	0	0	1,033	0.0	0.0	957.0
SUBIACO	75	2	0	0	0	0	77	142.6	0.0	16.0
SWAN	901	82	554	41	11	3	1,592	792.4	1.2	171.5
VICTORIA PARK	161	3	0	2	0	0	166	238.0	0.0	13.5
VINCENT	141	2	0	0	0	0	143	244.0	0.0	15.0
WANNEROO	1,289	142	151	6	6	0	1,595	678.0	0.0	670.0
Region	10,850	895	2,452	197	49	23	14,466	8136	77	3872
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 9 - Metropolitan Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	11,689	579	0	0	12,268	9,907	1,404	0	0
BASSEDEAN	3,528	0	0	0	3,528	15,920	0	0	0
BAYSWATER	10,953	0	0	0	10,953	13,319	0	0	0
BELMONT	8,185	0	0	0	8,185	15,544	0	0	0
CAMBRIDGE	4,129	0	0	0	4,129	9,508	0	0	0
CANNING	15,200	0	0	0	15,200	11,771	0	0	0
CLAREMONT	1,981	0	0	0	1,981	19,117	0	0	0
COCKBURN	11,668	144	0	0	11,812	7,135	400	0	0
COTTESLOE	856	0	0	0	856	9,363	0	0	0
EAST FREMANTLE	1,101	0	0	0	1,101	13,325	0	0	0
FREMANTLE	6,467	0	0	0	6,467	16,140	0	0	0
GOSNELLS	18,804	0	0	0	18,804	13,020	0	0	0
JOONDALUP	19,754	0	0	0	19,754	8,831	0	0	0
KALAMUNDA	9,404	1,988	103	85	11,579	10,255	6,885	13,143	30,122
KWINANA	8,669	1,568	0	2	10,239	14,860	6,724	0	1,955
MELVILLE	22,831	0	0	0	22,831	19,764	0	0	0
MOSMAN PARK	1,397	102	0	164	1,663	17,250	104,112	0	0
MUNDARING	5,558	2,372	90	52	8,072	10,277	4,142	5,094	2,571
NEDLANDS	6,724	0	0	0	6,724	23,627	0	0	0
PEPPERMINT GROVE	54	0	0	0	54	2,602	0	0	0
PERTH	26,711	0	0	0	26,711	85,939	0	0	0
ROCKINGHAM	16,753	0	0	0	16,753	9,472	0	0	0
SERPENTINE-JARRAHDALE	4,134	2,550	1,934	0	8,618	13,769	3,077	18,297	0
SOUTH PERTH	12,554	0	0	0	12,554	28,410	0	0	0
STIRLING	23,588	0	0	0	23,588	10,264	0	0	0
SUBIACO	4,525	0	0	0	4,525	24,633	0	0	0
SWAN	16,060	7,242	162	47	23,511	8,432	7,415	4,107	4,107
VICTORIA PARK	8,360	0	0	0	8,360	20,648	0	0	0
VINCENT	4,727	0	0	0	4,727	12,355	0	0	0
WANNEROO	17,129	0	0	0	17,129	6,294	0	0	0
Region	303,494	16,545	2,288	350	322,677	12,252	3,566	13,165	6,713
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 9 - Metropolitan Regional Road Group

Table 5: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ARMADALE	3,514	8,805	459	0	12,778	27.5%	68.9%	3.6%	0.0%	20,596	12,319
BASSEDEAN	2,512	1,016	362	0	3,890	64.6%	26.1%	9.3%	0.0%	3,065	3,528
BAYSWATER	7,977	2,976	330	1,123	12,406	64.3%	24.0%	2.7%	9.1%	13,808	10,953
BELMONT	3,982	4,203	839	57	9,081	43.8%	46.3%	9.2%	0.6%	7,016	8,185
CAMBRIDGE	1,032	3,097	347	715	5,191	19.9%	59.7%	6.7%	13.8%	6,423	4,129
CANNING	10,314	5,157	1,517	2,973	19,961	51.7%	25.8%	7.6%	14.9%	19,110	15,471
CLAREMONT	697	1,284	761	338	3,080	22.6%	41.7%	24.7%	11.0%	1,718	1,981
COCKBURN	9,237	2,575	6,061	1,378	19,251	48.0%	13.4%	31.5%	7.2%	26,148	11,812
COTTESLOE	398	458	0	0	856	46.5%	53.5%	0.0%	0.0%	1,283	856
EAST FREMANTLE	785	316	0	0	1,101	71.3%	28.7%	0.0%	0.0%	1,165	1,101
FREMANTLE	5,639	828	0	0	6,467	87.2%	12.8%	0.0%	0.0%	6,203	6,467
GOSNELLS	12,474	6,641	4,843	484	24,442	51.0%	27.2%	19.8%	2.0%	21,559	19,115
JOONDALUP	8,440	11,644	3,877	863	24,824	34.0%	46.9%	15.6%	3.5%	32,633	20,084
KALAMUNDA	9,231	2,348	139	0	11,718	78.8%	20.0%	1.2%	0.0%	15,502	11,579
KWINANA	6,082	4,157	1,505	20	11,764	51.7%	35.3%	12.8%	0.2%	9,609	10,239
MELVILLE	12,781	10,050	1,601	1,605	26,037	49.1%	38.6%	6.1%	6.2%	18,883	22,831
MOSMAN PARK	266	1,397	0	0	1,663	16.0%	84.0%	0.0%	0.0%	1,230	1,663
MUNDARING	4,829	3,252	1,034	646	9,761	49.5%	33.3%	10.6%	6.6%	11,433	8,081
NEDLANDS	2,850	3,874	106	0	6,830	41.7%	56.7%	1.6%	0.0%	3,950	6,724
PEPPERMINT GROVE	48	6	0	0	54	88.9%	11.1%	0.0%	0.0%	373	54
PERTH	13,243	13,468	529	0	27,240	48.6%	49.4%	1.9%	0.0%	5,284	26,711
ROCKINGHAM	12,812	3,941	2,874	1,492	21,119	60.7%	18.7%	13.6%	7.1%	30,131	16,753
SERPENTINE-JARRAHDALE	4,762	4,160	2,943	256	12,121	39.3%	34.3%	24.3%	2.1%	10,154	8,922
SOUTH PERTH	6,978	5,576	419	1,072	14,045	49.7%	39.7%	3.0%	7.6%	7,423	12,554
STIRLING	15,301	8,287	6,098	4,394	34,080	44.9%	24.3%	17.9%	12.9%	29,905	23,588
SUBIACO	2,986	1,539	1,136	0	5,661	52.7%	27.2%	20.1%	0.0%	3,379	4,525
SWAN	17,682	6,614	21,301	11,656	57,253	30.9%	11.6%	37.2%	20.4%	36,817	24,296
VICTORIA PARK	4,916	3,444	1,540	1,942	11,842	41.5%	29.1%	13.0%	16.4%	6,201	8,360
VINCENT	1,458	3,269	708	0	5,435	26.8%	60.1%	13.0%	0.0%	5,655	4,727
WANNEROO	13,554	3,575	4,367	4,360	25,856	52.4%	13.8%	16.9%	16.9%	41,434	17,129
Region	196,780	127,958	65,696	35,374	425,807	46.2%	30.1%	15.4%	8.3%	398,089	324,737
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Appendix 9 - Metropolitan Regional Road Group

Table 6: Bridge statistics and expenditure 2023-24

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
ARMADALE	14	2,347	890	249	0	51	0
BASSEDEAN	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0	0
CAMBRIDGE	0	0	0	0	0	0	0
CANNING	5	1,558	1,072	0	0	271	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	3,271	0	0	311	0
JOONDALUP	21	2,496	0	0	100	330	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	9	117
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	13	1,486	0	0	732	0	0
ROCKINGHAM	19	1,756	0	0	0	0	0
SERPENTINE-JARRAHDALE	10	1,599	149	0	0	304	0
SOUTH PERTH	2	231	0	0	0	0	0
STIRLING	4	183	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	28	3,864	3,640	0	160	785	0
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	2	190	0	0	0	0	0
Region	152	21,834	9,730	249	1,606	2,061	117
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 9 - Metropolitan Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

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	4,162,027	1,443,876	11,689	579	2.81	0.40
BASSEDEAN	780,688	5,267	3,528	0	4.52	0.00
BAYSWATER	2,885,597	16,292	10,953	0	3.80	0.00
BELMONT	1,873,772	2,624	8,185	0	4.37	0.00
CAMBRIDGE	1,535,698	15,098	4,129	0	2.69	0.00
CANNING	4,525,920	22,318	15,200	0	3.36	0.00
CLAREMONT	365,062	0	1,981	0	5.43	0.00
COCKBURN	5,935,786	1,261,521	11,668	144	1.97	0.11
COTTESLOE	320,667	0	856	0	2.67	0.00
EAST FREMANTLE	290,145	0	1,101	0	3.79	0.00
FREMANTLE	1,420,729	0	6,467	0	4.55	0.00
GOSNELLS	5,113,906	701,542	18,804	0	3.68	0.00
JOONDALUP	8,047,972	15,753	19,754	0	2.45	0.00
KALAMUNDA	3,241,601	1,010,423	9,404	1,988	2.90	1.97
KWINANA	2,129,152	816,205	8,669	1,568	4.07	1.92
MELVILLE	4,099,569	0	22,831	0	5.57	0.00
MOSMAN PARK	299,664	3,429	1,397	102	4.66	29.75
MUNDARING	1,892,896	2,004,538	5,558	2,372	2.94	1.18
NEDLANDS	1,041,422	0	6,724	0	6.46	0.00
PEPPERMINT GROVE	74,210	0	54	0	0.73	0.00
PERTH	1,120,886	0	26,711	0	23.83	0.00
ROCKINGHAM	6,427,801	1,467,514	16,753	0	2.61	0.00
SERPENTINE-JARRAHDALE	1,066,449	2,901,000	4,134	2,550	3.88	0.88
SOUTH PERTH	1,571,296	0	12,554	0	7.99	0.00
STIRLING	8,114,479	1,636	23,588	0	2.91	0.00
SUBIACO	652,995	0	4,525	0	6.93	0.00
SWAN	6,756,271	3,418,445	16,060	7,242	2.38	2.12
VICTORIA PARK	1,421,426	0	8,360	0	5.88	0.00
VINCENT	1,347,035	0	4,727	0	3.51	0.00
WANNEROO	9,805,237	1,130,855	17,129	0	1.75	0.00
Region	88,320,357	16,238,335	303,494	16,545	3.44	1.02
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

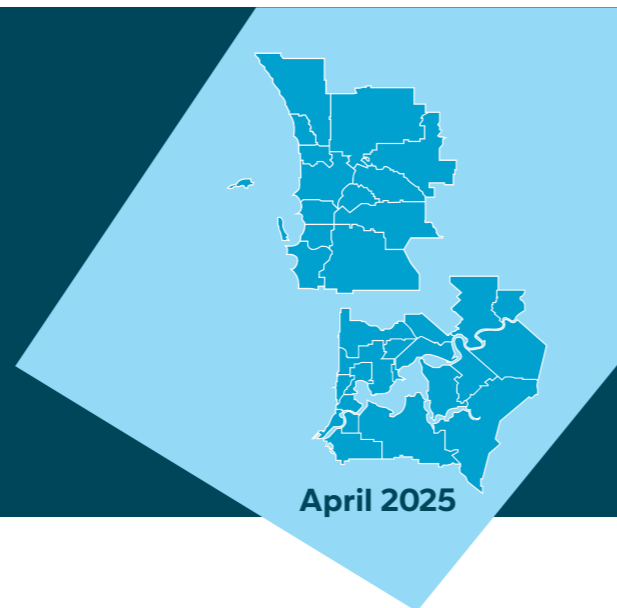
Appendix 9 - Metropolitan Regional Road Group

Table 8: Sealed road age 2023-24

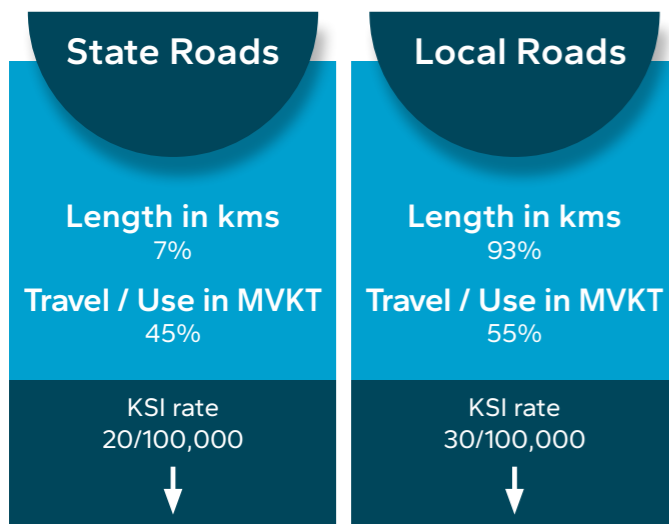
Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ARMADALE	585	25	19	20	214	31	22
BASSEDEAN	96	46	29	29	1	39	17
BAYSWATER	349	45	17	17	2	31	31
BELMONT	227	32	24	24	0	29	29
CAMBRIDGE	191	54	17	17	2	42	20
CANNING	572	41	24	24	3	28	27
CLAREMONT	48	82	31	31	0	0	0
COCKBURN	730	31	19	19	160	39	23
COTTESLOE	43	59	30	31	0	0	0
EAST FREMANTLE	37	118	39	39	0	0	0
FREMANTLE	176	30	24	24	0	0	0
GOSNELLS	691	33	21	21	101	33	23
JOONDALUP	1,026	40	27	27	2	60	26
KALAMUNDA	455	44	16	16	154	52	17
KWINANA	322	27	18	18	111	34	23
MELVILLE	527	47	34	34	0	0	0
MOSMAN PARK	43	44	27	26	1	35	28
MUNDARING	285	41	26	26	336	34	27
NEDLANDS	136	61	21	21	0	0	0
PEPPERMINT GROVE	9	34	27	27	0	0	0
PERTH	106	57	31	31	0	0	0
ROCKINGHAM	907	26	17	17	200	39	20
SERPENTINE-JARRAHDALE	162	25	18	15	461	51	26
SOUTH PERTH	191	42	31	31	0	0	0
STIRLING	1,032	27	20	20	0	13	13
SUBIACO	77	53	34	34	0	0	0
SWAN	983	27	22	22	554	38	29
VICTORIA PARK	164	64	33	33	0	0	0
VINCENT	143	66	25	25	0	0	0
WANNEROO	1,432	24	20	20	151	28	23
Region	11,746	45	25	25	2,452	36	24

Road Safety Performance Local Government Roads 2019-2023

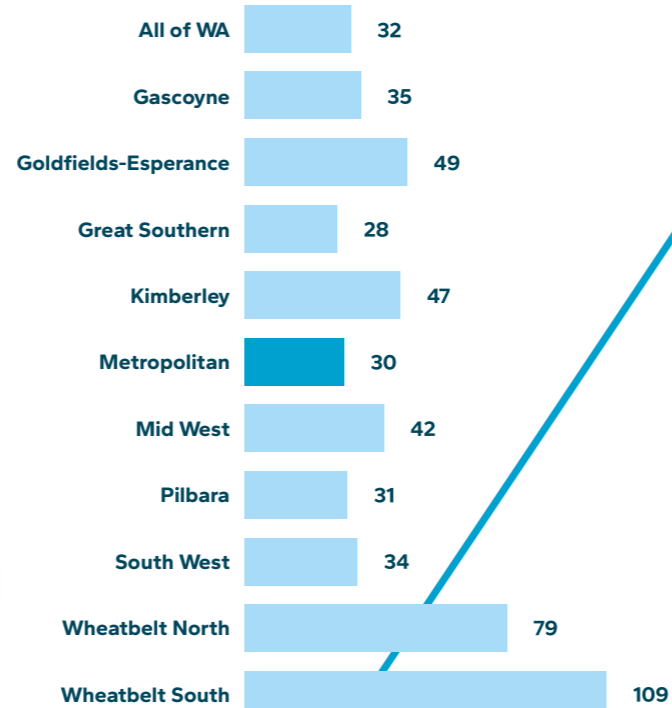
Metropolitan Region



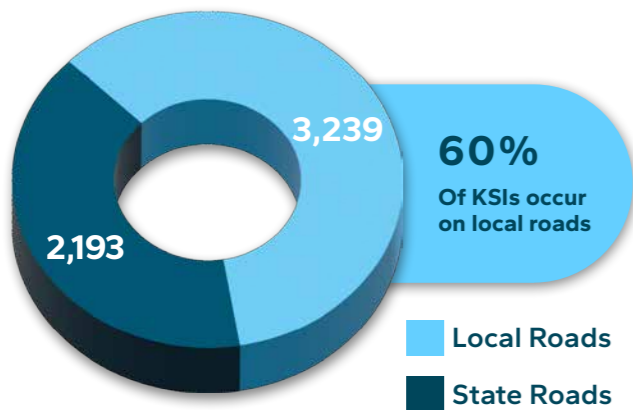
April 2025



Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

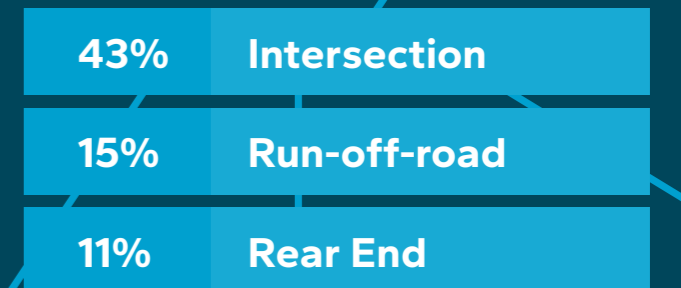
Local Government	Killed	Seriously Injured	Total KSI
Armadale	14	105	119
Bassendean	1	24	25
Bayswater	6	132	138
Belmont	2	87	89
Cambridge	3	64	67
Canning	9	160	169
Claremont	0	10	10
Cockburn	9	171	180
Cottesloe	1	13	14
East Fremantle	1	10	11
Fremantle	1	47	48
Gosnells	11	170	181
Joondalup	6	144	150
Kalamunda	5	106	111
Kwinana	7	61	68
Melville	1	90	91
Mosman Park	0	4	4
Mundaring	2	63	65
Nedlands	1	27	28
Peppermint Grove	0	1	1
Perth	4	159	163
Rockingham	18	206	224
Serpentine-Jarrahdale	17	78	95
South Perth	0	68	68
Stirling	10	414	424
Subiaco	0	27	27
Swan	25	232	257
Victoria Park	3	117	120
Vincent	4	83	87
Wanneroo	17	181	198
Kings Park	1	4	5
Rottnest Island	0	2	2
Total	179	3,060	3,239



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Right Angle	914	28%	→
Right Turn Thru	469	14%	→
Off Carriageway Hit Object	465	14%	→
Rear End	371	11%	→
Hit Pedestrian	331	10%	↓
Non-collision	180	6%	→
Sideswipe	157	5%	→
Head On	115	4%	→
Other	103	3%	→
Hit Object	85	3%	→
Off Carriageway Non-collision	37	1%	→
Hit Animal	12	0%	→
Total	3,239	100%	

Priority Treatment Areas



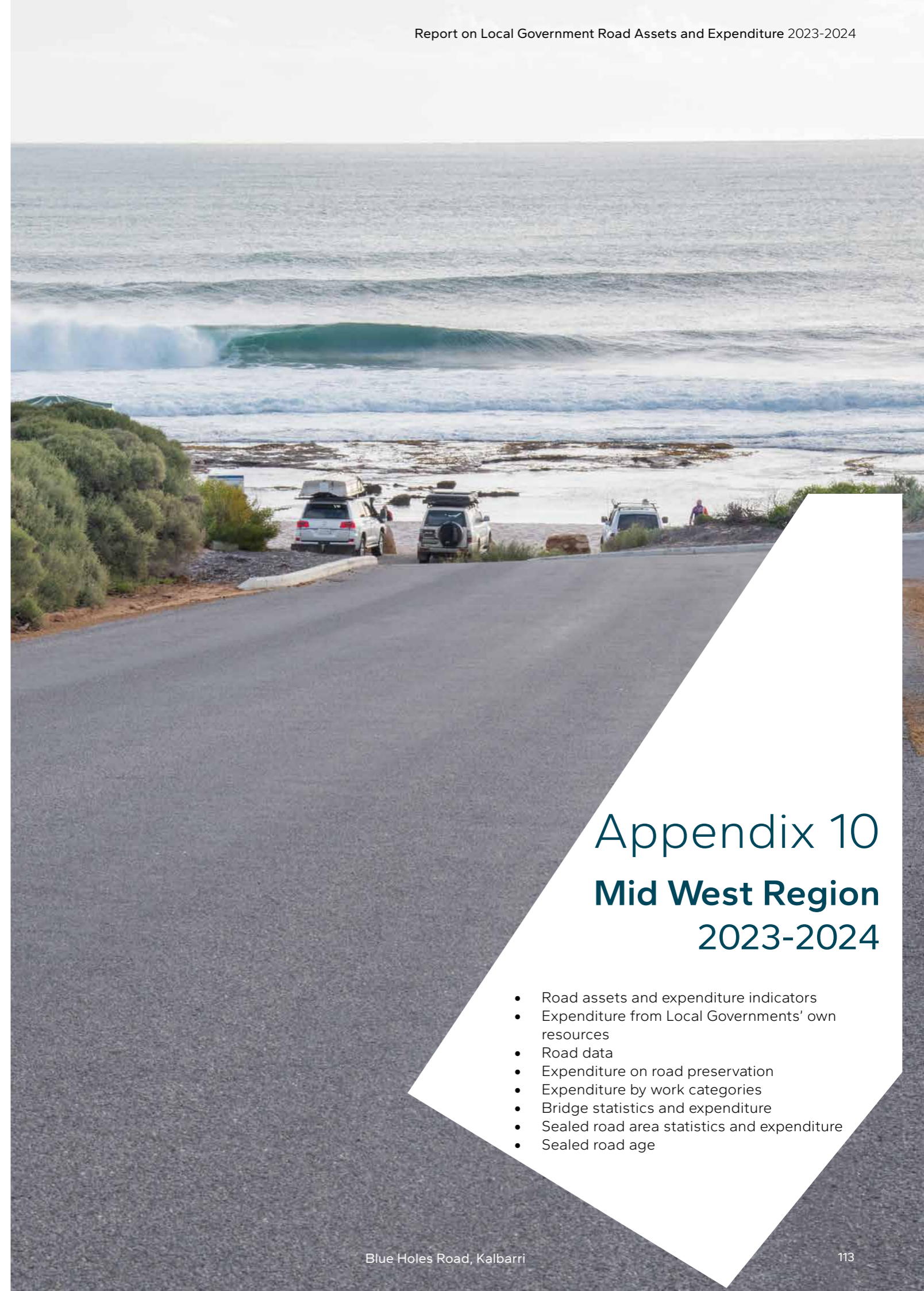
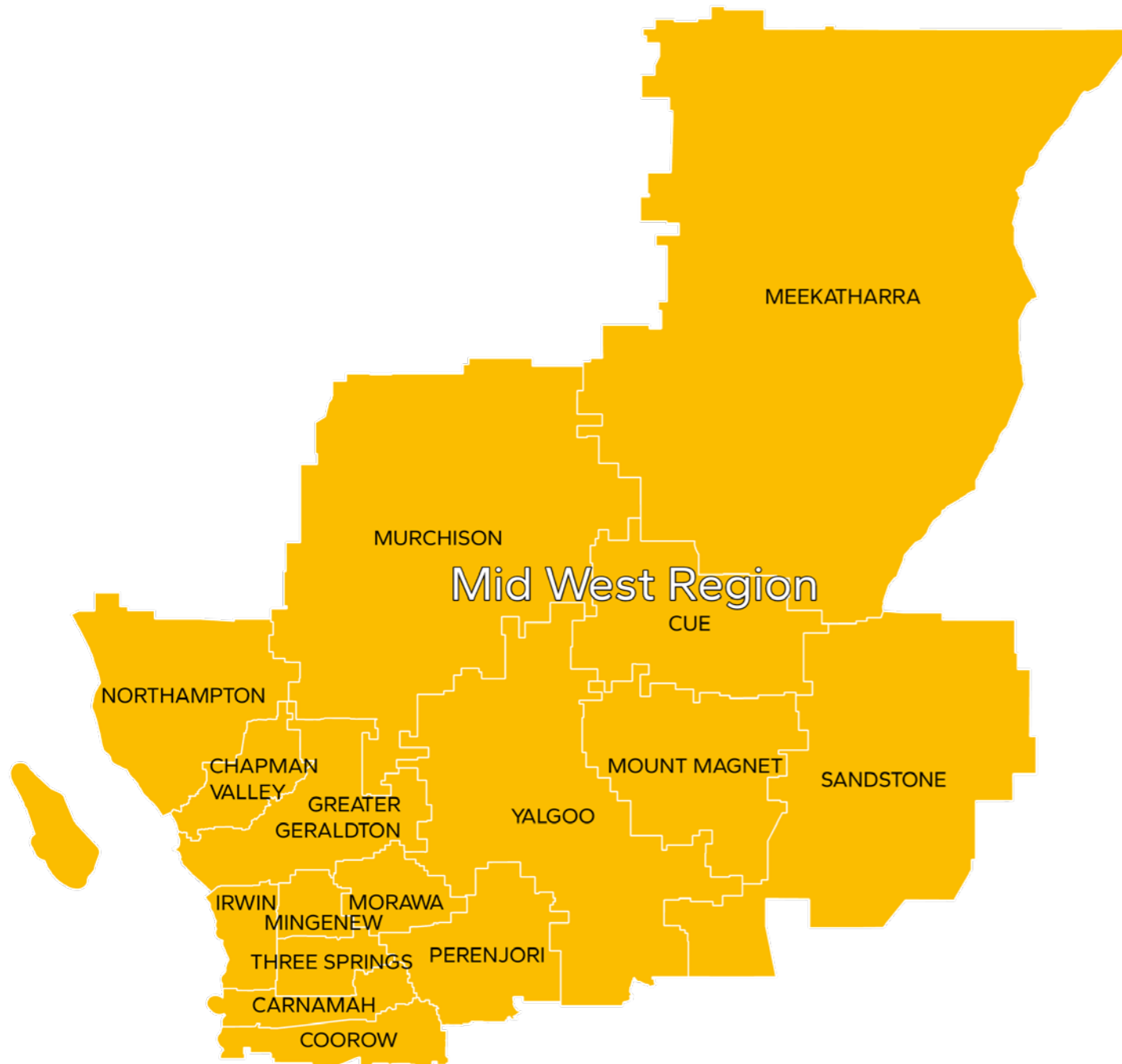
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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Mid West Region Map



Appendix 10 Mid West Region 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CARNAMAH	0.44	3.5%	47%	0.30
CHAPMAN VALLEY	0.55	3.8%	47%	0.60
COOROW	0.39	3.6%	41%	0.58
CUE	0.53	4.3%	87%	0.77
GREATER GERALDTON	0.44	2.3%	17%	1.13
IRWIN	0.52	2.8%	13%	0.71
MEEKATHARRA	0.56	4.6%	110%	0.61
MINGENEW	0.57	2.9%	9%	0.49
MORAWA	0.40	4.1%	50%	0.44
MOUNT MAGNET	0.56	4.7%	76%	0.85
MURCHISON	0.53	4.7%	138%	1.81
NORTHAMPTON	0.39	3.3%	45%	0.47
PERENJORI	0.51	4.1%	60%	0.54
SANDSTONE	0.56	4.8%	0%	0.99
THREE SPRINGS	0.55	3.7%	71%	0.48
YALGOO	0.51	4.7%	145%	0.97
Region Average	0.48	3.4%	52%	0.80
State Average	0.53	2.4%	59%	0.69

Appendix 10 - Mid West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2023-24

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	2,611	254	10%	117%	9%	3%	439
CHAPMAN VALLEY	3,770	1,513	40%	104%	50%	37%	910
COOROW	3,459	1,630	47%	83%	33%	32%	1472
CUE	3,387	771	23%	76%	15%	10%	3338
GREATER GERALDTON	27,612	16,468	60%	38%	40%	33%	393
IRWIN	2,399	1,279	53%	38%	24%	24%	333
MEEKATHARRA	5,847	2,102	36%	102%	18%	18%	1624
MINGENEW	2,243	13	1%	114%	1%	1%	31
MORAWA	3,266	484	15%	125%	14%	14%	713
MOUNT MAGNET	2,362	1,356	57%	87%	34%	28%	1934
MURCHISON	12,523	2,609	21%	140%	53%	35%	24613
NORTHAMPTON	6,359	1,699	27%	77%	23%	23%	504
PERENJORI	3,949	1,328	34%	145%	28%	27%	2046
SANDSTONE	3,258	1,284	39%	108%	35%	35%	11069
THREE SPRINGS	1,982	338	17%	125%	12%	12%	570
YALGOO	3,563	1,521	43%	103%	31%	31%	4261
Region	88,590	34,649	39%	77%	31%	27%	601
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 10 - Mid West Regional Road Group

Table 3: Road data 2023-24

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	0.1	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	136	250	51	4	451	4.0	8.4	1.2
MORAWA	1	12	126	515	271	46	971	17.3	12.7	4.6
MOUNT MAGNET	1	14	13	335	216	82	662	1.6	0.0	2.5
MURCHISON	0	0	170	498	943	35	1,646	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	3.2	0.0	1.8
SANDSTONE	1	3	12	306	388	204	914	16.2	6.1	1.8
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	172	318	2,766	8,424	4,321	1,099	17,099	273	52	97
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 10 - Mid West Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	0	988	302	0	1,290	0	2,454	821	0
CHAPMAN VALLEY	0	1,045	1,234	14	2,293	0	3,198	3,557	53
COOROW	612	798	1,343	1	2,754	12,963	2,097	2,627	16
CUE	797	1,284	577	0	2,658	63,990	5,790	1,694	0
GREATER GERALDTON	14,744	2,964	4,081	171	21,959	22,817	2,810	4,237	880
IRWIN	404	42	1,862	2	2,311	6,003	184	7,228	184
MEEKATHARRA	1,312	1,831	2,664	0	5,807	29,303	6,622	1,584	0
MINGENEW	54	91	626	18	789	2,413	395	2,512	354
MORAWA	96	702	861	17	1,676	2,862	3,532	1,676	61
MOUNT MAGNET	1,169	0	667	1	1,837	38,195	5	1,988	5
MURCHISON	0	2,616	7,353	6	9,975	0	8,315	14,763	6
NORTHAMPTON	559	1,297	960	236	3,052	5,679	2,657	2,010	868
PERENJORI	757	1,058	2,056	2	3,873	67,110	1,943	2,240	8
SANDSTONE	0	0	798	1,204	2,002	0	0	2,608	3,102
THREE SPRINGS	338	1,049	595	0	1,982	21,061	2,929	1,274	0
YALGOO	2	2,253	1,246	0	3,501	262	8,906	8,053	0
Region	20,844	18,018	27,226	1,671	67,759	19,091	3,309	3,252	459
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 10 - Mid West Regional Road Group

Table 5: Expenditure by work categories 2023-24

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	302	988	1,321	0	2,611	11.6%	37.8%	50.6%	0.0%	4,259	1,290
CHAPMAN VALLEY	1,522	771	1,477	0	3,770	40.4%	20.5%	39.2%	0.0%	3,812	2,293
COOROW	1,982	779	697	0	3,458	57.3%	22.5%	20.2%	0.0%	4,761	2,761
CUE	1,556	1,102	479	235	3,372	46.1%	32.7%	14.2%	7.0%	3,452	2,658
GREATER GERALDTON	11,913	11,141	1,003	3,498	27,555	43.2%	40.4%	3.6%	12.7%	20,320	23,054
IRWIN	1,006	1,305	88	0	2,399	41.9%	54.4%	3.7%	0.0%	3,245	2,311
MEEKATHARRA	3,301	2,506	0	0	5,807	56.8%	43.2%	0.0%	0.0%	9,549	5,807
MINGENEW	596	731	916	0	2,243	26.6%	32.6%	40.8%	0.0%	2,729	1,327
MORAWA	1,186	490	1,276	71	3,023	39.2%	16.2%	42.2%	2.3%	3,821	1,676
MOUNT MAGNET	1,660	187	515	0	2,362	70.3%	7.9%	21.8%	0.0%	2,163	1,847
MURCHISON	2,656	7,335	2,020	0	12,011	22.1%	61.1%	16.8%	0.0%	5,509	9,991
NORTHAMPTON	2,201	851	3,307	0	6,359	34.6%	13.4%	52.0%	0.0%	6,471	3,052
PERENJORI	1,687	2,186	76	0	3,949	42.7%	55.4%	1.9%	0.0%	7,139	3,873
SANDSTONE	1,480	522	444	0	2,446	60.5%	21.3%	18.2%	0.0%	2,019	2,002
THREE SPRINGS	579	1,403	0	0	1,982	29.2%	70.8%	0.0%	0.0%	4,144	1,982
YALGOO	1,248	2,253	0	0	3,501	35.6%	64.4%	0.0%	0.0%	3,618	3,501
Region	34,875	34,550	13,619	3,804	86,848	40.2%	39.8%	15.7%	4.4%	87,011	69,425
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Appendix 10 - Mid West Regional Road Group

Table 6: Bridge statistics and expenditure 2023-24

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	0	0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	480	0	0	0	7	0
CUE	0	0	0	0	0	0	0
GREATER GERALDTON	5	1,112	0	141	0	1,095	0
IRWIN	2	464	89	0	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	6	1,651	0	0	0	538	0
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	10	0
MURCHISON	1	374	0	0	0	16	0
NORTHAMPTON	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0
THREE SPRINGS	1	122	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0
Region	22	4,999	89	141	0	1,666	0
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 10 - Mid West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

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	0	988	0.00	0.70
CHAPMAN VALLEY	46,930	1,144,034	0	1,045	0.00	0.91
COOROW	165,237	1,331,674	612	798	3.70	0.60
CUE	43,593	776,166	797	1,284	18.28	1.65
GREATER GERALDTON	2,278,822	3,691,775	14,744	2,964	6.47	0.80
IRWIN	235,965	804,021	404	42	1.71	0.05
MEEKATHARRA	156,707	967,772	1,312	1,831	8.37	1.89
MINGENEW	78,334	807,215	54	91	0.69	0.11
MORAWA	117,411	695,848	96	702	0.82	1.01
MOUNT MAGNET	107,120	104,966	1,169	0	10.91	0.00
MURCHISON	240	1,101,130	0	2,616	0.0	2.38
NORTHAMPTON	349,344	1,708,525	559	1,297	1.60	0.76
PERENJORI	39,480	1,905,795	757	1,058	19.17	0.56
SANDSTONE	33,847	85,391	0	0	0.00	0.00
THREE SPRINGS	56,170	1,253,493	232	1,049	4.13	0.84
YALGOO	26,698	885,385	2	2,253	0.07	2.54
Region	3,843,858	18,672,527	20,738	18,018	5.40	0.96
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

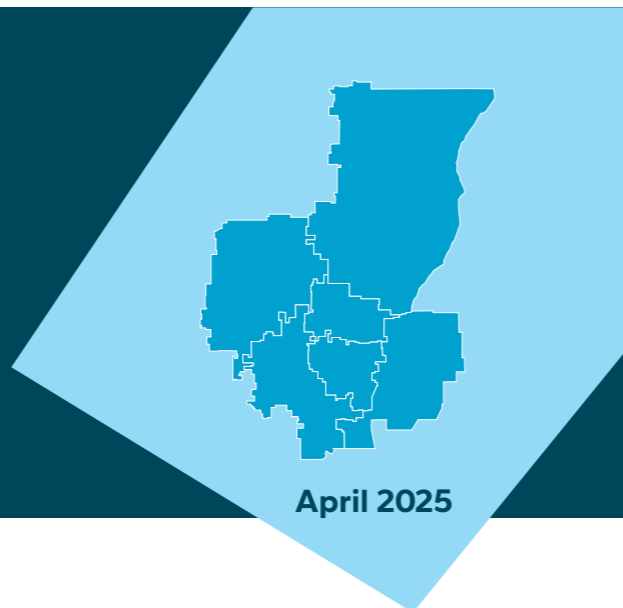
Appendix 10 - Mid West Regional Road Group

Table 8: Sealed road age 2023-24

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	33	15	15	197	36	18
CHAPMAN VALLEY	7	16	16	0	180	24	15
COOROW	23	45	25	19	196	33	26
CUE	6	29	16	0	100	18	17
GREATER GERALDTON	290	47	25	24	532	34	24
IRWIN	32	35	22	18	116	24	22
MEEKATHARRA	13	53	19	23	129	18	9
MINGENEW	10	39	21	22	136	27	16
MORAWA	13	50	26	18	126	44	22
MOUNT MAGNET	15	32	10	0	13	23	7
MURCHISON	0	12	12	0	170	17	17
NORTHAMPTON	48	38	31	33	242	37	25
PERENJORI	5	31	18	0	259	28	15
SANDSTONE	4	18	16	15	12	14	12
THREE SPRINGS	7	28	18	16	173	27	12
YALGOO	2	29	14	0	187	20	17
Region	490	33	19	20	2,766	27	17

Road Safety Performance Local Government Roads 2019-2023

Mid West Region

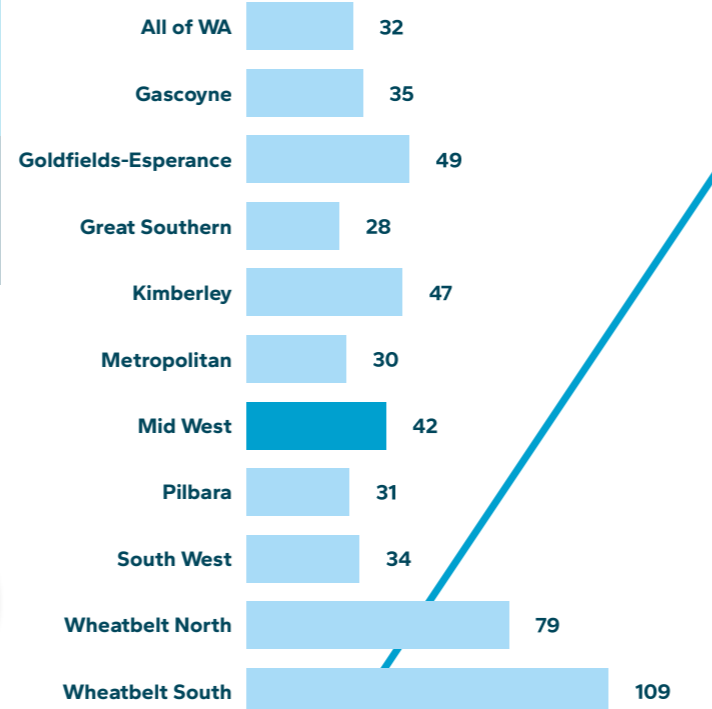


April 2025

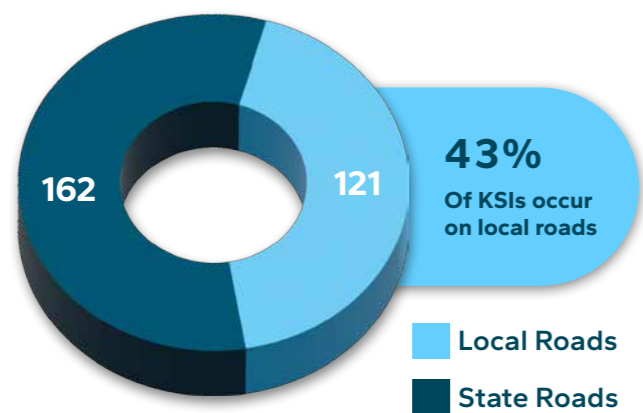
State Roads	Local Roads
Length in kms 15%*	Length in kms 85%*
Travel / Use in MVKT 78%*	Travel / Use in MVKT 22%*
KSI rate 56/100,000 ↓	KSI rate 42/100,000 →

*road length and travel / use are for the Main Roads WA Region, Mid West Gascoyne, not for the Mid West Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Carnamah	0	1	1
Chapman Valley	2	1	3
Coorow	0	3	3
Cue	0	0	0
Greater Geraldton	2	55	57
Irwin	2	4	6
Meekatharra	3	9	12
Mingenew	0	3	3
Morawa	0	2	2
Mount Magnet	0	3	3
Murchison	1	12	13
Northampton	0	7	7
Perenjori	1	1	2
Sandstone	0	1	1
Three Springs	0	7	7
Yalgoo	0	1	1
Total	11	110	121



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	32	26%	↓
Non-collision	23	19%	→
Hit Pedestrian	16	13%	↓
Off Carriageway Non-collision	10	8%	↑
Hit Animal	8	7%	→
Rear End	8	7%	→
Right Angle	8	7%	→
Right Turn Thru	5	4%	→
Head On	4	3%	→
Other	4	3%	→
Hit Object	2	2%	↓
Sideswipe	1	1%	→
Total	121	100%	

Priority Treatment Areas



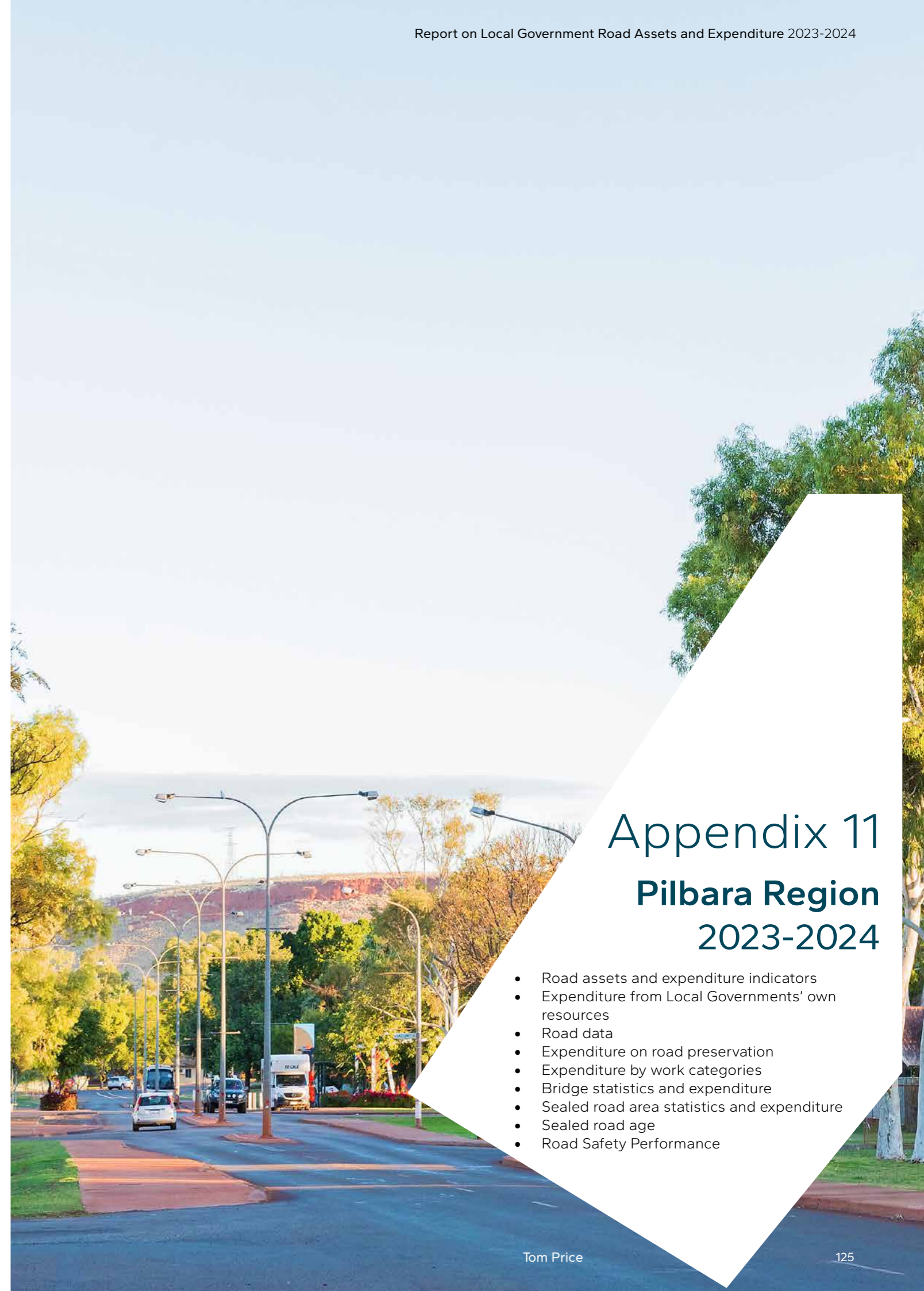
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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Pilbara Region Map



Appendix 11 Pilbara Region 2023-2024

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

Appendix 11 - Pilbara Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.63	3.6%	79%	1.50
EAST PILBARA	0.52	4.1%	98%	0.92
KARRATHA	0.75	2.4%	73%	1.00
PORT HEDLAND	0.42	2.5%	66%	0.68
Region Average	0.59	3.1%	78%	0.99
State Average	0.53	2.4%	59%	0.69

Table 2: Expenditure from Local Governments' own resources 2023-24

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	9,973	6,821	68%	58%	76%	76%	845
EAST PILBARA	14,556	6,582	45%	62%	24%	22%	633
KARRATHA	12,971	9,391	72%	27%	32%	26%	387
PORT HEDLAND	10,202	4,945	48%	25%	23%	12%	287
Region	47,702	27,739	58%	41%	32%	26%	463
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
ASHBURTON	22	41	111	490	281	599	1,544	34.9	0.0	1.4
EAST PILBARA	37	19	176	1,535	951	408	3,126	671	0.0	20.3
KARRATHA	152	68	44	297	0	63	624	89.6	0.0	67.8
PORT HEDLAND	42	93	61	206	0	57	458	29.9	0.0	96.1
Region	254	221	392	2,527	1,232	1,127	5,753	222	0	185
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 11 - Pilbara Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	685	1,917	6,433	464	9,499	5,255	8,499	13,142	1,650
EAST PILBARA	4,909	330	6,536	0	11,775	39,385	942	4,258	0
KARRATHA	9,425	0	1,300	0	10,725	18,748	0	4,408	0
PORT HEDLAND	4,510	2	605	0	5,117	15,522	14	2,943	0
Region	19,529	2,249	14,874	464	37,116	18,630	2,640	5,930	359
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Table 5: Expenditure by work categories 2023-24

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	4,143	5,356	0	0	9,499	43.6%	56.4%	0.0%	0.0%	6,336	9,499
EAST PILBARA	2,788	8,987	614	54	12,443	22.4%	72.2%	4.9%	0.4%	12,849	11,775
KARRATHA	6,601	4,149	0	2,222	12,972	50.9%	32.0%	0.0%	17.1%	10,793	10,750
PORT HEDLAND	2,148	2,979	2,283	1,429	8,839	24.3%	33.7%	25.8%	16.2%	7,506	5,127
Region	15,680	21,471	2,897	3,705	43,753	35.8%	49.1%	6.6%	8.5%	37,485	37,151
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Table 6: Bridge statistics and expenditure 2023-24

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	25	0
PORT HEDLAND	6	2,332	0	0	0	10	0
Region	27	5,654	0	0	0	35	0
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 11 - Pilbara Regional Road Group**Table 7: Sealed road area statistics and expenditure 2023-24**

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	685	1,917	1.50	2.43
EAST PILBARA	438,096	1,225,640	4,909	330	11.20	0.27
KARRATHA	1,759,499	364,478	9,425	0	5.36	0.00
PORT HEDLAND	1,021,177	500,096	4,510	2	4.42	0.00
Region	3,675,101	2,879,711	19,529	2,249	5.31	0.78
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 8: Sealed road age 2023-24

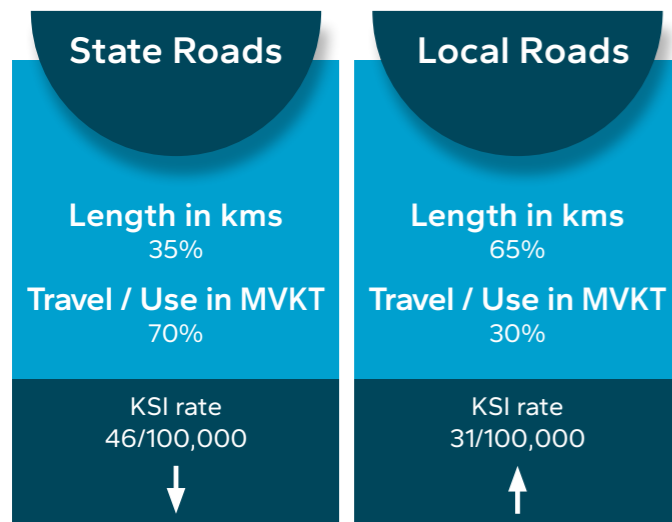
Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ASHBURTON	63	22	10	9	111	17	10
EAST PILBARA	56	36	25	21	176	22	13
KARRATHA	220	0	36	9	44	0	39
PORT HEDLAND	135	40	34	23	61	27	25
Region	475	33	26	16	392	22	22

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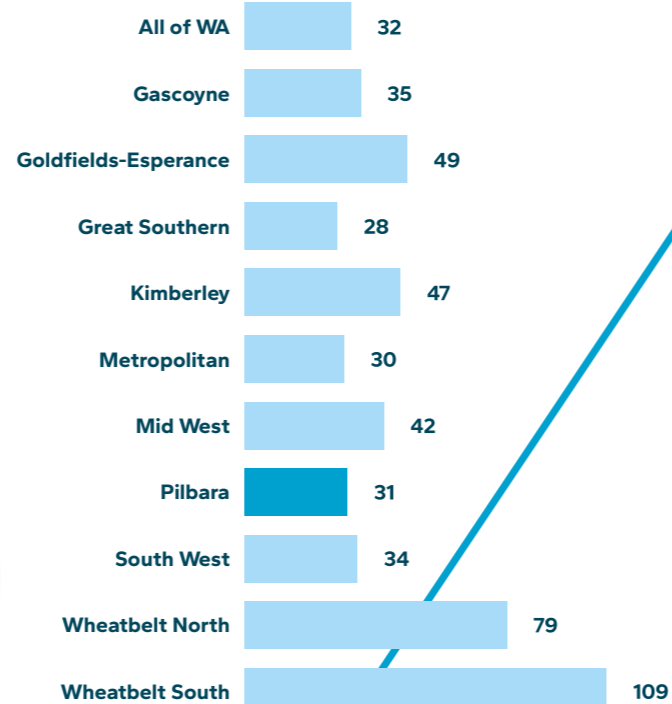
Road Safety Performance Local Government Roads 2019-2023

Pilbara Region

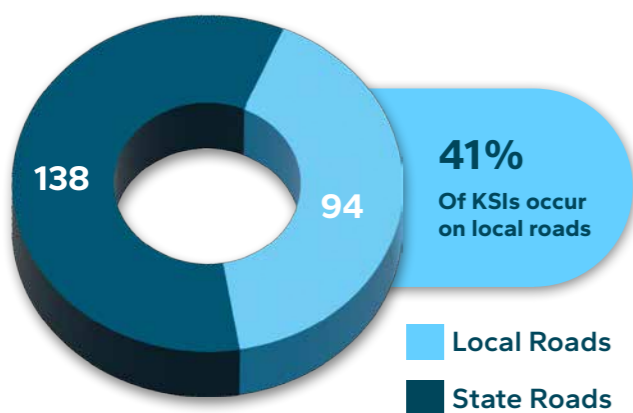
April 2025



Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

Local Government	Killed	Seriously Injured	Total KSI
Ashburton	1	8	9
East Pilbara	2	19	21
Karratha	2	30	32
Port Hedland	4	28	32
Total	9	85	94



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	23	24%	↓
Off Carriageway Non-collision	19	20%	↑
Non-collision	18	19%	↓
Right Angle	10	11%	↓
Hit Pedestrian	9	10%	↓
Hit Object	4	4%	→
Other	3	3%	↓
Rear End	3	3%	↓
Right Turn Thru	3	3%	↓
Head On	1	1%	↑
Sideswipe	1	1%	↓
Hit Animal	0	0%	→
Total	94	100%	

Priority Treatment Areas



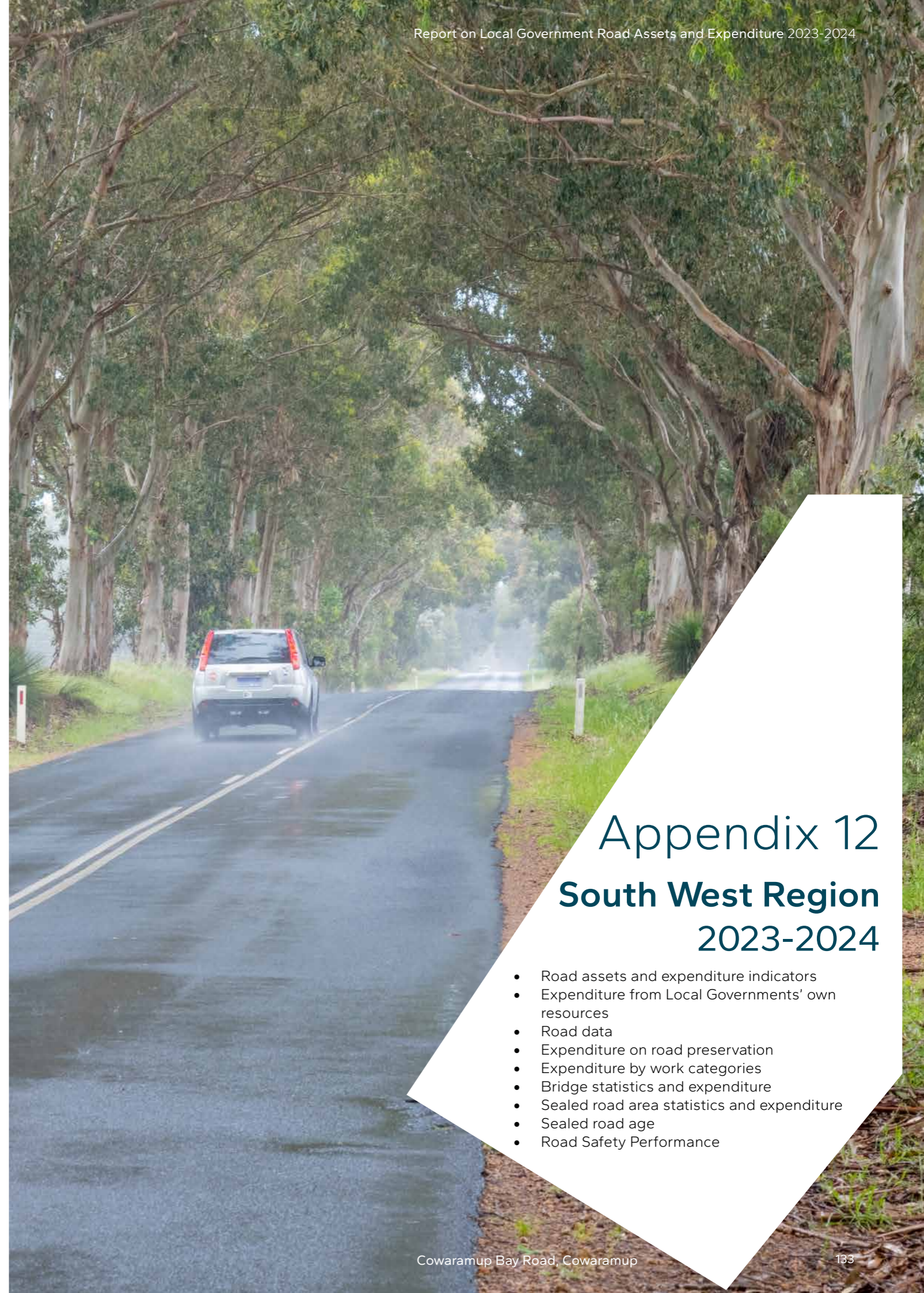
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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South West Region Map



Appendix 12

South West Region

2023-2024

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

Appendix 12 - South West Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA-MARGARET RIVER	0.43	2.6%	61%	0.37
BODDINGTON	0.63	3.1%	13%	0.64
BOYUP BROOK	0.38	3.1%	4%	0.32
BRIDGETOWN-GREENBUSHES	0.39	3.1%	56%	0.55
BUNBURY	0.47	1.9%	45%	0.83
BUSSELTON	0.27	2.0%	72%	0.80
CAPEL	0.57	2.4%	22%	0.42
COLLIE	0.38	2.7%	55%	0.55
DARDANUP	0.56	2.1%	46%	0.64
DONNYBROOK-BALINGUP	0.35	2.7%	58%	0.48
HARVEY	0.51	2.2%	43%	0.60
MANDURAH	0.64	1.5%	34%	0.29
MANJIMUP	0.34	2.8%	39%	0.46
MURRAY	0.60	2.2%	75%	0.71
NANNUP	0.34	2.9%	30%	0.35
WAROONA	0.45	2.8%	88%	0.77
Region Average	0.47	2.2%	50%	0.54
State Average	0.53	2.4%	59%	0.69

Appendix 12 - South West Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2023-24

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	4,034	194	5%	35%	1%	1%	10
BODDINGTON	2,482	1,062	43%	36%	28%	20%	595
BOYUP BROOK	3,043	182	6%	127%	4%	4%	93
BRIDGETOWN-GREENBUSHES	3,614	800	22%	76%	12%	11%	141
BUNBURY	12,612	8,093	64%	20%	24%	20%	233
BUSSELTON	16,557	10,003	60%	24%	20%	18%	228
CAPEL	3,556	1,377	39%	31%	9%	7%	71
COLLIE	3,145	425	14%	39%	5%	5%	46
DARDANUP	4,664	2,792	60%	29%	23%	21%	178
DONNYBROOK-BALINGUP	4,735	1,378	29%	63%	20%	14%	214
HARVEY	8,151	4,923	60%	29%	19%	19%	160
MANDURAH	11,789	5,127	43%	11%	6%	4%	52
MANJIMUP	7,384	2,226	30%	77%	18%	12%	236
MURRAY	7,925	2,694	34%	38%	15%	15%	136
NANNUP	1,567	407	26%	117%	13%	13%	249
WAROONA	3,156	1,003	32%	45%	18%	18%	225
Region	98,414	42,686	43%	30%	14%	12%	132
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 12 - South West Regional Road Group

Table 3: Road data 2023-24

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	337	43	9	907	531	0.4	80.0
BODDINGTON	6	8	108	128	7	1	259	161	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	320	39.7	0.3	182.2
BUSSELTON	204	62	581	208	22	8	1,085	230.3	0.0	50.6
CAPEL	105	48	179	156	7	13	506	35.5	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	338	28	17	669	0.0	1.2	26.5
HARVEY	74	45	423	280	17	1	840	20.6	11.2	145.3
MANDURAH	481	132	78	5	0	0	695	424.5	12.2	153.7
MANJIMUP	15	54	457	699	65	19	1,309	47.3	1.4	5.6
MURRAY	88	31	389	177	33	0	718	102.5	0.1	3.0
NANNUP	0	7	200	247	22	14	490	7.6	10.0	0.5
WAROONA	3	27	231	75	4	2	342	14.0	0.4	7.2
Region	1,337	668	4,190	3,680	641	153	10,668	1032	77	804
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 12 - South West Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	653	2,710	566	0	3,929	2,752	4,129	1,684	0
BODDINGTON	385	130	657	1	1,173	12,212	640	5,125	74
BOYUP BROOK	81	13	1,648	15	1,757	2,873	40	3,848	40
BRIDGETOWN-GREENBUSHES	1,181	1,061	1,017	1	3,260	19,333	2,612	2,587	46
BUNBURY	7,657	0	0	0	7,657	13,114	0	0	0
BUSSELTON	8,535	3,747	1,098	3	13,383	17,142	3,695	5,296	129
CAPEL	1,378	523	585	107	2,593	4,975	1,643	3,793	15,811
COLLIE	724	1,733	348	2	2,807	4,195	4,516	3,027	807
DARDANUP	813	2,380	254	28	3,474	5,092	6,036	2,891	2,525
DONNYBROOK-BALINGUP	724	1,664	569	10	2,967	12,125	3,778	1,710	343
HARVEY	2,670	2,239	1,348	4	6,261	10,942	2,969	4,811	245
MANDURAH	6,444	0	0	0	6,444	5,111	0	0	0
MANJIMUP	935	2,176	2,342	14	5,467	5,956	3,043	3,370	210
MURRAY	1,593	5,098	176	12	6,879	6,727	6,995	1,000	359
NANNUP	306	508	154	589	1,556	19,010	1,444	628	26,352
WAROONA	657	2,426	73	0	3,156	10,278	5,884	967	0
Region	34,736	26,408	10,835	784	72,763	8,498	3,570	2,973	1,293
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 12 - South West Regional Road Group

Table 5: Expenditure by work categories 2023-24

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	0	3,929	105	0	4,034	0.0%	97.4%	2.6%	0.0%	10,490	3,929
BODDINGTON	470	1,134	735	118	2,457	19.1%	46.2%	29.9%	4.8%	2,503	1,604
BOYUP BROOK	816	1,020	1,207	0	3,043	26.8%	33.5%	39.7%	0.0%	5,825	1,836
BRIDGETOWN-GREENBUSHES	1,456	1,913	148	97	3,614	40.3%	52.9%	4.1%	2.7%	6,082	3,369
BUNBURY	6,315	1,344	1,524	2,327	11,510	54.9%	11.7%	13.2%	20.2%	9,209	7,659
BUSSELTON	6,481	7,112	2,538	425	16,556	39.1%	43.0%	15.3%	2.6%	17,086	13,593
CAPEL	2,543	225	788	0	3,556	71.5%	6.3%	22.2%	0.0%	6,545	2,768
COLLIE	986	2,020	138	0	3,145	31.4%	64.2%	4.4%	0.0%	5,481	3,006
DARDANUP	2,688	1,263	714	0	4,665	57.6%	27.1%	15.3%	0.0%	6,204	3,951
DONNYBROOK-BALINGUP	1,327	1,864	1,409	135	4,735	28.0%	39.4%	29.8%	2.9%	6,614	3,191
HARVEY	4,630	1,840	939	742	8,151	56.8%	22.6%	11.5%	9.1%	10,710	6,470
MANDURAH	4,028	2,440	3,439	1,882	11,789	34.2%	20.7%	29.2%	16.0%	22,310	6,468
MANJIMUP	3,895	1,822	1,385	282	7,384	52.7%	24.7%	18.8%	3.8%	12,351	5,717
MURRAY	2,760	4,203	249	714	7,926	34.8%	53.0%	3.1%	9.0%	9,864	6,963
NANNUP	889	679	0	0	1,568	56.7%	43.3%	0.0%	0.0%	4,488	1,568
WAROONA	822	2,334	0	0	3,156	26.0%	74.0%	0.0%	0.0%	4,091	3,156
Region	40,106	35,142	15,318	6,722	97,289	41.2%	36.1%	15.7%	6.9%	139,852	75,248
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Appendix 12 - South West Regional Road Group

Table 6: Bridge statistics and expenditure 2023-24

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	0	0
BODDINGTON	4	0	1,059	0	0	431	0
BOYUP BROOK	18	762	3,781	287	0	79	0
BRIDGETOWN-GREENBUSHES	15	196	2,186	255	0	109	0
BUNBURY	1	655	0	0	0	2	0
BUSSELTON	44	2,019	2,981	595	0	210	0
CAPEL	13	960	889	254	0	175	0
COLLIE	6	154	1,468	0	0	199	0
DARDANUP	18	941	1,733	103	0	477	0
DONNYBROOK-BALINGUP	31	1,078	3,743	683	0	224	84
HARVEY	17	5,573	1,548	55	0	209	0
MANDURAH	22	10,718	0	0	278	24	0
MANJIMUP	43	491	3,533	1,284	0	250	0
MURRAY	16	2,516	1,682	205	0	84	249
NANNUP	13	688	1,361	165	0	12	0
WAROONA	4	520	341	0	0	0	0
Region	281	27,287	28,266	4,284	278	2,485	333
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 12 - South West Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

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	653	2,710	0.78	1.18
BODDINGTON	110,540	710,379	385	130	3.48	0.18
BOYUP BROOK	98,685	1,141,989	81	13	0.82	0.01
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	1,181	1,061	5.52	0.75
BUNBURY	2,061,922	366,793	7,657	0	3.71	0.00
BUSSELTON	1,800,860	3,549,586	8,535	3,747	4.74	1.06
CAPEL	1,009,178	1,113,925	1,378	523	1.37	0.47
COLLIE	604,271	1,342,937	724	1,733	1.20	1.29
DARDANUP	569,266	1,379,898	813	2,380	1.43	1.72
DONNYBROOK-BALINGUP	209,467	1,541,901	724	1,664	3.46	1.08
HARVEY	867,032	2,639,142	2,670	2,239	3.08	0.85
MANDURAH	4,474,172	573,127	6,444	0	1.44	0.00
MANJIMUP	550,729	2,503,358	935	2,176	1.70	0.87
MURRAY	832,574	2,550,877	1,593	5,098	1.91	2.00
NANNUP	56,339	1,230,523	306	508	5.43	0.41
WAROONA	223,727	1,443,137	657	2,426	2.94	1.68
Region	14,519,597	25,806,224	34,736	26,408	2.39	1.02
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Appendix 12 - South West Regional Road Group

Table 8: Sealed road age 2023-24

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	32	26	24	392	34	26
BODDINGTON	15	14	8	11	108	16	10
BOYUP BROOK	10	41	32	0	207	40	29
BRIDGETOWN-GREENBUSHES	29	43	28	24	226	35	24
BUNBURY	267	42	27	26	52	34	29
BUSSELTON	266	64	25	22	581	64	25
CAPEL	153	24	17	18	179	29	19
COLLIE	72	44	23	15	188	33	24
DARDANUP	81	28	19	19	224	29	21
DONNYBROOK-BALINGUP	30	35	28	20	257	43	29
HARVEY	119	32	27	24	423	33	27
MANDURAH	613	32	28	28	78	33	28
MANJIMUP	69	41	35	23	457	40	33
MURRAY	119	27	17	16	389	26	16
NANNUP	7	50	34	0	200	39	31
WAROONA	30	41	22	8	231	29	21
Region	2,005	37	25	20	4,190	35	25

Road Safety Performance Local Government Roads 2019-2023

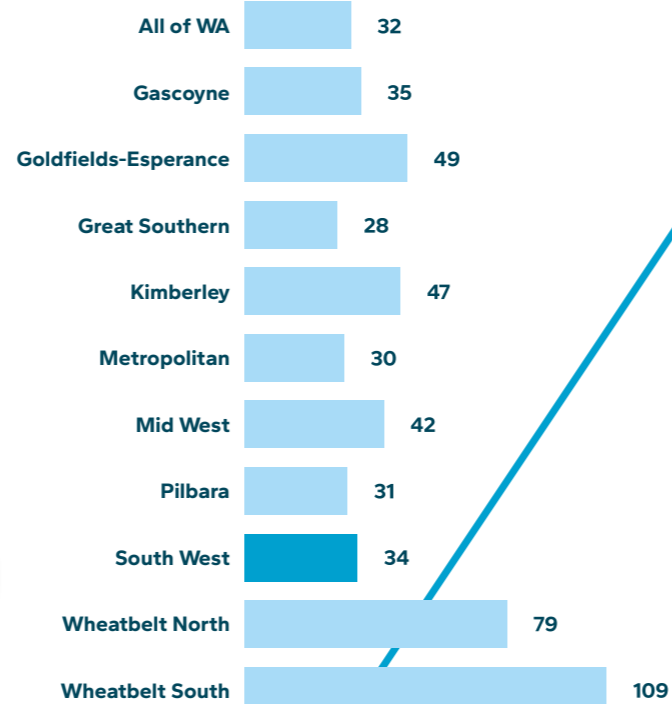
South West Region



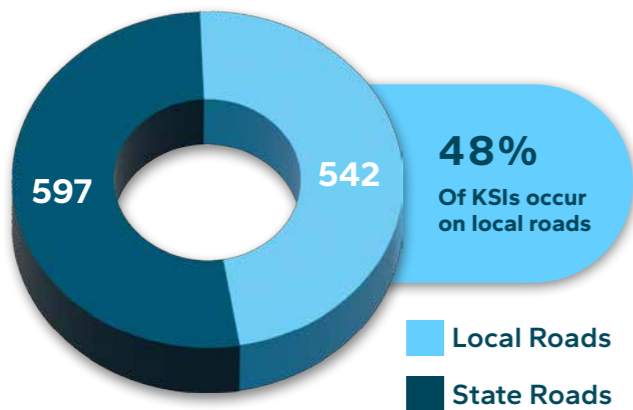
April 2025

State Roads	Local Roads
Length in kms 13%	Length in kms 87%
Travel / Use in MVKT 63%	Travel / Use in MVKT 37%
KSI rate 37/100,000	KSI rate 34/100,000

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

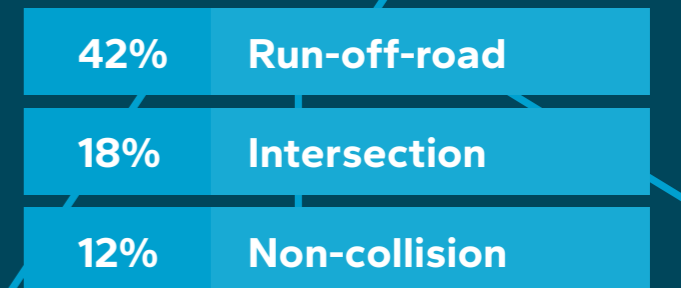
Local Government	Killed	Seriously Injured	Total KSI
Augusta Margaret River	4	21	25
Boddington	0	4	4
Boyup Brook	1	7	8
Bridgetown-Greenbushes	1	9	10
Bunbury	4	65	69
Busselton	18	73	91
Capel	2	18	20
Collie	4	17	21
Dardanup	3	39	42
Donnybrook Balingup	4	15	19
Harvey	6	47	53
Mandurah	9	72	81
Manjimup	2	18	20
Murray	10	39	49
Nannup	2	9	11
Waroona	2	17	19
Total	72	470	542



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	204	38%	↑
Right Angle	64	12%	↓
Non-collision	63	12%	↓
Hit Pedestrian	37	7%	↑
Right Turn Thru	33	6%	↑
Rear End	31	6%	→
Off Carriageway Non-collision	25	5%	→
Other	24	4%	→
Head On	23	4%	↓
Hit Animal	13	2%	→
Hit Object	13	2%	→
Sideswipe	12	2%	→
Total	542	100%	

Priority Treatment Areas



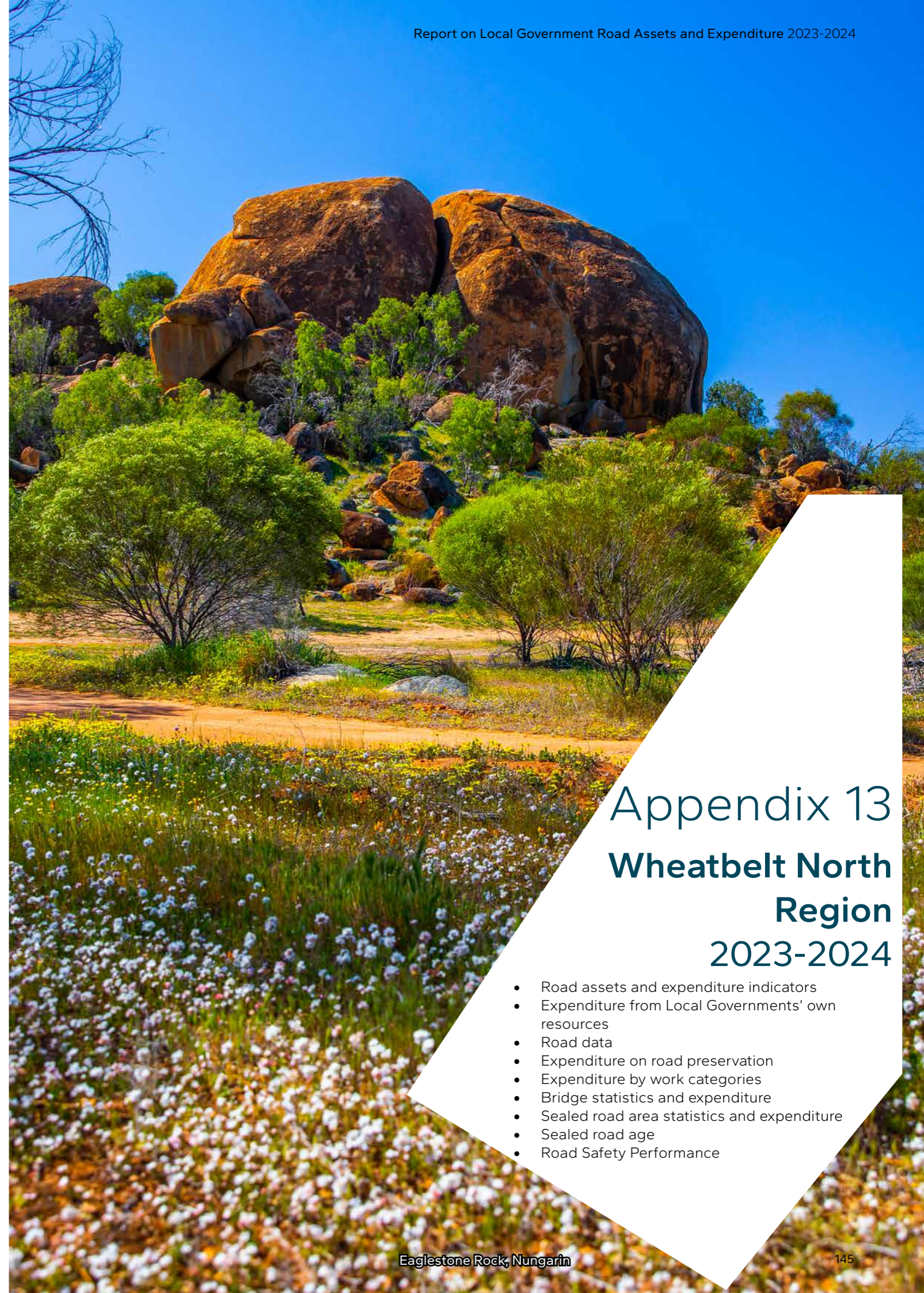
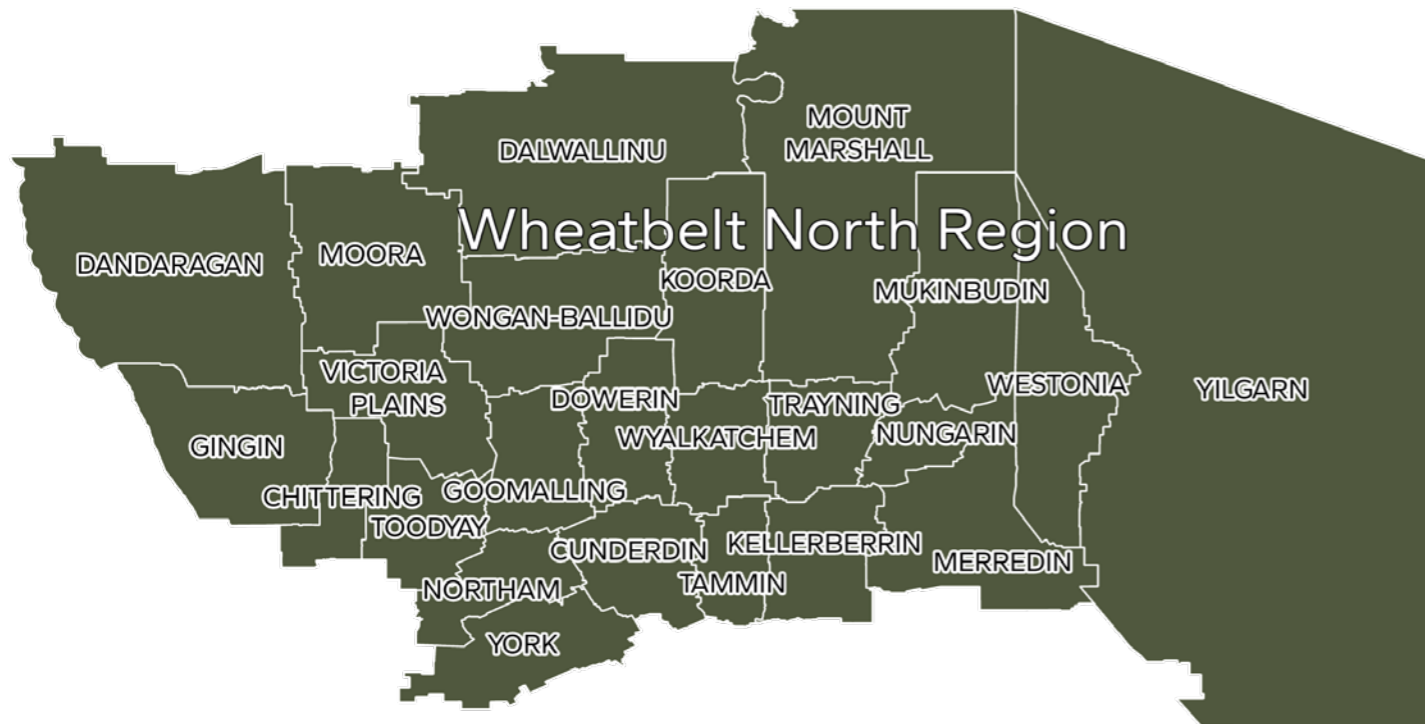
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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Wheatbelt North Region Map



Appendix 13

Wheatbelt North Region

2023-2024

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

Appendix 13 - Wheatbelt North Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CHITTERING	0.42	3.2%	35%	0.44
CUNDERDIN	0.23	3.6%	50%	0.44
DALWALLINU	0.51	3.8%	35%	0.27
DANDARAGAN	0.45	3.2%	67%	0.50
DOWERIN	0.40	4.0%	133%	0.89
GINGIN	0.32	3.3%	40%	0.61
GOOMALLING	0.40	3.5%	59%	0.55
KELLERBERRIN	0.49	3.7%	50%	0.45
KOORDA	0.38	4.0%	62%	0.42
MERREDIN	0.39	3.3%	93%	0.67
MOORA	0.18	3.3%	117%	0.74
MOUNT MARSHALL	0.58	4.2%	21%	0.26
MUKINBUDIN	0.54	3.9%	65%	0.47
NORTHAM	0.30	2.5%	25%	0.67
NUNGARIN	0.44	3.9%	59%	0.59
TAMMIN	0.27	3.9%	18%	0.26
TOODYAY	0.37	2.9%	46%	0.31
TRAYNING	0.66	3.9%	47%	0.49
VICTORIA PLAINS	0.27	3.5%	16%	0.33
WESTONIA	0.24	4.4%	45%	0.52
WONGAN-BALLIDU	0.34	3.8%	6%	0.17
WYALKATCHEM	0.50	3.9%	52%	0.49
YILGARN	0.55	4.2%	32%	0.25
YORK	0.41	2.9%	49%	0.64
Region Average	0.40	3.5%	50%	0.47
State Average	0.53	2.4%	59%	0.69

Appendix 13 - Wheatbelt North Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2023-24

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	3,669	1,763	48%	53%	26%	21%	271
CUNDERDIN	2,077	528	25%	117%	15%	15%	399
DALWALLINU	7,818	1,317	17%	161%	22%	11%	911
DANDARAGAN	6,930	806	12%	81%	9%	5%	215
DOWERIN	3,630	-120	-3%	156%	-4%	-4%	-163
GINGIN	6,961	4,003	58%	62%	39%	30%	660
GOOMALLING	2,767	1,030	37%	104%	39%	36%	1044
KELLERBERRIN	3,064	807	26%	121%	22%	14%	692
KOORDA	2,275	359	16%	161%	12%	12%	968
MERREDIN	5,377	417	8%	106%	7%	7%	128
MOORA	5,741	1,451	25%	104%	26%	18%	607
MOUNT MARSHALL	2,867	220	8%	161%	5%	0%	477
MUKINBUDIN	2,177	552	25%	146%	20%	20%	920
NORTHAM	6,669	3,177	48%	49%	24%	24%	261
NUNGARIN	1,583	440	28%	122%	23%	23%	1719
TAMMIN	1,419	320	23%	106%	17%	13%	792
TOODYAY	5,552	620	11%	72%	10%	7%	125
TRAYNING	2,015	765	38%	126%	27%	25%	2525
VICTORIA PLAINS	6,100	1,678	28%	144%	51%	43%	2036
WESTONIA	2,565	780	30%	157%	31%	31%	3197
WONGAN-BALLIDU	3,950	250	6%	145%	5%	5%	187
WYALKATCHEM	1,867	435	23%	112%	15%	15%	886
YILGARN	4,386	722	16%	125%	8%	6%	603
YORK	3,747	829	22%	87%	14%	14%	230
Region	95,206	23,149	24%	103%	19%	16%	422
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 3: Road data 2023-24

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	472	1,176	196	50	1,916	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	1.0	1.0	5.8
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	15	224	437	258	8	943	1.8	8.7	12.8
KOORDA	0	7	242	480	302	36	1,067	4.8	4.0	0.0
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	1	8	305	796	546	18	1,674	0.0	0.0	6.4
MUKINBUDIN	0	9	191	542	154	20	916	0.0	0.0	20.3
NORTHAM	20	61	387	245	49	1	764	61.0	0.0	6.3
NUNGARIN	1	2	128	325	35	12	502	3.9	1.2	0.0
TAMMIN	0	6	126	262	83	18	495	5.5	0.0	0.0
TOODYAY	6	7	299	269	33	20	634	13.7	0.0	0.0
TRAYNING	1	8	141	543	39	21	752	5.8	0.0	14.9
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	144	477	59	18	709	3.8	0.0	1.0
YILGARN	0	14	357	2,126	46	188	2,731	5.9	7.9	1.2
YORK	3	35	261	209	150	9	667	15.0	0.0	0.0
Region	91	414	6,319	12,949	3,505	630	23,908	262	80	156
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 13 - Wheatbelt North Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	395	1,077	591	2	2,066	83,261	1,802	5,016	111
CUNDERDIN	389	1,010	677	0	2,076	7,690	2,397	1,814	0
DALWALLINU	1,016	826	817	0	2,659	18,884	1,032	694	2
DANDARAGAN	256	3,384	1,300	0	4,940	2,545	3,767	1,698	0
DOWERIN	99	2,431	1,100	0	3,630	5,145	7,900	2,191	0
GINGIN	1,207	1,933	1,849	1	4,990	7,319	2,443	5,330	23
GOOMALLING	175	810	565	110	1,660	8,815	4,156	1,487	1,375
KELLERBERRIN	752	669	577	208	2,206	16,494	1,490	1,323	807
KOORDA	140	1,310	520	82	2,053	6,066	3,083	1,086	272
MERREDIN	793	3,576	552	371	5,293	5,958	5,553	983	1,298
MOORA	225	3,973	661	0	4,859	3,832	7,275	1,174	16
MOUNT MARSHALL	170	480	1,235	0	1,885	8,417	817	1,551	0
MUKINBUDIN	456	913	805	3	2,177	21,226	2,416	1,487	19
NORTHAM	3,718	1,078	915	7	5,718	20,749	1,719	3,783	145
NUNGARIN	491	242	850	0	1,583	64,465	1,104	2,616	0
TAMMIN	95	114	409	8	626	6,789	568	1,566	97
TOODYAY	198	1,278	70	0	1,546	6,852	2,377	261	0
TRAYNING	156	672	1,163	0	1,991	6,694	2,485	2,167	0
VICTORIA PLAINS	57	479	1,101	54	1,691	3,498	1,000	2,549	581
WESTONIA	0	595	1,292	0	1,887	0	2,622	2,456	0
WONGAN-BALLIDU	69	120	901	0	1,090	1,165	215	1,865	0
WYALKATCHEM	139	813	860	0	1,812	4,009	3,084	1,802	0
YILGARN	146	1,016	1,823	0	2,985	4,040	1,477	862	0
YORK	1,111	843	1,793	0	3,747	13,064	1,804	8,660	0
Region	12,252	29,644	22,426	848	65,170	10,151	2,553	1,742	244
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 13 - Wheatbelt North Regional Road Group

Table 5: Expenditure by work categories 2023-24

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	1,123	1,033	1,105	408	3,669	30.6%	28.2%	30.1%	11.1%	4,853	2,156
CUNDERDIN	1,173	905	0	0	2,078	56.4%	43.6%	0.0%	0.0%	4,678	2,078
DALWALLINU	1,918	741	4,899	72	7,630	25.1%	9.7%	64.2%	0.9%	10,013	2,659
DANDARAGAN	1,706	3,284	0	1,940	6,930	24.6%	47.4%	0.0%	28.0%	9,955	4,990
DOWERIN	736	2,894	0	0	3,630	20.3%	79.7%	0.0%	0.0%	4,059	3,630
GINGIN	3,920	1,107	1,925	7	6,959	56.3%	15.9%	27.7%	0.1%	8,255	5,027
GOOMALLING	1,030	725	1,012	0	2,767	37.2%	26.2%	36.6%	0.0%	3,176	1,755
KELLERBERRIN	853	1,431	780	0	3,064	27.8%	46.7%	25.5%	0.0%	5,094	2,284
KOORDA	529	1,524	222	0	2,275	23.3%	67.0%	9.8%	0.0%	4,931	2,053
MERREDIN	1,373	3,920	83	0	5,376	25.5%	72.9%	1.5%	0.0%	7,889	5,293
MOORA	1,024	3,911	806	0	5,741	17.8%	68.1%	14.0%	0.0%	6,677	4,935
MOUNT MARSHALL	871	1,014	903	79	2,867	30.4%	35.4%	31.5%	2.8%	7,188	1,885
MUKINBUDIN	534	1,643	0	0	2,177	24.5%	75.5%	0.0%	0.0%	4,663	2,177
NORTHAM	2,531	3,328	809	0	6,668	38.0%	49.9%	12.1%	0.0%	8,729	5,859
NUNGARIN	736	847	0	0	1,583	46.5%	53.5%	0.0%	0.0%	2,668	1,583
TAMMIN	360	266	747	46	1,420	25.4%	18.7%	52.6%	3.3%	2,410	626
TOODYAY	260	1,476	3,816	0	5,552	4.7%	26.6%	68.7%	0.0%	5,640	1,736
TRAYNING	685	1,306	25	0	2,016	34.0%	64.8%	1.2%	0.0%	4,025	1,991
VICTORIA PLAINS	1,249	510	4,013	328	6,100	20.5%	8.4%	65.8%	5.4%	5,379	1,759
WESTONIA	1,003	884	679	0	2,566	39.1%	34.5%	26.5%	0.0%	3,600	1,887
WONGAN-BALLIDU	969	121	2,860	0	3,950	24.5%	3.1%	72.4%	0.0%	6,334	1,090
WYALKATCHEM	980	832	0	55	1,867	52.5%	44.6%	0.0%	2.9%	3,707	1,812
YILGARN	1,183	1,802	1,337	63	4,385	27.0%	41.1%	30.5%	1.4%	12,086	2,985
YORK	1,902	1,845	0	0	3,747	50.8%	49.2%	0.0%	0.0%	5,830	3,747
Region	28,648	37,349	26,022	2,998	95,017	30.2%	39.3%	27.4%	3.2%	141,840	65,997
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Appendix 13 - Wheatbelt North Regional Road Group

Table 6: Bridge statistics and expenditure 2023-24

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	90	0
CUNDERDIN	5	196	409	37	0	2	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	50	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	5	0	989	0	0	37	0
GOOMALLING	6	30	810	0	0	95	0
KELLERBERRIN	4	379	149	0	0	78	0
KOORDA	0	0	0	0	0	0	0
MERREDIN	4	485	0	0	0	0	0
MOORA	8	1,329	579	0	0	76	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM	26	3,056	5,682	62	0	141	83
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	14	1,740	2,818	0	0	190	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	8	0	1,498	0	0	68	0
WESTONIA	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0
YORK	19	240	3,209	156	0	0	0
Region	111	7,761	17,307	586	0	827	83
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 13 - Wheatbelt North Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
CHITTERING	16,604	2,092,772	395	1,077	23.79	0.51
CUNDERDIN	177,057	1,474,755	389	1,010	2.20	0.68
DALWALLINU	188,305	2,802,032	1,016	826	5.40	0.29
DANDARAGAN	352,770	3,143,895	256	3,384	0.73	1.08
DOWERIN	67,623	1,077,083	99	2,431	1.46	2.26
GINGIN	577,227	2,770,240	1,207	1,933	2.09	0.70
GOOMALLING	69,486	682,190	175	810	2.52	1.19
KELLERBERRIN	159,576	1,572,364	752	669	4.71	0.43
KOORDA	80,781	1,487,596	140	1,310	1.73	0.88
MERREDIN	465,842	2,254,086	793	3,576	1.70	1.59
MOORA	205,506	1,911,197	225	3,973	1.09	2.08
MOUNT MARSHALL	70,693	2,055,166	170	480	2.40	0.23
MUKINBUDIN	75,192	1,322,768	456	913	6.06	0.69
NORTHAM	627,476	2,194,934	3,718	1,078	5.93	0.49
NUNGARIN	26,658	767,149	491	242	18.42	0.32
TAMMIN	48,967	704,350	95	114	1.93	0.16
TOODYAY	102,216	1,882,039	220	1,278	2.15	0.68
TRAYNING	81,561	946,512	156	672	1.91	0.71
VICTORIA PLAINS	57,039	1,678,288	57	479	1.00	0.29
WESTONIA	24,039	794,340	0	595	0.00	0.75
WONGAN-BALLIDU	207,348	1,956,067	69	120	0.33	0.06
WYALKATCHEM	121,366	922,681	139	813	1.15	0.88
YILGARN	126,190	2,408,015	146	1,016	1.15	0.42
YORK	297,731	1,635,572	1,111	843	3.73	0.52
Region	4,227,253	40,536,091	12,274	29,644	2.90	0.73
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Appendix 13 - Wheatbelt North Regional Road Group

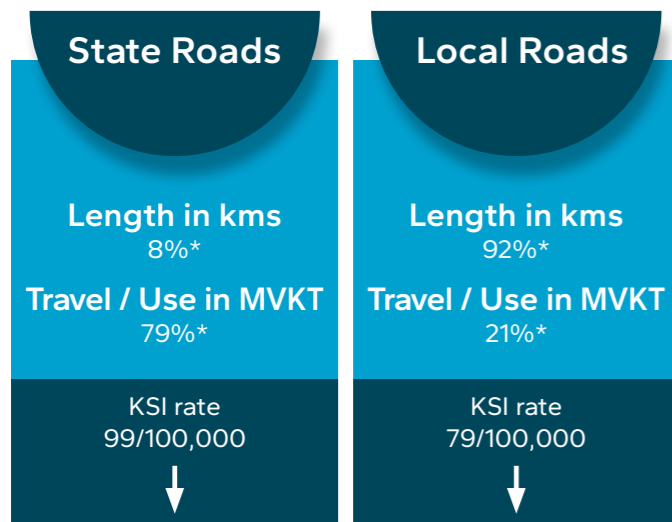
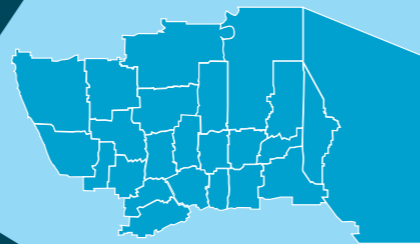
Table 8: Sealed road age 2023-24

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	26	18	15	292	28	20
CUNDERDIN	19	45	19	11	230	52	29
DALWALLINU	23	41	21	19	472	31	13
DANDARAGAN	44	30	23	18	463	32	21
DOWERIN	7	38	22	26	165	40	21
GINGIN	83	38	30	20	402	34	25
GOOMALLING	7	48	27	0	111	40	23
KELLERBERRIN	16	35	18	7	224	30	16
KOORDA	7	35	21	0	242	44	19
MERREDIN	49	32	24	21	370	35	27
MOORA	24	63	33	35	313	64	29
MOUNT MARSHALL	8	26	12	0	305	26	9
MUKINBUDIN	9	31	16	0	191	30	11
NORTHAM	81	56	31	22	387	48	27
NUNGARIN	3	40	15	9	128	43	14
TAMMIN	6	40	33	25	126	43	31
TOODYAY	13	37	17	12	299	37	25
TRAYNING	9	18	8	8	141	15	6
VICTORIA PLAINS	7	58	31	0	250	49	24
WESTONIA	3	41	41	0	115	52	39
WONGAN-BALLIDU	22	35	29	32	331	36	28
WYALKATCHEM	11	31	22	2	144	31	15
YILGARN	14	41	16	0	357	24	12
YORK	38	31	20	19	261	32	23
Region	505	38	23	18	6,319	37	21

Road Safety Performance Local Government Roads 2019-2023

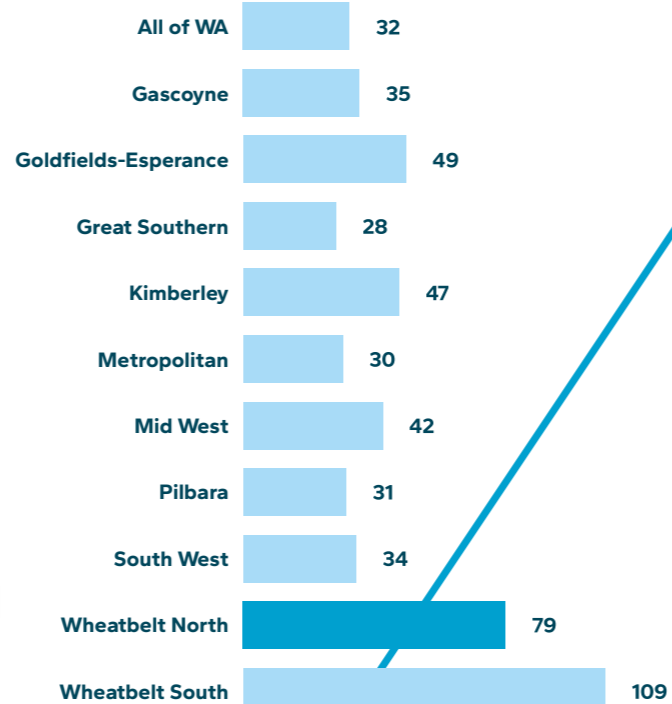
Wheatbelt North Region

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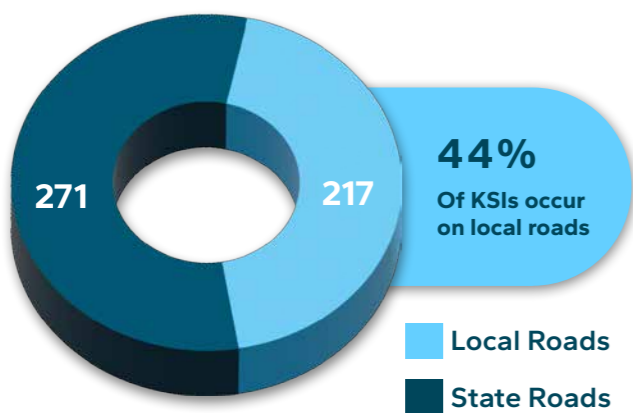


*road length and travel / use are for the Main Roads WA Region, Wheatbelt, not for the Wheatbelt North Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

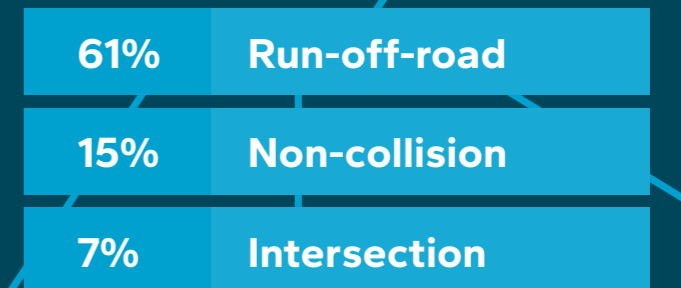
Local Government	Killed	Seriously Injured	Total KSI
Chittering	4	18	22
Cunderdin	0	2	2
Dalwallinu	1	6	7
Dandaragan	4	12	16
Dowerin	1	1	2
Gingin	10	22	32
Goomalling	0	5	5
Kellerberrin	0	3	3
Koorda	0	3	3
Merredin	0	4	4
Moora	0	1	1
Mount Marshall	2	4	6
Mukinbudin	0	1	1
Northam	5	31	36
Nungarin	2	4	6
Tammin	0	1	1
Toodyay	6	19	25
Trayning	0	0	0
Victoria Plains	2	4	6
Westonia	0	4	4
Wongan-Ballidu	0	8	8
Wyalkatchem	0	3	3
Yilgarn	1	8	9
York	2	13	15
Total	40	177	217



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	97	45%	↑
Off Carriageway Non-collision	36	17%	↑
Non-collision	33	15%	↑
Head On	13	6%	→
Right Angle	13	6%	↓
Hit Pedestrian	8	4%	→
Hit Animal	6	3%	→
Hit Object	5	2%	↓
Right Turn Thru	3	1%	→
Rear End	2	1%	→
Other	1	0%	↓
Sideswipe	0	0%	→
Total	217	100%	

Priority Treatment Areas



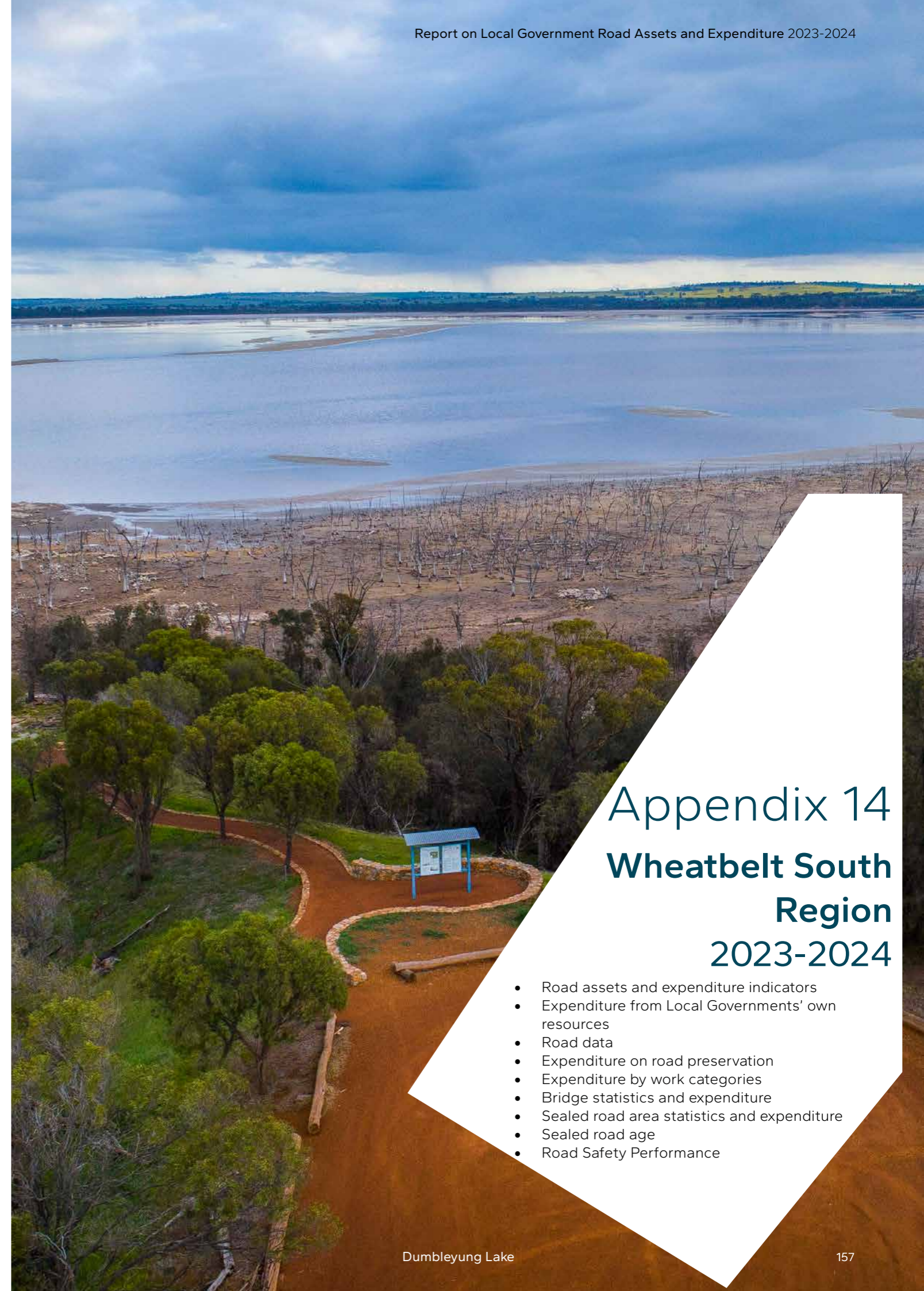
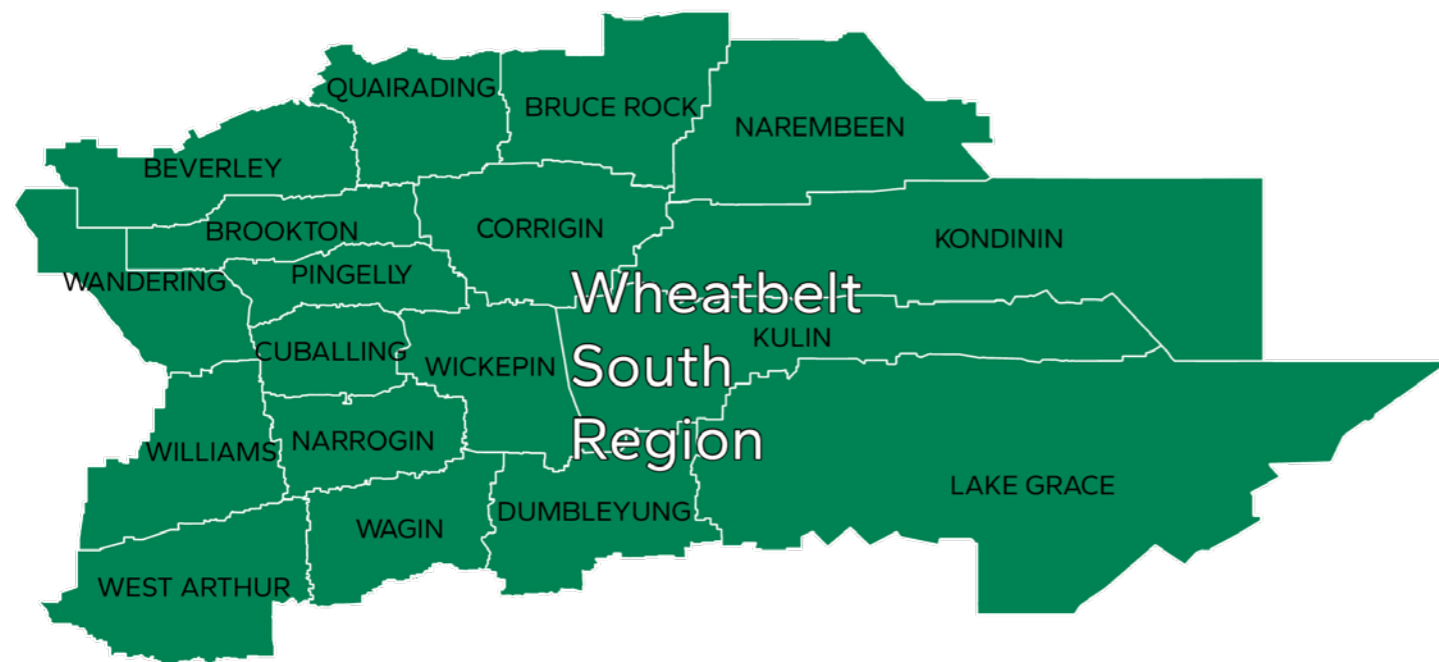
Primary source: Government of Western Australia, Road Safety Commission, December 2024.

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www.roadwise.asn.au
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Wheatbelt South Region Map



Appendix 14 Wheatbelt South Region 2023-2024

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

Appendix 14 - Wheatbelt South Regional Road Group

Table 1: Road assets and expenditure indicators 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.52	2.7%	28%	0.39
BROOKTON	0.52	3.1%	45%	0.34
BRUCE ROCK	0.43	3.0%	19%	0.25
CORRIGIN	0.17	3.6%	27%	0.25
CUBALLING	0.48	3.2%	97%	0.69
DUMBLEYUNG	0.55	3.7%	114%	0.78
KONDININ	0.38	4.2%	58%	0.51
KULIN	0.40	4.1%	45%	0.34
LAKE GRACE	0.53	4.3%	33%	0.43
NAREMBEEN	0.29	4.1%	0%	0.39
NARROGIN	0.54	3.3%	52%	0.59
PINGELLY	0.44	3.2%	44%	0.49
QUAIRADING	0.35	3.4%	39%	0.38
WAGIN	0.53	3.4%	45%	0.37
WANDERING	0.37	3.0%	0%	0.33
WEST ARTHUR	0.47	3.2%	6%	0.33
WICKEPIN	0.42	3.9%	126%	0.61
WILLIAMS	0.55	3.2%	57%	0.59
Region Average	0.44	3.5%	44%	0.44
State Average	0.53	2.4%	59%	0.69

Appendix 14 - Wheatbelt South Regional Road Group

Table 2: Expenditure from Local Governments' own resources 2023-24

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BEVERLEY	3,963	2,071	52%	107%	57%	37%	1171
BROOKTON	2,471	1,038	42%	92%	37%	15%	1087
BRUCE ROCK	2,728	295	11%	156%	7%	5%	283
CORRIGIN	4,091	897	22%	137%	23%	13%	872
CUBALLING	3,186	807	25%	127%	39%	27%	849
DUMBLEYUNG	4,667	573	12%	157%	17%	17%	817
KONDININ	6,536	1,179	18%	120%	23%	10%	1374
KULIN	5,890	924	16%	151%	20%	20%	1164
LAKE GRACE	5,247	1,294	25%	147%	18%	13%	995
NAREMBEEN	4,129	101	2%	165%	3%	3%	121
NARROGIN	4,565	1,549	34%	75%	24%	16%	311
PINGELLY	1,874	569	30%	87%	19%	19%	525
QUAIRADING	2,404	209	9%	124%	6%	9%	215
WAGIN	2,237	671	30%	98%	17%	8%	369
WANDERING	1,937	1,377	71%	95%	94%	92%	2527
WEST ARTHUR	2,216	564	25%	139%	19%	11%	717
WICKEPIN	2,372	319	13%	133%	10%	10%	455
WILLIAMS	1,953	783	40%	106%	32%	29%	739
Region	62,466	15,220	24%	125%	23%	16%	686
State	1,034,095	512,137	50%	29%	17.9%	14.9%	178

Total Expenditure includes flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 3: Road data 2023-24

Council	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
BEVERLEY	1	12	219	331	129	12	706	12.8	0.0	1.7
BROOKTON	0	10	105	332	88	2	537	5.2	0.0	3.1
BRUCE ROCK	0	13	430	582	131	16	1,173	5.0	10.0	1.2
CORRIGIN	1	13	317	568	148	12	1,059	5.3	0.0	5.9
CUBALLING	0	2	165	259	117	19	561	0.1	0.5	3.2
DUMBLEYUNG	0	7	237	659	84	3	991	5.3	2.6	1.7
KONDININ	4	8	181	1,004	119	21	1,337	3.2	7.4	4.2
KULIN	0	7	214	1,091	101	19	1,432	3.8	0.7	6.4
LAKE GRACE	1	15	207	1,837	159	57	2,276	10.1	0.0	0.0
NAREMBEEN	0	8	284	907	193	16	1,410	1.6	6.9	1.4
NARROGIN	8	44	222	364	156	10	804	34.3	0.0	0.0
PINGELLY	0	16	180	188	153	31	569	14.0	3.4	2.7
QUAIRADING	10	4	262	415	156	17	863	7.2	3.8	0.0
WAGIN	1	27	143	392	190	29	783	6.2	677	0.0
WANDERING	0	3	89	191	66	6	355	2.9	0.3	0.4
WEST ARTHUR	1	7	224	491	120	10	852	7.4	0.0	6.2
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	5.6
WILLIAMS	1	8	144	263	39	5	460	6.1	0.0	6.1
Region	28	213	3,780	10,265	2,431	318	17,034	144	106	50
State	13,157	3,614	24,884	55,635	20,888	9,774	127,952	10,885	484	5,530

Appendix 14 - Wheatbelt South Regional Road Group

Table 4: Expenditure on road preservation 2023-24

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	430	469	973	103	1,975	10,306	1,145	2,942	795
BROOKTON	228	386	585	0	1,199	9,108	2,186	1,761	0
BRUCE ROCK	147	677	613	334	1,771	3,437	998	1,054	2,542
CORRIGIN	424	518	535	8	1,484	10,899	1,095	941	52
CUBALLING	79	1,681	579	216	2,556	28,850	5,398	2,240	1,853
DUMBLEYUNG	17	3,244	1,376	21	4,658	791	6,536	2,091	245
KONDININ	287	1,005	1,771	0	3,063	9,323	2,993	1,764	0
KULIN	166	763	1,443	0	2,372	8,499	1,856	1,323	0
LAKE GRACE	192	625	3,287	1	4,105	5,296	1,594	1,790	8
NAREMBEEN	0	0	2,561	0	2,561	0	0	2,824	0
NARROGIN	938	1,480	705	29	3,152	6,453	3,344	1,962	184
PINGELLY	218	599	1,015	0	1,832	6,714	1,854	5,539	0
QUAIRADING	199	1,001	739	15	1,954	6,228	2,214	1,781	94
WAGIN	313	627	562	18	1,520	4,074	2,805	1,441	97
WANDERING	0	0	878	0	878	0	0	4,598	0
WEST ARTHUR	48	203	840	845	1,936	2,790	464	1,716	7,021
WICKEPIN	0	1,937	409	22	2,368	0	6,431	1,048	79
WILLIAMS	118	991	734	35	1,878	6,100	3,482	2,810	894
Region	3,804	16,206	19,606	1,646	41,262	6,056	2,369	1,924	663
State	447,821	129,683	152,776	13,610	743,807	12,441	2,731	2,808	739

Excludes expenditure on bridges and flood damage.

Appendix 14 - Wheatbelt South Regional Road Group

Table 5: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
BEVERLEY	1,295	1,104	1,326	0	3,725	34.8%	29.6%	35.6%	0.0%	6,200	2,399
BROOKTON	914	365	1,179	0	2,458	37.2%	14.8%	48.0%	0.0%	3,785	1,279
BRUCE ROCK	1,431	347	857	93	2,728	52.5%	12.7%	31.4%	3.4%	7,023	1,778
CORRIGIN	1,097	387	1,821	0	3,305	33.2%	11.7%	55.1%	0.0%	5,837	1,484
CUBALLING	821	1,767	598	0	3,186	25.8%	55.5%	18.8%	0.0%	3,733	2,588
DUMBLEYUNG	907	3,760	0	0	4,667	19.4%	80.6%	0.0%	0.0%	5,999	4,667
KONDININ	1,064	1,999	3,335	138	6,536	16.3%	30.6%	51.0%	2.1%	6,013	3,063
KULIN	1,061	1,311	3,518	0	5,890	18.0%	22.3%	59.7%	0.0%	6,947	2,372
LAKE GRACE	1,709	2,452	505	581	5,247	32.6%	46.7%	9.6%	11.1%	9,737	4,161
NAREMBEEN	1,368	1,193	1,568	0	4,129	33.1%	28.9%	38.0%	0.0%	6,617	2,561
NARROGIN	1,518	1,925	1,122	0	4,565	33.3%	42.2%	24.6%	0.0%	5,848	3,443
PINGELLY	1,147	727	0	0	1,874	61.2%	38.8%	0.0%	0.0%	3,801	1,874
QUAIRADING	980	1,036	387	0	2,403	40.8%	43.1%	16.1%	0.0%	5,306	2,016
WAGIN	682	851	500	204	2,237	30.5%	38.0%	22.4%	9.1%	4,098	1,533
WANDERING	524	359	1,053	0	1,936	27.1%	18.5%	54.4%	0.0%	2,665	883
WEST ARTHUR	1,146	831	239	0	2,216	51.7%	37.5%	10.8%	0.0%	5,980	1,977
WICKEPIN	424	1,948	0	0	2,372	17.9%	82.1%	0.0%	0.0%	3,919	2,372
WILLIAMS	857	1,021	74	0	1,952	43.9%	52.3%	3.8%	0.0%	3,201	1,878
Region	18,945	23,383	18,082	1,016	61,426	30.8%	38.1%	29.4%	1.7%	96,711	42,328
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

Appendix 14 - Wheatbelt South Regional Road Group

Table 6: Bridge statistics and expenditure 2023-24

Council	Number	Bridge deck area [sq metres]				Expenditure \$000's	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
BEVERLEY	26	112	5,628	270	0	424	0
BROOKTON	15	137	1,011	1,570	0	80	0
BRUCE ROCK	70	3,975	0	0	0	7	0
CORRIGIN	2	0	230	0	0	0	0
CUBALLING	12	0	2,065	221	0	32	0
DUMBLEYUNG	5	70	628	112	0	9	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	56	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN	6	0	530	90	181	291	0
PINGELLY	15	42	591	849	0	42	0
QUAIRADING	14	222	797	338	0	62	0
WAGIN	7	559	561	0	0	13	0
WANDERING	14	457	1,502	580	0	5	0
WEST ARTHUR	16	106	3,677	442	0	41	0
WICKEPIN	4	33	274	54	0	4	0
WILLIAMS	5	525	779	0	0	0	0
Region	212	6,331	18,272	4,527	181	1,066	0
State	892	84,461	82,866	10,895	2,992	8,589	4,376

Appendix 14 - Wheatbelt South Regional Road Group

Table 7: Sealed road area statistics and expenditure 2023-24

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
BEVERLEY	146,032	1,434,021	430	469	2.94	0.33
BROOKTON	87,619	618,013	228	386	2.60	0.62
BRUCE ROCK	149,701	2,374,132	147	677	0.98	0.29
CORRIGIN	136,438	1,655,246	424	518	3.11	0.31
CUBALLING	9,584	1,090,111	79	1,681	8.24	1.54
DUMBLEYUNG	75,252	1,737,207	17	3,244	0.23	1.87
KONDININ	107,743	1,175,294	287	1,005	2.66	0.86
KULIN	68,357	1,438,973	166	763	2.43	0.53
LAKE GRACE	126,878	1,372,194	192	625	1.51	0.46
NAREMBEEN	75,240	1,704,280	0	0	0.00	0.00
NARROGIN	508,737	1,549,194	938	1,480	1.84	0.96
PINGELLY	113,641	1,130,687	218	599	1.92	0.53
QUAIRADING	111,875	1,583,353	199	1,001	1.78	0.63
WAGIN	268,887	782,046	313	627	1.16	0.80
WANDERING	23,001	612,035	0	0	0.00	0.00
WEST ARTHUR	60,222	1,528,531	48	203	0.80	0.13
WICKEPIN	62,004	1,054,106	0	1,937	0.00	1.84
WILLIAMS	68,910	995,882	118	991	1.71	0.99
Region	2,200,119	23,835,301	3,804	16,206	1.73	0.68
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Appendix 14 - Wheatbelt South Regional Road Group

Table 8: Sealed road age 2023-24

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	26	18	18	219	20	14
BROOKTON	10	19	17	11	105	18	16
BRUCE ROCK	14	56	23	9	430	38	24
CORRIGIN	13	59	55	50	317	47	37
CUBALLING	2	26	19	0	165	25	16
DUMBLEYUNG	7	49	30	0	237	30	8
KONDININ	12	47	22	0	181	42	28
KULIN	7	51	35	0	214	38	25
LAKE GRACE	16	49	32	6	207	22	15
NAREMBEEN	9	62	31	22	284	48	29
NARROGIN	51	41	11	11	222	24	12
PINGELLY	16	56	40	0	180	23	18
QUAIRADING	13	51	17	17	262	49	18
WAGIN	28	29	24	27	143	27	14
WANDERING	3	43	35	0	89	38	26
WEST ARTHUR	7	34	7	4	224	43	9
WICKEPIN	9	41	29	0	156	35	21
WILLIAMS	9	37	25	6	144	27	11
Region	241	43	26	16	3,780	33	19

Road Safety Performance Local Government Roads 2019-2023

Wheatbelt South Region

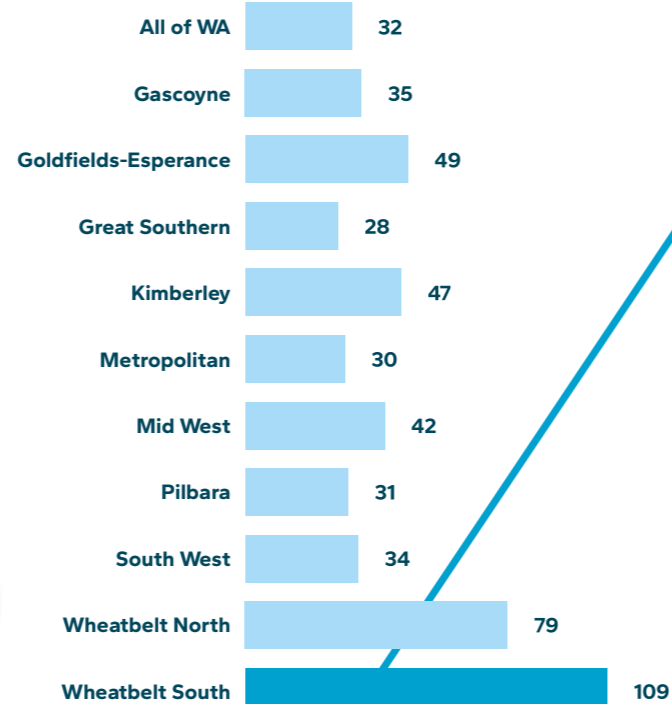


April 2025

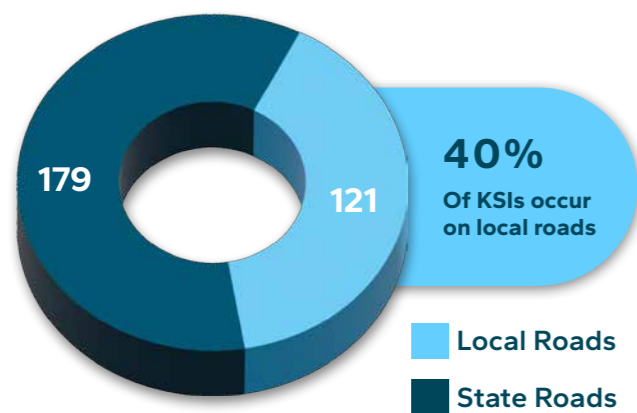
State Roads	Local Roads
Length in kms 8%*	Length in kms 92%*
Travel / Use in MVKT 79%*	Travel / Use in MVKT 21%*
KSI rate 161/100,000	KSI rate 109/100,000

*road length and travel / use are for the Main Roads WA Region, Wheatbelt, not for the Wheatbelt South Regional Road Group

Average Annual KSI Rate per 100,000 population by Region



Killed & Seriously Injured



People Killed & Seriously Injured on Local Government Roads

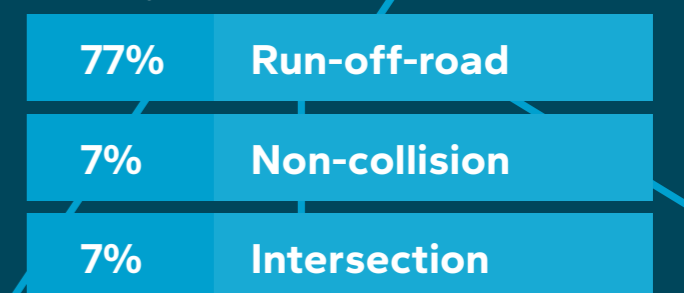
Local Government	Killed	Seriously Injured	Total KSI
Beverley	0	15	15
Brookton	0	2	2
Bruce Rock	2	4	6
Corrigin	1	10	11
Cuballing	1	6	7
Dumbleyung	0	1	1
Kondinin	3	9	12
Kulin	3	4	7
Lake Grace	0	5	5
Narembeen	0	1	1
Narrogin	0	15	15
Pingelly	2	3	5
Quairading	1	6	7
Wagin	1	1	2
Wandering	2	6	8
West Arthur	1	3	4
Wickepin	1	5	6
Williams	1	6	7
Total	19	102	121



Crash Type

Crash Type	KSI	% KSI 2019-2023	Change (%) from 2018-2022
Off Carriageway Hit Object	72	60%	↑
Off Carriageway Non-collision	21	17%	↓
Non-collision	9	7%	↓
Right Angle	8	7%	↑
Hit Object	6	5%	↓
Head On	3	2%	→
Rear End	1	1%	↑
Right Turn Thru	1	1%	→
Hit Animal	0	0%	→
Hit Pedestrian	0	0%	→
Other	0	0%	→
Sideswipe	0	0%	→
Total	121	100%	

Priority Treatment Areas



Primary source: Government of Western Australia, Road Safety Commission, December 2024.

Scan the QR code to access supporting notes.



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Appendix 15

Country Cities (populations over 20,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ALBANY	0.40	2.6%	92%	1.09
BUNBURY	0.47	1.9%	45%	0.83
BUSSELTON	0.27	2.0%	72%	0.80
GREATER GERALDTON	0.44	2.3%	17%	1.13
HARVEY	0.51	2.2%	43%	0.60
KALGOORLIE-BOULDER	0.23	2.7%	170%	1.59
KARRATHA	0.75	2.4%	73%	1.00
MANDURAH	0.64	1.5%	34%	0.29
Region Average	0.47	2.1%	68%	0.88
State Average	0.53	2.4%	59%	0.66

Table 2: Expenditure from Local Governments' own resources 2023-24

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	24,494	16,468	67%	35%	42%	38%	402
BUNBURY	12,612	8,093	64%	20%	24%	20%	233
BUSSELTON	16,557	10,003	60%	24%	20%	18%	228
GREATER GERALDTON	27,612	16,468	60%	38%	40%	33%	393
HARVEY	8,151	4,923	60%	29%	19%	19%	160
KALGOORLIE-BOULDER	28,570	18,644	65%	32%	50%	45%	606
KARRATHA	12,971	9,391	72%	27%	32%	26%	387
MANDURAH	11,789	5,127	43%	11%	6%	4%	52
Region	142,756	89,117	62%	25%	27%	23%	257
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

Council	Preservation expenditure \$000's					Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
ALBANY	11,412	3,075	4,168	144	18,798	20,993	3,391	5,660	14,842
BUNBURY	7,657	0	0	0	7,657	13,114	0	0	0
BUSSELTON	8,535	3,747	1,098	3	13,383	17,142	3,695	5,296	129
GREATER GERALDTON	14,744	2,964	4,081	171	21,959	22,817	2,810	4,237	880
HARVEY	2,670	2,239	1,348	4	6,261	10,942	2,969	4,811	245
KALGOORLIE-BOULDER	19,815	3,693	855	231	24,594	26,303	8,631	1,627	654
KARRATHA	9,425	0	1,300	0	10,725	18,748	0	4,408	0
MANDURAH	6,444	0	0	0	6,444	5,111	0	0	0
Region	80,702	15,718	12,849	552	109,821	16,036	3,521	4,134	1,201
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
ALBANY	9,349	9,485	619	3,090	22,543	41.5%	42.1%	2.7%	13.7%	17,234	18,834
BUNBURY	6,315	1,344	1,524	2,327	11,510	54.9%	11.7%	13.2%	20.2%	9,209	7,659
BUSSELTON	6,481	7,112	2,538	425	16,556	39.1%	43.0%	15.3%	2.6%	17,086	13,593
GREATER GERALDTON	11,913	11,141	1,003	3,498	27,555	43.2%	40.4%	3.6%	12.7%	20,320	23,054
HARVEY	4,630	1,840	939	742	8,151	56.8%	22.6%	11.5%	9.1%	10,710	6,470
KALGOORLIE-BOULDER	4,910	19,684	2,407	1,569	28,570	17.2%	68.9%	8.4%	5.5%	15,462	24,594
KARRATHA	6,601	4,149	0	2,222	12,972	50.9%	32.0%	0.0%	17.1%	10,793	10,750
MANDURAH	4,028	2,440	3,439	1,882	11,789	34.2%	20.7%	29.2%	16.0%	22,310	6,468
Region	54,227	57,195	12,469	15,755	139,646	38.8%	41.0%	8.9%	11.3%	123,125	111,422
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

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	1,913,716	3,173,798	11,412	3,075	5.96	0.97
BUNBURY	2,061,922	366,793	7,657	0	3.71	0.00
BUSSELTON	1,800,860	3,549,586	8,535	3,747	4.74	1.06
GREATER GERALDTON	2,278,822	3,691,775	14,744	2,964	6.47	0.80
HARVEY	867,032	2,639,142	2,670	2,239	3.08	0.85
KALGOORLIE-BOULDER	2,639,311	1,497,519	19,815	3,693	7.51	2.47
KARRATHA	1,759,499	364,478	9,425	0	5.36	0.00
MANDURAH	4,474,172	573,127	6,444	0	1.44	0.00
Region	17,795,333	15,856,219	80,702	15,718	4.54	0.99
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 6: Sealed road age 2023-24

Council	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
ALBANY	273	36	24	26	525	31	21
BUNBURY	267	42	27	26	52	34	29
BUSSELTON	266	64	25	22	581	64	25
GREATER GERALDTON	290	47	25	24	532	34	24
HARVEY	119	32	27	24	423	33	27
KALGOORLIE-BOULDER	232	56	35	36	367	39	27
KARRATHA	220	0	36	9	44	0	39
MANDURAH	613	32	28	28	78	33	28
Region		44	28	24		38	28

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Appendix 16 Large Country Towns (populations 10,000 to 20,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
AUGUSTA MARGARET RIVER	0.43	2.6%	61%	0.37
BROOME	0.56	2.7%	50%	0.64
CAPEL	0.57	2.4%	22%	0.42
DARDANUP	0.56	2.1%	46%	0.64
EAST PILBARA	0.52	4.1%	98%	0.92
ESPERANCE	0.56	3.3%	44%	0.47
MURRAY	0.60	2.2%	75%	0.71
NORTHAM	0.30	2.5%	25%	0.67
PORT HEDLAND	0.42	2.5%	66%	0.68
Region Average	0.51	2.8%	54%	0.56
State Average	0.53	2.4%	59%	0.66

Table 2: Expenditure from Local Governments' own resources 2023-24

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	4,034	194	5%	35%	1%	1%	10
BROOME	7,452	3,662	49%	17%	20%	16%	197
CAPEL	3,556	1,377	39%	31%	9%	4%	71
DARDANUP	4,664	2,792	60%	29%	23%	21%	178
EAST PILBARA	14,556	6,582	45%	62%	24%	22%	633
ESPERANCE	25,583	9,935	39%	97%	41%	26%	683
MURRAY	7,925	2,694	34%	38%	15%	15%	136
NORTHAM	6,669	3,177	48%	49%	24%	24%	261
PORT HEDLAND	10,202	4,945	48%	25%	23%	12%	287
Region	84,641	35,358	42%	46%	21%	16%	241
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

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	653	2,710	566	0	3,929	2,752	4,129	1,684	0
BROOME	2,858	0	0	889	3,747	11,548	0	0	13,698
CAPEL	1,378	523	585	107	2,593	4,975	1,643	3,793	15,811
DARDANUP	813	2,380	254	28	3,474	5,092	6,036	2,891	2,525
EAST PILBARA	4,909	330	6,536	0	11,775	39,385	942	4,258	0
ESPERANCE	2,825	3,762	5,953	69	12,609	10,147	2,216	2,023	302
MURRAY	1,593	5,098	176	12	6,879	6,727	6,995	1,000	359
NORTHAM	3,718	1,078	915	7	5,718	20,749	1,719	3,783	145
PORT HEDLAND	4,510	2	605	0	5,117	15,522	14	2,943	0
Region	23,257	15,882	15,590	1,112	55,841	11,451	3,200	2,682	913
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2023-24

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	0	3,929	105	0	4,034	0.0%	97.4%	2.6%	0.0%	10,490	3,929
BROOME	3,106	641	3,593	0	7,340	42.3%	8.7%	49.0%	0.0%	5,884	3,747
CAPEL	2,543	225	788	0	3,556	71.5%	6.3%	22.2%	0.0%	6,545	2,768
DARDANUP	2,688	1,263	714	0	4,665	57.6%	27.1%	15.3%	0.0%	6,204	3,951
EAST PILBARA	2,788	8,987	614	54	12,443	22.4%	72.2%	4.9%	0.4%	12,849	11,775
ESPERANCE	5,427	7,182	8,363	4,611	25,583	21.2%	28.1%	32.7%	18.0%	26,563	12,609
MURRAY	2,760	4,203	249	714	7,926	34.8%	53.0%	3.1%	9.0%	9,864	6,963
NORTHAM	2,531	3,328	809	0	6,668	38.0%	49.9%	12.1%	0.0%	8,729	5,859
PORT HEDLAND	2,148	2,979	2,283	1,429	8,839	24.3%	33.7%	25.8%	16.2%	7,506	5,127
Region	23,991	32,737	17,518	6,808	81,054	29.6%	40.4%	21.6%	8.4%	94,633	56,728
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

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	653	2,710	0.78	1.18
BROOME	875,802	387,117	2,858	0	3.26	0.00
CAPEL	1,009,178	1,113,925	1,378	523	1.37	0.47
DARDANUP	569,266	1,379,898	813	2,380	1.43	1.72
EAST PILBARA	438,096	1,225,640	4,909	330	11.20	0.27
ESPERANCE	977,949	5,942,397	2,825	3,762	2.89	0.63
MURRAY	832,574	2,550,877	1,593	5,098	1.91	2.00
NORTHAM	627,476	2,194,934	3,718	1,078	5.93	0.49
PORT HEDLAND	1,021,177	500,096	4,510	2	4.42	0.00
Region	7,188,548	17,592,172	23,257	15,882	3.24	0.90
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 6: Sealed road age 2023-24

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	32	26	24	392	34	26
BROOME	111	30	13	15	56	26	16
CAPEL	153	24	17	18	179	29	19
DARDANUP	81	28	19	19	224	29	21
EAST PILBARA	56	36	25	21	176	22	13
ESPERANCE	121	34	25	25	829	22	16
MURRAY	119	27	17	16	389	26	16
NORTHAM	81	56	31	22	387	48	27
PORT HEDLAND	135	40	34	23	61	27	25
Region		34	23	20		29	20

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Appendix 17 Country Towns (populations 5,000 to 10,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
ASHBURTON	0.63	3.6%	79%	1.50
BRIDGETOWN-GREENBUSHES	0.39	3.1%	56%	0.55
CARNARVON	0.59	3.4%	37%	0.77
CHITTERING	0.42	3.2%	35%	0.44
COLLIE	0.38	2.7%	55%	0.55
DENMARK	0.47	2.9%	56%	0.93
DERBY-WEST KIMBERLEY	0.43	4.4%	73%	1.18
DONNYBROOK-BALINGUP	0.35	2.7%	58%	0.48
GINGIN	0.32	3.3%	40%	0.61
MANJIMUP	0.34	2.8%	39%	0.46
PLANTAGENET	0.38	3.6%	46%	0.53
WYNDHAM-EAST KIMBERLEY	0.36	3.2%	27%	0.24
Region Average	0.41	3.2%	47%	0.51
State Average	0.53	2.4%	59%	0.66

Table 2: Expenditure from Local Governments' own resources 2023-24

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	9,973	6,821	68%	58%	76%	76%	845
BRIDGETOWN-GREENBUSHES	3,614	800	22%	76%	12%	11%	141
CARNARVON	11,007	351	3%	118%	4%	4%	63
CHITTERING	3,669	1,763	48%	53%	26%	21%	271
COLLIE	3,145	425	14%	39%	5%	5%	46
DENMARK	4,875	3,750	77%	36%	54%	52%	567
DERBY-WEST KIMBERLEY	11,107	2,076	19%	69%	17%	17%	246
DONNYBROOK-BALINGUP	4,735	1,378	29%	63%	20%	14%	214
GINGIN	6,961	4,003	58%	62%	39%	30%	660
MANJIMUP	7,384	2,226	30%	77%	18%	12%	236
PLANTAGENET	5,524	2,050	37%	83%	26%	20%	362
WYNDHAM-EAST KIMBERLEY	6,619	348	5%	67%	3%	3%	42
Region	65,026	18,370	33%	68%	24%	21%	302
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

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	685	1,917	6,433	464	9,499	5,255	8,499	13,142	1,650
BRIDGETOWN-GREENBUSHES	1,181	1,061	1,017	1	3,260	19,333	2,612	2,587	46
CARNARVON	2,943	105	2,946	69	6,063	25,524	218	10,286	75
CHITTERING	395	1,077	591	2	2,066	83,261	1,802	5,016	111
COLLIE	724	1,733	348	2	2,807	4,195	4,516	3,027	807
DENMARK	1,332	604	1,941	46	3,923	12,784	2,148	6,067	943
DERBY-WEST KIMBERLEY	3,289	766	2,792	0	6,847	35,084	6,582	6,172	0
DONNYBROOK-BALINGUP	724	1,664	569	10	2,967	12,125	3,778	1,710	343
GINGIN	1,207	1,933	1,849	1	4,990	7,319	2,443	5,330	23
MANJIMUP	935	2,176	2,342	14	5,467	5,956	3,043	3,370	210
PLANTAGENET	408	1,676	1,844	115	4,043	5,327	2,595	3,281	322
WYNDHAM-EAST KIMBERLEY	1,719	348	0	0	2,067	12,158	779	0	0
Region	13,676	12,083	15,222	259	41,240	12,127	2,864	5,194	149
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2023-24

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	4,143	5,356	0	0	9,499	43.6%	56.4%	0.0%	0.0%	6,336	9,499
BRIDGETOWN-GREENBUSHES	1,456	1,913	148	97	3,614	40.3%	52.9%	4.1%	2.7%	6,082	3,369
CARNARVON	2,286	3,777	923	0	6,986	32.7%	54.1%	13.2%	0.0%	7,858	6,063
CHITTERING	1,123	1,033	1,105	408	3,669	30.6%	28.2%	30.1%	11.1%	4,853	2,156
COLLIE	986	2,020	138	0	3,145	31.4%	64.2%	4.4%	0.0%	5,481	3,006
DENMARK	2,078	2,087	423	287	4,875	42.6%	42.8%	8.7%	5.9%	4,502	4,165
DERBY-WEST KIMBERLEY	3,289	3,558	19	107	6,973	47.2%	51.0%	0.3%	1.5%	5,786	6,847
DONNYBROOK-BALINGUP	1,327	1,864	1,409	135	4,735	28.0%	39.4%	29.8%	2.9%	6,614	3,191
GINGIN	3,920	1,107	1,925	7	6,959	56.3%	15.9%	27.7%	0.1%	8,255	5,027
MANJIMUP	3,895	1,822	1,385	282	7,384	52.7%	24.7%	18.8%	3.8%	12,351	5,717
PLANTAGENET	1,782	2,261	858	0	4,901	36.4%	46.1%	17.5%	0.0%	7,574	4,043
WYNDHAM-EAST KIMBERLEY	662	1,405	1,879	0	3,946	16.8%	35.6%	47.6%	0.0%	8,772	2,067
Region	21,348	20,934	10,064	1,226	53,573	39.8%	39.1%	18.8%	2.3%	72,046	42,282
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

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	685	1,917	1.50	2.43
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	1,181	1,061	5.52	0.75
CARNARVON	403,699	1,689,354	2,943	105	7.29	0.06
CHITTERING	16,604	2,092,772	395	1,077	23.79	0.51
COLLIE	604,271	1,342,937	724	1,733	1.20	1.29
DENMARK	365,227	984,499	1,332	604	3.65	0.61
DERBY-WEST KIMBERLEY	328,114	407,320	3,289	766	10.02	1.88
DONNYBROOK-BALINGUP	209,467	1,541,901	724	1,664	3.46	1.08
GINGIN	577,227	2,770,240	1,207	1,933	2.09	0.70
MANJIMUP	550,729	2,503,358	935	2,176	1.70	0.87
PLANTAGENET	268,060	2,260,886	408	1,676	1.52	0.74
WYNDHAM-EAST KIMBERLEY	498,206	1,564,455	1,719	348	3.45	0.22
Region	3,821,605	17,157,721	13,676	12,083	3.58	0.70
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 6: Sealed road age 2023-24

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	22	10	9	111	17	10
BRIDGETOWN-GREENBUSHES	29	43	28	24	226	35	24
CARNARVON	48	46	9	24	228	26	8
CHITTERING	2	26	18	15	292	28	20
COLLIE	72	44	23	15	188	33	24
DENMARK	56	31	24	19	160	32	22
DERBY-WEST KIMBERLEY	43	40	27	21	58	28	22
DONNYBROOK-BALINGUP	30	35	28	20	257	43	29
GINGIN	83	38	30	20	402	34	25
MANJIMUP	69	41	35	23	457	40	33
PLANTAGENET	34	46	20	22	351	38	22
WYNDHAM-EAST KIMBERLEY	59	49	19	10	185	36	22
Region		40	23	19		34	23

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Appendix 18 Country Shires (populations 2,000 to 5,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
COOLGARDIE	0.32	3.1%	25%	0.47
DANDARAGAN	0.45	3.2%	67%	0.50
EXMOUTH	0.43	3.0%	24%	0.31
HALLS CREEK	0.48	4.6%	26%	0.57
IRWIN	0.52	2.8%	13%	0.71
KATANNING	0.33	3.2%	36%	0.41
MERREDIN	0.39	3.3%	93%	0.67
MOORA	0.18	3.3%	117%	0.74
NARROGIN	0.54	3.3%	52%	0.59
NORTHAMPTON	0.39	3.3%	45%	0.47
RAVENSTHORPE	0.56	3.6%	54%	0.52
TOODYAY	0.37	2.9%	46%	0.31
WAROONA	0.45	2.8%	88%	0.77
YORK	0.41	2.9%	49%	0.64
Region Average	0.41	3.2%	58%	0.52
State Average	0.53	2.4%	59%	0.66

Table 2: Expenditure from Local Governments' own resources 2023-24

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	1,929	907	47%	31%	7%	7%	246
DANDARAGAN	6,930	806	12%	81%	9%	5%	215
EXMOUTH	2,196	486	22%	61%	9%	6%	140
HALLS CREEK	5,147	733	14%	95%	10%	10%	177
IRWIN	2,399	1,279	53%	38%	24%	24%	333
KATANNING	1,870	805	43%	64%	13%	13%	188
MERREDIN	5,377	417	8%	106%	7%	7%	128
MOORA	5,741	1,451	25%	104%	26%	18%	607
NARROGIN	4,565	1,549	34%	75%	24%	16%	311
NORTHAMPTON	6,359	1,699	27%	77%	23%	23%	504
RAVENSTHORPE	4,988	1,019	20%	81%	15%	15%	448
TOODYAY	5,552	620	11%	72%	10%	7%	125
WAROONA	3,156	1,003	32%	45%	18%	18%	225
YORK	3,747	829	22%	87%	14%	14%	230
Region	59,956	13,603	23%	71%	14%	12%	259
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

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	1,123	51	755	0	1,929	7,248	487	1,833	0
DANDARAGAN	256	3,384	1,300	0	4,940	2,545	3,767	1,698	0
EXMOUTH	921	321	14	4	1,260	10,304	1,331	876	90
HALLS CREEK	222	2	1,673	730	2,628	8,239	55	1,869	5,507
IRWIN	404	42	1,862	2	2,311	6,003	184	7,228	184
KATANNING	799	402	668	0	1,869	5,862	1,704	1,517	0
MERREDIN	793	3,576	552	371	5,293	5,958	5,553	983	1,298
MOORA	225	3,973	661	0	4,859	3,832	7,275	1,174	16
NARROGIN	938	1,480	705	29	3,152	6,453	3,344	1,962	184
NORTHAMPTON	559	1,297	960	236	3,052	5,679	2,657	2,010	868
RAVENSTHORPE	454	683	1,912	0	3,049	6,106	3,128	2,054	0
TOODYAY	198	1,278	70	0	1,546	6,852	2,377	261	0
WAROONA	657	2,426	73	0	3,156	10,278	5,884	967	0
YORK	1,111	843	1,793	0	3,747	13,064	1,804	8,660	0
Region	8,660	19,758	13,000	1,373	42,813	6,873	3,601	2,076	955
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2023-24

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	1,638	291	0	0	1,929	84.9%	15.1%	0.0%	0.0%	4,097	1,929
DANDARAGAN	1,706	3,284	0	1,940	6,930	24.6%	47.4%	0.0%	28.0%	9,955	4,990
EXMOUTH	712	553	201	0	1,466	48.6%	37.7%	13.7%	0.0%	4,099	1,265
HALLS CREEK	459	2,169	576	0	3,204	14.3%	67.7%	18.0%	0.0%	4,644	2,628
IRWIN	1,006	1,305	88	0	2,399	41.9%	54.4%	3.7%	0.0%	3,245	2,311
KATANNING	1,479	390	0	0	1,869	79.1%	20.9%	0.0%	0.0%	4,562	1,869
MERREDIN	1,373	3,920	83	0	5,376	25.5%	72.9%	1.5%	0.0%	7,889	5,293
MOORA	1,024	3,911	806	0	5,741	17.8%	68.1%	14.0%	0.0%	6,677	4,935
NARROGIN	1,518	1,925	1,122	0	4,565	33.3%	42.2%	24.6%	0.0%	5,848	3,443
NORTHAMPTON	2,201	851	3,307	0	6,359	34.6%	13.4%	52.0%	0.0%	6,471	3,052
RAVENSTHORPE	1,787	1,262	0	1,939	4,988	35.8%	25.3%	0.0%	38.9%	5,845	3,049
TOODYAY	260	1,476	3,816	0	5,552	4.7%	26.6%	68.7%	0.0%	5,640	1,758
WAROONA	822	2,334	0	0	3,156	26.0%	74.0%	0.0%	0.0%	4,091	3,156
YORK	1,902	1,845	0	0	3,747	50.8%	49.2%	0.0%	0.0%	5,830	3,747
Region	17,887	25,516	9,999	3,879	57,281	31.2%	44.5%	17.5%	6.8%	78,893	43,425
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

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	1,123	51	2.07	0.14
DANDARAGAN	352,770	3,143,895	256	3,384	0.73	1.08
EXMOUTH	313,445	843,354	921	321	2.94	0.38
HALLS CREEK	94,313	145,798	222	2	2.35	0.02
IRWIN	235,965	804,021	404	42	1.71	0.05
KATANNING	477,043	825,594	799	402	1.67	0.49
MERREDIN	465,842	2,254,086	793	3,576	1.70	1.59
MOORA	205,506	1,911,197	225	3,973	1.09	2.08
NARROGIN	508,737	1,549,194	938	1,480	1.84	0.96
NORTHAMPTON	349,344	1,708,525	559	1,297	1.60	0.76
RAVENSTHORPE	260,226	764,256	454	683	1.74	0.89
TOODYAY	102,216	1,882,039	220	1,278	2.15	0.68
WAROONA	223,727	1,443,137	657	2,426	2.94	1.68
YORK	297,731	1,635,572	1,111	843	3.73	0.52
Region	4,429,144	19,277,257	8,682	19,758	1.96	1.02
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 6: Sealed road age 2023-24

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	48	33	30	58	50	40
DANDARAGAN	44	30	23	18	463	32	21
EXMOUTH	39	36	20	16	116	30	20
HALLS CREEK	12	52	27	0	21	49	14
IRWIN	32	35	22	18	116	24	22
KATANNING	49	44	28	31	139	44	31
MERREDIN	49	32	24	21	370	35	27
MOORA	24	63	33	35	313	64	29
NARROGIN	51	41	11	11	222	24	12
NORTHAMPTON	48	38	31	33	242	37	25
RAVENSTHORPE	36	22	20	14	105	22	20
TOODYAY	13	37	17	12	299	37	25
WAROONA	30	41	22	8	231	29	21
YORK	38	31	20	19	261	32	23
Region		39	24	20		36	24

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Appendix 19 Small Country Shires (populations less than 2,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
BEVERLEY	0.52	2.7%	28%	0.39
BODDINGTON	0.63	3.1%	13%	0.64
BOYUP BROOK	0.38	3.1%	4%	0.32
BROOKTON	0.52	3.1%	45%	0.34
BROOMEHILL-TAMBELLUP	0.45	3.6%	31%	0.30
BRUCE ROCK	0.43	3.0%	19%	0.25
CARNAMAH	0.44	3.5%	47%	0.30
CHAPMAN VALLEY	0.55	3.8%	47%	0.60
COOROW	0.39	3.6%	41%	0.58
CORRIGIN	0.17	3.6%	27%	0.25
CRANBROOK	0.33	3.4%	7%	0.23
CUBALLING	0.48	3.2%	97%	0.69
CUNDERDIN	0.23	3.6%	50%	0.44
DALWALLINU	0.51	3.8%	35%	0.27
DOWERIN	0.40	4.0%	133%	0.89
DUMBLEYUNG	0.55	3.7%	114%	0.78
GNOWANGERUP	0.50	3.8%	5%	0.28
GOOMALLING	0.40	3.5%	59%	0.55
JERRAMUNGUP	0.48	3.8%	18%	0.44
KELLERBERRIN	0.49	3.7%	50%	0.45
KENT	0.48	4.4%	7%	0.28
KOJONUP	0.36	3.5%	89%	0.77
KONDININ	0.38	4.2%	58%	0.51
KOORDA	0.38	4.0%	62%	0.42
KULIN	0.40	4.1%	45%	0.34
LAKE GRACE	0.53	4.3%	33%	0.43
MINGENEW	0.57	2.9%	9%	0.49
MORAWA	0.40	4.1%	50%	0.44
MOUNT MARSHALL	0.58	4.2%	21%	0.26
MUKINBUDIN	0.54	3.9%	65%	0.47
NANNUP	0.34	2.9%	30%	0.35
NAREMBEEN	0.29	4.1%	0%	0.39
NUNGARIN	0.44	3.9%	59%	0.59
PERENJORI	0.51	4.1%	60%	0.54
PINGELLY	0.44	3.2%	44%	0.49
QUAIRADING	0.35	3.4%	39%	0.38
TAMMIN	0.27	3.9%	18%	0.26
THREE SPRINGS	0.55	3.7%	71%	0.45
TRAYNING	0.66	3.9%	47%	0.49
VICTORIA PLAINS	0.27	3.5%	16%	0.33
WAGIN	0.53	3.4%	45%	0.37
WANDERING	0.37	3.0%	0%	0.33
WEST ARTHUR	0.47	3.2%	6%	0.33
WESTONIA	0.24	4.4%	45%	0.52

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

Table 1: Road assets and expenditure indicators 2023-24 (continued)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
WICKEPIN	0.42	3.9%	126%	0.61
WILLIAMS	0.55	3.2%	57%	0.59
WONGAN-BALLIDU	0.34	3.8%	6%	0.17
WOODANILLING	0.36	3.9%	23%	0.56
WYALKATCHEM	0.50	3.9%	52%	0.49
YILGARN	0.55	4.2%	32%	0.25
Region Average	0.44	3.6%	40%	0.41
State Average	0.53	2.4%	59%	0.66

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

Table 2: Expenditure from Local Governments' own resources 2023-24

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
BEVERLEY	3,963	2,071	52%	107%	57%	37%	1,171
BODDINGTON	2,482	1,062	43%	36%	28%	20%	595
BOYUP BROOK	3,043	182	6%	127%	4%	4%	93
BROOKTON	2,471	1,038	42%	92%	37%	15%	1,087
BROOMEHILL-TAMBELLUP	2,674	300	11%	133%	8%	4%	274
BRUCE ROCK	2,728	295	11%	156%	7%	5%	283
CARNAMAH	2,611	254	10%	117%	9%	3%	439
CHAPMAN VALLEY	3,770	1,513	40%	104%	50%	37%	910
COOROW	3,459	1,630	47%	83%	33%	32%	1,472
CORRIGIN	4,091	897	22%	137%	23%	13%	872
CRANBROOK	2,680	205	8%	119%	6%	0%	178
CUBALLING	3,186	807	25%	127%	39%	27%	849
CUNDERDIN	2,077	528	25%	117%	15%	15%	399
DALWALLINU	7,818	1,317	17%	161%	22%	11%	911
DOWERIN	3,630	-120	-3%	156%	-4%	-4%	-163
DUMBLEYUNG	4,667	573	12%	157%	17%	17%	817
GNOWANGERUP	1,763	74	4%	111%	2%	2%	58
GOOMALLING	2,767	1,030	37%	104%	39%	36%	1,044
JERRAMUNGUP	2,324	546	23%	102%	12%	11%	450
KELLERBERRIN	3,064	807	26%	121%	22%	14%	692
KENT	3,074	898	29%	146%	22%	16%	1,714
KOJONUP	6,772	1,778	26%	114%	43%	37%	904
KONDININ	6,536	1,179	18%	120%	23%	10%	1,374
KOORDA	2,275	359	16%	161%	12%	12%	968
KULIN	5,890	924	16%	151%	20%	20%	1,164
LAKE GRACE	5,247	1,294	25%	147%	18%	13%	995
MINGENEW	2,243	13	1%	114%	1%	1%	31
MORAWA	3,266	484	15%	125%	14%	14%	713
MOUNT MARSHALL	2,867	220	8%	161%	5%	0%	477
MUKINBUDIN	2,177	552	25%	146%	20%	20%	920
NANNUP	1,567	407	26%	117%	13%	13%	249
NAREMBEEN	4,129	101	2%	165%	3%	3%	121
NUNGARIN	1,583	440	28%	122%	23%	23%	1,719
PERENJORI	3,949	1,328	34%	145%	28%	27%	2,046
PINGELLY	1,874	569	30%	87%	19%	19%	525
QUAIRADING	2,404	209	9%	124%	6%	9%	215
TAMMIN	1,419	320	23%	106%	17%	13%	792
THREE SPRINGS	1,982	338	17%	125%	12%	12%	570
TRAYNING	2,015	765	38%	126%	27%	25%	2,525
VICTORIA PLAINS	6,100	1,678	28%	144%	51%	43%	2,036
WAGIN	2,237	671	30%	98%	17%	8%	369

Total Expenditure includes flood damage.

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

Table 2: Expenditure from Local Governments' own resources 2023-24

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	1,937	1,377	71%	95%	94%	92%	2,527
WEST ARTHUR	2,216	564	25%	139%	19%	11%	717
WESTONIA	2,565	780	30%	157%	31%	31%	3,197
WICKEPIN	2,372	319	13%	133%	10%	10%	455
WILLIAMS	1,953	783	40%	106%	32%	29%	739
WONGAN-BALLIDU	3,950	250	6%	145%	5%	5%	187
WOODANILLING	1,471	820	56%	142%	46%	46%	1,712
WYALKATCHEM	1,867	435	23%	112%	15%	15%	886
YILGARN	4,386	722	16%	125%	8%	6%	603
Region	157,590	35,586	23%	127%	20%	16%	740
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

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	430	469	973	103	1,975	10,306	1,145	2,942	795
BODDINGTON	385	130	657	1	1,173	12,212	640	5,125	74
BOYUP BROOK	81	13	1,648	15	1,757	2,873	40	3,848	40
BROOKTON	228	386	585	0	1,199	9,108	2,186	1,761	0
BROOMEHILL-TAMBELLUP	180	826	658	55	1,719	6,970	1,934	1,121	481
BRUCE ROCK	147	677	613	334	1,771	3,437	998	1,054	2,542
CARNAMAH	0	988	302	0	1,290	0	2,454	821	0
CHAPMAN VALLEY	0	1,045	1,234	14	2,293	0	3,198	3,557	53
COOROW	612	798	1,343	1	2,754	12,963	2,097	2,627	16
CORRIGIN	424	518	535	8	1,484	10,899	1,095	941	52
CRANBROOK	106	99	1,246	0	1,451	5,516	197	2,056	0
CUBALLING	79	1,681	579	216	2,556	28,850	5,398	2,240	1,853
CUNDERDIN	389	1,010	677	0	2,076	7,690	2,397	1,814	0
DALWALLINU	1,016	826	817	0	2,659	18,884	1,032	694	2
DOWERIN	99	2,431	1,100	0	3,630	5,145	7,900	2,191	0
DUMBLEYUNG	17	3,244	1,376	21	4,658	791	6,536	2,091	245
GNOWANGERUP	73	51	1,381	3	1,508	1,898	135	2,218	18
GOOMALLING	175	810	565	110	1,660	8,815	4,156	1,487	1,375
JERRAMUNGUP	536	9	1,694	0	2,239	17,633	26	2,630	0
KELLERBERRIN	752	669	577	208	2,206	16,494	1,490	1,323	807
KENT	79	69	1,218	7	1,373	6,584	265	1,549	23
KOJONUP	198	2,395	1,966	91	4,650	5,740	5,751	2,710	696
KONDININ	287	1,005	1,771	0	3,063	9,323	2,993	1,764	0
KOORDA	140	1,310	520	82	2,053	6,066	3,083	1,086	272
KULIN	166	763	1,443	0	2,372	8,499	1,856	1,323	0
LAKE GRACE	192	625	3,287	1	4,105	5,296	1,594	1,790	8
MINGENEW	54	91	626	18	789	2,413	395	2,512	354
MORAWA	96	702	861	17	1,676	2,862	3,532	1,676	61
MOUNT MARSHALL	170	480	1,235	0	1,885	8,417	817	1,551	0
MUKINBUDIN	456	913	805	3	2,177	21,226	2,416	1,487	19
NANNUP	306	508	154	589	1,556	19,010	1,444	628	26,352
NAREMBEEN	0	0	2,561	0	2,561	0	0	2,824	0
NUNGARIN	491	242	850	0	1,583	64,465	1,104	2,616	0
PERENJORI	757	1,058	2,056	2	3,873	67,110	1,943	2,240	8
PINGELLY	218	599	1,015	0	1,832	6,714	1,854	5,539	0
QUAIRADING	199	1,001	739	15	1,954	6,228	2,214	1,781	94
TAMMIN	95	114	409	8	626	6,789	568	1,566	97
THREE SPRINGS	338	1,049	595	0	1,982	21,061	2,929	1,274	0
TRAYNING	156	672	1,163	0	1,991	6,694	2,485	2,167	0
VICTORIA PLAINS	57	479	1,101	54	1,691	3,498	1,000	2,549	581
WAGIN	313	627	562	18	1,520	4,074	2,805	1,441	97

Excludes expenditure on bridges and flood damage.

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

Table 3: Expenditure on road preservation 2023-24 (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	0	0	878	0	878	0	0	4,598	0
WEST ARTHUR	48	203	840	845	1,936	2,790	464	1,716	7,021
WESTONIA	0	595	1,292	0	1,887	0	2,622	2,456	0
WICKEPIN	0	1,937	409	22	2,368	0	6,431	1,048	79
WILLIAMS	118	991	734	35	1,878	6,100	3,482	2,810	894
WONGAN-BALLIDU	69	120	901	0	1,090	1,165	215	1,865	0
WOODANILLING	52	174	1,245	0	1,471	14,031	1,006	3,558	0
WYALKATCHEM	139	813	860	0	1,812	4,009	3,084	1,802	0
YILGARN	146	1,016	1,823	0	2,985	4,040	1,477	862	0
Region	11,068	37,232	52,480	2,895	103,569	8,125	2,027	1,842	372
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

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

Table 4: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
BEVERLEY	1,295	1,104	1,326	0	3,725	34.8%	29.6%	35.6%	0.0%	6,200	2,399
BODDINGTON	470	1,134	735	118	2,457	19.1%	46.2%	29.9%	4.8%	2,503	1,604
BOYUP BROOK	816	1,020	1,207	0	3,043	26.8%	33.5%	39.7%	0.0%	5,825	1,836
BROOKTON	914	365	1,179	0	2,458	37.2%	14.8%	48.0%	0.0%	3,785	1,279
BROOMEHILL-TAMBELLUP	1,070	702	902	0	2,674	40.0%	26.3%	33.7%	0.0%	5,836	1,772
BRUCE ROCK	1,431	347	857	93	2,728	52.5%	12.7%	31.4%	3.4%	7,023	1,778
CARNAMAH	302	988	1,321	0	2,611	11.6%	37.8%	50.6%	0.0%	4,259	1,290
CHAPMAN VALLEY	1,522	771	1,477	0	3,770	40.4%	20.5%	39.2%	0.0%	3,812	2,293
COOROW	1,982	779	697	0	3,458	57.3%	22.5%	20.2%	0.0%	4,761	2,761
CORRIGIN	1,097	387	1,821	0	3,305	33.2%	11.7%	55.1%	0.0%	5,837	1,484
CRANBROOK	838	637	1,058	147	2,680	31.3%	23.8%	39.5%	5.5%	6,407	1,475
CUBALLING	821	1,767	598	0	3,186	25.8%	55.5%	18.8%	0.0%	3,733	2,588
CUNDERDIN	1,173	905	0	0	2,078	56.4%	43.6%	0.0%	0.0%	4,678	2,078
DALWALLINU	1,918	741	4,899	72	7,630	25.1%	9.7%	64.2%	0.9%	10,013	2,659
DOWERIN	736	2,894	0	0	3,630	20.3%	79.7%	0.0%	0.0%	4,059	3,630
DUMBLEYUNG	907	3,760	0	0	4,667	19.4%	80.6%	0.0%	0.0%	5,999	4,667
GNOWANGERUP	1,086	425	0	0	1,511	71.9%	28.1%	0.0%	0.0%	5,349	1,511
GOOMALLING	1,030	725	1,012	0	2,767	37.2%	26.2%	36.6%	0.0%	3,176	1,755
JERRAMUNGUP	1,100	1,139	85	0	2,324	47.3%	49.0%	3.7%	0.0%	5,112	2,239
KELLERBERRIN	853	1,431	780	0	3,064	27.8%	46.7%	25.5%	0.0%	5,094	2,284
KENT	1,373	0	1,622	79	3,074	44.7%	0.0%	52.8%	2.6%	4,930	1,373
KOJONUP	2,618	2,115	2,039	0	6,772	38.7%	31.2%	30.1%	0.0%	6,140	4,733
KONDININ	1,064	1,999	3,335	138	6,536	16.3%	30.6%	51.0%	2.1%	6,013	3,063
KOORDA	529	1,524	222	0	2,275	23.3%	67.0%	9.8%	0.0%	4,931	2,053
KULIN	1,061	1,311	3,518	0	5,890	18.0%	22.3%	59.7%	0.0%	6,947	2,372
LAKE GRACE	1,709	2,452	505	581	5,247	32.6%	46.7%	9.6%	11.1%	9,737	4,161
MINGENEW	596	731	916	0	2,243	26.6%	32.6%	40.8%	0.0%	2,729	1,327
MORAWA	1,186	490	1,276	71	3,023	39.2%	16.2%	42.2%	2.3%	3,821	1,676
MOUNT MARSHALL	871	1,014	903	79	2,867	30.4%	35.4%	31.5%	2.8%	7,188	1,885
MUKINBUDIN	534	1,643	0	0	2,177	24.5%	75.5%	0.0%	0.0%	4,663	2,177
NANNUP	889	679	0	0	1,568	56.7%	43.3%	0.0%	0.0%	4,488	1,568
NAREMBEEN	1,368	1,193	1,568	0	4,129	33.1%	28.9%	38.0%	0.0%	6,617	2,561
NUNGARIN	736	847	0	0	1,583	46.5%	53.5%	0.0%	0.0%	2,668	1,583
PERENJORI	1,687	2,186	76	0	3,949	42.7%	55.4%	1.9%	0.0%	7,139	3,873
PINGELLY	1,147	727	0	0	1,874	61.2%	38.8%	0.0%	0.0%	3,801	1,874
QUAIRADING	980	1,036	387	0	2,403	40.8%	43.1%	16.1%	0.0%	5,306	2,016
TAMMIN	360	266	747	46	1,420	25.4%	18.7%	52.6%	3.3%	2,410	626
THREE SPRINGS	579	1,403	0	0	1,982	29.2%	70.8%	0.0%	0.0%	4,144	1,876
TRAYNING	685	1,306	25	0	2,016	34.0%	64.8%	1.2%	0.0%	4,025	1,991
VICTORIA PLAINS	1,249	510	4,013	328	6,100	20.5%	8.4%	65.8%	5.4%	5,379	1,759
WAGIN	682	851	500	204	2,237	30.5%	38.0%	22.4%	9.1%	4,098	1,533

Excludes expenditure on flood damage

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

Table 4: Expenditure by work categories 2023-24 (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	524	359	1,053	0	1,936	27.1%	18.5%	54.4%	0.0%	2,665	883
WEST ARTHUR	1,146	831	239	0	2,216	51.7%	37.5%	10.8%	0.0%	5,980	1,977
WESTONIA	1,003	884	679	0	2,566	39.1%	34.5%	26.5%	0.0%	3,600	1,887
WICKEPIN	424	1,948	0	0	2,372	17.9%	82.1%	0.0%	0.0%	3,919	2,372
WILLIAMS	857	1,021	74	0	1,952	43.9%	52.3%	3.8%	0.0%	3,201	1,878
WONGAN-BALLIDU	969	121	2,860	0	3,950	24.5%	3.1%	72.4%	0.0%	6,334	1,090
WOODANILLING	984	487	0	0	1,471	66.9%	33.1%	0.0%	0.0%	2,607	1,471
WYALKATCHEM	980	832	0	55	1,867	52.5%	44.6%	0.0%	2.9%	3,707	1,812
YILGARN	1,183	1,802	1,337	63	4,385	27.0%	41.1%	30.5%	1.4%	12,086	2,985
Region	51,333	54,589	47,849	2,074	155,845	32.9%	35.0%	30.7%	1.3%	254,735	105,817
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

Council	Area [sq metres]		Expenditure \$000's		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
BEVERLEY	146,032	1,434,021	430	469	2.94	0.33
BODDINGTON	110,540	710,379	385	130	3.48	0.18
BOYUP BROOK	98,685	1,141,989	81	13	0.82	0.01
BROOKTON	87,619	618,013	228	386	2.60	0.62
BROOMEHILL-TAMBELLUP	90,393	1,495,364	180	826	1.99	0.55
BRUCE ROCK	149,701	2,374,132	147	677	0.98	0.29
CARNAMAH	107,960	1,409,337	0	988	0.00	0.70
CHAPMAN VALLEY	46,930	1,144,034	0	1,045	0.00	0.91
COOROW	165,237	1,331,674	612	798	3.70	0.60
CORRIGIN	136,438	1,655,246	424	518	3.11	0.31
CRANBROOK	67,261	1,762,752	106	99	1.58	0.06
CUBALLING	9,584	1,090,111	79	1,681	8.24	1.54
CUNDERDIN	177,057	1,474,755	389	1,010	2.20	0.68
DALWALLINU	188,305	2,802,032	1,016	826	5.40	0.29
DOWERIN	67,623	1,077,083	99	2,431	1.46	2.26
DUMBLEYUNG	75,252	1,737,207	17	3,244	0.23	1.87
GNOWANGERUP	134,595	1,320,510	73	51	0.54	0.04
GOOMALLING	69,486	682,190	175	810	2.52	1.19
JERRAMUNGUP	106,390	1,216,329	536	9	5.04	0.01
KELLERBERRIN	159,576	1,572,364	752	669	4.71	0.43
KENT	41,998	910,587	79	69	1.88	0.08
KOJONUP	120,737	1,457,433	198	2,395	1.64	1.64
KONDININ	107,743	1,175,294	287	1,005	2.66	0.86
KOORDA	80,781	1,487,596	140	1,310	1.73	0.88
KULIN	68,357	1,438,973	166	763	2.43	0.53
LAKE GRACE	126,878	1,372,194	192	625	1.51	0.46
MINGENEW	78,334	807,215	54	91	0.69	0.11
MORAWA	117,411	695,848	96	702	0.82	1.01
MOUNT MARSHALL	70,693	2,055,166	170	480	2.40	0.23
MUKINBUDIN	75,192	1,322,768	456	913	6.06	0.69
NANNUP	56,339	1,230,523	306	508	5.43	0.41
NAREMBEEN	75,240	1,704,280	0	0	0.00	0.00
NUNGARIN	26,658	767,149	491	242	18.42	0.32
PERENJORI	39,480	1,905,795	757	1,058	19.17	0.56
PINGELLY	113,641	1,130,687	218	599	1.92	0.53
QUAIRADING	111,875	1,583,353	199	1,001	1.78	0.63
TAMMIN	48,967	704,350	95	114	1.93	0.16
THREE SPRINGS	56,170	1,253,493	232	1,049	4.13	0.84
TRAYNING	81,561	946,512	156	672	1.91	0.71
VICTORIA PLAINS	57,039	1,678,288	57	479	1.00	0.29
WAGIN	268,887	782,046	313	627	1.16	0.80

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

Table 5: Sealed road area statistics and expenditure 2023-24 (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	0	0	0.00	0.00
WEST ARTHUR	60,222	1,528,531	48	203	0.80	0.13
WESTONIA	24,039	794,340	0	595	0.00	0.75
WICKEPIN	62,004	1,054,106	0	1,937	0.00	1.84
WILLIAMS	68,910	995,882	118	991	1.71	0.99
WONGAN-BALLIDU	207,348	1,956,067	69	120	0.33	0.06
WOODANILLING	12,971	605,191	52	174	4.01	0.29
WYALKATCHEM	121,366	922,681	139	813	1.15	0.88
YILGARN	126,190	2,408,015	146	1,016	1.15	0.42
Region	4,724,693	65,335,917	10,962	37,232	2.32	0.57
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

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

Table 6: Sealed road age 2023-24

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	26	18	18	219	20	14
BODDINGTON	15	14	8	11	108	16	10
BOYUP BROOK	10	41	32	0	207	40	29
BROOKTON	10	19	17	11	105	18	16
BROOMEHILL-TAMBELLUP	12	39	31	0	228	35	17
BRUCE ROCK	14	56	23	9	430	38	24
CARNAMAH	14	33	15	15	197	36	18
CHAPMAN VALLEY	7	16	16	0	180	24	15
COOROW	23	45	25	19	196	33	26
CORRIGIN	13	59	55	50	317	47	37
CRANBROOK	8	42	26	37	292	40	26
CUBALLING	2	26	19	0	165	25	16
CUNDERDIN	19	45	19	11	230	52	29
DALWALLINU	23	41	21	19	472	31	13
DOWERIN	7	38	22	26	165	40	21
DUMBLEYUNG	7	49	30	0	237	30	8
GNOWANGERUP	17	39	14	0	205	36	12
GOOMALLING	7	48	27	0	111	40	23
JERRAMUNGUP	14	34	30	19	203	30	18
KELLERBERRIN	16	35	18	7	224	30	16
KENT	6	37	30	0	143	29	21
KOJONUP	15	39	23	61	235	47	23
KONDININ	12	47	22	0	181	42	28
KOORDA	7	35	21	0	242	44	19
KULIN	7	51	35	0	214	38	25
LAKE GRACE	16	49	32	6	207	22	15
MINGENEW	10	39	21	22	136	27	16
MORAWA	13	50	26	18	126	44	22
MOUNT MARSHALL	8	26	12	0	305	26	9
MUKINBUDIN	9	31	16	0	191	30	11
NANNUP	7	50	34	0	200	39	31
NAREMBEEN	9	62	31	22	284	48	29
NUNGARIN	3	40	15	9	128	43	14
PERENJORI	5	31	18	0	259	28	15
PINGELLY	16	56	40	0	180	23	18
QUAIRADING	13	51	17	17	262	49	18
TAMMIN	6	40	33	25	126	43	31
THREE SPRINGS	7	28	18	16	173	27	12
TRAYNING	9	18	8	8	141	15	6
VICTORIA PLAINS	7	58	31	0	250	49	24
WAGIN	28	29	24	27	143	27	14

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

Table 6: Sealed road age 2023-24 (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	43	35	0	89	38	26
WEST ARTHUR	7	34	7	4	224	43	9
WESTONIA	3	41	41	0	115	52	39
WICKEPIN	9	41	29	0	156	35	21
WILLIAMS	9	37	25	6	144	27	11
WONGAN-BALLIDU	22	35	29	32	331	36	28
WOODANILLING	2	29	26	0	87	41	27
WYALKATCHEM	11	31	22	2	144	31	15
YILGARN	14	41	16	0	357	24	12
Region		39	24	19		35	20

Appendix 20 Pastoral Shires (populations less than 2,000) 2023-2024

- 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 2023-24

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
CUE	0.53	4.3%	87%	0.77
DUNDAS	0.50	3.9%	70%	0.42
LAVERTON	0.47	4.8%	165%	0.63
LEONORA	0.54	4.9%	0%	0.35
MEEKATHARRA	0.56	4.6%	110%	0.61
MENZIES	0.54	5.1%	10%	0.57
MOUNT MAGNET	0.56	4.7%	76%	0.85
MURCHISON	0.53	4.7%	138%	1.81
NGAANYATJARRAKU	0.51	5.2%	0%	3.49
SANDSTONE	0.56	4.8%	0%	0.99
SHARK BAY	0.54	4.2%	40%	0.31
UPPER GASCOYNE	0.63	4.1%	3%	0.66
WILUNA	0.52	5.3%	209%	1.33
YALGOO	0.51	4.7%	145%	0.97
Region Average	0.54	4.6%	87%	0.75
State Average	0.53	2.4%	59%	0.66

Table 2: Expenditure from Local Governments' own resources 2023-24

Council	Total Council expenditure \$000's	Expenditure from Councils' own resources \$000's	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
CUE	3,387	771	23%	76%	15%	10%	3,338
DUNDAS	1,463	628	43%	44%	10%	6%	896
LAVERTON	12,735	1,259	10%	71%	11%	11%	875
LEONORA	1,185	12	1%	41%	0%	0%	7
MEEKATHARRA	5,847	2,102	36%	102%	18%	18%	1,624
MENZIES	2,458	0	0%	67%	0%	0%	0
MOUNT MAGNET	2,362	1,356	57%	87%	34%	28%	1,934
MURCHISON	12,523	2,609	21%	140%	53%	35%	24,613
NGAANYATJARRAKU	12,430	6,103	49%	119%	121%	121%	4,126
SANDSTONE	3,258	1,284	39%	108%	35%	35%	11,069
SHARK BAY	1,798	0	0%	111%	0%	0%	0
UPPER GASCOYNE	15,779	1,337	8%	197%	23%	17%	6,652
WILUNA	5,893	2,237	38%	77%	23%	21%	3,938
YALGOO	3,563	1,521	43%	103%	31%	31%	4,261
Region	84,681	21,219	25%	87%	22%	19%	1,996
State	1,034,095	512,137	50%	29%	18%	15%	178

Total Expenditure includes flood damage.

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

Table 3: Expenditure on road preservation 2023-24

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	797	1,284	577	0	2,658	63,990	5,790	1,694	0
DUNDAS	568	0	375	2	945	11,644	6	1,274	10
LAVERTON	29	1,500	1,135	25	2,689	1,398	12,160	1,727	48
LEONORA	0	0	1,111	0	1,111	0	0	2,838	0
MEEKATHARRA	1,312	1,831	2,664	0	5,807	29,303	6,622	1,584	0
MENZIES	288	2	1,557	611	2,458	63,244	17	2,265	1,009
MOUNT MAGNET	1,169	0	667	1	1,837	38,195	5	1,988	5
MURCHISON	0	2,616	7,353	6	9,975	0	8,315	14,763	6
NGAANYATJARRAKU	0	0	8,343	4,089	12,432	0	0	16,843	5,504
SANDSTONE	0	0	798	1,204	2,002	0	0	2,608	3,102
SHARK BAY	490	0	0	348	838	17,902	0	0	2,113
UPPER GASCOYNE	37	0	3,733	319	4,089	7,050	0	3,840	438
WILUNA	406	0	4,339	0	4,745	37,944	0	6,492	0
YALGOO	2	2,253	1,246	0	3,501	262	8,906	8,053	0
Region	5,098	9,486	33,897	6,605	55,087	19,546	5,116	4,321	939
State	447,821	129,683	152,776	13,610	743,807	12,441	2,824	2,808	739

Excludes expenditure on bridges and flood damage.

Table 4: Expenditure by work categories 2023-24

Council	Expenditure on roads and bridges - \$000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000's	Actual expenditure \$000's (excl. flood damage)
CUE	1,556	1,102	479	235	3,372	46.1%	32.7%	14.2%	7.0%	3,452	2,658
DUNDAS	320	625	518	0	1,463	21.9%	42.7%	35.4%	0.0%	2,263	945
LAVERTON	1,259	1,430	2,190	0	4,879	25.8%	29.3%	44.9%	0.0%	4,283	2,689
LEONORA	1,046	65	74	0	1,185	88.3%	5.5%	6.2%	0.0%	3,175	1,111
MEEKATHARRA	3,301	2,506	0	0	5,807	56.8%	43.2%	0.0%	0.0%	9,549	5,807
MENZIES	1,105	1,353	0	0	2,458	45.0%	55.0%	0.0%	0.0%	4,306	2,458
MOUNT MAGNET	1,660	187	515	0	2,362	70.3%	7.9%	21.8%	0.0%	2,163	1,847
MURCHISON	2,656	7,335	2,020	0	12,011	22.1%	61.1%	16.8%	0.0%	5,509	9,991
NGAANYATJARRAKU	4,473	7,959	0	0	12,432	36.0%	64.0%	0.0%	0.0%	3,564	12,432
SANDSTONE	1,480	522	444	0	2,446	60.5%	21.3%	18.2%	0.0%	2,019	2,002
SHARK BAY	677	161	961	0	1,799	37.6%	8.9%	53.4%	0.0%	2,720	838
UPPER GASCOYNE	1,836	2,257	0	8,106	12,199	15.1%	18.5%	0.0%	66.4%	6,223	4,093
WILUNA	1,504	3,241	0	1,148	5,893	25.5%	55.0%	0.0%	19.5%	3,565	4,745
YALGOO	1,248	2,253	0	0	3,501	35.6%	64.4%	0.0%	0.0%	3,618	3,501
Region	24,121	30,996	7,201	9,489	71,807	33.6%	43.2%	10.0%	13.2%	56,409	55,117
State	395,286	357,194	170,944	74,703	998,126	39.6%	35.8%	17.1%	7.5%	1,090,348	752,396

Excludes expenditure on flood damage

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

Table 5: Sealed road area statistics and expenditure 2023-24

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	797	1,284	18.28	1.65
DUNDAS	170,726	153,757	568	0	3.33	0.00
LAVERTON	72,620	431,754	29	1,500	0.40	3.47
LEONORA	77,147	239,775	0	0	0.00	0.00
MEEKATHARRA	156,707	967,772	1,312	1,831	8.37	1.89
MENZIES	15,938	403,415	288	2	18.07	0.00
MOUNT MAGNET	107,120	104,966	1,169	0	10.91	0.00
MURCHISON	240	1,101,130	0	2,616	0.00	2.38
NGAANYATJARRAKU	56,620	263,922	0	0	0.00	0.00
SANDSTONE	33,847	85,391	0	0	0.00	0.00
SHARK BAY	95,799	277,670	490	0	5.11	0.00
UPPER GASCOYNE	18,369	732,113	37	0	2.01	0.00
WILUNA	37,450	72,468	406	0	10.84	0.00
YALGOO	26,698	885,385	2	2,253	0.07	2.54
Region	912,874	6,495,683	5,098	9,486	5.58	1.46
State	127,862,687	160,164,164	447,737	129,683	3.50	0.81

Table 6: Sealed road age 2023-24

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	29	16	0	100	18	17
DUNDAS	22	40	25	25	21	26	18
LAVERTON	8	42	30	28	62	32	21
LEONORA	9	35	14	11	31	24	10
MEEKATHARRA	13	53	19	23	129	18	9
MENZIES	2	31	12	0	66	20	14
MOUNT MAGNET	15	32	10	0	13	23	7
MURCHISON	0	12	12	0	170	17	17
NGAANYATJARRAKU	10	26	19	0	39	26	19
SANDSTONE	4	18	16	15	12	14	12
SHARK BAY	12	36	19	9	40	19	14
UPPER GASCOYNE	2	21	8	0	123	13	7
WILUNA	5	26	26	0	11	31	29
YALGOO	2	29	14	0	187	20	17
Region		31	17	19		22	15

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Appendix 21
Sources of
Road Funds
2013-14 to 2023-24

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gascoyne Region									
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
2015-16	4,594	39.5%	4,426	38.1%	8	0.1%	2,594	22.3%	11,622
2016-17	4,679	26.5%	11,053	62.6%	34	0.2%	1,901	10.8%	17,667
2017-18	6,705	33.0%	11,742	57.8%	9	0.0%	1,866	9.2%	20,322
2018-19	7,000	22.8%	21,519	70.0%	1,731	5.6%	510	1.7%	30,760
2019-20	5,392	23.8%	15,769	69.7%	13	0.1%	1,450	6.4%	22,624
2020-21	8,543	29.3%	15,026	51.5%	57	0.2%	5,574	19.1%	29,200
2021-22	9,083	29.3%	21,007	67.7%	10	0.0%	933	3.0%	31,033
2022-23	5,285	17.8%	21,013	70.6%	51	0.2%	3,423	11.5%	29,772
2023-24	7,928	25.8%	20,678	67.2%	0	0.0%	2,174	7.1%	30,780
Carnarvon									
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
2015-16	1,100	37.2%	884	29.9%	0	0.0%	973	32.9%	2,957
2016-17	1,132	52.6%	760	35.3%	0	0.0%	260	12.1%	2,152
2017-18	2,962	66.0%	947	21.1%	0	0.0%	581	12.9%	4,490
2018-19	4,345	78.2%	978	17.6%	0	0.0%	236	4.2%	5,559
2019-20	1,848	73.0%	683	27.0%	0	0.0%	0	0.0%	2,531
2020-21	1,662	46.3%	655	18.2%	0	0.0%	1,273	35.5%	3,590
2021-22	2,900	45.1%	3,499	54.4%	0	0.0%	36	0.6%	6,435
2022-23	2,089	16.2%	9,580	74.4%	0	0.0%	1,201	9.3%	12,870
2023-24	4,160	37.8%	6,496	59.0%	0	0.0%	351	3.2%	11,007
Exmouth									
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
2015-16	672	19.6%	1,935	56.5%	0	0.0%	819	23.9%	3,426
2016-17	847	51.6%	441	26.9%	0	0.0%	353	21.5%	1,641
2017-18	797	52.0%	344	22.5%	0	0.0%	391	25.5%	1,532
2018-19	615	18.6%	2,671	80.6%	0	0.0%	29	0.9%	3,315
2019-20	692	53.4%	283	21.8%	0	0.0%	321	24.8%	1,296
2020-21	997	37.7%	774	29.2%	47	1.8%	829	31.3%	2,647
2021-22	1,702	70.7%	108	4.5%	0	0.0%	598	24.8%	2,408
2022-23	748	28.0%	1,443	54.1%	0	0.0%	478	17.9%	2,669
2023-24	781	35.6%	929	42.3%	0	0.0%	486	22.1%	2,196
Shark Bay									
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
2015-16	698	41.9%	608	36.5%	8	0.5%	353	21.2%	1,667
2016-17	891	42.2%	1,046	49.6%	8	0.4%	164	7.8%	2,109
2017-18	1,039	48.9%	827	39.0%	9	0.4%	248	11.7%	2,123
2018-19	670	49.3%	668	49.1%	9	0.7%	13	1.0%	1,360
2019-20	783	52.0%	669	44.5%	13	0.9%	40	2.7%	1,505
2020-21	681	40.7%	983	58.7%	10	0.6%	0	0.0%	1,674
2021-22	987	56.6%	694	39.8%	10	0.6%	54	3.1%	1,745
2022-23	868	45.2%	1,052	54.8%	0	0.0%	0	0.0%	1,920
2023-24	784	43.6%	1,014	56.4%	0	0.0%	0	0.0%	1,798

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Upper Gascoyne									
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294
2015-16	2,124	59.5%	999	28.0%	0	0.0%	449	12.6%	3,572
2016-17	1,809	15.4%	8,806	74.8%	26	0.2%	1,124	9.6%	11,765
2017-18	1,907	15.7%	9,624	79.0%	0	0.0%	646	5.3%	12,177
2018-19	1,370	6.7%	17,202	83.8%	1,722	8.4%	232	1.1%	20,526
2019-20	2,069	12.0%	14,134	81.7%	0	0.0%	1,089	6.3%	17,292
2020-21	5,203	24.4%	12,614	59.3%	0	0.0%	3,472	16.3%	21,289
2021-22	3,494	17.1%	16,706	81.7%	0	0.0%	245	1.2%	20,445
2022-23	1,580	12.8%	8,938	72.6%	51	0.4%	1,744	14.2%	12,313
2023-24	2,203	14.0%	12,239	77.6%	0	0.0%	1,337	8.5%	15,779

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Goldfields - Esperance Region									
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
2015-16	23,610	36.8%	23,159	36.1%	130	0.2%	17,326	27.0%	64,225
2016-17	17,584	36.3%	12,459	25.7%	40	0.1%	18,423	38.0%	48,506
2017-18	20,008	27.5%	28,351	39.0%	0	0.0%	24,348	33.5%	72,707
2018-19	19,489	28.9%	21,892	32.4%	258	0.4%	25,902	38.4%	67,541
2019-20	20,326	32.0%	13,947	21.9%	1,821	2.9%	27,478	43.2%	63,572
2020-21	22,411	44.4%	9,931	19.7%	0	0.0%	18,127	35.9%	50,469
2021-22	24,198	31.2%	19,629	25.3%	123	0.2%	33,589	43.3%	77,539
2022-23	24,258	33.3%	20,904	28.7%	0	0.0%	27,719	38.0%	72,881
2023-24	26,060	28.3%	19,386	21.0%	7,075	7.7%	39,725	43.1%	92,246
Coolgardie									
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
2015-16	905	53.8%	284	16.9%	94	5.6%	400	23.8%	1,683
2016-17	1,203	47.6%	592	23.4%	40	1.6%	694	27.4%	2,529
2017-18	1,441	51.3%	679	24.2%	0	0.0%	691	24.6%	2,811
2018-19	1,435	34.5%	631	15.2%	258	6.2%	1,833	44.1%	4,157
2019-20	860	31.8%	745	27.5%	0	0.0%	1,101	40.7%	2,706
2020-21	1,553	43.0%	894	24.8%	0	0.0%	1,163	32.2%	3,610
2021-22	1,470	55.9%	652	24.8%	0	0.0%	510	19.4%	2,632
2022-23	965	25.9%	746	20.0%	0	0.0%	2,020	54.1%	3,731
2023-24	864	44.8%	158	8.2%	0	0.0%	907	47.0%	1,929
Dundas									
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
2015-16	868	44.7%	645	33.2%	0	0.0%	428	22.1%	1,941
2016-17	666	55.0%	546	45.0%	0	0.0%	0	0.0%	1,212
2017-18	515	86.6%	80	13.4%	0	0.0%	0	0.0%	595
2018-19	884	56.7%	307	19.7%	0	0.0%	368	23.6%	1,559
2019-20	667	42.0%	764	48.1%	0	0.0%	157	9.9%	1,588
2020-21	421	39.8%	638	60.2%	0	0.0%	0	0.0%	1,059
2021-22	775	48.4%	417	26.1%	0	0.0%	408	25.5%	1,600
2022-23	839	52.9%	558	35.2%	0	0.0%	188	11.9%	1,585
2023-24	646	44.2%	189	12.9%	0	0.0%	628	42.9%	1,463
Esperance									
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
2015-16	6,502	47.7%	1,856	13.6%	0	0.0%	5,275	38.7%	13,633
2016-17	6,015	38.3%	3,501	22.3%	0	0.0%	6,194	39.4%	15,710
2017-18	5,517	34.2%	3,083	19.1%	0	0.0%	7,535	46.7%	16,135
2018-19	4,269	24.6%	3,008	17.3%	0	0.0%	10,065	58.0%	17,342
2019-20	5,070	29.9%	2,969	17.5%	0	0.0%	8,936	52.6%	16,975
2020-21	8,563	48.6%	2,777	15.8%	0	0.0%	6,286	35.7%	17,626
2021-22	8,236	41.7%	2,662	13.5%	0	0.0%	8,847	44.8%	19,745
2022-23	6,989	36.4%	4,950	25.8%	0	0.0%	7,281	37.9%	19,220
2023-24	7,418	29.0%	8,230	32.2%	0	0.0%	9,935	38.8%	25,583

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kalgoorlie-Boulder									
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308
2015-16	6,149	39.3%	1,881	12.0%	0	0.0%	7,611	48.7%	15,641
2016-17	3,527	26.6%	2,523	19.0%	0	0.0%	7,200	54.3%	13,250
2017-18	4,298	24.0%	6,948	38.7%	0	0.0%	6,688	37.3%	17,934
2018-19	2,318	18.6%	1,656	13.3%	0	0.0%	8,501	68.1%	12,475
2019-20	3,093	19.1%	1,454	9.0%	0	0.0%	11,661	71.9%	16,208
2020-21	3,424	33.8%	1,458	14.4%	0	0.0%	5,235	51.7%	10,117
2021-22	6,367	30.0%	1,653	7.8%	0	0.0%	13,212	62.2%	21,232
2022-23	6,504	29.2%	2,140	9.6%	0	0.0%	13,598	61.1%	22,242
2023-24	5,205	18.2%	4,721	16.5%	0	0.0%	18,644	65.3%	28,570
Laverton									
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
2015-16	1,969	28.9%	3,961	58.2%	28	0.4%	847	12.4%	6,805
2016-17	1,199	25.3%	2,855	60.2%	0	0.0%	689	14.5%	4,743
2017-18	2,358	12.4%	11,789	62.0%	0	0.0%	4,868	25.6%	19,015
2018-19	1,491	10.4%	10,286	72.1%	0	0.0%	2,491	17.5%	14,268
2019-20	3,456	30.0%	3,681	32.0%	1,821	15.8%	2,546	22.1%	11,504
2020-21	1,572	28.8%	616	11.3%	0	0.0%	est 3,268	59.9%	5,456
2021-22	1,274	53.9%	908	38.4%	123	5.2%	59	2.5%	2,364
2022-23	1,629	45.3%	885	24.6%	0	0.0%	1,086	30.2%	3,600
2023-24	3,146	24.7%	1,765	13.9%	6,565	51.6%	1,259	9.9%	12,735
Leonora									
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
2015-16	1,402	46.5%	432	14.3%	8	0.3%	1,171	38.9%	3,013
2016-17	1,528	43.8%	444	12.7%	0	0.0%	1,516	43.5%	3,488
2017-18	1,181	23.0%	1,517	29.5%	0	0.0%	2,443	47.5%	5,141
2018-19	638	27.1%	1,429	60.6%	0	0.0%	291	12.3%	2,358
2019-20	1,138	38.5%	413	14.0%	0	0.0%	1,407	47.6%	2,958
2020-21	1,070	37.0%	463	16.0%	0	0.0%	1,359	47.0%	2,892
2021-22	690	17.3%	468	11.8%	0	0.0%	2,821	70.9%	3,979
2022-23	776	23.7%	783	23.9%	0	0.0%	1,717	52.4%	3,276
2023-24	904	76.3%	269	22.7%	0	0.0%	12	1.0%	1,185
Menzies									
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
2015-16	1,739	38.1%	1,701	37.3%	0	0.0%	1,126	24.7%	4,566
2016-17	1,075	64.0%	178	10.6%	0	0.0%	428	25.5%	1,681
2017-18	1,681	49.1%	1,260	36.8%	0	0.0%	481	14.1%	3,422
2018-19	1,420	26.6%	2,622	49.1%	0	0.0%	1,303	24.4%	5,345
2019-20	1,429	44.9%	1,004	31.6%	0	0.0%	748	23.5%	3,181
2020-21	998	43.1%	620	26.8%	0	0.0%	697	30.1%	2,315
2021-22	2,190	53.5%	990	24.2%	0	0.0%	911	22.3%	4,091
2022-23	1,928	55.7%	1,536	44.3%	0	0.0%	0	0.0%	3,464
2023-24	1,608	65.4%	850	34.6%	0	0.0%	0	0.0%	2,458

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Ngaanyatjarraku									
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
2015-16	2,368	55.8%	1,411	33.2%	0	0.0%	468	11.0%	4,247
2016-17	1,555	43.1%	1,510	41.9%	0	0.0%	541	15.0%	3,606
2017-18	1,208	25.0%	2,307	47.7%	0	0.0%	1,324	27.4%	4,839
2018-19	4,719	73.5%	1,516	23.6%	0	0.0%	183	2.9%	6,418
2019-20	3,176	59.4%	2,118	39.6%	0	0.0%	55	1.0%	5,349
2020-21	2,389	52.7%	2,028	44.7%	0	0.0%	119	2.6%	4,536
2021-22	2,223	33.1%	4,476	66.7%	0	0.0%	14	0.2%	6,713
2022-23	3,034	44.7%	3,516	51.8%	0	0.0%	244	3.6%	6,794
2023-24	3,275	26.3%	2,542	20.5%	510	4.1%	6,103	49.1%	12,430
Wiluna									
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351
2015-16	1,708	13.5%	10,988	86.5%	0	0.0%	0	0.0%	12,696
2016-17	816	35.7%	310	13.6%	0	0.0%	1,161	50.8%	2,287
2017-18	1,809	64.3%	688	24.4%	0	0.0%	318	11.3%	2,815
2018-19	2,315	64.0%	437	12.1%	0	0.0%	867	24.0%	3,619
2019-20	1,437	46.3%	799	25.7%	0	0.0%	867	27.9%	3,103
2020-21	2,421	84.7%	437	15.3%	0	0.0%	no data	0.0%	2,858
2021-22	973	6.4%	7,403	48.8%	0	0.0%	6,807	44.8%	15,183
2022-23	1,594	17.8%	5,790	64.6%	0	0.0%	1,585	17.7%	8,969
2023-24	2,994	50.8%	662	11.2%	0	0.0%	2,237	38.0%	5,893

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Great Southern Region									
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
2015-16	20,602	47.2%	9,041	20.7%	0	0.0%	13,984	32.1%	43,627
2016-17	18,604	33.7%	14,345	26.0%	1	0.0%	22,183	40.2%	55,133
2017-18	17,043	21.1%	41,124	51.0%	34	0.0%	22,468	27.9%	80,669
2018-19	16,622	23.4%	31,138	43.8%	0	0.0%	23,359	32.8%	71,119
2019-20	15,099	29.8%	14,275	28.2%	341	0.7%	20,959	41.4%	50,674
2020-21	19,443	35.4%	12,261	22.3%	646	1.2%	22,561	41.1%	54,911
2021-22	24,566	41.8%	10,925	18.6%	0	0.0%	23,221	39.6%	58,712
2022-23	19,600	29.1%	13,958	20.7%	11,328	16.8%	22,443	33.3%	67,329
2023-24	22,215	35.5%	11,581	18.5%	0	0.0%	28,713	45.9%	62,509
Albany									
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
2015-16	4,956	54.6%	1,538	16.9%	0	0.0%	2,586	28.5%	9,080
2016-17	3,933	29.5%	1,466	11.0%	0	0.0%	7,951	59.6%	13,350
2017-18	3,106	20.4%	2,394	15.8%	0	0.0%	9,689	63.8%	15,189
2018-19	3,040	21.3%	1,426	10.0%	0	0.0%	9,815	68.7%	14,281
2019-20	3,052	20.0%	2,598	17.0%	299	2.0%	9,322	61.0%	15,271
2020-21	3,228	22.6%	1,924	13.5%	646	4.5%	8,504	59.5%	14,302
2021-22	8,193	39.4%	1,551	7.4%	0	0.0%	11,076	53.2%	20,820
2022-23	4,363	21.5%	3,801	18.7%	295	1.5%	11,816	58.3%	20,275
2023-24	5,624	23.0%	2,402	9.8%	0	0.0%	16,468	67.2%	24,494
Broomehill - Tambellup									
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
2015-16	1,421	46.3%	871	28.4%	0	0.0%	776	25.3%	3,068
2016-17	1,189	27.5%	2,255	52.1%	0	0.0%	881	20.4%	4,325
2017-18	1,228	24.2%	3,021	59.7%	0	0.0%	815	16.1%	5,064
2018-19	1,687	31.6%	2,824	52.8%	0	0.0%	835	15.6%	5,346
2019-20	1,059	36.6%	1,038	35.9%	0	0.0%	796	27.5%	2,893
2020-21	1,662	46.0%	1,203	33.3%	0	0.0%	751	20.8%	3,616
2021-22	1,298	52.0%	549	22.0%	0	0.0%	649	26.0%	2,496
2022-23	1,555	52.6%	889	30.1%	0	0.0%	511	17.3%	2,955
2023-24	1,386	51.8%	988	36.9%	0	0.0%	300	11.2%	2,674
Cranbrook									
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
2022-23	1,156	42.3%	1,056	38.7%	0	0.0%	519	19.0%	2,731
2023-24	1,473	55.0%	1,002	37.4%	0	0.0%	205	7.6%	2,680

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Denmark									
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488
2015-16	572	19.6%	809	27.8%	0	0.0%	1,534	52.6%	2,915
2016-17	1,260	32.2%	1,033	26.4%	0	0.0%	1,617	41.4%	3,910
2017-18	1,631	32.3%	1,917	38.0%	0	0.0%	1,500	29.7%	5,048
2018-19	1,122	18.8%	3,746	62.7%	0	0.0%	1,109	18.6%	5,977
2019-20	1,444	35.0%	2,109	51.1%	0	0.0%	578	14.0%	4,131
2020-21	2,920	49.9%	1,821	31.1%	0	0.0%	1,114	19.0%	5,855
2021-22	1,229	28.1%	2,149	49.2%	0	0.0%	988	22.6%	4,366
2022-23	1,359	26.7%	1,858	36.5%	0	0.0%	1,872	36.8%	5,089
2023-24	765	15.7%	360	7.4%	0	0.0%	3,750	76.9%	4,875
Gnowangerup									
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
2015-16	1,428	59.1%	251	10.4%	0	0.0%	737	30.5%	2,416
2016-17	1,255	23.7%	2,283	43.1%	0	0.0%	1,763	33.3%	5,301
2017-18	1,184	11.5%	7,793	75.4%	0	0.0%	1,352	13.1%	10,329
2018-19	897	17.5%	3,085	60.0%	0	0.0%	1,156	22.5%	5,138
2019-20	1,056	37.1%	456	16.0%	0	0.0%	1,334	46.9%	2,846
2020-21	1,491	41.6%	709	19.8%	0	0.0%	1,380	38.5%	3,580
2021-22	1,839	37.8%	1,682	34.6%	0	0.0%	1,347	27.7%	4,868
2022-23	1,550	55.7%	711	25.5%	0	0.0%	524	18.8%	2,785
2023-24	1,237	70.2%	452	25.6%	0	0.0%	74	4.2%	1,763
Jerramungup									
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
2015-16	1,394	46.2%	622	20.6%	0	0.0%	1,004	33.2%	3,020
2016-17	1,110	31.2%	680	19.1%	0	0.0%	1,766	49.7%	3,556
2017-18	1,176	20.9%	3,343	59.5%	0	0.0%	1,100	19.6%	5,619
2018-19	1,052	36.8%	753	26.4%	0	0.0%	1,050	36.8%	2,855
2019-20	1,045	38.9%	762	28.3%	42	1.6%	839	31.2%	2,688
2020-21	1,463	45.3%	511	15.8%	0	0.0%	1,254	38.8%	3,228
2021-22	1,063	38.3%	633	22.8%	0	0.0%	1,082	38.9%	2,778
2022-23	1,133	39.7%	936	32.8%	0	0.0%	783	27.5%	2,852
2023-24	1,506	64.8%	272	11.7%	0	0.0%	546	23.5%	2,324
Katanning									
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
2015-16	1,170	44.2%	745	28.2%	0	0.0%	731	27.6%	2,646
2016-17	914	21.8%	2,193	52.4%	0	0.0%	1,080	25.8%	4,187
2017-18	888	22.2%	2,276	56.8%	34	0.8%	807	20.1%	4,005
2018-19	843	35.9%	342	14.6%	0	0.0%	1,160	49.5%	2,345
2019-20	829	35.1%	695	29.4%	0	0.0%	836	35.4%	2,360
2020-21	1,233	48.0%	393	15.3%	0	0.0%	942	36.7%	2,568
2021-22	1,655	56.5%	383	13.1%	0	0.0%	893	30.5%	2,931
2022-23	1,095	38.8%	466	16.5%	0	0.0%	1,259	44.6%	2,820
2023-24	815	43.6%	250	13.4%	0	0.0%	805	43.0%	1,870

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Kent									
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
2015-16	1,622	54.9%	303	10.3%	0	0.0%	1,028	34.8%	2,953
2016-17	1,498	56.5%	376	14.2%	0	0.0%	779	29.4%	2,653
2017-18	1,466	27.0%	3,035	55.9%	0	0.0%	930	17.1%	5,431
2018-19	1,235	33.4%	2,046	55.4%	0	0.0%	414	11.2%	3,695
2019-20	1,211	43.1%	811	28.9%	0	0.0%	787	28.0%	2,809
2020-21	1,269	46.3%	570	20.8%	0	0.0%	903	32.9%	2,742
2021-22	2,056	46.3%	655	14.8%	0	0.0%	1,726	38.9%	4,437
2022-23	1,549	52.8%	247	8.4%	0	0.0%	1,139	38.8%	2,934
2023-24	1,678	54.6%	498	16.2%	0	0.0%	898	29.2%	3,074
Kojonup									
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600
2015-16	1,757	55.7%	878	27.9%	0	0.0%	517	16.4%	3,152
2016-17	2,159	64.1%	421	12.5%	0	0.0%	786	23.4%	3,366
2017-18	1,749	54.3%	1,034	32.1%	0	0.0%	436	13.5%	3,219
2018-19	1,749	32.6%	1,098	20.5%	0	0.0%	2,521	47.0%	5,368
2019-20	1,082	36.3%	710	23.8%	0	0.0%	1,190	39.9%	2,982
2020-21	1,214	32.8%	761	20.6%	0	0.0%	1,724	46.6%	3,699
2021-22	1,361	58.4%	402	17.2%	0	0.0%	569	24.4%	2,332
2022-23	1,207	31.0%	2,230	57.3%	0	0.0%	455	11.7%	3,892
2023-24	1,439	21.2%	3,555	52.5%	0	0.0%	1,778	26.3%	6,772
Plantagenet									
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
2015-16	1,974	37.3%	643	12.2%	0	0.0%	2,675	50.5%	5,292
2016-17	2,122	38.0%	1,513	27.1%	0	0.0%	1,943	34.8%	5,578
2017-18	1,387	25.0%	596	10.7%	0	0.0%	3,574	64.3%	5,557
2018-19	1,644	30.5%	1,962	36.4%	0	0.0%	1,787	33.1%	5,393
2019-20	1,540	24.3%	2,593	41.0%	0	0.0%	2,196	34.7%	6,329
2020-21	1,805	29.5%	2,351	38.5%	0	0.0%	1,955	32.0%	6,111
2021-22	3,054	44.0%	1,316	19.0%	0	0.0%	2,573	37.1%	6,943
2022-23	2,526	50.9%	959	19.3%	33	0.7%	1,444	29.1%	4,962
2023-24	2,375	43.0%	1,099	19.9%	0	0.0%	2,050	37.1%	5,524
Ravensthorpe									
2013-14	1,172	57.6%	132	6.5%	0	0.0%	732	36.0%	2,036
2014-15	1,020	36.2%	303	10.8%	152	5.4%	1,339	47.6%	2,814
2015-16	1,498	50.8%	748	25.4%	0	0.0%	703	23.8%	2,949
2016-17	1,673	31.5%	1,063	20.0%	1	0.0%	2,579	48.5%	5,316
2017-18	1,357	9.0%	13,243	88.2%	0	0.0%	415	2.8%	15,015
2018-19	1,203	7.7%	12,878	82.3%	0	0.0%	1,576	10.1%	15,657
2019-20	1,261	30.9%	1,211	29.7%	0	0.0%	1,604	39.4%	4,076
2020-21	1,502	45.5%	498	15.1%	0	0.0%	1,303	39.4%	3,303
2021-22	1,277	56.8%	278	12.4%	0	0.0%	695	30.9%	2,250
2022-23	1,328	9.5%	709	5.1%	11,000	78.4%	988	7.0%	14,025
2023-24	3,362	67.4%	607	12.2%	0	0.0%	1,019	20.4%	4,988

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Woodanilling									
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135
2015-16	697	56.4%	420	34.0%	0	0.0%	118	9.6%	1,235
2016-17	550	58.3%	393	41.7%	0	0.0%	0	0.0%	943
2017-18	656	25.2%	1,235	47.4%	0	0.0%	712	27.4%	2,603
2018-19	666	43.2%	162	10.5%	0	0.0%	712	46.2%	1,540
2019-20	451	37.0%	565	46.3%	0	0.0%	203	16.7%	1,219
2020-21	588	36.0%	78	4.8%	0	0.0%	966	59.2%	1,632
2021-22	446	47.5%	202	21.5%	0	0.0%	291	31.0%	939
2022-23	779	38.8%	97	4.8%	0	0.0%	1,133	56.4%	2,009
2023-24	555	37.7%	96	6.5%	0	0.0%	820	55.7%	1,471

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Kimberley Region									
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
2015-16	9,997	39.3%	9,984	39.3%	149	0.6%	5,285	20.8%	25,415
2016-17	8,255	39.6%	4,940	23.7%	0	0.0%	7,636	36.7%	20,831
2017-18	7,535	20.2%	22,234	59.5%	22	0.1%	7,589	20.3%	37,380
2018-19	11,526	32.2%	12,064	33.7%	0	0.0%	12,177	34.0%	35,767
2019-20	8,554	31.6%	5,409	20.0%	0	0.0%	13,078	48.4%	27,041
2020-21	10,475	24.8%	14,624	34.7%	12	0.0%	17,092	40.5%	42,203
2021-22	8,476	19.6%	20,827	48.1%	0	0.0%	13,962	32.3%	43,264
2022-23	6,708	23.9%	17,438	62.2%	0	0.0%	13,962	49.8%	28,036
2023-24	8,652	28.5%	14,854	49.0%	0	0.0%	6,819	22.5%	30,325
Broome									
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
2015-16	3,259	43.8%	744	10.0%	0	0.0%	3,432	46.2%	7,435
2016-17	2,003	27.3%	959	13.0%	0	0.0%	4,387	59.7%	7,349
2017-18	1,687	21.1%	2,711	34.0%	0	0.0%	3,586	44.9%	7,984
2018-19	1,854	16.6%	3,358	30.1%	0	0.0%	5,962	53.4%	11,174
2019-20	2,454	25.9%	889	9.4%	0	0.0%	6,117	64.7%	9,460
2020-21	2,663	11.5%	8,603	37.0%	12	0.1%	11,972	51.5%	23,250
2021-22	1,379	14.7%	868	9.2%	0	0.0%	7,163	76.1%	9,410
2022-23	1,050	26.1%	977	24.3%	0	0.0%	1,992	49.6%	4,019
2023-24	1,509	20.2%	2,281	30.6%	0	0.0%	3,662	49.1%	7,452
Derby-West Kimberley									
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
2015-16	2,792	45.0%	2,784	44.9%	0	0.0%	624	10.1%	6,200
2016-17	2,711	47.6%	1,522	26.7%	0	0.0%	1,462	25.7%	5,695
2017-18	912	9.8%	7,161	77.0%	22	0.2%	1,203	12.9%	9,298
2018-19	2,247	20.8%	4,267	39.6%	0	0.0%	4,267	39.6%	10,781
2019-20	2,029	22.6%	2,657	29.6%	0	0.0%	4,301	47.9%	8,987
2020-21	2,882	41.0%	892	12.7%	0	0.0%	est 3,257	46.3%	7,031
2021-22	3,023	40.6%	1,167	15.7%	0	0.0%	est 3,257	43.7%	7,447
2022-23	2,350	23.1%	6,873	67.4%	0	0.0%	969	9.5%	10,192
2023-24	3,372	30.4%	5,659	50.9%	0	0.0%	2,076	18.7%	11,107
Halls Creek									
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
2015-16	2,189	33.7%	3,516	54.2%	0	0.0%	782	12.1%	6,487
2016-17	2,024	51.0%	1,541	38.9%	0	0.0%	401	10.1%	3,966
2017-18	2,010	34.0%	3,432	58.0%	0	0.0%	476	8.0%	5,918
2018-19	1,511	33.6%	2,416	53.7%	0	0.0%	568	12.6%	4,495
2019-20	1,484	46.9%	1,549	48.9%	0	0.0%	134	4.2%	3,167
2020-21	3,084	43.4%	3,672	51.6%	0	0.0%	357	5.0%	7,113
2021-22	1,851	13.4%	10,496	76.1%	0	0.0%	1,437	10.4%	13,783
2022-23	2,088	26.0%	5,290	66.0%	0	0.0%	643	8.0%	8,021
2023-24	1,929	37.5%	2,485	48.3%	0	0.0%	733	14.2%	5,147

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wyndham-East Kimberley									
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438
2015-16	1,757	33.2%	2,940	55.5%	149	2.8%	447	8.4%	5,293
2016-17	1,517	39.7%	918	24.0%	0	0.0%	1,386	36.3%	3,821
2017-18	2,926	20.6%	8,930	63.0%	0	0.0%	2,324	16.4%	14,180
2018-19	5,914	63.5%	2,023	21.7%	0	0.0%	1,380	14.8%	9,317
2019-20	2,587	47.7%	314	5.8%	0	0.0%	2,526	46.5%	5,427
2020-21	1,846	38.4%	1,457	30.3%	0	0.0%	1,506	31.3%	4,809
2021-22	2,223	17.6%	8,296	65.7%	0	0.0%	2,105	16.7%	12,624
2022-23	1,220	21.0%	4,298	74.1%	0	0.0%	286	4.9%	5,804
2023-24	1,842	27.8%	4,429	66.9%	0	0.0%	348	5.3%	6,619

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Metropolitan Region									
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
2015-16	65,614	16.8%	34,253	8.8%	11,417	2.9%	279,413	71.5%	390,697
2016-17	63,209	15.4%	47,436	11.6%	8,324	2.0%	290,831	71.0%	409,800
2017-18	60,273	15.2%	45,497	11.5%	2,103	0.5%	287,381	72.7%	395,254
2018-19	47,887	11.8%	50,546	12.4%	4,014	1.0%	303,578	74.8%	406,025
2019-20	56,576	13.1%	73,049	16.9%	7,264	1.7%	295,467	68.3%	432,356
2020-21	59,744	14.9%	51,464	12.8%	2,607	0.7%	286,977	71.6%	400,791
2021-22	84,967	19.9%	48,064	11.3%	3,472	0.8%	290,447	68.0%	426,949
2022-23	94,926	21.2%	63,794	14.3%	2,188	0.5%	285,999	64.0%	446,906
2023-24	74,651	17.5%	56,371	13.2%	3,574	0.8%	291,262	68.4%	425,858
Armadale									
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
2015-16	4,173	29.3%	930	6.5%	249	1.8%	8,876	62.4%	14,228
2016-17	3,162	23.0%	1,302	9.5%	15	0.1%	9,252	67.4%	13,731
2017-18	2,676	33.0%	2,126	26.2%	9	0.1%	3,310	40.8%	8,121
2018-19	2,119	20.0%	1,690	16.0%	0	0.0%	6,763	64.0%	10,572
2019-20	2,547	18.4%	2,186	15.8%	0	0.0%	9,136	65.9%	13,869
2020-21	2,406	24.3%	1,105	11.2%	103	1.0%	6,283	63.5%	9,897
2021-22	2,967	31.1%	1,526	16.0%	0	0.0%	5,038	52.9%	9,531
2022-23	2,405	30.0%	1,075	13.4%	0	0.0%	4,526	56.5%	8,006
2023-24	3,760	29.4%	1,226	9.6%	0	0.0%	7,793	61.0%	12,779
Bassendean									
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
2015-16	496	11.9%	814	19.6%	67	1.6%	2,784	66.9%	4,161
2016-17	522	14.6%	521	14.5%	116	3.2%	2,426	67.7%	3,585
2017-18	356	9.0%	308	7.8%	43	1.1%	3,255	82.2%	3,962
2018-19	265	7.8%	50	1.5%	81	2.4%	2,994	88.3%	3,390
2019-20	359	10.1%	410	11.5%	58	1.6%	2,745	76.8%	3,572
2020-21	348	9.7%	195	5.4%	16	0.4%	3,030	84.4%	3,589
2021-22	394	11.0%	470	13.1%	47	1.3%	2,679	74.6%	3,590
2022-23	513	14.1%	336	9.3%	30	0.8%	2,752	75.8%	3,631
2023-24	628	16.1%	733	18.8%	0	0.0%	2,529	65.0%	3,890
Bayswater									
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
2015-16	1,697	17.0%	487	4.9%	180	1.8%	7,628	76.3%	9,992
2016-17	1,536	13.7%	1,719	15.3%	710	6.3%	7,283	64.7%	11,248
2017-18	1,502	16.2%	919	9.9%	287	3.1%	6,537	70.7%	9,245
2018-19	1,142	11.0%	813	7.8%	290	2.8%	8,169	78.4%	10,414
2019-20	1,323	12.9%	370	3.6%	300	2.9%	8,297	80.6%	10,290
2020-21	1,859	17.0%	420	3.8%	300	2.7%	8,381	76.5%	10,960
2021-22	2,394	21.1%	384	3.4%	0	0.0%	8,564	75.5%	11,342
2022-23	1,432	11.0%	923	7.1%	300	2.3%	10,354	79.6%	13,009
2023-24	2,310	18.6%	629	5.1%	320	2.6%	9,167	73.8%	12,426

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Belmont									
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
2015-16	1,599	22.5%	305	4.3%	0	0.0%	5,218	73.3%	7,122
2016-17	2,412	29.7%	423	5.2%	0	0.0%	5,275	65.0%	8,110
2017-18	1,694	18.1%	1,232	13.2%	0	0.0%	6,421	68.7%	9,347
2018-19	2,249	26.4%	1,783	20.9%	0	0.0%	4,502	52.8%	8,534
2019-20	2,810	26.7%	1,016	9.7%	0	0.0%	6,686	63.6%	10,512
2020-21	910	12.7%	741	10.3%	0	0.0%	5,531	77.0%	7,182
2021-22	598	8.6%	1,139	16.4%	0	0.0%	5,208	75.0%	6,945
2022-23	987	13.7%	1,076	14.9%	0	0.0%	5,143	71.4%	7,206
2023-24	1,383	15.2%	1,305	14.4%	0	0.0%	6,393	70.4%	9,081
Cambridge									
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	371%	571	10.0%	0	0.0%	3,021	52.9%	5,713
2022-23	2,781	38.6%	672	9.3%	0	0.0%	3,747	52.0%	7,199
2023-24	1,203	23.2%	1,030	19.8%	0	0.0%	2,958	57.0%	5,191
Canning									
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
2015-16	3,621	18.2%	2,713	13.6%	143	0.7%	13,459	67.5%	19,936
2016-17	3,310	15.4%	3,753	17.5%	1,991	9.3%	12,444	57.9%	21,498
2017-18	2,751	12.8%	3,672	17.1%	65	0.3%	14,989	69.8%	21,477
2018-19	1,337	6.0%	2,467	11.1%	930	4.2%	17,454	78.7%	22,188
2019-20	2,219	10.3%	5,746	26.8%	96	0.4%	13,395	62.4%	21,456
2020-21	2,436	12.2%	5,629	28.2%	4	0.0%	11,911	59.6%	19,980
2021-22	5,957	31.9%	4,130	22.1%	0	0.0%	8,606	46.0%	18,693
2022-23	2,314	8.5%	5,228	19.1%	0	0.0%	19,783	72.4%	27,325
2023-24	3,255	16.3%	2,726	13.7%	0	0.0%	13,980	70.0%	19,961
Claremont									
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
2015-16	548	19.0%	172	6.0%	0	0.0%	2,162	75.0%	2,882
2016-17	100	4.2%	221	9.3%	0	0.0%	2,067	86.6%	2,388
2017-18	218	10.0%	568	26.1%	0	0.0%	1,390	63.9%	2,176
2018-19	106	3.1%	786	23.1%	0	0.0%	2,504	73.7%	3,396
2019-20	444	20.4%	26	1.2%	0	0.0%	1,705	78.4%	2,175
2020-21	213	6.6%	26	0.8%	0	0.0%	3,012	92.6%	3,251
2021-22	442	11.5%	150	3.9%	0	0.0%	3,267	84.7%	3,859
2022-23	319	7.7%	30	0.7%	0	0.0%	3,819	91.6%	4,168
2023-24	131	4.3%	228	7.4%	0	0.0%	2,721	88.3%	3,080

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cockburn									
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
2015-16	3,542	21.3%	1,807	10.8%	49	0.3%	11,267	67.6%	16,665
2016-17	3,032	13.2%	5,643	24.5%	4,172	18.1%	10,152	44.1%	22,999
2017-18	3,103	16.4%	2,631	13.9%	143	0.8%	13,096	69.0%	18,973
2018-19	5,440	20.2%	3,900	14.5%	290	1.1%	17,248	64.2%	26,878
2019-20	3,951	18.4%	1,709	7.9%	64	0.3%	15,800	73.4%	21,524
2020-21	2,634	13.7%	2,640	13.8%	545	2.8%	13,378	69.7%	19,197
2021-22	6,160	19.9%	8,020	25.9%	2,735	8.8%	13,995	45.3%	30,910
2022-23	6,381	24.0%	6,875	25.8%	744	2.8%	12,643	47.5%	26,643
2023-24	3,612	18.8%	1,093	5.7%	506	2.6%	14,040	72.9%	19,251
Cottesloe									
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
2015-16	101	11.5%	19	2.2%	15	1.7%	743	84.6%	878
2016-17	100	15.2%	24	3.6%	0	0.0%	534	81.2%	658
2017-18	103	6.5%	14	0.9%	0	0.0%	1,457	92.6%	1,574
2018-19	549	48.8%	24	2.1%	0	0.0%	552	49.1%	1,125
2019-20	156	29.2%	25	4.7%	0	0.0%	354	66.2%	535
2020-21	266	27.4%	225	23.1%	0	0.0%	481	49.5%	972
2021-22	153	17.2%	343	38.7%	0	0.0%	391	44.1%	886
2022-23	278	63.6%	26	5.9%	0	0.0%	133	30.4%	437
2023-24	169	19.7%	289	33.8%	0	0.0%	398	46.5%	856
East Fremantle									
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918
2015-16	72	3.9%	13	0.7%	0	0.0%	1,766	95.4%	1,851
2016-17	71	6.1%	17	1.5%	0	0.0%	1,070	92.4%	1,158
2017-18	142	12.9%	15	1.4%	7	0.6%	936	85.1%	1,100
2018-19	222	16.2%	34	2.5%	0	0.0%	1,115	81.3%	1,371
2019-20	313	10.6%	740	25.1%	0	0.0%	1,897	64.3%	2,950
2020-21	76	6.0%	199	15.7%	0	0.0%	990	78.3%	1,265
2021-22	155	17.5%	24	2.7%	8	0.9%	697	78.8%	884
2022-23	664	57.1%	250	21.5%	0	0.0%	248	21.3%	1,162
2023-24	690	62.6%	23	2.1%	0	0.0%	389	35.3%	1,102
Fremantle									
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
2015-16	1,151	11.7%	752	7.6%	175	1.8%	7,778	78.9%	9,856
2016-17	996	12.4%	1,511	18.8%	0	0.0%	5,534	68.8%	8,041
2017-18	881	21.1%	1,253	30.0%	0	0.0%	2,043	48.9%	4,177
2018-19	576	13.0%	452	10.2%	0	0.0%	3,398	76.8%	4,426
2019-20	674	15.5%	716	16.5%	0	0.0%	2,950	68.0%	4,340
2020-21	674	27.8%	138	5.7%	0	0.0%	1,611	66.5%	2,423
2021-22	820	21.6%	881	23.2%	0	0.0%	2,104	55.3%	3,805
2022-23	710	27.2%	492	18.9%	0	0.0%	1,405	53.9%	2,607
2023-24	740	11.4%	119	1.8%	0	0.0%	5,608	86.7%	6,467

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Gosnells									
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
2015-16	4,566	20.0%	1,555	6.8%	0	0.0%	16,704	73.2%	22,825
2016-17	3,142	11.9%	1,912	7.3%	136	0.5%	21,178	80.3%	26,368
2017-18	3,539	13.6%	2,863	11.0%	23	0.1%	19,635	75.3%	26,060
2018-19	2,722	10.4%	5,448	20.7%	0	0.0%	18,119	68.9%	26,289
2019-20	2,915	11.1%	4,361	16.6%	0	0.0%	18,956	72.3%	26,232
2020-21	3,081	13.3%	4,676	20.2%	0	0.0%	15,336	66.4%	23,093
2021-22	3,782	14.4%	4,252	16.2%	80	0.3%	18,120	69.1%	26,234
2022-23	3,879	15.4%	5,595	22.3%	35	0.1%	15,635	62.2%	25,144
2023-24	3,695	15.1%	4,544	18.6%	315	1.3%	15,888	65.0%	24,442
Joondalup									
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
2015-16	5,325	22.6%	5,507	23.3%	95	0.4%	12,685	53.7%	23,612
2016-17	4,863	17.0%	2,853	10.0%	30	0.1%	20,854	72.9%	28,600
2017-18	5,051	23.1%	2,823	12.9%	54	0.2%	13,895	63.7%	21,823
2018-19	1,940	8.1%	3,156	13.1%	345	1.4%	18,579	77.3%	24,020
2019-20	3,890	17.7%	2,150	9.8%	160	0.7%	15,774	71.8%	21,974
2020-21	4,660	19.3%	4,409	18.3%	7	0.0%	15,020	62.3%	24,096
2021-22	7,481	33.2%	984	4.4%	90	0.4%	13,977	62.0%	22,532
2022-23	5,892	24.4%	3,528	14.6%	84	0.3%	14,671	60.7%	24,175
2023-24	4,618	18.6%	2,285	9.2%	101	0.4%	17,820	71.8%	24,824
Kalamunda									
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
2015-16	2,856	26.4%	390	3.6%	40	0.4%	7,546	69.7%	10,832
2016-17	2,662	24.5%	780	7.2%	6	0.1%	7,423	68.3%	10,871
2017-18	2,414	18.2%	619	4.7%	6	0.0%	10,211	77.1%	13,250
2018-19	2,707	20.3%	1,219	9.1%	1	0.0%	9,427	70.6%	13,354
2019-20	2,449	13.9%	2,495	14.2%	40	0.2%	12,629	71.7%	17,613
2020-21	2,744	21.8%	1,914	15.2%	10	0.1%	7,919	62.9%	12,587
2021-22	3,004	17.9%	1,957	11.7%	0	0.0%	11,794	70.4%	16,755
2022-23	2,330	18.0%	1,247	9.6%	0	0.0%	9,399	72.4%	12,976
2023-24	2,359	20.1%	1,081	9.2%	0	0.0%	8,278	70.6%	11,718
Kwinana									
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840
2015-16	1,854	15.4%	2,577	21.4%	24	0.2%	7,571	63.0%	12,026
2016-17	1,326	16.7%	1,483	18.6%	44	0.6%	5,099	64.1%	7,952
2017-18	1,457	17.0%	1,087	12.7%	0	0.0%	6,015	70.3%	8,559
2018-19	1,214	14.2%	1,030	12.0%	98	1.1%	6,207	72.6%	8,549
2019-20	1,255	14.8%	1,549	18.2%	0	0.0%	5,692	67.0%	8,496
2020-21	1,617	16.0%	1,457	14.4%	0	0.0%	7,025	69.6%	10,099
2021-22	3,243	26.8%	1,540	12.7%	0	0.0%	7,309	60.4%	12,092
2022-23	1,515	14.8%	1,197	11.7%	17	0.2%	7,494	73.3%	10,223
2023-24	1,838	15.6%	2,314	19.7%	0	0.0%	7,612	64.7%	11,764

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Melville									
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
2015-16	2,587	16.0%	1,248	7.7%	1	0.0%	12,363	76.3%	16,199
2016-17	3,597	18.9%	3,227	17.0%	0	0.0%	12,190	64.1%	19,014
2017-18	2,373	12.8%	1,899	10.2%	15	0.1%	14,314	77.0%	18,601
2018-19	1,776	9.1%	2,259	11.5%	13	0.1%	15,523	79.3%	19,571
2019-20	1,876	10.4%	1,351	7.5%	0	0.0%	14,780	82.1%	18,007
2020-21	2,224	10.2%	1,663	7.6%	0	0.0%	17,889	82.2%	21,776
2021-22	2,588	12.1%	3,332	15.6%	62	0.3%	15,381	72.0%	21,363
2022-23	2,551	11.3%	2,098	9.3%	97	0.4%	17,737	78.9%	22,483
2023-24	2,249	8.6%	2,543	9.8%	0	0.0%	21,248	81.6%	26,040
Mosman Park									
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
2015-16	81	12.0%	15	2.2%	0	0.0%	580	85.8%	676
2016-17	131	12.0%	19	1.7%	0	0.0%	941	86.3%	1,091
2017-18	85	4.9%	483	27.8%	0	0.0%	1,167	67.3%	1,735
2018-19	87	5.5%	20	1.3%	0	0.0%	1,467	93.2%	1,574
2019-20	143	9.9%	21	1.5%	0	0.0%	1,284	88.7%	1,448
2020-21	143	22.1%	37	5.7%	0	0.0%	468	72.2%	648
2021-22	145	17.9%	22	2.7%	0	0.0%	642	79.4%	809
2022-23	303	28.3%	24	2.2%	0	0.0%	744	69.5%	1,071
2023-24	275	16.5%	725	43.6%	0	0.0%	663	39.9%	1,663
Mundaring									
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
2015-16	2,974	32.5%	679	7.4%	94	1.0%	5,415	59.1%	9,162
2016-17	1,904	24.6%	705	9.1%	143	1.8%	4,978	64.4%	7,730
2017-18	2,436	25.8%	691	7.3%	47	0.5%	6,262	66.4%	9,436
2018-19	1,540	16.8%	911	9.9%	84	0.9%	6,649	72.4%	9,184
2019-20	2,303	22.1%	1,118	10.7%	56	0.5%	6,949	66.7%	10,426
2020-21	2,406	22.9%	1,269	12.1%	143	1.4%	6,710	63.7%	10,528
2021-22	2,088	19.4%	622	5.8%	61	0.6%	8,002	74.3%	10,773
2022-23	6,169	36.0%	2,936	17.1%	77	0.4%	7,964	46.4%	17,146
2023-24	1,660	17.0%	1,703	17.4%	38	0.4%	6,360	65.2%	9,761
Nedlands									
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
2015-16	946	29.2%	104	3.2%	0	0.0%	2,195	67.6%	3,245
2016-17	953	11.1%	569	6.6%	0	0.0%	7,075	82.3%	8,597
2017-18	541	7.2%	759	10.0%	0	0.0%	6,256	82.8%	7,556
2018-19	292	4.3%	429	6.3%	0	0.0%	6,059	89.4%	6,780
2019-20	483	10.5%	524	11.4%	0	0.0%	3,578	78.0%	4,585
2020-21	1,417	36.9%	916	23.8%	0	0.0%	1,512	39.3%	3,845
2021-22	952	27.5%	756	21.8%	0	0.0%	1,757	50.7%	3,465
2022-23	969	37.5%	782	30.3%	0	0.0%	832	32.2%	2,583
2023-24	548	8.0%	782	11.4%	0	0.0%	5,500	80.5%	6,830

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Peppermint Grove									
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574
2015-16	20	3.5%	4	0.7%	0	0.0%	550	95.8%	574
2016-17	42	10.7%	42	10.7%	0	0.0%	307	78.5%	391
2017-18	49	10.1%	69	14.2%	0	0.0%	367	75.7%	485
2018-19	20	4.5%	86	19.4%	0	0.0%	338	76.1%	444
2019-20	85	31.1%	146	53.5%	0	0.0%	42	15.4%	273
2020-21	21	5.8%	5	1.4%	0	0.0%	338	92.9%	364
2021-22	251	83.9%	5	1.7%	0	0.0%	43	14.4%	299
2022-23	19	22.9%	6	7.2%	0	0.0%	58	69.9%	83
2023-24	48	88.9%	6	11.1%	0	0.0%	0	0.0%	54
Perth									
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
2015-16	1,013	3.2%	759	2.4%	0	0.0%	29,530	94.3%	31,302
2016-17	771	3.2%	662	2.7%	0	0.0%	23,012	94.1%	24,445
2017-18	1,190	5.2%	438	1.9%	0	0.0%	21,453	92.9%	23,081
2018-19	462	2.0%	404	1.8%	0	0.0%	21,704	96.2%	22,570
2019-20	759	4.3%	431	2.4%	0	0.0%	16,648	93.3%	17,838
2020-21	1,121	3.7%	608	2.0%	0	0.0%	28,269	94.2%	29,998
2021-22	1,758	8.7%	410	2.0%	0	0.0%	17,936	89.2%	20,104
2022-23	1,295	4.0%	4,678	14.4%	0	0.0%	26,591	81.7%	32,564
2023-24	985	3.6%	2,150	7.9%	0	0.0%	24,105	88.5%	27,240
Rockingham									
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
2015-16	3,230	12.4%	2,416	9.3%	203	0.8%	20,206	77.6%	26,055
2016-17	3,911	15.3%	2,248	8.8%	379	1.5%	18,960	74.4%	25,498
2017-18	3,740	14.5%	1,813	7.0%	66	0.3%	20,259	78.3%	25,878
2018-19	3,177	12.5%	1,814	7.1%	89	0.4%	20,310	80.0%	25,390
2019-20	3,706	13.7%	3,169	11.7%	89	0.3%	20,025	74.2%	26,989
2020-21	6,625	23.8%	1,796	6.5%	175	0.6%	19,231	69.1%	27,827
2021-22	8,066	36.1%	2,172	9.7%	0	0.0%	12,109	54.2%	22,347
2022-23	5,902	29.4%	2,009	10.0%	173	0.9%	11,971	59.7%	20,055
2023-24	7,203	34.1%	4,101	19.4%	240	1.1%	9,575	45.3%	21,119
Serpentine-Jarrahdale									
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
2015-16	2,094	28.0%	791	10.6%	730	9.8%	3,868	51.7%	7,483
2016-17	1,967	26.8%	1,589	21.6%	0	0.0%	3,785	51.6%	7,341
2017-18	3,705	30.9%	1,930	16.1%	0	0.0%	6,353	53.0%	11,988
2018-19	4,083	38.4%	1,241	11.7%	0	0.0%	5,320	50.0%	10,644
2019-20	4,519	35.0%	2,824	21.9%	0	0.0%	5,563	43.1%	12,906
2020-21	2,226	22.4%	4,463	44.8%	0	0.0%	3,262	32.8%	9,951
2021-22	3,032	28.2%	1,962	18.2%	0	0.0%	5,771	53.6%	10,765
2022-23	2,648	20.4%	4,751	36.7%	62	0.5%	5,489	42.4%	12,950
2023-24	4,304	35.5%	1,601	13.2%	0	0.0%	6,216	51.3%	12,121

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
South Perth									
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
2022-23	1,340	9.1%	823	5.6%	150	1.0%	12,399	84.3%	14,712
2023-24	1,094	7.8%	958	6.8%	141	1.0%	11,853	84.4%	14,046
Stirling									
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090
2015-16	4,471	15.3%	1,540	5.3%	382	1.3%	22,759	78.1%	29,152
2016-17	5,014	16.1%	1,697	5.4%	0	0.0%	24,498	78.5%	31,209
2017-18	4,253	12.4%	1,456	4.2%	0	0.0%	28,556	83.3%	34,265
2018-19	3,185	8.6%	1,296	3.5%	0	0.0%	32,383	87.8%	36,864
2019-20	4,047	11.6%	1,564	4.5%	0	0.0%	29,157	83.9%	34,768
2020-21	3,981	13.1%	1,611	5.3%	0	0.0%	24,894	81.7%	30,486
2021-22	6,199	20.0%	1,415	4.6%	0	0.0%	23,431	75.5%	31,045
2022-23	4,274	12.9%	1,869	5.7%	0	0.0%	26,914	81.4%	33,057
2023-24	4,041	11.8%	1,487	4.4%	0	0.0%	28,576	83.8%	34,104
Subiaco									
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
2015-16	576	9.6%	158	2.6%	0	0.0%	5,262	87.8%	5,996
2016-17	381	4.3%	510	5.8%	0	0.0%	7,919	89.9%	8,810
2017-18	423	7.2%	467	8.0%	36	0.6%	4,913	84.1%	5,839
2018-19	354	5.9%	659	10.9%	210	3.5%	4,826	79.8%	6,049
2019-20	314	4.2%	694	9.3%	52	0.7%	6,406	85.8%	7,466
2020-21	570	9.5%	1,026	17.1%	0	0.0%	4,409	73.4%	6,005
2021-22	499	8.5%	507	8.6%	0	0.0%	4,888	82.9%	5,894
2022-23	866	13.3%	500	7.7%	0	0.0%	5,163	79.1%	6,529
2023-24	404	7.1%	881	15.6%	0	0.0%	4,377	77.3%	5,662
Swan									
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
2015-16	5,839	12.8%	4,567	10.0%	0	0.0%	35,186	77.2%	45,592
2016-17	6,963	14.6%	3,314	6.9%	0	0.0%	37,476	78.5%	47,753
2017-18	6,859	13.6%	6,772	13.4%	0	0.0%	36,891	73.0%	50,522
2018-19	3,448	8.3%	4,633	11.2%	0	0.0%	33,311	80.5%	41,392
2019-20	5,412	11.3%	9,239	19.2%	0	0.0%	33,364	69.5%	48,015
2020-21	6,329	10.9%	8,750	15.1%	0	0.0%	42,893	74.0%	57,972
2021-22	8,898	12.2%	4,931	6.8%	0	0.0%	58,933	81.0%	72,762
2022-23	27,836	39.1%	10,508	14.8%	200	0.3%	32,692	45.9%	71,236
2023-24	11,714	20.5%	10,989	19.2%	1,804	3.2%	32,745	57.2%	57,252

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Victoria Park									
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
2015-16	1,030	12.3%	513	6.1%	0	0.0%	6,824	81.6%	8,367
2016-17	1,080	11.8%	904	9.8%	90	1.0%	7,115	77.4%	9,189
2017-18	1,087	12.0%	660	7.3%	90	1.0%	7,188	79.6%	9,025
2018-19	881	10.5%	827	9.9%	147	1.8%	6,508	77.8%	8,363
2019-20	651	5.6%	912	7.9%	265	2.3%	9,762	84.2%	11,590
2020-21	795	7.6%	591	5.6%	86	0.8%	9,050	86.0%	10,522
2021-22	1,384	13.6%	485	4.8%	63	0.6%	8,268	81.1%	10,200
2022-23	1,339	14.3%	1,117	11.9%	126	1.3%	6,769	72.4%	9,351
2023-24	965	8.1%	1,585	13.4%	52	0.4%	9,241	78.0%	11,843
Vincent									
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
2015-16	903	12.4%	688	9.4%	85	1.2%	5,624	77.0%	7,300
2016-17	697	9.7%	983	13.7%	64	0.9%	5,431	75.7%	7,175
2017-18	712	8.8%	1,617	20.0%	47	0.6%	5,691	70.5%	8,067
2018-19	513	7.8%	1,097	16.6%	37	0.6%	4,972	75.1%	6,619
2019-20	610	8.2%	633	8.5%	48	0.6%	6,163	82.7%	7,454
2020-21	674	9.3%	616	8.5%	26	0.4%	5,946	81.9%	7,262
2021-22	1,472	15.2%	1,208	12.5%	0	0.0%	6,983	72.3%	9,663
2022-23	660	8.7%	490	6.5%	0	0.0%	6,422	84.8%	7,572
2023-24	1,042	19.2%	776	14.3%	0	0.0%	3,617	66.6%	5,435
Wanneroo									
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634
2015-16	6,309	24.1%	1,956	7.5%	8,491	32.5%	9,395	35.9%	26,151
2016-17	6,661	23.7%	7,448	26.5%	363	1.3%	13,678	48.6%	28,150
2017-18	4,646	20.5%	5,357	23.7%	1,046	4.6%	11,572	51.2%	22,621
2018-19	4,369	13.5%	10,720	33.1%	1,309	4.0%	15,973	49.3%	32,371
2019-20	5,177	10.6%	24,722	50.5%	6,036	12.3%	13,052	26.6%	48,987
2020-21	5,801	26.2%	2,965	13.4%	1,081	4.9%	12,328	55.6%	22,175
2021-22	5,466	24.5%	2,971	13.3%	115	0.5%	13,760	61.7%	22,312
2022-23	6,355	29.4%	2,653	12.3%	93	0.4%	12,502	57.9%	21,603
2023-24	7,728	29.9%	6,458	25.0%	57	0.2%	11,613	44.9%	25,856

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mid West Region									
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
2015-16	30,086	36.0%	34,134	40.8%	100	0.1%	19,244	23.0%	83,564
2016-17	32,287	37.1%	36,281	41.7%	96	0.1%	18,438	21.2%	87,102
2017-18	19,566	21.8%	45,452	50.7%	58	0.1%	24,579	27.4%	89,655
2018-19	14,711	17.3%	40,554	47.6%	435	0.5%	29,526	34.6%	85,226
2019-20	19,084	30.9%	18,176	29.4%	156	0.3%	24,308	39.4%	61,724
2020-21	23,361	29.3%	28,050	35.2%	1,985	2.5%	26,223	32.9%	79,619
2021-22	25,277	31.6%	28,200	35.2%	873	1.1%	25,713	32.1%	80,063
2022-23	25,312	31.2%	23,362	28.8%	2,564	3.2%	29,876	36.8%	81,113
2023-24	29,329	33.1%	23,697	26.7%	915	1.0%	34,649	39.1%	88,590
Carnamah									
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
2015-16	1,565	39.3%	1,685	42.3%	0	0.0%	734	18.4%	3,984
2016-17	2,371	49.1%	1,652	34.2%	0	0.0%	809	16.7%	4,832
2017-18	842	7.9%	8,985	84.7%	0	0.0%	783	7.4%	10,610
2018-19	587	12.4%	3,464	73.3%	0	0.0%	677	14.3%	4,728
2019-20	663	20.9%	1,805	56.8%	0	0.0%	709	22.3%	3,177
2020-21	664	26.5%	856	34.2%	244	9.7%	740	29.6%	2,504
2021-22	761	36.6%	704	33.9%	0	0.0%	614	29.5%	2,079
2022-23	766	27.8%	1,408	51.2%	0	0.0%	578	21.0%	2,752
2023-24	2,212	84.7%	145	5.6%	0	0.0%	254	9.7%	2,611
Chapman Valley									
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
2015-16	1,190	36.2%	1,288	39.2%	37	1.1%	768	23.4%	3,283
2016-17	1,224	34.9%	1,271	36.2%	49	1.4%	968	27.6%	3,512
2017-18	743	23.6%	1,230	39.1%	21	0.7%	1,149	36.6%	3,143
2018-19	763	26.6%	1,288	45.0%	18	0.6%	795	27.8%	2,864
2019-20	864	27.4%	1,311	41.6%	14	0.4%	964	30.6%	3,153
2020-21	1,148	31.9%	1,328	36.9%	36	1.0%	1,084	30.1%	3,596
2021-22	952	26.2%	1,638	45.1%	12	0.3%	1,032	28.4%	3,634
2022-23	1,424	33.6%	1,160	27.4%	17	0.4%	1,633	38.6%	4,234
2023-24	1,008	26.7%	1,230	32.6%	19	0.5%	1,513	40.1%	3,770
Coorow									
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
2015-16	1,262	49.1%	921	35.9%	0	0.0%	385	15.0%	2,568
2016-17	1,234	50.9%	675	27.9%	0	0.0%	513	21.2%	2,422
2017-18	1,018	36.1%	598	21.2%	0	0.0%	1,204	42.7%	2,820
2018-19	789	29.6%	625	23.4%	0	0.0%	1,252	47.0%	2,666
2019-20	917	33.1%	589	21.2%	0	0.0%	1,268	45.7%	2,774
2020-21	1,204	45.0%	604	22.6%	0	0.0%	865	32.4%	2,673
2021-22	1,229	43.5%	631	22.4%	0	0.0%	963	34.1%	2,823
2022-23	905	34.4%	644	24.4%	0	0.0%	1,085	41.2%	2,634
2023-24	1,172	33.9%	657	19.0%	0	0.0%	1,630	47.1%	3,459

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Cue									
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885
2015-16	5,964	91.2%	280	4.3%	0	0.0%	296	4.5%	6,540
2016-17	7,427	85.7%	364	4.2%	0	0.0%	880	10.1%	8,671
2017-18	826	28.0%	1,085	36.8%	0	0.0%	1,034	35.1%	2,945
2018-19	480	18.0%	738	27.7%	0	0.0%	1,448	54.3%	2,666
2019-20	560	17.1%	1,790	54.6%	0	0.0%	928	28.3%	3,278
2020-21	1,028	14.9%	3,728	54.2%	1,578	22.9%	543	7.9%	6,877
2021-22	942	20.6%	2,021	44.2%	762	16.7%	851	18.6%	4,576
2022-23	592	32.7%	328	18.1%	445	24.6%	447	24.7%	1,812
2023-24	1,507	44.5%	458	13.5%	651	19.2%	771	22.8%	3,387
Greater Geraldton									
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
2015-16	5,413	20.9%	9,209	35.5%	0	0.0%	11,314	43.6%	25,936
2016-17	6,068	31.8%	5,230	27.4%	0	0.0%	7,803	40.9%	19,101
2017-18	3,762	18.6%	4,748	23.5%	0	0.0%	11,669	57.8%	20,179
2018-19	2,047	10.5%	3,256	16.7%	412	2.1%	13,823	70.7%	19,538
2019-20	4,640	26.3%	1,975	11.2%	54	0.3%	10,952	62.2%	17,621
2020-21	3,255	20.0%	2,976	18.3%	14	0.1%	9,995	61.5%	16,240
2021-22	5,968	28.3%	2,924	13.9%	60	0.3%	12,137	57.6%	21,089
2022-23	6,398	27.8%	3,149	13.7%	4	0.0%	13,443	58.5%	22,994
2023-24	4,501	16.3%	6,643	24.1%	0	0.0%	16,468	59.6%	27,612
Irwin									
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
2015-16	739	39.5%	538	28.7%	0	0.0%	596	31.8%	1,873
2016-17	651	30.6%	454	21.4%	0	0.0%	1,019	48.0%	2,124
2017-18	650	25.0%	430	16.6%	0	0.0%	1,517	58.4%	2,597
2018-19	512	15.5%	492	14.9%	0	0.0%	2,294	69.6%	3,298
2019-20	559	26.3%	259	12.2%	0	0.0%	1,305	61.5%	2,123
2020-21	591	26.2%	1,223	54.3%	0	0.0%	440	19.5%	2,254
2021-22	592	37.4%	539	34.0%	0	0.0%	454	28.6%	1,585
2022-23	729	41.8%	569	32.6%	0	0.0%	446	25.6%	1,744
2023-24	903	37.6%	217	9.0%	0	0.0%	1,279	53.3%	2,399
Meekatharra									
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
2015-16	2,602	30.3%	5,164	60.2%	0	0.0%	817	9.5%	8,583
2016-17	2,911	27.5%	6,347	59.9%	0	0.0%	1,345	12.7%	10,603
2017-18	2,257	22.0%	6,525	63.7%	0	0.0%	1,461	14.3%	10,243
2018-19	1,241	14.9%	3,813	45.8%	0	0.0%	3,273	39.3%	8,327
2019-20	2,043	58.8%	604	17.4%	0	0.0%	829	23.8%	3,476
2020-21	2,796	26.5%	4,685	44.3%	0	0.0%	3,087	29.2%	10,568
2021-22	2,544	17.4%	9,328	63.8%	0	0.0%	2,754	18.8%	14,626
2022-23	3,657	57.8%	1,029	16.3%	0	0.0%	1,644	26.0%	6,330
2023-24	2,448	41.9%	1,157	19.8%	140	2.4%	2,102	36.0%	5,847

Sources of Road Funds – 2013-14 to 2023-24

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Mingenew									
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
2015-16	731	45.8%	723	45.3%	0	0.0%	143	9.0%	1,597
2016-17	670	44.7%	564	37.6%	0	0.0%	266	17.7%	1,500
2017-18	468	31.3%	658	44.0%	0	0.0%	368	24.6%	1,494
2018-19	554	11.0%	4,447	88.0%	0	0.0%	52	1.0%	5,053
2019-20	526	17.5%	1,626	54.2%	0	0.0%	846	28.2%	2,998
2020-21	2,679	81.9%	369	11.3%	0	0.0%	222	6.8%	3,270
2021-22	2,668	35.3%	4,347	57.5%	0	0.0%	549	7.3%	7,564
2022-23	1,031	22.9%	3,327	73.8%	0	0.0%	153	3.4%	4,511
2023-24	1,530	68.2%	700	31.2%	0	0.0%	13	0.6%	2,243
Morawa									
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581
2015-16	1,016	55.2%	583	31.7%	48	2.6%	193	10.5%	1,840
2016-17	1,430	69.1%	461	22.3%	47	2.3%	132	6.4%	2,070
2017-18	1,065	29.9%	2,311	65.0%	37	1.0%	144	4.0%	3,557
2018-19	932	23.1%	2,998	74.3%	5	0.1%	98	2.4%	4,033
2019-20	891	37.9%	595	25.3%	12	0.5%	856	36.4%	2,354
2020-21	1,253	60.0%	586	28.1%	44	2.1%	206	9.9%	2,089
2021-22	914	45.7%	419	21.0%	39	2.0%	627	31.4%	1,999
2022-23	1,317	52.8%	826	33.1%	44	1.8%	307	12.3%	2,494
2023-24	1,263	38.7%	1,519	46.5%	0	0.0%	484	14.8%	3,266
Mount Magnet									
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
2015-16	721	20.8%	2,491	71.8%	0	0.0%	258	7.4%	3,470
2016-17	401	8.5%	4,049	86.0%	0	0.0%	258	5.5%	4,708
2017-18	747	69.6%	177	16.5%	0	0.0%	150	14.0%	1,074
2018-19	560	57.0%	232	23.6%	0	0.0%	191	19.4%	983
2019-20	565	57.9%	207	21.2%	0	0.0%	203	20.8%	975
2020-21	645	25.5%	1,524	60.2%	57	2.3%	304	12.0%	2,530
2021-22	553	20.3%	309	11.3%	0	0.0%	1,866	68.4%	2,728
2022-23	705	39.1%	309	17.1%	0	0.0%	791	43.8%	1,804
2023-24	509	21.5%	415	17.6%	82	3.5%	1,356	57.4%	2,362
Murchison									
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
2015-16	2,313	32.7%	3,553	50.2%	15	0.2%	1,201	17.0%	7,082
2016-17	1,832	23.1%	5,669	71.5%	0	0.0%	423	5.3%	7,924
2017-18	2,084	17.8%	8,538	72.9%	0	0.0%	1,083	9.3%	11,705
2018-19	1,160	7.3%	13,362	84.6%	0	0.0%	1,273	8.1%	15,795
2019-20	1,478	23.1%	3,042	47.5%	76	1.2%	1,807	28.2%	6,403
2020-21	2,255	16.8%	6,385	47.5%	0	0.0%	4,806	35.7%	13,446
2021-22	2,510	60.4%	1,927	46.4%	0	0.0%	-281	-6.8%	4,156
2022-23	2,164	14.9%	8,287	57.1%	0	0.0%	4,062	28.0%	14,513
2023-24	2,367	18.9%	7,547	60.3%	0	0.0%	2,609	20.8%	12,523

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Northampton									
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
2015-16	1,334	40.2%	1,046	31.5%	0	0.0%	938	28.3%	3,318
2016-17	1,304	36.2%	1,507	41.8%	0	0.0%	790	21.9%	3,601
2017-18	1,196	32.8%	1,989	54.6%	0	0.0%	461	12.6%	3,646
2018-19	1,506	42.4%	1,454	41.0%	0	0.0%	590	16.6%	3,550
2019-20	1,378	39.8%	1,206	34.8%	0	0.0%	879	25.4%	3,463
2020-21	1,225	42.7%	406	14.2%	0	0.0%	1,237	43.1%	2,868
2021-22	1,220	42.1%	548	18.9%	0	0.0%	1,131	39.0%	2,899
2022-23	1,942	47.4%	391	9.6%	0	0.0%	1,761	43.0%	4,094
2023-24	4,204	66.1%	456	7.2%	0	0.0%	1,699	26.7%	6,359
Perenjori									
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
2015-16	1,918	63.1%	707	23.3%	0	0.0%	415	13.7%	3,040
2016-17	1,621	37.5%	1,979	45.8%	0	0.0%	718	16.6%	4,318
2017-18	1,677	37.0%	2,471	54.6%	0	0.0%	379	8.4%	4,527
2018-19	1,234	62.9%	525	26.8%	0	0.0%	202	10.3%	1,961
2019-20	1,458	63.4%	651	28.3%	0	0.0%	191	8.3%	2,300
2020-21	1,603	53.2%	908	30.1%	12	0.4%	491	16.3%	3,014
2021-22	1,450	53.6%	893	33.0%	0	0.0%	361	13.4%	2,704
2022-23	1,800	47.3%	753	19.8%	0	0.0%	1,255	33.0%	3,808
2023-24	1,898	48.1%	700	17.7%	23	0.6%	1,328	33.6%	3,949
Sandstone									
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836
2015-16	1,300	25.2%	2,980	57.8%	0	0.0%	873	16.9%	5,153
2016-17	1,157	17.1%	4,134	61.0%	0	0.0%	1,481	21.9%	6,772
2017-18	613	8.9%	4,754	68.9%	0	0.0%	1,535	22.2%	6,902
2018-19	450	8.3%	2,994	55.3%	0	0.0%	1,968	36.4%	5,412
2019-20	808	38.6%	395	18.9%	0	0.0%	892	42.6%	2,095
2020-21	1,058	31.6%	1,429	42.7%	0	0.0%	862	25.7%	3,349
2021-22	775	36.2%	419	19.6%	0	0.0%	944	44.2%	2,138
2022-23	552	12.2%	422	9.3%	2,054	45.2%	1,512	33.3%	4,540
2023-24	1,355	41.6%	619	19.0%	0	0.0%	1,284	39.4%	3,258
Three Springs									
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
2015-16	1,001	59.5%	459	27.3%	0	0.0%	222	13.2%	1,682
2016-17	827	36.7%	657	29.1%	0	0.0%	771	34.2%	2,255
2017-18	842	39.8%	620	29.3%	0	0.0%	651	30.8%	2,113
2018-19	772	41.2%	508	27.1%	0	0.0%	595	31.7%	1,875
2019-20	749	31.3%	637	26.7%	0	0.0%	1,004	42.0%	2,390
2020-21	762	41.8%	387	21.2%	0	0.0%	674	37.0%	1,823
2021-22	1,026	49.1%	629	30.1%	0	0.0%	433	20.7%	2,088
2022-23	636	53.3%	392	32.8%	0	0.0%	166	13.9%	1,194
2023-24	954	48.1%	690	34.8%	0	0.0%	338	17.1%	1,982

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Yalgoo									
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2015-16	1,017	28.1%	2,507	69.3%	0	0.0%	91	2.5%	3,615
2016-17	1,159	43.1%	1,268	47.2%	0	0.0%	262	9.7%	2,689
2017-18	776	37.0%	333	15.9%	0	0.0%	991	47.2%	2,100
2018-19	1,124	45.4%	358	14.5%	0	0.0%	995	40.2%	2,477
2019-20	985	31.3%	1,484	47.2%	0	0.0%	675	21.5%	3,144
2020-21	1,195	47.5%	656	26.1%	0	0.0%	667	26.5%	2,518
2021-22	1,173	34.8%	924	27.4%	0	0.0%	1,278	37.9%	3,375
2022-23	694	41.9%	368	22.2%	0	0.0%	593	35.8%	1,655
2023-24	1,498	42.0%	544	15.3%	0	0.0%	1,521	42.7%	3,563

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Pilbara Region									
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
2015-16	13,789	44.2%	6,128	19.7%	551	1.8%	10,716	34.4%	31,184
2016-17	9,704	33.5%	6,613	22.8%	127	0.4%	12,516	43.2%	28,960
2017-18	9,875	28.3%	7,053	20.2%	530	1.5%	17,432	50.0%	34,890
2018-19	9,450	21.2%	15,123	33.9%	576	1.3%	19,491	43.7%	44,640
2019-20	9,782	20.3%	16,555	34.4%	839	1.7%	20,905	43.5%	48,081
2020-21	9,659	21.1%	5,246	11.5%	469	1.0%	30,312	66.3%	45,686
2021-22	11,272	23.4%	8,471	17.6%	261	0.5%	28,072	58.4%	48,076
2022-23	10,800	25.5%	7,077	16.7%	250	0.6%	24,157	57.1%	42,284
2023-24	10,925	22.9%	8,838	18.5%	200	0.4%	27,739	58.2%	47,702
Ashburton									
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
2015-16	3,069	61.1%	1,373	27.3%	0	0.0%	584	11.6%	5,026
2016-17	1,763	38.6%	742	16.3%	0	0.0%	2,061	45.1%	4,566
2017-18	1,807	36.3%	1,000	20.1%	0	0.0%	2,177	43.7%	4,984
2018-19	2,415	16.2%	10,111	67.7%	0	0.0%	2,420	16.2%	14,946
2019-20	1,906	17.6%	2,211	20.4%	0	0.0%	6,718	62.0%	10,835
2020-21	2,694	37.6%	330	4.6%	0	0.0%	4,139	57.8%	7,163
2021-22	2,325	15.4%	4,217	27.9%	0	0.0%	8,551	56.7%	15,093
2022-23	1,764	25.1%	1,128	16.0%	0	0.0%	4,145	58.9%	7,037
2023-24	2,041	20.5%	1,111	11.1%	0	0.0%	6,821	68.4%	9,973
East Pilbara									
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
2015-16	7,022	69.0%	1,360	13.4%	200	2.0%	1,595	15.7%	10,177
2016-17	4,181	49.1%	2,858	33.6%	100	1.2%	1,377	16.2%	8,516
2017-18	4,938	49.8%	3,254	32.8%	319	3.2%	1,408	14.2%	9,919
2018-19	3,902	46.9%	2,484	29.9%	219	2.6%	1,710	20.6%	8,315
2019-20	4,241	55.1%	1,813	23.5%	200	2.6%	1,445	18.8%	7,699
2020-21	3,600	50.1%	1,843	25.7%	200	2.8%	1,537	21.4%	7,180
2021-22	4,572	50.2%	1,957	21.5%	200	2.2%	2,372	26.1%	9,101
2022-23	4,170	37.60%	2,414	21.80%	250	2.30%	4,252	38.40%	11,086
2023-24	5,484	37.70%	2,290	15.70%	200	1.40%	6,582	45.20%	14,556
Karratha									
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
2015-16	2,063	21.4%	2,114	21.9%	0	0.0%	5,460	56.7%	9,637
2016-17	2,206	26.0%	1,304	15.4%	0	0.0%	4,964	58.6%	8,474
2017-18	1,615	18.2%	1,155	13.0%	211	2.4%	5,873	66.3%	8,854
2018-19	1,711	14.5%	2,065	17.5%	357	3.0%	7,638	64.9%	11,771
2019-20	2,171	16.3%	4,052	30.5%	632	4.8%	6,438	48.4%	13,293
2020-21	2,229	12.5%	1,618	9.1%	269	1.5%	13,717	76.9%	17,833
2021-22	1,807	17.0%	546	5.1%	61	0.6%	8,212	77.3%	10,626
2022-23	3,032	26.30%	770	6.70%	0	0.00%	7,728	67.00%	11,530
2023-24	1,867	14.40%	1,713	13.20%	0	0.00%	9,391	72.40%	12,971

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Port Hedland									
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579
2015-16	1,635	25.8%	1,281	20.2%	351	5.5%	3,077	48.5%	6,344
2016-17	1,554	21.0%	1,709	23.1%	27	0.4%	4,114	55.6%	7,404
2017-18	1,515	13.6%	1,644	14.8%	0	0.0%	7,974	71.6%	11,133
2018-19	1,422	14.8%	463	4.8%	0	0.0%	7,723	80.4%	9,608
2019-20	1,464	9.0%	8,479	52.2%	7	0.0%	6,304	38.8%	16,254
2020-21	1,136	8.4%	1,455	10.8%	0	0.0%	10,919	80.8%	13,510
2021-22	2,568	19.4%	1,751	13.2%	0	0.0%	8,937	67.4%	13,256
2022-23	1,834	14.50%	2,765	21.90%	0	0.00%	8,032	63.60%	12,631
2023-24	1,533	15.00%	3,724	36.50%	0	0.00%	4,945	48.50%	10,202

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
South West Region									
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
2015-16	32,315	32.1%	29,621	29.4%	894	0.9%	37,822	37.6%	100,652
2016-17	32,546	28.2%	35,244	30.6%	2,511	2.2%	44,909	39.0%	115,210
2017-18	27,988	25.1%	22,677	20.3%	8,093	7.2%	52,898	47.4%	111,656
2018-19	20,868	21.1%	23,332	23.6%	1,183	1.2%	53,419	54.1%	98,802
2019-20	25,450	25.5%	21,758	21.8%	635	0.6%	51,987	52.1%	99,830
2020-21	34,269	29.9%	20,607	18.0%	1,645	1.4%	58,103	50.7%	114,624
2021-22	46,278	40.8%	22,670	20.0%	264	0.2%	44,150	38.9%	113,362
2022-23	30,892	29.0%	24,778	23.3%	2,951	2.8%	47,893	45.0%	106,514
2023-24	27,100	27.5%	27,075	27.5%	1,553	1.6%	42,686	43.4%	98,414
Augusta-Margaret River									
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
2015-16	2,629	40.2%	1,435	21.9%	0	0.0%	2,474	37.8%	6,538
2016-17	2,464	34.0%	1,071	14.8%	0	0.0%	3,710	51.2%	7,245
2017-18	1,998	24.4%	1,923	23.5%	0	0.0%	4,265	52.1%	8,186
2018-19	1,025	16.5%	1,570	25.2%	0	0.0%	3,633	58.3%	6,228
2019-20	2,076	19.2%	3,218	29.7%	0	0.0%	5,543	51.1%	10,837
2020-21	2,270	13.9%	1,456	8.9%	0	0.0%	12,596	77.2%	16,322
2021-22	5,976	50.3%	1,635	13.8%	0	0.0%	4,276	36.0%	11,887
2022-23	2,191	24.6%	1,884	21.2%	0	0.0%	4,831	54.2%	8,906
2023-24	1,925	47.7%	1,915	47.5%	0	0.0%	194	4.8%	4,034
Boddington									
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
2015-16	465	46.1%	280	27.8%	0	0.0%	264	26.2%	1,009
2016-17	499	44.8%	271	24.3%	0	0.0%	344	30.9%	1,114
2017-18	497	31.0%	836	52.2%	0	0.0%	269	16.8%	1,602
2018-19	303	25.7%	338	28.6%	0	0.0%	540	45.7%	1,181
2019-20	365	16.9%	1,119	51.9%	0	0.0%	670	31.1%	2,154
2020-21	364	32.4%	338	30.1%	0	0.0%	420	37.4%	1,122
2021-22	586	27.3%	695	32.4%	0	0.0%	867	40.4%	2,148
2022-23	471	24.1%	730	37.3%	0	0.0%	757	38.7%	1,958
2023-24	824	33.2%	596	24.0%	0	0.0%	1,062	42.8%	2,482
Boyup Brook									
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
2015-16	1,450	38.1%	1,837	48.2%	0	0.0%	522	13.7%	3,809
2016-17	2,107	45.5%	1,987	42.9%	5	0.1%	530	11.4%	4,629
2017-18	1,445	40.4%	1,425	39.8%	0	0.0%	710	19.8%	3,580
2018-19	1,147	45.3%	580	22.9%	0	0.0%	804	31.8%	2,531
2019-20	976	38.5%	712	28.1%	0	0.0%	850	33.5%	2,538
2020-21	1,952	62.8%	1,063	34.2%	0	0.0%	95	3.1%	3,110
2021-22	1,003	38.7%	969	37.4%	0	0.0%	621	23.9%	2,593
2022-23	2,140	67.1%	658	20.6%	0	0.0%	393	12.3%	3,191
2023-24	1,448	47.6%	1,413	46.4%	0	0.0%	182	6.0%	3,043

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Bridgetown-Greenbushes									
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
2015-16	1,766	60.4%	389	13.3%	14	0.5%	756	25.8%	2,925
2016-17	2,803	73.1%	681	17.8%	0	0.0%	351	9.2%	3,835
2017-18	1,278	52.0%	354	14.4%	0	0.0%	826	33.6%	2,458
2018-19	1,487	45.2%	547	16.6%	351	10.7%	908	27.6%	3,293
2019-20	1,101	47.7%	411	17.8%	0	0.0%	797	34.5%	2,309
2020-21	1,780	64.7%	414	15.0%	14	0.5%	543	19.7%	2,751
2021-22	1,465	49.9%	630	21.5%	19	0.6%	819	27.9%	2,933
2022-23	3,161	79.0%	472	11.8%	0	0.0%	367	9.2%	4,000
2023-24	1,553	43.0%	517	14.3%	744	20.6%	800	22.1%	3,614
Bunbury									
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900
2015-16	1,824	24.9%	1,852	25.3%	73	1.0%	3,573	48.8%	7,322
2016-17	1,550	16.1%	2,305	24.0%	20	0.2%	5,746	59.7%	9,621
2017-18	2,000	24.9%	1,466	18.2%	25	0.3%	4,547	56.6%	8,038
2018-19	1,726	18.2%	1,090	11.5%	59	0.6%	6,610	69.7%	9,485
2019-20	1,665	18.7%	2,256	25.3%	0	0.0%	4,982	56.0%	8,903
2020-21	1,519	16.0%	2,059	21.7%	0	0.0%	5,932	62.4%	9,510
2021-22	1,999	21.3%	831	8.9%	0	0.0%	6,538	69.8%	9,368
2022-23	2,024	19.2%	1,215	11.5%	0	0.0%	7,327	69.3%	10,566
2023-24	1,537	12.2%	2,982	23.6%	0	0.0%	8,093	64.2%	12,612
Busselton									
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
2015-16	3,834	29.9%	1,440	11.2%	0	0.0%	7,562	58.9%	12,836
2016-17	4,708	31.6%	2,029	13.6%	0	0.0%	8,142	54.7%	14,879
2017-18	3,388	26.0%	2,253	17.3%	0	0.0%	7,369	56.6%	13,010
2018-19	1,849	14.5%	1,653	13.0%	0	0.0%	9,242	72.5%	12,744
2019-20	5,649	31.1%	1,597	8.8%	389	2.1%	10,500	57.9%	18,135
2020-21	6,023	31.8%	3,530	18.6%	0	0.0%	9,385	49.6%	18,938
2021-22	7,547	40.1%	3,665	19.5%	0	0.0%	7,630	40.5%	18,842
2022-23	2,249	15.6%	3,679	25.5%	0	0.0%	8,503	58.9%	14,431
2023-24	1,787	10.8%	4,767	28.8%	0	0.0%	10,003	60.4%	16,557
Capel									
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
2015-16	1,350	33.1%	204	5.0%	28	0.7%	2,495	61.2%	4,077
2016-17	1,496	30.8%	851	17.5%	0	0.0%	2,512	51.7%	4,859
2017-18	1,255	26.2%	438	9.1%	70	1.5%	3,035	63.3%	4,798
2018-19	879	13.2%	2,324	35.0%	57	0.9%	3,384	50.9%	6,644
2019-20	1,033	18.5%	2,293	41.0%	54	1.0%	2,216	39.6%	5,596
2020-21	1,641	24.5%	873	13.0%	0	0.0%	4,189	62.5%	6,703
2021-22	1,668	31.3%	535	10.1%	0	0.0%	3,120	58.6%	5,323
2022-23	1,114	21.1%	178	3.4%	0	0.0%	3,987	75.5%	5,279
2023-24	1,590	44.7%	589	16.6%	0	0.0%	1,377	38.7%	3,556

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Collie									
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
2015-16	1,381	58.6%	558	23.7%	0	0.0%	416	17.7%	2,355
2016-17	1,497	56.4%	605	22.8%	0	0.0%	551	20.8%	2,653
2017-18	868	36.8%	530	22.5%	0	0.0%	959	40.7%	2,357
2018-19	478	20.8%	903	39.2%	0	0.0%	922	40.0%	2,303
2019-20	1,862	59.9%	397	12.8%	0	0.0%	850	27.3%	3,109
2020-21	1,450	60.6%	497	20.8%	0	0.0%	444	18.6%	2,391
2021-22	3,044	72.6%	431	10.3%	24	0.6%	694	16.6%	4,193
2022-23	981	34.4%	1,172	41.1%	126	4.4%	570	20.0%	2,849
2023-24	910	28.9%	1,810	57.6%	0	0.0%	no data	no data	3,145
Dardanup									
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
2015-16	1,092	20.6%	1,468	27.7%	10	0.2%	2,721	51.4%	5,291
2016-17	1,199	21.1%	1,948	34.3%	0	0.0%	2,531	44.6%	5,678
2017-18	1,207	18.1%	2,144	32.2%	0	0.0%	3,312	49.7%	6,663
2018-19	1,254	22.6%	1,371	24.8%	0	0.0%	2,913	52.6%	5,538
2019-20	831	16.6%	1,902	37.9%	0	0.0%	2,283	45.5%	5,016
2020-21	1,401	23.0%	724	11.9%	1,518	24.9%	2,444	40.2%	6,087
2021-22	1,156	24.1%	1,314	27.4%	221	4.6%	2,103	43.9%	4,794
2022-23	1,014	20.2%	960	19.1%	233	4.6%	2,817	56.1%	5,024
2023-24	1,077	23.1%	795	17.0%	0	0.0%	2,792	59.9%	4,664
Donnybrook-Balingup									
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
2015-16	2,818	38.1%	3,730	50.4%	11	0.1%	840	11.4%	7,399
2016-17	926	23.7%	1,554	39.7%	0	0.0%	1,432	36.6%	3,912
2017-18	1,332	38.6%	786	22.8%	17	0.5%	1,312	38.1%	3,447
2018-19	2,025	31.9%	2,675	42.1%	17	0.3%	1,637	25.8%	6,354
2019-20	1,101	34.5%	809	25.3%	12	0.4%	1,270	39.8%	3,192
2020-21	1,367	37.6%	1,052	28.9%	0	0.0%	1,218	33.5%	3,637
2021-22	1,792	42.4%	1,538	36.4%	0	0.0%	897	21.2%	4,227
2022-23	1,566	33.1%	1,574	33.3%	85	1.8%	1,505	31.8%	4,730
2023-24	1,566	33.1%	1,766	37.3%	25	0.5%	1,378	29.1%	4,735
Harvey									
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418
2015-16	2,257	35.7%	798	12.6%	0	0.0%	3,263	51.6%	6,318
2016-17	2,183	25.2%	1,243	14.4%	0	0.0%	5,226	60.4%	8,652
2017-18	2,139	12.8%	1,092	6.5%	7,105	42.5%	6,400	38.2%	16,736
2018-19	2,783	25.0%	2,601	23.4%	205	1.8%	5,528	49.7%	11,117
2019-20	1,583	16.4%	1,114	11.5%	0	0.0%	6,974	72.1%	9,671
2020-21	2,398	23.6%	1,301	12.8%	0	0.0%	6,451	63.6%	10,150
2021-22	6,139	55.6%	2,761	25.0%	0	0.0%	2,139	19.4%	11,039
2022-23	4,899	37.0%	2,062	15.6%	0	0.0%	6,276	47.4%	13,237
2023-24	2,137	26.2%	1,091	13.4%	0	0.0%	4,923	60.4%	8,151

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mandurah									
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
2015-16	3,284	20.6%	4,197	26.3%	673	4.2%	7,784	48.8%	15,938
2016-17	3,311	13.1%	11,657	46.1%	2,444	9.7%	7,895	31.2%	25,307
2017-18	2,462	14.0%	2,074	11.8%	13	0.1%	13,042	74.1%	17,591
2018-19	1,328	9.9%	2,263	16.9%	85	0.6%	9,740	72.6%	13,416
2019-20	1,375	11.1%	1,897	15.3%	0	0.0%	9,165	73.7%	12,437
2020-21	2,670	21.0%	2,122	16.7%	0	0.0%	7,925	62.3%	12,717
2021-22	4,660	31.1%	2,800	18.7%	0	0.0%	7,503	50.1%	14,963
2022-23	2,768	22.2%	3,032	24.3%	0	0.0%	6,679	53.5%	12,479
2023-24	2,499	21.2%	4,163	35.3%	0	0.0%	5,127	43.5%	11,789
Manjimup									
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
2015-16	2,989	38.4%	2,654	34.1%	15	0.2%	2,116	27.2%	7,774
2016-17	3,328	37.1%	3,471	38.7%	20	0.2%	2,158	24.0%	8,977
2017-18	2,804	27.5%	4,455	43.7%	10	0.1%	2,927	28.7%	10,196
2018-19	1,541	21.7%	2,606	36.6%	10	0.1%	2,956	41.6%	7,113
2019-20	2,302	38.9%	1,660	28.0%	0	0.0%	1,957	33.1%	5,919
2020-21	2,538	34.6%	1,921	26.2%	0	0.0%	2,866	39.1%	7,325
2021-22	2,937	44.6%	1,811	27.5%	0	0.0%	1,831	27.8%	6,579
2022-23	2,801	36.3%	2,660	34.5%	0	0.0%	2,260	29.3%	7,721
2023-24	3,244	43.9%	1,914	25.9%	0	0.0%	2,226	30.1%	7,384
Murray									
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
2015-16	2,711	22.2%	7,777	63.7%	70	0.6%	1,658	13.6%	12,216
2016-17	2,311	29.5%	3,895	49.7%	22	0.3%	1,612	20.6%	7,840
2017-18	3,130	37.1%	1,750	20.7%	853	10.1%	2,702	32.0%	8,435
2018-19	1,690	24.2%	1,311	18.8%	399	5.7%	3,573	51.2%	6,973
2019-20	1,439	25.2%	1,370	24.0%	180	3.2%	2,721	47.7%	5,710
2020-21	5,401	55.6%	2,049	21.1%	113	1.2%	2,154	22.2%	9,717
2021-22	1,476	25.3%	1,382	23.7%	0	0.0%	2,985	51.1%	5,843
2022-23	1,834	24.5%	2,804	37.5%	2,507	33.5%	330	4.4%	7,475
2023-24	1,907	24.1%	2,540	32.1%	784	9.9%	2,694	34.0%	7,925
Nannup									
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
2015-16	1,564	54.3%	441	15.3%	0	0.0%	875	30.4%	2,880
2016-17	1,229	32.1%	950	24.8%	0	0.0%	1,646	43.0%	3,825
2017-18	1,433	61.1%	384	16.4%	0	0.0%	530	22.6%	2,347
2018-19	709	49.5%	319	22.3%	0	0.0%	403	28.2%	1,431
2019-20	802	45.3%	327	18.5%	0	0.0%	641	36.2%	1,770
2020-21	804	44.3%	417	23.0%	0	0.0%	593	32.7%	1,814
2021-22	3,659	66.7%	406	7.4%	0	0.0%	1,423	25.9%	5,488
2022-23	970	55.5%	427	24.4%	0	0.0%	351	20.1%	1,748
2023-24	1,063	67.8%	97	6.2%	0	0.0%	407	26.0%	1,567

SSources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Waroona									
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874
2015-16	901	45.9%	561	28.5%	0	0.0%	503	25.6%	1,965
2016-17	935	42.8%	726	33.2%	0	0.0%	523	23.9%	2,184
2017-18	752	34.0%	767	34.7%	0	0.0%	693	31.3%	2,212
2018-19	644	26.3%	1,181	48.2%	0	0.0%	626	25.5%	2,451
2019-20	1,290	50.9%	676	26.7%	0	0.0%	568	22.4%	2,534
2020-21	691	29.7%	791	33.9%	0	0.0%	848	36.4%	2,330
2021-22	1,171	37.3%	1,267	40.3%	0	0.0%	704	22.4%	3,142
2022-23	709	24.3%	1,271	43.5%	0	0.0%	940	32.2%	2,920
2023-24	2,033	64.4%	120	3.8%	0	0.0%	1,003	31.8%	3,156

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wheatbelt North Region									
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
2014-16	34,070	47.5%	20,130	28.1%	65	0.1%	17,472	24.4%	71,737
2016-17	33,272	45.5%	20,604	28.2%	23	0.0%	19,293	26.4%	73,192
2017-18	28,079	39.5%	18,859	26.5%	171	0.2%	23,974	33.7%	71,083
2018-19	22,133	32.2%	24,213	35.2%	49	0.1%	22,371	32.5%	68,766
2019-20	27,424	35.9%	25,699	33.7%	2,783	3.6%	20,438	26.8%	76,344
2020-21	29,079	36.8%	32,210	40.8%	153	0.2%	17,535	22.2%	78,977
2021-22	32,620	38.2%	32,697	38.3%	12	0.0%	20,047	23.5%	85,376
2022-23	35,131	32.1%	42,731	39.1%	6,270	5.7%	25,276	23.1%	109,408
2023-24	43,284	45.5%	28,616	30.1%	157	0.2%	23,149	24.3%	95,206
Chittering									
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
2015-16	745	23.4%	868	27.3%	0	0.0%	1,564	49.2%	3,177
2016-17	2,106	47.8%	728	16.5%	0	0.0%	1,571	35.7%	4,405
2017-18	440	14.1%	1,454	46.5%	0	0.0%	1,235	39.5%	3,129
2018-19	595	16.8%	1,411	39.8%	0	0.0%	1,541	43.4%	3,547
2019-20	1,000	25.6%	1,115	28.5%	0	0.0%	1,792	45.9%	3,907
2020-21	1,712	46.3%	318	8.6%	0	0.0%	1,671	45.1%	3,701
2021-22	1,207	32.2%	638	17.0%	0	0.0%	1,902	50.8%	3,747
2022-23	1,225	26.4%	418	9.0%	0	0.0%	2,994	64.6%	4,637
2023-24	732	20.0%	1,074	29.3%	100	2.7%	1,763	48.1%	3,669
Cunderdin									
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
2015-16	1,162	66.9%	423	24.4%	0	0.0%	151	8.7%	1,736
2016-17	1,081	56.4%	443	23.1%	0	0.0%	393	20.5%	1,917
2017-18	966	60.5%	363	22.7%	0	0.0%	268	16.8%	1,597
2018-19	700	39.2%	505	28.3%	0	0.0%	582	32.6%	1,787
2019-20	864	53.4%	441	27.2%	0	0.0%	314	19.4%	1,619
2020-21	862	29.7%	1,817	62.7%	0	0.0%	220	7.6%	2,899
2021-22	884	23.2%	2,778	73.0%	0	0.0%	145	3.8%	3,807
2022-23	935	19.6%	3,665	76.9%	0	0.0%	168	3.5%	4,768
2023-24	1,213	58.4%	336	16.2%	0	0.0%	528	25.4%	2,077
Dalwallinu									
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
2015-16	2,607	35.6%	4,020	54.9%	0	0.0%	698	9.5%	7,325
2016-17	2,470	37.1%	3,799	57.1%	0	0.0%	383	5.8%	6,652
2017-18	2,144	28.2%	2,922	38.5%	0	0.0%	2,529	33.3%	7,595
2018-19	1,143	18.3%	4,038	64.7%	0	0.0%	1,063	17.0%	6,244
2019-20	1,890	52.3%	725	20.0%	0	0.0%	1,001	27.7%	3,616
2020-21	2,294	44.1%	1,574	30.2%	0	0.0%	1,337	25.7%	5,205
2021-22	1,959	24.8%	4,705	59.7%	0	0.0%	1,221	15.5%	7,885
2022-23	2,155	16.4%	10,009	76.0%	0	0.0%	1,003	7.6%	13,167
2023-24	2,762	35.3%	3,739	47.8%	0	0.0%	1,317	16.8%	7,818

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Dandaragan									
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396
2015-16	2,311	41.7%	2,459	44.4%	0	0.0%	771	13.9%	5,541
2016-17	1,829	34.2%	2,593	48.5%	0	0.0%	927	17.3%	5,349
2017-18	1,654	38.4%	941	21.8%	0	0.0%	1,714	39.8%	4,309
2018-19	1,274	31.3%	1,382	33.9%	0	0.0%	1,420	34.8%	4,076
2019-20	1,592	36.3%	1,580	36.1%	0	0.0%	1,208	27.6%	4,380
2020-21	947	15.2%	4,237	67.8%	0	0.0%	1,066	17.1%	6,250
2021-22	3,526	66.3%	1,554	29.2%	0	0.0%	237	4.5%	5,317
2022-23	1,734	30.0%	2,863	49.6%	0	0.0%	1,177	20.4%	5,774
2023-24	4,136	59.7%	1,988	28.7%	0	0.0%	806	11.6%	6,930
Dowerin									
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
2015-16	1,185	81.2%	40	2.7%	0	0.0%	235	16.1%	1,460
2016-17	1,035	71.1%	311	21.4%	0	0.0%	109	7.5%	1,455
2017-18	752	48.1%	630	40.3%	0	0.0%	180	11.5%	1,562
2018-19	849	31.0%	1,061	38.8%	0	0.0%	826	30.2%	2,736
2019-20	806	34.4%	1,357	57.9%	0	0.0%	179	7.6%	2,342
2020-21	916	38.9%	1,105	46.9%	0	0.0%	336	14.3%	2,357
2021-22	951	14.2%	5,234	78.0%	0	0.0%	526	7.8%	6,711
2022-23	1,755	39.2%	2,349	52.5%	0	0.0%	372	8.3%	4,476
2023-24	1,372	37.8%	2,378	65.5%	0	0.0%	-120	-3.3%	3,630
Gingin									
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
2015-16	1,973	37.1%	929	17.5%	0	0.0%	2,411	45.4%	5,313
2016-17	1,738	35.1%	896	18.1%	9	0.2%	2,307	46.6%	4,950
2017-18	1,635	29.0%	767	13.6%	78	1.4%	3,157	56.0%	5,637
2018-19	1,352	29.6%	1,886	41.3%	0	0.0%	1,326	29.1%	4,564
2019-20	1,480	22.8%	3,971	61.1%	0	0.0%	1,044	16.1%	6,495
2020-21	1,336	13.2%	7,517	74.1%	0	0.0%	1,286	12.7%	10,139
2021-22	1,798	31.7%	1,926	33.9%	0	0.0%	1,954	34.4%	5,678
2022-23	2,782	33.7%	1,583	19.2%	0	0.0%	3,879	47.1%	8,244
2023-24	1,969	28.3%	989	14.2%	0	0.0%	4,003	57.5%	6,961
Goomalling									
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
2015-16	820	26.6%	596	19.3%	0	0.0%	1,668	54.1%	3,084
2016-17	730	24.3%	637	21.2%	0	0.0%	1,632	54.4%	2,999
2017-18	689	36.1%	495	26.0%	0	0.0%	722	37.9%	1,906
2018-19	534	35.6%	218	14.5%	0	0.0%	750	49.9%	1,502
2019-20	615	30.6%	694	34.5%	0	0.0%	700	34.8%	2,009
2020-21	822	24.3%	2,000	59.0%	0	0.0%	565	16.7%	3,387
2021-22	652	22.7%	1,495	52.0%	0	0.0%	727	25.3%	2,874
2022-23	667	20.9%	1,752	54.9%	0	0.0%	775	24.3%	3,194
2023-24	696	25.2%	1,041	37.6%	0	0.0%	1,030	37.2%	2,767

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Kellerberrin									
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
2015-16	1,292	60.3%	575	26.9%	0	0.0%	274	12.8%	2,141
2016-17	1,146	45.8%	731	29.2%	0	0.0%	626	25.0%	2,503
2017-18	1,079	28.0%	1,980	51.4%	0	0.0%	795	20.6%	3,854
2018-19	916	45.9%	570	28.5%	0	0.0%	511	25.6%	1,997
2019-20	1,785	42.4%	1,904	45.2%	0	0.0%	520	12.4%	4,209
2020-21	1,364	52.0%	455	17.3%	0	0.0%	805	30.7%	2,624
2021-22	1,239	47.3%	498	19.0%	0	0.0%	882	33.7%	2,619
2022-23	1,043	38.4%	810	29.8%	0	0.0%	865	31.8%	2,718
2023-24	1,320	43.1%	937	30.6%	0	0.0%	807	26.3%	3,064
Koorda									
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913
2015-16	602	28.5%	1,447	68.5%	0	0.0%	62	2.9%	2,111
2016-17	1,363	51.1%	477	17.9%	0	0.0%	826	31.0%	2,666
2017-18	1,201	52.9%	442	19.5%	0	0.0%	626	27.6%	2,269
2018-19	915	47.3%	488	25.2%	0	0.0%	533	27.5%	1,936
2019-20	1,058	49.7%	452	21.3%	0	0.0%	617	29.0%	2,127
2020-21	1,063	54.9%	459	23.7%	0	0.0%	416	21.5%	1,938
2021-22	1,092	52.3%	539	25.8%	0	0.0%	457	21.9%	2,088
2022-23	1,153	43.8%	545	20.7%	0	0.0%	937	35.6%	2,635
2023-24	1,242	54.6%	674	29.6%	0	0.0%	359	15.8%	2,275
Merredin									
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
2015-16	1,925	57.4%	723	21.5%	0	0.0%	707	21.1%	3,355
2016-17	1,916	55.6%	649	18.8%	0	0.0%	881	25.6%	3,446
2017-18	1,602	43.6%	661	18.0%	0	0.0%	1,415	38.5%	3,678
2018-19	1,257	36.9%	808	23.7%	0	0.0%	1,346	39.5%	3,411
2019-20	1,404	45.3%	533	17.2%	0	0.0%	1,160	37.5%	3,097
2020-21	1,655	43.6%	1,697	44.7%	0	0.0%	442	11.6%	3,794
2021-22	1,493	52.8%	708	25.0%	0	0.0%	626	22.1%	2,827
2022-23	1,271	41.0%	1,625	52.5%	0	0.0%	202	6.5%	3,098
2023-24	1,905	35.4%	3,055	56.8%	0	0.0%	417	7.8%	5,377
Moora									
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
2015-16	1,652	63.6%	742	28.6%	0	0.0%	203	7.8%	2,597
2016-17	1,467	36.5%	1,138	28.3%	0	0.0%	1,415	35.2%	4,020
2017-18	1,364	39.5%	812	23.5%	0	0.0%	1,278	37.0%	3,454
2018-19	943	31.2%	817	27.0%	0	0.0%	1,264	41.8%	3,024
2019-20	1,230	34.6%	1,640	46.1%	0	0.0%	690	19.4%	3,560
2020-21	1,232	37.4%	1,756	53.4%	0	0.0%	303	9.2%	3,291
2021-22	1,259	22.7%	3,033	54.6%	0	0.0%	1,259	22.7%	5,551
2022-23	1,078	7.1%	6,215	40.8%	6,000	39.4%	1,950	12.8%	15,243
2023-24	1,857	32.3%	2,433	42.4%	0	0.0%	1,451	25.3%	5,741

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Mount Marshall									
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
2015-16	1,798	63.8%	715	25.4%	0	0.0%	307	10.9%	2,820
2016-17	1,735	60.3%	1,045	36.3%	0	0.0%	97	3.4%	2,877
2017-18	1,816	64.3%	794	28.1%	0	0.0%	213	7.5%	2,823
2018-19	1,316	54.5%	799	33.1%	0	0.0%	301	12.5%	2,416
2019-20	1,460	55.8%	929	35.5%	0	0.0%	228	8.7%	2,617
2020-21	1,550	54.4%	1,058	37.2%	0	0.0%	239	8.4%	2,847
2021-22	1,495	52.5%	1,102	38.7%	0	0.0%	253	8.9%	2,850
2022-23	1,910	44.9%	1,321	31.1%	0	0.0%	1,022	24.0%	4,253
2023-24	1,700	59.3%	947	33.0%	0	0.0%	220	7.7%	2,867
Mukinbudin									
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
2015-16	1,203	60.2%	518	25.9%	0	0.0%	276	13.8%	1,997
2016-17	877	54.4%	440	27.3%	0	0.0%	295	18.3%	1,612
2017-18	1,110	60.3%	332	18.0%	0	0.0%	399	21.7%	1,841
2018-19	777	44.7%	577	33.2%	0	0.0%	386	22.2%	1,740
2019-20	971	49.3%	484	24.6%	0	0.0%	516	26.2%	1,971
2020-21	961	49.6%	573	29.6%	0	0.0%	402	20.8%	1,936
2021-22	999	52.3%	588	30.8%	0	0.0%	322	16.9%	1,909
2022-23	970	55.4%	587	33.5%	0	0.0%	193	11.0%	1,750
2023-24	1,035	47.5%	590	27.1%	0	0.0%	552	25.4%	2,177
Northam									
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076
2015-16	2,169	37.3%	702	12.1%	0	0.0%	2,944	50.6%	5,815
2016-17	1,231	21.9%	800	14.2%	0	0.0%	3,591	63.9%	5,622
2017-18	1,325	23.5%	967	17.1%	0	0.0%	3,358	59.4%	5,650
2018-19	1,323	17.5%	2,231	29.5%	0	0.0%	4,021	53.1%	7,575
2019-20	1,308	17.9%	2,725	37.3%	43	0.6%	3,226	44.2%	7,302
2020-21	1,143	22.1%	832	16.1%	0	0.0%	3,196	61.8%	5,171
2021-22	2,249	36.8%	763	12.5%	0	0.0%	3,100	50.7%	6,112
2022-23	3,249	50.6%	790	12.3%	0	0.0%	2,387	37.1%	6,426
2023-24	2,947	44.2%	545	8.2%	0	0.0%	3,177	47.6%	6,669
Nungarin									
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
2015-16	713	53.6%	239	18.0%	0	0.0%	377	28.4%	1,329
2016-17	686	56.4%	244	20.1%	0	0.0%	286	23.5%	1,216
2017-18	371	38.5%	169	17.5%	0	0.0%	423	43.9%	963
2018-19	342	35.6%	246	25.6%	0	0.0%	372	38.8%	960
2019-20	527	58.0%	381	42.0%	0	0.0%	0	0.0%	908
2020-21	512	55.5%	260	28.2%	0	0.0%	151	16.4%	923
2021-22	532	44.8%	268	22.6%	0	0.0%	387	32.6%	1,187
2022-23	588	39.5%	478	32.1%	0	0.0%	424	28.5%	1,490
2023-24	816	51.5%	327	20.7%	0	0.0%	440	27.8%	1,583

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Tammin									
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
2015-16	559	45.4%	373	30.3%	0	0.0%	298	24.2%	1,230
2016-17	663	49.0%	415	30.7%	0	0.0%	275	20.3%	1,353
2017-18	555	44.7%	230	18.5%	0	0.0%	458	36.8%	1,243
2018-19	374	38.1%	326	33.2%	0	0.0%	281	28.6%	981
2019-20	489	39.6%	387	31.3%	0	0.0%	360	29.1%	1,236
2020-21	687	43.8%	409	26.1%	0	0.0%	474	30.2%	1,570
2021-22	523	42.8%	214	17.5%	0	0.0%	485	39.7%	1,222
2022-23	786	53.6%	681	46.4%	0	0.0%	0	0.0%	1,467
2023-24	929	65.5%	170	12.0%	0	0.0%	no data	no data	1,419
Toodyay									
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
2015-16	1,322	50.2%	797	30.3%	0	0.0%	515	19.6%	2,634
2016-17	1,350	44.8%	1,051	34.9%	0	0.0%	611	20.3%	3,012
2017-18	1,060	41.9%	279	11.0%	0	0.0%	1,193	47.1%	2,532
2018-19	585	21.5%	395	14.5%	0	0.0%	1,745	64.0%	2,725
2019-20	944	23.6%	1,088	27.2%	0	0.0%	1,971	49.2%	4,003
2020-21	1,886	50.8%	536	14.4%	0	0.0%	1,290	34.8%	3,712
2021-22	1,845	64.6%	305	10.7%	12	0.4%	696	24.4%	2,858
2022-23	3,046	64.4%	682	14.4%	0	0.0%	1,003	21.2%	4,731
2023-24	4,328	78.0%	547	9.9%	57	1.0%	620	11.2%	5,552
Trayning									
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
2015-16	994	73.4%	360	26.6%	0	0.0%	0	0.0%	1,354
2016-17	1,076	74.3%	373	25.7%	0	0.0%	0	0.0%	1,449
2017-18	779	52.7%	578	39.1%	0	0.0%	121	8.2%	1,478
2018-19	570	44.4%	523	40.8%	0	0.0%	190	14.8%	1,283
2019-20	764	48.6%	406	25.8%	0	0.0%	403	25.6%	1,573
2020-21	765	51.7%	423	28.6%	0	0.0%	292	19.7%	1,480
2021-22	1,018	50.0%	437	21.4%	0	0.0%	583	28.6%	2,038
2022-23	1,077	55.3%	521	26.7%	0	0.0%	350	18.0%	1,948
2023-24	864	42.9%	386	19.2%	0	0.0%	765	38.0%	2,015
Victoria Plains									
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897
2015-16	1,201	44.1%	672	24.7%	20	0.7%	831	30.5%	2,724
2016-17	1,235	46.0%	313	11.7%	0	0.0%	1,138	42.4%	2,686
2017-18	1,139	52.2%	306	14.0%	0	0.0%	738	33.8%	2,183
2018-19	1,018	21.1%	3,078	63.7%	0	0.0%	738	15.3%	4,834
2019-20	901	30.2%	1,144	38.4%	0	0.0%	934	31.4%	2,979
2020-21	557	17.3%	1,930	60.0%	0	0.0%	729	22.7%	3,216
2021-22	970	24.7%	1,026	26.2%	0	0.0%	1,924	49.1%	3,920
2022-23	1,581	62.7%	207	8.2%	101	4.0%	633	25.1%	2,522
2023-24	1,610	26.4%	2,812	46.1%	0	0.0%	1,678	27.5%	6,100

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Westonia									
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2015-16	1,152	67.9%	345	20.3%	0	0.0%	200	11.8%	1,697
2016-17	1,022	51.6%	669	33.8%	0	0.0%	288	14.6%	1,979
2017-18	963	68.0%	296	20.9%	0	0.0%	158	11.2%	1,417
2018-19	788	54.5%	410	28.4%	0	0.0%	248	17.2%	1,446
2019-20	852	19.9%	314	7.3%	2,668	62.4%	442	10.3%	4,276
2020-21	856	46.8%	558	30.5%	0	0.0%	414	22.6%	1,828
2021-22	879	50.2%	466	26.6%	0	0.0%	405	23.1%	1,750
2022-23	1,091	58.1%	527	28.1%	0	0.0%	259	13.8%	1,877
2023-24	1,207	47.1%	578	22.5%	0	0.0%	780	30.4%	2,565
Wongan-Ballidu									
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
2015-16	1,811	57.5%	763	24.2%	0	0.0%	578	18.3%	3,152
2016-17	1,656	55.9%	723	24.4%	0	0.0%	585	19.7%	2,964
2017-18	1,454	46.9%	1,049	33.8%	0	0.0%	598	19.3%	3,101
2018-19	983	37.2%	598	22.6%	0	0.0%	1,062	40.2%	2,643
2019-20	1,334	39.6%	876	26.0%	0	0.0%	1,159	34.4%	3,369
2020-21	1,334	39.6%	977	29.0%	0	0.0%	1,054	31.3%	3,365
2021-22	1,417	34.3%	2,365	57.2%	0	0.0%	355	8.6%	4,137
2022-23	1,132	20.8%	3,190	58.7%	0	0.0%	1,115	20.5%	5,437
2023-24	1,855	47.0%	1,845	46.7%	0	0.0%	250	6.3%	3,950
Wyalkatchem									
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
2015-16	975	65.0%	342	22.8%	0	0.0%	182	12.1%	1,499
2016-17	893	66.2%	400	29.7%	0	0.0%	56	4.2%	1,349
2017-18	842	41.8%	727	36.1%	0	0.0%	447	22.2%	2,016
2018-19	651	55.6%	376	32.1%	0	0.0%	143	12.2%	1,170
2019-20	746	53.3%	371	26.5%	0	0.0%	282	20.2%	1,399
2020-21	845	61.1%	433	31.3%	0	0.0%	105	7.6%	1,383
2021-22	822	47.9%	720	42.0%	0	0.0%	174	10.1%	1,716
2022-23	1,031	51.8%	492	24.7%	0	0.0%	466	23.4%	1,989
2023-24	902	48.3%	530	28.4%	0	0.0%	435	23.3%	1,867
Yilgarn									
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
2015-16	2,684	57.9%	919	19.8%	45	1.0%	989	21.3%	4,637
2016-17	2,531	63.5%	921	23.1%	14	0.4%	521	13.1%	3,987
2017-18	2,462	62.1%	920	23.2%	93	2.3%	488	12.3%	3,963
2018-19	2,036	55.2%	1,050	28.4%	49	1.3%	556	15.1%	3,691
2019-20	2,367	59.1%	1,476	36.9%	72	1.8%	89	2.2%	4,004
2020-21	2,609	66.0%	1,132	28.6%	153	3.9%	59	1.5%	3,953
2021-22	2,680	61.5%	1,181	27.1%	0	0.0%	494	11.3%	4,355
2022-23	1,823	37.6%	1,243	25.6%	169	3.5%	1,612	33.3%	4,847
2023-24	3,218	73.4%	446	10.2%	0	0.0%	no data	no data	4,386

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
York									
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517
2015-16	1,215	40.4%	563	18.7%	0	0.0%	1,231	40.9%	3,009
2016-17	1,436	52.7%	808	29.7%	0	0.0%	480	17.6%	2,724
2017-18	677	23.5%	745	25.8%	0	0.0%	1,461	50.7%	2,883
2018-19	892	36.0%	420	16.9%	0	0.0%	1,166	47.1%	2,478
2019-20	1,037	31.0%	706	21.1%	0	0.0%	1,603	47.9%	3,346
2020-21	1,171	58.3%	154	7.7%	0	0.0%	683	34.0%	2,008
2021-22	1,131	51.0%	154	6.9%	0	0.0%	933	42.1%	2,218
2022-23	1,049	38.6%	178	6.6%	0	0.0%	1,490	54.8%	2,717
2023-24	2,669	71.2%	249	6.6%	0	0.0%	829	22.1%	3,747

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Wheatbelt South Region									
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
2015-16	22,724	52.8%	9,228	21.4%	1,040	2.4%	10,046	23.3%	43,038
2016-17	22,282	46.5%	15,205	31.7%	13	0.0%	10,422	21.7%	47,922
2017-18	20,625	30.1%	32,581	47.5%	1,454	2.1%	13,892	20.3%	68,552
2018-19	20,839	33.0%	25,092	39.7%	214	0.3%	17,052	27.0%	63,197
2019-20	18,305	42.0%	10,986	25.2%	185	0.4%	12,587	28.9%	43,619
2020-21	19,235	42.0%	14,908	32.6%	1,295	2.8%	10,307	22.5%	45,745
2021-22	25,362	49.2%	15,371	29.8%	0	0.0%	10,779	20.9%	51,512
2022-23	24,445	39.5%	24,825	40.1%	0	0.0%	12,629	20.4%	61,899
2023-24	28,547	45.7%	18,499	29.6%	200	0.3%	15,220	24.4%	62,466
Beverley									
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
2015-16	1,106	51.3%	438	20.3%	13	0.6%	599	27.8%	2,156
2016-17	1,103	48.7%	496	21.9%	13	0.6%	655	28.9%	2,267
2017-18	1,164	21.4%	1,845	33.9%	5	0.1%	2,423	44.6%	5,437
2018-19	4,574	71.0%	561	8.7%	5	0.1%	1,299	20.2%	6,439
2019-20	688	27.7%	582	23.4%	0	0.0%	1,213	48.9%	2,483
2020-21	796	36.3%	461	21.0%	0	0.0%	935	42.7%	2,192
2021-22	2,232	52.9%	630	14.9%	0	0.0%	1,358	32.2%	4,220
2022-23	950	27.0%	598	17.0%	0	0.0%	1,966	55.9%	3,514
2023-24	897	22.6%	995	25.1%	0	0.0%	2,071	52.3%	3,963
Brookton									
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
2015-16	771	53.9%	325	22.7%	0	0.0%	335	23.4%	1,431
2016-17	808	50.2%	449	27.9%	0	0.0%	351	21.8%	1,608
2017-18	645	44.1%	353	24.1%	0	0.0%	465	31.8%	1,463
2018-19	425	32.6%	405	31.0%	0	0.0%	475	36.4%	1,305
2019-20	579	35.5%	385	23.6%	0	0.0%	668	40.9%	1,632
2020-21	588	38.0%	434	28.1%	0	0.0%	525	33.9%	1,547
2021-22	734	45.7%	465	28.9%	0	0.0%	408	25.4%	1,607
2022-23	704	22.9%	1,645	53.5%	0	0.0%	727	23.6%	3,076
2023-24	774	31.3%	659	26.7%	0	0.0%	1,038	42.0%	2,471
Bruce Rock									
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
2015-16	1,590	60.5%	540	20.5%	0	0.0%	500	19.0%	2,630
2016-17	1,598	61.8%	737	28.5%	0	0.0%	250	9.7%	2,585
2017-18	1,764	46.8%	1,583	42.0%	0	0.0%	426	11.3%	3,773
2018-19	1,331	52.0%	793	31.0%	0	0.0%	436	17.0%	2,560
2019-20	1,452	53.8%	667	24.7%	0	0.0%	582	21.5%	2,701
2020-21	1,208	54.2%	585	26.3%	0	0.0%	435	19.5%	2,228
2021-22	2,362	70.8%	620	18.6%	0	0.0%	353	10.6%	3,335
2022-23	1,917	61.1%	796	25.4%	0	0.0%	423	13.5%	3,136
2023-24	1,790	65.6%	643	23.6%	0	0.0%	295	10.8%	2,728

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
Corrigin									
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
2015-16	1,332	54.5%	469	19.2%	0	0.0%	642	26.3%	2,443
2016-17	1,592	51.3%	663	21.4%	0	0.0%	850	27.4%	3,105
2017-18	1,423	27.3%	2,495	47.9%	0	0.0%	1,289	24.8%	5,207
2018-19	858	15.2%	3,765	66.5%	0	0.0%	1,039	18.4%	5,662
2019-20	2,963	67.2%	710	16.1%	0	0.0%	736	16.7%	4,409
2020-21	1,403	50.8%	695	25.2%	0	0.0%	664	24.0%	2,762
2021-22	1,165	34.4%	1,629	48.1%	0	0.0%	590	17.4%	3,384
2022-23	1,207	30.0%	2,012	50.0%	0	0.0%	808	20.1%	4,027
2023-24	1,426	34.9%	1,768	43.2%	0	0.0%	897	21.9%	4,091
Cuballing									
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656
2015-16	713	39.2%	369	20.3%	0	0.0%	737	40.5%	1,819
2016-17	819	51.1%	442	27.6%	0	0.0%	343	21.4%	1,604
2017-18	573	36.7%	620	39.7%	0	0.0%	367	23.5%	1,560
2018-19	530	31.3%	455	26.9%	0	0.0%	708	41.8%	1,693
2019-20	568	35.5%	636	39.8%	0	0.0%	394	24.7%	1,598
2020-21	526	25.9%	962	47.5%	0	0.0%	539	26.6%	2,027
2021-22	654	35.4%	605	32.8%	0	0.0%	588	31.8%	1,847
2022-23	604	12.9%	3,458	73.7%	0	0.0%	631	13.4%	4,693
2023-24	630	19.8%	1,749	54.9%	0	0.0%	807	25.3%	3,186
Dumbleyung									
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
2015-16	1,330	58.8%	520	23.0%	0	0.0%	412	18.2%	2,262
2016-17	1,433	62.4%	384	16.7%	0	0.0%	481	20.9%	2,298
2017-18	1,108	49.6%	467	20.9%	0	0.0%	661	29.6%	2,236
2018-19	619	31.6%	486	24.8%	0	0.0%	853	43.6%	1,958
2019-20	1,018	47.3%	492	22.8%	0	0.0%	644	29.9%	2,154
2020-21	813	52.6%	733	47.4%	0	0.0%	0	0.0%	1,546
2021-22	1,058	48.5%	942	43.2%	0	0.0%	183	8.4%	2,183
2022-23	977	18.1%	4,312	79.7%	0	0.0%	121	2.2%	5,410
2023-24	1,608	34.4%	2,486	53.3%	0	0.0%	573	12.3%	4,667
Kondinin									
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
2015-16	1,699	52.5%	488	15.1%	0	0.0%	1,047	32.4%	3,234
2016-17	1,877	61.0%	773	25.1%	0	0.0%	425	13.8%	3,075
2017-18	1,397	39.7%	809	23.0%	716	20.3%	601	17.1%	3,523
2018-19	800	17.4%	663	14.5%	20	0.4%	3,104	67.7%	4,587
2019-20	1,315	52.9%	637	25.6%	0	0.0%	532	21.4%	2,484
2020-21	1,604	67.8%	542	22.9%	0	0.0%	220	9.3%	2,366
2021-22	1,540	32.0%	2,405	49.9%	0	0.0%	873	18.1%	4,818
2022-23	1,533	32.1%	2,448	51.2%	0	0.0%	801	16.8%	4,782
2023-24	4,512	69.0%	645	9.9%	200	3.1%	1,179	18.0%	6,536

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Kulin									
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
2015-16	2,178	81.1%	506	18.9%	0	0.0%	0	0.0%	2,684
2016-17	1,612	55.3%	532	18.3%	0	0.0%	771	26.4%	2,915
2017-18	1,390	56.8%	504	20.6%	271	11.1%	282	11.5%	2,447
2018-19	856	36.5%	637	27.2%	189	8.1%	662	28.2%	2,344
2019-20	1,398	53.6%	535	20.5%	185	7.1%	492	18.9%	2,610
2020-21	2,129	60.5%	685	19.5%	95	2.7%	611	17.4%	3,520
2021-22	1,939	36.2%	2,784	52.0%	0	0.0%	632	11.8%	5,355
2022-23	2,116	33.5%	3,490	55.2%	0	0.0%	714	11.3%	6,320
2023-24	3,806	64.6%	1,160	19.7%	0	0.0%	924	15.7%	5,890
Lake Grace									
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
2015-16	2,969	72.5%	600	14.7%	0	0.0%	526	12.8%	4,095
2016-17	1,948	54.2%	981	27.3%	0	0.0%	667	18.5%	3,596
2017-18	2,850	30.4%	6,085	64.9%	0	0.0%	443	4.7%	9,378
2018-19	2,552	33.6%	4,236	55.7%	0	0.0%	813	10.7%	7,601
2019-20	1,769	58.3%	468	15.4%	0	0.0%	798	26.3%	3,035
2020-21	1,912	59.9%	850	26.6%	0	0.0%	429	13.4%	3,191
2021-22	3,283	75.1%	741	17.0%	0	0.0%	345	7.9%	4,369
2022-23	2,784	54.4%	887	17.3%	0	0.0%	1,450	28.3%	5,121
2023-24	3,078	58.7%	875	16.7%	0	0.0%	1,294	24.7%	5,247
Narembeen									
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
2015-16	1,459	56.2%	673	25.9%	0	0.0%	463	17.8%	2,595
2016-17	1,455	28.0%	2,544	49.0%	0	0.0%	1,192	23.0%	5,191
2017-18	1,515	20.1%	4,685	62.0%	0	0.0%	1,355	17.9%	7,555
2018-19	1,170	16.1%	5,056	69.5%	0	0.0%	1,045	14.4%	7,271
2019-20	0	62.3%	698	28.0%	0	0.0%	242	9.7%	2,496
2020-21	1,635	29.1%	2,713	48.2%	1,200	21.3%	75	1.3%	5,623
2021-22	2,462	67.2%	1,179	32.2%	0	0.0%	21	0.6%	3,662
2022-23	2,127	56.0%	1,457	38.4%	0	0.0%	214	5.6%	3,798
2023-24	2,743	66.4%	1,285	31.1%	0	0.0%	101	2.4%	4,129
Shire of Narrogin [New Shire established 1 July 2016]									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
2013-14	740	20.1%	1,719	46.6%	0	0.0%	1,228	33.3%	3,687
2014-15	769	17.0%	2,289	50.7%	0	0.0%	1,454	32.2%	4,512
2015-16	1,035	22.0%	681	14.5%	1,025	21.8%	1,963	41.7%	4,704
2016-17	1,189	30.9%	599	15.6%	0	0.0%	2,059	53.5%	3,847
2017-18	1,118	27.3%	1,851	45.2%	0	0.0%	1,126	27.5%	4,095
2018-19	1,763	39.1%	664	14.7%	0	0.0%	2,077	46.1%	4,504
2019-20	981	24.9%	799	20.3%	0	0.0%	2,153	54.7%	3,933
2020-21	984	27.2%	671	18.6%	0	0.0%	1,957	54.2%	3,612
2021-22	1,010	32.5%	695	22.3%	0	0.0%	1,405	45.2%	3,110
2022-23	2,671	68.6%	888	22.8%	0	0.0%	334	8.6%	3,893
2023-24	1,374	30.1%	1,642	36.0%	0	0.0%	1,549	33.9%	4,565

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total \$000's
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	
Pingelly									
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
2015-16	784	35.7%	583	26.6%	0	0.0%	827	37.7%	2,194
2016-17	1,376	55.4%	633	25.5%	0	0.0%	476	19.2%	2,485
2017-18	644	26.4%	869	35.6%	0	0.0%	927	38.0%	2,440
2018-19	365	17.9%	750	36.9%	0	0.0%	919	45.2%	2,034
2019-20	843	43.0%	666	33.9%	0	0.0%	453	23.1%	1,962
2020-21	666	31.2%	1,152	53.9%	0	0.0%	319	14.9%	2,137
2021-22	802	45.7%	552	31.5%	0	0.0%	401	22.8%	1,755
2022-23	698	46.0%	820	54.0%	0	0.0%	0	0.0%	1,518
2023-24	793	42.3%	512	27.3%	0	0.0%	569	30.4%	1,874
Quairading									
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734
2015-16	698	39.9%	725	41.5%	0	0.0%	325	18.6%	1,748
2016-17	889	19.3%	3,420	74.2%	0	0.0%	299	6.5%	4,608
2017-18	1,186	12.1%	7,109	72.4%	462	4.7%	1,064	10.8%	9,821
2018-19	717	17.0%	2,610	62.0%	0	0.0%	884	21.0%	4,211
2019-20	1,143	45.4%	830	33.0%	0	0.0%	542	21.6%	2,515
2020-21	1,190	35.5%	1,838	54.8%	0	0.0%	325	9.7%	3,353
2021-22	1,585	63.9%	251	10.1%	0	0.0%	643	25.9%	2,479
2022-23	1,287	55.8%	170	7.4%	0	0.0%	850	36.8%	2,307
2023-24	1,068	44.4%	1,127	46.9%	0	0.0%	209	8.7%	2,404
Wagin									
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438
2015-16	1,107	61.1%	408	22.5%	0	0.0%	298	16.4%	1,813
2016-17	981	54.3%	521	28.8%	0	0.0%	305	16.9%	1,807
2017-18	925	47.9%	743	38.5%	0	0.0%	263	13.6%	1,931
2018-19	715	22.5%	2,080	65.5%	0	0.0%	379	11.9%	3,174
2019-20	835	38.2%	862	39.5%	0	0.0%	487	22.3%	2,184
2020-21	874	53.4%	421	25.7%	0	0.0%	341	20.8%	1,636
2021-22	1,231	67.9%	482	26.6%	0	0.0%	100	5.5%	1,813
2022-23	1,309	73.3%	353	19.8%	0	0.0%	125	7.0%	1,787
2023-24	934	41.8%	632	28.3%	0	0.0%	671	30.0%	2,237
Wandering									
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461
2015-16	1,042	60.7%	413	24.1%	0	0.0%	262	15.3%	1,717
2016-17	592	38.4%	561	36.4%	0	0.0%	390	25.3%	1,543
2017-18	369	15.8%	1,360	58.1%	0	0.0%	612	26.1%	2,341
2018-19	320	21.8%	385	26.3%	0	0.0%	761	51.9%	1,466
2019-20	409	27.7%	401	27.1%	0	0.0%	669	45.2%	1,479
2020-21	446	24.0%	851	45.8%	0	0.0%	563	30.3%	1,860
2021-22	731	41.0%	104	5.8%	0	0.0%	949	53.2%	1,784
2022-23	463	25.4%	412	22.6%	0	0.0%	947	52.0%	1,822
2023-24	390	20.1%	170	8.8%	0	0.0%	1,377	71.1%	1,937

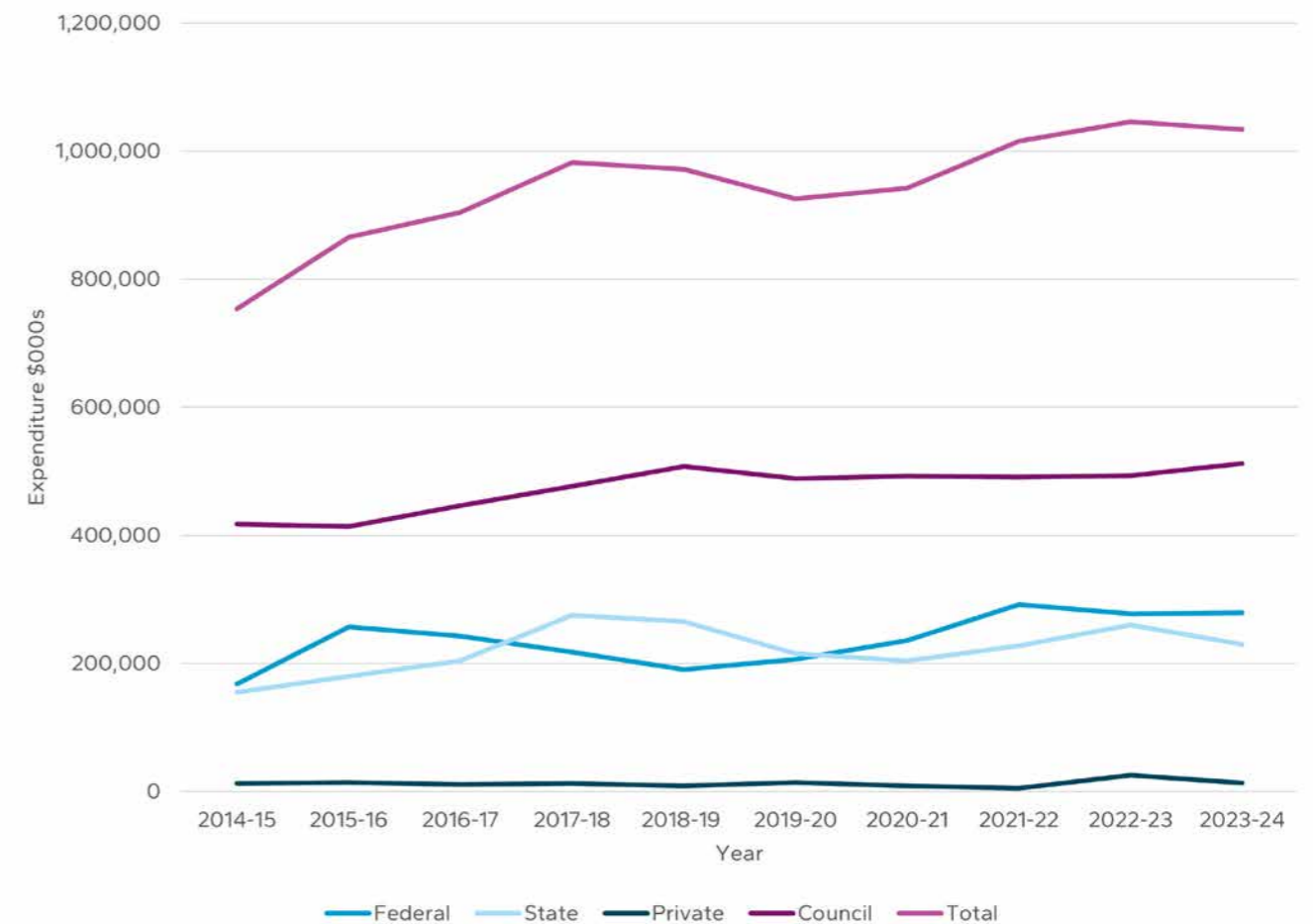
Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
West Arthur									
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442
2015-16	1,025	46.5%	599	27.2%	2	0.1%	578	26.2%	2,204
2016-17	1,353	59.6%	572	25.2%	0	0.0%	346	15.2%	2,271
2017-18	996	52.4%	364	19.2%	0	0.0%	540	28.4%	1,900
2018-19	1,945	69.9%	484	17.4%	0	0.0%	355	12.8%	2,784
2019-20	796	40.6%	715	36.5%	0	0.0%	448	22.9%	1,959
2020-21	924	47.7%	351	18.1%	0	0.0%	663	34.2%	1,938
2021-22	1,099	49.4%	486	21.8%	0	0.0%	641	28.8%	2,226
2022-23	934	40.8%	540	23.6%	0	0.0%	814	35.6%	2,288
2023-24	1,123	50.7%	529	23.9%	0	0.0%	564	25.5%	2,216
Wickepin									
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
2015-16	1,174	77.3%	317	20.9%	0	0.0%	27	1.8%	1,518
2016-17	1,037	70.0%	429	28.9%	0	0.0%	16	1.1%	1,482
2017-18	976	48.1%	448	22.1%	0	0.0%	607	29.9%	2,031
2018-19	807	40.1%	499	24.8%	0	0.0%	707	35.1%	2,013
2019-20	1,032	42.5%	524	21.6%	0	0.0%	875	36.0%	2,431
2020-21	889	36.5%	607	24.9%	0	0.0%	938	38.5%	2,434
2021-22	897	43.8%	428	20.9%	0	0.0%	721	35.2%	2,046
2022-23	1,150	56.5%	149	7.3%	0	0.0%	738	36.2%	2,037
2023-24	909	38.3%	1,144	48.2%	0	0.0%	319	13.4%	2,372
Williams									
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
2015-16	712	39.8%	574	32.0%	0	0.0%	505	28.2%	1,791
2016-17	620	37.9%	469	28.7%	0	0.0%	546	33.4%	1,635
2017-18	582	41.2%	391	27.7%	0	0.0%	441	31.2%	1,414
2018-19	492	30.9%	563	35.4%	0	0.0%	536	33.7%	1,591
2019-20	516	33.2%	379	24.4%	0	0.0%	659	42.4%	1,554
2020-21	648	36.5%	357	20.1%	0	0.0%	768	43.3%	1,773
2021-22	578	38.1%	373	24.6%	0	0.0%	568	37.4%	1,519
2022-23	1,014	42.8%	390	16.5%	0	0.0%	966	40.8%	2,370
2023-24	692	35.4%	478	24.5%	0	0.0%	783	40.1%	1,953

Sources of Road Funds – 2013-14 to 2023-24

Year	Federal		State		Private		Own Resources		Total
	\$000's	%	\$000's	%	\$000's	%	\$000's	%	\$000's
State									
	Federal		State		Private		Council		Total
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	807,445
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	753,411
2015-16	257,401	29.7%	180,104	20.8%	14,354	1.7%	413,902	47.8%	865,761
2016-17	242,422	26.8%	204,180	22.6%	11,169	1.2%	446,552	49.4%	904,323
2017-18	217,697	22.2%	275,570	28.1%	12,474	1.3%	476,427	48.5%	982,168
2018-19	190,525	19.6%	265,473	27.3%	8,460	0.9%	507,385	52.2%	971,843
2019-20	205,992	22.2%	215,623	23.3%	14,037	1.5%	488,657	52.8%	925,865
2020-21	236,218	25.1%	204,326	21.7%	8,869	0.9%	492,811	52.3%	942,224
2021-22	292,099	28.8%	227,860	22.4%	5,015	0.5%	490,912	48.3%	1,015,887
2022-23	277,356	26.5%	259,880	24.8%	25,602	2.4%	493,376	47.2%	1,046,142
2023-24	278,690	27.0%	229,595	22.2%	13,674	1.3%	512,137	49.5%	1,034,095
10 Years	2,366,179	25.1%	2,217,737	23.5%	126,230	1.3%	4,740,088	50.2%	9,441,719
5 Years	1,290,355	26.0%	1,137,284	22.9%	67,196	1.4%	2,477,893	49.9%	4,964,213

Growth in Road Funds 10 Years



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