



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

2013/14





WALGA

WORKING FOR LOCAL GOVERNMENT

Acknowledgements

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

PHOTOGRAPHS

Front cover: Bulyee–Quairading Road, Quairading - Parry Street, Fremantle - Mint Street and Shepperton Road, Victoria Park.

Opposite Foreword: Toodyay–Clackline Road, Toodyay

Page 4: Parry Street, Fremantle

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Foreword



For Local Governments, infrastructure investment decisions typically focus on allocating limited funds to maintain service levels and manage risks of failure across an extensive and growing network of assets. This grabs less public attention than the high profile projects of State and Federal Governments. Because it is hard to see the impact in one place, this report is important in providing an overview and analysis of the \$807 million spent by Local Governments on new and existing roads, bridges and paths in 2013/14.

Total expenditure on Local Government roads and associated assets grew 5.2% in 2013/14, less than the average growth in expenditure of 8.6% per annum in the previous four years. This reflects the tight budgetary environment and subdued increases in the cost of works, offset by growth in the length of the network and significant increase in demand from heavy and light vehicles.

Collectively, the sector invested \$576.7m maintaining and renewing existing roads and associated assets. This was a 7% increase on the previous year and a 38.5% increase over just five years earlier. This continued focus on maintaining and renewing existing assets means that the gap between expenditure on maintenance and renewal and that required to maintain roads in their current condition has fallen from \$100 million per year in 2012/13 to around \$85 million per year. However, performance is highly variable across the State, with rural and remote Councils unable to reinvest in the road network at a sustainable level. Outside the Perth metropolitan area, 56% of funding for Local Government roads is provided by Federal and State Governments. While the State Government contribution to funding fell \$13.3m (7.3%) in 2013/14, this was primarily the result of the Grain Freight program coming to an end and less repair work following flood damage. Cuts to State Government funding for roads announced in December 2013 and February 2014 will impact mainly in 2014/15 and 2015/16.

It is pleasing to see Local Governments continuing to respond to demand for active transport to complement road and public transport services. In the past five years the shared path network has grown by 576 kilometres (14.4%) while concrete/asphalt footpath length grew 592 kilometres (6.7%). Extension and maintenance of this network will require significant funding into the future.

I would like to thank Local Governments for providing the data to compile this report and encourage you to use this information to support Local Governments in their efforts to sustainably provide the roads needed for a strong economy and strong communities.

A handwritten signature in blue ink, appearing to read "Troy Pickard".

Mayor Troy Pickard
President

A brief history of the Asset Preservation Model

The Asset Preservation Model has been developed to optimise the distribution of Commonwealth and State road funds to Local Government. This brief paper describes the history and use of the Asset Preservation Model.

Commonwealth local road grants were allocated by Main Roads WA using historical criteria until 1989. Metropolitan councils believed that they were disadvantaged and there was growing pressure on Main Roads to review the way in which the funds were allocated. Main Roads undertook a major study of the way the funds were allocated. The three Associations representing Local Government at the time were all active participants in the study.

The study developed the Asset Preservation Model in 1989-90 and it resulted in a significant change to the distribution of road grants that was phased in starting in 1990-91.

In 1991 the Commonwealth local road funds were untied and responsibility for administration shifted from Main Roads WA to the WA Local Government Grants Commission.

The Grants Commission undertook a major review of the Asset Preservation Model in 1992 to ensure that it was the most appropriate method and that it was compatible with new Commonwealth principles for allocating local road funds. The review involved the three Associations of Local Government.

Seminars were held at regional centres throughout the State to obtain Local Government views on the principles, assumptions, road standards and costs used in the model.

The model was refined and adopted by the WA Grants Commission.

The Asset Preservation Model assesses the average annual cost of maintaining each Local Government's road network. It takes into account:

- annual and recurrent maintenance costs; and
- reconstruction cost at the end of the road's useful life.

The model recognises the different needs of urban and rural roads, and the different levels of development of these roads. Thus the needs of sealed, gravel and formed roads are each treated according to their particular needs.

The model calculates annual asset preservation expenditure needs for each work activity by the formula:

$$\text{Unit cost per km} \times \text{frequency factor} \times \text{road length} = \text{Annual expenditure need}$$

For example, the annual expenditure need for resealing for a Local Government that has 10 kilometres of road sealed 6 metres wide would be:

$$\$30\,000 \text{ (unit cost per km)} \times 1/15 \text{ (frequency factor)} \times 10 \text{ (length)} = \$20,000$$

The frequency factor refers to how often the work is carried out. In this example, resealing is carried out every 15 years.

The annual cost of all relevant road work activities is calculated in this way for each Local Government, to obtain its total asset preservation expenditure needs.

The Asset Preservation Model has the facility to equalise road standards through minimum standards. These standards help Local Governments that have not been able to develop their road systems to the same degree as more affluent or older Local Governments.

The model requires comprehensive road statistics, costs and work standards. Road statistics are obtained from the Main Roads inventory and are updated each year based on information provided by Local Governments from their road asset management system. Costs were obtained from the Regional Road Groups. Work standards were set in consultation with Main Roads and Local Government engineers.

The local road asset preservation needs for the whole State greatly exceed the Commonwealth funds available. Each Local Government receives a grant in proportion to its asset preservation needs. Currently, Local Governments receive 13.6% of their asset preservation needs from the Commonwealth financial assistance road grants.

One of the Commonwealth's requirements was that the method of allocating the funds should be transparent. This was achieved by providing Local Governments with a simple one page statement showing how their grants are calculated.

The Asset Preservation Model has been in operation for twenty five years and is accepted by Local Government as an equitable method of allocating road funds. It is also used by Main Roads to distribute Direct Grants between Local Governments and Road Project Grant funds between non-metropolitan Regional Road Groups.



Conclusions 2013-14 Report

- 1.** Local Government is responsible for 127,796 kilometres of local roads of which 30% are sealed. Excluding Forestry and National Park roads, the Local Government roads make up 88% of the WA road network. Local Government roads have a replacement value of \$23.71 billion as at 30 June 2014.
- 2.** The written down value of the road network is \$13.73 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 58% for local roads compared to 65% for State highways and main roads in WA.
- 3.** In the five years 2009-10 to 2013-14 total road expenditure on local roads increased by 34.7% to \$807.4 million.
- 4.** The estimated cost of maintaining WA's road network in its current condition in 2013-14 was \$641.6 million. Local Governments spent \$556.9 million on road preservation, a shortfall of \$84.7 million.
- 5.** The shortfall in 2013-14 has decreased from \$142.9 million in 2010-11 to \$84.7 million in 2013-14.
- 6.** State wide, Local Government provided 57.4% of its total road expenditure from its own resources. The Commonwealth Government provided 17.6%, the State Government 20.9%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 4.0% of the total road expenditure.
- 7.** Roads in the Metropolitan region are in a better state than roads elsewhere. The reason for this is that Metropolitan Local Governments have a much greater revenue capacity to satisfy their road needs from their own resources than other Local Governments. For example:

 - Local Governments in the Metropolitan Region have to spend only 18% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation.
 - Local Governments in Wheatbelt South would have to spend 96% 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. Local Governments in Wheatbelt North would have to spend 79%.
 - Over the whole State, Local Governments would have to spend 30% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2013-14 Local Governments spent 28% of their revenue capacity on roads.
- 8.** Expenditure on maintenance and renewal of the existing road network [\$576.7 million in 2013-14] has increased 38.5% in the five years from 2009-10 to 2013-14. Expenditure on upgrading and expansion [\$230.7 million in 2013-14] has increased by 26.0%

9. Road preservation expenditure for each class of local road varies considerably.

ROAD PRESERVATION EXPENDITURE PER KILOMETRE OF ROAD 2013-14

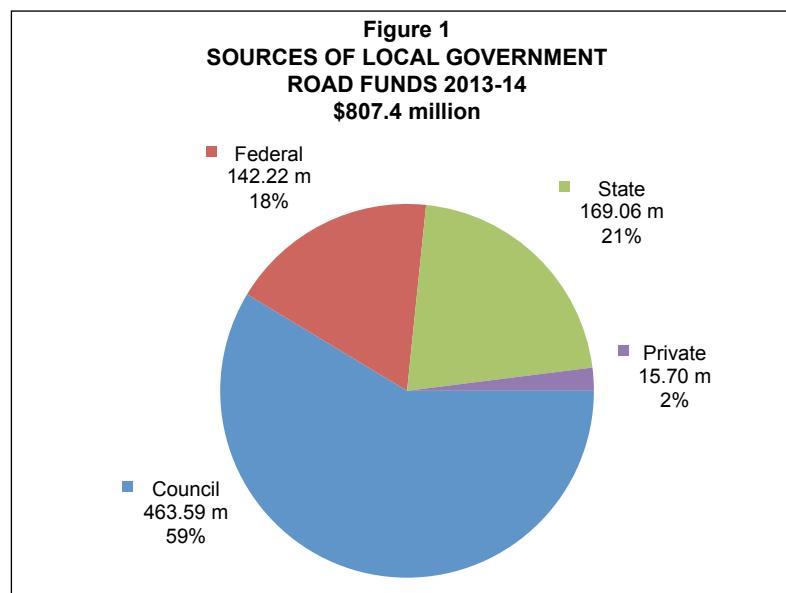
Regional Road Group	Built Up Areas		Outside Built Up Areas	
	Sealed Roads \$ per Lane Km	Sealed Roads \$ per Lane Km	Gravel Roads \$ per Km	Formed Roads \$ per Km
Gascoyne	15,233	2,061	2,388	467
Goldfields Esperance	11,131	1,481	1,979	757
Great Southern	8,654	2,662	1,882	971
Kimberley	17,607	1,307	3,244	1,334
Metropolitan	11,683	3,437	0	0
Mid West	7,747	1,222	2,607	703
Pilbara	15,487	1,455	1,155	1,203
South West	6,942	2,588	2,343	1,498
Wheatbelt North	6,565	1,521	1,384	557
Wheatbelt South	4,917	1,775	1,198	640
STATE	10,780	2,054	1,837	788

Important statistics are presented graphically in the following pages.

Important Statistics

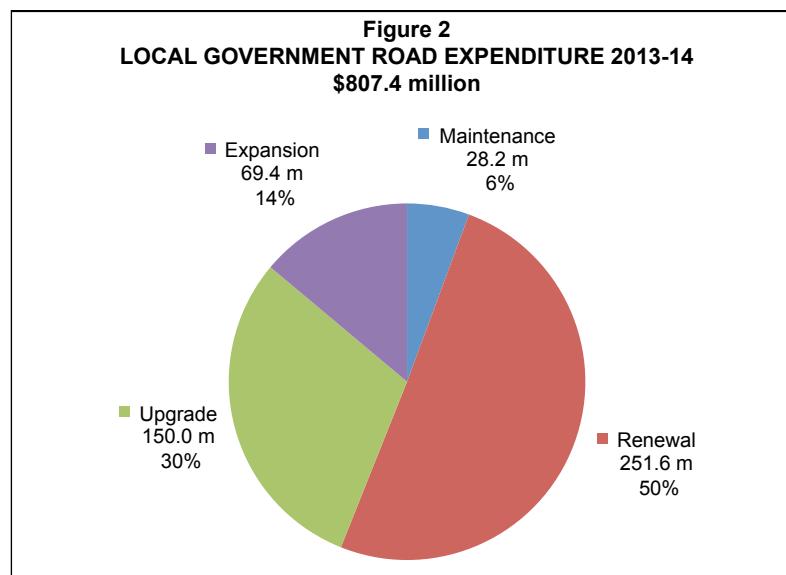
1. SOURCES OF LOCAL GOVERNMENT ROAD FUNDS

Total Local Government expenditure on roads was \$807.4 million in 2013-14, an increase of \$39.8 million over the previous year. Local Governments provided 57.4% of their total road expenditure from their own resources.



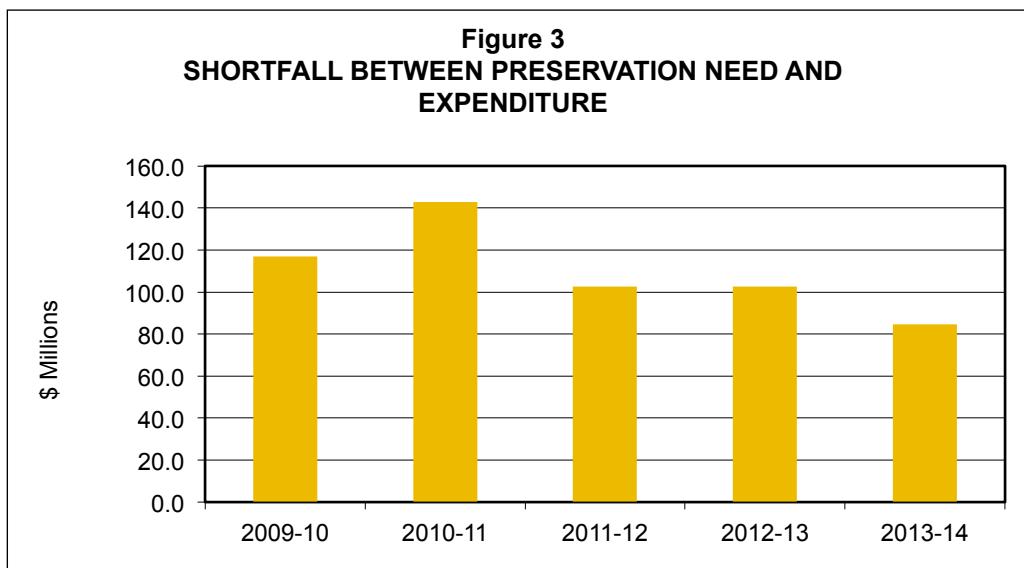
Note: Excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

2. EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADE AND EXPANSION



Note: Maintenance includes \$28.2 million flood damage.

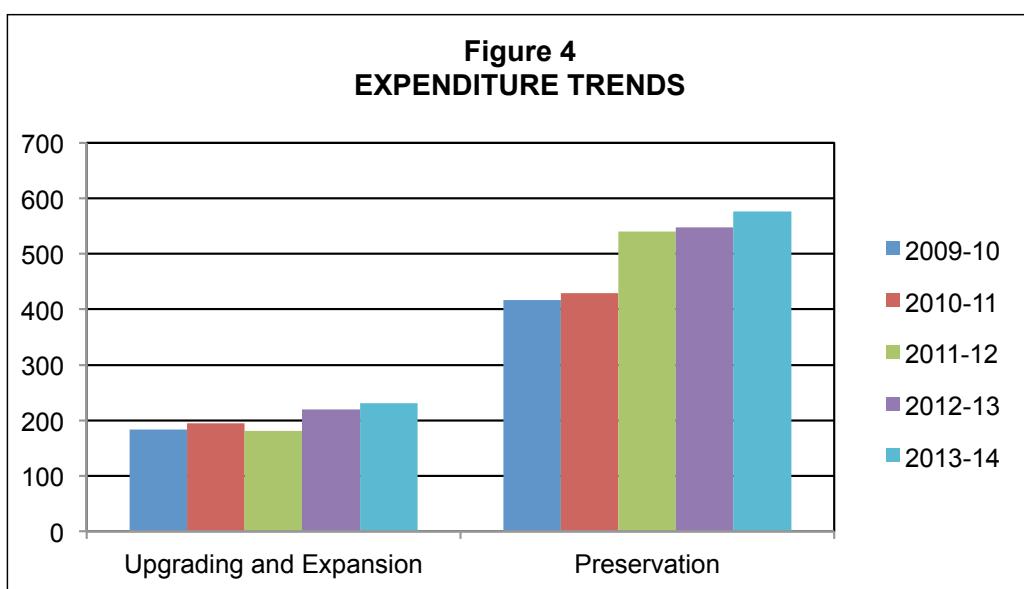
3. SHORTFALL BETWEEN ROAD PRESERVATION NEEDS AND EXPENDITURE



The shortfall has decreased from \$142.9 million in 2010-11 to \$84.7 million in 2013-14.

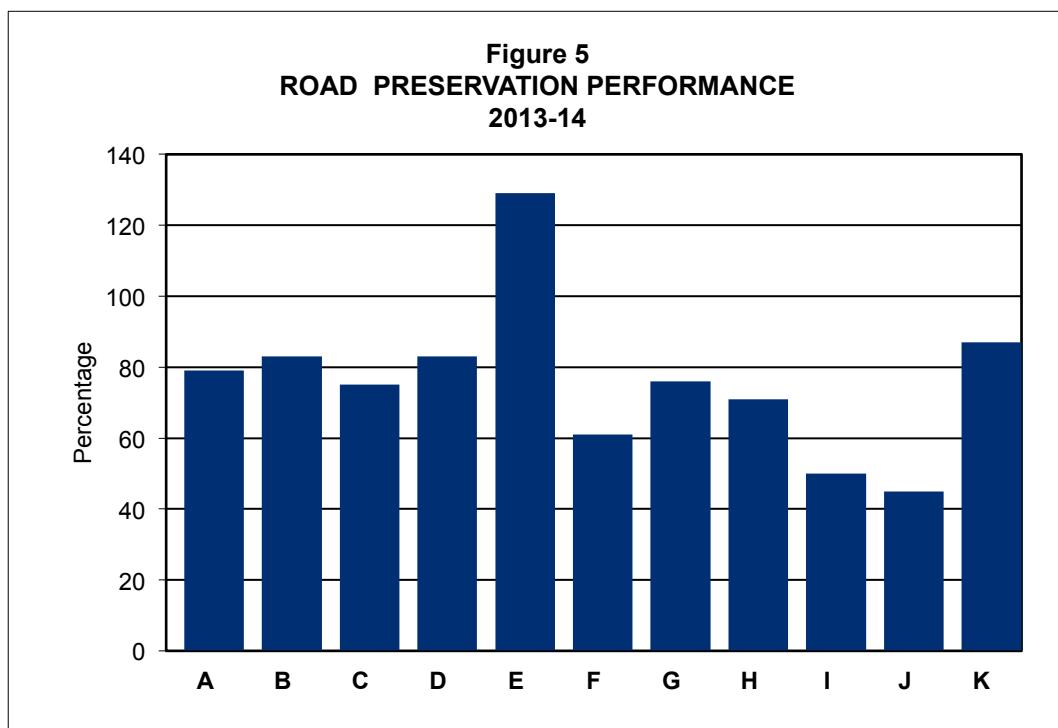
4. EXPENDITURE ON ROAD PRESERVATION AND CAPITAL UPGRADING AND EXPANSION

Expenditure on road preservation has increased by 38.5% over the five years from 2009-10 to 2013-14 while expenditure on upgrading and capital expansion increased by 26.0%.



5. ROAD PRESERVATION PERFORMANCE

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

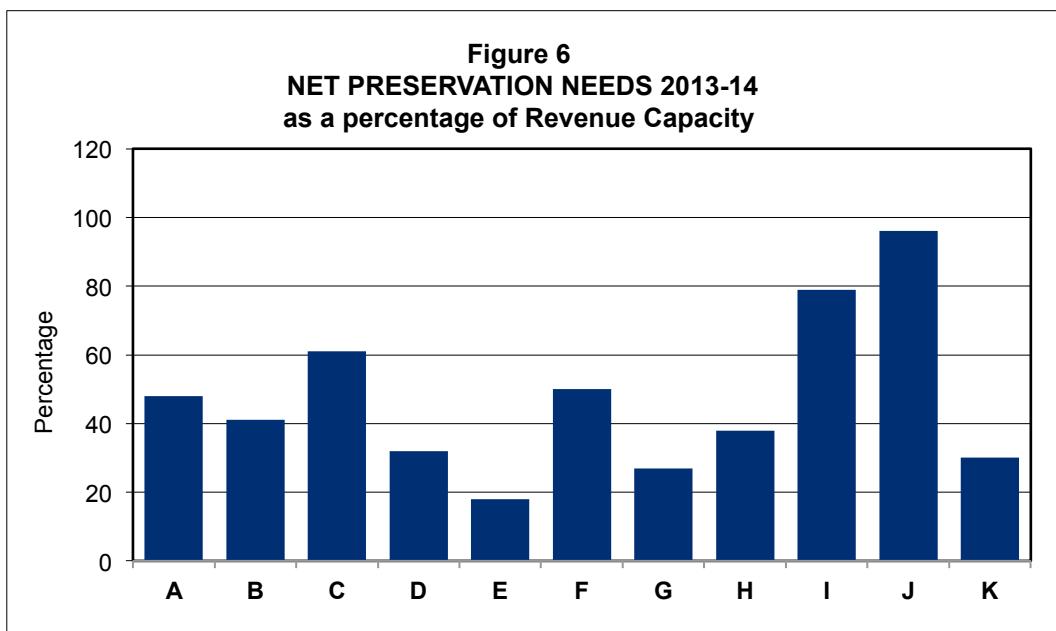


A	Gascoyne	G	Pilbara
B	Goldfields Esperance	H	South West
C	Great Southern	I	Wheatbelt North
D	Kimberley	J	Wheatbelt South
E	Metropolitan	K	State
F	Mid West		

Overall [K] State Performance is 87%, which means that Local Governments spent 87% of the amount required to maintain their roads at their current condition. However, this performance is overly influenced by the Metropolitan Region which had a very high performance of 129%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 64%.

The preservation performance varies widely between the regions from 129% for the Metropolitan Region [E] to 45% for the Wheatbelt South Region [J] and 50% for the Wheatbelt North Region.

6. CAPACITY TO FUND ROAD PRESERVATION NEEDS



A	Gascoyne	G	Pilbara
B	Goldfields Esperance	H	South West
C	Great Southern	I	Wheatbelt North
D	Kimberley	J	Wheatbelt South
E	Metropolitan	K	State
F	Mid West		

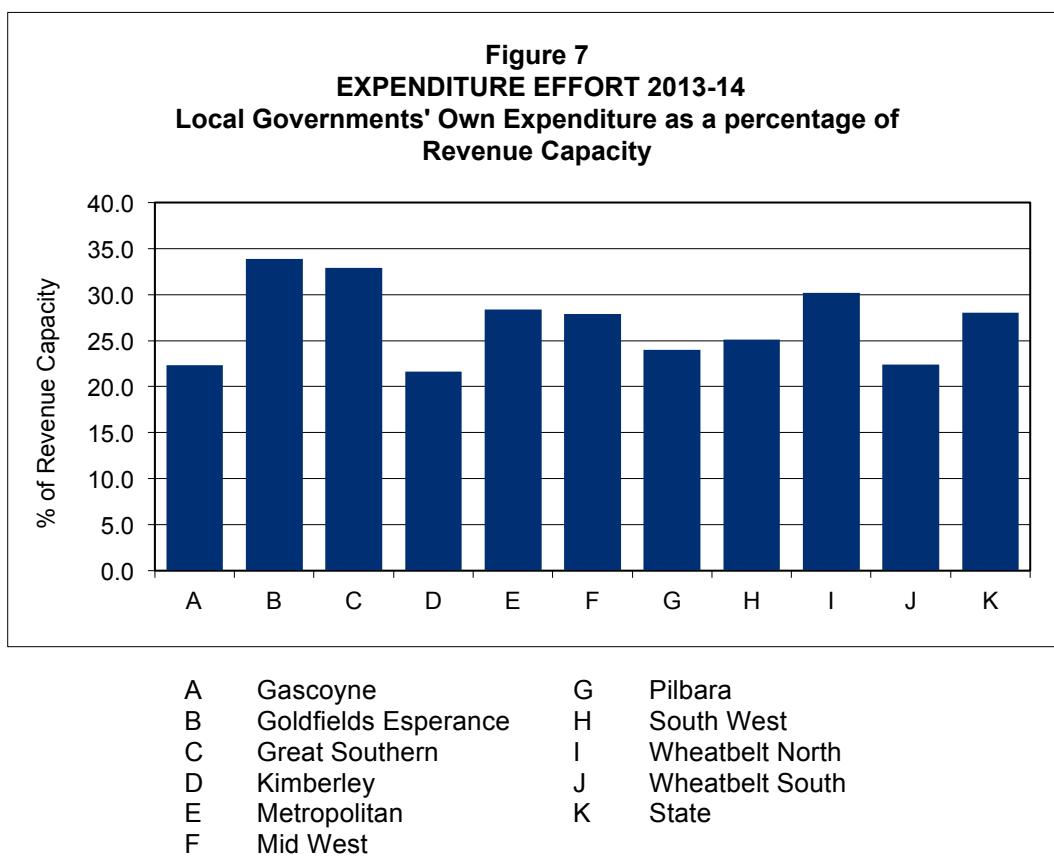
Figure 6 shows that over the whole State [K], Local Governments would have to spend 30% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2013-14 Local Governments spent 28% of their estimated revenue capacity on road preservation, less than the required 30%.

Figure 6 shows that the percentage that Local Governments would have to spend varies widely between the regions from 18% for the Metropolitan Region [E] to 96% for Wheatbelt South [J].

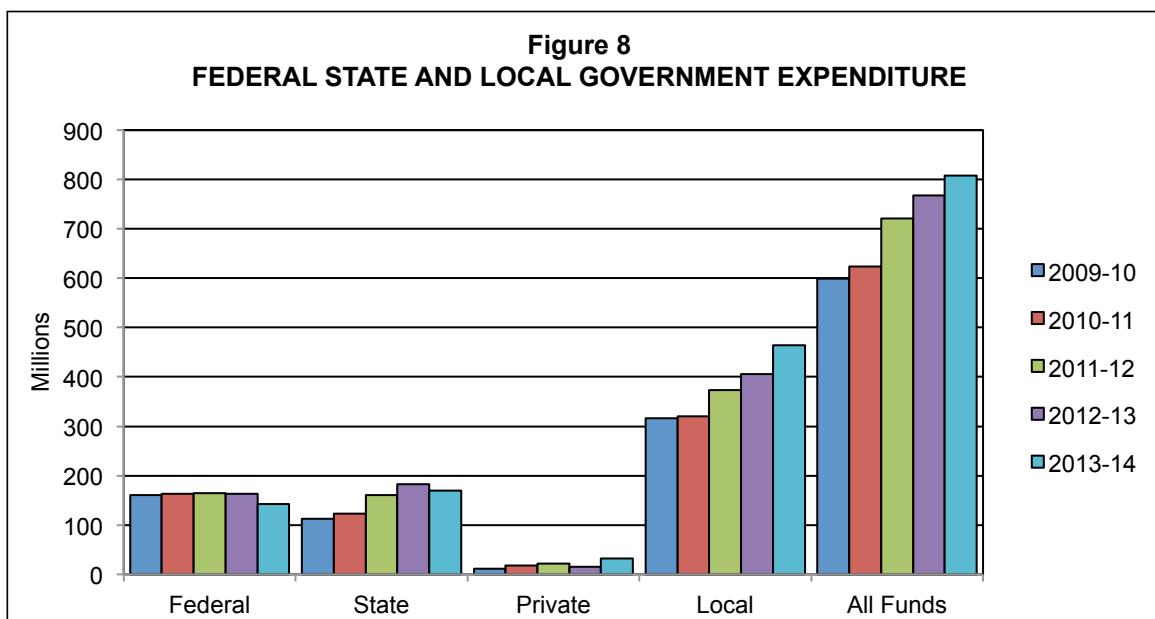
7. LOCAL GOVERNMENT ROAD EXPENDITURE FROM ITS OWN RESOURCES

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 28.0% for the State [K] and ranges from 21.6% for the Kimberley Region [D] to 33.4% for the Goldfields Esperance Region [B].

The Metropolitan Region, which would have to spend only 18% of its estimated revenue capacity to make up the difference between its road preservation needs and its road grants, spent 28.4%. This data is presented in Figure 7.



8. TOTAL LOCAL GOVERNMENT ROAD EXPENDITURE 2009-10 TO 2013-14



Note: State Government Grants exclude funds allocated to Local Government Roads for expenditure by Main Roads WA

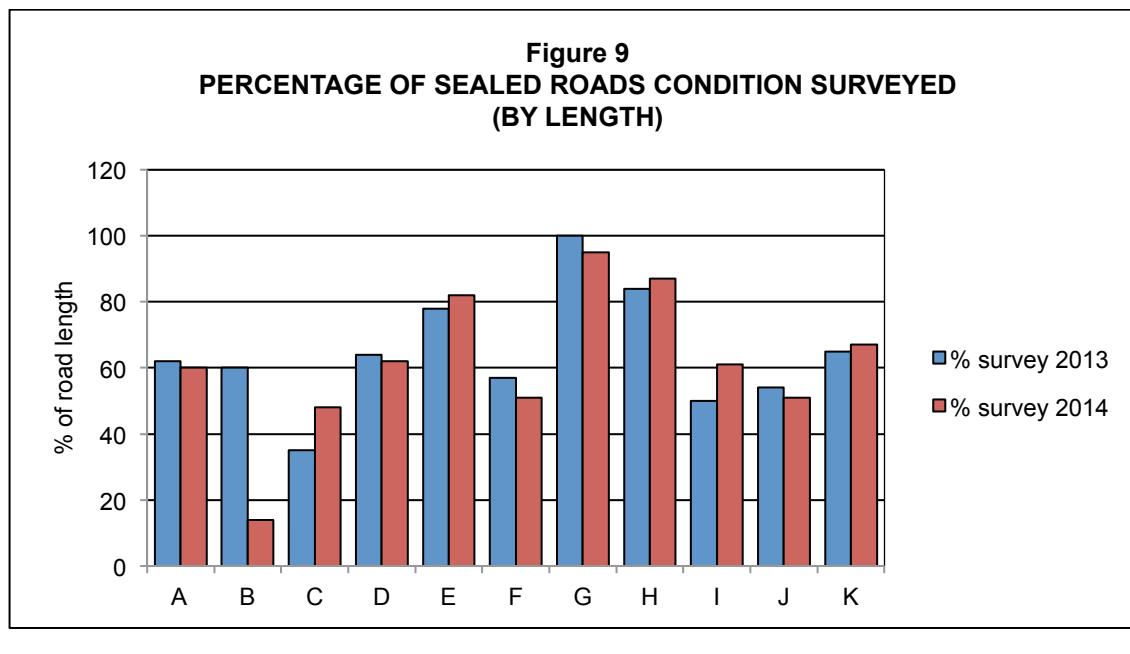
Figure 8 shows that:

- Total expenditure increased by 34.7% between 2009-10 and 2013-14
- Federal road grants decreased by 11.4%.
- State Government grants increased by 50.7%.
- Local Government funds increased by 46.8%.
- Funds from Private sources increased by 193%.

The big increase in State funds is because of increased expenditure on flood damage repairs and because an increased proportion of funds allocated under the category of State Initiatives has been spent by Local Governments. Most of the latter expenditure involves grain haulage routes.

9. ROAD CONDITION SURVEYS ON SEALED ROADS

Road condition data is an essential component in road management. Table 9 shows the percentage of sealed roads (by length) that have had their condition surveyed in the previous five years.



A	Gascoyne	G	Pilbara
B	Goldfields Esperance	H	South West
C	Great Southern	I	Wheatbelt North
D	Kimberley	J	Wheatbelt South
E	Metropolitan	K	State
F	Mid West		

Source: ROMAN II June 2014

Report on Local Government Road Assets and Expenditure 2013/14

1. INTRODUCTION

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

The report is based on expenditure statistics provided by Local Governments. Of the 138 Local Governments in Western Australia, 131 provided expenditure statistics for this report. The expenditure data for the remaining seven were estimated using their previous expenditure performance as a guide. It should be noted that many Local Governments have difficulty in providing the information and some could only provide estimates.

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

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

2. THE REPORTING SYSTEM

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

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

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

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

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

Estimates of written down value were based on road age data obtained from Main Roads.

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.

The statistics presented in this report in Appendixes 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 will provide the Regional Road Groups with information presented in a form that they can 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 Appendixes 15 to 20 in which Local Governments are grouped with others that have broadly similar characteristics. For example, the City of Greater Geraldton is grouped with other South West country Cities and Towns and the Shire of Murchison is grouped with other pastoral shires.

The six groups of Local Governments with similar characteristics are:

- Metropolitan Local Governments
- South West Country Cities and Towns (including Mandurah)
- Agricultural Local Governments with large towns
- Pastoral and Mining Local Governments with large towns
- Agricultural Local Governments without large towns
- Pastoral and Mining Local Governments without large towns

3. LOCAL GOVERNMENT ROADS

Local Government is responsible for 127,796 kilometres of roads representing 88% 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 29.9% of the roads are sealed. A total of 89,580 kilometres have a gravel or natural surface. Many of the roads are in remote parts of the State, often far from the Local Government depot. The Shire of Menzies is responsible for roads 800 kilometres from its depot.

TABLE 1: LOCAL ROAD STATISTICS 30 JUNE 2013

Region	Road Lengths – Kilometres					
	Asphalt Seal	Chip Seal	Gravel	Formed	Unformed	Total
Gascoyne	10	472	1,434	1,705	591	4,212
Goldfields Esperance	196	1,260	7,295	3,942	5,132	17,825
Great Southern	177	2,740	7,502	1,731	334	12,484
Kimberley	5	600	1,571	1,211	1,500	4,886
Metropolitan	9,600	3,430	217	46	26	13,319
Mid West	160	2,795	7,301	5,005	2,011	17,273
Pilbara	142	587	3,157	1,776	650	6,312
South West	1,151	4,829	3,782	666	160	10,587
Wheatbelt North	71	6,323	11,313	5,264	865	23,835
Wheatbelt South	10	3,659	10,073	2,967	352	17,061
STATE	11,521	26,695	53,645	24,314	11,621	127,796

Statistics for individual Local Governments are provided in Appendixes 5 to 14. Road area statistics are provided in the appendixes for sealed roads. Reliable area statistics for unsealed roads are not available.

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 piers and or abutments.

Bridge statistics are presented in Table 2.

TABLE 2: LOCAL GOVERNMENT BRIDGE STATISTICS, 30 JUNE 2014

Region	Bridge Area – Square Metres					
	Number of Bridges	Concrete and Steel	Timber with concrete overlay	Timber without concrete overlay	Foot Bridges	All Bridges
Gascoyne	1	3,842	0	0	0	3,842
Goldfields Esperance	4	892	0	0	0	892
Great Southern	80	632	8,371	2,510	654	12,167
Kimberley	12	2,544	0	0	0	2,544
Metropolitan	131	20,340	9,439	1,030	1,442	32,251
Mid West	23	5,943	0	89	0	6,031
Pilbara	19	2,031	0	0	0	2,031
South West	284	13,356	27,946	8,773	0	50,074
Wheatbelt North	120	7,783	13,416	2,790	0	23,988
Wheatbelt South	256	7,871	15,743	7,433	181	31,228
STATE	930	65,233	74,914	22,625	2,277	165,049

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

TABLE 3: FOOTPATHS AND DUAL USE PATHS, 30 JUNE 2014

Region	Length - Kilometres			
	Bitumen and Concrete Footpaths	Gravel Footpaths	Dual Use Paths	All
Gascoyne	42	25	33	100
Goldfields Esperance	414	33	164	611
Great Southern	187	21	120	328
Kimberley	63	2	82	148
Metropolitan	7,222	57	2,963	10,242
Mid West	117	67	193	377
Pilbara	153	2	206	362
South West	882	99	652	1,633
Wheatbelt North	262	133	105	501
Wheatbelt South	117	113	43	272
STATE	9,460	552	4,563	14,575

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

TABLE 4: REPLACEMENT VALUE

	\$ billion
Sealed roads in built up areas	12.40
Gravel roads	3.15
Bridges	1.48
Sealed roads outside built up areas	5.91
Formed roads	0.76
TOTAL	23.71

The replacement value of the sealed roads in built up areas includes footpaths and dual use paths. 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 2009-10 are shown in Table 5.

TABLE 5: CHANGES IN THE LOCAL ROAD NETWORK, 5 YEARS 2009-10 TO 2013-14

Type of Road	Road Lengths – Kilometres		
	2009-10	2013-14	Increase %
Sealed roads in built up areas			
- Asphalt seals	10,557	11,521	9.1
- Chip seals	3,925	3,723	-5.2
Sealed roads outside built up areas			
- Chip seals	22,667	22,973	1.3
Gravel roads	54,364	53,645	-1.3
Formed roads	25,074	24,314	-3.0
Unformed roads	11,663	11,621	-0.4
ALL ROADS	128,250	127,796	-0.4

Changes in bridge statistics since 2009-10 are shown in Table 6.

TABLE 6: CHANGES IN BRIDGE STATISTICS, 5 YEARS 2009-10 TO 2013-14

Type of Road	Bridge Area – Square metres		
	2009-10	2013-14	Increase %
Concrete and steel bridges			
Concrete and steel bridges	59,895	65,233	8.9
Timber bridges with concrete overlay	69,729	74,914	7.4
Timber bridges without concrete overlay	28,802	22,625	-21.4
Foot bridges	1,504	2,277	51.4
ALL ROADS	159,930	165,049	3.2

The area of timber bridges with concrete overlay has increased by 7.4% in the last five years. This is the result of a long standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life.

Changes in path statistics since 2009-10 are shown in Table 7.

TABLE 7: CHANGES IN FOOTPATH AND DUAL USE PATHS STATISTICS, 5 YEARS 2009-10 TO 2013-14

Type of Path	2009-10		
	2009-10	2013-14	Increase %
Bitumen and concrete footpaths	8,868	9,460	6.7
Gravel footpaths	536	552	3.0
Dual use paths	3,987	4,563	14.4
ALL PATHS	13,391	14,575	8.8

4. OVERVIEW OF LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE

An overview of Local Government road assets and expenditure for the State is provided in Table 8.

TABLE 8: LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE: 5 YEARS 2009-10 TO 2013-14

	2009-10	2010-11	2011-12	2012-13	2013-14
Replacement value \$ billions	\$19.01	\$20.57	\$21.91	\$22.99	\$23.71
Written down value \$ billions	\$11.36	\$12.18	\$12.99	\$13.27	\$13.73
Required preservation expenditure \$ millions	\$525.0	\$552.5	\$598.0	\$622.62	\$641.66
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$408.1	\$409.5	\$495.3	\$519.9	\$556.95
Local Government expenditure on flood damage \$ millions	\$8.4	\$20.1	\$45.0	\$28.2	\$19.80
Local Government expenditure on upgrading and building new roads \$ millions	\$183.1	\$194.2	\$180.3	\$219.4	\$230.7
Total Local Government road expenditure \$ millions	\$599.6	\$623.8	\$720.6	\$767.6	\$807.4

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

5. REPLACEMENT AND WRITTEN DOWN VALUE

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 \$13.73 billion is 58% of the replacement value of \$23.71 billion. The percentage of written down value over replacement value is a National Performance Measure of the ‘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 and Communities publication “Asset Management – Framework and Guidelines”.

The State average state of the road asset of 58% is less than the 65% rating for State highways and main roads in WA.

Replacement and written down values for each of the ten regions are provided in Table 9.

Table 9 shows that roads in the Metropolitan Region are in a better state (road state factor 67%) than in all other regions, while roads in the Wheatbelt North (45%) and Wheatbelt South (45%) are in a worse state than elsewhere.

A ratio of less than 50% indicates an aging network.

The Western Australian Department of Local Government and Communities publication “Asset management – Framework and Guidelines” notes that a ratio of 60% indicates an adequate level of service. A ratio of over 75% indicates potential over investment.

TABLE 9: REPLACEMENT AND WRITTEN DOWN VALUE, 30 JUNE 2014

\$ Millions			
Regional Road Group	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	404.54	218.34	54%
Goldfields Esperance	1,159.95	573.58	49%
Great Southern	1,464.80	749.80	51%
Kimberley	534.10	274.48	51%
Metropolitan	10,224.26	6,867.06	67%
Mid West	1,584.85	868.30	55%
Pilbara	655.28	361.44	54%
South West	3,274.11	1,831.37	56%
Wheatbelt North	2,598.10	1,178.25	45%
Wheatbelt South	1,795.04	812.14	45%
TOTAL	23,705.03	13,734.75	58%

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

6. ROAD ASSET CONSUMPTION

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

The State average is 2.6%. Road asset consumption for the ten regions is given in Table 10. The Metropolitan Region has the best performance of 1.7%, while the Gascoyne Region and the Goldfields Esperance Region have the worst performance of 3.7% and 3.8% respectively.

Road asset consumption for the years 2009-10 to 2013-14 is provided in Table 30 in Section 15. The State average of 2.6% has reduced from 3.1% in 2009-10 indicating that road assets are being consumed at a lower rate than in 2009-10.

TABLE 10: ROAD ASSET CONSUMPTION 2013-14

\$ Millions			
Regional Road Group	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	317,498	11,712	3.7%
Goldfields Esperance	883,953	33,149	3.8%
Great Southern	1,128,728	37,785	3.3%
Kimberley	414,215	14,893	3.6%
Metropolitan	8,841,357	151,703	1.7%
Mid West	1,200,337	43,558	3.6%
Pilbara	523,675	17,929	3.4%
South West	2,763,059	67,764	2.5%
Wheatbelt North	2,000,302	70,855	3.5%
Wheatbelt South	1,382,308	47,945	3.5%
STATE	19,455,432	497,293	2.6%

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

7. REQUIRED EXPENDITURE ON PRESERVATION

One objective of this report is to determine if road expenditure on preservation is keeping up with road preservation needs. 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 re-sheeting 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 during the 2013-14 financial year was \$641.6 million.

A comparison of the estimated required preservation expenditure with actual expenditure shows how well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$556.9 million on road preservation. This is \$84.7 million below the \$641.6 million required to maintain roads at their current condition.

TABLE 11: SHORTFALL BETWEEN THE REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE

Year	Required Expenditure on Preservation	Actual Expenditure	\$ Thousands Shortfall
2009-10	524,972	408,101	116,871
2010-11	552,473	409,534	142,939
2011-12	598,021	495,312	102,709
2012-13	622,616	519,944	102,672
2013-14	641,658	556,947	84,710
Increase 5 years	22.2%	36.5%	-27.5%

It is evident that since this form of reporting was introduced in 1993, that the Local Government sector in WA does not have the financial resources required to maintain its road network and to keep up with its road improvement needs. The shortfall has decreased from \$142.9 million in 2010-11 to \$84.7 million in 2013-14.

The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs is discussed in Section 8.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 13 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 13 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.

In 2013-14 a total of \$19.8 million was spent on repairing flood damage. This compares with \$45 million in 2011-12 and \$28.2 million in 2012-13. The largest expenditures on flood damage in 2013-14 were:

TABLE 12: LARGEST EXPENDITURES ON FLOOD DAMAGE

Local Government	Flood Damage Expenditure \$ million
Meekatharra	6.05
East Pilbara	2.20
Wandering	1.37
Derby West Kimberley	1.24
Wyndham East Kimberley	1.07
Port Hedland	1.02
Cranbrook	1.00

TABLE 13: REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE 2013-14

Regional Road Group	Required Expenditure on Preservation	\$ Thousands	Preservation Performance
Gascoyne	11,688	9,177	79%
Goldfields Esperance	40,765	33,959	83%
Great Southern	48,117	36,044	75%
Kimberley	15,464	12,776	83%
Metropolitan	223,454	287,568	129%
Mid West	50,677	30,742	61%
Pilbara	21,652	16,532	76%
South West	84,999	60,364	71%
Wheatbelt North	85,018	42,770	50%
Wheatbelt South	59,825	27,015	45%
TOTAL	641,658	556,947	87%

Preservation performance for individual Local Governments is provided in Appendices 5 to 14.

Overall, the State's performance is 87%. However, this is greatly influenced by the very high performance of the Metropolitan Region. For the non-metropolitan regions the performance is only 64% which means that these regions spent 64% of the amount required to maintain their roads in their current condition.

The preservation performance varies widely between the regions. The Metropolitan Region achieved the highest performance of 129%, indicating that it spent 29% more than required to maintain its roads at their current condition. It has maintained a high performance since these records were introduced in 1993.

Despite high preservation performance in the Metropolitan Region, the lengths reconstructed and resealed are less than indicated by the expected road life in Table 22.

The Gascoyne, Goldfields Esperance, Great Southern, Kimberley and Pilbara Regions achieved performances of more than 75%.

The Wheatbelt North and Wheatbelt South had the lowest performances of 50% and 45% respectively.

Changes in preservation performance between 2009-10 and 2013-14 are set out in Table 14.

TABLE 14: PRESERVATION PERFORMANCE

Region	2009-10	2013-14	Change
Metropolitan Region	100%	129%	28.7%
Rural Regions	65%	64%	-0.9%
STATE	78%	87%	11.3%

8. CAPACITY TO FUND ROAD PRESERVATION NEEDS

The variations in 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.

An interesting insight into Local Governments' ability to finance their road preservation needs can be obtained by comparing their road preservation needs with their revenue raising capacity.

In making this comparison net preservation needs have been used. These are the amounts required to maintain roads at their current condition less road grants that Local Governments receive for road preservation. These grants comprise the identified Federal road grants, 63% of the Roads to Recovery grants¹, 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 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 extraordinary 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.

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 30% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2013-14 they spent 28% of their estimated revenue capacity on road preservation.

When the net road preservation needs are compared with revenue capacity for the regions, it shows the burden of maintaining roads varies greatly between the regions as shown in Table 15.

¹ State wide 63% of maintenance funds have been allocated to maintenance and renewal.

TABLE 15: PERCENTAGE OF REVENUE CAPACITY REQUIRED TO MEET NET ROAD PRESERVATION NEEDS

Region	Percentage of Revenue Capacity
Gascoyne	48
Goldfields Esperance	41
Great Southern	61
Kimberley	32
Metropolitan	18
Mid West	50
Pilbara	27
South West	38
Wheatbelt North	79
Wheatbelt South	96
STATE	30

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

Revenue capacity = FAGs plus Local Governments' own revenue capacity [as assessed by the Grants Commission].

Net road preservation needs = Required preservation expenditure less Federal and State grants for preservation.

This table shows that Local Governments in Wheatbelt South would have to spend 96% of their total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation.

Local Governments in the Metropolitan Region would have to spend only 18%. The large differences in the table explain some of the variations in the preservation performance in Table 13.

A comparison of the percentage of revenue capacity required to meet net road preservation needs with the percentages actually spent in 2013-14 is shown in Table 16.

TABLE 16: ACTUAL EXPENDITURE PERCENTAGE COMPARED TO PERCENTAGE OF REVENUE CAPACITY REQUIRED TO MEET NET PRESERVATION NEEDS

Regional Road Group	Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs	Actual Expenditure Percentage 2013-14
Gascoyne	48	22
Goldfields-Esperance	41	34
Great Southern	61	33
Kimberley	32	22
Metropolitan	18	28
Mid West	50	28
Pilbara	27	24
South West	38	25
Wheatbelt North	79	30
Wheatbelt South	96	22
STATE	30	28

This table illustrates the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Metropolitan Region were able to spend 28% of their revenue capacity on road preservation while they needed to spend only 18%.

Local Governments in Wheatbelt South were able to spend only 22% of their revenue capacity on road preservation while they needed to spend 96% to make up the difference between their road preservation needs and the road grants they receive for road preservation.

9. EXPENDITURE ON LOCAL GOVERNMENT ROADS

Total Local Government spending on local road infrastructure has increased by 34.7% over the five years between 2009-10 and 2013-14 (Table 17).

The \$793.6 million of Federal road funds from 2009-10 and 2013-14 includes \$249.4 million of Roads to Recovery funds and \$26.3 million of Black Spot funds. Roads to Recovery funds are fixed at the same level each year and this explains why the growth of Federal funds over the past five years is less than for the other sources of funds.

2013-14 is the last year of the Commonwealth Government's Five Year Roads to Recovery Program which provided \$256 million for local roads in WA.

The Roads to Recovery Program has been a huge boost to Local Road funding and it is pleasing that the Commonwealth Government has indicated that the program will be extended for the five years from 2014-15 to 2018-19.

TABLE 17: SOURCES OF ROAD FUNDS 2009-10 TO 2013-14

Source	\$ Millions					Total 5 Years	Change over 5 years
	2009-10	2010-11	2011-12	2012-13	2013-14		
Local governments' own funds	315.8	319.6	373.6	406.4	463.6	1,879.0	+46.8%
Federal	160.5	163.0	164.8	163.1	142.2	793.6	-11.4%
State	112.2	123.1	160.9	182.4	169.1	747.6	+50.7%
Private	11.1	18.0	21.3	15.7	32.6	98.7	+193.3%
TOTAL	599.6	623.7	720.6	767.6	807.4	3,518.9	+34.7%

State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA. The big increase in State funds in 2011-12 is because of flood damage and an increased proportion of funds allocated under the category of State Initiatives has been spent by Local Governments. Most of the latter expenditure involves grain haulage routes.

The large increase in private funds in 2013-14 is due to a contribution of \$20.4 million from BHP Billiton for the construction of Wallwork Bridge in the Town of Port Hedland.

The sources of road funds for 2013-14 for the ten Regional Road Groups are given in Table 18.

The main points that can be drawn from Table 18 are:

- Local Government provided \$463.6 million from its own resources. This is 57.4% of all Local Government road expenditure.
- The Federal Government provided \$142.2 million, or 17.6% of all Local Government road expenditure. These funds include \$54.1 million of Roads to Recovery funds and \$6.5 million of road safety Blackspot funds.
- The State Government provided \$169.1 million, or 20.9% of all Local Government road expenditure. The State funds include \$15.4 million of Royalties for Regions grants and \$11.3 million of road safety Black Spot funds.

TABLE 18: SOURCES OF LOCAL GOVERNMENT ROAD EXPENDITURE 2013-14

Regional Road Group	\$ Thousands				
	Federal	State	Private	Local Government	Total
Gascoyne	3,165	3,160	35	3,514	9,874
Goldfields Esperance	12,615	9,097	165	22,610	44,487
Great Southern	11,158	17,096	0	19,483	47,737
Kimberley	3,787	6,338	174	7,133	17,432
Metropolitan	37,530	35,881	10,376	299,160	382,947
Mid West	16,082	25,008	520	19,252	60,862
Pilbara	5,792	7,084	20,516	13,183	46,575
South West	19,510	25,110	440	44,681	89,741
Wheatbelt North	18,503	21,788	344	24,104	64,739
Wheatbelt South	14,078	18,501	0	10,472	43,051
TOTAL	142,220	169,063	32,570	463,592	807,445
PERCENTAGE	17.6%	20.9%	4.0%	57.4%	100.0%

Note: This table excludes expenditure on local roads by Main Roads WA. Statistics for individual local governments are provided in Appendix 21

The expenditure of Federal and State Black Spot funds is shown in Table 19.

TABLE 19: BLACK SPOT FUNDS 2009-10 TO 2013-14

Year	\$ Thousands		
	Federal	State	Total
2009-10	6,637	12,240	18,777
2010-11	2,954	10,031	12,985
2011-12	4,226	9,412	13,638
2012-13	6,006	11,333	17,339
2013-14	6,489	11,277	17,766
TOTAL	26,312	54,293	80,605

10. 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, re-sheeting 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.

Table 20 compares the expenditure on maintenance and renewal and upgrading and expansion for the five years 2009-10 to 2013-14.

Expenditure on maintenance and renewal has increased by 38.5% in the five years between 2009-10 and 2013-14 while expenditure on upgrading and expansion has increased by 26.0% as shown in Table 20.

TABLE 20: EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADING AND CAPITAL EXPANSION

	\$ Millions					
	2009-10	2010-11	2011-12	2012-13	2013-14	Change
Maintenance and Renewal existing roads	416.5	429.6	540.3	548.1	576.7	+38.5%
Upgrading and capital expansion	183.1	194.2	180.3	219.4	230.7	+26.0%
Total expenditure	599.6	623.8	720.6	767.6	807.4	+34.7%
% upgrading and capital expansion	30.5%	31.1%	25.0%	28.6%	28.6%	

The percentage change is between 2009-10 and 2013-14. Expenditure on maintenance and renewal includes repair of flood damage. Data for individual Local Governments are provided in Appendices 5 to 14.

Expenditure on upgrading and capital expansion represents between a quarter and a third of total road expenditure. The high level of expenditure on upgrading and capital expansion is expected to continue, to meet the needs of new development and increased traffic. Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are given in Table 21.

TABLE: 21 CLASSIFICATION OF ROAD EXPENDITURE 2013-14

REGION	Maintenance	Renewal	Upgrade	Expansion	Total
Gascoyne	3,730	5,447	553	144	9,874
Goldfields Esperance	19,039	15,466	8,018	1,964	44,487
Great Southern	19,981	20,521	5,537	1,698	47,737
Kimberley	7,249	8,423	766	994	17,432
Metropolitan	156,931	130,826	57,621	37,571	382,949
Mid West	15,729	21,129	13,247	10,757	60,862
Pilbara	11,161	8,601	4,028	22,785	46,575
South West	34,537	26,179	15,862	13,163	89,741
Wheatbelt North	21,244	21,530	15,876	6,089	64,739
Wheatbelt South	13,582	15,444	13,694	331	43,051
STATE	303,183	273,566	135,202	95,496	807,445
PERCENTAGE	37.6%	33.9%	16.7%	11.8%	100%

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

The Metropolitan Region accounted for 39.3% of all expenditure on road expansion while the Pilbara accounted for 23.9% and the South West 13.8%. This reflects the strong population growth and economic activity in these regions.

The \$273.6 million spent on renewal in 2013-14 represents about 1.15% of the Current Replacement Value of the State's local road infrastructure. This is much less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears out a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears out a year.

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 \$7,450 a kilometre a year compared to \$2,450 for a kilometre of gravel road.

11. 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 for the three years from 2011-12 to 2013-14. Averages for the three years have been used in the following tables:

TABLE 22: RENEWAL OF ROADS WITHIN BUILT UP AREAS

Treatment	Lane Km Treated	% Treated each year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- Reconstruction of sealed roads	87	0.37%	272	75
- Resealing	394	2.35%	43	15 to 30
Outside Metropolitan Region				
- Reconstruction of sealed roads	76	0.85%	117	60
- Resealing	383	2.21%	45	12 to 15

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

TABLE 23: RENEWAL OF ROADS OUTSIDE BUILT UP AREAS

Treatment	Length Treated	% Treated each year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads	637 lkm	1.70%	72	60
Resealing of sealed roads	1069 lkm	2.80%	36	12 to 15
Re-sheeting of gravel roads	1608 km	3.20%	33	20

Lkm = lane kilometres.

The implied life is considerably higher than the estimated life for all road categories. The estimated life was obtained from available data and widespread consultation with Main Roads and Local Government engineers.

12. 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 24.

The performance measure is calculated by dividing the sum of the maintenance and renewal expenditure by the life cycle cost. The higher the percentage, the better is the performance.

WA's performance is 72.4% compared 57.7% in 2009-10.

TABLE 24: SUSTAINABILITY OF SEALED ROADS

Region	Annual Life cycle cost	Annual Expenditure	Performance
Gascoyne	6,189	4,191	67.7%
Goldfields Esperance	17,332	11,546	66.6%
Great Southern	23,617	15,256	64.6%
Kimberley	10,972	7,231	65.9%
Metropolitan	159,276	151,872	95.4%
Mid West	20,797	9,110	43.8%
Pilbara	11,778	9,584	81.4%
South West	58,293	31,941	54.8%
Wheatbelt North	44,538	20,421	45.9%
Wheatbelt South	24,655	12,272	49.8%
STATE	377,447	273,424	72.4%

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

The Metropolitan Region is spending 95.4% of its annual life cycle cost. The worst performing Regions are Midwest [43.8%], Wheatbelt North [45.9%] and Wheatbelt South [49.8%].

13. ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES

Expenditure on roads from Local Governments' own resources comprises:

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

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

The Western Australian Local Government Association 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 (see Section 7). 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 own road expenditure can be compared.

Table 25 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total expenditure. It also includes the previous measure of expenditure per person to allow comparison with previous years.

TABLE 25: LOCAL GOVERNMENT ROAD EXPENDITURE 2013-14

Regional Road Group	Total Local Government	Road Expenditure from Local Governments Own Resources			
	Road Expenditure (\$ Thousands)	Road Expenditure (\$ Thousands)	% of Total Road Expenditure	% of Councils' Revenue Capacity	Expenditure per person (\$)
Gascoyne	9,874	3,514	35.6%	22.3%	360
Goldfields Esperance	44,487	22,610	50.8%	33.9%	377
Great Southern	47,737	19,483	40.8%	32.9%	325
Kimberley	17,432	7,133	40.9%	21.6%	184
Metropolitan	382,947	299,160	78.1%	28.4%	166
Mid West	60,862	19,252	31.6%	27.9%	347
Pilbara	46,575	13,183	28.3%	24.0%	203
South West	89,741	44,681	49.8%	25.1%	171
Wheatbelt North	64,739	24,104	37.2%	30.2%	473
Wheatbelt South	43,051	10,472	24.3%	22.4%	459
TOTAL	807,445	463,592	57.4%	28.0%	191

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

The main points that can be drawn from Table 25 are:

- Local Governments provided 57.4% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 28% of the Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 78.1% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a better state than roads elsewhere.
- The Metropolitan Region accounts for \$299.2 million or 64% of the total amount of \$463.6 million spent from Local Governments' own resources.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 26.

TABLE 26: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

Local Governments with the highest and lowest road expenditure effort in each group, sorted according to percent of revenue capacity spent on roads.

Regional Road Group		Local Government	% of Revenue Capacity
Gascoyne	Highest	Exmouth	45
		Upper Gascoyne	23
	Average		23
	Lowest	Carnarvon	15
Goldfields Esperance	Highest	Shark Bay	9
		Laverton	51
		Esperance	41
		Wiluna	39
		Kalgoorlie Boulder	36
	Average		31
	Lowest	Dundas	29
		Menzies	25
Great Southern	Highest	Coolgardie	13
		Ngaanyatjarraku	8
		Gnowangerup	74
		Jerramungup	58
		Denmark	50
		Kojonup	42
	Average		37
	Lowest	Albany	23
Kimberley	Highest	Katanning	19
		Ravensthorpe	18
	Average	Woodanilling	9
	Lowest		3
Metropolitan	Highest	Broome	38
		Wyndham East Kimberley	22
			18
		Derby West Kimberley	9
		Halls Creek	3
	Average	Perth	79
		Claremont	54
		Cambridge	46
		East Fremantle	43
		Rockingham	42
	Lowest		34
	Lowest	Joondalup	18
		Stirling	18
		Bayswater	17
		Wanneroo	15
		Mosman Park	11

Continued on next page

TABLE 26 CONTINUED: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

Local Governments with the highest and lowest road expenditure effort in each group, sorted according to percent of revenue capacity spent on roads.

Regional Road Group		Local Government	% of Revenue Capacity
Mid West	Highest	Mingenew	60
		Murchison	45
		Three Springs	39
		Coorow	38
		Chapman Valley	38
	Average		29
	Lowest	Sandstone	19
		Northampton	18
		Meekatharra	16
		Cue	11
		Mount Magnet	5
Pilbara	Highest	Karratha	35
		Port Hedland	26
	Average		21
	Lowest	East Pilbara	22
		Ashburton	2
South West	Highest	Nannup	45
		Bunbury	33
		Murray	33
		Donnybrook Balingup	32
		Dardanup	32
	Average		25
	Lowest	Collie	24
		Bridgetown Greenbushes	23
		Mandurah	15
		Boyup Brook	12
		Boddington	0
Wheatbelt North	Highest	Goomalling	104
		Victoria Plains	56
		Wongan Ballidu	55
		Dalwallinu	53
		Gingin	38
	Average		35
	Lowest	Kellerberrin	11
		Dowerin	11
		Trayning	8
		Westonia	8
		Wyalkatchem	4
Wheatbelt South	Highest	Narrogin (S)	61
		Cuballing	49
		Beverley	41
		Wandering	39
		Dumbleyung	37
	Average		26
	Lowest	Pingelly	9
		Wagin	9
		Narembeen	6
		Narrogin (T)	6
		Bruce Rock	4

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

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

- Expenditure averaged 28% of Local Government revenue capacity over the State.
- 65 Local Governments spent more than the average [28%], while 73 spent less than the average.
- 26 Local Governments spent less than half the average [14%] of their revenue capacity on roads.
- One Local Government did not spend any funds from its own resources.

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 and takes the matter up with the Local Governments concerned.

Table 27 presents Local Governments' own expenditure between 2009-10 and 2013-14 for each of the Regional Road Groups. Expenditure for the State increased by 46.8% from \$315.8 million in 2009-10 to \$463.6 million in 2013-14.

TABLE 27: ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES, 2009-10 TO 2013-14

Region	\$ Thousands					
	2009-10	2010-11	2011-12	2012-13	2013-14	Change
Gascoyne	1,354	1,365	2,471	5,654	3,514	160%
Goldfields Esperance	15,867	16,145	17,940	20,211	22,610	42%
Great Southern	10,991	13,980	13,266	16,851	19,483	77%
Kimberley	7,021	5,759	6,515	6,289	7,133	2%
Metropolitan	195,776	203,635	255,098	264,311	299,160	53%
Mid West	15,130	12,347	14,966	16,895	19,252	27%
Pilbara	8,060	8,881	5,604	10,542	13,183	64%
South West	38,361	35,940	35,662	39,455	44,681	16%
Wheatbelt North	14,179	13,809	14,295	17,488	24,104	70%
Wheatbelt South	9,047	7,752	7,780	8,678	10,472	16%
STATE	315,786	319,613	373,597	406,374	463,592	46.8%

The change is calculated over the 5 years 2009-10 to 2013-14. Statistics for individual Local Governments for the ten years 2004-05 to 2013-14 are provided in Appendix 21.

The large increase for the Metropolitan Region since 2011-12 was due to several expensive projects.

14. EXPENDITURE BY CLASS OF ROAD

Each class of road has its own expenditure needs. Table 28 shows the actual expenditure per kilometre for each class of road for each of the groups. This information is useful for benchmarking purposes.

TABLE 28: EXPENDITURE PER KILOMETRE OF ROAD 2013-14

Regional Road Group	Built Up Areas		Outside Built Up Areas	
	Sealed Roads \$ per Lane Km	Sealed Roads \$ per Lane Km	Gravel Roads \$ per Km	Formed Roads \$ per Km
Gascoyne	15,233	2,061	2,388	467
Goldfields Esperance	11,131	1,481	1,979	757
Great Southern	8,654	2,662	1,882	971
Kimberley	17,607	1,307	3,244	1,334
Metropolitan	11,683	3,437	0	0
Mid West	7,747	1,222	2,607	703
Pilbara	15,487	1,455	1,155	1,203
South West	6,942	2,588	2,343	1,498
Wheatbelt North	6,565	1,521	1,384	557
Wheatbelt South	4,917	1,775	1,198	640
STATE	10,780	2,054	1,837	788

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 Appendixes 5 to 14.

Local Governments provided expenditure data for bridges on local roads. The funding is mainly sourced from Commonwealth Financial Assistance Special Project grants, Roads to Recovery Special Project grants and Main Roads WA grants. The expenditure on preservation comprises major maintenance and rehabilitation projects. Local Governments do not provide expenditure data for routine maintenance.

TABLE 29: EXPENDITURE ON LOCAL GOVERNMENT BRIDGES 2013-14

Regional Road Group	Preservation \$	Upgrade and Expansion \$	Total \$
Gascoyne	0	0	0
Goldfields Esperance	0	0	0
Great Southern	4,399,000	62,000	4,461,000
Kimberley	126,000	50,000	126,000
Metropolitan	2,884,000	1,999,000	4,883,000
Mid West	302,000	1,597,000	1,899,000
Pilbara	1,000	20,771,000	20,772,000
South West	5,389,000	2,972,000	8,361,000
Wheatbelt North	1,058,000	433,000	1,491,000
Wheatbelt South	1,902,000	697,000	2,599,000
STATE	16,061,000	28,531,000	44,592,000

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

The expenditure of \$16,061,000 on preservation of bridges is 1.1% of the current replacement value of \$1.48 billion of the State's Local Government bridges.

15. NATIONAL PERFORMANCE MEASURES

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 30 for the years from 2009-10 to 2013-14.

TABLE 30: NATIONAL PERFORMANCE MEASURES WA

Performance Measure	2009-10	2010-11	2011-12	2012-13	2013-14
A State of road asset – service potential remaining %	60.0	59.0	59.0	58.0	58.0
B Expenditure on roads and bridges \$ millions	\$600	\$628.3	\$720.6	\$767.6	\$807.4
C Expenditure on sealed roads \$ per km	\$8,628	\$8,832	\$10,773	\$11,206	\$11,766
D Expenditure on unsealed roads \$ per km	\$1,302	\$1,202	\$1,665	\$1,480	\$1,425
E Road asset consumption	3.1%	2.7%	2.7%	2.6%	2.6%
F Sustainability sealed roads	57.7%	60.7%	72.0%	70.4%	72.4%
G Road safety sealed roads – fatalities per 1000 km per year	1.99	2.34	1.63	2.11	2.07
H Road safety unsealed roads – fatalities per 1000 km per year	0.19	0.10	0.19	0.13	0.13

Performance measures for the other States have not been published since 2006. The WA measures were previously comparable with those of the other States.

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

- A** State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in Section 5.
- B** Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C** Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 28], but expresses it in \$ per lane kilometre. This is a more accurate measure than the ALGA measure of \$ per kilometre because it takes account of road width.
- D** Expenditure on unsealed roads \$ per km. [Table 28]
- 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 the Main Roads WA divided by the length of sealed local roads.
- H** Road Safety - fatalities per 1000 km of unsealed local roads. Fatalities obtained from the Main Roads WA divided by the length of unsealed local roads.

16. ROAD CONDITION SURVEY

Road condition data is an essential component in road management. This data was not previously available. Good progress has been made in collecting this data in the past five years as shown in Table 31.

The table shows the percentage of sealed roads (by length) that have had their condition surveyed in the previous 5 years. Road condition was assessed using a visual method.

TABLE 31: PERCENTAGE OF SEALED ROADS SURVEYED IN THE LAST FIVE YEARS

Region	% surveyed (by length) 2013	% surveyed (by length) 2014
Gascoyne	62	60
Goldfield-Esperance	60	14
Great Southern	35	48
Kimberley	64	62
Metropolitan	78	82
Mid West	57	51
Pilbara	100	95
South West	84	87
Wheatbelt North	50	61
Wheatbelt South	54	51
STATE TOTAL	65	67

Source: ROMAN II database June 2014

COSTS USED IN CALCULATING VALUATIONS 2013-2014

REPLACEMENT COSTS

Costs are in 2013-14 prices

Region	\$ per kilometre		Roads Outside Built up Areas		
	Residential Streets	Sealed 7.0 m wide	Sealed 6.0 m wide	Gravel	Formed
Gascoyne	346,780	407,490	314,880	60,000	31,900
Goldfields Esperance	321,050	375,590	298,410	60,720	29,850
Great Southern	314,880	367,360	275,780	55,160	26,760
Kimberley	473,340	549,490	445,560	66,480	36,020
Metropolitan	490,840	527,880	369,420	75,120	37,050
Pilbara	442,470	514,500	424,980	65,240	29,850
Midwest	304,590	356,040	272,690	55,570	26,760
Southwest	382,790	430,130	339,570	60,720	30,870
Wheatbelt North	292,240	344,720	257,250	54,540	26,760
Wheatbelt South	298,410	349,880	261,370	53,510	26,760

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

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

Kerbing costs \$43,200 to \$62,000 per kilometre, increasing up to \$77,500 in the north of the State.

Concrete footpaths cost \$90,000 to \$103,000 per kilometre, increasing up to \$134,000 in the north of the State.

Dual Use paths cost \$98,000 to \$118,000, increasing up to \$155,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region ranges from \$504,000 to \$1,500,000 per km depending on the number of lanes.

ROAD PRESERVATION COSTS
Sealed Roads within Built up Areas

Costs are in 2013-14 prices

Region	Routine maintenance	Reseal	Residential Streets Sealed 7 m wide	Reconstruction
Gascoyne	2,370	60,510	263,430	318,990
Goldfields Esperance	2,170	44,000 - 62,000	236,670	290,180
Great Southern	1,930	41,470	215,070	267,540
Kimberley	2,660	73,480	309,730	388,970
Metropolitan	2,400	39,110	195,510	226,380
Pilbara	2,560	60,720	295,330	366,330
Midwest	1,900	41,470	215,070	267,540
Southwest	2,370	39,110	236,670	282,980
Wheatbelt North	1,900	41,470	209,920	259,310
Wheatbelt South	1,990	41,470	211,980	263,430

Sealed Roads Outside Built up Areas

Region	Routine maintenance	Reseal	Roads Sealed 6.0 m wide	Reconstruction
Gascoyne	2,030	51,870		271,660
Goldfields Esperance	1,870	38,000 - 61,750		239,760
Great Southern	1,650	35,610		228,440
Kimberley	2,270	62,980		328,260
Metropolitan	2,060	33,340		300,470
Pilbara	2,200	51,870		333,400
Midwest	1,630	35,610		219,180
Southwest	2,030	33,340		270,630
Wheatbelt North	1,630	35,610		214,040
Wheatbelt South	1,700	35,610		216,090

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

ROAD PRESERVATION COSTS
Unsealed Roads Outside Built up Areas

Costs are in 2013-14 prices

Region	Gravel Roads		\$ per kilometre		Formed Roads Reformation
	Routine maintenance Annual	Re-sheeting	Routine maintenance Annual		
Gascoyne	1,100	28,300	660		8,030
Goldfields Esperance	1,000	28,820	630		6,280
Great Southern	960	26,760	610		4,220
Kimberley	1,160	28,410	830		9,370
Metropolitan	1,240	31,900	830		5,150
Pilbara	1,120	33,340	700		8,650
Midwest	1,000	27,380	630		4,220
Southwest	1,190	26,760	760		5,250
Wheatbelt North	1,000	26,350	630		4,220
Wheatbelt South	1,090	25,320	630		4,220

STANDARDS USED IN ESTIMATING VALUATIONS 2013-2014

STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

Standards are expressed as frequencies for undertaking work

E.g. the standard for reconstructing pavements for sealed roads outside built up areas is once every 55 years

Roads outside built up areas			
Region	Reconstruction Pavement	Paved Roads	Formed Roads
Metropolitan	55	15	20
Agricultural	55	15	15
Pastoral	55	15	15
Pilbara	55	12	20
Kimberley	55	12	15

Roads outside built up areas			
Region	Sealed Roads	Reseal Aggregate seal	Re-sheet
Metropolitan			
Agricultural			
Pastoral			
Pilbara			
Kimberley			

Bridges			
Region	Reconstruction Timber Bridges	Reconstruction Concrete Bridges	Reconstruction Concrete Bridges
Metropolitan	60		
Agricultural	60		
Pastoral			
Pilbara			
Kimberley			

Sealed Roads within built up areas - Residential Streets			
Region	Reconstruction Pavement	Reseal Aggregate seal	Reseal Asphalt seal
Metropolitan	75	15	25
Agricultural	60	15	25
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

Sealed Roads within built up areas - Local Distributor Roads			
Region	Reconstruction Pavement	Reseal Aggregate seal	Reseal Asphalt seal
Metropolitan	60	15	20
Agricultural	60	15	20
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains			
Region	Footpaths and Kerbing	Longitudinal Pipe Drains	Longitudinal Pipe Drains
Metropolitan	75		
Agricultural	60		
Pastoral	60		
Pilbara	60		
Kimberley	60		

FORMULAE USED IN CALCULATIONS

2013-2014

Formulae used in this report

Written Down Value

$$\text{Depreciation [DEP]} \quad \frac{(\text{CRV} - \text{RESID}) \times \text{age}}{\text{Useful Life}}$$

Where:

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

$$\text{Written Down Value} \quad \text{CRV} - \text{DEP}$$

Road Asset Consumption

$$\text{Depreciable amount} \quad \text{CRV} - \text{RESID}$$

$$\text{Annual Depreciation Expense} \quad \frac{\text{Depreciable amount}}{\text{Useful life}}$$

$$\text{Performance} \quad \frac{\text{Annual Depreciation Expense}}{\text{Depreciation amount}}$$

Sealed Road sustainability

$$\text{Annual Depreciation Expense} \quad \frac{\text{Depreciable amount}}{\text{Useful life}}$$

$$\text{Life Cycle Cost per year} \quad \text{Annual Depreciation Expense} + \text{Maintenance}$$

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

Where:

Maintenance	Annual expenditure on maintenance
Renewal	Annual expenditure on renewal

EXPLANATION OF TERMS

2013-2014

**Explanation of the Terms:
Maintenance, Capital Renewal, Capital Upgrade, and Capital Expansion**

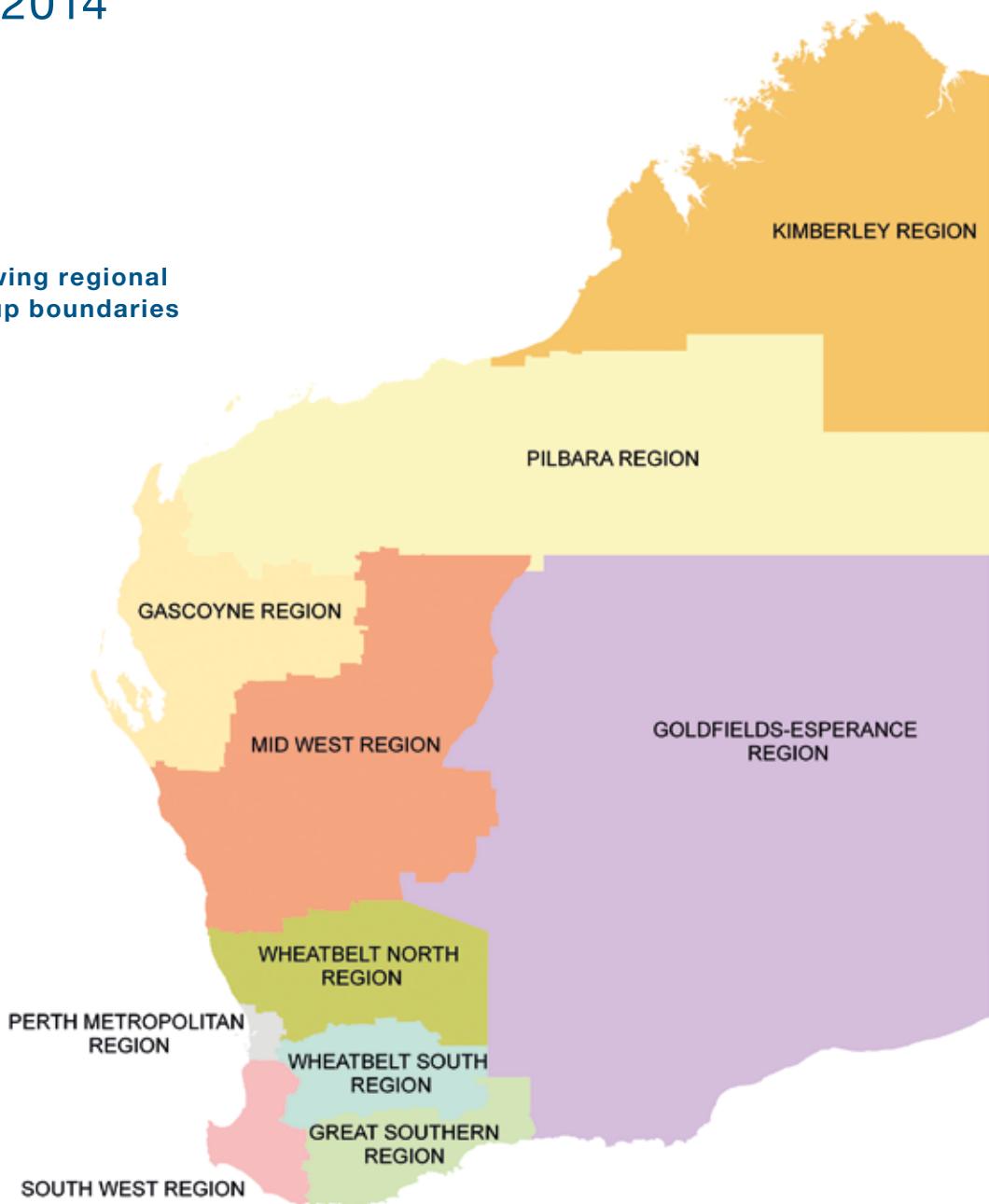
Unformed Road.	Cleared and flat bladed with minimum construction.
Formed Road	Unsealed road shaped and drained without imported material and constructed pavement.
Gravel Road	Unsealed road constructed from imported material, shaped and drained.
Sealed Road	A road constructed with a bituminous or asphalt seal.
Maintenance	Maintains the asset, but does not increase the asset's service potential or life. Expenditure in this category includes:
	Roads Grading unsealed roads Grading shoulders on sealed roads Patching potholes Repairing seal edges Repairing culverts and end walls Repairing drainage associated with a road Clearing culverts and drainage systems associated with a road Painting and replacing guide posts Sweeping pavements
	Bridges Repairs to bridge components and surface Clearing firebreaks White ant protection Tightening bolts Painting handrails Bridge inspection
	Ancillary Lighting including power costs Road signals and signs including street signs Road marking All other traffic management devices Footpaths and dual use paths Road verges (including care and watering of trees)
Capital Renewal	Increases the life of the asset and may increase its service potential. Expenditure in this category includes:
	Roads Resealing aggregate and asphalt seals Regravelling existing gravel roads Reforming existing formed roads Reconstructing roads to existing standards (may include widening less than lane width) Reconstructing shoulders on sealed roads Replacing cattle grids Replacing culverts Replacing kerbs

Bridges
Replacing bridge components
Strengthening individual structural components
Constructing concrete overlays
Reconstructing of bridges to existing standards (may include widening less than 1 metre)
Ancillary
Replacement of lighting infrastructure
Replacement of road signals and signs including street signs
Replacement of road marking
Replacement of all other traffic management devices
Reconstruction of footpaths and dual use paths
Road preservation
Is the sum of maintenance and capital renewal.
Capital Upgrade
Provides a higher level of service to users. Expenditure in this category includes:
Roads
Gravelling a road that was not previously gravelled
Sealing a road that was not previously sealed
Constructing a second carriageway
Widening a road
Bridges
Widening a bridge
Strengthening a bridge to accommodate higher axle loads
Ancillary
Upgrading or adding to existing:
Street lighting
Road signals and signs including street signs
Road marking
All other traffic management devices
Footpaths including dual use paths
Capital Expansion
Extending the road network. Expenditure in this category includes:
Roads
Constructing a road that previously did not exist. It may be a formed, gravelled or sealed road or street.
Bridges
Constructing a bridge where none existed previously
Ancillary
Provision of the following on new roads:
Street lighting
Road signals and signs including street signs
Road marking
All other traffic management devices
Footpaths including dual use paths

ROAD ASSETS & EXPENDITURE INDICATORS AND EXPENDITURE STATISTICS

2013-2014

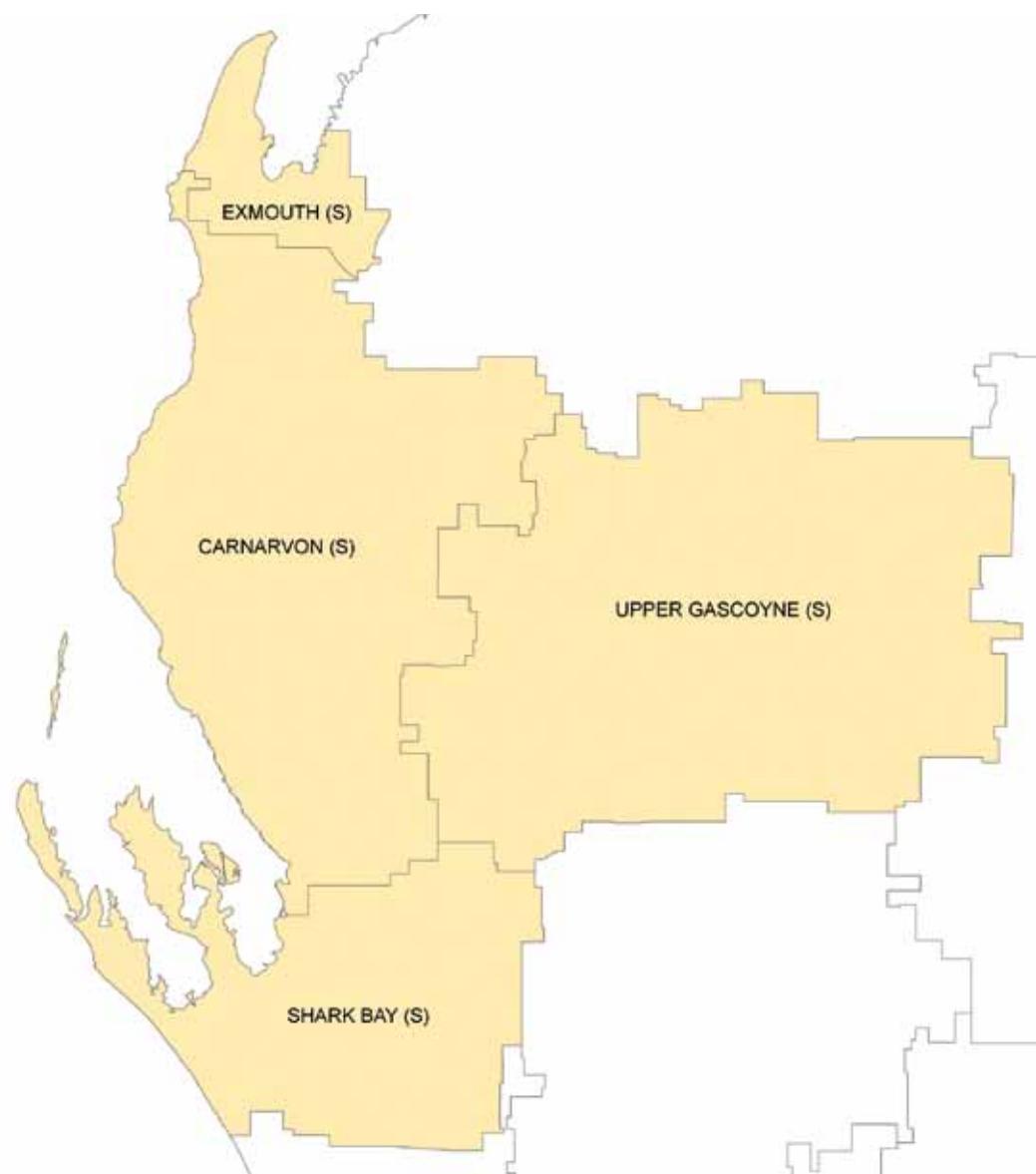
Map showing regional road group boundaries



GASCOYNE REGION

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Gascoyne Regional Road Group

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
CARNARVON	0.62	3.2%	76%	0.76
EXMOORTH	0.35	3.0%	64%	0.77
SHARK BAY	0.57	4.3%	110%	0.94
UPPER GASCOYNE	0.58	5.3%	17%	0.76
Region Average	0.54	3.7%	68%	0.79
State Average	0.58	2.6%	72%	0.87

Appendix 5

Expenditure from Councils' Own Resources 2013-14 Gascoyne Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	3,463	1,093	32%	41%	15%	180
EXMOORTH	2,373	1,471	62%	64%	45%	580
SHARK BAY	1,502	202	13%	41%	9%	221
UPPER GASCOYNE	2,536	748	29%	53%	23%	2899
Region	9,874	3,514	36%	48%	22%	360
State	807,445	463,592	57%	30%	28%	191

**Road Data 2013-14
Gascoyne Regional Road Group**

COUNCIL	Road Data [kilometres]						Footpaths [km]	Dual Use
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
CARNARVON	4	43	190	404	590	294	1,526	15.5
EXMOORTH	1	38	116	19	47	64	286	21.3
SHARK BAY	5	5	18	352	184	6	571	4.9
UPPER GASCOYNE	0	1	60	659	883	226	1,829	0.6
Region	10	88	385	1,434	1,705	591	4,212	42.4
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460
							552	4,563

Appendix 5

Expenditure on Road Preservation 2013-14 Gascoyne Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
CARNARVON	1,245	1,242	716	260	3,463	11,615	1,981	[10]
EXMOORTH	1,611	404	18	28	2,061	18,741	0	586
SHARK BAY	385	120	789	112	1,406	16,638	2,544	0
UPPER GASCOYNE	104	0	1,785	358	2,247	31,556	9,417	741
Region	3,345	1,766	3,308	758	9,177	15,233	2,061	5,712
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	467
							1,837	788

Expenditure by Work Categories 2013-14
Gascoyne Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on			Preservation			
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,363	2,100	0	0	3,463	39.4%	60.6%	0.0%	0.0%	4,565	3,463
EXMOORTH	876	1,185	312	0	2,373	36.9%	49.9%	13.1%	0.0%	2,673	2,061
SHARK BAY	610	796	96	0	1,502	40.6%	53.0%	6.4%	0.0%	1,491	1,406
UPPER GASCOYNE	881	1,366	145	144	2,536	34.7%	53.9%	5.7%	5.7%	2,958	2,247
Region	3,730	5,447	553	144	9,874	37.8%	55.2%	5.6%	1.5%	11,688	9,177
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Appendix 5

Bridge Statistics and Expenditure 2013-14 Gascoyne Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]			Expenditure \$000s		
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	1	3,842	0	0	0	0	0
EXMOORTH	0	0	0	0	0	0	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	0	0	0	0	0	0	0
Region	1	3,842	0	0	0	0	0
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Gascoyne Regional Road Group

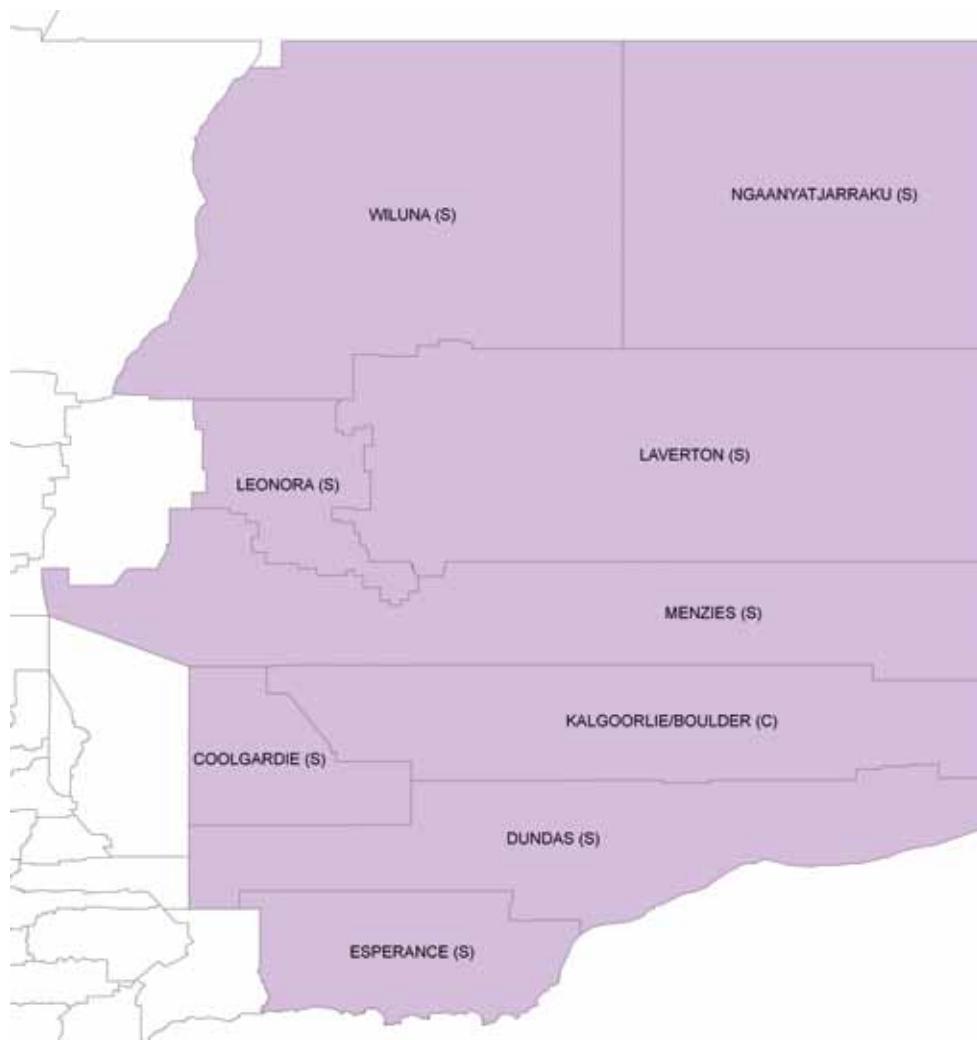
COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	375,153	1,338,253	1,245	1,242	3.32	0.93
EXMOORTH	300,872	856,471	1,611	404	5.35	0.47
SHARK BAY	80,988	125,221	385	120	4.75	0.96
UPPER GASCOYNE	11,535	418,109	104	0	9.02	0.00
Region	768,548	2,738,054	3,345	1,766	4.35	0.64
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

APPENDIX

6

GOLDFIELDS ESPERANCE REGION 2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Goldfields Esperance Regional Road Group

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
COOLGARDIE	0.44	3.4%	78%	0.54
DUNDAS	0.52	4.1%	106%	0.79
ESPERANCE	0.58	3.5%	49%	0.61
KALGOORLIE BOULDER	0.33	2.8%	78%	1.16
LAVERTON	0.49	5.1%	41%	0.91
LEONORA	0.53	4.6%	106%	1.06
MENZIES	0.54	5.6%	0%	0.91
NGAANYATJARRAKU	0.55	5.6%	15%	1.49
WILUNA	0.54	5.3%	211%	0.52
Region Average	0.49	3.8%	66.6%	0.83
State Average	0.58	2.6%	72.4%	0.87

Appendix 6

Expenditure from Councils' Own Resources 2013-14 Goldfields Esperance Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	1,870	678	36%	37%	13%	160
DUNDAS	1,755	894	51%	19%	29%	752
ESPERANCE	11,081	6,423	58%	73%	41%	456
KALGOORLIE BOULDER	13,276	8,076	61%	29%	36%	244
LAVERTON	4,231	2,248	53%	28%	51%	1642
LEONORA	2,574	1,568	61%	30%	33%	562
MENZIES	2,885	1,041	36%	38%	25%	2444
NGAANYATJARRAKU	3,954	300	8%	32%	8%	187
WILUNA	2,861	1,382	48%	37%	39%	1100
Region	44,487	22,610	51%	41%	34%	377
State	807,445	463,592	57%	30%	28%	191

Road Data 2013-14
Goldfields Esperance Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
COOLGARDIE	3	51	58	414	123	199	847	57.1	10.4	1.7
DUNDAS	1	21	10	288	212	95	627	31.9	1.2	0.0
ESPERANCE	80	41	719	3,010	193	207	4,250	32.5	9.2	109.3
KALGOORLIE BOULDER	112	108	148	476	405	98	1,347	267.0	0.0	51.6
LAVERTON	1	8	34	587	503	3,078	4,209	0.5	0.0	0.0
LEONORA	1	9	22	605	379	210	1,226	13.6	4.5	1.4
MENZIES	0	1	7	753	757	557	2,075	0.8	0.4	0.4
NGAANYATJARRAKU	0	9	0	520	751	41	1,322	3.6	0.0	0.0
WILUNA	0	5	11	642	619	646	1,922	7.0	0.0	0.0
Region	196	251	1,008	7,295	3,942	5,132	17,825	414.0	25.8	164.4
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Appendix 6

Expenditure on Road Preservation 2013-14 Goldfields Esperance Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
COOLGARDIE	1,213	0	386	49	1,648	7,829	0	220	140
DUNDAS	642	0	379	43	1,064	13,204	5,656	2,247	321
ESPERANCE	1,873	2,566	5,217	78	9,734	6,721	1,503	1,221	306
KALGOORLIE BOULDER	8,904	199	1,222	227	10,552	12,323	1,811	2,036	423
LAVERTON	323	34	1,411	363	2,131	15,622	250	6,233	1,348
LEONORA	665	83	1,023	803	2,574	31,782	736	2,436	1,511
MENZIES	0	90	2,169	236	2,495	0	0	3,480	521
NGAANYATJARRAKU	94	65	2,026	869	3,054	5,607	0	3,723	866
WILUNA	482	0	488	283	1,253	44,325	55,569	859	411
Region	14,196	3,037	14,320	2,952	34,505	11,131	1,481	1,979	757
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14
Goldfields Esperance Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on			Preservation			
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
COOLGARDIE	955	693	222	0	1,870	51.1%	37.1%	11.9%	0.0%	2,630	1,418
DUNDAS	402	662	634	57	1,755	22.9%	37.7%	36.1%	3.2%	1,342	1,064
ESPERANCE	4,705	5,029	1,337	10	11,081	42.5%	45.4%	12.1%	0.1%	16,046	9,734
KALGOORLIE BOULDER	6,815	3,737	2,724	0	13,276	51.3%	28.1%	20.5%	0.0%	9,060	10,485
LAVERTON	1,384	747	341	1,759	4,231	32.7%	17.7%	8.1%	41.6%	2,332	2,113
LEONORA	1,846	728	0	0	2,574	71.7%	28.3%	0.0%	0.0%	2,378	2,519
MENZIES	695	1,800	252	138	2,885	24.1%	62.4%	8.7%	4.8%	2,597	2,361
NGAANYATJARRAKU	1,394	1,660	900	0	3,954	35.3%	42.0%	22.8%	0.0%	2,051	3,054
WILUNA	843	410	1,608	0	2,861	29.5%	14.3%	56.2%	0.0%	2,328	1,211
Region	19,039	15,466	8,018	1,964	44,487	42.8%	34.8%	18.0%	4.4%	40,765	33,959
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Appendix 6

Bridge Statistics and Expenditure 2013-14 Goldfields Esperance Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]			Expenditure \$000s		
		All Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	0	0	0	0	0	0	0
DUNDAS	0	0	0	0	0	0	0
ESPERANCE	4	892	0	0	0	0	0
KALGOORLIE BOULDER	0	0	0	0	0	0	0
LAVERTON	0	0	0	0	0	0	0
LEONORA	0	0	0	0	0	0	0
MENZIES	0	0	0	0	0	0	0
NGAANYATJARRAKU	0	0	0	0	0	0	0
WILUNA	0	0	0	0	0	0	0
Region	4	892	0	0	0	0	0
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Goldfields Esperance Regional Road Group

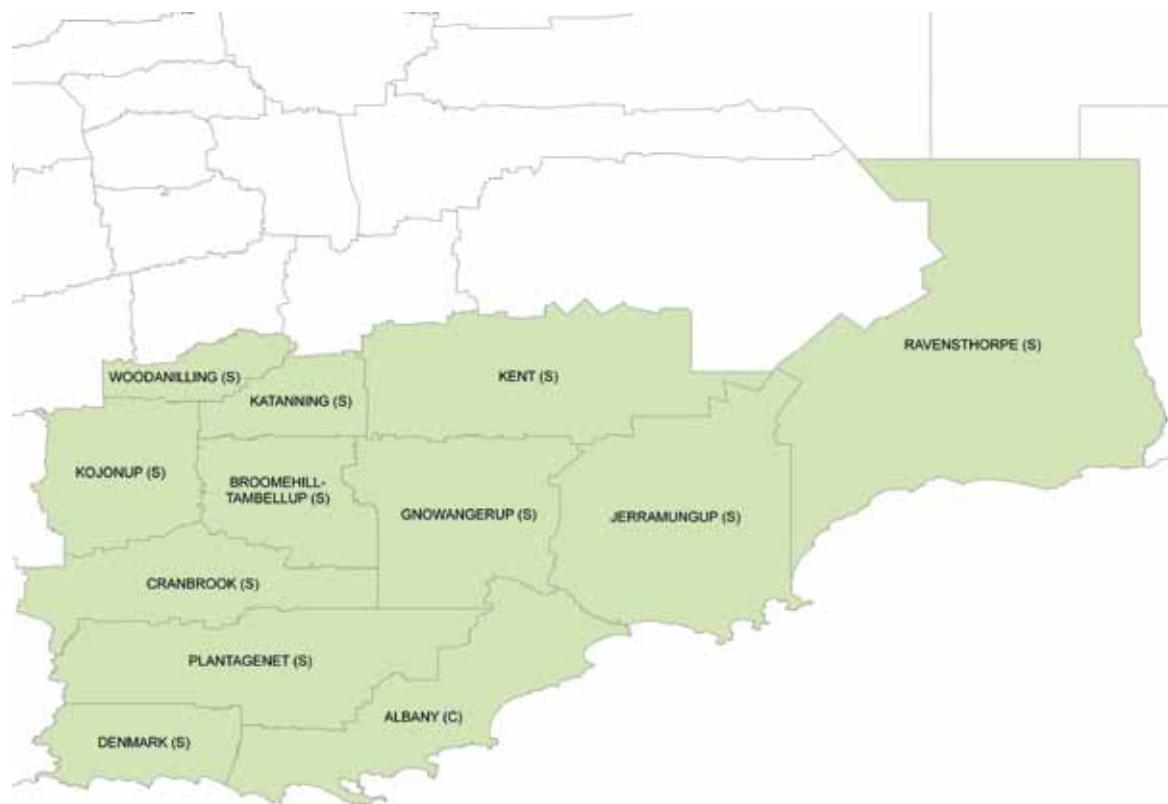
COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	542,280	366,589	1,213	0	2.24	0.00
DUNDAS	170,174	64,971	642	0	3.77	0.00
ESPERANCE	975,394	4,743,553	1,873	2,566	1.92	0.54
KALGOORLIE BOULDER	2,528,847	1,173,730	8,904	199	3.52	0.17
LAVERTON	72,366	229,639	323	34	4.46	0.15
LEONORA	73,234	174,162	665	83	9.08	0.48
MENZIES	4,776	48,627	0	90	0.00	1.85
NGAANYATJARRAKU	58,675	0	94	65	1.60	0.00
WILUNA	38,060	72,622	482	0	12.66	0.00
Region	4,463,806	6,873,893	14,196	3,037	3.18	0.44
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

APPENDIX

7

GREAT SOUTHERN REGION 2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Great Southern Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset [1]	Road Asset Consumption [2]	Sealed Road Sustainability [3]	Preservation Performance [4]
ALBANY (C)	0.56	2.6%	69%	1.15
BROOMEHILL TAMBELLUP	0.49	3.6%	61%	0.56
CRANBROOK	0.44	3.4%	25%	0.19
DENMARK	0.54	3.0%	121%	1.33
GNOWANGERUP	0.53	3.9%	85%	1.09
JERRAMUNGUP	0.56	4.2%	32%	0.54
KATANNING	0.47	3.2%	94%	0.72
KENT	0.52	4.5%	44%	0.58
KOJONUP	0.42	3.5%	20%	0.36
PLANTAGENET	0.47	3.6%	68%	0.70
RAVENSTHORPE	0.62	4.0%	27%	0.54
WOODANILLING	0.50	3.9%	91%	0.65
Region	0.51	3.3%	65%	0.75
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Great Southern Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	13,362	5,341	40%	33%	23%	152
BROOMEHILL TAMBELLUP	4,353	1,079	25%	98%	39%	913
CRANBROOK	2,296	900	39%	135%	39%	807
DENMARK	4,126	2,300	56%	46%	50%	412
GNOWANGERUP	4,543	2,148	47%	83%	74%	1657
JERRAMUNGUP	2,825	1,699	60%	74%	59%	1575
KATANNING	3,705	815	22%	52%	19%	189
KENT	1,861	931	50%	99%	39%	1773
KOJONUP	3,389	1,300	38%	106%	42%	634
PLANTAGENET	4,068	2,131	52%	75%	42%	424
RAVENSTHORPE	2,036	732	36%	67%	18%	323
WOODANILLING	1,173	107	9%	106%	9%	249
Region	47,737	19,483	41%	61%	33%	325
State	807,445	463,592	57%	30%	28%	191

Road Data 2013-14
Great Southern Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY (C)	155	110	493	635	177	0	1,569	68.3	3.0	66.8
BROOMEHILL TAMBELLUP	0	12	209	609	114	28	971	3.8	0.3	4.8
CRANBROOK	1	8	280	618	75	32	1,014	4.4	4.4	2.0
DENMARK	5	30	162	330	56	35	617	17.4	0.0	18.4
GNOWANGERUP	0	17	176	587	207	24	1,011	7.2	0.0	1.3
JERRAMUNGUP	1	12	89	784	108	87	1,081	2.8	0.0	8.5
KATANNING	8	40	135	447	61	2	693	17.7	11.2	5.7
KENT	0	4	139	791	316	73	1,324	1.6	0.9	0.5
KOJONUP	0	15	243	759	114	4	1,135	4.3	1.6	2.4
PLANTAGENET	1	23	346	611	318	10	1,310	40.5	2.4	2.0
RAVENSTHORPE	6	29	79	983	123	17	1,236	16.2	1.8	6.1
WOODANILLING	0	2	88	350	62	22	523	3.1	0.0	2.0
Region	177	300	2,440	7,502	1,731	334	12,484	187.3	25.6	120.5
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Expenditure on Road Preservation 2013-14
Great Southern Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ALBANY (C)	3,420	3,147	1,794	193	8,554	6,369	3,979	3,495	1,462
BROOMEHILL TAMBELLUP	86	1,915	557	40	2,598	3,335	1,527	2,388	1,325
CRANBROOK	14	397	1,313	52	1,776	771	1,593	2,077	525
DENMARK	1,982	340	1,311	63	3,696	29,547	5,589	5,635	3,005
GNOWANGERUP	632	1,956	1,482	239	4,309	16,716	2,172	1,471	679
JERRAMUNGUP	295	17	1,185	63	1,560	10,723	189	1,557	546
KATANNING	1,308	1,247	399	17	2,971	9,685	1,808	1,502	945
KENT	48	320	1,273	220	1,861	5,633	2,328	1,686	664
KOJONUP	205	1,202	753	85	2,245	5,618	3,413	1,682	2,722
PLANTAGENET	606	1,957	716	162	3,441	9,237	2,827	2,273	820
RAVENSTHORPE	244	120	1,510	95	1,969	3,443	346	1,862	811
WOODANILLING	102	523	475	23	1,123	29,334	2,581	1,390	378
Region	8,942	13,141	12,767	1,253	36,103	8,654	2,662	1,882	971
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14
Great Southern Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY (C)	4,829	7,531	233	769	13,362	36.1%	56.4%	1.7%	5.8%	10,786	12,360
BROOMEHILL TAMBELLUP	1,640	1,312	1,401	0	4,353	37.7%	30.1%	32.2%	0.0%	3,684	2,068
CRANBROOK	806	982	436	72	2,296	35.1%	42.8%	19.0%	3.1%	4,098	788
DENMARK	1,388	2,345	292	101	4,126	33.6%	56.8%	7.1%	2.4%	2,808	3,733
GNOWANGERUP	2,811	1,528	0	204	4,543	61.9%	33.6%	0.0%	4.5%	3,189	3,489
JERRAMUNGUP	1,044	516	833	432	2,825	37.0%	18.3%	29.5%	15.3%	2,913	1,560
KATANNING	1,597	1,495	613	0	3,705	43.1%	40.4%	16.5%	0.0%	2,991	2,151
KENT	738	1,123	0	0	1,861	39.7%	60.3%	0.0%	0.0%	3,208	1,861
KOJONUP	1,792	492	1,105	0	3,389	52.9%	14.5%	32.6%	0.0%	4,147	1,501
PLANTAGENET	1,539	1,902	544	83	4,068	37.8%	46.8%	13.4%	2.0%	4,918	3,441
RAVENSTHORPE	1,465	504	30	37	2,036	72.0%	24.8%	1.5%	1.8%	3,655	1,969
WOODANILLING	332	791	50	0	1,173	28.3%	67.4%	4.3%	0.0%	1,720	1,123
Region	19,981	20,521	5,537	1,698	47,737	41.9%	43.0%	11.6%	3.6%	48,117	36,044
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Appendix 7

Bridge Statistics and Expenditure 2013-14 Great Southern Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]				Expenditure \$000s	
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY (C)	12	47	3,100	63	654	3,806	0
BROOMEHILL TAMBELLUP	7	0	953	289	0	354	0
CRANBROOK	12	0	1,650	904	0	12	0
DENMARK	24	221	398	683	0	37	12
GNOWANGERUP	1	0	252	0	0	30	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	5	268	147	167	0	121	0
KENT	0	0	0	0	0	0	0
KOJONUP	14	0	1,530	404	0	39	0
PLANTAGENET	0	0	0	0	0	0	0
RAVENSTHORPE	1	60	0	0	0	0	0
WOODANILLING	4	36	341	0	0	0	50
Region	80	632	8,371	2,510	654	4,399	62
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Great Southern Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	1,879,290	3,111,475	3,420	3,147	1.82	1.01
BROOMEHILL TAMBELLUP	90,253	1,265,123	86	1,915	0.95	1.51
CRANBROOK	63,515	1,601,967	14	397	0.22	0.25
DENMARK	234,779	997,558	1,982	340	8.44	0.34
GNOWANGERUP	132,325	1,077,704	632	1,956	4.78	1.81
JERRAMUNGUP	96,288	581,495	295	17	3.06	0.03
KATANNING	472,692	784,187	1,308	1,247	2.77	1.59
KENT	29,824	857,087	48	320	1.61	0.37
KOJONUP	127,710	1,391,895	205	1,202	1.61	0.86
PLANTAGENET	229,628	2,184,884	606	1,957	2.64	0.90
RAVENSTHORPE	248,016	571,992	244	120	0.98	0.21
WOODANILLING	12,170	599,323	102	523	8.38	0.87
Region	3,616,489	15,024,690	8,942	13,141	2.47	0.87
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

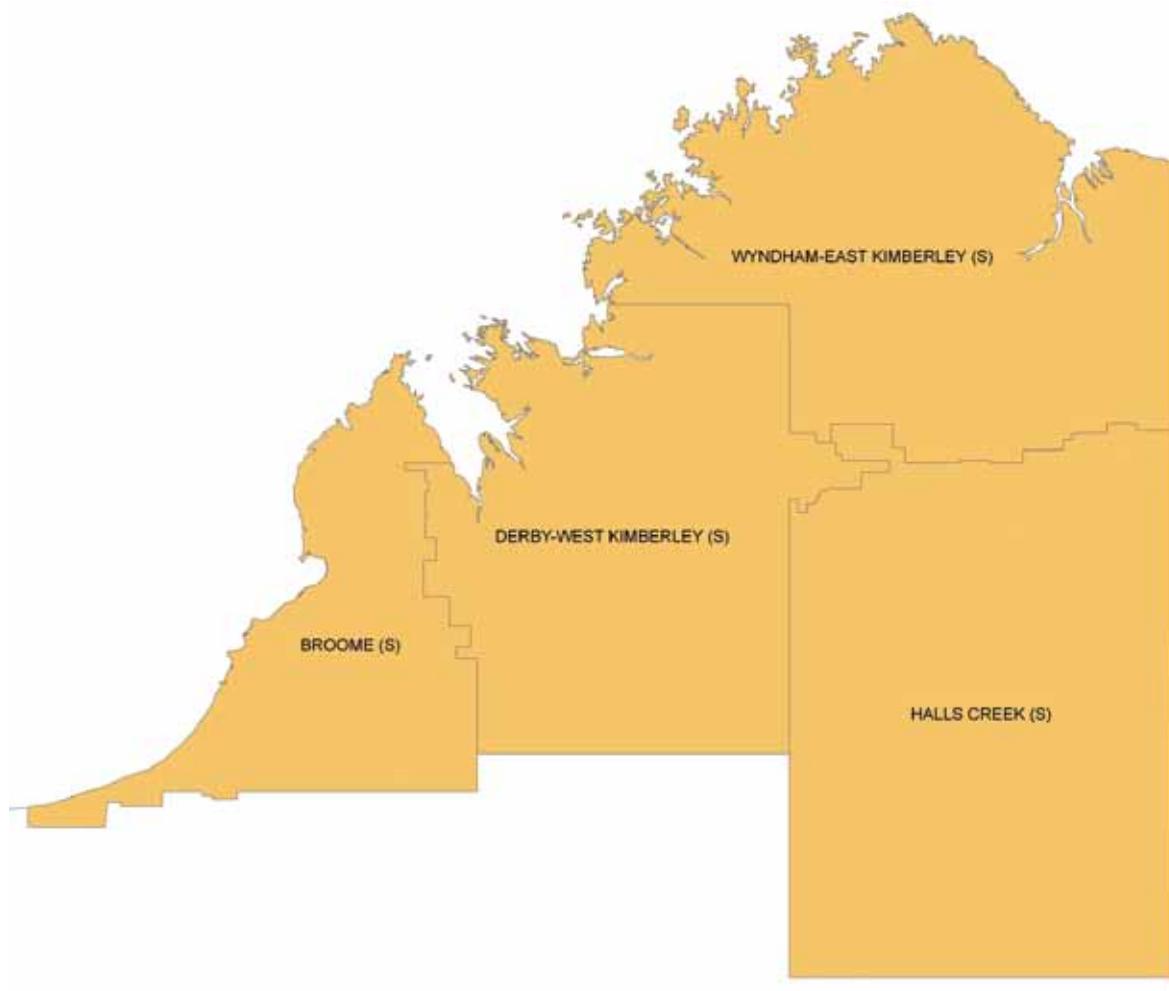
APPENDIX

8

KIMBERLEY REGION

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets and Expenditure Indicators 2013-14
Kimberley Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
BROOME	0.67	3.1%	83%	1.28
DERBY WEST KIMBERLEY	0.49	3.9%	33%	0.71
HALLS CREEK	0.53	4.7%	91%	0.71
WYNDHAM EAST KIMBERLEY	0.37	3.4%	50%	0.47
Region	0.51	3.6%	66%	0.83
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Kimberley Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person	
						[1]	[2]
BROOME	6,593	4,574	69%	32%	38%	277	
DERBY WEST KIMBERLEY	4,040	762	19%	24%	9%	80	
HALLS CREEK	2,736	137	5%	40%	3%	33	
WYNDHAM EAST KIMBERLEY	4,063	1,660	41%	36%	22%	192	
Region	17,432	7,133	41%	32%	22%	184	
State	807,445	463,592	57%	30%	28%	191	

Appendix 8

Road Data 2013-14 Kimberley Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]	Dual Use		
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BROOME	4	88	170	49	118	133	562	22.9	0.0	58.2
DERBY/WEST KIMBERLEY	0	39	40	477	473	750	1,779	14.6	0.0	8.2
HALLS CREEK	0	12	21	895	133	359	1,420	4.5	0.0	0.0
WYNDHAM EAST KIMBERLEY	0	55	174	149	488	258	1,125	21.5	2.2	15.7
Region	5	194	406	1,571	1,211	1,500	4,886	63.4	2.2	82.2
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Expenditure on Road Preservation 2013-14 Kimberley Regional Road Group

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
BROOME	4,975	893	0	521	6,389	24,316	2,154	0	0
DERBY/WEST KIMBERLEY	480	0	2,524	470	3,474	5,605	0	5,310	977
HALLS CREEK	618	0	1,871	247	2,736	22,934	0	3,489	1,454
WYNDHAM EAST KIMBERLEY	1,829	110	645	363	2,947	13,897	4,997	10,386	1,275
Region	7,902	1,003	5,040	1,601	15,546	17,607	1,307	3,244	1,334
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14

Kimberley Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BROOME	3,548	2,841	0	204	6,593	53.8%	43.1%	0.0%	3.1%	5,008	6,389
DERBY WEST KIMBERLEY	1,611	1,863	566	0	4,040	39.9%	46.1%	14.0%	0.0%	3,170	2,236
HALLS CREEK	647	2,089	0	0	2,736	23.6%	76.4%	0.0%	0.0%	3,032	2,151
WYNDHAM EAST KIMBERLEY	1,443	1,630	200	790	4,063	35.5%	40.1%	4.9%	19.4%	4,254	2,000
Region	7,249	8,423	766	994	17,432	41.6%	48.3%	4.4%	5.7%	15,464	12,776
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

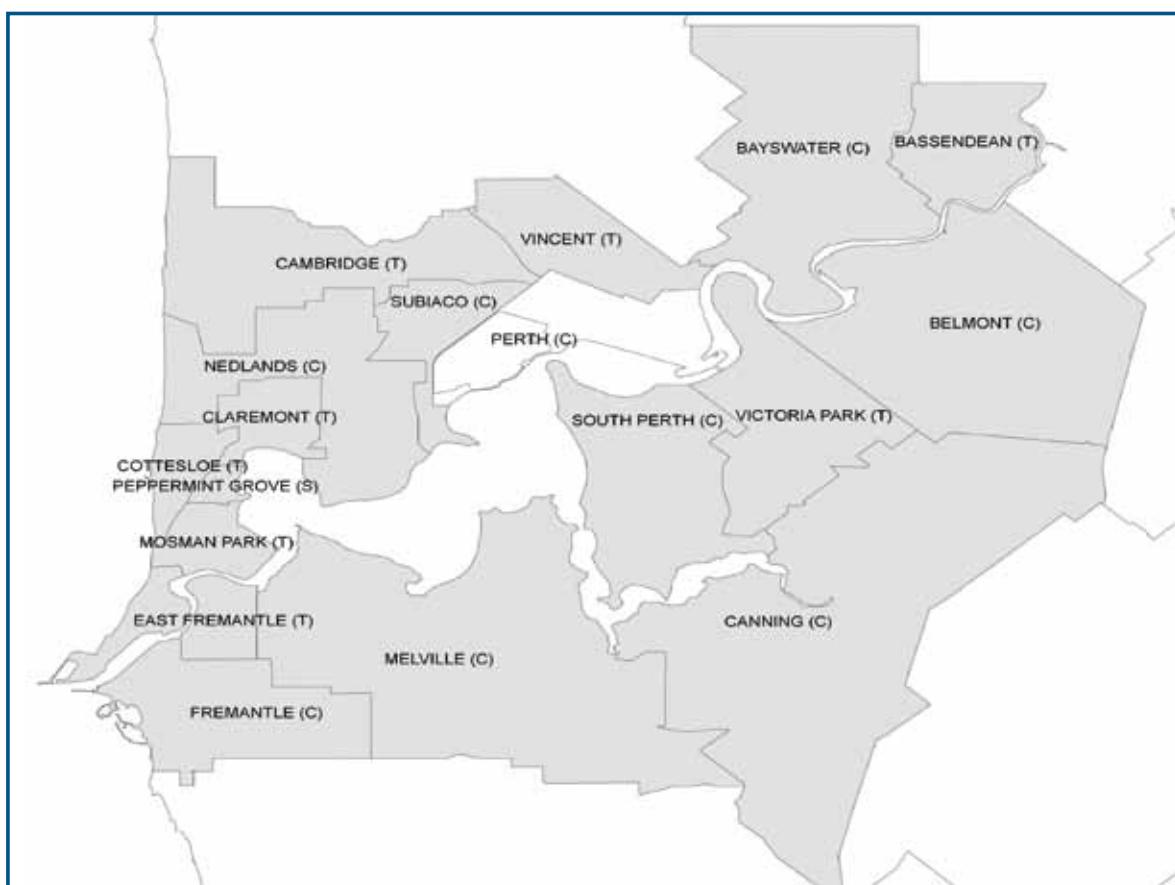
Bridge Statistics and Expenditure 2013-14
Kimberley Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]				Expenditure \$000s	
		All Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	0	0	0	0	0	0	0
DERBY WEST KIMBERLEY	1	746	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	0	0
WYNDHAM EAST KIMBERLEY	11	1,798	0	0	0	126	0
Region	12	2,544	0	0	0	126	0
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Appendix 8

Sealed Road Area Statistics and Expenditure 2013-14 Kimberley Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BROOME	716,085	1,181,557	4,975	893	6.95	0.76
DERBY WEST KIMBERLEY	299,757	270,645	480	0	1.60	0.00
HALLS CREEK	94,313	145,798	618	0	6.55	0.00
WYNDHAM EAST KIMBERLEY	460,632	931,713	1,829	110	3.97	0.12
Region	1,570,787	2,529,712	7,902	1,003	5.03	0.40
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63



APPENDIX

9

METROPOLITAN REGION

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure

Road Assets & Expenditure Indicators 2013-14
Metropolitan Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
ARMADALE	0.75	1.7%	41%	0.62
BASSENGEAN	0.64	1.6%	47%	1.12
BAYSWATER	0.64	1.6%	77%	1.14
BELMONT	0.75	1.6%	140%	1.32
CAMBRIDGE	0.65	1.6%	101%	1.43
CANNING	0.70	1.8%	142%	1.52
CLAREMONT	0.32	1.7%	242%	4.43
COCKBURN	0.73	1.9%	54%	0.79
COTTESLOE	0.54	1.7%	85%	2.23
EAST FREMANTLE	0.09	1.6%	88%	2.85
FREMANTLE	0.77	1.6%	98%	1.96
GOSNELL	0.73	1.5%	53%	0.89
JOONDALUP	0.68	1.6%	63%	0.80
KALAMUNDA	0.71	1.8%	57%	0.93
KWINANA	0.70	2.0%	83%	1.29
MELVILLE	0.59	1.6%	112%	1.44
MOSMAN PARK	0.67	1.7%	78%	1.02
MUNDARING	0.61	2.2%	66%	0.88

Appendix 9

Road Assets & Expenditure Indicators 2013-14 [continued] Metropolitan Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
NEDLANDS	0.53	1.6%	203%	1.97
PEPPERMINT GROVE	0.77	1.7%	92%	1.83
PERTH	0.60	1.6%	293%	14.32
ROCKINGHAM	0.68	1.9%	69%	1.20
SERPENTINE JARRAHDALE	0.25	2.6%	72%	0.77
SOUTH PERTH	0.69	1.6%	133%	1.57
STIRLING	0.62	1.6%	144%	1.20
SUBIACO	0.59	1.6%	136%	2.16
SWAN	0.67	1.9%	64%	1.03
VICTORIA PARK	0.51	1.7%	123%	2.06
VINCENT	0.52	1.5%	96%	1.30
WANNEROO	0.80	1.6%	84%	0.73
Region	0.67	1.7%	95%	1.29
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Metropolitan Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	17,760	10,425	59%	27%	31%	151
BASSENDERAN	2,506	2,227	89%	19%	25%	144
BAYSWATER	8,789	6,699	76%	14%	17%	100
BELMONT	7,330	6,376	87%	16%	25%	165
CAMBRIDGE	8,349	7,004	84%	20%	46%	257
CANNING	19,460	14,467	74%	16%	26%	155
CLAREMONT	4,491	4,228	94%	11%	54%	413
COCKBURN	17,940	11,984	67%	19%	22%	121
COTTESLOE	2,511	1,999	80%	12%	32%	240
EAST FREMANTLE	2,105	1,969	94%	14%	43%	259
FREMANTLE	9,649	8,359	87%	14%	37%	284
GOSNELL'S	21,034	16,739	80%	23%	30%	144
JOONDALUP	20,014	15,931	80%	18%	18%	97
KALAMUNDA	10,715	8,324	78%	24%	28%	143
KWINANA	10,265	8,034	46%	20%	28%	246
MELVILLE	16,009	14,111	88%	13%	24%	136
MOSMAN PARK	765	664	87%	11%	11%	70
MUNDARING	7,937	5,525	70%	27%	27%	141

Appendix 9

Expenditure from Councils' Own Resources 2013-14 [continued] Metropolitan Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	5,869	5,538	94%	17%	37%	245
PEPPERMINT GROVE	410	397	97%	16%	31%	233
PERTH	42,066	40,340	96%	4%	79%	2118
ROCKINGHAM	32,908	24,218	74%	20%	42%	212
SERPENTINE JARRAHDALE	5,345	2,333	44%	38%	23%	117
SOUTH PERTH	8,406	6,751	80%	12%	24%	149
STIRLING	27,589	23,083	84%	13%	18%	107
SUBIACO	5,118	4,369	85%	11%	28%	228
SWAN	27,209	22,497	83%	26%	35%	189
VICTORIA PARK	8,042	6,563	82%	12%	28%	183
VINCENT	6,693	5,526	83%	12%	24%	157
WANNEROO	25,663	12,480	49%	22%	15%	74
Region	382,947	299,160	78%	18%	28%	166
State	807,445	463,592	57%	30%	28%	191

Road Data 2013-14
Metropolitan Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]		Dual Use	
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	435	17	224	1	3	1	681	198.7	0.0	182.9
BASSENDEN	94	1	1	0	0	0	95	71.0	0.0	60.7
BAYSWATER	338	1	0	0	0	0	340	275.0	0.0	7.0
BELMONT	215	12	0	0	0	0	227	133.7	0.0	98.4
CAMBRIDGE	167	3	2	0	0	0	173	148.5	0.0	30.0
CANNING	538	34	3	1	0	0	576	132.0	0.0	229.0
CLAREMONT	47	0	0	0	0	0	47	85.8	2.1	4.9
COCKBURN	593	18	182	2	0	1	796	480.7	0.0	143.6
COTTESLOE	36	11	0	0	0	0	47	66.0	0.3	4.9
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	168	9	0	0	0	0	177	292.0	0.0	72.0
GOSNELL	595	23	106	2	0	1	727	473.5	0.0	305.0
JOONDALUP	968	32	7	0	0	0	1,006	642.0	21.0	139.0
KALAMUNDA	268	168	165	5	6	2	613	287.0	4.0	79.0
KWINANA	218	32	123	0	0	0	374	184.4	3.3	81.4
MELVILLE	517	7	0	0	0	0	524	470.0	3.0	23.0
MOSMAN PARK	39	3	1	0	0	0	43	62.2	0.0	1.4
MUNDARING	156	122	323	28	22	9	659	32.4	3.6	60.3

Road Data 2013-14 [continued]
Metropolitan Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
NEDLANDS	118	23	0	0	0	0	141	267.0	0.0	35.0
PEPPERMINT GROVE	9	0	0	0	0	0	9	18.0	0.0	12.7
PERTH	86	8	0	0	0	0	93	135.0	0.0	13.0
ROCKINGHAM	666	70	206	6	1	6	956	53.5	0.0	405.1
SERPENTINE JARRAHDALE	50	32	459	115	1	4	661	85.1	5.0	22.0
SOUTH PERTH	188	4	0	0	0	0	192	193.3	1.6	55.0
STIRLING	1,007	21	0	0	0	0	1,028	878.0	0.0	111.0
SUBIACO	87	2	0	0	0	0	89	132.8	0.0	8.2
SWAN	718	88	549	50	13	3	1,420	394.1	0.0	286.2
VICTORIA PARK	157	3	0	0	0	0	160	211.0	1.7	21.0
VINCENT	135	9	0	0	0	0	144	242.0	0.0	13.9
WANNEROO	955	189	134	7	0	0	1,286	518.0	0.0	455.0
Region	9,600	942	2,487	217	46	26	13,319	7222	46	2963
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

**Expenditure on Road Preservation 2013-14
Metropolitan Regional Road Group**

COUNCIL [1]	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas [2]	Sealed Roads outside Built up Areas [3]	Gravel Roads [4]	Formed Roads [5]	Total [6]	Sealed Roads \$ per lane km [7]	Sealed Roads \$ per lane km [8]	Gravel Roads \$ per km [9]	Formed Roads \$ per km [10]
ARMADALE	5,537	581	0	0	6,118	5,978	1,468	5,325	246
BASSENDEN	2,333	0	0	0	2,333	10,554	0	0	0
BAYSWATER	7,739	0	0	0	7,739	9,717	0	0	0
BELMONT	6,304	0	0	0	6,304	11,845	0	0	0
CAMBRIDGE	5,142	0	0	0	5,142	12,640	0	0	0
CANNING	16,774	0	0	0	16,774	12,957	0	0	0
CLAREMONT	4,426	0	0	0	4,426	42,754	0	0	0
COCKBURN	8,777	581	0	0	9,358	7,272	706	0	0
COTTESLOE	2,013	0	0	0	2,013	19,483	0	0	0
EAST FREMANTLE	2,068	0	0	0	2,068	24,815	0	0	0
FREMANTLE	7,685	0	0	0	7,685	18,842	0	0	0
GOSNELL	13,192	0	0	0	13,192	9,950	4,218	0	2,189
JOONDALUP	15,098	0	0	0	15,098	6,688	0	0	0
KALAMUNDA	6,371	1,693	168	22	8,254	7,247	6,566	5,039	4,611
KWINANA	5,528	1,340	0	0	6,868	11,113	4,656	0	0
MELVILLE	14,196	0	0	0	14,196	12,190	0	0	0
MOSMAN PARK	765	0	0	0	765	9,154	0	0	0
MUNDARING	3,064	3,005	149	48	6,266	5,819	3,397	9,390	3,239

Appendix 9

Expenditure on Road Preservation 2013-14 [continued]
Metropolitan Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
NEDLANDS	5,743	0	0	0	5,743	19,203	0	0	0
PEPPERMINT GROVE	410	0	0	0	410	19,329	0	0	0
PERTH	42,066	0	0	0	42,066	147,720	0	0	0
ROCKINGHAM	17,010	0	0	0	17,010	11,334	4,723	0	552
SERPENTINE JARRAHDALE	957	2,838	192	0	3,987	5,774	3,658	1,508	509
SOUTH PERTH	6,167	0	0	0	6,167	13,722	0	0	0
STIRLING	23,624	0	0	0	23,624	10,246	0	0	0
SUBIACO	4,604	0	0	0	4,604	20,900	0	0	0
SWAN	12,186	6,829	212	37	19,264	7,547	5,301	5,318	3,548
VICTORIA PARK	7,108	0	0	0	7,108	17,733	0	0	0
VINCENT	4,762	0	0	0	4,762	12,333	0	0	0
WANNEROO	14,573	954	0	0	15,527	6,279	3,430	0	0
Region	266,222	17,821	721	108	284,873	11,683	3,437	10,919	13,168
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

**Expenditure by Work Categories 2013-14
Metropolitan Regional Road Group**

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	3,971	2,839	9,419	1,531	17,760	22.4%	16.0%	53.0%	8.6%	10,972
BASSENDEN	2,191	142	74	99	2,506	87.4%	5.7%	3.0%	4.0%	2,082
BAYSWATER	4,970	2,769	520	530	8,789	56.5%	31.5%	5.9%	6.0%	6,762
BELMONT	2,309	3,995	1,021	5	7,330	31.5%	54.5%	13.9%	0.1%	4,768
CAMBRIDGE	3,248	1,894	3,027	180	8,349	38.9%	22.7%	36.3%	2.2%	3,599
CANNING	8,486	8,431	888	1,655	19,460	43.6%	43.3%	4.6%	8.5%	11,094
CLAREMONT	1,755	2,671	65	0	4,491	39.1%	59.5%	1.4%	0.0%	998
COCKBURN	6,470	2,888	6,107	2,475	17,940	36.1%	16.1%	34.0%	13.8%	11,808
COTTESLOE	1,148	865	226	272	2,511	45.7%	34.4%	9.0%	10.8%	902
EAST FREMANTLE	1,352	716	37	0	2,105	64.2%	34.0%	1.8%	0.0%	727
FREMANTLE	5,748	1,937	1,964	0	9,649	59.6%	20.1%	20.4%	0.0%	3,916
GOSNELLS	9,638	3,838	1,635	5,923	21,034	45.8%	18.2%	7.8%	28.2%	15,151
JOONDALUP	9,282	6,190	4,542	0	20,014	46.4%	30.9%	22.7%	0.0%	19,289
KALAMUNDA	5,716	2,538	0	2,461	10,715	53.3%	23.7%	0.0%	23.0%	8,888
KWINANA	4,182	2,686	1,876	1,521	10,265	40.7%	26.2%	18.3%	14.8%	5,304
MELVILLE	8,408	5,788	1,166	647	16,009	52.5%	36.2%	7.3%	4.0%	6,868
MOSMAN PARK	568	197	0	0	765	74.2%	25.8%	0.0%	0.0%	752
MUNDARING	3,976	2,332	1,629	0	7,937	50.1%	29.4%	20.5%	0.0%	7,023
										6,206

Appendix 9

Expenditure by Work Categories 2013-14 [continued] Metropolitan Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on			Required Expenditure \$000s	Actual Expenditure \$000s		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
NEDLANDS	2,410	3,333	126	0	5,869	41.1%	56.8%	2.1%	0.0%	2,911	5,743
PEPPERMINT GROVE	265	145	0	0	410	64.6%	35.4%	0.0%	0.0%	224	410
PERTH	12,107	29,959	0	0	42,066	28.8%	71.2%	0.0%	0.0%	2,938	42,066
ROCKINGHAM	12,857	4,165	2,413	13,473	32,908	39.1%	12.7%	7.3%	40.9%	14,214	17,022
SERPENTINE JARRAHDALE	1,998	2,058	1,289	0	5,345	37.4%	38.5%	24.1%	0.0%	5,277	4,056
SOUTH PERTH	3,006	3,161	1,849	390	8,406	35.8%	37.6%	22.0%	4.6%	3,938	6,167
STIRLING	8,946	14,678	2,004	1,961	27,589	32.4%	53.2%	7.3%	7.1%	19,765	23,624
SUBIACO	2,979	1,625	514	0	5,118	58.2%	31.8%	10.0%	0.0%	2,127	4,604
SWAN	14,904	5,628	2,884	3,793	27,209	54.8%	20.7%	10.6%	13.9%	19,843	20,532
VICTORIA PARK	4,705	2,403	934	0	8,042	58.5%	29.9%	11.6%	0.0%	3,439	7,073
VINCENT	2,715	2,047	1,931	0	6,693	40.6%	30.6%	28.9%	0.0%	3,667	4,762
WANNEROO	6,619	8,908	9,481	655	25,663	25.8%	34.7%	36.9%	2.6%	21,240	15,527
Region	156,931	130,826	57,621	37,571	382,949	41.0%	34.2%	15.0%	9.8%	223,454	287,568
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Bridge Statistics and Expenditure 2013-14
Metropolitan Regional Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]				Expenditure \$000s
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	14	2,415	890	313	0	692
BASSENDERAN	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0
CAMBRIDGE	1	76	0	0	0	0
CANNING	5	1,558	1,072	0	0	143
CLAREMONT	0	0	0	0	0	0
COCKBURN	3	909	0	0	0	0
COTTESLOE	0	0	0	0	0	0
EAST FREMANTLE	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0
GOSNELLS	10	3,308	3,202	0	0	284
JOONDALUP	25	3,234	0	0	220	374
KALAMUNDA	4	67	137	0	0	0
KWINANA	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0
MUNDARING	7	617	666	0	0	42

Appendix 9

Bridge Statistics and Expenditure 2013-14 [continued] Metropolitan Regional Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]				Expenditure \$000s	
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	7	1,152	0	0	448	0	0
ROCKINGHAM	1	688	0	0	0	12	0
SERPENTINE JARRAHDALE	11	1,295	451	36	0	69	0
SOUTH PERTH	2	255	0	0	0	0	0
STIRLING	4	473	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	26	2,911	3,022	682	160	1,268	0
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	6	795	0	0	0	0	0
Region	131	20,340	9,439	1,030	1,442	2,884	1,999
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Metropolitan Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	3,241,567	1,499,369	5,537	581	1.71	0.39
BASSENDERAN	773,697	5,455	2,333	0	3.02	0.00
BAYSWATER	2,787,545	1,172	7,739	0	2.78	0.00
BELMONT	1,862,698	2,624	6,304	0	3.38	0.00
CAMBRIDGE	1,423,862	15,408	5,142	0	3.61	0.00
CANNING	4,531,042	23,319	16,774	0	3.70	0.00
CLAREMONT	362,325	2,655	4,426	0	12.22	0.00
COCKBURN	4,224,304	1,224,611	8,777	581	2.08	0.47
COTTESLOE	361,632	0	2,013	0	5.57	0.00
EAST FREMANTLE	291,675	0	2,068	0	7.09	0.00
FREMANTLE	1,427,504	0	7,685	0	5.38	0.00
GOSNELL	4,640,503	710,312	13,192	0	2.84	0.00
JOONDALUP	7,901,604	44,712	15,098	0	1.91	0.00
KALAMUNDA	3,077,078	1,037,878	6,371	1,693	2.07	1.63
KWINANA	1,741,012	876,417	5,528	1,340	3.18	1.53
MELVILLE	4,075,949	0	14,196	0	3.48	0.00
MOSMAN PARK	292,505	9,849	765	0	2.62	0.00
MUNDARING	1,843,045	1,928,815	3,064	3,005	1.66	1.56

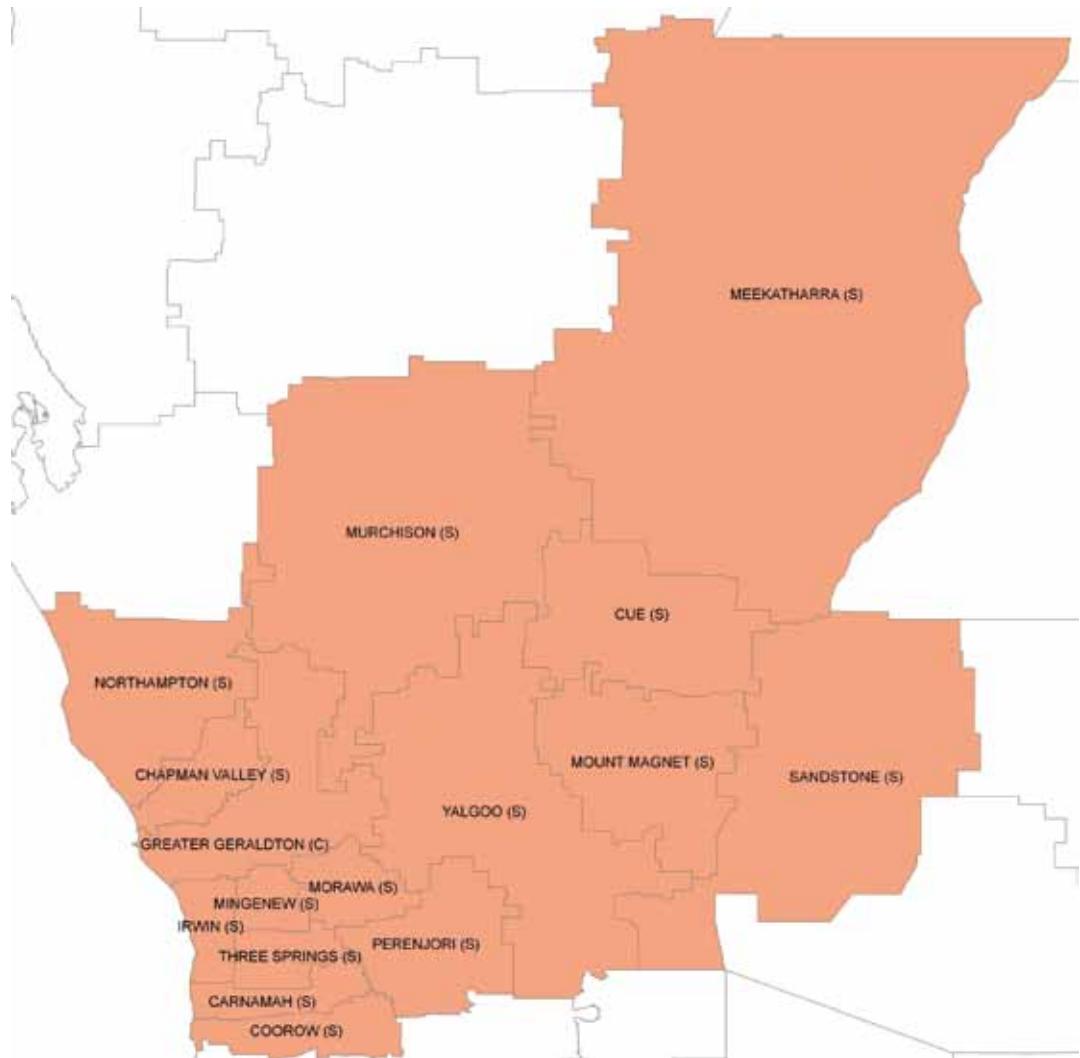
Sealed Road Area Statistics and Expenditure 2013-14 [continued]
Metropolitan Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	1,046,721	0	5,743	0	5.49	0.00
PEPPERMINT GROVE	74,240	0	410	0	5.52	0.00
PERTH	996,691	0	42,066	0	42.21	0.00
ROCKINGHAM	5,252,796	1,493,347	17,010	0	3.24	0.00
SERPENTINE JARRAHDALE	580,132	2,661,528	957	2,838	1.65	1.07
SOUTH PERTH	1,572,967	0	6,167	0	3.92	0.00
STIRLING	8,069,920	0	23,624	0	2.93	0.00
SUBIACO	771,013	0	4,604	0	5.97	0.00
SWAN	5,651,403	3,423,475	12,186	6,829	2.16	1.99
VICTORIA PARK	1,402,915	0	7,108	0	5.07	0.00
VINCENT	1,351,423	0	4,762	0	3.52	0.00
WANNEROO	8,123,802	1,167,475	14,573	954	1.79	0.82
Region	79,753,568	16,128,421	266,222	17,821	3.34	1.10
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

APPENDIX 10

MID WEST REGION 2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Mid West Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
CARNAMAH	0.51	3.5%	14%	0.37
CHAPMAN VALLEY	0.63	3.9%	0%	0.40
COOROW	0.52	3.6%	51%	0.70
CUE	0.69	4.4%	10%	0.57
GREATER GERALDTON	0.56	2.6%	49%	0.77
IRWIN	0.65	3.1%	39%	0.46
MEEKATHARRA	0.53	5.0%	23%	0.24
MINGENEW	0.47	3.0%	104%	0.94
MORAWA	0.47	4.2%	96%	0.58
MOUNT MAGNET	0.55	4.6%	41%	0.64
MURCHISON	0.46	4.8%	0%	0.70
NORTHAMPTON	0.52	3.5%	60%	0.52
PERENJORI	0.62	4.2%	33%	0.41
SANDSTONE	0.55	5.5%	16%	1.31
THREE SPRINGS	0.48	3.7%	29%	0.37
YALGOO	0.54	4.8%	79%	0.96
Region	0.55	3.6%	44%	0.61
State	0.58	2.6%	72%	0.87

**Expenditure from Councils' Own Resources 2013-14
Mid West Regional Road Group**

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	Capacity needed to meet net road preservation needs	% Revenue Capacity spent on roads	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
CARNAMAH	2,252	614	27%	77%	30%	30%	1114
CHAPMAN VALLEY	2,368	785	33%	72%	38%	38%	651
COOROW	2,960	1,159	39%	63%	38%	38%	1066
CUE	1,132	223	20%	69%	11%	11%	761
GREATER GERALDTON	20,465	8,477	41%	35%	31%	31%	215
IRWIN	1,888	926	49%	42%	28%	28%	252
MEEKATHARRA	10,054	908	9%	46%	16%	16%	607
MINGENEW	2,343	798	34%	77%	60%	60%	1639
MORAWA	1,667	540	32%	65%	22%	22%	595
MOUNT MAGNET	930	100	11%	18%	5%	5%	143
MURCHISON	3,037	1,338	44%	68%	45%	45%	10704
NORTHAMPTON	2,824	867	31%	66%	18%	18%	261
PERENJORI	2,731	836	31%	101%	25%	25%	907
SANDSTONE	1,650	421	26%	14%	19%	19%	3693
THREE SPRINGS	2,304	710	31%	97%	39%	39%	1122
YALGOO	2,257	550	24%	40%	20%	20%	1259
Region	60,862	19,252	32%	50%	28%	28%	347
State	807,445	463,592	57%	30%	28%	28%	191

**Road Data 2013-14
Mid West Regional Road Group**

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNAMAH	3	10	161	341	74	54	643	0.9	1.2	9.0
CHAPMAN VALLEY	0	4	131	381	246	102	863	1.6	0.0	0.0
COOROW	1	20	197	511	64	63	856	8.6	2.1	6.7
CUE	0	6	100	191	359	84	740	2.4	0.3	0.0
GREATER GERALDTON	132	157	519	986	202	93	2,088	45.0	9.0	129.0
IRWIN	8	24	116	258	13	27	445	4.7	1.0	19.0
MEEKATHARRA	0	12	12	1,328	469	669	2,491	5.0	6.2	1.3
MINGENEW	1	10	133	253	52	4	451	4.5	8.7	1.2
MORAWA	0	13	126	484	294	52	969	3.5	10.3	4.6
MOUNT MAGNET	1	14	12	202	200	162	591	1.1	6.8	1.8
MURCHISON	0	0	164	110	1,275	350	1,899	0.0	0.0	0.0
NORTHAMPTON	14	33	229	491	270	29	1,066	36.1	36.1	19.5
PERENJORI	0	5	240	849	297	47	1,439	1.2	0.0	1.4
SANDSTONE	0	4	9	302	415	192	922	0.3	0.0	0.0
THREE SPRINGS	1	7	158	453	26	31	675	1.6	0.0	0.0
YALGOO	0	2	169	159	750	53	1,133	0.4	0.0	0.0
Region	160	320	2,475	7,301	5,005	2,011	17,273	117	82	193
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Appendix 10

Expenditure on Road Preservation 2013-14 Mid West Regional Road Group

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CARNAMAH	224	110	459	35	828	7,479	6,930	1,009	266
CHAPMAN VALLEY	0	0	688	190	878	0	118	2,853	1,412
COOROW	373	695	976	39	2,083	9,022	2,238	1,689	462
CUE	88	0	767	277	1,132	7,490	0	3,697	358
GREATER GERALDTON	5,100	1,152	2,874	130	9,256	7,875	294	1,631	713
IRWIN	399	188	360	1	948	5,918	736	1,174	120
MEEKATHARRA	82	0	6,602	364	7,048	1,919	0	2,679	924
MINGENNEW	149	1,056	207	21	1,433	6,677	8,156	842	483
MORAWIA	226	687	380	95	1,388	6,619	3,970	928	242
MOUNT MAGNET	210	0	352	112	674	6,980	0	1,508	468
MURCHISON	0	51	1,201	951	2,203	0	1,341	10,869	601
NORTHAMPTON	1,248	408	373	131	2,160	12,860	453	1,662	1,018
PERENJORI	76	522	971	191	1,760	7,296	2,189	1,404	345
SANDSTONE	42	0	1,355	253	1,650	4,940	261	4,619	449
THREE SPRINGS	37	334	575	12	958	2,258	777	1,455	780
YALGOO	82	740	683	652	2,157	10,750	5,658	2,060	568
Region	8,336	5,943	18,822	3,455	36,556	7,747	1,222	2,607	703
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

**Expenditure by Work Categories 2013-14
Mid West Regional Road Group**

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNAMAH	624	204	1,248	176	2,252	27.7%	9.1%	55.4%	7.8%	2,243
CHAPMAN VALLEY	649	229	1,490	0	2,368	27.4%	9.7%	62.9%	0.0%	2,193
COOROW	1,289	810	860	1	2,960	43.5%	27.4%	29.1%	0.0%	2,990
CUE	508	624	0	0	1,132	44.9%	55.1%	0.0%	0.0%	2,003
GREATER GERALDTON	3,701	5,641	1,819	9,304	20,465	18.1%	27.6%	8.9%	45.5%	12,198
IRWIN	523	425	441	499	1,888	27.7%	22.5%	23.4%	26.4%	2,063
MEEKATHARRA	2,063	4,985	3,006	0	10,054	20.5%	49.6%	29.9%	0.0%	4,118
MINGENEW	573	1,060	710	0	2,343	24.5%	45.2%	30.3%	0.0%	1,740
MORAWA	565	823	90	189	1,667	33.9%	49.4%	5.4%	11.3%	2,398
MOUNT MAGNET	500	174	86	170	930	53.8%	18.7%	9.2%	18.3%	1,049
MURCHISON	1,086	1,117	834	0	3,037	35.8%	36.8%	27.5%	0.0%	3,091
NORTHAMPTON	1,098	1,062	664	0	2,824	38.9%	37.6%	23.5%	0.0%	4,189
PERENJORI	698	1,062	553	418	2,731	25.6%	38.9%	20.2%	15.3%	4,325
SANDSTONE	584	1,066	0	0	1,650	35.4%	64.6%	0.0%	0.0%	1,248
THREE SPRINGS	411	547	1,346	0	2,304	17.8%	23.7%	58.4%	0.0%	2,575
YALGOO	857	1,300	100	0	2,257	38.0%	57.6%	4.4%	0.0%	2,254
Region	15,729	21,129	13,247	10,757	60,862	25.8%	34.7%	21.8%	17.7%	50,677
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658
										556,947

Bridge Statistics and Expenditure 2013-14
Mid West Regional Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	2	299	0	0	0	0	0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	472	0	0	0	16	0
CUE	0	0	0	0	0	0	0
GREATER GERALDTON	6	2,199	0	0	0	86	76
IRWIN	2	464	0	89	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	5	1,351	0	0	0	200	141
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	1	356	0	0	0	0	124
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	2	300	0	0	0	0	1,256
YALGOO	0	0	0	0	0	0	0
Region	23	5,943	0	89	0	302	1,597
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Mid West Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	104,832	953,063	224	110	2.14	0.12
CHAPMAN VALLEY	30,250	828,046	0	0	0.00	0.00
COOROW	144,709	1,221,508	373	695	2.58	0.57
CUE	41,121	788,333	88	0	2.14	0.00
GREATER GERALDTON	2,266,753	3,638,797	5,100	1,152	2.25	0.32
IRWIN	235,965	804,021	399	188	1.69	0.23
MEEKATHARRA	149,578	80,252	82	0	0.55	0.00
MINGENEW	78,102	744,753	149	1,056	1.91	1.42
MORAWA	119,504	670,836	226	687	1.89	1.02
MOUNT MAGNET	105,304	96,252	210	0	1.99	0.00
MURCHISON	0	1,243,611	0	51	0.00	0.04
NORTHAMPTON	339,657	1,614,509	1,248	408	3.67	0.25
PERENJORI	36,456	1,653,884	76	522	2.08	0.32
SANDSTONE	29,760	72,480	42	0	1.41	0.00
THREE SPRINGS	57,363	1,153,812	37	334	0.65	0.29
YALGOO	26,698	778,867	82	740	3.07	0.95
Region	3,766,052	16,343,025	8,336	5,943	2.21	0.36
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

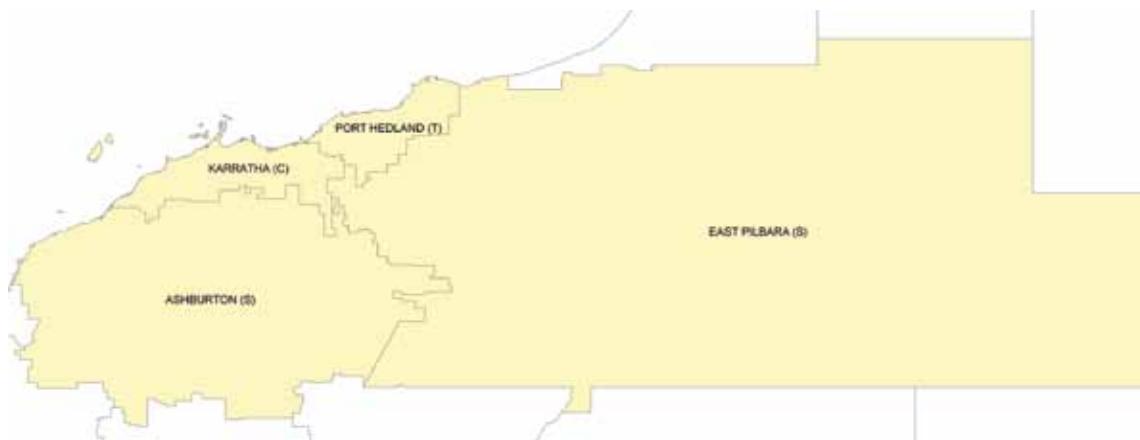
APPENDIX

11

PILBARA REGION

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Pilbara Regional Road Group

COUNCIL	State of the Road Asset	Indicators		
		[3]	[4]	[5]
ASHBURTON	[2] 0.48	4.0%	41%	0.32
EAST PILBARA	0.57	4.2%	103%	0.63
KARRATHA	0.50	2.7%	94%	1.23
PORT HEDLAND	0.65	2.8%	73%	1.04
Region	0.54	3.4%	81%	0.76
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Pilbara Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person	
						[1]	[2]
ASHBURTON	3,018	240	8%	36%	2%	22	
EAST PILBARA	9,152	2,711	30%	37%	22%	212	
KARRATHA	8,148	6,828	84%	18%	35%	274	
PORT HEDLAND	26,257	3,404	13%	22%	26%	208	
Region Average	46,575	13,183	28%	27%	24%	203	
State Average	807,445	463,592	57%	30%	28%	191	

Appendix 11

Road Data 2013-14 Pilbara Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]	Dual Use		
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	18	45	164	1,182	603	148	2,160	24.0	0.0	24.0
EAST PILBARA	14	30	70	1,629	912	393	3,049	59.6	0.0	19.6
KARRATHA	81	92	41	216	129	40	599	50.0	0.0	70.1
PORT HEDLAND	28	97	47	130	133	69	505	19.2	0.0	92.7
Region	142	264	323	3,157	1,776	650	6,312	153	0	206
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Expenditure on Road Preservation 2013-14 Pilbara Regional Road Group

COUNCIL	Road Expenditure \$000s				Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Road Expenditure
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
ASHBURTON	944	0	653	212	1,809	7,405	0	984
EAST PILBARA	2,499	675	1,754	1,754	6,682	24,947	3,829	629
KARRATHA	4,887	0	1,110	104	6,101	13,484	0	3,939
PORT HEDLAND	4,974	0	129	66	5,169	18,494	8,551	1,059
Region	13,304	675	3,645	2,137	19,761	15,487	1,455	1,155
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837
								788

Expenditure by Work Categories 2013-14
Pilbara Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	1,474	335	1,154	55	3,018	48.8%	11.1%	38.2%	1.8%	5,576
EAST PILBARA	3,076	3,606	2,470	0	9,152	33.6%	39.4%	27.0%	0.0%	7,118
KARRATHA	2,778	3,324	148	1,898	8,148	34.1%	40.8%	1.8%	23.3%	4,975
PORT HEDLAND	3,833	1,336	256	20,832	26,257	14.6%	5.1%	1.0%	79.3%	3,982
Region Average	11,161	8,601	4,028	22,785	46,575	24.0%	18.5%	8.6%	48.9%	21,652
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658
										16,532
										556,947

Bridge Statistics and Expenditure 2013-14
Pilbara Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]				Expenditure \$000s		
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
ASHBURTON	2	434	0	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0	0
KARRATHA	13	1,287	0	0	0	1	0	0
PORT HEDLAND	4	311	0	0	0	0	20,771	
Region	19	2,031	0	0	0	1	20,771	
State	930	65,233	74,914	22,625	2,277	16,061	28,531	

Sealed Road Area Statistics and Expenditure 2013-14
Pilbara Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	446,162	450,591	944	0	2.12	0.00
EAST PILBARA	350,604	512,760	2,499	675	7.13	1.32
KARRATHA	1,268,482	311,885	4,887	0	3.85	0.00
PORT HEDLAND	941,348	348,326	4,974	0	5.28	0.00
Region	3,006,595	1,623,563	13,304	675	4.42	0.42
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

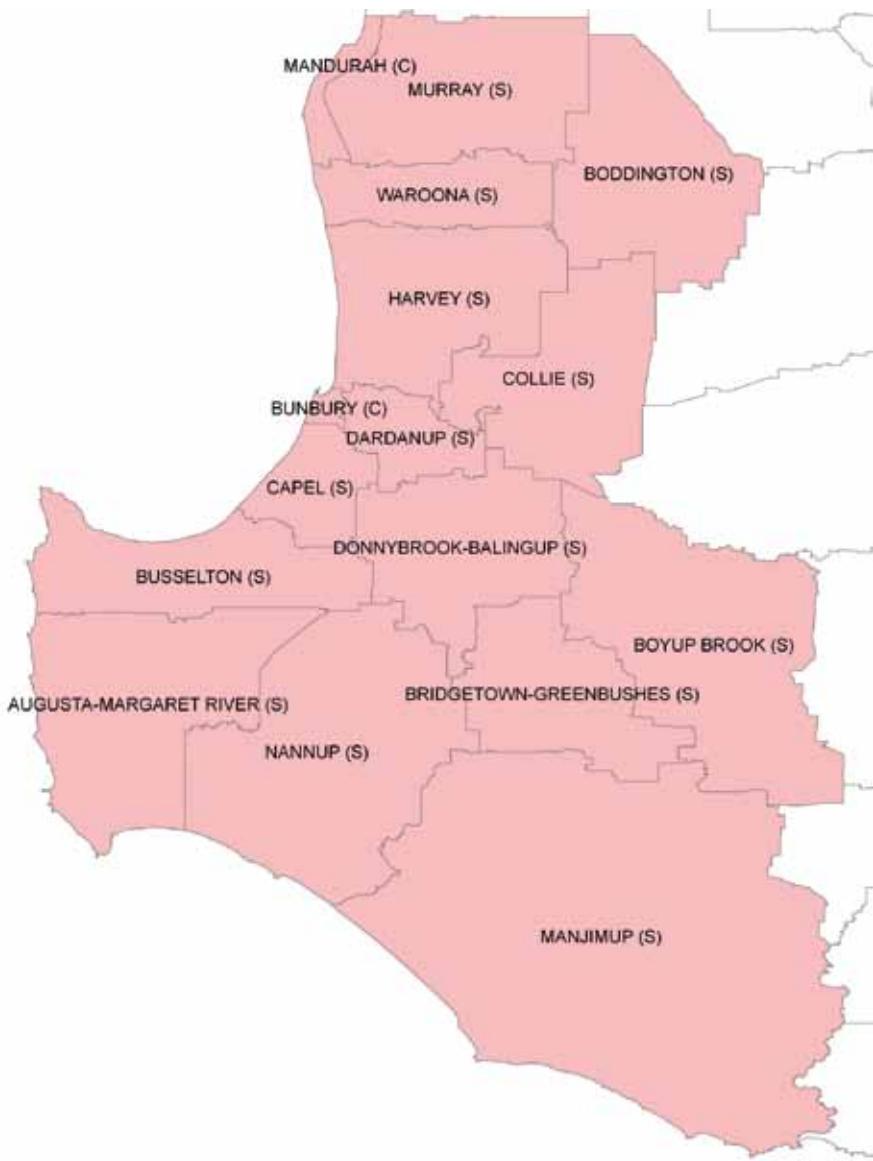
APPENDIX

12

SOUTH WEST REGION

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
South West Regional Road Group

COUNCIL	Indicators			
	[1]	[2]	[3]	[4]
State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
AUGUSTA MARGARET RIVER	0.57	2.6%	32%	0.46
BODDINGTON	0.48	3.1%	0%	0.38
BOYUP BROOK	0.38	3.2%	21%	0.44
BRIDGETOWN GREENBUSHES	0.43	3.0%	22%	0.34
BUNBURY	0.63	1.8%	61%	1.12
BUSSELTON	0.57	2.3%	47%	0.70
CAPEL	0.66	2.5%	44%	0.72
COLLIE	0.46	2.7%	54%	0.73
DARDANUP	0.65	2.1%	124%	1.34
DONNYBROOK-BALINGUP	0.47	2.7%	43%	0.62
HARVEY	0.61	2.4%	94%	0.88
MANDURAH	0.67	2.0%	61%	0.65
MANJIMUP	0.43	2.9%	59%	0.78
MURRAY	0.54	2.4%	40%	0.74
NANNUP	0.47	3.0%	19%	0.48
WAROONA	0.56	2.9%	59%	0.66
Region	0.56	2.5%	55%	0.71
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
South West Regional Road Group

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's Own Resources \$000s [3]	% of Total Road Expenditure [4]	% Revenue needed to meet net road preservation needs [5]	% Revenue Capacity spent on roads [6]	Expenditure \$ per person [7]
AUGUSTA MARGARET RIVER	6,494	2,984	46%	51%	29%	237
BODDINGTON	973	0	0%	47%	0%	0
BOYUP BROOK	2,497	310	12%	116%	12%	190
BRIDGETOWN GREENBUSHES	2,596	956	37%	72%	23%	212
BUNBURY	9,871	7,103	72%	22%	33%	215
BUSSELTON	12,807	7,082	55%	35%	30%	218
CAPEL	3,375	2,143	63%	36%	25%	139
COLLIE	2,778	1,580	57%	42%	24%	168
DARDANUP	5,565	2,358	42%	38%	32%	180
DONNYBROOK-BALINGUP	4,369	1,473	34%	76%	32%	267
HARVEY	6,778	3,973	59%	37%	27%	161
MANDURAH	11,690	6,865	59%	20%	15%	90
MANJIMUP	7,216	2,405	33%	68%	28%	254
MURRAY	5,630	3,447	61%	43%	33%	224
NANNUP	5,201	944	18%	106%	45%	718
WAROONA	1,901	1,058	56%	55%	29%	287
Region	89,741	44,681	50%	38%	25%	171
State	807,445	463,592	57%	30%	28%	191

**Road Data 2013-14
South West Regional Road Group**

COUNCIL	Road Data [kilometres]						Footpaths [km]		Dual Use	
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads Outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA MARGARET RIVER	84	25	394	335	46	9	893	12.0	41.0	73.0
BODDINGTON	0	10	76	162	8	0	257	5.8	8.3	1.9
BOYUP BROOK	0	11	201	420	378	15	1,025	8.5	6.0	4.5
BRIDGETOWN GREENBUSHES	8	21	218	431	17	19	713	11.5	0.0	6.7
BUNBURY	147	121	52	1	0	0	321	58.7	0.3	170.0
BUSSELTON	188	68	577	228	22	7	1,091	107.0	0.0	69.3
CAPEL	54	31	226	154	10	17	493	38.6	3.4	38.6
COLLIE	17	53	184	118	3	10	384	15.5	7.4	27.0
DARDANUP	62	15	195	92	12	28	403	3.1	2.1	40.6
DONNYBROOK-BALINGUP	7	23	251	346	28	16	670	13.2	1.6	9.1
HARVEY	72	44	437	277	17	1	848	23.2	9.4	107.6
MANDURAH	444	141	78	4	3	0	671	456.0	14.8	20.1
MANJIMUP	8	61	442	709	66	19	1,304	23.8	0.0	20.6
MURRAY	56	46	368	183	33	0	687	83.8	0.3	46.0
NANNUP	0	7	200	248	17	14	486	7.6	0.5	10.0
WAROONA	2	28	227	75	6	5	343	13.8	0.0	7.2
Region	1,151	703	4,126	3,782	666	160	10,587	882	95	652
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Expenditure on Road Preservation 2013-14
South West Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
AUGUSTA MARGARET RIVER	645	1,555	722	33	2,955	3,074	2,988	2,222	1,962
BODDINGTON	0	21	296	10	327	0	3,852	892	2,893
BOYUP BROOK	229	232	554	228	1,243	7,767	1,799	1,623	607
BRIDGETOWN GREENBUSHES	462	433	405	10	1,310	7,542	971	1,110	3,548
BUNBURY	6,611	0	0	0	6,611	11,212	0	0	0
BUSSELTON	4,135	1,743	775	44	6,697	7,998	3,062	2,884	7,002
CAPEL	1,258	671	603	21	2,553	7,779	1,640	3,814	3,067
COLLIE	1,641	696	292	3	2,631	9,735	2,837	1,976	107
DARDANUP	432	3,800	339	27	4,598	2,809	9,309	5,533	5,377
DONNYBROOK-BALINGUP	604	910	581	18	2,113	10,173	1,461	2,103	966
HARVEY	2,087	3,389	435	5	5,916	8,643	2,033	2,750	1,592
MANDURAH	7,120	0	0	0	7,120	5,772	0	0	0
MANJIMUP	434	2,461	1,496	70	4,461	2,744	3,199	2,100	1,787
MURRAY	750	3,062	395	46	4,253	3,558	3,576	4,077	4,413
NANNUP	86	215	476	52	829	5,230	313	1,749	1,115
WAROONA	567	975	165	3	1,710	8,958	1,427	2,778	942
Region	27,061	20,163	7,532	571	55,327	6,942	2,588	2,343	1,498
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

**Expenditure by Work Categories 2013-14
South West Regional Road Group**

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA MARGARET RIVER	2,216	816	3,462	0	6,494	34.1%	12.6%	53.3%	0.0%	6,600	3,032
BODDINGTON	535	0	0	438	973	55.0%	0.0%	0.0%	45.0%	1,404	535
BOYUP BROOK	989	729	779	0	2,497	39.6%	29.2%	31.2%	0.0%	3,874	1,718
BRIDGETOWN GREENBUSHES	1,163	190	1,092	151	2,596	44.8%	7.3%	42.1%	5.8%	4,015	1,353
BUNBURY	4,770	1,841	1,400	1,860	9,871	48.3%	18.7%	14.2%	18.8%	5,912	6,611
BUSSELTON	5,302	1,826	2,665	3,014	12,807	41.4%	14.3%	20.8%	23.5%	10,205	7,128
CAPEL	2,258	527	485	105	3,375	66.9%	15.6%	14.4%	3.1%	3,843	2,785
COLLIE	1,339	1,317	122	0	2,778	48.2%	47.4%	4.4%	0.0%	3,429	2,493
DARDANUP	1,779	2,989	797	0	5,565	32.0%	53.7%	14.3%	0.0%	3,567	4,768
DONNYBROOK-BALINGUP	1,281	1,670	1,305	113	4,369	29.3%	38.2%	29.9%	2.6%	4,488	2,762
HARVEY	1,482	4,605	493	198	6,778	21.9%	67.9%	7.3%	2.9%	6,950	6,087
MANDURAH	4,282	2,887	2,118	2,403	11,690	36.6%	24.7%	18.1%	20.6%	11,027	7,169
MANJIMUP	2,465	3,885	484	382	7,216	34.2%	53.8%	6.7%	5.3%	8,097	6,350
MURRAY	3,167	1,277	469	717	5,630	56.3%	22.7%	8.3%	12.7%	6,043	4,444
NANNUP	677	742	0	3,782	5,201	13.0%	14.3%	0.0%	72.7%	2,969	1,419
WAROONA	832	878	191	0	1,901	43.8%	46.2%	10.0%	0.0%	2,576	1,710
Region	34,537	26,179	15,862	13,163	89,741	38.5%	29.2%	17.7%	14.7%	84,999	60,364
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Bridge Statistics and Expenditure 2013-14
South West Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]				Expenditure \$000s	
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA MARGARET RIVER	18	15	1,787	467	0	77	22
BODDINGTON	5	0	1,206	0	0	208	0
BOYUP BROOK	18	0	3,619	823	0	475	0
BRIDGETOWN GREENBUSHES	15	122	2,032	425	0	43	146
BUNBURY	1	655	0	0	0	0	0
BUSSELTON	37	653	2,423	1,225	0	431	2,022
CAPEL	12	464	1,059	254	0	232	0
COLLIE	7	154	1,408	97	0	25	0
DARDANUP	20	990	1,719	127	0	170	0
DONNYBROOK-BALINGUP	34	418	3,108	1,694	0	838	0
HARVEY	18	2,295	1,889	253	0	171	0
MANDURAH	19	5,085	1,703	0	0	49	782
MANJIMUP	46	465	3,405	1,572	0	1,889	0
MURRAY	20	1,352	1,860	1,067	0	191	0
NANNUP	13	688	387	769	0	590	0
WAROONA	1	0	341	0	0	0	0
Region	284	13,356	27,946	8,773	0	5,389	2,972
State	930	65,233	74,914	22,625	2,277	16,061	28,531

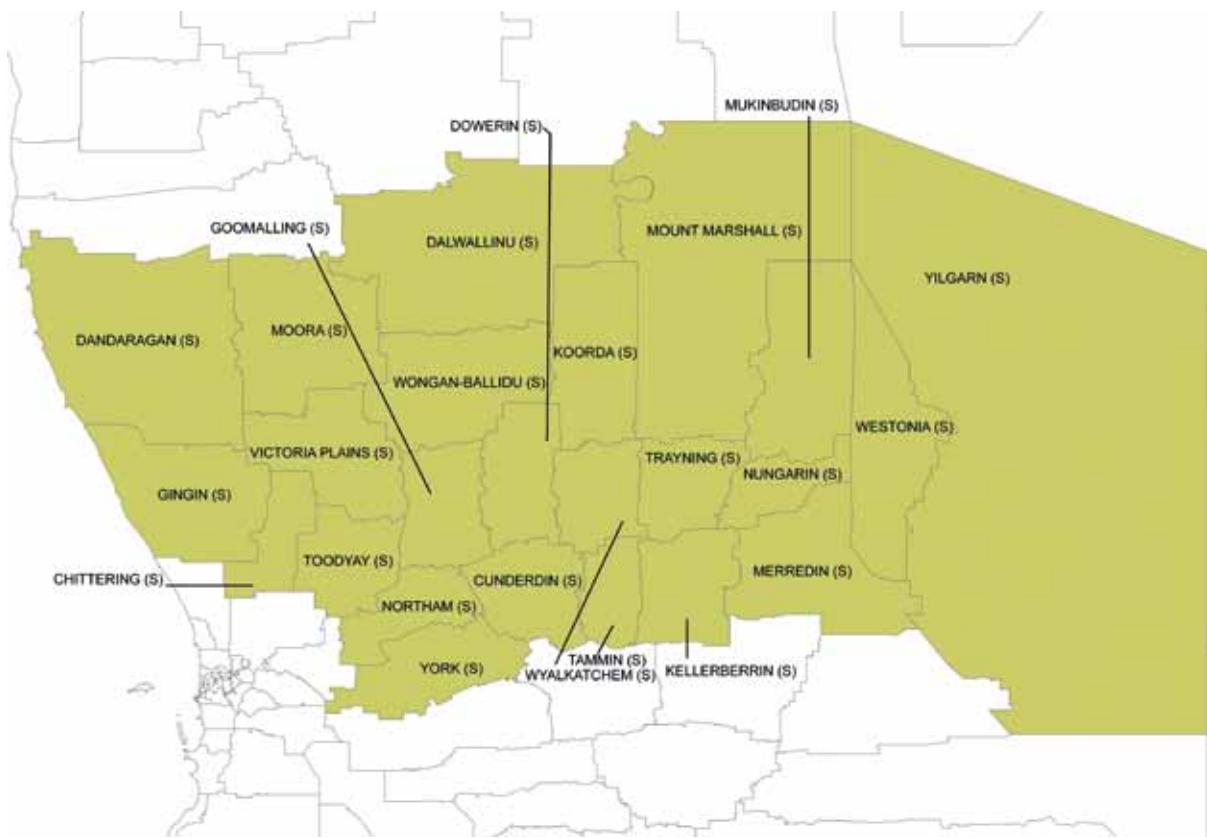
Sealed Road Area Statistics and Expenditure 2013-14
South West Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	734,396	2,282,322	645	1,555	0.88	0.68
BODDINGTON	82,729	479,942	0	21	0.00	0.04
BOYUP BROOK	103,199	1,048,075	229	232	2.22	0.22
BRIDGETOWN GREENBUSHES	214,388	1,298,723	462	433	2.15	0.33
BUNBURY	2,063,751	367,274	6,611	0	3.20	0.00
BUSSELTON	1,809,416	3,517,399	4,135	1,743	2.29	0.50
CAPEL	565,982	1,389,245	1,258	671	2.22	0.48
COLLIE	589,963	1,259,704	1,641	696	2.78	0.55
DARDANUP	538,347	1,142,842	432	3,800	0.80	3.33
DONNYBROOK-BALINGUP	207,814	1,475,179	604	910	2.91	0.62
HARVEY	845,163	2,744,799	2,087	3,389	2.47	1.23
MANDURAH	4,317,162	579,442	7,120	0	1.65	0.00
MANJIMUP	553,646	2,468,953	434	2,461	0.78	1.00
MURRAY	737,717	2,315,557	750	3,062	1.02	1.32
NANNUP	57,557	1,228,853	86	215	1.49	0.17
WAROONA	221,542	1,361,205	567	975	2.56	0.72
Region	13,642,773	24,959,513	27,061	20,163	1.98	0.81
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

APPENDIX 13

WHEATBELT NORTH REGION 2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
CHITTERING	0.56	3.2%	50%	0.61
CUNDERDIN	0.35	3.6%	77%	0.59
DALWALLINU	0.54	3.8%	50%	0.62
DANDARAGAN	0.51	3.4%	41%	0.50
DOWERIN	0.45	4.0%	21%	0.28
GINGIN	0.49	3.2%	28%	0.53
GOOMALLING	0.46	3.5%	60%	0.84
KELLERBERRIN	0.39	3.6%	42%	0.29
KOORDA	0.46	4.0%	59%	0.48
MERREDIN	0.54	3.5%	43%	0.41
MOORA	0.28	3.3%	45%	0.38
MOUNT MARSHALL	0.53	4.3%	56%	0.45
MUKINBUDIN	0.31	4.0%	4%	0.23
NORTHAM (S)	0.44	2.5%	43%	0.57
NUNGARIN	0.39	4.1%	39%	0.51
TAMMIN	0.40	4.0%	50%	0.45
TOODYAY	0.47	2.8%	56%	0.83
TRAYNING	0.40	4.0%	43%	0.46
VICTORIA PLAINS	0.41	3.7%	38%	0.47
WESTONIA	0.40	4.3%	29%	0.45
WONGAN BALLIDU	0.31	3.9%	64%	0.53
WYALKATCHEM	0.44	4.0%	22%	0.35
YILGARN	0.53	4.7%	72%	0.59
YORK	0.51	3.0%	46%	0.47
Region	0.45	3.5%	46%	0.50
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	2,657	1,435	54%	69%	38%	307
CUNDERDIN	1,790	583	33%	92%	24%	435
DALWALLINU	3,956	2,110	53%	113%	53%	1612
DANDARAGAN	3,065	1,337	44%	71%	24%	401
DOWERIN	1,476	215	15%	96%	11%	310
GINGIN	4,270	2,704	63%	62%	38%	544
GOOMALLING	2,689	1,915	71%	78%	104%	1902
KELLERBERRIN	6,206	294	5%	82%	11%	240
KOORDA	1,745	318	18%	88%	14%	715
MERREDIN	2,491	952	38%	86%	21%	287
MOORA	2,464	728	30%	95%	21%	284
MOUNT MARSHALL	2,293	702	31%	97%	23%	1450
MUKINBUDIN	1,840	760	41%	97%	33%	1505
NORTHAM (S)	7,372	2,686	36%	49%	30%	241
NUNGARIN	1,126	402	36%	75%	29%	1718
TAMMIN	935	489	52%	82%	35%	1178
TOODYAY	3,726	1,315	35%	69%	33%	285
TRAYNING	1,130	150	13%	102%	8%	426
VICTORIA PLAINS	2,171	1,150	53%	125%	56%	1235
WESTONIA	1,154	130	11%	102%	8%	464
WONGAN BALLIDU	3,056	1,766	58%	84%	55%	1178
WYALKATCHEM	1,090	75	7%	94%	4%	140
YILGARN	3,745	1,088	29%	63%	23%	655
YORK	2,292	800	35%	73%	21%	230
Region	64,739	24,104	37%	79%	30%	473
State	807,445	463,592	57%	30%	28%	191

Road Data 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]	Dual Use Paths [km]		
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CHITTERING	0	1	281	143	3	6	434	2.9	0.0	4.6
CUNDERDIN	1	17	231	369	154	11	783	7.5	0.0	0.0
DALWALLINU	1	21	456	1,069	337	34	1,918	8.4	0.0	5.7
DANDARAGAN	14	32	339	787	13	10	1,195	46.6	1.2	15.7
DOWERIN	1	6	165	509	192	66	939	7.1	5.8	1.0
GINGIN	17	63	396	353	26	17	872	14.2	0.0	0.6
GOOMALLING	0	7	104	386	81	5	583	9.1	5.0	7.0
KELLERBERRIN	1	17	211	412	293	7	940	25.7	8.5	15.4
KOORDA	0	7	242	476	304	36	1,065	4.3	6.3	0.0
MERREDIN	11	38	370	563	286	23	1,291	26.0	41.7	5.4
MOORA	4	19	301	489	107	20	940	3.8	4.6	18.5
MOUNT MARSHALL	0	8	291	709	683	25	1,716	1.5	0.2	4.6
MUKINBUDIN	0	9	178	579	129	14	908	17.7	0.2	0.0
NORTHAM (S)	15	66	371	250	47	3	753	38.7	3.6	2.7
NUNGARIN	0	3	103	364	23	17	510	1.1	0.0	0.0
TAMMIN	0	6	126	261	85	18	495	1.2	3.3	4.0
TOODYAY	1	11	274	285	28	26	626	4.0	0.5	7.4
TRAYNING	0	9	139	541	43	19	751	6.2	2.5	0.3
VICTORIA PLAINS	0	7	237	420	122	23	809	3.7	0.0	0.3
WESTONIA	0	3	128	517	209	26	882	1.3	0.0	0.0
WONGAN BALLIDU	3	18	321	464	497	19	1,322	5.6	0.0	4.3
WYALKATCHEM	0	11	133	494	61	26	724	3.3	0.2	0.8
YILGARN	0	14	245	665	1,392	398	2,713	2.8	7.9	4.3
YORK	2	36	254	207	151	17	666	19.6	36.2	3.0
Region	71	427	5,896	11,313	5,264	865	23,835	262	128	105
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

Expenditure on Road Preservation 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure				
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	\$ per lane km	Sealed Roads per lane km	Gravel Roads \$ per km	Formed Roads \$ per km	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
CHITTERING	152	1,249	455	6	1,862	58,095	1,682	3,336	2,128	
CUNDERDIN	52	1,364	297	73	1,786	1,043	1,491	1,052	367	
DALWALLINU	741	966	1,737	288	3,732	13,777	1,053	1,181	365	
DANDARAGAN	373	735	1,558	25	2,691	3,635	1,366	1,677	508	
DOWERIN	158	167	359	71	755	8,140	2,925	797	296	
GINGIN	420	1,131	1,318	18	2,887	2,563	2,879	3,742	1,774	
GOOMALLING	182	375	982	58	1,597	11,371	3,084	3,130	1,155	
KELLERBERRIN	538	139	138	62	877	11,883	5,114	693	179	
KOORDA	99	787	522	87	1,495	4,443	1,570	808	275	
MERREDIN	499	936	507	158	2,100	3,749	2,525	626	31	
MOORA	404	846	276	46	1,572	7,192	1,422	766	582	
MOUNT MARSHALL	50	850	678	370	1,948	2,657	2,348	702	716	
MUKINBUDIN	79	6	529	52	666	3,812	2,723	870	536	
NORTHAM (S)	1,579	637	543	44	2,803	8,766	1,156	2,888	7,836	
NUNGARIN	0	165	574	17	756	0	4,206	2,425	1,318	
TAMMIN	61	329	265	55	710	4,599	1,923	1,689	701	
TOODYAY	688	831	768	156	2,443	25,668	1,073	3,303	740	
TRAYNING	60	380	650	40	1,130	2,562	9,980	855	435	
VICTORIA PLAINS	255	605	547	101	1,508	15,527	1,571	1,299	772	
WESTONIA	29	245	780	50	1,104	4,212	497	1,457	201	
WONGAN BALLIDU	139	1,170	543	159	2,011	2,448	1,776	1,254	301	
WYALKATCHEM	77	152	563	26	818	2,308	2,055	913	323	
YILGARN	447	1,178	378	742	2,745	12,934	1,841	485	499	
YORK	690	500	393	137	1,720	8,304	1,506	1,473	778	
Region	7,772	15,743	15,359	2,842	41,716	6,565	1,521	1,384	557	
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788	

Expenditure by Work Categories 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CHITTERING	1,033	892	691	41	2,657	38.9%	33.6%	26.0%	1.5%	3,133
CUNDERDIN	694	1,096	0	0	1,790	38.8%	61.2%	0.0%	0.0%	3,015
DALWALLINU	1,586	2,146	104	120	3,956	40.1%	54.2%	2.6%	3.0%	5,988
DANDARAGAN	1,213	1,478	374	0	3,065	39.6%	48.2%	12.2%	0.0%	5,408
DOWERIN	689	66	721	0	1,476	46.7%	4.5%	48.8%	0.0%	2,674
GINGIN	1,342	1,547	1,381	0	4,270	31.4%	36.2%	32.3%	0.0%	5,467
GOOMALLING	823	886	980	0	2,689	30.6%	32.9%	36.4%	0.0%	2,041
KELLERBERRIN	546	331	4,196	1,133	6,206	8.8%	5.3%	67.6%	18.3%	2,999
KOORDA	488	1,007	250	0	1,745	28.0%	57.7%	14.3%	0.0%	3,094
MERREDIN	1,230	870	391	0	2,491	49.4%	34.9%	15.7%	0.0%	5,075
MOORA	675	900	889	0	2,464	27.4%	36.5%	36.1%	0.0%	4,161
MOUNT MARSHALL	775	1,178	340	0	2,293	33.8%	51.4%	14.8%	0.0%	4,344
MUKINBUDIN	495	171	1,174	0	1,840	26.9%	9.3%	63.8%	0.0%	2,885
NORTHAM (S)	2,113	979	612	3,668	7,372	28.7%	13.3%	8.3%	49.8%	5,453
NUNGARIN	456	300	0	370	1,126	40.5%	26.6%	0.0%	32.9%	1,480
TAMMIN	440	270	225	0	935	47.1%	28.9%	24.1%	0.0%	1,570
TOODYAY	1,129	1,853	446	298	3,726	30.3%	49.7%	12.0%	8.0%	3,600
TRAYNING	560	570	0	0	1,130	49.6%	50.4%	0.0%	0.0%	2,477
VICTORIA PLAINS	1,092	417	243	419	2,171	50.3%	19.2%	11.2%	19.3%	3,231
WESTONIA	199	905	50	0	1,154	17.2%	78.4%	4.3%	0.0%	2,469
WONGAN BALLIDU	735	1,276	1,045	0	3,056	24.1%	41.8%	34.2%	0.0%	3,791
WYALKATCHEM	448	370	272	0	1,090	41.1%	33.9%	25.0%	0.0%	2,314
YILGARN	1,413	1,332	1,000	0	3,745	37.7%	35.6%	26.7%	0.0%	4,642
YORK	1,070	690	492	40	2,292	46.7%	30.1%	21.5%	1.7%	3,706
Region	21,244	21,530	15,876	6,089	64,739	32.8%	33.3%	24.5%	9.4%	85,018
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658
										556,947

Appendix 13

Bridge Statistics and Expenditure 2013-14 Wheatbelt North Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]					Expenditure \$000s
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	12	280	723	331	0	63	0
CUNDERDIN	5	196	409	37	0	4	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	0	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	6	0	369	715	0	2	0
GOOMALLING	6	30	753	55	0	112	0
KELLERBERRIN	7	379	149	170	0	0	0
KOORDA	0	0	0	0	0	0	0
MERRIDIN	4	483	0	0	0	0	0
MOORA	8	1,329	501	0	0	3	182
MOUNT MARSHALL	0	0	0	0	0	5	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM (S)	27	3,078	3,143	1,009	0	289	0
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	16	1,740	2,983	107	0	539	251
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	7	0	812	0	0	1	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	20	198	3,091	365	0	40	0
Region	120	7,783	13,416	2,790	0	1,058	433
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Wheatbelt North Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	9,157	1,982,780	152	1,249	16,60	0.63
CUNDERDIN	174,539	1,420,931	52	1,364	0.30	0.96
DALWALLINU	188,243	2,331,339	741	966	3.94	0.41
DANDARAGAN	359,145	2,239,809	373	735	1.04	0.33
DOWERIN	67,933	1,047,793	158	167	2.33	0.16
GINGIN	573,599	2,684,106	420	1,131	0.73	0.42
GOOMALLING	56,018	625,280	182	375	3.25	0.60
KELLERBERRIN	158,459	1,155,887	538	139	3.40	0.12
KOORDA	77,989	1,329,030	99	787	1.27	0.59
MERRIDIN	465,842	2,256,476	499	936	1.07	0.41
MOORA	196,620	1,858,370	404	846	2.05	0.46
MOUNT MARSHALL	65,870	1,770,932	50	850	0.76	0.48
MUKINBUDIN	72,535	1,084,964	79	6	1.09	0.01
NORTHAM (S)	630,463	2,078,306	1,579	637	2.50	0.31
NUNGARIN	16,227	425,267	0	165	0.00	0.39
TAMMIN	46,426	676,750	61	329	1.31	0.49
TOODYAY	93,814	1,707,011	688	831	7.33	0.49
TRAYNING	81,959	812,194	60	380	0.73	0.47
VICTORIA PLAINS	57,482	1,501,445	255	605	4.44	0.40
WESTONIA	24,095	881,164	29	245	1.20	0.28
WONGAN BALLIDU	198,737	1,637,694	139	1,170	0.70	0.71
WYALKATCHEM	116,765	767,382	77	152	0.66	0.20
YILGARN	120,958	1,649,894	447	1,178	3.70	0.71
YORK	290,829	1,479,941	690	500	2.37	0.34
Region	4,143,704	35,404,745	7,772	15,743	1.88	0.44
State	116,950,240	141,466,620	360,196	89,439	3.08	0.63

APPENDIX 14

WHEATBELT SOUTH REGION 2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Road Data
- Expenditure on Road Preservation
- Road Expenditure by Work Categories
- Bridge Statistics and Expenditure
- Sealed Road Area Statistics and Expenditure



Road Assets & Expenditure Indicators 2013-14
Wheatbelt South Regional Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
BEVERLEY	0.49	2.7%	43%	0.44
BROOKTON	0.48	3.1%	32%	0.41
BRUCE ROCK	0.50	2.8%	57%	0.48
CORRIGIN	0.32	3.7%	20%	0.22
CUBALLING	0.46	3.1%	42%	0.59
DUMBLEYUNG	0.52	3.9%	52%	0.43
KONDININ	0.44	4.3%	94%	0.56
KULIN	0.47	4.3%	27%	0.34
LAKE GRACE	0.59	4.4%	26%	0.45
NAREMBEEN	0.42	4.1%	8%	0.22
NARROGIN (S)	0.26	3.9%	102%	0.86
NARROGIN (T)	0.54	2.2%	43%	0.41
PINGELLY	0.13	3.2%	55%	0.65
QUAIRADING	0.39	3.4%	108%	0.75
WAGIN	0.60	3.3%	60%	0.46
WANDERING	0.42	3.0%	100%	0.55
WEST ARTHUR	0.40	3.2%	47%	0.39
WICKEPIN	0.45	4.0%	35%	0.23
WILLIAMS	0.59	3.3%	4%	0.35
Region	0.45	3.5%	50%	0.45
State	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Wheatbelt South Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	2,530	1,140	45%	113%	41%	713
BROOKTON	1,461	545	37%	103%	30%	557
BRUCE ROCK	4,306	133	3%	105%	4%	137
CORRIGIN	1,794	855	48%	97%	31%	787
CUBALLING	2,096	747	36%	119%	49%	838
DUMBLEYUNG	1,829	821	45%	105%	37%	1333
KONDININ	2,457	1,061	43%	97%	36%	1004
KULIN	2,999	480	16%	112%	17%	567
LAKE GRACE	3,538	1,242	35%	100%	27%	892
NAREMBEEEN	3,093	195	6%	105%	6%	239
NARROGIN (S)	2,961	1,028	35%	91%	61%	1135
NARROGIN (T)	726	200	28%	23%	6%	45
PINGELLY	2,571	181	7%	96%	9%	153
QUAIRADING	2,561	332	13%	103%	13%	312
WAGIN	1,399	252	18%	68%	9%	132
WANDERING	2,555	391	15%	143%	39%	875
WEST ARTHUR	1,559	215	14%	145%	11%	239
WICKEPIN	1,742	303	17%	75%	14%	399
WILLIAMS	874	351	40%	98%	23%	372
Region	43,051	10,472	24%	96%	22%	459
State	807,445	463,592	57%	30%	28%	191

**Road Data 2013-14
Wheatbelt South Regional Road Group**

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	1	12	178	353	138	15	697	10.0	8.0	0.0
BROOKTON	0	10	91	333	90	3	527	5.2	0.0	3.1
BRUCE ROCK	0	14	406	592	145	18	1,175	4.3	14.4	2.0
CORRIGIN	1	12	309	583	149	21	1,075	6.5	10.7	0.1
CUBALLING	0	1	159	210	164	20	555	7.6	0.0	2.6
DUMBLEYUNG	0	7	175	600	192	15	989	5.0	2.6	1.0
KONDININ	0	12	171	987	144	22	1,336	3.0	7.4	2.7
KULIN	0	7	156	1,114	140	19	1,436	11.0	2.5	4.5
LAKE GRACE	0	25	181	1,819	201	61	2,287	3.4	9.0	3.6
NAREMBEEN	0	8	279	912	193	20	1,412	1.7	3.5	0.7
NARROGIN (S)	0	2	179	196	345	10	733	1.0	0.4	0.0
NARROGIN (T)	1	47	10	9	0	0	68	13.1	0.0	10.0
PINGELLY	0	16	172	191	155	31	565	14.0	3.6	3.9
QUAIRADING	5	8	258	405	170	17	863	6.2	0.0	0.0
WAGIN	1	27	145	382	199	29	783	10.0	46.2	0.8
WANDERING	0	3	90	191	66	6	356	2.5	1.4	0.0
WEST ARTHUR	0	6	195	510	138	9	858	4.5	2.4	2.7
WICKEPIN	0	9	151	399	282	33	873	4.6	5.6	2.3
WILLIAMS	0	8	121	287	55	3	474	3.4	5.8	3.1
Region	10	233	3,426	10,073	2,967	352	17,061	117	123	43
State	11,521	3,723	22,973	53,645	24,314	11,621	127,796	9,460	552	4,563

**Expenditure on Road Preservation 2013-14
Wheatbelt South Regional Road Group**

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
BEVERLEY	51	575	413	82	1,121	1,264	867	1,757	982
BROOKTON	253	0	324	56	633	10,531	2,966	1,263	786
BRUCE ROCK	101	1,253	356	58	1,768	2,377	5,990	1,754	475
CORRIGIN	346	248	184	30	808	8,927	816	428	282
CUBALLING	147	375	272	391	1,185	68,372	1,888	1,977	2,688
DUMBLEYUNG	0	609	718	69	1,396	0	1,822	1,196	361
KONDININ	129	1,050	909	63	2,151	4,357	1,158	317	271
KULIN	187	164	1,013	81	1,445	9,497	856	1,207	855
LAKE GRACE	301	170	2,289	107	2,867	5,582	1,566	1,087	450
NAREMBEEN	40	80	720	80	920	1,850	1,047	1,058	466
NARROGIN (S)	19	1,369	859	297	2,544	5,310	4,700	1,884	980
NARROGIN (T)	434	0	0	0	434	3,162	0	0	0
PINGELLY	215	586	534	242	1,577	6,599	3,391	1,884	1,083
QUAIRADING	482	1,375	312	65	2,234	14,732	3,175	571	387
WAGIN	280	444	430	39	1,193	3,601	1,664	1,881	363
WANDERING	7	666	1,609	53	2,335	1,315	0	5,613	960
WEST ARTHUR	36	683	516	93	1,328	2,501	1,928	1,442	589
WICKEPIN	0	477	63	29	569	0	7,660	441	281
WILLIAMS	88	23	464	41	616	4,549	317	2,590	1,125
Region	3,116	10,147	11,985	1,876	27,124	4,917	1,775	1,198	640
State	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14
Wheatbelt South Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	665	1,048	817	0	2,530	26.3%	41.4%	32.3%	0.0%	3,861	1,713
BROOKTON	600	370	491	0	1,461	41.1%	25.3%	33.6%	0.0%	2,380	970
BRUCE ROCK	761	1,277	2,258	10	4,306	17.7%	29.7%	52.4%	0.2%	4,226	2,038
CORRIGIN	729	79	986	0	1,794	40.6%	4.4%	55.0%	0.0%	3,747	808
CUBALLING	1,017	369	710	0	2,096	48.5%	17.6%	33.9%	0.0%	2,341	1,386
DUMBLEYUNG	449	947	433	0	1,829	24.5%	51.8%	23.7%	0.0%	3,238	1,396
KONDININ	972	1,179	306	0	2,457	39.6%	48.0%	12.5%	0.0%	3,812	2,151
KULIN	998	447	1,554	0	2,999	33.3%	14.9%	51.8%	0.0%	4,202	1,445
LAKE GRACE	1,455	1,412	671	0	3,538	41.1%	39.9%	19.0%	0.0%	6,345	2,867
NAREMBEEN	774	146	2,173	0	3,093	25.0%	4.7%	70.3%	0.0%	4,186	920
NARROGIN (S)	841	1,703	393	24	2,961	28.4%	57.5%	13.3%	0.8%	2,246	1,938
NARROGIN (T)	360	74	292	0	726	49.6%	10.2%	40.2%	0.0%	1,051	434
PINGELLY	975	602	697	297	2,571	37.9%	23.4%	27.1%	11.6%	2,433	1,577
QUAIRADING	509	2,029	23	0	2,561	19.9%	79.2%	0.9%	0.0%	3,382	2,538
WAGIN	386	827	186	0	1,399	27.6%	59.1%	13.3%	0.0%	2,654	1,213
WANDERING	314	2,021	220	0	2,555	12.3%	79.1%	8.6%	0.0%	1,751	968
WEST ARTHUR	721	725	113	0	1,559	46.2%	46.5%	7.2%	0.0%	3,603	1,408
WICKEPIN	569	0	1,173	0	1,742	32.7%	0.0%	67.3%	0.0%	2,450	569
WILLIAMS	487	189	198	0	874	55.7%	21.6%	22.7%	0.0%	1,916	676
Region	13,582	15,444	13,694	331	43,051	31.5%	35.9%	31.8%	0.8%	59,825	27,015
State	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

Appendix 14

Bridge Statistics and Expenditure 2013-14 Wheatbelt South Regional Road Group

COUNCIL	Number	Bridge Deck Area [sqm]				Expenditure \$000s	
		ALL Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	31	143	4,305	1,547	0	592	0
BROOKTON	15	137	809	1,756	0	337	0
BRUCE ROCK	97	5,229	0	0	0	270	0
CORRIGIN	2	0	0	230	0	0	0
CUBALLING	13	0	1,744	582	0	201	0
DUMBLEYUNG	5	70	628	112	0	0	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN (S)	4	0	507	90	0	0	0
NARROGIN (T)	3	205	112	0	181	0	0
PINGELLY	17	42	269	1,171	0	0	697
QUAIRADING	17	292	829	338	0	304	0
WAGIN	9	553	410	351	0	20	0
WANDERING	15	457	1,504	613	0	0	0
WEST ARTHUR	17	90	3,574	570	0	118	0
WICKEPIN	4	33	274	54	0	0	0
WILLIAMS	6	525	779	20	0	60	0
Region	256	7,871	15,743	7,433	181	1,902	697
State	930	65,233	74,914	22,625	2,277	16,061	28,531

Sealed Road Area Statistics and Expenditure 2013-14
Wheatbelt South Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per square metre
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	
[1]	[2]	[3]	[4]	[5]	[6]
BEVERLEY	141,173	1,049,302	51	575	0.36
BROOKTON	84,082	494,457	253	0	3.01
BRUCE ROCK	148,711	1,911,157	101	1,253	0.68
CORRIGIN	135,661	1,505,296	346	248	2.55
CUBALLING	7,525	974,936	147	375	19.53
DUMBLEYUNG	72,938	1,169,872	0	609	0.00
KONDININ	103,636	1,057,874	129	1,050	1.24
KULIN	68,916	1,018,531	187	164	2.71
LAKE GRACE	188,733	1,204,326	301	170	1.59
NAREMBEEN	75,658	1,491,119	40	80	0.53
NARROGIN (S)	12,523	1,163,661	19	1,369	1.52
NARROGIN (T)	480,442	65,815	434	0	0.90
PINGELLY	114,027	1,018,683	215	586	1.89
QUAIRADING	114,511	1,489,653	482	1,375	4.21
WAGIN	272,165	716,864	280	444	1.03
WANDERING	18,634	593,306	7	666	0.38
WEST ARTHUR	50,382	1,187,105	36	683	0.71
WICKEPIN	60,489	934,427	0	477	0.00
WILLIAMS	67,713	794,620	88	23	1.30
Region	2,217,919	19,841,004	3,116	10,147	1.40
State	116,950,240	141,466,620	360,196	89,439	3.08
					0.63

METROPOLITAN LOCAL GOVERNMENTS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

Road Assets & Expenditure Indicators 2013-14
Metropolitan Local Governments

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
ARMADALE	0.75	1.7%	41%	0.62
BASSENDERAN	0.64	1.6%	47%	1.12
BAYSWATER	0.64	1.6%	77%	1.14
BELMONT	0.75	1.6%	140%	1.32
CAMBRIDGE	0.65	1.6%	101%	1.43
CANNING	0.70	1.8%	142%	1.52
CLAREMONT	0.32	1.7%	242%	4.43
COCKBURN	0.73	1.9%	54%	0.79
COTTESLOE	0.54	1.7%	85%	2.23
EAST FREMANTLE	0.09	1.6%	88%	2.85
FREMANTLE	0.77	1.6%	98%	1.96
GOSNELLS	0.73	1.5%	53%	0.89
JOONDALUP	0.68	1.6%	63%	0.80
KALAMUNDA	0.71	1.8%	57%	0.93
KWINANA	0.70	2.0%	83%	1.29
MELVILLE	0.59	1.6%	112%	1.44
MOSMAN PARK	0.67	1.7%	78%	1.02
MUNDARING	0.61	2.2%	66%	0.88
NEDLANDS	0.53	1.6%	203%	1.97

Road Assets & Expenditure Indicators 2013-14 [continued]
Metropolitan Local Governments

COUNCIL	Indicators				
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
[1]	[2]	[3]	[4]	[5]	
PEPPERMINT GROVE	0.77	1.7%	92%	1.83	
PERTH	0.60	1.6%	293%	14.32	
ROCKINGHAM	0.68	1.9%	69%	1.20	
SERPENTINE JARRAHDALE	0.25	2.6%	72%	0.77	
SOUTH PERTH	0.69	1.6%	133%	1.57	
STIRLING	0.62	1.6%	144%	1.20	
SUBIACO	0.59	1.6%	136%	2.16	
SWAN	0.67	1.9%	64%	1.03	
VICTORIA PARK	0.51	1.7%	123%	2.06	
VINCENT	0.52	1.5%	96%	1.30	
WANNEROO	0.80	1.6%	84%	0.73	
Region Average	0.67	1.7%	95%	1.29	
State Average	0.58	2.6%	72%	0.87	

**Expenditure from Councils' Own Resources 2013-14
Metropolitan Local Governments**

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	Capacity needed to meet net road preservation needs	% Revenue Capacity spent on roads	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
ARMADALE	17,760	10,425	59%	27%	31%	151	
BASSENGEDEAN	2,506	2,227	89%	19%	25%	144	
BAYSWATER	8,789	6,699	76%	14%	17%	100	
BELMONT	7,330	6,376	87%	16%	25%	165	
CAMBRIDGE	8,349	7,004	84%	20%	46%	257	
CANNING	19,460	14,467	74%	16%	26%	155	
CLAREMONT	4,491	4,228	94%	11%	54%	413	
COCKBURN	17,940	11,984	67%	19%	22%	121	
COTTESLOE	2,511	1,999	80%	12%	32%	240	
EAST FREMANTLE	2,105	1,969	94%	14%	43%	259	
FREMANTLE	9,649	8,359	87%	14%	37%	284	
GOSNELL	21,034	16,739	80%	23%	30%	144	
JOONDALUP	20,014	15,931	80%	18%	18%	97	
KALAMUNDA	10,715	8,324	78%	24%	28%	143	
KWINANA	10,265	8,034	46%	20%	28%	246	
MELVILLE	16,009	14,111	88%	13%	24%	136	
MOSMAN PARK	765	664	87%	11%	11%	70	
MUNDARING	7,937	5,525	70%	27%	27%	141	
NEDLANDS	5,869	5,538	94%	17%	37%	245	

Expenditure from Councils' Own Resources 2013-14 [continued]
Metropolitan Local Governments

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
PEPPERMINT GROVE	410	397	97%	16%	31%	233
PERTH	42,066	40,340	96%	4%	79%	2118
ROCKINGHAM	32,908	24,218	74%	20%	42%	212
SERPENTINE JARRAHDALE	5,345	2,333	44%	38%	23%	117
SOUTH PERTH	8,406	6,751	80%	12%	24%	149
STIRLING	27,589	23,083	84%	13%	18%	107
SUBIACO	5,118	4,369	85%	11%	28%	228
SWAN	27,209	22,497	83%	26%	35%	189
VICTORIA PARK	8,042	6,563	82%	12%	28%	183
VINCENT	6,693	5,526	83%	12%	24%	157
WANNEROO	25,663	12,480	49%	22%	15%	74
Region Average	382,947	299,160	78%	18%	28%	166
State Average	807,445	463,592	57%	30%	28%	191

Expenditure on Road Preservation 2013-14
Metropolitan Local Governments

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	5,537	581	0	0	6,118	5,978	1,468	5,325	246
BASSENDEN	2,333	0	0	0	2,333	10,554	0	0	0
BAYSWATER	7,739	0	0	0	7,739	9,717	0	0	0
BELMONT	6,304	0	0	0	6,304	11,845	0	0	0
CAMBRIDGE	5,142	0	0	0	5,142	12,640	0	0	0
CANNING	16,774	0	0	0	16,774	12,957	0	0	0
CLAREMONT	4,426	0	0	0	4,426	42,754	0	0	0
COCKBURN	8,777	581	0	0	9,358	7,272	706	0	0
COTTESLOE	2,013	0	0	0	2,013	19,483	0	0	0
EAST FREMANTLE	2,068	0	0	0	2,068	24,815	0	0	0
FREMANTLE	7,685	0	0	0	7,685	18,842	0	0	0
GOSNELLS	13,192	0	0	0	13,192	9,950	4,218	0	2,189
JOONDALUP	15,098	0	0	0	15,098	6,688	0	0	0
KALAMUNDA	6,371	1,693	168	22	8,254	7,247	6,566	5,039	4,611
KWINANA	5,528	1,340	0	0	6,868	11,113	4,656	0	0
MELVILLE	14,196	0	0	0	14,196	12,190	0	0	0
MOSMAN PARK	765	0	0	0	765	9,154	0	0	0
MUNDARING	3,064	3,005	149	48	6,266	5,819	3,397	9,390	3,239
NEDLANDS	5,743	0	0	0	5,743	19,203	0	0	0

Appendix 15

Expenditure on Road Preservation 2013-14 [continued] Metropolitan Local Governments

COUNCIL	Road Expenditure \$000s					Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]
PEPPERMINT GROVE	410	0	0	0	410	19,329	0	0
PERTH	42,066	0	0	0	42,066	147,720	0	0
ROCKINGHAM	17,010	0	0	0	17,010	11,334	4,723	0
SERPENTINE JARRAHDALE	957	2,838	192	0	3,987	5,774	3,658	1,508
SOUTH PERTH	6,167	0	0	0	6,167	13,722	0	0
STIRLING	23,624	0	0	0	23,624	10,246	0	0
SUBIACO	4,604	0	0	0	4,604	20,900	0	0
SWAN	12,186	6,829	212	37	19,264	7,547	5,301	5,318
VICTORIA PARK	7,108	0	0	0	7,108	17,733	0	0
VINCENT	4,762	0	0	0	4,762	12,333	0	0
WANNEROO	14,573	954	0	0	15,527	6,279	3,430	0
Region	266,222	17,821	721	108	284,873	11,683	3,437	10,919
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837
								13,168 788

Expenditure by Work Categories 2013-14
Metropolitan Local Governments

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on			Required Expenditure \$000s	Actual Expenditure \$000s		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ARMADALE	3,971	2,839	9,419	1,531	17,760	22.4%	16.0%	53.0%	8.6%	10,972	6,810
BASSENDERAN	2,191	142	74	99	2,506	87.4%	5.7%	3.0%	4.0%	2,082	2,333
BAYSWATER	4,970	2,769	520	530	8,789	56.5%	31.5%	5.9%	6.0%	6,762	7,687
BELMONT	2,309	3,995	1,021	5	7,330	31.5%	54.5%	13.9%	0.1%	4,768	6,304
CAMBRIIDGE	3,248	1,894	3,027	180	8,349	38.9%	22.7%	36.3%	2.2%	3,599	5,142
CANNING	8,486	8,431	888	1,655	19,460	43.6%	43.3%	4.6%	8.5%	11,094	16,917
CLAREMONT	1,755	2,671	65	0	4,491	39.1%	59.5%	1.4%	0.0%	998	4,426
COCKBURN	6,470	2,888	6,107	2,475	17,940	36.1%	16.1%	34.0%	13.8%	11,808	9,358
COTTESLOE	1,148	865	226	272	2,511	45.7%	34.4%	9.0%	10.8%	902	2,013
EAST FREMANTLE	1,352	716	37	0	2,105	64.2%	34.0%	1.8%	0.0%	727	2,068
FREMANTLE	5,748	1,937	1,964	0	9,649	59.6%	20.1%	20.4%	0.0%	3,916	7,685
GOSNELLS	9,638	3,838	1,635	5,923	21,034	45.8%	18.2%	7.8%	28.2%	15,151	13,476
JOONDALUP	9,282	6,190	4,542	0	20,014	46.4%	30.9%	22.7%	0.0%	19,289	15,472
KALAMUNDA	5,716	2,538	0	2,461	10,715	53.3%	23.7%	0.0%	23.0%	8,888	8,254
KWINANA	4,182	2,686	1,876	1,521	10,265	40.7%	26.2%	18.3%	14.8%	5,304	6,868
MELVILLE	8,408	5,788	1,166	647	16,009	52.5%	36.2%	7.3%	4.0%	9,835	14,196
MOSMAN PARK	568	197	0	0	765	74.2%	25.8%	0.0%	0.0%	752	765
MUNDARING	3,976	2,332	1,629	0	7,937	50.1%	29.4%	20.5%	0.0%	7,023	6,206
NEDLANDS	2,410	3,333	126	0	5,869	41.1%	56.8%	2.1%	0.0%	2,911	5,743

Appendix 15

Expenditure by Work Categories 2013-14 [continued] Metropolitan Local Governments

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on			Required Expenditure \$000s	Actual Expenditure \$000s		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
PEPPERMINT GROVE	265	145	0	0	410	64.6%	35.4%	0.0%	0.0%	224	410
PERTH	12,107	29,959	0	0	42,066	28.8%	71.2%	0.0%	0.0%	2,938	42,066
ROCKINGHAM	12,857	4,165	2,413	13,473	32,908	39.1%	12.7%	7.3%	40.9%	14,214	17,022
SERPENTINE JARRAHDALE	1,998	2,058	1,289	0	5,345	37.4%	38.5%	24.1%	0.0%	5,277	4,056
SOUTH PERTH	3,006	3,161	1,849	390	8,406	35.8%	37.6%	22.0%	4.6%	3,938	6,167
STIRLING	8,946	14,678	2,004	1,961	27,589	32.4%	53.2%	7.3%	7.1%	19,765	23,624
SUBIACO	2,979	1,625	514	0	5,118	58.2%	31.8%	10.0%	0.0%	2,127	4,604
SWAN	14,904	5,628	2,884	3,793	27,209	54.8%	20.7%	10.6%	13.9%	19,843	20,532
VICTORIA PARK	4,705	2,403	934	0	8,042	58.5%	29.9%	11.6%	0.0%	3,439	7,073
VINCENT	2,715	2,047	1,931	0	6,693	40.6%	30.6%	28.9%	0.0%	3,667	4,762
WANNEROO	6,619	8,908	9,481	655	25,663	25.8%	34.7%	36.9%	2.6%	21,240	15,527
Region	156,931	130,826	57,621	37,571	382,949	41.0%	34.2%	15.0%	9.8%	223,454	287,568
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

SOUTH WEST COUNTRY CITIES AND TOWNS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

**Road Assets & Expenditure Indicators 2013-14
South West Country Cities and Towns**

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
ALBANY (C)	0.56	2.6%	69%	1.15
BUNBURY	0.63	1.8%	61%	1.12
GREATER GERALDTON	0.56	2.6%	49%	0.77
KALGOORLIE BOULDER	0.33	2.8%	78%	1.16
MANDURAH	0.67	2.0%	61%	0.65
NARROGIN (T)	0.54	2.2%	43%	0.41
Region Average	0.56	2.4%	64%	0.93
State Average	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
South West Country Cities and Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	Capacity needed to meet net road preservation needs	% Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	13,362	5,341	40%	33%	23%	152
BUNBURY	9,871	7,103	72%	22%	33%	215
GREATER GERALDTON	20,465	8,477	41%	35%	31%	215
KALGOORLIE BOULDER	13,276	8,076	61%	29%	36%	244
MANDURAH	11,690	6,865	59%	20%	15%	90
NARROGIN (T)	726	200	28%	23%	6%	45
Region Average	69,390	36,062	52%	27%	25%	163
State Average	807,445	463,592	57%	30%	28%	191

**Expenditure on Road Preservation 2013-14
South West Country Cities and Towns**

COUNCIL	Road Expenditure \$000s				Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]
ALBANY (C)	3,420	3,147	1,794	193	8,554	6,369	3,979	3,495
BUNBURY	6,611	0	0	0	6,611	11,212	0	0
GREATER GERALDTON	5,100	1,152	2,874	130	9,256	7,875	294	1,631
KALGOORLIE BOULDER	8,904	199	1,222	227	10,552	12,323	1,811	2,036
MANDURAH	7,120	0	0	0	7,120	5,772	0	0
NARROGIN (T)	434	0	0	0	434	3,162	0	0
Region Average	31,589	4,498	5,889	551	42,527	8,168	1,700	2,876
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837
								788

Expenditure by Work Categories 2013-14

South West Country Cities and Towns

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY (C)	4,829	7,531	233	769	13,362	36.1%	56.4%	1.7%	5.8%	10,786	12,360
BUNBURY	4,770	1,841	1,400	1,860	9,871	48.3%	18.7%	14.2%	18.8%	5,912	6,611
GREATER GERALDTON	3,701	5,641	1,819	9,304	20,465	18.1%	27.6%	8.9%	45.5%	12,198	9,342
KALGOORLIE BOULDER	6,815	3,737	2,724	0	13,276	51.3%	28.1%	20.5%	0.0%	9,060	10,485
MANDURAH	4,282	2,887	2,118	2,403	11,690	36.6%	24.7%	18.1%	20.6%	11,027	7,169
NARROGIN (T)	360	74	292	0	726	49.6%	10.2%	40.2%	0.0%	1,051	434
Region Average	24,757	21,711	8,586	14,336	69,390	35.7%	31.3%	12.4%	20.7%	50,034	46,401
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

AGRICULTURAL SHIRES WITH LARGE TOWNS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

Road Assets & Expenditure Indicators 2013-14
Agricultural Shires with Large Towns

COUNCIL	State of the Road Asset	Road Asset Consumption	Indicators	
			[3]	[4] Sealed Road Sustainability
[1]	[2]			
AUGUSTA MARGARET RIVER	0.57	2.6%	32%	0.46
BUSSELTON	0.57	2.3%	47%	0.70
COLLIE	0.46	2.7%	54%	0.73
COOLGARDIE	0.44	3.4%	78%	0.54
ESPERANCE	0.58	3.5%	49%	0.61
HARVEY	0.61	2.4%	94%	0.88
KATANNING	0.47	3.2%	94%	0.72
MANJIMUP	0.43	2.9%	59%	0.78
MURRAY	0.54	2.4%	40%	0.74
NORTHAM (S)	0.44	2.5%	43%	0.57
Region Average	0.53	2.8%	55%	0.67
State Average	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Agricultural Shires with Large Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	6,494	2,984	46%	51%	29%	237
BUSSELTON	12,807	7,082	55%	35%	30%	218
COLLIE	2,778	1,580	57%	42%	24%	168
COOLGARDIE	1,870	678	36%	37%	13%	160
ESPERANCE	11,081	6,423	58%	73%	41%	456
HARVEY	6,778	3,973	59%	37%	27%	161
KATANNING	3,705	815	22%	52%	19%	189
MANJIMUP	7,216	2,405	33%	68%	28%	254
MURRAY	5,630	3,447	61%	43%	33%	224
NORTHAM (S)	7,372	2,686	36%	49%	30%	241
Region Average	65,731	32,073	49%	48%	30%	233
State Average	807,445	463,592	57%	30%	28%	191

Expenditure on Road Preservation 2013-14
Agricultural Shires with Large Towns

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA MARGARET RIVER	645	1,555	722	33	2,955	3,074	2,988	2,222	1,962
BUSSELTON	4,135	1,743	775	44	6,697	7,998	3,062	2,884	7,002
COLLIE	1,641	696	292	3	2,631	9,735	2,837	1,976	107
COOLGARDIE	1,213	0	386	49	1,648	7,829	0	220	140
ESPERANCE	1,873	2,566	5,217	78	9,734	6,721	1,503	1,221	306
HARVEY	2,087	3,389	435	5	5,916	8,643	2,033	2,750	1,592
KATANNING	1,308	1,247	399	17	2,971	9,685	1,808	1,502	945
MANJIMUP	434	2,461	1,496	70	4,461	2,744	3,199	2,100	1,787
MURRAY	750	3,062	395	46	4,253	3,558	3,576	4,077	4,413
NORTHAM (S)	1,579	637	543	44	2,803	8,766	1,156	2,888	7,836
Region Average	15,665	17,356	10,660	388	44,069	6,948	2,420	2,013	1,356
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14
Agricultural Shires with Large Towns

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation Required Expenditure \$00s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[8]
AUGUSTA MARGARET RIVER	2,216	816	3,462	0	6,494	34.1%	12.6%	53.3%	0.0%	6,600
BUSSELTON	5,302	1,826	2,665	3,014	12,807	41.4%	14.3%	20.8%	23.5%	10,205
COLLIE	1,339	1,317	122	0	2,778	48.2%	47.4%	4.4%	0.0%	3,429
COOLGARDIE	955	693	222	0	1,870	51.1%	37.1%	11.9%	0.0%	2,630
ESPERANCE	4,705	5,029	1,337	10	11,081	42.5%	45.4%	12.1%	0.1%	16,046
HARVEY	1,482	4,605	493	198	6,778	21.9%	67.9%	7.3%	2.9%	6,950
KATANNING	1,597	1,495	613	0	3,705	43.1%	40.4%	16.5%	0.0%	2,991
MANJIMUP	2,465	3,885	484	382	7,216	34.2%	53.8%	6.7%	5.3%	8,097
MURRAY	3,167	1,277	469	717	5,630	56.3%	22.7%	8.3%	12.7%	6,043
NORTHAM (S)	2,113	979	612	3,668	7,372	28.7%	13.3%	8.3%	49.8%	5,453
Region Average	25,341	21,922	10,479	7,989	65,731	38.6%	33.4%	15.9%	12.2%	68,443
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658
										556,947

PASTORAL LOCAL GOVERNMENTS WITH LARGE TOWNS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

Road Assets & Expenditure Indicators 2013-14
Pastoral Shires with Large Towns

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.48	4.0%	41%	0.32
BROOME	0.67	3.1%	83%	1.28
CARNARVON	0.62	3.2%	76%	0.76
DERBY WEST KIMBERLEY	0.49	3.9%	33%	0.71
EAST PILBARA	0.57	4.2%	103%	0.63
EXMOORTH	0.35	3.0%	64%	0.77
KARRATHA	0.50	2.7%	94%	1.23
PORT HEDLAND	0.65	2.8%	73%	1.04
WYNDHAM EAST KIMBERLEY	0.37	3.4%	50%	0.47
Region Average	0.53	3.4%	73%	0.79
State Average	0.58	2.6%	72%	0.87

**Expenditure from Councils' Own Resources 2013-14
Pastoral Shires with Large Towns**

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	3,018	240	8%	36%	2%	22
BROOME	6,593	4,574	69%	32%	38%	277
CARNARVON	3,463	1,093	32%	41%	15%	180
DERBY/WEST KIMBERLEY	4,040	762	19%	24%	9%	80
EAST PILBARA	9,152	2,711	30%	37%	22%	212
EXMOUTH	2,373	1,471	62%	64%	45%	580
KARRATHA	8,148	6,828	84%	18%	35%	274
PORT HEDLAND	26,257	3,404	13%	22%	26%	208
WYNDHAM EAST KIMBERLEY	4,063	1,660	41%	36%	22%	192
Region Average	67,107	22,743	34%	30%	24%	210
State Average	807,445	463,592	57%	30%	28%	191

**Expenditure on Road Preservation 2013-14
Pastoral Shires with Large Towns**

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	944	0	653	212	1,809	7,405	0	984	629
BROOME	4,975	893	0	521	6,389	24,316	2,154	0	0
CARNARVON	1,245	1,242	716	260	3,463	11,615	1,981	1,956	586
DERBY WEST KIMBERLEY	480	0	2,524	470	3,474	5,605	0	5,310	977
EAST PILBARA	2,499	675	1,754	1,754	6,682	24,947	3,829	1,198	2,141
EXMOUTH	1,611	404	18	28	2,061	18,741	0	0	0
KARRATHA	4,887	0	1,110	104	6,101	13,484	0	3,939	627
PORT HEDLAND	4,974	0	129	66	5,169	18,494	8,551	1,059	1,699
WYNDHAM EAST KIMBERLEY	1,829	110	645	363	2,947	13,897	4,997	10,386	1,275
Region Average	23,444	3,324	7,548	3,779	38,095	15,905	1,756	1,813	1,097
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

**Expenditure by Work Categories 2013-14
Pastoral Shires with Large Towns**

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[8]	[9]
ASHBURTON	1,474	335	1,154	55	3,018	48.8%	11.1%	38.2%	1.8%	5,576	1,809
BROOME	3,548	2,841	0	204	6,593	53.8%	43.1%	0.0%	3.1%	5,008	6,389
CARNARVON	1,363	2,100	0	0	3,463	39.4%	60.6%	0.0%	0.0%	4,565	3,463
DERBY WEST KIMBERLEY	1,611	1,863	566	0	4,040	39.9%	46.1%	14.0%	0.0%	3,170	2,236
EAST PILBARA	3,076	3,606	2,470	0	9,152	33.6%	39.4%	27.0%	0.0%	7,118	4,477
EXMOUTH	876	1,185	312	0	2,373	36.9%	49.9%	13.1%	0.0%	2,673	2,061
KARRATHA	2,778	3,324	148	1,898	8,148	34.1%	40.8%	1.8%	23.3%	4,975	6,102
PORT HEDLAND	3,833	1,336	256	20,832	26,257	14.6%	5.1%	1.0%	79.3%	3,982	4,144
WYNDHAM EAST KIMBERLEY	1,443	1,630	200	790	4,063	35.5%	40.1%	4.9%	19.4%	4,254	2,000
Region Average	20,002	18,220	5,106	23,779	67,107	29.8%	27.2%	7.6%	35.4%	41,322	32,681
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

AGRICULTURAL SHIRES WITHOUT LARGE TOWNS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

Road Assets & Expenditure Indicators 2013-14
Agricultural Shires without Large Towns

COUNCIL	Indicators				
	[1]	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
BEVERLEY	0.49	2.7%	43%	0.44	
BODDINGTON	0.48	3.1%	0%	0.38	
BOYUP BROOK	0.38	3.2%	21%	0.44	
BRIDGETOWN GREENBUSHES	0.43	3.0%	22%	0.34	
BROOKTON	0.48	3.1%	32%	0.41	
BROOMEHILL TAMBELLUP	0.49	3.6%	61%	0.56	
BRUCE ROCK	0.50	2.8%	57%	0.48	
CAPEL	0.66	2.5%	44%	0.72	
CARNAMAH	0.51	3.5%	14%	0.37	
CHAPMAN VALLEY	0.63	3.9%	0%	0.40	
CHITTERING	0.56	3.2%	50%	0.61	
COOROW	0.52	3.6%	51%	0.70	
CORRIGIN	0.32	3.7%	20%	0.22	
CRANBROOK	0.44	3.4%	25%	0.19	
CUBALLING	0.46	3.1%	42%	0.59	
CUNDERDIN	0.35	3.6%	77%	0.59	
DALWALLINU	0.54	3.8%	50%	0.62	
DANDARAGAN	0.51	3.4%	41%	0.50	
DARDANUP	0.65	2.1%	124%	1.34	
DENMARK	0.54	3.0%	121%	1.33	
DONNYBROOK-BALINGUP	0.47	2.7%	43%	0.62	
DOWERIN	0.45	4.0%	21%	0.28	
DUMBLEYUNG	0.52	3.9%	52%	0.43	
GINGIN	0.49	3.2%	28%	0.53	

Road Assets & Expenditure Indicators 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
GNOWANGERUP	0.53	3.9%	85%	1.09
GOOMALLING	0.46	3.5%	60%	0.84
IRWIN	0.65	3.1%	39%	0.46
JERRAMUNGUP	0.56	4.2%	32%	0.54
KELLERBERRIN	0.39	3.6%	42%	0.29
KENT	0.52	4.5%	44%	0.58
KOJONUP	0.42	3.5%	20%	0.36
KONDININ	0.44	4.3%	94%	0.56
KOORDA	0.46	4.0%	59%	0.48
KULIN	0.47	4.3%	27%	0.34
LAKE GRACE	0.59	4.4%	26%	0.45
MERREDIN	0.54	3.5%	43%	0.41
MINGENEW	0.47	3.0%	104%	0.94
MOORA	0.28	3.3%	45%	0.38
MORAWA	0.47	4.2%	96%	0.58
MOUNT MARSHALL	0.53	4.3%	56%	0.45
MUKINBUDIN	0.31	4.0%	4%	0.23
NANNUP	0.47	3.0%	19%	0.48
NAREMBEEN	0.42	4.1%	8%	0.22
NARROGIN (S)	0.26	3.9%	102%	0.86
NORTHAMPTON	0.52	3.5%	60%	0.52
NUNGARIN	0.39	4.1%	39%	0.51
PERENJORI	0.62	4.2%	33%	0.41
PINGELLY	0.13	3.2%	55%	0.65

Road Assets & Expenditure Indicators 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Indicators			
	[1]	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability
[2]	[3]	[4]	[5]	
PLANTAGENET	0.47	3.6%	68%	0.70
QUAIRADING	0.39	3.4%	108%	0.75
RAVENSTHORPE	0.62	4.0%	27%	0.54
TAMMIN	0.40	4.0%	50%	0.45
THREE SPRINGS	0.48	3.7%	29%	0.37
TOODYAY	0.47	2.8%	56%	0.83
TRAYNING	0.40	4.0%	43%	0.46
VICTORIA PLAINS	0.41	3.7%	38%	0.47
WAGIN	0.60	3.3%	60%	0.46
WANDERING	0.42	3.0%	100%	0.55
WAROONA	0.56	2.9%	59%	0.66
WEST ARTHUR	0.40	3.2%	47%	0.39
WESTONIA	0.40	4.3%	29%	0.45
WICKEPIN	0.45	4.0%	35%	0.23
WILLIAMS	0.59	3.3%	4%	0.35
WONGAN BALLIDU	0.31	3.9%	64%	0.53
WOODANILLING	0.50	3.9%	91%	0.65
WYALKATCHEM	0.44	4.0%	22%	0.35
YILGARN	0.53	4.7%	72%	0.59
YORK	0.51	3.0%	46%	0.47
Region Average	0.48	3.5%	50%	0.52
State Average	0.58	2.6%	72%	0.87

Agricultural Shires without Large Towns

Expenditure from Councils' Own Resources 2013-14

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	2,530	1,140	45%	113%	41%	713
BODDINGTON	973	0	0%	47%	0%	0
BOYUP BROOK	2,497	310	12%	116%	12%	190
BRIDGETOWN GREENBUSHES	2,596	956	37%	72%	23%	212
BROOKTON	1,461	545	37%	103%	30%	557
BROOMHILL TAMBELLUP	4,353	1,079	25%	98%	39%	913
BRUCE ROCK	4,306	133	3%	105%	4%	137
CAPEL	3,375	2,143	63%	36%	25%	139
CARNAMAH	2,252	614	27%	77%	30%	1114
CHAPMAN VALLEY	2,368	785	33%	72%	38%	651
CHITTERING	2,657	1,435	54%	69%	38%	307
COOROW	2,960	1,159	39%	63%	38%	1066
CORRIGIN	1,794	855	48%	97%	31%	787
CRANBROOK	2,296	900	39%	135%	39%	807
CUBALLING	2,096	747	36%	119%	49%	838
CUNDERDIN	1,790	583	33%	92%	24%	435
DALWALLINU	3,956	2,110	53%	113%	53%	1612
DANDARAGAN	3,065	1,337	44%	71%	24%	401
DARDANUP	5,565	2,358	42%	38%	32%	180
DENMARK	4,126	2,300	56%	46%	50%	412
DONNYBROOK-BALINGUP	4,369	1,473	34%	76%	32%	267
DOWERIN	1,476	215	15%	96%	11%	310
DUMBLEYUNG	1,829	821	45%	105%	37%	1333
GINGIN	4,270	2,704	63%	62%	38%	544

Expenditure from Councils' Own Resources 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's Own Resources \$000s [3]	% of Total Road Expenditure [4]	% Revenue needed to meet net road preservation needs [5]	% Revenue Capacity spent on roads [6]	Expenditure \$ per person [7]
GNOWANGERUP	4,543	2,148	47%	83%	74%	1657
GOOMALLING	2,689	1,915	71%	78%	104%	1902
IRWIN	1,888	926	49%	42%	28%	252
JERRAMUNGUP	2,825	1,699	60%	74%	59%	1575
KELLERBERRIN	6,206	294	5%	82%	11%	240
KENT	1,861	931	50%	99%	39%	1773
KOJONUP	3,389	1,300	38%	106%	42%	634
KONDININ	2,457	1,061	43%	97%	36%	1004
KOORDA	1,745	318	18%	88%	14%	715
KULIN	2,999	480	16%	112%	17%	567
LAKE GRACE	3,538	1,242	35%	100%	27%	892
MERREDIN	2,491	952	38%	86%	21%	287
MINGENEW	2,343	798	34%	77%	60%	1639
MOORA	2,464	728	30%	95%	21%	284
MORAWA	1,667	540	32%	65%	22%	595
MOUNT MARSHALL	2,293	702	31%	97%	23%	1450
MUKINBUDIN	1,840	760	41%	97%	33%	1505
NANNUP	5,201	944	18%	106%	45%	718
NAREMBEEN	3,093	195	6%	105%	6%	239
NARROGIN (S)	2,961	1,028	35%	91%	61%	1135
NORTHAMPTON	2,824	867	31%	66%	18%	261
NUNGARIN	1,126	402	36%	75%	29%	1718
PERENJORI	2,731	836	31%	101%	25%	907
PINGELLY	2,571	181	7%	96%	9%	153

Expenditure from Councils' Own Resources 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
PLANTAGENET	4,068	2,131	52%	75%	42%	424
QUAIRADING	2,561	332	13%	103%	13%	312
RAVENSTHORPE	2,036	732	36%	67%	18%	323
TAMMIN	935	489	52%	82%	35%	1178
THREE SPRINGS	2,304	710	31%	97%	39%	1122
TOODYAY	3,726	1,315	35%	69%	33%	285
TRAYNING	1,130	150	13%	102%	8%	426
VICTORIA PLAINS	2,171	1,150	53%	125%	56%	1235
WAGIN	1,399	252	18%	68%	9%	132
WANDERING	2,555	391	15%	143%	39%	875
WAROONA	1,901	1,058	56%	55%	29%	287
WEST ARTHUR	1,559	215	14%	145%	11%	239
WESTONIA	1,154	130	11%	102%	8%	464
WICKEPIN	1,742	303	17%	75%	14%	399
WILLIAMS	874	351	40%	98%	23%	372
WONGAN BALLIDU	3,056	1,766	58%	84%	55%	1178
WOODANILLING	1,173	107	9%	106%	9%	249
WYALKATCHEM	1,090	75	7%	94%	4%	140
YILGARN	3,745	1,088	29%	63%	23%	655
YORK	2,292	800	35%	73%	21%	230
Region Average	178,176	61,494	35%	81%	30%	442
State Average	807,445	463,592	57%	30%	28%	191

**Expenditure on Road Preservation 2013-14
Agricultural Shires without Large Towns**

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	\$ per lane km	Sealed Roads	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	51	575	413	82	1,121	1,264	867	1,757	982
BODDINGTON	0	21	296	10	327	0	3,852	892	2,893
BOYUP BROOK	229	232	554	228	1,243	7,767	1,799	1,623	607
BRIDGETOWN GREENBUSSES	462	433	405	10	1,310	7,542	971	1,110	3,548
BROOKTON	253	0	324	56	633	10,531	2,966	1,263	786
BROOMEHILL TAMBELLUP	86	1,915	557	40	2,598	3,335	1,527	2,388	1,325
BRUCE ROCK	101	1,253	356	58	1,768	2,377	5,990	1,754	475
CAPEL	1,258	671	603	21	2,553	7,779	1,640	3,814	3,067
CARNAMAH	224	110	459	35	828	7,479	6,930	1,009	266
CHAPMAN VALLEY	0	0	688	190	878	0	118	2,853	1,412
CHITTERING	152	1,249	455	6	1,862	58,095	1,682	3,336	2,128
COOROW	373	695	976	39	2,083	9,022	2,238	1,689	462
CORRIGIN	346	248	184	30	808	8,927	816	428	282
CRANBROOK	14	397	1,313	52	1,776	771	1,593	2,077	525
CUBALLING	147	375	272	391	1,185	68,372	1,888	1,977	2,688
CUNDERDIN	52	1,364	297	73	1,786	1,043	1,491	1,052	367
DALWALLINU	741	966	1,737	288	3,732	13,777	1,053	1,181	365
DANDARAGAN	373	735	1,558	25	2,691	3,635	1,366	1,677	508
DARDANUP	432	3,800	339	27	4,598	2,809	9,309	5,533	5,377
DENMARK	1,982	340	1,311	63	3,696	29,547	5,589	5,635	3,005
DONNYBROOK-BALINGUP	604	910	581	18	2,113	10,173	1,461	2,103	966
DOWERIN	158	167	359	71	755	8,140	2,925	797	296
DUMBLEYUNG	0	609	718	69	1,396	0	1,822	1,196	361
GINGIN	420	1,131	1,318	18	2,887	2,563	2,879	3,742	1,774

Expenditure on Road Preservation 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Road Expenditure \$000s				Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]
GNOWANGERUP	632	1,956	1,482	239	4,309	16,716	2,172	1,471
GOOMALLING	182	375	982	58	1,597	11,371	3,084	3,130
IRWIN	399	188	360	1	948	5,918	736	1,174
JERRAMUNGUP	295	17	1,185	63	1,560	10,723	189	1,557
KELLERBERRIN	538	139	138	62	877	11,883	5,114	693
KENT	48	320	1,273	220	1,861	5,633	2,328	1,686
KOJONUP	205	1,202	753	85	2,245	5,618	3,413	1,682
KONDININ	129	1,050	909	63	2,151	4,357	1,158	317
KOORDA	99	787	522	87	1,495	4,443	1,570	808
KULIN	187	164	1,013	81	1,445	9,497	856	1,207
LAKE GRACE	301	170	2,289	107	2,867	5,582	1,566	1,087
MERREDIN	499	936	507	158	2,100	3,749	2,525	626
MINGENNEW	149	1,056	207	21	1,433	6,677	8,156	842
MOORA	404	846	276	46	1,572	7,192	1,422	766
MORAWA	226	687	380	95	1,388	6,619	3,970	928
MOUNT MARSHALL	50	850	678	370	1,948	2,657	2,348	702
MUKINBUDIN	79	6	529	52	666	3,812	2,723	870
NANNUP	86	215	476	52	829	5,230	313	1,749
NAREMBEEN	40	80	720	80	920	1,850	1,047	1,058
NARROGIN (S)	19	1,369	859	297	2,544	5,310	4,700	1,884
NORTHAMPTON	1,248	408	373	131	2,160	12,860	453	1,662
NUNGARIN	0	165	574	17	756	0	4,206	2,425
PERENJORI	76	522	971	191	1,760	7,296	2,189	1,404
PINGELLY	215	586	534	242	1,577	6,599	3,391	1,884

Expenditure on Road Preservation 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
PLANTAGENET	606	1,957	716	162	3,441	9,237	2,827	2,273	820
QUAIRADING	482	1,375	312	65	2,234	14,732	3,175	571	387
RAVENSTHORPE	244	120	1,510	95	1,969	3,443	346	1,862	811
TAMMIN	61	329	265	55	710	4,599	1,923	1,689	701
THREE SPRINGS	37	334	575	12	958	2,258	777	1,455	780
TOODYAY	688	831	768	156	2,443	25,668	1,073	3,303	740
TRAYNING	60	380	650	40	1,130	2,562	9,980	855	435
VICTORIA PLAINS	255	605	547	101	1,508	15,527	1,571	1,299	772
WAGIN	280	444	430	39	1,193	3,601	1,664	1,881	363
WANDERING	7	666	1,609	53	2,335	1,315	0	5,613	960
WAROONA	567	975	165	3	1,710	8,958	1,427	2,778	942
WEST ARTHUR	36	683	516	93	1,328	2,501	1,928	1,442	589
WESTONIA	29	245	780	50	1,104	4,212	497	1,457	201
WICKEPIN	0	477	63	29	569	0	7,660	441	281
WILLIAMS	88	23	464	41	616	4,549	317	2,590	1,125
WONGAN BALLIDU	139	1,170	543	159	2,011	2,448	1,776	1,254	301
WOODANILLING	102	523	475	23	1,123	29,334	2,581	1,390	378
WYALKATCHEM	77	152	563	26	818	2,308	2,055	913	323
YILGARN	447	1,178	378	742	2,745	12,934	1,841	485	499
YORK	690	500	393	137	1,720	8,304	1,506	1,473	778
Region Average	19,459	45,257	45,782	6,802	117,300	7,055	1,811	1,418	639
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Agricultural Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on			Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	665	1,048	817	0	2,530	26.3%	41.4%	32.3%	0.0%	3,861
BODDINGTON	535	0	0	438	973	55.0%	0.0%	45.0%	1,404	535
BOYUP BROOK	989	729	779	0	2,497	39.6%	29.2%	31.2%	0.0%	3,874
BRIDGETOWN GREENBUSHES	1,163	190	1,092	151	2,596	44.8%	7.3%	42.1%	5.8%	4,015
BROOKTON	600	370	491	0	1,461	41.1%	25.3%	33.6%	0.0%	2,380
BROOMEHILL TAMBELLUP	1,640	1,312	1,401	0	4,353	37.7%	30.1%	32.2%	0.0%	3,684
BRUCE ROCK	761	1,277	2,258	10	4,306	17.7%	29.7%	52.4%	0.2%	4,226
CAPEL	2,258	527	485	105	3,375	66.9%	15.6%	14.4%	3.1%	3,843
CARNAMAH	624	204	1,248	176	2,252	27.7%	9.1%	55.4%	7.8%	2,243
CHAPMAN VALLEY	649	229	1,490	0	2,368	27.4%	9.7%	62.9%	0.0%	2,193
CHITTERING	1,033	892	691	41	2,657	38.9%	33.6%	26.0%	1.5%	3,133
COOROW	1,289	810	860	1	2,960	43.5%	27.4%	29.1%	0.0%	2,990
CORRIGIN	729	79	986	0	1,794	40.6%	4.4%	55.0%	0.0%	3,747
CRANBROOK	806	982	436	72	2,296	35.1%	42.8%	19.0%	3.1%	4,098
CUBALLING	1,017	369	710	0	2,096	48.5%	17.6%	33.9%	0.0%	2,341
CUNDERDIN	694	1,096	0	0	1,790	38.8%	61.2%	0.0%	0.0%	3,015
DALWALLINU	1,586	2,146	104	120	3,956	40.1%	54.2%	2.6%	3.0%	5,988
DANDARAGAN	1,213	1,478	374	0	3,065	39.6%	48.2%	12.2%	0.0%	5,408
DARDANUP	1,779	2,989	797	0	5,565	32.0%	53.7%	14.3%	0.0%	3,567
DENMARK	1,388	2,345	292	101	4,126	33.6%	56.8%	7.1%	2.4%	2,808
DONNYBROOK-BALINGUP	1,281	1,670	1,305	113	4,369	29.3%	38.2%	29.9%	2.6%	4,488
DOWERIN	689	66	721	0	1,476	46.7%	4.5%	48.8%	0.0%	2,674
DUMBLEYUNG	449	947	433	0	1,829	24.5%	51.8%	23.7%	0.0%	3,238
GINGIN	1,342	1,547	1,381	0	4,270	31.4%	36.2%	32.3%	0.0%	5,467
GNOWANGERUP	2,811	1,528	0	204	4,543	61.9%	33.6%	0.0%	4.5%	3,189

Expenditure by Work Categories 2013-14 [continued]
Agricultural Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
GOOMALLING	823	886	980	0	2,689	30.6%	32.9%	36.4%	0.0%	2,041	1,709
IRWIN	523	425	441	499	1,888	27.7%	22.5%	23.4%	26.4%	2,063	948
JERRAMUNGUP	1,044	516	833	432	2,825	37.0%	18.3%	29.5%	15.3%	2,913	1,560
KELLERBERRIN	546	331	4,196	1,133	6,206	8.8%	5.3%	67.6%	18.3%	2,999	877
KENT	738	1,123	0	0	1,861	39.7%	60.3%	0.0%	0.0%	3,208	1,861
KOJONUP	1,792	492	1,105	0	3,389	52.9%	14.5%	32.6%	0.0%	4,147	1,501
KONDININ	972	1,179	306	0	2,457	39.6%	48.0%	12.5%	0.0%	3,812	2,151
KOORDA	488	1,007	250	0	1,745	28.0%	57.7%	14.3%	0.0%	3,094	1,495
KULIN	998	447	1,554	0	2,999	33.3%	14.9%	51.8%	0.0%	4,202	1,445
LAKE GRACE	1,455	1,412	671	0	3,538	41.1%	39.9%	19.0%	0.0%	6,345	2,867
MERREDIN	1,230	870	391	0	2,491	49.4%	34.9%	15.7%	0.0%	5,075	2,100
MINGENEW	573	1,060	710	0	2,343	24.5%	45.2%	30.3%	0.0%	1,740	1,633
MOORA	675	900	889	0	2,464	27.4%	36.5%	36.1%	0.0%	4,161	1,575
MORAWA	565	823	90	189	1,667	33.9%	49.4%	5.4%	11.3%	2,398	1,388
MOUNT MARSHALL	775	1,178	340	0	2,293	33.8%	51.4%	14.8%	0.0%	4,344	1,953
MUKINBUDIN	495	171	1,174	0	1,840	26.9%	9.3%	63.8%	0.0%	2,885	666
NANNUP	677	742	0	3,782	5,201	13.0%	14.3%	0.0%	72.7%	2,969	1,419
NAREMBEEN	774	146	2,173	0	3,093	25.0%	4.7%	70.3%	0.0%	4,186	920
NARROGIN (S)	841	1,703	393	24	2,961	28.4%	57.5%	13.3%	0.8%	2,246	1,938
NORTHAMPTON	1,098	1,062	664	0	2,824	38.9%	37.6%	23.5%	0.0%	4,189	2,160
NUNGARIN	456	300	0	370	1,126	40.5%	26.6%	0.0%	32.9%	1,480	756
PERENJORI	698	1,062	553	418	2,731	25.6%	38.9%	20.2%	15.3%	4,325	1,760
PINGELLY	975	602	697	297	2,571	37.9%	23.4%	27.1%	11.6%	2,433	1,577
PLANTAGENET	1,539	1,902	544	83	4,068	37.8%	46.8%	13.4%	2.0%	4,918	3,441
QUAIRADING	509	2,029	23	0	2,561	19.9%	79.2%	0.9%	0.0%	3,382	2,538

Agricultural Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
RAVENSTHORPE	1,465	504	30	37	2,036	72.0%	24.8%	1.5%	1.8%	3,655	1,969
TAMMIN	440	270	225	0	935	47.1%	28.9%	24.1%	0.0%	1,570	710
THREE SPRINGS	411	547	1,346	0	2,304	17.8%	23.7%	58.4%	0.0%	2,575	958
TOODYAY	1,129	1,853	446	298	3,726	30.3%	49.7%	12.0%	8.0%	3,600	2,982
TRAYNING	560	570	0	0	1,130	49.6%	50.4%	0.0%	0.0%	2,477	1,130
VICTORIA PLAINS	1,092	417	243	419	2,171	50.3%	19.2%	11.2%	19.3%	3,231	1,509
WAGIN	386	827	186	0	1,399	27.6%	59.1%	13.3%	0.0%	2,654	1,213
WANDERING	314	2,021	220	0	2,555	12.3%	79.1%	8.6%	0.0%	1,751	968
WAROONA	832	878	191	0	1,901	43.8%	46.2%	10.0%	0.0%	2,576	1,710
WEST ARTHUR	721	725	113	0	1,559	46.2%	46.5%	7.2%	0.0%	3,603	1,408
WESTONIA	199	905	50	0	1,154	17.2%	78.4%	4.3%	0.0%	2,469	1,104
WICKEPIN	569	0	1,173	0	1,742	32.7%	0.0%	67.3%	0.0%	2,450	569
WILLIAMS	487	189	198	0	874	55.7%	21.6%	22.7%	0.0%	1,916	676
WONGAN BALLIDU	735	1,276	1,045	0	3,056	24.1%	41.8%	34.2%	0.0%	3,791	2,008
WOODANILLING	332	791	50	0	1,173	28.3%	67.4%	4.3%	0.0%	1,720	1,123
WYALKATCHEM	448	370	272	0	1,090	41.1%	33.9%	25.0%	0.0%	2,314	818
YILGARN	1,413	1,332	1,000	0	3,745	37.7%	35.6%	26.7%	0.0%	4,642	2,745
YORK	1,070	690	492	40	2,292	46.7%	30.1%	21.5%	1.7%	3,706	1,760
Region Average	61,852	61,363	45,408	9,553	178,176	34.7%	34.4%	25.5%	5.4%	224,131	117,494
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658	556,947

PASTORAL SHIRES WITHOUT LARGE TOWNS

2013-2014

- Road Assets and Expenditure Indicators
- Expenditure from Local Governments' Own Resources
- Expenditure on Road Preservation
- Road Expenditure by Work Categories

Road Assets & Expenditure Indicators 2013-14
Pastoral Shires without Large Towns

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
CUE	0.69	4.4%	10%	0.57
DUNDAS	0.52	4.1%	106%	0.79
HALLS CREEK	0.53	4.7%	91%	0.71
LAVERTON	0.49	5.1%	41%	0.91
LEONORA	0.53	4.6%	106%	1.06
MEEKATHARRA	0.53	5.0%	23%	0.24
MENZIES	0.54	5.6%	0%	0.91
MOUNT MAGNET	0.55	4.6%	41%	0.64
MURCHISON	0.46	4.8%	0%	0.70
NGAANYATJARRAKU	0.55	5.6%	15%	1.49
SANDSTONE	0.55	5.5%	16%	1.31
SHARK BAY	0.57	4.3%	110%	0.94
UPPER GASCOYNE	0.58	5.3%	17%	0.76
WILUNA	0.54	5.3%	211%	0.52
YALGOO	0.54	4.8%	79%	0.96
Region Average	0.54	4.9%	52%	0.78
State Average	0.58	2.6%	72%	0.87

Expenditure from Councils' Own Resources 2013-14
Pastoral Shires without Large Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CUE	1,132	223	20%	69%	11%	761
DUNDAS	1,755	894	51%	19%	29%	752
HALLS CREEK	2,736	137	5%	40%	3%	33
LAVERTON	4,231	2,248	53%	28%	51%	1642
LEONORA	2,574	1,568	61%	30%	33%	562
MEEKATHARRA	10,054	908	9%	46%	16%	607
MENZIES	2,885	1,041	36%	38%	25%	2444
MOUNT MAGNET	930	100	11%	18%	5%	143
MURCHISON	3,037	1,338	44%	68%	45%	10704
NGAANYATJARRAKU	3,954	300	8%	32%	8%	187
SANDSTONE	1,650	421	26%	14%	19%	3693
SHARK BAY	1,502	202	13%	41%	9%	221
UPPER GASCOYNE	2,536	748	29%	53%	23%	2899
WILUNA	2,861	1,382	48%	37%	39%	1100
YALGOO	2,257	550	24%	40%	20%	1259
Region Average	44,094	12,060	27%	38%	23%	706
State Average	807,445	463,592	57%	30%	28%	191

Expenditure on Road Preservation 2013-14
Pastoral Shires without Large Towns

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
CUE	88	0	767	277	1,132	7,490	0	3,697	358
DUNDAS	642	0	379	43	1,064	13,204	5,656	2,247	321
HALLS CREEK	618	0	1,871	247	2,736	22,934	0	3,489	1,454
LAVERTON	323	34	1,411	363	2,131	15,622	250	6,233	1,348
LEONORA	665	83	1,023	803	2,574	31,782	736	2,436	1,511
MEEKATHARRA	82	0	6,602	364	7,048	1,919	0	2,679	924
MENZIES	0	90	2,169	236	2,495	0	0	3,480	521
MOUNT MAGNET	210	0	352	112	674	6,980	0	1,508	468
MURCHISON	0	51	1,201	951	2,203	0	1,341	10,869	601
NGAANYATJARRAKU	94	65	2,026	869	3,054	5,607	0	3,723	866
SANDSTONE	42	0	1,355	253	1,650	4,940	261	4,619	449
SHARK BAY	385	120	789	112	1,406	16,638	2,544	2,421	741
UPPER GASCOYNE	104	0	1,785	358	2,247	31,556	9,417	2,232	5,712
WILUNA	482	0	488	283	1,253	44,325	55,569	859	411
YALGOO	82	740	683	652	2,157	10,750	5,658	2,060	568
Region Average	3,817	1,183	22,900	5,924	33,824	13,966	837	3,031	755
State Average	360,196	89,439	93,500	17,552	560,688	10,780	2,054	1,837	788

Expenditure by Work Categories 2013-14
Pastoral Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CUE	508	624	0	0	1,132	44.9%	55.1%	0.0%	2,003	1,132
DUNDAS	402	662	634	57	1,755	22.9%	37.7%	36.1%	1,342	1,064
HALLS CREEK	647	2,089	0	0	2,736	23.6%	76.4%	0.0%	3,032	2,151
LAVERTON	1,384	747	341	1,759	4,231	32.7%	17.7%	8.1%	2,332	2,113
LEONORA	1,846	728	0	0	2,574	71.7%	28.3%	0.0%	2,378	2,519
MEEKATHARRA	2,063	4,985	3,006	0	10,054	20.5%	49.6%	29.9%	0.0%	4,118
MENZIES	695	1,800	252	138	2,885	24.1%	62.4%	8.7%	4.8%	2,597
MOUNT MAGNET	500	174	86	170	930	53.8%	18.7%	9.2%	18.3%	1,049
MURCHISON	1,086	1,117	834	0	3,037	35.8%	36.8%	27.5%	0.0%	3,091
NGAANYATJARRAKU	1,394	1,660	900	0	3,954	35.3%	42.0%	22.8%	0.0%	2,051
SANDSTONE	584	1,066	0	0	1,650	35.4%	64.6%	0.0%	0.0%	1,248
SHARK BAY	610	796	96	0	1,502	40.6%	53.0%	6.4%	0.0%	1,491
UPPER GASCOYNE	881	1,366	145	144	2,536	34.7%	53.9%	5.7%	2,958	2,247
WILUNA	843	410	1,608	0	2,861	29.5%	14.3%	56.2%	0.0%	2,328
YALGOO	857	1,300	100	0	2,257	38.0%	57.6%	4.4%	0.0%	2,254
Region Average	14,300	19,524	8,002	2,268	44,094	32.4%	44.3%	18.1%	5.1%	34,273
State Average	303,183	273,566	135,202	95,496	807,447	37.5%	33.9%	16.7%	11.8%	641,658
										556,947

LOCAL GOVERNMENT EXPENDITURE SOURCES OF ROAD FUNDING

2004-05 TO 2013-14

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Gascoyne Region									
2004-05	2,406	42.3%	1,727	30.4%	250	4.4%	1,301	22.9%	5,684
2005-06	3,145	39.5%	3,659	45.9%	24	0.3%	1,142	14.3%	7,970
2006-07	3,550	37.5%	5,119	54.1%	0	0.0%	789	8.3%	9,458
2007-08	3,419	34.1%	4,815	48.0%	0	0.0%	1,795	17.9%	10,029
2008-09	3,414	37.6%	3,140	34.5%	0	0.0%	2,535	27.9%	9,089
2009-10	3,649	44.6%	3,171	38.8%	0	0.0%	1,354	16.6%	8,174
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
Carnarvon									
2004-05	875	53.1%	547	33.2%	0	0.0%	226	13.7%	1,648
2005-06	1,220	29.2%	2,315	55.4%	0	0.0%	641	15.3%	4,176
2006-07	1,283	25.3%	3,546	70.0%	0	0.0%	238	4.7%	5,067
2007-08	1,543	29.3%	3,532	67.0%	0	0.0%	200	3.8%	5,275
2008-09	1,155	28.7%	1,290	32.0%	0	0.0%	1,582	39.3%	4,027
2009-10	1,445	48.8%	583	19.7%	0	0.0%	932	31.5%	2,960
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
Exmouth									
2004-05	364	31.1%	495	42.2%	50	4.3%	263	22.4%	1,172
2005-06	434	52.4%	370	44.7%	24	2.9%	0	0.0%	828
2006-07	387	50.9%	373	49.1%	0	0.0%	0	0.0%	760
2007-08	315	38.4%	483	58.9%	0	0.0%	22	2.7%	820
2008-09	943	59.2%	593	37.2%	0	0.0%	58	3.6%	1,594
2009-10	501	34.1%	415	28.3%	0	0.0%	553	37.6%	1,469
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
Shark Bay									
2004-05	497	49.5%	279	27.8%	200	19.9%	29	2.9%	1,005
2005-06	481	59.5%	479	59.2%	0	0.0%	-151	-18.7%	809
2006-07	486	47.0%	301	29.1%	0	0.0%	248	24.0%	1,035
2007-08	505	51.7%	468	48.0%	0	0.0%	3	0.3%	976
2008-09	341	37.6%	552	60.8%	0	0.0%	15	1.7%	908
2009-10	831	54.9%	684	45.1%	0	0.0%	0	0.0%	1,515
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
Upper Gascoyne									
2004-05	670	36.0%	406	21.8%	0	0.0%	783	42.1%	1,859
2005-06	1,010	46.8%	495	22.9%	0	0.0%	652	30.2%	2,157
2006-07	1,394	53.7%	899	34.6%	0	0.0%	303	11.7%	2,596
2007-08	1,056	35.7%	332	11.2%	0	0.0%	1,570	53.1%	2,958
2008-09	975	38.1%	705	27.5%	0	0.0%	880	34.4%	2,560
2009-10	872	39.1%	1,489	66.8%	0	0.0%	-131	-5.9%	2,230
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536

Appendix 21

Appendix 21: Local Government Expenditure Sources of Road Funding

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Goldfields - Esperance Region									
2004-05	10,897	39.6%	4,276	15.5%	334	1.2%	11,995	43.6%	27,502
2005-06	10,275	38.2%	4,962	18.4%	261	1.0%	11,406	42.4%	26,904
2006-07	13,988	39.6%	6,032	17.1%	286	0.8%	14,996	42.5%	35,302
2007-08	13,580	37.3%	7,583	20.8%	354	1.0%	14,935	41.0%	36,452
2008-09	13,023	36.7%	7,224	20.4%	85	0.2%	15,143	42.7%	35,475
2009-10	13,691	36.9%	7,316	19.7%	210	0.6%	15,867	42.8%	37,084
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
Coolgardie									
2004-05	561	29.7%	326	17.3%	0	0.0%	1,000	53.0%	1,887
2005-06	529	47.0%	451	40.1%	0	0.0%	145	12.9%	1,125
2006-07	371	34.0%	269	24.7%	0	0.0%	450	41.3%	1,090
2007-08	566	64.2%	192	21.8%	0	0.0%	123	14.0%	881
2008-09	608	49.4%	61	5.0%	0	0.0%	562	45.7%	1,231
2009-10	650	35.2%	740	40.0%	0	0.0%	459	24.8%	1,849
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
Dundas									
2004-05	475	56.7%	97	11.6%	100	11.9%	166	19.8%	838
2005-06	343	35.3%	237	24.4%	102	10.5%	290	29.8%	972
2006-07	512	52.4%	261	26.7%	113	11.6%	91	9.3%	977
2007-08	370	28.8%	273	21.3%	175	13.6%	465	36.2%	1,283
2008-09	881	50.8%	373	21.5%	75	4.3%	404	23.3%	1,733
2009-10	528	32.3%	571	34.9%	100	6.1%	435	26.6%	1,634
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
Esperance									
2004-05	3,423	41.9%	1,250	15.3%	21	0.3%	3,483	42.6%	8,177
2005-06	3,128	37.4%	1,438	17.2%	29	0.3%	3,762	45.0%	8,357
2006-07	3,080	30.5%	1,914	18.9%	33	0.3%	5,081	50.3%	10,108
2007-08	3,612	32.8%	2,499	22.7%	29	0.3%	4,858	44.2%	10,998
2008-09	3,587	39.6%	1,545	17.1%	0	0.0%	3,928	43.4%	9,060
2009-10	3,526	34.4%	1,680	16.4%	0	0.0%	5,032	49.2%	10,238
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
Kalgoorlie - Boulder									
2004-05	2,148	31.5%	683	10.0%	213	3.1%	3,767	55.3%	6,811
2005-06	1,799	24.0%	882	11.8%	130	1.7%	4,679	62.5%	7,490
2006-07	2,558	27.8%	1,522	16.5%	140	1.5%	4,992	54.2%	9,212
2007-08	2,871	30.7%	1,042	11.2%	150	1.6%	5,281	56.5%	9,344
2008-09	2,300	24.4%	1,248	13.3%	0	0.0%	5,864	62.3%	9,412
2009-10	2,287	23.3%	1,113	11.4%	110	1.1%	6,295	64.2%	9,805
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
Laverton									
2004-05	1,103	37.2%	635	21.4%	0	0.0%	1,231	41.5%	2,969
2005-06	908	44.0%	693	33.6%	0	0.0%	464	22.5%	2,065
2006-07	1,308	49.3%	564	21.3%	0	0.0%	780	29.4%	2,652
2007-08	1,524	42.2%	1,429	39.6%	0	0.0%	656	18.2%	3,609
2008-09	1,216	35.3%	1,292	37.5%	0	0.0%	937	27.2%	3,445
2009-10	1,622	55.5%	552	18.9%	0	0.0%	748	25.6%	2,922
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Leonora									
2004-05	701	32.0%	158	7.2%	0	0.0%	1,332	60.8%	2,191
2005-06	787	36.6%	115	5.3%	0	0.0%	1,248	58.0%	2,150
2006-07	1,103	35.2%	134	4.3%	0	0.0%	1,893	60.5%	3,130
2007-08	824	32.5%	137	5.4%	0	0.0%	1,576	62.1%	2,537
2008-09	853	33.8%	139	5.5%	0	0.0%	1,532	60.7%	2,524
2009-10	879	45.9%	271	14.2%	0	0.0%	763	39.9%	1,913
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
Menzies									
2004-05	567	49.3%	153	13.3%	0	0.0%	429	37.3%	1,149
2005-06	584	53.3%	231	21.1%	0	0.0%	280	25.6%	1,095
2006-07	711	40.6%	98	5.6%	0	0.0%	941	53.8%	1,750
2007-08	888	54.7%	519	32.0%	0	0.0%	217	13.4%	1,624
2008-09	1,426	47.2%	913	30.2%	10	0.3%	674	22.3%	3,023
2009-10	1,319	51.5%	760	29.7%	0	0.0%	482	18.8%	2,561
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
Ngaanyatjarraku									
2004-05	1,049	48.1%	744	34.1%	0	0.0%	388	17.8%	2,181
2005-06	1,284	51.1%	691	27.5%	0	0.0%	538	21.4%	2,513
2006-07	3,182	70.2%	937	20.7%	0	0.0%	414	9.1%	4,533
2007-08	1,829	43.2%	1,279	30.2%	0	0.0%	1,123	26.5%	4,231
2008-09	997	32.8%	1,475	48.6%	0	0.0%	565	18.6%	3,037
2009-10	1,856	42.0%	1,480	33.5%	0	0.0%	1,085	24.5%	4,421
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
Wiluna									
2004-05	870	67.0%	230	17.7%	0	0.0%	199	15.3%	1,299
2005-06	913	80.3%	224	19.7%	0	0.0%	0	0.0%	1,137
2006-07	1,163	62.9%	333	18.0%	0	0.0%	354	19.1%	1,850
2007-08	1,096	56.3%	213	11.0%	0	0.0%	636	32.7%	1,945
2008-09	1,155	57.5%	178	8.9%	0	0.0%	677	33.7%	2,010
2009-10	1,024	58.8%	149	8.6%	0	0.0%	568	32.6%	1,741
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Great Southern Region									
2004-05	7,736	32.6%	6,346	26.7%	182	0.8%	9,497	40.0%	23,761
2005-06	9,445	34.8%	7,276	26.8%	0	0.0%	10,399	38.3%	27,120
2006-07	9,699	35.8%	6,429	23.8%	304	1.1%	10,629	39.3%	27,061
2007-08	11,103	36.1%	6,733	21.9%	130	0.4%	12,788	41.6%	30,754
2008-09	12,174	39.4%	7,854	25.4%	31	0.1%	10,851	35.1%	30,910
2009-10	12,737	36.7%	10,997	31.7%	0	0.0%	10,991	31.7%	34,725
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
Albany									
2004-05	1,483	18.1%	2,072	25.3%	102	1.2%	4,541	55.4%	8,198
2005-06	1,924	20.7%	2,174	23.4%	0	0.0%	5,178	55.8%	9,276
2006-07	2,301	25.3%	1,762	19.4%	140	1.5%	4,877	53.7%	9,080
2007-08	2,180	25.7%	1,120	13.2%	77	0.9%	5,097	60.1%	8,474
2008-09	2,269	29.5%	2,293	29.8%	0	0.0%	3,139	40.8%	7,701
2009-10	3,081	32.6%	2,945	31.1%	0	0.0%	3,438	36.3%	9,464
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
Broomehill [Replaced 1 July 2008]									
2004-05	205	28.1%	132	18.1%	0	0.0%	392	53.8%	729
2005-06	464	44.6%	340	32.7%	0	0.0%	237	22.8%	1,041
2006-07	417	50.2%	119	14.3%	0	0.0%	295	35.5%	831
2007-08	336	38.1%	226	25.6%	0	0.0%	320	36.3%	882
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									
Broomehill - Tambellup [Established 1 July 2008]									
2004-05									
2005-06									
2006-07									
2007-08									
2008-09	802	45.2%	449	25.3%	0	0.0%	522	29.4%	1,773
2009-10	705	37.6%	564	30.1%	0	0.0%	604	32.2%	1,873
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
Cranbrook									
2004-05	881	53.2%	425	25.7%	80	4.8%	270	16.3%	1,656
2005-06	642	37.3%	721	41.8%	0	0.0%	360	20.9%	1,723
2006-07	755	40.8%	850	45.9%	0	0.0%	247	13.3%	1,852
2007-08	774	48.2%	561	34.9%	31	1.9%	241	15.0%	1,607
2008-09	895	58.6%	591	38.7%	0	0.0%	41	2.7%	1,527
2009-10	1,045	50.8%	850	41.3%	0	0.0%	163	7.9%	2,058
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
Denmark									
2004-05	548	38.9%	452	32.1%	0	0.0%	409	29.0%	1,409
2005-06	479	28.7%	481	28.9%	0	0.0%	707	42.4%	1,667
2006-07	550	40.2%	477	34.8%	17	1.2%	325	23.7%	1,369
2007-08	514	22.3%	630	27.4%	17	0.7%	1,139	49.5%	2,300
2008-09	590	21.2%	350	12.6%	11	0.4%	1,830	65.8%	2,781
2009-10	768	22.8%	625	18.6%	0	0.0%	1,973	58.6%	3,366
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Gnowangerup									
2004-05	652	45.9%	332	23.3%	0	0.0%	438	30.8%	1,422
2005-06	690	46.1%	544	36.3%	0	0.0%	263	17.6%	1,497
2006-07	806	42.5%	174	9.2%	0	0.0%	916	48.3%	1,896
2007-08	894	52.9%	541	32.0%	0	0.0%	255	15.1%	1,690
2008-09	899	44.3%	661	32.6%	0	0.0%	470	23.2%	2,030
2009-10	952	51.8%	258	14.0%	0	0.0%	627	34.1%	1,837
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
Jerramungup									
2004-05	566	51.5%	153	13.9%	0	0.0%	381	34.6%	1,100
2005-06	662	51.3%	260	20.2%	0	0.0%	368	28.5%	1,290
2006-07	591	36.9%	297	18.5%	0	0.0%	714	44.6%	1,602
2007-08	714	39.1%	100	5.5%	0	0.0%	1,014	55.5%	1,828
2008-09	1,036	51.0%	81	4.0%	0	0.0%	916	45.1%	2,033
2009-10	896	45.9%	402	20.6%	0	0.0%	656	33.6%	1,954
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
Katanning									
2004-05	629	53.4%	300	25.4%	0	0.0%	250	21.2%	1,179
2005-06	598	64.0%	154	16.5%	0	0.0%	182	19.5%	934
2006-07	602	43.6%	528	38.3%	0	0.0%	250	18.1%	1,380
2007-08	613	35.4%	383	22.1%	0	0.0%	738	42.6%	1,734
2008-09	655	43.4%	381	25.3%	0	0.0%	472	31.3%	1,508
2009-10	787	40.9%	662	34.4%	0	0.0%	475	24.7%	1,924
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
Kent									
2004-05	451	35.9%	197	15.7%	0	0.0%	610	48.5%	1,258
2005-06	687	49.7%	139	10.1%	0	0.0%	556	40.2%	1,382
2006-07	607	39.4%	168	10.9%	0	0.0%	765	49.7%	1,540
2007-08	943	51.2%	273	14.8%	5	0.3%	621	33.7%	1,842
2008-09	869	46.2%	240	12.8%	0	0.0%	771	41.0%	1,880
2009-10	804	44.6%	231	12.8%	0	0.0%	766	42.5%	1,801
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
Kojonup									
2004-05	723	46.6%	432	27.9%	0	0.0%	396	25.5%	1,551
2005-06	808	40.3%	889	44.4%	0	0.0%	307	15.3%	2,004
2006-07	791	54.0%	292	19.9%	0	0.0%	383	26.1%	1,466
2007-08	839	44.5%	622	33.0%	0	0.0%	426	22.6%	1,887
2008-09	1,446	50.6%	718	25.1%	0	0.0%	692	24.2%	2,856
2009-10	898	32.8%	1,262	46.1%	0	0.0%	577	21.1%	2,737
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
Plantagenet									
2004-05	578	19.0%	1,154	37.9%	0	0.0%	1,310	43.1%	3,042
2005-06	1,193	33.9%	1,058	30.1%	0	0.0%	1,265	36.0%	3,516
2006-07	993	28.9%	1,273	37.1%	0	0.0%	1,165	34.0%	3,431
2007-08	1,387	28.5%	1,352	27.8%	0	0.0%	2,132	43.8%	4,871
2008-09	1,196	29.0%	1,453	35.2%	0	0.0%	1,473	35.7%	4,122
2009-10	1,393	33.6%	1,725	41.6%	0	0.0%	1,030	24.8%	4,148
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Ravensthorpe									
2004-05	474	62.5%	84	11.1%	0	0.0%	200	26.4%	758
2005-06	638	61.3%	162	15.6%	0	0.0%	240	23.1%	1,040
2006-07	621	48.2%	260	20.2%	147	11.4%	260	20.2%	1,288
2007-08	1,085	56.9%	503	26.4%	0	0.0%	320	16.8%	1,908
2008-09	859	48.6%	403	22.8%	20	1.1%	485	27.4%	1,767
2009-10	947	41.0%	752	32.6%	0	0.0%	608	26.4%	2,307
2010-11	1,022	46.4%	378	17.2%	0	0.0%	801	36.4%	2,201
2011-12	1,225	43.3%	393	13.9%	0	0.0%	1,209	42.8%	2,827
2012-13	669	29.2%	133	5.8%	0	0.0%	1,487	65.0%	2,289
2013-14	1,172	57.6%	132	6.5%	0	0.0%	732	36.0%	2,036
Tambellup [Replaced 1 July 2008]									
2004-05	296	44.4%	141	21.1%	0	0.0%	230	34.5%	667
2005-06	369	46.4%	171	21.5%	0	0.0%	255	32.1%	795
2006-07	370	63.1%	113	19.3%	0	0.0%	103	17.6%	586
2007-08	495	48.6%	163	16.0%	0	0.0%	361	35.4%	1,019
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									
Woodanilling									
2004-05	250	31.6%	472	59.6%	0	0.0%	70	8.8%	792
2005-06	291	30.5%	183	19.2%	0	0.0%	481	50.4%	955
2006-07	295	39.9%	116	15.7%	0	0.0%	329	44.5%	740
2007-08	329	46.2%	259	36.4%	0	0.0%	124	17.4%	712
2008-09	658	70.6%	234	25.1%	0	0.0%	40	4.3%	932
2009-10	461	36.7%	721	57.4%	0	0.0%	74	5.9%	1,256
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Kimberley Region									
2004-05	5,341	43.4%	2,875	23.3%	0	0.0%	4,103	33.3%	12,319
2005-06	3,977	29.3%	4,829	35.6%	23	0.2%	4,727	34.9%	13,556
2006-07	4,867	40.5%	2,399	20.0%	19	0.2%	4,730	39.4%	12,015
2007-08	4,047	28.3%	2,400	16.8%	213	1.5%	7,634	53.4%	14,294
2008-09	5,247	37.9%	2,618	18.9%	1	0.0%	5,961	43.1%	13,827
2009-10	5,920	32.9%	5,032	27.9%	33	0.2%	7,021	39.0%	18,006
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
Broome									
2004-05	1,230	35.9%	806	23.5%	0	0.0%	1,390	40.6%	3,426
2005-06	1,109	26.7%	1,101	26.5%	0	0.0%	1,946	46.8%	4,156
2006-07	1,610	39.7%	862	21.3%	0	0.0%	1,584	39.1%	4,056
2007-08	1,040	24.6%	718	17.0%	0	0.0%	2,465	58.4%	4,223
2008-09	1,313	26.9%	856	17.5%	0	0.0%	2,711	55.6%	4,880
2009-10	1,797	34.9%	908	17.6%	12	0.2%	2,438	47.3%	5,155
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
Derby West Kimberley									
2004-05	1,466	48.8%	719	24.0%	0	0.0%	817	27.2%	3,002
2005-06	1,102	32.4%	1,032	30.4%	18	0.5%	1,244	36.6%	3,396
2006-07	1,193	36.2%	703	21.3%	19	0.6%	1,380	41.9%	3,295
2007-08	1,194	29.9%	770	19.3%	213	5.3%	1,820	45.5%	3,997
2008-09	1,173	36.2%	663	20.4%	1	0.0%	1,406	43.4%	3,243
2009-10	2,015	36.3%	1,460	26.3%	21	0.4%	2,054	37.0%	5,550
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
Halls Creek									
2004-05	1,348	57.0%	638	27.0%	0	0.0%	380	16.1%	2,366
2005-06	991	37.9%	1,261	48.2%	0	0.0%	365	13.9%	2,617
2006-07	1,231	50.9%	570	23.6%	0	0.0%	616	25.5%	2,417
2007-08	1,029	41.5%	365	14.7%	0	0.0%	1,086	43.8%	2,480
2008-09	1,185	42.2%	586	20.8%	0	0.0%	1,040	37.0%	2,811
2009-10	977	22.3%	2,283	52.1%	0	0.0%	1,125	25.7%	4,385
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
Wyndham - East Kimberley									
2004-05	1,297	36.8%	712	20.2%	0	0.0%	1,516	43.0%	3,525
2005-06	775	22.9%	1,435	42.4%	5	0.1%	1,172	34.6%	3,387
2006-07	833	37.1%	264	11.7%	0	0.0%	1,150	51.2%	2,247
2007-08	784	21.8%	547	15.2%	0	0.0%	2,263	63.0%	3,594
2008-09	1,576	54.5%	513	17.7%	0	0.0%	804	27.8%	2,893
2009-10	1,131	38.8%	381	13.1%	0	0.0%	1,404	48.1%	2,916
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Metropolitan Region									
2004-05	25,777	14.3%	28,103	15.5%	3,953	2.2%	123,020	68.0%	180,853
2005-06	30,064	15.8%	20,066	10.6%	5,139	2.7%	134,424	70.9%	189,693
2006-07	31,948	16.3%	25,311	12.9%	2,888	1.5%	135,875	69.3%	196,022
2007-08	37,357	16.3%	22,749	9.9%	8,256	3.6%	160,340	70.1%	228,702
2008-09	41,518	15.3%	33,382	12.3%	9,447	3.5%	186,414	68.8%	270,761
2009-10	42,754	15.1%	35,693	12.6%	8,570	3.0%	195,776	69.2%	282,793
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
Armadale									
2004-05	845	8.9%	1,390	14.7%	0	0.0%	7,242	76.4%	9,477
2005-06	1,149	9.2%	1,728	13.9%	0	0.0%	9,577	76.9%	12,454
2006-07	1,695	17.7%	927	9.7%	0	0.0%	6,980	72.7%	9,602
2007-08	4,151	31.5%	1,466	11.1%	1,576	12.0%	5,972	45.4%	13,165
2008-09	2,354	16.1%	700	4.8%	491	3.4%	11,067	75.7%	14,612
2009-10	2,569	18.3%	4,264	30.4%	308	2.2%	6,887	49.1%	14,028
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
Bassendean									
2004-05	299	26.6%	82	7.3%	0	0.0%	744	66.1%	1,125
2005-06	337	39.2%	131	15.3%	8	0.9%	383	44.6%	859
2006-07	286	18.5%	140	9.1%	28	1.8%	1,090	70.6%	1,544
2007-08	318	19.4%	59	3.6%	17	1.0%	1,243	75.9%	1,637
2008-09	470	16.6%	431	15.3%	6	0.2%	1,916	67.9%	2,823
2009-10	313	17.2%	166	9.1%	0	0.0%	1,339	73.7%	1,818
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
Bayswater									
2004-05	550	13.5%	280	6.9%	0	0.0%	3,249	79.7%	4,079
2005-06	1,146	25.3%	280	6.2%	0	0.0%	3,100	68.5%	4,526
2006-07	1,057	23.6%	117	2.6%	0	0.0%	3,301	73.8%	4,475
2007-08	1,017	21.8%	321	6.9%	0	0.0%	3,336	71.4%	4,674
2008-09	915	16.4%	590	10.6%	0	0.0%	4,068	73.0%	5,573
2009-10	1,042	15.8%	651	9.9%	0	0.0%	4,911	74.4%	6,604
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
Belmont									
2004-05	618	11.8%	2,329	44.5%	135	2.6%	2,153	41.1%	5,235
2005-06	592	9.4%	115	1.8%	62	1.0%	5,534	87.8%	6,303
2006-07	711	10.9%	215	3.3%	42	0.6%	5,568	85.2%	6,536
2007-08	592	10.5%	138	2.4%	0	0.0%	4,904	87.0%	5,634
2008-09	833	14.3%	236	4.1%	101	1.7%	4,647	79.9%	5,817
2009-10	725	11.2%	1,338	20.7%	123	1.9%	4,273	66.2%	6,459
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
Cambridge									
2004-05	407	12.4%	429	13.0%	0	0.0%	2,457	74.6%	3,293
2005-06	452	10.3%	183	4.2%	16	0.4%	3,733	85.2%	4,384
2006-07	632	12.3%	342	6.7%	0	0.0%	4,165	81.0%	5,139
2007-08	437	6.3%	286	4.1%	87	1.3%	6,109	88.3%	6,919
2008-09	673	11.1%	357	5.9%	0	0.0%	5,007	82.9%	6,037
2009-10	518	8.9%	485	8.4%	93	1.6%	4,696	81.1%	5,792
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Canning									
2004-05	1,193	9.7%	2,302	18.8%	49	0.4%	8,710	71.1%	12,254
2005-06	1,284	10.6%	1,110	9.2%	647	5.4%	9,020	74.8%	12,061
2006-07	1,609	14.0%	1,949	16.9%	135	1.2%	7,823	67.9%	11,516
2007-08	1,992	14.8%	1,314	9.8%	163	1.2%	9,946	74.1%	13,415
2008-09	1,572	11.4%	1,180	8.6%	480	3.5%	10,542	76.5%	13,774
2009-10	1,904	10.2%	2,011	10.7%	915	4.9%	13,897	74.2%	18,727
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
Claremont									
2004-05	81	5.5%	201	13.7%	0	0.0%	1,186	80.8%	1,468
2005-06	165	11.9%	13	0.9%	0	0.0%	1,213	87.2%	1,391
2006-07	155	7.8%	519	26.0%	0	0.0%	1,320	66.2%	1,994
2007-08	80	6.7%	67	5.6%	0	0.0%	1,053	87.8%	1,200
2008-09	88	3.1%	614	21.4%	0	0.0%	2,172	75.6%	2,874
2009-10	138	5.2%	207	7.7%	0	0.0%	2,334	87.1%	2,679
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
Cockburn									
2004-05	1,097	13.4%	1,429	17.5%	0	0.0%	5,650	69.1%	8,176
2005-06	1,054	12.4%	663	7.8%	704	8.3%	6,108	71.6%	8,529
2006-07	1,044	10.6%	1,486	15.1%	738	7.5%	6,599	66.9%	9,867
2007-08	1,982	18.6%	621	5.8%	1,421	13.3%	6,639	62.3%	10,663
2008-09	1,731	13.6%	1,413	11.1%	3,252	25.6%	6,310	49.7%	12,706
2009-10	2,110	21.0%	752	7.5%	1,446	14.4%	5,717	57.0%	10,025
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
Cottesloe									
2004-05	74	4.2%	407	23.2%	0	0.0%	1,270	72.5%	1,751
2005-06	325	14.4%	406	18.0%	0	0.0%	1,527	67.6%	2,258
2006-07	569	22.7%	352	14.0%	0	0.0%	1,591	63.3%	2,512
2007-08	828	30.1%	775	28.2%	0	0.0%	1,149	41.8%	2,752
2008-09	465	21.3%	166	7.6%	0	0.0%	1,557	71.2%	2,188
2009-10	331	16.1%	135	6.6%	0	0.0%	1,590	77.3%	2,056
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
East Fremantle									
2004-05	54	5.4%	52	5.2%	0	0.0%	892	89.4%	998
2005-06	86	8.6%	9	0.9%	0	0.0%	908	90.5%	1,003
2006-07	56	6.3%	10	1.1%	0	0.0%	820	92.6%	886
2007-08	219	39.7%	10	1.8%	0	0.0%	323	58.5%	552
2008-09	61	4.6%	150	11.3%	0	0.0%	1,121	84.2%	1,332
2009-10	62	5.2%	10	0.8%	0	0.0%	1,125	94.0%	1,197
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105

Appendix 21

Appendix 21: Local Government Expenditure Sources of Road Funding

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Fremantle									
2004-05	325	5.6%	537	9.3%	0	0.0%	4,895	85.0%	5,757
2005-06	668	10.6%	408	6.5%	69	1.1%	5,130	81.8%	6,275
2006-07	496	7.6%	486	7.4%	125	1.9%	5,440	83.1%	6,547
2007-08	584	10.7%	552	10.1%	55	1.0%	4,263	78.2%	5,454
2008-09	516	8.5%	390	6.4%	0	0.0%	5,198	85.2%	6,104
2009-10	649	10.8%	476	7.9%	0	0.0%	4,878	81.3%	6,003
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
Gosnells									
2004-05	1,420	11.0%	2,659	20.6%	2,006	15.5%	6,840	52.9%	12,925
2005-06	2,030	13.8%	2,638	18.0%	1,116	7.6%	8,889	60.6%	14,673
2006-07	1,982	16.1%	2,356	19.1%	1,118	9.1%	6,862	55.7%	12,318
2007-08	1,557	8.6%	2,451	13.6%	1,093	6.1%	12,901	71.7%	18,002
2008-09	4,381	27.2%	3,349	20.8%	1,260	7.8%	7,096	44.1%	16,086
2009-10	4,254	20.6%	5,397	26.1%	165	0.8%	10,867	52.5%	20,683
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
Joondalup									
2004-05	2,315	18.4%	1,884	14.9%	1,127	8.9%	7,289	57.8%	12,615
2005-06	3,145	21.4%	1,466	10.0%	0	0.0%	10,057	68.6%	14,668
2006-07	3,337	42.4%	1,547	19.6%	0	0.0%	2,989	38.0%	7,873
2007-08	2,684	31.9%	1,570	18.7%	0	0.0%	4,161	49.4%	8,415
2008-09	4,751	24.2%	5,182	26.4%	1	0.0%	9,668	49.3%	19,602
2009-10	5,172	25.6%	3,809	18.9%	0	0.0%	11,223	55.5%	20,204
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
Kalamunda									
2004-05	1,062	19.5%	204	3.7%	0	0.0%	4,187	76.8%	5,453
2005-06	1,056	31.2%	743	21.9%	0	0.0%	1,591	46.9%	3,390
2006-07	1,495	26.6%	396	7.0%	0	0.0%	3,736	66.4%	5,627
2007-08	2,772	29.3%	857	9.1%	0	0.0%	5,835	61.7%	9,464
2008-09	3,049	41.7%	491	6.7%	0	0.0%	3,766	51.5%	7,306
2009-10	1,232	20.5%	846	14.1%	0	0.0%	3,927	65.4%	6,005
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
Kwinana									
2004-05	370	13.8%	190	7.1%	30	1.1%	2,097	78.0%	2,687
2005-06	613	14.9%	1,101	26.8%	0	0.0%	2,390	58.2%	4,104
2006-07	916	19.3%	763	16.1%	268	5.6%	2,805	59.0%	4,752
2007-08	757	15.1%	864	17.3%	123	2.5%	3,264	65.2%	5,008
2008-09	738	14.1%	469	8.9%	0	0.0%	4,041	77.0%	5,248
2009-10	1,365	18.3%	568	7.6%	40	0.5%	5,471	73.5%	7,444
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Melville									
2004-05	1,194	24.8%	817	17.0%	0	0.0%	2,807	58.3%	4,818
2005-06	1,398	24.7%	634	11.2%	110	1.9%	3,518	62.2%	5,660
2006-07	1,331	20.7%	993	15.4%	146	2.3%	3,963	61.6%	6,433
2007-08	1,374	20.3%	597	8.8%	117	1.7%	4,680	69.1%	6,768
2008-09	1,498	12.6%	1,053	8.9%	65	0.5%	9,251	78.0%	11,867
2009-10	1,141	12.1%	2,735	29.0%	57	0.6%	5,513	58.4%	9,446
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
Mosman Park									
2004-05	61	7.0%	224	25.7%	0	0.0%	587	67.3%	872
2005-06	101	13.8%	86	11.8%	42	5.7%	502	68.7%	731
2006-07	104	16.4%	11	1.7%	12	1.9%	509	80.0%	636
2007-08	114	15.2%	12	1.6%	21	2.8%	603	80.4%	750
2008-09	110	12.2%	12	1.3%	0	0.0%	778	86.4%	900
2009-10	142	20.1%	12	1.7%	0	0.0%	554	78.2%	708
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
Mundaring									
2004-05	1,028	21.9%	350	7.4%	81	1.7%	3,245	69.0%	4,704
2005-06	1,544	35.0%	216	4.9%	10	0.2%	2,647	59.9%	4,417
2006-07	799	16.3%	359	7.3%	0	0.0%	3,744	76.4%	4,902
2007-08	1,118	22.5%	605	12.2%	122	2.5%	3,131	62.9%	4,976
2008-09	1,990	29.4%	707	10.4%	45	0.7%	4,037	59.6%	6,779
2009-10	1,514	25.0%	137	2.3%	80	1.3%	4,314	71.4%	6,045
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
Nedlands									
2004-05	249	5.1%	936	19.2%	0	0.0%	3,678	75.6%	4,863
2005-06	482	9.9%	949	19.6%	0	0.0%	3,421	70.5%	4,852
2006-07	231	5.9%	240	6.1%	0	0.0%	3,447	88.0%	3,918
2007-08	621	10.3%	602	10.0%	0	0.0%	4,827	79.8%	6,050
2008-09	252	3.3%	655	8.5%	0	0.0%	6,826	88.3%	7,733
2009-10	1,182	21.4%	236	4.3%	0	0.0%	4,101	74.3%	5,519
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
Peppermint Grove									
2004-05	13	4.5%	4	1.4%	0	0.0%	270	94.1%	287
2005-06	14	5.8%	4	1.7%	0	0.0%	222	92.5%	240
2006-07	57	21.3%	5	1.9%	0	0.0%	206	76.9%	268
2007-08	43	20.0%	3	1.4%	0	0.0%	169	78.6%	215
2008-09	17	9.6%	3	1.7%	0	0.0%	158	88.8%	178
2009-10	22	6.6%	3	0.9%	0	0.0%	310	92.5%	335
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Perth									
2004-05	450	5.5%	529	6.5%	0	0.0%	7,145	87.9%	8,124
2005-06	580	7.0%	399	4.8%	0	0.0%	7,331	88.2%	8,310
2006-07	746	7.2%	343	3.3%	0	0.0%	9,280	89.5%	10,369
2007-08	502	3.7%	464	3.5%	0	0.0%	12,479	92.8%	13,445
2008-09	332	1.8%	783	4.2%	0	0.0%	17,664	94.1%	18,779
2009-10	415	1.6%	353	1.4%	0	0.0%	24,825	97.0%	25,593
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
Rockingham									
2004-05	1,301	16.1%	1,967	24.4%	0	0.0%	4,799	59.5%	8,067
2005-06	2,133	25.3%	601	7.1%	0	0.0%	5,682	67.5%	8,416
2006-07	1,808	17.5%	388	3.8%	0	0.0%	8,115	78.7%	10,311
2007-08	2,167	23.4%	715	7.7%	435	4.7%	5,931	64.1%	9,248
2008-09	2,705	22.7%	961	8.1%	329	2.8%	7,935	66.5%	11,930
2009-10	2,559	20.7%	2,889	23.3%	110	0.9%	6,833	55.1%	12,391
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
Serpentine - Jarrahdale									
2004-05	1,170	46.0%	357	14.0%	0	0.0%	1,014	39.9%	2,541
2005-06	1,449	69.7%	243	11.7%	70	3.4%	316	15.2%	2,078
2006-07	957	32.4%	359	12.1%	0	0.0%	1,641	55.5%	2,957
2007-08	915	21.9%	639	15.3%	0	0.0%	2,618	62.8%	4,172
2008-09	1,165	32.6%	706	19.8%	0	0.0%	1,701	47.6%	3,572
2009-10	1,121	31.2%	689	19.2%	0	0.0%	1,780	49.6%	3,590
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
South Perth									
2004-05	482	11.9%	542	13.4%	0	0.0%	3,011	74.6%	4,035
2005-06	559	15.0%	637	17.1%	0	0.0%	2,535	67.9%	3,731
2006-07	550	11.6%	473	10.0%	0	0.0%	3,705	78.4%	4,728
2007-08	651	13.7%	493	10.4%	95	2.0%	3,521	74.0%	4,760
2008-09	846	15.7%	580	10.8%	3	0.1%	3,950	73.4%	5,379
2009-10	818	13.6%	380	6.3%	24	0.4%	4,793	79.7%	6,015
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
Stirling									
2004-05	2,434	11.5%	1,218	5.7%	163	0.8%	17,412	82.0%	21,227
2005-06	2,727	12.0%	1,085	4.8%	204	0.9%	18,679	82.3%	22,695
2006-07	2,560	11.7%	791	3.6%	172	0.8%	18,321	83.9%	21,844
2007-08	2,838	12.7%	688	3.1%	202	0.9%	18,621	83.3%	22,349
2008-09	2,791	12.0%	1,734	7.5%	160	0.7%	18,566	79.9%	23,251
2009-10	3,371	13.5%	1,123	4.5%	160	0.6%	20,306	81.4%	24,960
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Subiaco									
2004-05	171	5.3%	263	8.1%	0	0.0%	2,823	86.7%	3,257
2005-06	267	7.4%	589	16.2%	0	0.0%	2,774	76.4%	3,630
2006-07	446	8.5%	1,457	27.9%	0	0.0%	3,315	63.5%	5,218
2007-08	521	8.4%	497	8.0%	0	0.0%	5,211	83.7%	6,229
2008-09	504	8.6%	972	16.6%	0	0.0%	4,376	74.8%	5,852
2009-10	523	9.5%	488	8.8%	0	0.0%	4,514	81.7%	5,525
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
Swan									
2004-05	3,300	23.0%	3,436	23.9%	0	0.0%	7,612	53.1%	14,348
2005-06	2,378	23.8%	2,157	21.6%	0	0.0%	5,455	54.6%	9,990
2006-07	2,482	19.2%	2,102	16.2%	0	0.0%	8,370	64.6%	12,954
2007-08	2,484	14.6%	2,973	17.5%	115	0.7%	11,387	67.1%	16,959
2008-09	2,632	11.6%	2,812	12.4%	125	0.6%	17,064	75.4%	22,633
2009-10	3,198	13.1%	2,678	10.9%	0	0.0%	18,623	76.0%	24,499
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
Victoria Park									
2004-05	950	23.1%	1,087	26.5%	0	0.0%	2,070	50.4%	4,107
2005-06	539	11.7%	529	11.4%	0	0.0%	3,557	76.9%	4,625
2006-07	579	13.0%	601	13.5%	54	1.2%	3,217	72.3%	4,451
2007-08	510	9.7%	387	7.4%	54	1.0%	4,282	81.8%	5,233
2008-09	542	10.7%	449	8.9%	10	0.2%	4,058	80.2%	5,059
2009-10	478	7.8%	681	11.1%	36	0.6%	4,937	80.5%	6,132
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
Vincent									
2004-05	430	11.5%	327	8.7%	62	1.7%	2,923	78.1%	3,742
2005-06	406	10.2%	424	10.6%	51	1.3%	3,106	77.9%	3,987
2006-07	565	14.1%	216	5.4%	50	1.2%	3,173	79.2%	4,004
2007-08	440	7.2%	400	6.6%	208	3.4%	5,027	82.7%	6,075
2008-09	518	9.2%	674	12.0%	135	2.4%	4,278	76.3%	5,605
2009-10	483	9.5%	879	17.2%	113	2.2%	3,629	71.1%	5,104
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
Wanneroo									
2004-05	1,834	21.4%	1,671	19.5%	300	3.5%	4,763	55.6%	8,568
2005-06	1,385	14.7%	519	5.5%	2,030	21.5%	5,519	58.4%	9,453
2006-07	2,693	22.7%	5,368	45.3%	0	0.0%	3,780	31.9%	11,841
2007-08	3,089	21.3%	2,323	16.0%	2,352	16.2%	6,755	46.5%	14,519
2008-09	3,019	15.8%	5,563	29.0%	2,984	15.6%	7,596	39.6%	19,162
2009-10	3,403	19.8%	1,295	7.5%	4,900	28.5%	7,609	44.2%	17,207
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663

Appendix 21

Appendix 21: Local Government Expenditure Sources of Road Funding

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mid West Region									
2004-05	10,102	35.3%	7,254	25.4%	100	0.3%	11,135	38.9%	28,591
2005-06	12,947	47.0%	5,588	20.3%	57	0.2%	8,964	32.5%	27,556
2006-07	12,222	39.3%	7,950	25.5%	110	0.4%	10,853	34.9%	31,135
2007-08	13,977	41.5%	8,414	25.0%	278	0.8%	11,029	32.7%	33,698
2008-09	15,973	45.8%	6,740	19.3%	87	0.2%	12,093	34.7%	34,893
2009-10	15,170	37.3%	10,170	25.0%	241	0.6%	15,130	37.2%	40,711
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
Carnamah									
2004-05	279	24.8%	312	27.7%	0	0.0%	534	47.5%	1,125
2005-06	359	35.4%	308	30.4%	0	0.0%	347	34.2%	1,014
2006-07	546	44.0%	282	22.7%	0	0.0%	414	33.3%	1,242
2007-08	464	42.2%	281	25.6%	0	0.0%	354	32.2%	1,099
2008-09	620	62.0%	196	19.6%	0	0.0%	184	18.4%	1,000
2009-10	529	47.9%	280	25.4%	0	0.0%	295	26.7%	1,104
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
Chapman Valley									
2004-05	614	36.4%	388	23.0%	10	0.6%	676	40.0%	1,688
2005-06	840	43.9%	445	23.2%	25	1.3%	604	31.6%	1,914
2006-07	641	31.7%	529	26.1%	37	1.8%	818	40.4%	2,025
2007-08	1,218	50.8%	309	12.9%	68	2.8%	802	33.5%	2,397
2008-09	625	33.9%	677	36.7%	27	1.5%	517	28.0%	1,846
2009-10	772	32.3%	468	19.6%	112	4.7%	1,040	43.5%	2,392
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
Coorow									
2004-05	478	36.9%	389	30.1%	0	0.0%	427	33.0%	1,294
2005-06	621	38.5%	463	28.7%	0	0.0%	531	32.9%	1,615
2006-07	640	36.4%	558	31.7%	0	0.0%	562	31.9%	1,760
2007-08	903	46.7%	1,031	53.3%	0	0.0%	0	0.0%	1,934
2008-09	686	35.2%	592	30.3%	0	0.0%	673	34.5%	1,951
2009-10	718	37.3%	825	42.8%	0	0.0%	383	19.9%	1,926
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
Cue									
2004-05	294	68.5%	135	31.5%	0	0.0%	0	0.0%	429
2005-06	321	67.3%	114	23.9%	0	0.0%	42	8.8%	477
2006-07	298	39.3%	460	60.7%	0	0.0%	0	0.0%	758
2007-08	279	68.6%	128	31.4%	0	0.0%	0	0.0%	407
2008-09	915	82.7%	191	17.3%	0	0.0%	0	0.0%	1,106
2009-10	694	14.9%	3,470	74.6%	0	0.0%	489	10.5%	4,653
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
Geraldton [Former City replaced 1 July 2007]									
2004-05	647	11.5%	1,368	24.3%	4	0.1%	3,610	64.1%	5,629
2005-06	957	23.1%	588	14.2%	11	0.3%	2,584	62.4%	4,140
2006-07	700	14.7%	825	17.3%	5	0.1%	3,231	67.9%	4,761
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Geraldton Greenough [City established 1 July 2007]									
2004-05									
2005-06									
2006-07									
2007-08	1,445	14.7%	2,547	25.9%	125	1.3%	5,728	58.2%	9,845
2008-09	2,794	31.1%	712	7.9%	0	0.0%	5,489	61.0%	8,995
2009-10	1,497	16.7%	373	4.2%	0	0.0%	7,114	79.2%	8,984
2010-11									
2011-12									
2012-13									
2013-14									
Greater Geraldton [New City established 1 July 2011]									
2004-05									
2005-06									
2006-07									
2007-08									
2008-09									
2009-10									
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
Greenough [Former Shire replaced 1 July 2007]									
2004-05	701	27.5%	530	20.8%	0	0.0%	1,314	51.6%	2,545
2005-06	860	43.9%	325	16.6%	0	0.0%	774	39.5%	1,959
2006-07	1,193	40.0%	395	13.3%	0	0.0%	1,391	46.7%	2,979
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									
Irwin									
2004-05	245	20.8%	447	38.0%	0	0.0%	484	41.2%	1,176
2005-06	342	23.7%	257	17.8%	0	0.0%	846	58.5%	1,445
2006-07	368	28.8%	205	16.1%	64	5.0%	640	50.1%	1,277
2007-08	381	28.0%	286	21.0%	0	0.0%	693	51.0%	1,360
2008-09	394	31.0%	284	22.3%	0	0.0%	593	46.7%	1,271
2009-10	416	23.1%	383	21.2%	0	0.0%	1,004	55.7%	1,803
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
Meekatharra									
2004-05	705	40.3%	331	18.9%	0	0.0%	712	40.7%	1,748
2005-06	1,692	82.2%	273	13.3%	0	0.0%	93	4.5%	2,058
2006-07	942	38.1%	1,048	42.4%	0	0.0%	481	19.5%	2,471
2007-08	1,626	57.1%	740	26.0%	0	0.0%	480	16.9%	2,846
2008-09	1,408	49.6%	353	12.4%	0	0.0%	1,080	38.0%	2,841
2009-10	1,476	55.6%	1,144	43.1%	0	0.0%	36	1.4%	2,656
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
Mingenew									
2004-05	477	45.0%	225	21.2%	82	7.7%	277	26.1%	1,061
2005-06	520	49.3%	341	32.3%	0	0.0%	194	18.4%	1,055
2006-07	565	52.9%	318	29.8%	0	0.0%	185	17.3%	1,068
2007-08	366	33.1%	348	31.5%	0	0.0%	391	35.4%	1,105
2008-09	442	35.5%	548	44.0%	0	0.0%	256	20.5%	1,246
2009-10	417	28.1%	435	29.3%	0	0.0%	631	42.5%	1,483
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343

Appendix 21

Appendix 21: Local Government Expenditure Sources of Road Funding

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Morawa									
2004-05	452	58.7%	247	32.1%	0	0.0%	71	9.2%	770
2005-06	850	78.3%	134	12.4%	0	0.0%	101	9.3%	1,085
2006-07	603	65.4%	137	14.9%	0	0.0%	182	19.7%	922
2007-08	700	59.9%	239	20.4%	0	0.0%	230	19.7%	1,169
2008-09	732	72.5%	249	24.7%	0	0.0%	29	2.9%	1,010
2009-10	797	62.9%	318	25.1%	0	0.0%	152	12.0%	1,267
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
Mount Magnet									
2004-05	439	44.8%	374	38.2%	0	0.0%	166	17.0%	979
2005-06	380	56.1%	105	15.5%	9	1.3%	183	27.0%	677
2006-07	366	50.4%	89	12.3%	0	0.0%	271	37.3%	726
2007-08	778	138.2%	140	24.9%	0	0.0%	-355	-63.1%	563
2008-09	631	111.7%	117	20.7%	0	0.0%	-183	-32.4%	565
2009-10	758	69.3%	162	14.8%	0	0.0%	174	15.9%	1,094
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
Mullewa Replaced 1 July 2010									
2004-05	1,077	64.3%	386	23.0%	0	0.0%	213	12.7%	1,676
2005-06	713	52.4%	474	34.8%	0	0.0%	174	12.8%	1,361
2006-07	791	72.6%	210	19.3%	0	0.0%	89	8.2%	1,090
2007-08	719	62.9%	255	22.3%	0	0.0%	169	14.8%	1,143
2008-09	779	47.0%	377	22.7%	0	0.0%	502	30.3%	1,658
2009-10	872	52.5%	347	20.9%	0	0.0%	442	26.6%	1,661
2010-11									
2011-12									
2012-13									
2013-14									
Murchison									
2004-05	596	48.2%	332	26.8%	0	0.0%	309	25.0%	1,237
2005-06	896	71.1%	100	7.9%	0	0.0%	264	21.0%	1,260
2006-07	955	43.3%	847	38.4%	0	0.0%	402	18.2%	2,204
2007-08	1,072	59.9%	359	20.0%	0	0.0%	360	20.1%	1,791
2008-09	1,450	71.1%	235	11.5%	0	0.0%	355	17.4%	2,040
2009-10	1,253	67.9%	164	8.9%	0	0.0%	429	23.2%	1,846
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
Northampton									
2004-05	711	27.1%	533	20.3%	4	0.2%	1,376	52.4%	2,624
2005-06	787	33.4%	401	17.0%	12	0.5%	1,153	49.0%	2,353
2006-07	806	27.7%	431	14.8%	4	0.1%	1,673	57.4%	2,914
2007-08	1,066	38.3%	491	17.7%	25	0.9%	1,198	43.1%	2,780
2008-09	912	31.9%	591	20.7%	0	0.0%	1,357	47.4%	2,860
2009-10	1,199	39.8%	500	16.6%	15	0.5%	1,297	43.1%	3,011
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
Perenjori									
2004-05	722	64.9%	295	26.5%	0	0.0%	95	8.5%	1,112
2005-06	857	74.4%	269	23.4%	0	0.0%	26	2.3%	1,152
2006-07	903	70.3%	222	17.3%	0	0.0%	159	12.4%	1,284
2007-08	963	67.3%	98	6.8%	0	0.0%	370	25.9%	1,431
2008-09	1,054	76.2%	154	11.1%	0	0.0%	176	12.7%	1,384
2009-10	1,259	74.9%	216	12.8%	0	0.0%	206	12.3%	1,681
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Sandstone									
2004-05	499	32.6%	552	36.0%	0	0.0%	482	31.4%	1,533
2005-06	734	55.8%	420	31.9%	0	0.0%	161	12.2%	1,315
2006-07	764	55.2%	753	54.4%	0	0.0%	-132	-9.5%	1,385
2007-08	778	80.2%	140	14.4%	0	0.0%	52	5.4%	970
2008-09	884	56.6%	419	26.8%	0	0.0%	260	16.6%	1,563
2009-10	1,033	62.7%	292	17.7%	0	0.0%	322	19.6%	1,647
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
Three Springs									
2004-05	387	57.8%	195	29.1%	0	0.0%	88	13.1%	670
2005-06	507	49.1%	181	17.5%	0	0.0%	345	33.4%	1,033
2006-07	419	43.2%	294	30.3%	0	0.0%	258	26.6%	971
2007-08	484	45.7%	310	29.3%	0	0.0%	264	25.0%	1,058
2008-09	711	44.2%	597	37.1%	0	0.0%	299	18.6%	1,607
2009-10	651	41.3%	412	26.1%	0	0.0%	515	32.6%	1,578
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
Yalgoo									
2004-05	779	60.2%	215	16.6%	0	0.0%	301	23.2%	1,295
2005-06	711	43.3%	390	23.7%	0	0.0%	542	33.0%	1,643
2006-07	722	55.6%	347	26.7%	0	0.0%	229	17.6%	1,298
2007-08	735	40.8%	712	39.6%	60	3.3%	293	16.3%	1,800
2008-09	936	48.0%	448	23.0%	60	3.1%	506	25.9%	1,950
2009-10	829	43.1%	381	19.8%	114	5.9%	601	31.2%	1,925
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257

Appendix 21

Appendix 21: Local Government Expenditure Sources of Road Funding

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Pilbara Region									
2004-05	4,822	44.1%	4,175	38.2%	49	0.4%	1,895	17.3%	10,941
2005-06	5,721	46.0%	2,701	21.7%	150	1.2%	3,868	31.1%	12,440
2006-07	6,824	39.4%	4,250	24.5%	974	5.6%	5,290	30.5%	17,338
2007-08	8,234	47.5%	4,100	23.6%	981	5.7%	4,031	23.2%	17,346
2008-09	6,753	25.1%	3,953	14.7%	10,608	39.4%	5,623	20.9%	26,937
2009-10	7,893	33.3%	5,793	24.5%	1,922	8.1%	8,060	34.1%	23,668
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
Ashburton									
2004-05	1,079	52.3%	579	28.1%	0	0.0%	404	19.6%	2,062
2005-06	1,675	61.3%	363	13.3%	0	0.0%	693	25.4%	2,731
2006-07	1,614	41.9%	1,465	38.0%	0	0.0%	775	20.1%	3,854
2007-08	1,655	61.0%	860	31.7%	0	0.0%	198	7.3%	2,713
2008-09	2,220	17.8%	1,084	8.7%	9,945	79.7%	-765	-6.1%	12,484
2009-10	2,229	30.5%	3,024	41.4%	1,572	21.5%	485	6.6%	7,310
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
East Pilbara									
2004-05	2,071	45.4%	1,888	41.4%	0	0.0%	602	13.2%	4,561
2005-06	2,117	54.3%	828	21.2%	0	0.0%	952	24.4%	3,897
2006-07	3,611	72.3%	903	18.1%	0	0.0%	481	9.6%	4,995
2007-08	3,320	55.8%	1,028	17.3%	162	2.7%	1,435	24.1%	5,945
2008-09	2,610	48.3%	1,252	23.2%	0	0.0%	1,540	28.5%	5,402
2009-10	3,360	60.6%	1,198	21.6%	100	1.8%	888	16.0%	5,546
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
Port Hedland									
2004-05	902	44.1%	431	21.1%	49	2.4%	665	32.5%	2,047
2005-06	924	31.9%	666	23.0%	150	5.2%	1,160	40.0%	2,900
2006-07	626	12.2%	602	11.7%	974	19.0%	2,936	57.1%	5,138
2007-08	901	19.0%	1,158	24.5%	819	17.3%	1,856	39.2%	4,734
2008-09	937	17.1%	1,049	19.1%	663	12.1%	2,833	51.7%	5,482
2009-10	1,056	22.2%	864	18.1%	250	5.2%	2,595	54.5%	4,765
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
Karratha [Former Shire of Roebourne, replaced 1 July 2014]									
2004-05	770	33.9%	1,277	56.2%	0	0.0%	224	9.9%	2,271
2005-06	1,005	34.5%	844	29.0%	0	0.0%	1,063	36.5%	2,912
2006-07	973	29.0%	1,280	38.2%	0	0.0%	1,098	32.8%	3,351
2007-08	2,358	59.6%	1,054	26.7%	0	0.0%	542	13.7%	3,954
2008-09	986	27.6%	568	15.9%	0	0.0%	2,015	56.5%	3,569
2009-10	1,248	20.6%	707	11.7%	0	0.0%	4,092	67.7%	6,047
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
South West Region									
2004-05	15,337	34.7%	10,007	22.6%	979	2.2%	17,860	40.4%	44,183
2005-06	16,002	36.0%	8,837	19.9%	97	0.2%	19,560	44.0%	44,496
2006-07	18,438	35.3%	11,240	21.5%	710	1.4%	21,793	41.8%	52,181
2007-08	17,465	30.7%	10,950	19.2%	240	0.4%	28,314	49.7%	56,969
2008-09	18,650	28.8%	14,420	22.3%	548	0.8%	31,049	48.0%	64,667
2009-10	19,276	26.1%	16,033	21.7%	70	0.1%	38,361	52.0%	73,740
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
Augusta-Margaret River									
2004-05	858	31.9%	1,496	55.6%	203	7.5%	135	5.0%	2,692
2005-06	998	30.5%	774	23.6%	0	0.0%	1,501	45.9%	3,273
2006-07	997	44.2%	694	30.8%	0	0.0%	565	25.0%	2,256
2007-08	1,392	49.9%	333	11.9%	0	0.0%	1,066	38.2%	2,791
2008-09	2,569	42.9%	973	16.2%	529	8.8%	1,920	32.0%	5,991
2009-10	1,670	35.4%	767	16.2%	29	0.6%	2,255	47.8%	4,721
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
Boddington									
2004-05	571	56.9%	171	17.0%	17	1.7%	245	24.4%	1,004
2005-06	296	51.6%	207	36.1%	0	0.0%	71	12.4%	574
2006-07	221	25.8%	256	29.9%	0	0.0%	380	44.3%	857
2007-08	269	36.1%	203	27.2%	0	0.0%	273	36.6%	745
2008-09	273	19.4%	652	46.4%	0	0.0%	479	34.1%	1,404
2009-10	272	36.4%	230	30.8%	0	0.0%	245	32.8%	747
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
Boypup Brook									
2004-05	1,247	60.7%	368	17.9%	0	0.0%	439	21.4%	2,054
2005-06	829	45.7%	581	32.0%	0	0.0%	404	22.3%	1,814
2006-07	842	48.8%	475	27.5%	0	0.0%	409	23.7%	1,726
2007-08	792	48.9%	467	28.9%	33	2.0%	326	20.1%	1,618
2008-09	903	49.0%	354	19.2%	19	1.0%	567	30.8%	1,843
2009-10	1,031	44.1%	584	25.0%	0	0.0%	724	31.0%	2,339
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
Bridgetown Greenbushes									
2004-05	895	47.5%	734	39.0%	0	0.0%	254	13.5%	1,883
2005-06	1,248	80.4%	273	17.6%	7	0.5%	25	1.6%	1,553
2006-07	952	39.4%	804	33.3%	69	2.9%	591	24.5%	2,416
2007-08	1,668	45.8%	1,292	35.4%	26	0.7%	659	18.1%	3,645
2008-09	834	39.5%	407	19.3%	0	0.0%	870	41.2%	2,111
2009-10	882	29.9%	1,063	36.0%	0	0.0%	1,008	34.1%	2,953
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
Bunbury									
2004-05	1,003	28.9%	785	22.6%	155	4.5%	1,533	44.1%	3,476
2005-06	919	28.3%	662	20.4%	0	0.0%	1,672	51.4%	3,253
2006-07	1,147	39.2%	583	19.9%	0	0.0%	1,195	40.9%	2,925
2007-08	1,090	24.8%	397	9.0%	25	0.6%	2,879	65.6%	4,391
2008-09	809	13.3%	1,465	24.1%	0	0.0%	3,801	62.6%	6,075
2009-10	1,294	15.2%	1,451	17.0%	0	0.0%	5,794	67.9%	8,539
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Busselton									
2004-05	2,351	42.0%	608	10.9%	190	3.4%	2,449	43.7%	5,598
2005-06	1,924	36.8%	867	16.6%	76	1.5%	2,365	45.2%	5,232
2006-07	1,879	33.0%	831	14.6%	61	1.1%	2,931	51.4%	5,702
2007-08	1,569	24.7%	1,203	18.9%	0	0.0%	3,589	56.4%	6,361
2008-09	1,887	27.5%	768	11.2%	0	0.0%	4,217	61.4%	6,872
2009-10	2,156	32.5%	706	10.6%	0	0.0%	3,774	56.9%	6,636
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
Capel									
2004-05	638	35.9%	368	20.7%	0	0.0%	773	43.5%	1,779
2005-06	570	35.7%	182	11.4%	0	0.0%	843	52.9%	1,595
2006-07	546	28.7%	176	9.2%	1	0.1%	1,182	62.0%	1,905
2007-08	1,546	39.2%	436	11.1%	0	0.0%	1,958	49.7%	3,940
2008-09	689	25.9%	142	5.3%	0	0.0%	1,834	68.8%	2,665
2009-10	771	22.1%	938	26.9%	0	0.0%	1,776	51.0%	3,485
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
Collie									
2004-05	702	28.9%	593	24.4%	25	1.0%	1,109	45.7%	2,429
2005-06	581	30.2%	294	15.3%	0	0.0%	1,046	54.5%	1,921
2006-07	1,148	40.8%	415	14.7%	0	0.0%	1,251	44.5%	2,814
2007-08	686	33.0%	337	16.2%	0	0.0%	1,058	50.8%	2,081
2008-09	671	23.7%	402	14.2%	0	0.0%	1,759	62.1%	2,832
2009-10	820	19.4%	2,146	50.9%	0	0.0%	1,250	29.6%	4,216
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
Dardanup									
2004-05	630	38.7%	377	23.2%	89	5.5%	532	32.7%	1,628
2005-06	685	37.9%	509	28.2%	0	0.0%	613	33.9%	1,807
2006-07	803	38.6%	616	29.6%	40	1.9%	619	29.8%	2,078
2007-08	465	19.9%	867	37.1%	0	0.0%	1,003	43.0%	2,335
2008-09	570	22.6%	735	29.1%	0	0.0%	1,221	48.3%	2,526
2009-10	615	14.1%	1,874	43.0%	0	0.0%	1,871	42.9%	4,360
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
Donnybrook									
2004-05	864	47.0%	381	20.7%	7	0.4%	585	31.8%	1,837
2005-06	1,086	57.0%	431	22.6%	0	0.0%	387	20.3%	1,904
2006-07	1,055	39.5%	459	17.2%	118	4.4%	1,037	38.9%	2,669
2007-08	737	34.0%	751	34.7%	28	1.3%	650	30.0%	2,166
2008-09	1,121	45.4%	812	32.9%	0	0.0%	536	21.7%	2,469
2009-10	898	31.1%	1,104	38.3%	41	1.4%	843	29.2%	2,886
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
Harvey									
2004-05	956	25.9%	450	12.2%	183	5.0%	2,097	56.9%	3,686
2005-06	1,982	46.5%	696	16.3%	12	0.3%	1,573	36.9%	4,263
2006-07	1,539	34.6%	986	22.1%	15	0.3%	1,912	42.9%	4,452
2007-08	1,279	21.3%	1,298	21.6%	58	1.0%	3,362	56.1%	5,997
2008-09	1,189	22.2%	1,046	19.5%	0	0.0%	3,125	58.3%	5,360
2009-10	1,817	29.9%	502	8.3%	0	0.0%	3,748	61.8%	6,067
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Mandurah									
2004-05	890	12.0%	1,356	18.3%	0	0.0%	5,161	69.7%	7,407
2005-06	1,338	16.3%	905	11.0%	0	0.0%	5,957	72.6%	8,200
2006-07	2,224	22.5%	897	9.1%	0	0.0%	6,758	68.4%	9,879
2007-08	1,095	12.2%	1,164	12.9%	0	0.0%	6,747	74.9%	9,006
2008-09	1,232	12.0%	2,644	25.8%	0	0.0%	6,388	62.2%	10,264
2009-10	1,775	13.1%	1,577	11.6%	0	0.0%	10,247	75.4%	13,599
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
Manjimup									
2004-05	1,938	53.0%	898	24.5%	0	0.0%	824	22.5%	3,660
2005-06	1,564	44.7%	825	23.6%	0	0.0%	1,110	31.7%	3,499
2006-07	2,462	42.4%	2,239	38.6%	0	0.0%	1,106	19.0%	5,807
2007-08	1,435	31.0%	836	18.1%	0	0.0%	2,355	50.9%	4,626
2008-09	2,840	40.1%	2,767	39.1%	0	0.0%	1,469	20.8%	7,076
2009-10	1,732	35.1%	1,476	29.9%	0	0.0%	1,728	35.0%	4,936
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
Murray									
2004-05	955	34.9%	617	22.6%	0	0.0%	1,164	42.5%	2,736
2005-06	948	33.5%	586	20.7%	0	0.0%	1,292	45.7%	2,826
2006-07	941	37.5%	505	20.1%	0	0.0%	1,066	42.4%	2,512
2007-08	1,306	39.0%	559	16.7%	70	2.1%	1,411	42.2%	3,346
2008-09	989	29.4%	771	22.9%	0	0.0%	1,607	47.7%	3,367
2009-10	1,328	34.2%	697	18.0%	0	0.0%	1,856	47.8%	3,881
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
Nannup									
2004-05	463	37.9%	472	38.6%	0	0.0%	288	23.5%	1,223
2005-06	593	33.4%	816	46.0%	2	0.1%	362	20.4%	1,773
2006-07	796	38.3%	914	44.0%	20	1.0%	347	16.7%	2,077
2007-08	814	43.2%	568	30.1%	0	0.0%	502	26.6%	1,884
2008-09	1,432	61.4%	210	9.0%	0	0.0%	689	29.6%	2,331
2009-10	1,547	55.8%	671	24.2%	0	0.0%	555	20.0%	2,773
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
Waroona									
2004-05	376	34.5%	333	30.5%	110	10.1%	272	24.9%	1,091
2005-06	441	43.7%	229	22.7%	0	0.0%	339	33.6%	1,009
2006-07	886	42.1%	390	18.5%	386	18.3%	444	21.1%	2,106
2007-08	1,322	64.9%	239	11.7%	0	0.0%	476	23.4%	2,037
2008-09	642	43.3%	272	18.4%	0	0.0%	567	38.3%	1,481
2009-10	668	41.7%	247	15.4%	0	0.0%	687	42.9%	1,602
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wheatbelt North Region									
2004-05	16,745	46.8%	8,586	24.0%	334	0.9%	10,082	28.2%	35,747
2005-06	18,455	49.2%	8,111	21.6%	362	1.0%	10,618	28.3%	37,546
2006-07	20,336	48.0%	9,999	23.6%	474	1.1%	11,550	27.3%	42,359
2007-08	20,905	47.1%	10,872	24.5%	495	1.1%	12,154	27.4%	44,426
2008-09	24,256	48.5%	9,664	19.3%	412	0.8%	15,670	31.3%	50,002
2009-10	22,970	47.5%	11,192	23.1%	18	0.0%	14,179	29.3%	48,359
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
Chittering									
2004-05	241	15.5%	199	12.8%	34	2.2%	1,077	69.4%	1,551
2005-06	525	32.5%	402	24.9%	8	0.5%	681	42.1%	1,616
2006-07	447	30.3%	224	15.2%	58	3.9%	744	50.5%	1,473
2007-08	317	19.2%	366	22.2%	5	0.3%	964	58.4%	1,652
2008-09	946	38.1%	337	13.6%	191	7.7%	1,009	40.6%	2,483
2009-10	1,442	42.4%	471	13.8%	0	0.0%	1,489	43.8%	3,402
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
Cunderdin									
2004-05	563	38.4%	297	20.2%	0	0.0%	607	41.4%	1,467
2005-06	576	55.8%	201	19.5%	0	0.0%	256	24.8%	1,033
2006-07	446	39.9%	242	21.6%	0	0.0%	430	38.5%	1,118
2007-08	633	56.2%	210	18.6%	0	0.0%	284	25.2%	1,127
2008-09	650	44.3%	262	17.9%	0	0.0%	554	37.8%	1,466
2009-10	685	50.5%	265	19.5%	0	0.0%	406	29.9%	1,356
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
Dalwallinu									
2004-05	1,206	50.8%	488	20.6%	0	0.0%	678	28.6%	2,372
2005-06	1,327	53.8%	375	15.2%	0	0.0%	763	31.0%	2,465
2006-07	1,436	54.2%	433	16.4%	0	0.0%	779	29.4%	2,648
2007-08	1,386	47.8%	516	17.8%	0	0.0%	996	34.4%	2,898
2008-09	1,420	47.1%	550	18.3%	0	0.0%	1,043	34.6%	3,013
2009-10	1,752	71.4%	288	11.7%	0	0.0%	413	16.8%	2,453
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
Dandaragan									
2004-05	1,321	60.0%	483	22.0%	0	0.0%	396	18.0%	2,200
2005-06	1,044	49.3%	239	11.3%	0	0.0%	834	39.4%	2,117
2006-07	1,066	23.2%	2,708	59.0%	0	0.0%	819	17.8%	4,593
2007-08	1,150	28.4%	1,901	46.9%	0	0.0%	999	24.7%	4,050
2008-09	1,670	46.4%	460	12.8%	0	0.0%	1,469	40.8%	3,599
2009-10	1,370	52.3%	485	18.5%	0	0.0%	763	29.1%	2,618
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
Dowerin									
2004-05	625	66.7%	258	27.5%	0	0.0%	54	5.8%	937
2005-06	627	65.1%	220	22.8%	0	0.0%	116	12.0%	963
2006-07	418	37.5%	242	21.7%	0	0.0%	456	40.9%	1,116
2007-08	618	62.3%	364	36.7%	0	0.0%	10	1.0%	992
2008-09	940	68.6%	261	19.1%	0	0.0%	169	12.3%	1,370
2009-10	709	58.8%	411	34.1%	0	0.0%	85	7.1%	1,205
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Gingin									
2004-05	1,080	50.4%	311	14.5%	22	1.0%	731	34.1%	2,144
2005-06	975	41.0%	285	12.0%	231	9.7%	889	37.4%	2,380
2006-07	1,106	43.3%	321	12.6%	253	9.9%	877	34.3%	2,557
2007-08	1,176	40.6%	283	9.8%	10	0.3%	1,430	49.3%	2,899
2008-09	1,207	34.5%	494	14.1%	202	5.8%	1,596	45.6%	3,499
2009-10	1,336	39.0%	1,340	39.1%	0	0.0%	750	21.9%	3,426
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
Goomalling									
2004-05	370	18.4%	840	41.7%	0	0.0%	802	39.9%	2,012
2005-06	733	35.8%	428	20.9%	0	0.0%	886	43.3%	2,047
2006-07	428	27.8%	385	25.0%	0	0.0%	728	47.2%	1,541
2007-08	440	24.8%	521	29.4%	0	0.0%	810	45.7%	1,771
2008-09	615	24.4%	1,031	40.9%	0	0.0%	873	34.7%	2,519
2009-10	537	27.9%	485	25.2%	0	0.0%	902	46.9%	1,924
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
Kellerberrin									
2004-05	711	55.5%	309	24.1%	0	0.0%	261	20.4%	1,281
2005-06	693	60.4%	270	23.5%	0	0.0%	185	16.1%	1,148
2006-07	667	56.4%	282	23.9%	0	0.0%	233	19.7%	1,182
2007-08	684	61.1%	262	23.4%	0	0.0%	174	15.5%	1,120
2008-09	729	52.3%	296	21.2%	0	0.0%	370	26.5%	1,395
2009-10	738	55.9%	272	20.6%	0	0.0%	310	23.5%	1,320
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
Koorda									
2004-05	693	53.0%	285	21.8%	0	0.0%	330	25.2%	1,308
2005-06	761	56.3%	243	18.0%	0	0.0%	347	25.7%	1,351
2006-07	856	59.1%	247	17.0%	0	0.0%	346	23.9%	1,449
2007-08	834	54.7%	310	20.3%	0	0.0%	381	25.0%	1,525
2008-09	850	54.8%	312	20.1%	0	0.0%	390	25.1%	1,552
2009-10	1,042	63.5%	352	21.5%	0	0.0%	247	15.1%	1,641
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
Merredin									
2004-05	915	76.7%	278	23.3%	0	0.0%	0	0.0%	1,193
2005-06	810	56.9%	549	38.6%	0	0.0%	64	4.5%	1,423
2006-07	948	69.7%	302	22.2%	0	0.0%	110	8.1%	1,360
2007-08	965	67.9%	373	26.2%	0	0.0%	84	5.9%	1,422
2008-09	1,147	51.9%	409	18.5%	0	0.0%	656	29.7%	2,212
2009-10	1,049	55.4%	520	27.5%	0	0.0%	325	17.2%	1,894
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
Moora									
2004-05	859	48.6%	359	20.3%	0	0.0%	548	31.0%	1,766
2005-06	725	51.5%	521	37.0%	0	0.0%	161	11.4%	1,407
2006-07	2,432	69.4%	548	15.6%	0	0.0%	524	15.0%	3,504
2007-08	1,809	66.6%	504	18.6%	0	0.0%	403	14.8%	2,716
2008-09	1,599	65.3%	484	19.8%	0	0.0%	366	14.9%	2,449
2009-10	855	34.1%	722	28.8%	0	0.0%	932	37.1%	2,509
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mount Marshall									
2004-05	1,198	67.1%	421	23.6%	0	0.0%	166	9.3%	1,785
2005-06	1,025	63.0%	393	24.1%	0	0.0%	210	12.9%	1,628
2006-07	1,135	64.5%	429	24.4%	0	0.0%	196	11.1%	1,760
2007-08	1,393	68.2%	428	21.0%	0	0.0%	221	10.8%	2,042
2008-09	1,195	61.3%	499	25.6%	0	0.0%	256	13.1%	1,950
2009-10	1,204	63.9%	449	23.8%	0	0.0%	230	12.2%	1,883
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2293
Mukinbudin									
2004-05	468	63.4%	270	36.6%	0	0.0%	0	0.0%	738
2005-06	616	61.0%	216	21.4%	0	0.0%	178	17.6%	1,010
2006-07	699	66.7%	261	24.9%	0	0.0%	88	8.4%	1,048
2007-08	512	49.5%	450	43.5%	0	0.0%	72	7.0%	1,034
2008-09	734	68.2%	267	24.8%	0	0.0%	76	7.1%	1,077
2009-10	821	67.5%	316	26.0%	0	0.0%	80	6.6%	1,217
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
Northam Shire [Former Shire replaced 1 July 2007]									
2004-05	395	25.9%	364	23.8%	0	0.0%	768	50.3%	1,527
2005-06	657	44.9%	251	17.2%	0	0.0%	554	37.9%	1,462
2006-07	647	47.4%	371	27.2%	0	0.0%	348	25.5%	1,366
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									
Northam Town [Former Town replaced 1 July 2007]									
2004-05	223	16.0%	107	7.7%	35	2.5%	1,027	73.8%	1,392
2005-06	415	33.8%	143	11.7%	7	0.6%	662	54.0%	1,227
2006-07	241	19.0%	26	2.0%	0	0.0%	1,004	79.0%	1,271
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
2013-14									
Northam [New Shire established 1 July 2007]									
2004-05									
2005-06									
2006-07									
2007-08	970	42.8%	414	18.3%	0	0.0%	884	39.0%	2,268
2008-09	932	27.7%	418	12.4%	0	0.0%	2,020	59.9%	3,370
2009-10	1,220	33.7%	641	17.7%	0	0.0%	1,758	48.6%	3,619
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
Nungarin									
2004-05	336	61.4%	129	23.6%	0	0.0%	82	15.0%	547
2005-06	352	64.8%	110	20.3%	0	0.0%	81	14.9%	543
2006-07	399	68.0%	112	19.1%	0	0.0%	76	12.9%	587
2007-08	364	62.5%	127	21.8%	0	0.0%	91	15.6%	582
2008-09	379	63.0%	147	24.4%	0	0.0%	76	12.6%	602
2009-10	377	46.9%	304	37.9%	0	0.0%	122	15.2%	803
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Tammin									
2004-05	326	52.0%	115	18.3%	0	0.0%	186	29.7%	627
2005-06	445	82.3%	96	17.7%	0	0.0%	0	0.0%	541
2006-07	266	49.2%	127	23.5%	0	0.0%	148	27.4%	541
2007-08	483	61.7%	157	20.1%	0	0.0%	143	18.3%	783
2008-09	346	75.2%	142	30.9%	0	0.0%	-28	-6.1%	460
2009-10	491	51.3%	271	28.3%	0	0.0%	196	20.5%	958
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
Toodyay									
2004-05	372	27.6%	198	14.7%	224	16.6%	556	41.2%	1,350
2005-06	572	38.9%	245	16.6%	84	5.7%	571	38.8%	1,472
2006-07	695	43.1%	308	19.1%	45	2.8%	565	35.0%	1,613
2007-08	1,672	54.9%	449	14.8%	240	7.9%	682	22.4%	3,043
2008-09	2,271	67.7%	543	16.2%	0	0.0%	541	16.1%	3,355
2009-10	732	28.0%	459	17.6%	0	0.0%	1,419	54.4%	2,610
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
Trayning									
2004-05	429	52.1%	217	26.3%	0	0.0%	178	21.6%	824
2005-06	531	68.0%	182	23.3%	0	0.0%	68	8.7%	781
2006-07	533	66.4%	187	23.3%	0	0.0%	83	10.3%	803
2007-08	567	71.0%	211	26.4%	0	0.0%	21	2.6%	799
2008-09	609	62.0%	228	23.2%	0	0.0%	146	14.9%	983
2009-10	607	65.3%	202	21.7%	0	0.0%	120	12.9%	929
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
Victoria Plains									
2004-05	372	29.5%	578	45.9%	0	0.0%	310	24.6%	1,260
2005-06	659	38.8%	550	32.4%	0	0.0%	491	28.9%	1,700
2006-07	779	47.7%	554	33.9%	0	0.0%	300	18.4%	1,633
2007-08	509	28.5%	678	38.0%	0	0.0%	597	33.5%	1,784
2008-09	603	28.2%	305	14.3%	0	0.0%	1,229	57.5%	2,137
2009-10	623	30.2%	778	37.7%	0	0.0%	663	32.1%	2,064
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
Westonia									
2004-05	613	72.0%	230	27.0%	0	0.0%	8	0.9%	851
2005-06	573	59.4%	196	20.3%	0	0.0%	196	20.3%	965
2006-07	617	55.7%	194	17.5%	0	0.0%	296	26.7%	1,107
2007-08	567	58.2%	313	32.1%	0	0.0%	94	9.7%	974
2008-09	600	53.2%	336	29.8%	0	0.0%	192	17.0%	1,128
2009-10	777	69.0%	349	31.0%	0	0.0%	0	0.0%	1,126
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
Wongan - Ballidu									
2004-05	1,006	55.5%	488	26.9%	0	0.0%	319	17.6%	1,813
2005-06	1,058	45.9%	293	12.7%	0	0.0%	953	41.4%	2,304
2006-07	1,401	50.0%	433	15.4%	0	0.0%	969	34.6%	2,803
2007-08	966	38.2%	590	23.4%	0	0.0%	970	38.4%	2,526
2008-09	1,013	42.9%	411	17.4%	0	0.0%	937	39.7%	2,361
2009-10	1,327	50.2%	567	21.5%	0	0.0%	748	28.3%	2,642
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wyalkatchem									
2004-05	467	69.0%	210	31.0%	0	0.0%	0	0.0%	677
2005-06	538	71.3%	178	23.6%	0	0.0%	39	5.2%	755
2006-07	549	66.9%	232	28.3%	0	0.0%	40	4.9%	821
2007-08	536	63.0%	275	32.3%	0	0.0%	40	4.7%	851
2008-09	724	75.0%	201	20.8%	0	0.0%	40	4.1%	965
2009-10	555	71.6%	220	28.4%	0	0.0%	0	0.0%	775
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
Yilgarn									
2004-05	1,295	47.3%	976	35.7%	19	0.7%	445	16.3%	2,735
2005-06	1,352	54.3%	625	25.1%	32	1.3%	482	19.3%	2,491
2006-07	1,377	53.2%	579	22.4%	11	0.4%	621	24.0%	2,588
2007-08	1,609	48.6%	682	20.6%	240	7.2%	781	23.6%	3,312
2008-09	1,797	57.1%	602	19.1%	19	0.6%	729	23.2%	3,147
2009-10	1,538	49.7%	603	19.5%	0	0.0%	952	30.8%	3,093
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
York									
2004-05	661	47.6%	176	12.7%	0	0.0%	553	39.8%	1,390
2005-06	866	31.9%	900	33.1%	0	0.0%	951	35.0%	2,717
2006-07	748	39.9%	252	13.4%	107	5.7%	770	41.0%	1,877
2007-08	745	33.0%	488	21.6%	0	0.0%	1,023	45.3%	2,256
2008-09	1,280	44.0%	669	23.0%	0	0.0%	961	33.0%	2,910
2009-10	1,183	40.9%	422	14.6%	18	0.6%	1,269	43.9%	2,892
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Wheatbelt South Region									
2004-05	11,142	51.9%	4,089	19.1%	5	0.0%	6,225	29.0%	21,461
2005-06	12,572	50.5%	5,950	23.9%	10	0.0%	6,349	25.5%	24,881
2006-07	13,450	48.3%	7,359	26.4%	5	0.0%	7,030	25.2%	27,844
2007-08	13,203	51.1%	5,803	22.5%	5	0.0%	6,818	26.4%	25,829
2008-09	14,015	48.8%	5,904	20.6%	5	0.0%	8,784	30.6%	28,708
2009-10	16,452	50.9%	6,760	20.9%	39	0.1%	9,047	28.0%	32,298
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
Beverley									
2004-05	627	49.7%	245	19.4%	0	0.0%	389	30.8%	1,261
2005-06	419	38.9%	243	22.6%	0	0.0%	414	38.5%	1,076
2006-07	593	40.0%	189	12.8%	0	0.0%	700	47.2%	1,482
2007-08	675	36.3%	303	16.3%	0	0.0%	884	47.5%	1,862
2008-09	756	35.2%	401	18.7%	0	0.0%	990	46.1%	2,147
2009-10	745	29.8%	610	24.4%	12	0.5%	1,132	45.3%	2,499
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
Brookton									
2004-05	277	37.0%	201	26.8%	5	0.7%	266	35.5%	749
2005-06	386	44.1%	220	25.1%	0	0.0%	269	30.7%	875
2006-07	493	70.1%	141	20.1%	5	0.7%	64	9.1%	703
2007-08	283	24.3%	365	31.3%	5	0.4%	514	44.0%	1,167
2008-09	547	43.6%	233	18.6%	5	0.4%	469	37.4%	1,254
2009-10	502	38.3%	270	20.6%	0	0.0%	538	41.1%	1,310
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
Bruce Rock									
2004-05	553	63.3%	243	27.8%	0	0.0%	78	8.9%	874
2005-06	935	66.4%	188	13.4%	0	0.0%	285	20.2%	1,408
2006-07	959	61.8%	430	27.7%	0	0.0%	164	10.6%	1,553
2007-08	882	66.2%	350	26.3%	0	0.0%	101	7.6%	1,333
2008-09	1,254	79.6%	202	12.8%	0	0.0%	119	7.6%	1,575
2009-10	1,093	67.1%	405	24.8%	0	0.0%	132	8.1%	1,630
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
Corrigin									
2004-05	700	66.1%	318	30.0%	0	0.0%	41	3.9%	1,059
2005-06	621	50.9%	276	22.6%	0	0.0%	322	26.4%	1,219
2006-07	831	56.5%	415	28.2%	0	0.0%	225	15.3%	1,471
2007-08	857	81.3%	320	30.4%	0	0.0%	-123	-11.7%	1,054
2008-09	1,158	59.0%	318	16.2%	0	0.0%	487	24.8%	1,963
2009-10	859	65.2%	312	23.7%	0	0.0%	147	11.2%	1,318
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
Cuballing									
2004-05	308	31.9%	142	14.7%	0	0.0%	516	53.4%	966
2005-06	399	40.9%	215	22.0%	0	0.0%	362	37.1%	976
2006-07	457	47.8%	209	21.8%	0	0.0%	291	30.4%	957
2007-08	895	59.5%	204	13.6%	0	0.0%	406	27.0%	1,505
2008-09	483	38.4%	366	29.1%	0	0.0%	409	32.5%	1,258
2009-10	490	40.0%	389	31.8%	0	0.0%	346	28.2%	1,225
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Dumbleyung									
2004-05	651	54.4%	293	24.5%	0	0.0%	253	21.1%	1,197
2005-06	1,050	62.4%	310	18.4%	0	0.0%	323	19.2%	1,683
2006-07	678	51.8%	234	17.9%	0	0.0%	397	30.3%	1,309
2007-08	791	58.0%	204	15.0%	0	0.0%	369	27.1%	1,364
2008-09	731	52.5%	305	21.9%	0	0.0%	356	25.6%	1,392
2009-10	898	58.5%	302	19.7%	0	0.0%	335	21.8%	1,535
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
Kondinin									
2004-05	842	67.5%	183	14.7%	0	0.0%	222	17.8%	1,247
2005-06	810	38.8%	310	14.9%	0	0.0%	966	46.3%	2,086
2006-07	832	45.0%	632	34.2%	0	0.0%	384	20.8%	1,848
2007-08	862	50.0%	561	32.5%	0	0.0%	302	17.5%	1,725
2008-09	897	53.1%	381	22.5%	0	0.0%	412	24.4%	1,690
2009-10	1,104	55.3%	483	24.2%	0	0.0%	409	20.5%	1,996
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
Kulin									
2004-05	887	71.8%	207	16.8%	0	0.0%	141	11.4%	1,235
2005-06	965	53.6%	509	28.2%	0	0.0%	328	18.2%	1,802
2006-07	836	41.0%	898	44.1%	0	0.0%	304	14.9%	2,038
2007-08	1,138	51.1%	612	27.5%	0	0.0%	478	21.5%	2,228
2008-09	982	47.5%	416	20.1%	0	0.0%	670	32.4%	2,068
2009-10	1,421	50.9%	599	21.5%	0	0.0%	771	27.6%	2,791
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
Lake Grace									
2004-05	1,257	64.5%	360	18.5%	0	0.0%	333	17.1%	1,950
2005-06	1,404	42.5%	1,116	33.8%	0	0.0%	780	23.6%	3,300
2006-07	1,860	35.0%	1,919	36.1%	0	0.0%	1,533	28.9%	5,312
2007-08	1,517	57.4%	365	13.8%	0	0.0%	761	28.8%	2,643
2008-09	1,559	49.8%	570	18.2%	0	0.0%	1,001	32.0%	3,130
2009-10	2,003	55.2%	516	14.2%	0	0.0%	1,112	30.6%	3,631
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
Narembeen									
2004-05	551	38.9%	337	23.8%	0	0.0%	528	37.3%	1,416
2005-06	914	65.2%	315	22.5%	0	0.0%	172	12.3%	1,401
2006-07	1,446	72.0%	345	17.2%	0	0.0%	218	10.9%	2,009
2007-08	976	69.2%	338	24.0%	0	0.0%	96	6.8%	1,410
2008-09	952	64.5%	437	29.6%	0	0.0%	86	5.8%	1,475
2009-10	1,408	75.5%	334	17.9%	0	0.0%	123	6.6%	1,865
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
Narrogin Shire									
2004-05	484	32.9%	209	14.2%	0	0.0%	776	52.8%	1,469
2005-06	503	36.2%	275	19.8%	0	0.0%	612	44.0%	1,390
2006-07	486	34.5%	228	16.2%	0	0.0%	696	49.4%	1,410
2007-08	766	49.3%	224	14.4%	0	0.0%	565	36.3%	1,555
2008-09	526	33.8%	233	15.0%	0	0.0%	797	51.2%	1,556
2009-10	649	35.9%	344	19.0%	26	1.4%	788	43.6%	1,807
2010-11	585	29.7%	646	32.7%	0	0.0%	742	37.6%	1,973
2011-12	699	34.9%	704	35.2%	0	0.0%	599	29.9%	2,002
2012-13	360	14.3%	1,675	66.5%	0	0.0%	485	19.2%	2,520
2013-14	584	19.7%	1,349	45.6%	0	0.0%	1,028	34.7%	2,961

Appendix 21

Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Narrogin Town									
2004-05	116	15.7%	84	11.4%	0	0.0%	539	72.9%	739
2005-06	294	43.8%	112	16.7%	0	0.0%	265	39.5%	671
2006-07	178	30.7%	78	13.4%	0	0.0%	324	55.9%	580
2007-08	130	24.6%	58	11.0%	0	0.0%	341	64.5%	529
2008-09	192	26.9%	53	7.4%	0	0.0%	469	65.7%	714
2009-10	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2010-11	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2011-12	242	36.0%	70	10.4%	0	0.0%	360	53.6%	672
2012-13	63	10.1%	234	37.4%	0	0.0%	329	52.6%	626
2013-14	156	21.5%	370	51.0%	0	0.0%	200	27.5%	726
Pingelly									
2004-05	364	42.6%	219	25.6%	0	0.0%	272	31.8%	855
2005-06	419	44.3%	308	32.6%	0	0.0%	219	23.2%	946
2006-07	528	44.4%	443	37.3%	0	0.0%	217	18.3%	1,188
2007-08	439	38.7%	440	38.8%	0	0.0%	254	22.4%	1,133
2008-09	623	51.7%	287	23.8%	0	0.0%	295	24.5%	1,205
2009-10	489	29.7%	318	19.3%	0	0.0%	840	51.0%	1,647
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
Quairading									
2004-05	489	51.5%	156	16.4%	0	0.0%	304	32.0%	949
2005-06	966	61.6%	422	26.9%	0	0.0%	180	11.5%	1,568
2006-07	677	69.8%	199	20.5%	0	0.0%	94	9.7%	970
2007-08	690	49.1%	198	14.1%	0	0.0%	517	36.8%	1,405
2008-09	468	42.5%	227	20.6%	0	0.0%	405	36.8%	1,100
2009-10	792	63.3%	225	18.0%	0	0.0%	235	18.8%	1,252
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
Wagin									
2004-05	532	47.2%	211	18.7%	0	0.0%	383	34.0%	1,126
2005-06	556	64.0%	216	24.9%	0	0.0%	97	11.2%	869
2006-07	778	77.5%	198	19.7%	0	0.0%	28	2.8%	1,004
2007-08	611	63.3%	217	22.5%	0	0.0%	137	14.2%	965
2008-09	777	64.2%	369	30.5%	0	0.0%	65	5.4%	1,211
2009-10	862	63.8%	335	24.8%	0	0.0%	155	11.5%	1,352
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
Wandering									
2004-05	194	38.9%	116	23.2%	0	0.0%	189	37.9%	499
2005-06	289	33.9%	303	35.6%	0	0.0%	260	30.5%	852
2006-07	253	34.8%	269	37.0%	0	0.0%	206	28.3%	728
2007-08	270	34.3%	336	42.6%	0	0.0%	182	23.1%	788
2008-09	384	50.1%	324	42.3%	0	0.0%	58	7.6%	766
2009-10	427	39.8%	482	45.0%	0	0.0%	163	15.2%	1,072
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
West Arthur									
2004-05	1,584	75.1%	211	10.0%	0	0.0%	315	14.9%	2,110
2005-06	670	55.6%	276	22.9%	10	0.8%	248	20.6%	1,204
2006-07	595	43.7%	174	12.8%	0	0.0%	592	43.5%	1,361
2007-08	480	35.1%	258	18.9%	0	0.0%	629	46.0%	1,367
2008-09	721	43.6%	311	18.8%	0	0.0%	621	37.6%	1,653
2009-10	658	50.9%	204	15.8%	1	0.1%	431	33.3%	1,294
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559

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Sources of Road Funds - 2004-05 to 2013-14

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wickepin									
2004-05	435	52.2%	177	21.2%	0	0.0%	222	26.6%	834
2005-06	602	69.4%	211	24.3%	0	0.0%	54	6.2%	867
2006-07	615	67.7%	215	23.7%	0	0.0%	78	8.6%	908
2007-08	614	64.4%	214	22.4%	0	0.0%	126	13.2%	954
2008-09	637	50.8%	278	22.2%	0	0.0%	340	27.1%	1,255
2009-10	1,071	60.5%	302	17.1%	0	0.0%	396	22.4%	1,769
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
Williams									
2004-05	291	31.4%	177	19.1%	0	0.0%	458	49.5%	926
2005-06	370	53.8%	125	18.2%	0	0.0%	193	28.1%	688
2006-07	355	35.0%	143	14.1%	0	0.0%	515	50.8%	1,013
2007-08	327	38.8%	236	28.0%	0	0.0%	279	33.1%	842
2008-09	368	28.4%	193	14.9%	0	0.0%	735	56.7%	1,296
2009-10	729	45.1%	248	15.3%	0	0.0%	641	39.6%	1,618
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874

Year	State								\$000s
	Federal		State		Private		Own Resources		
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
2004-05	110,305	28.2%	77,438	19.8%	6,186	1.6%	197,113	50.4%	391,042
2005-06	122,603	29.7%	71,979	17.5%	6,123	1.5%	211,457	51.3%	412,162
2006-07	135,322	30.0%	86,088	19.1%	5,770	1.3%	223,535	49.6%	450,715
2007-08	143,290	28.7%	84,419	16.9%	10,952	2.2%	259,838	52.1%	498,499
2008-09	155,023	27.4%	94,899	16.8%	21,224	3.8%	294,123	52.0%	565,269
2009-10	160,512	26.8%	112,157	18.7%	11,103	1.9%	315,786	52.7%	599,558
2010-11	162,951	26.1%	123,137	19.7%	18,051	2.9%	319,613	51.2%	623,752
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	720,577
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	767,573
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	807,445
10 Years	1,460,113	25.0%	1,162,457	19.9%	148,994	2.6%	3,065,028	52.5%	5,836,592
5 Years	793,570	22.6%	747,634	21.2%	98,739	2.8%	1,878,962	53.4%	3,518,905



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