WALGA
WORKING FOR LOCAL GOVERNMENT

Report on Local Government
Road Assets & Expenditure
2017/18

Acknowledgements

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

Photographs

Front Cover from left:

Marmion Avenue Duplication, Alkimos
Eastern Breakwater Walkway, Geraldton
Cooper Street, Mullaloo (photo courtesy Chris Berry)

Photography by Audra de Pina

Contents

Foreword 2
Conclusions 2017-18 Report 3
Important Statistics 5
Report on Local Government Road Assets and Expenditure 2017-18 12
1. Introduction 12
2. The reporting system 13
3. Local Government roads 14
4. Overview of Local Government Road Assets and Expenditure 16
5. Replacement and written down value 17
6. Road asset consumption 18
7. Expenditure on Local Government roads and bridges 18
8. Classification of road expenditure 20
9. Flood damage 22
10. Required expenditure on preservation 23
11. Capacity to fund road preservation needs 25
12. Analysis of asset renewal performance 26
13. Road age 27
14. Sustainability of sealed roads 28
15. Road condition surveys 28
16. Road expenditure from Local Governments' own resources 30
17. Expenditure by class of road 34
18. National performance measures 35
19. Bridge age and condition 36
20. Regional and Local Government road safety statistics 38

Appendices

Appendix 1: Costs used in calculating valuations 42
Appendix 2: Standards for calculating expenditure required to maintain current standards 46
Appendix 3: Formulae used in this report 48
Appendix 4: Explanation of terms 50

Statistics in Appendices 5 to 14 are sorted in Regional Road Groups

Appendix 5: Gascoyne Region 56
Appendix 6: Goldfields-Esperance Region 62
Appendix 7: Great Southern Region 72
Appendix 8: Kimberley Region 82
Appendix 9: Metropolitan Region 88
Appendix 10: Mid West Region 106
Appendix 11: Pilbara Region 116
Appendix 12: South West Region 122
Appendix 13: Wheatbelt North Region 132
Appendix 14: Wheatbelt South Region 142

Statistics in Appendices 15 to 20 are sorted in groups of Local Governments each having similar characteristics

Appendix 15: Metropolitan Local Governments 152
Appendix 16: South West country cities and towns 166
Appendix 17: Agricultural Local Governments with large towns 174
Appendix 18: Pastoral and Mining Local Governments with large towns 182
Appendix 19: Agricultural Local Governments without large towns 190
Appendix 20: Pastoral and Mining Local Governments without large towns 210
Appendix 21: Sources of road funds - 2008-09 to 2017-18 218

Koombana Footbridge, Bunbury

Shared path linking Port Coogee to South Beach, North Coogee

Same shared path as above, showing glow in the dark treatment after dark

Foreword

Local Governments in Western Australia invested $982 million in the road network during 2017/18, maintaining and developing one of the State's most valuable assets and one that affects most people's lives every day. This report provides an analysis of that expenditure and the outcomes achieved, in order to support future investment decision making.

In 2017-18, there was a shortfall of $132 million between expenditure on road maintenance and what is required to keep the road asset in its current condition, a 14% increase over the previous year. This gap has a noticeable impact on the road network. Having current and valid data on the condition of roads and bridges is critical to Councils, State and Federal Governments to allow them to make effective investment decisions.

For the first time, this report includes an overview of the surface condition of sealed roads across each region, revealing more than 20% of sealed roads in Wheatbelt regions are in poor or very poor condition. This forms a significant challenge for Wheatbelt Councils particularly given that despite applying a high proportion of their rates revenue to roads, nearly 72% of the total funds for road works in these regions were provided by State or Federal Governments.

Expenditure on roads in 2017-18 was strongly influenced by the need to repair flood damage following storms and heavy rain in early 2017 that affected most Local Government areas. The $136 million spent reinstating flood damaged roads and bridges was more than double that of any previous year and impacted on the financial and operational capacity of Local Governments to implement other works.

Work is continuing to improve information available about the condition of roads and bridges, with the sector committing to working with Main Roads WA towards better data capture and reporting. This report notes that there is insufficient data to assess the condition of 54% of the 905 bridges under the control of Local Governments. This is particularly important given that 36% of all bridges are known to be more than fifty years old and 20% of bridges are of unknown age.

The highest priority of Local Government road managers is to provide a network that is as safe as possible. This edition provides an expansion upon road safety performance measures, with a focus on crashes that result in death or serious injury. It is encouraging to see a downward trend in the number of serious injuries on Local Government roads. However, the number of fatalities and serious injuries remains too high and new solutions must be delivered.

The partnership between Federal, State and Local Governments remains critical to providing the road network needed to keep people, freight and therefore the economy moving. I would like to acknowledge this important work done in every Local Government and thank all for contributing the data needed to provide all stakeholders with accurate and current information.

Cr Lynne Craigie
President

Eastern Breakwater, Geraldton

Conclusions 2017-18 Report

1. Local Government is responsible for 127,610 kilometres of local roads of which 31.2% are sealed. Excluding Forestry and National Park roads, the Local Government roads make up 86.6% of the WA road network. Local Government roads have a replacement value of $27.18 billion as at 30 June 2018.
2. The written down value of the road network is $15.45 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 57% for local roads compared to 64% for State highways and main roads in WA.
3. In 2017-18 the total expenditure on local roads was $982.15 million, $77.8 million more than in 2016-17. Despite a reduction in Federal funds, there was an increase of $30.2 million in expenditure from own-source revenue and an increase of $71.4 million in State funds largely due to an increased allocation for reinstatement of flood damage.
4. In the five years 2013-14 to 2017-18 total road expenditure increased by 21.6% from $807.4 million to $982.15 million.
5. The estimated cost of maintaining WA's road network in its current condition in 2017-18 was $716.7 million. Local Governments spent $584.3 million on road preservation, a shortfall of $132.4 million.
6. The $132.4 million shortfall in 2017-18 was $16.2 million more than in 2016-17 and $47.7 million more than in 2013-14.
7. State wide, Local Government provided 48.5% of its total road expenditure from its own resources. The Commonwealth Government provided 22.2%, the State Government 28.1%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 1.3% of the total road expenditure.
8. Metropolitan Local Governments received less than a quarter of Federal and State funds while non Metropolitan Local Governments receive more than three quarters.

9. Over the whole State, Local Governments would have to spend 23% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2017-18 Local Governments spent 20.4% of their revenue capacity on roads, with 16.4% exclusively on preservation.

10. Local Governments in the Metropolitan Region have to spend only 8.9% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2017-18 they spent 14.4% of their revenue capacity, significantly more than the required percentage. Because of their high revenue capacity their roads are generally in a better state than roads elsewhere.

11. Local Governments in the Wheatbelt South and Gascoyne Regions have the lowest capacity in the State to satisfy their road needs. These two Local Government regions would have to spend 99.9% and 86.6% respectively of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2017-18 the Gascoyne was able to spend only 7.9% of their revenue capacity, well short of the required percentage. Because of their low revenue capacity their roads are likely to be in a worse state than roads elsewhere.

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

13. Expenditure on maintenance and renewal of the existing road network ($584.3 million in 2017-18) has increased 4.9% in the five years from 2013-14 to 2017-18. Expenditure on upgrading and expansion ($261.9 million in 2017-18) has increased by 13.5% since 2013-14.

14. Road preservation expenditure for each class of local road varies considerably. Each road category has different expenditure needs.

ROAD PRESERVATION EXPENDITURE PER KILOMETRE OF ROAD 2017-18

Region	Built Up Areas	Outside Built Up Areas		
	Sealed Roads $ per Lane km	Sealed Roads $ per Lane km	Gravel Roads $ per km	Formed Roads $ per km
Gascoyne	20,751	1,667	7,473	66
Goldfields-Esperance	8,933	1,387	3,179	725
Great Southern	10,744	2,727	6,174	725
Kimberley	16,346	787	11,799	2,674
Metropolitan	10,149	4,776	-	-
Mid West	12,885	1,779	5,282	1,766
Pilbara	16,579	1,323	2,046	1,596
South West	8,566	2,746	2,610	931
Wheatbelt North	7,043	2,134	1,822	484
Wheatbelt South	8,543	1,825	3,568	352
STATE	**10,207**	**2,423**	**4,024**	**1,025**

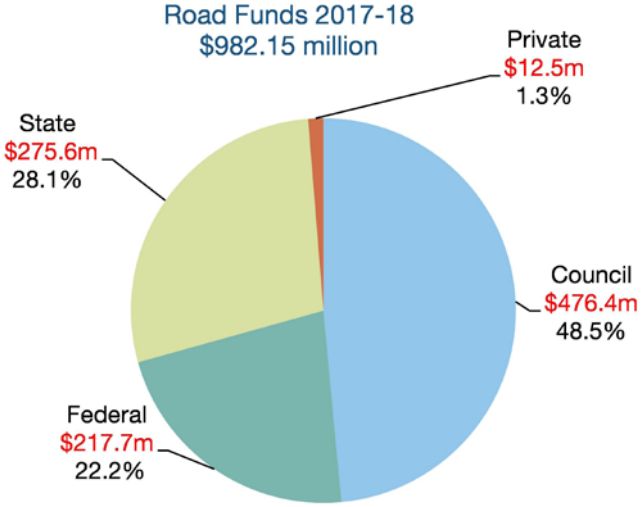
Important statistics are presented graphically in the following pages.

Important Statistics

1. Sources of Local Government road funds

Total funding for Local Government roads was $982.15 million in 2017-18, an increase of $77.8 million from the previous year. Local Governments provided 48.5% of their total road expenditure from their own resources (Figure 1). The Federal funds include $98.31 million of Roads to Recovery funds and $7.7 million of Federal Black Spot funds. The State funds include $5.18 million of Royalties for Regions and $10.52 million of Black Spot funds.

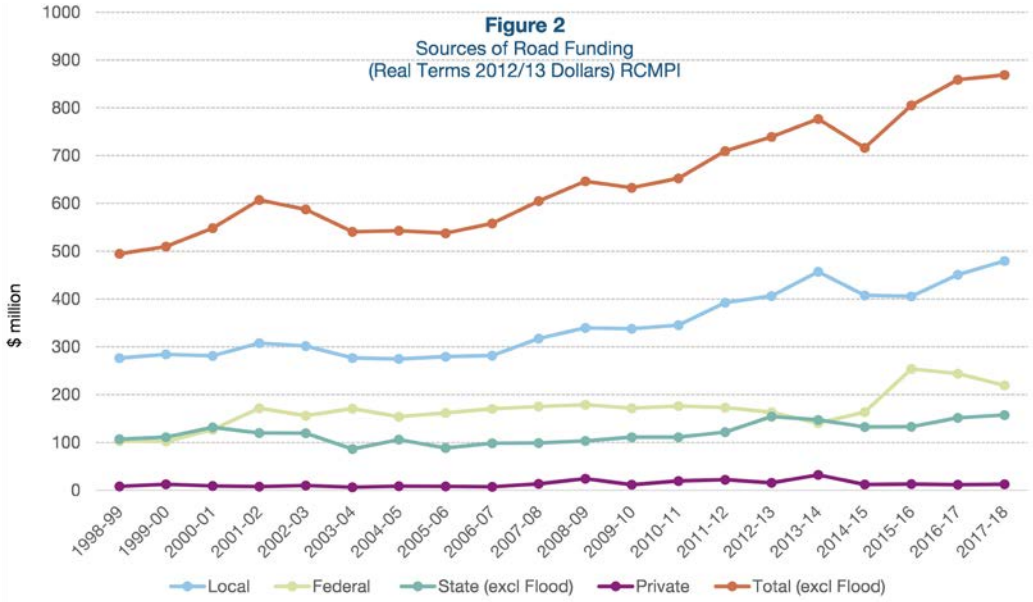
Figure 1
Sources of Local Government Road Funds 2017-18
$982.15 million



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

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

Figure 2
Sources of Road Funding
(Real Terms 2012/13 Dollars) RCMPI



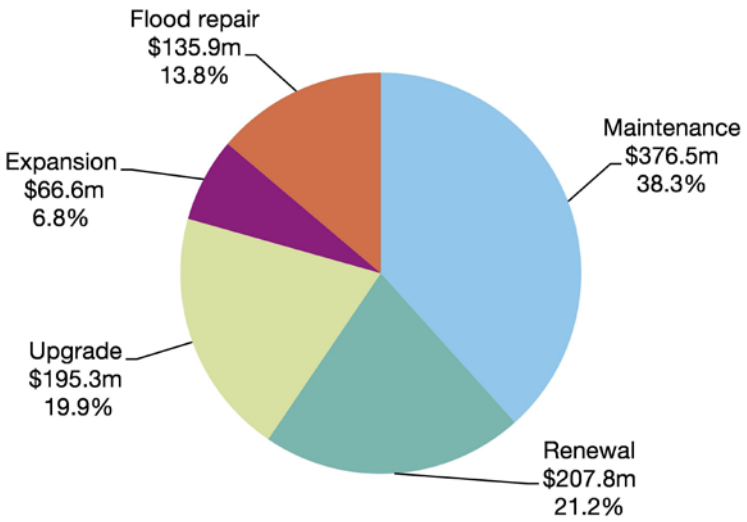
State and Total funds excludes repair of flood damage.

2. Expenditure on maintenance, renewal, upgrade and expansion

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

The $343.7 million spent on renewal in 2017-18 represents about 0.76% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 1.38%.

Figure 3
Local Government Road Expenditure 2017-18
$982.15 million



Road expenditure includes bridges

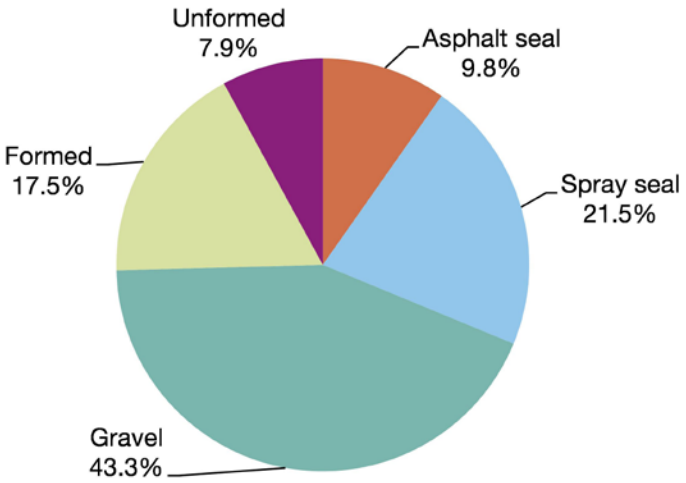
City of Stirling Bike Boulevard (Safe Active Streets)

3. Type of roads

Local Government is responsible for 127,610 kilometres of roads representing 86.6% of the State's road network.

Only 31.2% of the roads are sealed. The remaining 68.8% (87,745 kilometres) have a gravel or natural surface.

Figure 4
Types of Local Government Roads 2017-18
(Total Length 127,610km)

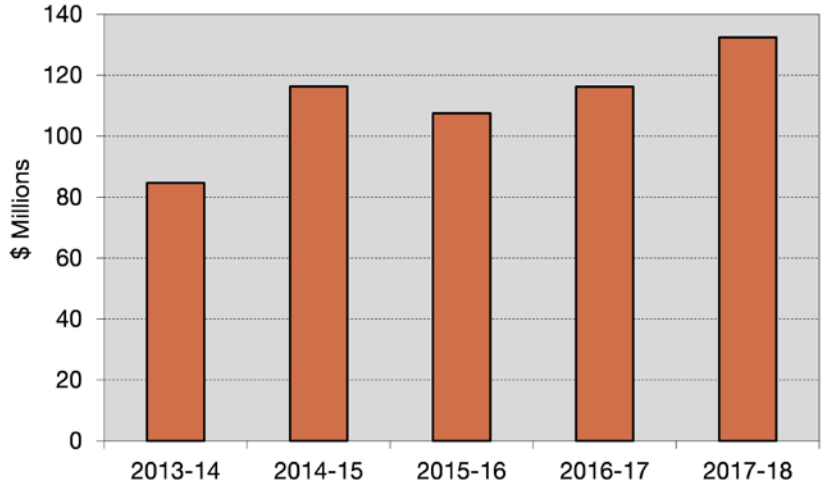


4. Shortfall between road preservation needs and expenditure

Excluding expenditure on repairing flood damage ($135.9 million), Local Government's spent $584.3 million on road preservation. This is $132.4 million less than the $716.7 million required to maintain roads at their current condition (Figure 5). The $132.4 million shortfall in 2017-18 is $16.2 million more than in 2017-18 and $47.7 million greater than in 2013-14.

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

Figure 5
Shortfall Between Preservation Need and Expenditure

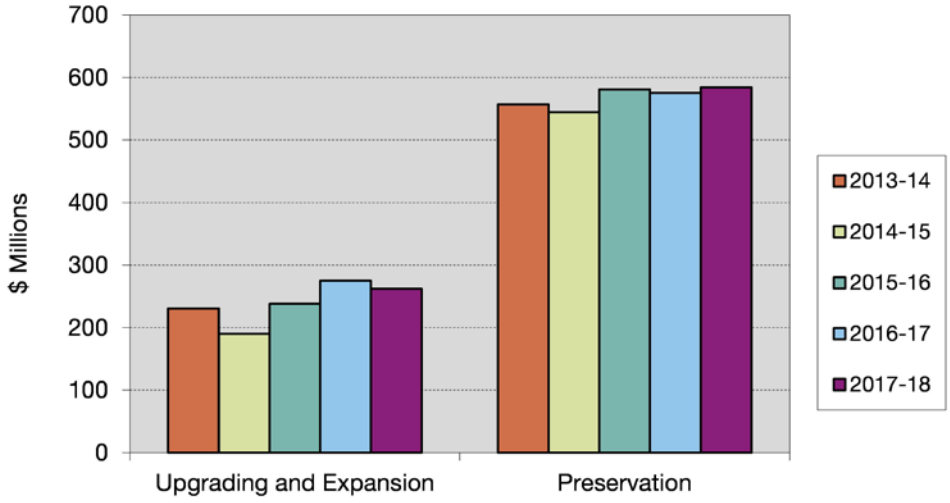


The shortfall has increased from $116.25 million in 2016-17 to $132.4 million in 2017-18 and is $47.7 million more than in 2013-14.

5. Expenditure on road preservation and capital upgrading and expansion

Expenditure on road preservation has increased by 4.9% over the five years from 2013-14 to 2017-18 while expenditure on upgrading and capital expansion has increased by 13.5% (Figure 6). Expenditure on upgrading and expansion was less than in 2016-17.

Figure 6
Expenditure Trends



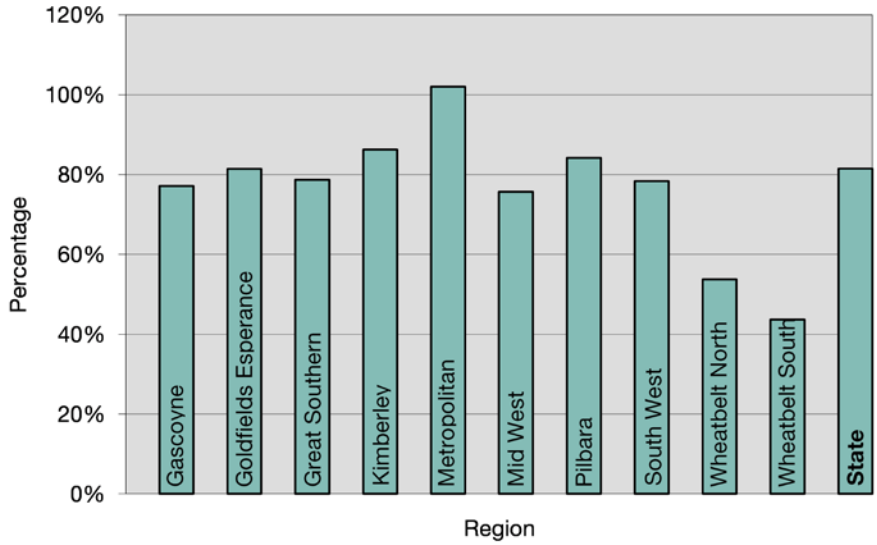
Excludes flood damage funding.

6. Road preservation performance

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

Overall State Performance is 81.5%, which means that Local Governments spent 81.5% of the amount required to maintain their roads at their current condition. However, this performance is heavily influenced by the Metropolitan Region which had a very high performance of 102%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 69%.The preservation performance varies widely between the regions from 102% for the Metropolitan Region to 43.7% for the Wheatbelt South Region and 53.7% for the Wheatbelt North Region.

Figure 7
Road Preservation Performance
2017-18



Koombana Bay's Wardandi Boodja, Bunbury

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

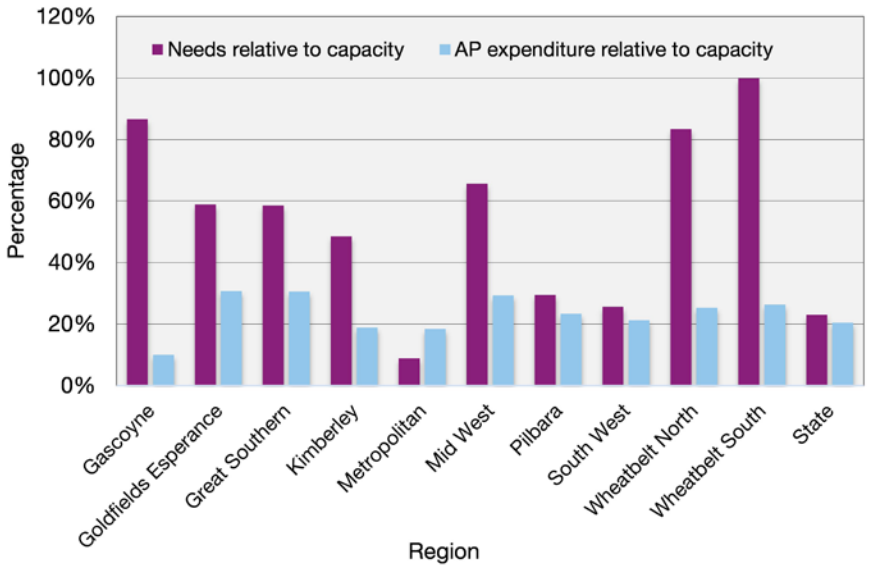
Over the whole State, Local Governments would have to spend 23% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2017-18 Local Governments spent 16.4% of their estimated revenue capacity on road preservation, about 10% less than the required 23%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 8, purple columns) from 8.9% for the Metropolitan Region to 99.9% for Wheatbelt South.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity (Figure 8, blue columns), averages 16.4% for the State and ranges from 7.9% for the Gascoyne Region to 26.2% for the Great Southern Region.

Figure 8 also highlights the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Wheatbelt South Region would have to spend 99.9% of their revenue capacity to meet their road preservation needs, but were able to spend only 21.6%. Local Governments in the Metropolitan Region would have to spend only 8.9% of their revenue capacity to meet their preservation needs, but spent 14.4%.

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

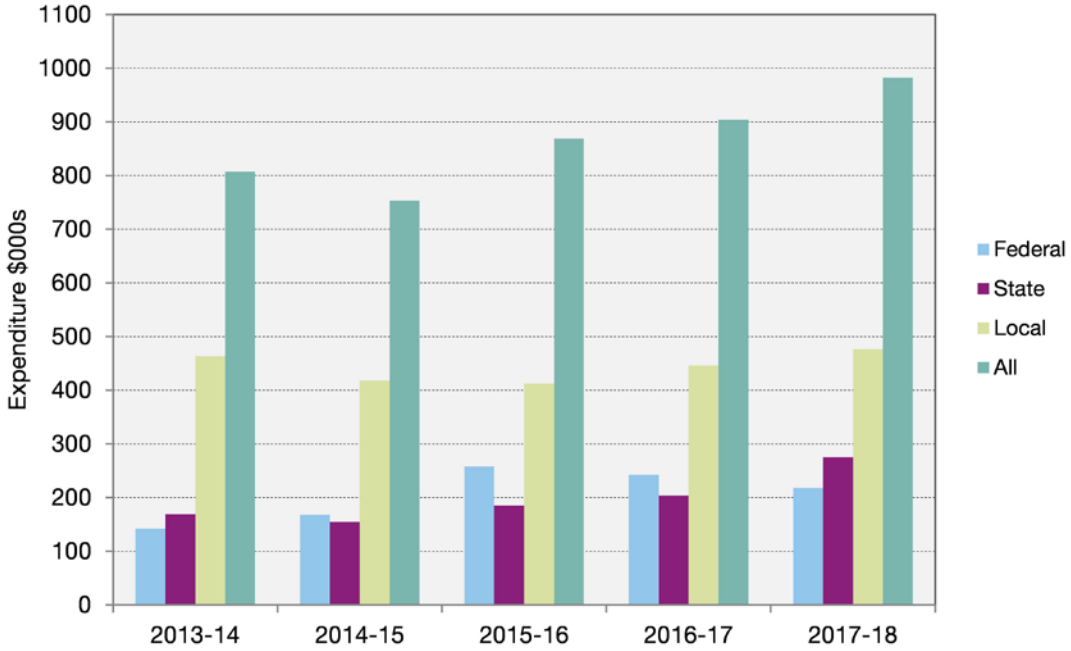


8. Total Local Government road expenditure 2013-14 to 2017-18

Figure 9 shows that:

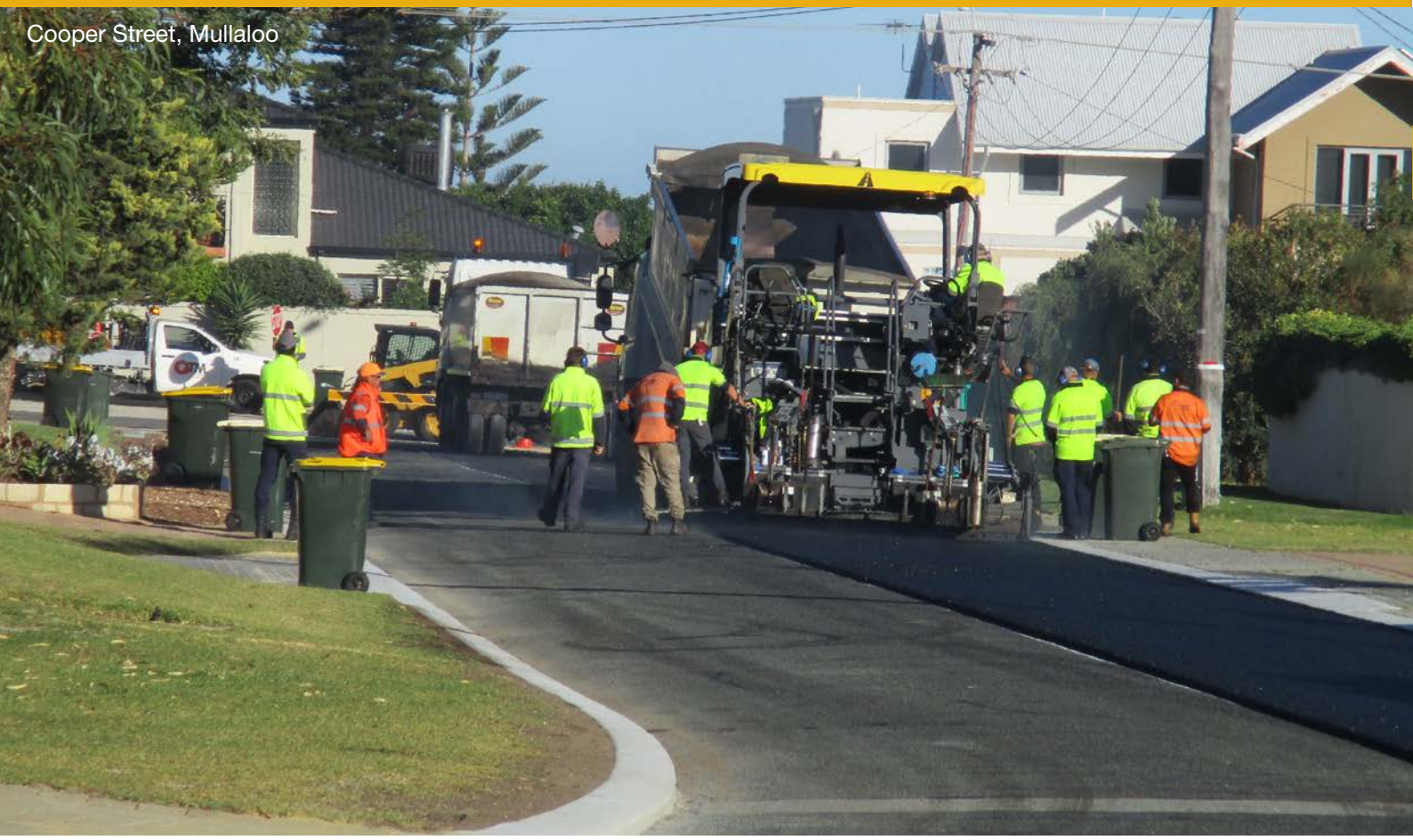
- Total funding increased by 21.6% between 2013-14 and 2017-18, and was $77.8 million more than in 2016-17, largely due to increased funding for flood damage reinstatement.
- Local Government funds increased by 2.8% between 2013-14 and 2017-18 (2013-14 was a relatively high year); funding in 2017-18 was $30.2 million more than in 2017-18.
- Federal road grants increased by 53.1% over the last five years.
- State Government funding increased by 63.0% over the last five years.

Figure 9
Federal State and Local Government Funds



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

Abbotsford Street
West Leederville

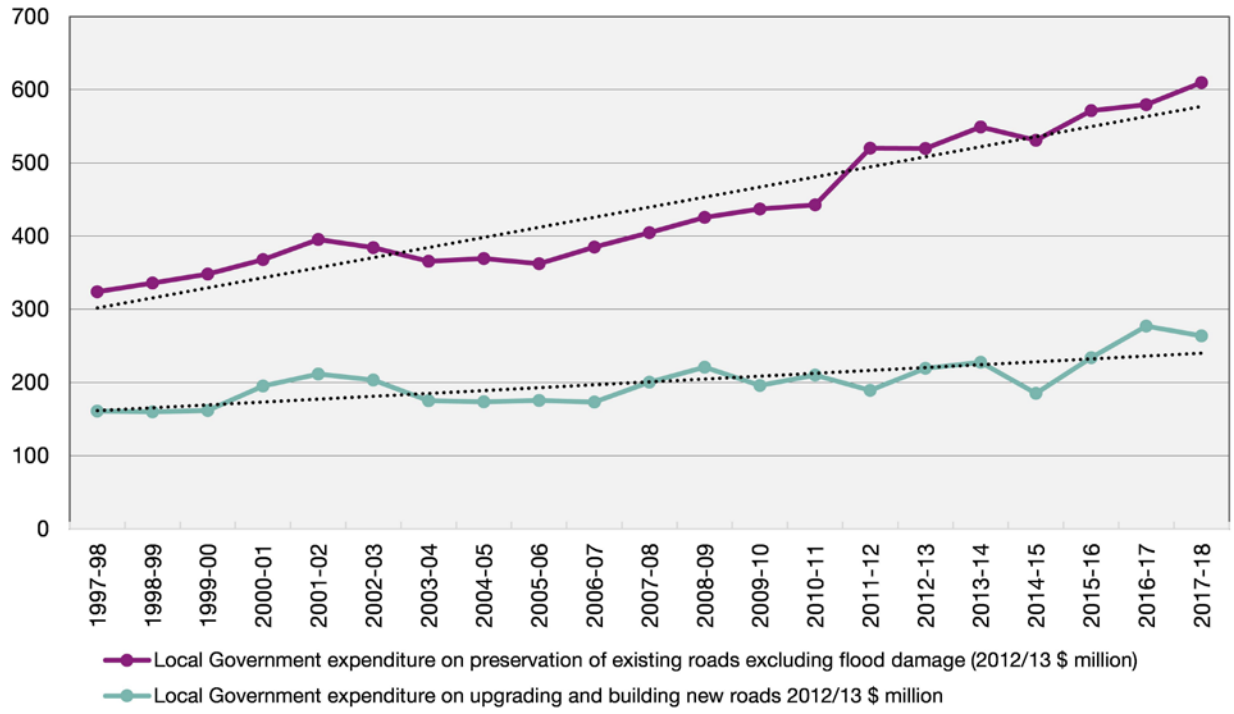

Cooper Street, Mullaloo

9. Growth in expenditure 20 years 1997-98 to 2017-18

Figure 10 shows the expenditure trend over twenty years 1997-98 to 2017-18. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI).

Expenditure on both preservation and upgrade and expansion has increased significantly over the long term. Expenditure on preservation has increased 81% after adjusting for cost inflation, from $324.2m to $609.7m (in 2012/13 dollars) over the period. Expenditure on upgrade and expansion of the network has increased similarly (65%), from $161.2m to $263.9m (in 2012/13 dollars).

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



Report on Local Government Road Assets and Expenditure 2017-18

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. All 137 Local Governments in Western Australia provided expenditure statistics for this report. Two Local Governments had difficulty in providing the information and could only provide estimates.

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

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

The Local Government Road Task

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

Local Government in WA is responsible for about 60.3% of the 185,654km of roads in the State. Main Roads WA is responsible for 28,529 km of roads, and the Department of Parks and Wildlife is responsible for 37,975 km of roads in national parks and state forests.[1]

The roads serve the State's population of 2,595,192 and are used by the 2.23m vehicles driven by 1.8m licence holders. Collectively these vehicles travelled an estimated 29.2 billion kilometres in 2017-18, including 19.1 billion kilometres in the Perth metropolitan region.

TABLE 1: KEY USER STATISTICS

Resident Population, 30 June 2018	2,595,192
Registered motor vehicles 2017-18	2,231,600
Licence holders 2017-18	1,822,893
Vehicle kilometres travelled, WA 2017-18 (Billion)	29.17
Vehicle kilometres travelled, Perth 2017-18 (Billion)	19.13

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2018

Note: Vehicle kilometres travelled includes State and local roads.

Local Government Roads around Australia – an overview

Western Australia accounts for 10.5% of the national population but 19.4% of local road length. The disproportionate length of roads in the State is of course a function of the size of State, and this is also reflected in the number of people per kilometre of road. WA has the lowest population density of any State and this has ramifications for the capacity to fund road maintenance. In recognition of this factor Western Australia receives 15.3% of the Commonwealth's allocation for identified local road grants.

[1] https://annualreports.mainroads.wa.gov.au/AR-2018/appendices-and-downloads/road-facts-summary-sheet.html

TABLE 2: LOCAL GOVERNMENT ROADS IN AUSTRALIA

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (2017)	7,861,100	6,323,600	4,928,500	1,723,500	2,580,400	520,900	246,100	24,594,400
Per cent of National Population	32.0%	25.7%	20.0%	7.0%	10.5%	2.1%	1.0%	100.0%
Local Road Length	146,320	130,501	148,844	78,147	127,503	14,266	13,309	658,890
Per cent of National Local Road Length	22.2%	19.8%	22.6%	11.9%	19.4%	2.2%	2.0%	100.0%
Population per km	53.7	48.5	33.1	22.1	20.2	36.5	18.5	37.3

Source: Based on Bureau of Infrastructure, Transport and Regional Economics 2018.
Note: The ACT is not included as all local roads are managed by the Territory government.

2. The reporting system

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

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

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

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

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

The unit costs used in estimating the current replacement value and the required preservation expenditure are provided in Appendix 1. The standards are provided in Appendix 2 and the formulae used in the valuations are provided in Appendix 3. Appendix 4 provides an explanation of terms.

The statistics presented in this report in Appendices 5 to 14 are grouped into the ten Local Government Regional Road Groups that are responsible for recommending allocations of State funds to the State Road Funds to Local Government Advisory Committee. This provides the Regional Road Groups with key information for use in their consideration of road funding issues.

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

Paterson Street, Serpentine

3. Local Government roads

Local Government is responsible for 127,610 kilometres of roads representing 86.6% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 31.2% of the roads are sealed. A total of 87,745 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, for example, is responsible for roads 800 kilometres from its works depot.

TABLE 3: LOCAL ROAD STATISTICS 30 JUNE 2018

Road Lengths - Kilometres

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	12	516	1,675	1,581	479	4,263
Goldfields-Esperance	200	1,376	7,343	3,830	5,100	17,849
Great Southern	191	2,908	7,463	1,578	339	12,479
Kimberley	10	646	1,755	1,293	1,109	4,813
Metropolitan	10,324	3,432	199	54	23	14,032
Mid West	167	2,915	7,954	4,520	1,378	16,935
Pilbara	164	542	2,924	1,570	576	5,775
South West	1,291	4,811	3,715	653	156	10,626
Wheatbelt North	73	6,445	12,196	4,451	640	23,806
Wheatbelt South	14	3,827	10,067	2,784	341	17,033
STATE	**12,447**	**27,418**	**55,291**	**22,313**	**10,141**	**127,610**

Total road length has increased by just 0.4% over the last ten years. Growth in the network has not been consistent across all regions. The metropolitan network has grown by 13.9%, while five regions have had minor reductions. Statistics for individual Local Governments are provided in Appendices 5 to 14. Road area statistics are provided in the appendices 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 abutments. Bridge statistics are presented in Table 4.

TABLE 4: LOCAL GOVERNMENT BRIDGE STATISTICS 30 JUNE 2018

Bridge Area - Square Metres

Region	Number of Bridges	Concrete and Steel	Timber with concrete overlay	Timber without concrete overlay	Foot Bridges	All Bridges
Gascoyne	3	6,263	0	0	0	6,263
Goldfields-Esperance	4	892	0	0	0	892
Great Southern	70	1,074	8,942	1,419	654	12,089
Kimberley	12	2,544	0	0	0	2,544
Metropolitan	132	20,502	9,541	1,031	1,350	32,424
Mid West	21	4,469	0	230	0	4,699
Pilbara	23	4,566	0	0	0	4,566
South West	283	21,538	28,606	5,261	278	55,683
Wheatbelt North	113	7,796	13,054	2,686	0	23,536
Wheatbelt South	233	6,730	17,057	5,928	181	29,896
STATE	**894**	**76,374**	**77,200**	**16,555**	**2,463**	**172,592**

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

Sittella Lane, Bridgetown

TABLE 5: FOOTPATHS AND DUAL USE PATHS 30 JUNE 2016
Length - Kilometres

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	35	41	19	95
Goldfields-Esperance	403	165	29	597
Great Southern	221	123	25	369
Kimberley	117	85	4	206
Metropolitan	7,243	3,411	64	10,717
Mid West	92	202	74	369
Pilbara	165	205	0	369
South West	878	780	103	1,761
Wheatbelt North	264	106	130	501
Wheatbelt South	134	51	49	234
STATE	**9,552**	**5,168**	**498**	**15,218**

Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14. Update not available at time of going to press.

Footpath statistics are reviewed every two to three years. The statistics in Table 5 were obtained in 2016.

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 2013-14 are shown in Table 6.

TABLE 6: CHANGES IN THE LOCAL ROAD NETWORK 5 YEARS 2013-14 TO 2017-18
Road Lengths - Kilometres

Type of Road	2013-14	2017-18	Increase %
Sealed roads in built up areas			
- Asphalt seals	11,521	12,447	8.0%
- Sprayed seals	3,723	3,731	0.2%
Sealed roads outside built up areas			
- Sprayed seals	22,973	23,687	3.1%
Gravel roads	53,645	55,291	3.1%
Formed roads	24,314	22,313	-8.2%
Unformed roads	11,621	10,141	-12.7%
ALL ROADS	**127,796**	**127,610**	**-0.1%**

Changes in bridge statistics since 2013-14 are shown in Table 7.

TABLE 7: CHANGES IN BRIDGE STATISTICS 5 YEARS 2013-14 TO 2017-18

Bridge Area - Square metres

Type of Bridges	2013-14	2017-18	Change %
Number of bridges	930	894	-3.9%
Concrete and steel bridges	65,233	76,374	17.1%
Timber bridges with concrete overlay	74,914	77,200	3.1%
Timber bridges without concrete overlay	22,625	16,555	-26.8%
Foot bridges	2,277	2,463	8.2%
ALL BRIDGES	**165,049**	**172,592**	**4.6%**

The overall number of bridges continues to slowly reduce, as older bridges are replaced where possible by culverts, particularly in the South West and Wheatbelt. The area of timber bridges with concrete overlay has increased by 3.1% 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 2012-13 are shown in Table 8.

TABLE 8: CHANGES IN FOOTPATH AND DUAL USE PATHS STATISTICS 5 YEARS 2012-13 TO 2016-17

Path Lengths - Kilometres

Type of Path	2012-13	2016-17	Increase %
Bitumen and concrete footpaths	8,868	9,552	7.7%
Gravel footpaths	536	498	-7.1%
Dual use paths	3,987	5,168	29.6%
ALL PATHS	**13,391**	**15,218**	**13.6%**

Update not available at time of going to press

4. Overview of Local Government Road Assets and Expenditure

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

TABLE 9: LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE: 5 YEARS 2013-14 TO 2017-18

	2013-14	2014-15	2015-16	2016-17	2017-18
Replacement value **$ billions**	$23.71	$24.07	$26.24	$25.11	$27.18
Written down value **$ billions**	$13.73	$13.93	$15.31	$15.11	$15.45
Required preservation expenditure **$ millions**	$641.66	$660.64	$688.50	$691.79	$716.73
Local Government expenditure on preservation of existing roads excluding flood damage **$ millions**	$556.95	$544.31	$581.01	$575.54	$584.28
Local Government expenditure on flood damage **$ millions**	$19.80	$19.12	$49.85	$53.67	$135.93
Local Government expenditure on upgrading and building new roads **$ millions**	$230.7	$189.99	$238.09	$275.08	$261.94
Total Local Government road expenditure $ millions	**$807.45**	**$753.41**	**$868.95**	**$904.29**	**$982.15**

This table does not include State funds allocated to Local Government roads for expenditure by Main Roads WA. Note that corrections to longitudinal pipe drain data has resulted in adjustments to the 2016-17 figures for replacement value and written down value.

Total expenditure (excluding flood damage) increased by $8.74 million in 2017-18. Flood damage expenditure is discussed in Section 9.

5. Replacement and written down value

Local Government roads in WA had a replacement value of $27.18 billion as at 30 June 2018.

TABLE 10: REPLACEMENT VALUE JUNE 2018
$ Billions

Road type	Replacement Value
Sealed roads in built up areas	15.32
Sealed roads outside built up areas	6.26
Gravel roads	3.35
Formed roads	0.67
Bridges	1.58
TOTAL	**27.18**

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

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

The written down value of $15.45 billion is 56.9% of the replacement value of $27.18 billion. It is less than the 60% rating for 2016-17. The percentage of written down value over replacement value is a National Performance Measure termed: 'state of the road asset' or the 'remaining service potential'. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government and Communities publication "Asset Management – Framework and Guidelines". The State average of 56.9% is less than the 64.4% rating for State highways and main roads in WA [Main Roads WA, February 2019], and less than the 61% rating for local roads in 2007-08 and 1997-98.

Replacement and written down values for each of the ten regions are provided in Table 11. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 66.4%) than in all other regions, while roads in the Wheatbelt North (42.4%) and Wheatbelt South (43.5%) are in a worse state than elsewhere. The State Total road state factor (56.9%) has declined slightly since 2013-14 when it was 58%.

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 11: REPLACEMENT AND WRITTEN DOWN VALUE 30 JUNE 2018
$ Millions

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	460.79	269.81	58.6%
Goldfields-Esperance	1,258.93	604.33	48.0%
Great Southern	1,555.77	741.00	47.6%
Kimberley	555.61	261.52	47.1%
Metropolitan	12,441.12	8,256.28	66.4%
Mid West	1,773.35	964.88	54.4%
Pilbara	751.24	366.78	48.8%
South West	3,784.51	2,022.26	53.4%
Wheatbelt North	2,736.75	1,160.29	42.4%
Wheatbelt South	1,857.17	807.18	43.5%
TOTAL	**27,175.24**	**15,454.34**	**56.9%**

State of the road asset data for individual Local Governments is provided in Appendices 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 the performance. See Appendix 3 for the formulae used in calculating road asset consumption.

Road asset consumption for the ten regions is given in Table 12. The State average is 2.38%. The Metropolitan Region has the best performance of 1.6%, while the Goldfields-Esperance Region has the poorest performance (3.56%), with the Gascoyne (3.53%) and Wheatbelt North (3.52%) close behind.

Road asset consumption for the years 2013-14 to 2016-17 is provided in Table 34 in section 18. The State average of 2.38% has decreased slightly from 2.6% in 2013-14 indicating that road assets are being consumed at a slightly lower rate than in 2013-14.

TABLE 12: ROAD ASSET CONSUMPTION 2017-18

$ Millions

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	363.20	12.83	3.53%
Goldfields-Esperance	973.84	34.71	3.56%
Great Southern	1,209.26	39.67	3.28%
Kimberley	439.45	15.07	3.43%
Metropolitan	10,922.28	176.06	1.61%
Mid West	1,361.02	46.51	3.42%
Pilbara	610.04	18.65	3.06%
South West	3,271.98	72.53	2.22%
Wheatbelt North	2,098.55	73.78	3.52%
Wheatbelt South	1,429.88	49.64	3.47%
STATE	**22,679.50**	**539.46**	**2.38%**

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

7. Expenditure on Local Government roads and bridges

In 2017-18 total spending on local road infrastructure was $982.15 million. This is $77.8 million more than in the previous year. While as expected the Federal funds further declined from the 2015-16 peak, the overall increase in expenditure is largely due to an increase of $30.2 million in Local Government own source revenue contributions and an increase of $71.4 million in State funds. The increase in State funds can be largely attributed to an increased allocation for reinstatement of flood damaged roads. State funding for direct grants and from Royalties for Regions was reduced, while there were slight increases in other project funding.

Over the five years 2013-14 to 2017-18 total road expenditure has increased by 21.6% from $807.4 million to $982.15 million. Note that State Government grants includes flood damage funding; the increase is 7.4% when flood funding is deducted from the expenditure.

2017-18 was the fourth year of the Federal Government's 2015-16 to 2018-19 five year Roads to Recovery Program which was to provide $307.2 million for local roads in WA. In the 2015-16 Commonwealth budget this allocation was increased to $468.9 million. Under current policy 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

TABLE 13: SOURCES OF ROAD FUNDS 2013-14 TO 2017-18

$ Millions

Source	2013-14	2014-15	2015-16	2016-17	2017-18	Total 5 Years	Change over 5 years
Local governments' own funds	463.6	417.9	412.6	446.3	476.4	2,216.8	2.8%
Federal	142.2	167.8	258.1	242.4	217.7	1028.2	53.1%
State	169.1	155.1	185.2	204.2	275.6	989.1	63.0%
Private	32.6	12.6	13.1	11.5	12.5	82.2	-61.7%
TOTAL	**807.4**	**753.4**	**868.9**	**904.3**	**982.2**	**4,316.3**	**21.6%**
TOTAL *(net of Flood funding)*	**787.6**	**734.3**	**819.1**	**850.7**	**846.2**	**4,234.0**	**7.4%**

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

TABLE 14: ROADS TO RECOVERY, ROYALTIES FOR REGIONS AND BLACK SPOT FUNDS 2013-14 TO 2017-18

$ Millions

Year	Roads to Recovery	Royalties for Regions	Black Spot Federal	Black Spot State	Black Spot Total
2013-14	54.12	15.37	6.49	11.28	17.77
2014-15	44.13	5.91	5.01	10.43	15.44
2015-16	131.82	16.71	12.05	9.92	21.97
2016-17	120.85	21.03	9.06	9.36	18.43
2017-18	98.31	5.18	7.70	10.52	18.22
TOTAL	**449.22**	**64.18**	**40.30**	**51.51**	**91.81**

The sources of road funds for 2017-18 for the ten Regional Road Groups are listed in Table 15.

TABLE 15: SOURCES OF LOCAL GOVERNMENT ROAD EXPENDITURE 2017-18

$ Thousands

Region	Federal	State	Private	Local Government	Total
Gascoyne	6,705	11,742	9	1,866	20,322
Goldfields-Esperance	20,008	28,351	0	24,348	72,707
Great Southern	17,043	41,124	34	22,468	80,669
Kimberley	7,535	22,234	22	7,589	37,380
Metropolitan	60,273	45,497	2,103	287,381	395,254
Mid West	19,566	45,452	58	24,579	89,655
Pilbara	9,875	7,053	530	17,432	34,890
South West	27,988	22,677	8,093	52,898	111,656
Wheatbelt North	28,079	18,859	171	23,974	71,083
Wheatbelt South	20,625	32,581	1,454	13,892	68,552
TOTAL	**217,697**	**275,570**	**12,474**	**476,427**	**982,168**
PERCENTAGE	**22.2%**	**28.1%**	**1.3%**	**48.5%**	**100.0%**
Metropolitan Total	60,273	45,497	2,103	287,381	395,254
Metropolitan %	27.7%	16.5%	16.9%	60.3%	40.2%
Rural Total	157,424	230,073	10,371	189,046	586,914
Rural %	72.3%	83.5%	83.1%	39.7%	59.8%

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

Odin Road, Innaloo

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

- Local Government provided $476.4 million from its own resources. This is 48.5% of all Local Government road expenditure.
- The Federal Government provided $217.7 million, or 22.2% of all Local Government road expenditure. These funds include Roads to Recovery funds, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission.
- The State Government provided $275.6 million, or 28.0% of all Local Government road expenditure. State funds include Royalties for Regions grants and Black Spot funds. Funding for reinstatement of flood damage is also included.

8. Classification of road expenditure

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

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

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

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

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

Preservation is the sum of maintenance and capital renewal.

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

Almost $11.5 billion has been expended by Local Governments in the 20 years since 1998-99, including $7.65 billion on maintenance and renewal. It also includes $3.4 billion on upgrades and new roads as the network continues to expand and improve across the State.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2013-14 to 2017-18 is the basis of Table 16. Note that expenditure on reinstatement of flood damaged roads has been netted out of these figures. Expenditure on maintenance and renewal has increased by 4.9% in the five years between 2013-14 to 2017-18 while expenditure on upgrading and expansion has increased by 13.5%.

Culverts, Bruce Rock

TABLE 16: EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADING AND CAPITAL EXPANSION

$ Millions

	2013-14	2014-15	2015-16	2016-17	2017-18	Change (2013-14 to 2017-18)
Maintenance and renewal of existing roads	556.95	544.30	581.01	575.54	584.28	4.9%
Upgrading and capital expansion	230.70	189.99	238.10	275.08	261.94	13.5%
Flood damage	19.80	19.12	49.85	53.67	135.93	586.5%
Total expenditure	**807.45**	**753.41**	**868.96**	**904.28**	**982.14**	**21.6%**
% upgrading and capital expansion	28.6%	25.2%	27.4%	30.4%	26.7%	-6.7%

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

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

TABLE 17: CLASSIFICATION OF ROAD EXPENDITURE 2017-18

$ Millions

Region	Maintenance	Renewal	Upgrade	Expansion	Flood	Total
Gascoyne	3.85	6.30	1.35	0.00	8.82	20.32
Goldfields-Esperance	19.57	15.69	31.63	0.28	5.55	72.71
Great Southern	38.12	1.84	5.51	3.26	31.93	80.66
Kimberley	8.41	5.51	4.55	0.00	18.91	37.38
Metropolitan	164.75	111.61	79.16	39.33	0.41	395.25
Mid West	39.47	2.47	14.53	1.83	31.36	89.65
Pilbara	14.25	5.18	10.12	0.87	4.46	34.88
South West	40.42	30.90	22.77	17.46	0.11	111.65
Wheatbelt North	23.51	25.34	14.42	1.31	6.50	71.08
Wheatbelt South	24.20	2.90	11.27	2.31	27.88	68.55
STATE	**376.54**	**207.73**	**195.29**	**66.64**	**135.93**	**982.14**
PERCENTAGE	**38.34%**	**21.15%**	**19.88%**	**6.79%**	**13.84%**	**100.00%**

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

The Metropolitan Region accounted for 59% ($39.3 million) of the $66.7 million expenditure on road expansion while the South West ($17.5 million) share increased to 26.2%. This reflects the strong population growth and economic activity in these regions (as well as a major bridge construction project in the South-West).

The $207.73 million spent on renewal in 2017-18 represents about 0.76% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 1.38% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically $8,735 a kilometre a year compared to $2,981 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2017-18]

9. Flood damage

In 2017-18 a total of $135.9 million was spent on repairing flood damage, more than twice the amount spent in any other year. This compares with $19.8 million in 2013-14, $19.1 million in 2014-15, $49.8 million in 2015-16 and $53.7 million in 2016-17. The councils with the largest expenditures on flood damage in 2017-18 were widely dispersed around the State, from the Kimberley, to the Mid-West, Wheatbelt and Great Southern. The councils with the largest expenditures included Ravensthorpe, Upper Gascoyne, Wyndham-East Kimberley, Gnowangerup and Derby-West Kimberley which together accounted for 33.1% of flood damage expenditure ($44.9m) (Table 18). Most of the flood damage repair was reimbursed through WANDRAA but there is also a component of local government own source revenue.

TABLE 18: LARGEST EXPENDITURES ON FLOOD DAMAGE 2017-18
$ Millions

Local Government	Flood Damage Expenditure
Ravensthorpe	13.02
Upper Gascoyne	8.82
Wyndham-East Kimberley	7.93
Gnowangerup	7.63
Derby-West Kimberley	7.57
Carnamah	6.91
Murchison	6.34
Lake Grace	5.59
Quairading	5.30
Meekatharra	4.92
Sandstone	4.51
Narembeen	4.39
Greater Geraldton	3.38
Wagin	3.28
Dalwallinu	3.01
Jerramungup	2.75
Kent	2.54
Halls Creek	2.53
Beverley	2.22
Leonora	2.11
Morawa	2.10
Other Local Governments	29.08
STATE	**135.93**

10. Required expenditure on preservation

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

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

The estimated cost of maintaining Western Australia's local road network in its current condition (the Status Quo cost) during the 2017-18 financial year was $716.73 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 $584.3 million on road preservation. This is $132.4 million below the $716.73 million required to maintain roads at their current condition.

TABLE 19: SHORTFALL BETWEEN THE REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE

$ Thousands

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2013-14	641,658	556,947	84,710
2014-15	660,637	544,305	116,332
2015-16	688,497	581,010	107,487
2016-17	691,788	575,542	116,247
2017-18	716,730	584,277	132,453
Increase 5 years	**15.1%**	**12.4%**	**29.0%**

Expenditure on preservation excludes repair of flood damage.

The $132.4 million shortfall in 2017-18 is $16.2 million more than in 2016-17. It is clear that the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed in Section 11.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 20 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Graphite Road, Manjimup

Table 20 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

Table 20 shows the preservation performance of the Regions. Overall, the State's performance has reduced slightly to 81.5% which means that Local Governments spent 81.5% of the amount required to maintain their roads in their current condition, the same as in 2016-17. The State performance is greatly influenced by the very high performance of the Metropolitan Region, but performance improved in some non-metropolitan regions including the Gascoyne, Great Southern, Pilbara and South West whereas the Goldfields-Esperance, Kimberley, Mid West, Wheatbelt North and Wheatbelt South slipped backwards.

For the non-metropolitan regions collectively the average performance was maintained at 69%. According to this data, the Wheatbelt South Region had the lowest performance at 43.7%.

The preservation performance varies widely between the regions. The Metropolitan Region again achieved a high performance, having maintained a high performance since these records were introduced in 1993. With the highest performance for 2017-18 of 102%, this indicates that 2% more than required to maintain the roads at their current condition was spent.

Despite high preservation performance in the Metropolitan Region, road lengths reconstructed and resealed are less than indicated by the expected road life in Table 23. This is because work reported as preservation includes some upgrading.

TABLE 20: REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE 2017-18

$ Thousands

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	13,148	10,145	77.2%
Goldfields-Esperance	43,302	35,255	81.4%
Great Southern	50,782	39,967	78.7%
Kimberley	16,140	13,920	86.2%
Metropolitan	270,929	276,356	102.0%
Mid West	55,392	41,937	75.7%
Pilbara	23,085	19,432	84.2%
South West	91,009	71,320	78.4%
Wheatbelt North	90,886	48,850	53.7%
Wheatbelt South	62,058	27,095	43.7%
TOTAL	**716,730**	**584,277**	**81.5%**

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

Changes in preservation performance over the longer term between 2013-14 and 2017-18 are set out in Table 21. In 2013-14 the rural regions had a preservation performance of 66%; this has increased to 69% in 2017-18. The Metropolitan Region remains high but has decreased from 129% to 102%. Six of the nine non-metropolitan regions show increased performance over the long term, however the reduction in metropolitan performance has resulted in a reduction in the State preservation performance from 84% to 81.5% over the five year period.

TABLE 21: PRESERVATION PERFORMANCE 2013-14 TO 2017-18

Region	2013-14	2017-18	Change
Gascoyne	79.0%	77.2%	-1.8%
Goldfields-Esperance	83.0%	81.4%	-1.6%
Great Southern	75.0%	78.7%	3.7%
Kimberley	83.0%	86.2%	3.2%
Metropolitan	129.0%	102.0%	-27.0%
Mid West	61.0%	75.7%	14.7%
Pilbara	76.0%	84.2%	8.2%
South West	71.0%	78.4%	7.4%
Wheat Belt North	50.0%	53.7%	3.7%
Wheat Belt South	45.0%	43.7%	-1.3%
TOTAL	**84.0%**	**81.5%**	**-2.5%**
Metropolitan	129.0%	102.0%	-27.0%
Non Metropolitan	66.0%	69.1%	3.1%

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

11. Capacity to fund road preservation needs

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

A comparison of Local Governments' road preservation needs with their revenue raising capacity provides useful insight into the ability of Local Governments to finance their road preservation needs. In making this comparison net preservation needs are used. These are the amounts required to maintain roads at their current condition, less the road grants that Local Governments receive for road preservation. These grants comprise the identified Federal road grants, 63% of the Roads to Recovery grants[2], State direct grants, and that portion of the State road project grants allocated to preservation.

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

The Commission assesses each Local Government's revenue capacity taking into account residential, commercial and industrial rates in urban areas, and agricultural, pastoral and mining rates in rural areas, as well as investment revenue. The assessments are made by developing models of average capacity based on actual revenues together with data on valuations, number of assessments or leases etc.

For this analysis, Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's road preservation needs can be compared. Over the whole State, Local Governments would have to spend 23% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2017-18 they spent 20.4% of their estimated revenue capacity on roads generally, with 16.4% exclusively on preservation (maintenance and renewal). When the net road preservation needs are compared with revenue capacity for the regions, it is found that the burden of maintaining roads varies greatly between the regions as shown in Table 22.

[2] Historically, 63% of the Roads to Recovery funds have been allocated to maintenance and renewal State wide.

TABLE 22: PERCENTAGE OF REVENUE CAPACITY REQUIRED TO MEET NET PRESERVATION NEEDS COMPARED TO ACTUAL EXPENDITURE PERCENTAGE 2017-18

Region	Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs	Total Road Expenditure (from own resources) as % of Revenue Capacity
Gascoyne	86.6%	7.9%
Goldfields-Esperance	58.9%	22.9%
Great Southern	58.5%	26.2%
Kimberley	48.5%	15.7%
Metropolitan	8.9%	14.4%
Mid West	65.6%	26.0%
Pilbara	29.4%	16.8%
South West	25.6%	17.9%
Wheatbelt North	83.5%	21.0%
Wheatbelt South	99.9%	21.6%
STATE	**23.0%**	**16.4%**

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

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

The table shows that Local Governments in Wheatbelt South would have to spend 99.9% of their total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. They were able to spend only 21.6% of their total revenue capacity on preservation. In the Gascoyne, preservation expenditure equated to only 7.9% of their revenue capacity. Local Governments in the Metropolitan Region would have to spend only 8.9% to preserve the road network at the current standard; their total road expenditure accounted for 14.4% of revenue capacity. It is the only region where expenditure from own resources exceeded the requirement for preservation.

The large differences in the table explain some of the variations in the preservation performance in Table 20. These differences indicate that the current grant arrangements do not properly reflect the differing road expenditure needs of the regions.

12. Analysis of asset renewal performance

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

TABLE 23: RENEWAL OF ROADS WITHIN BUILT UP AREAS 2017-18

Treatment	Lane km Treated	% Treated each year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- Reconstruction of sealed roads	34.4 km	0.14%	725	75
- Resealing	544.0 km	2.16%	46	15 to 30
Outside Metropolitan Region				
- Reconstruction of sealed roads	73.0 km	0.76%	132	60
- Resealing	488.0 km	4.91%	20	12 to 15

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

TABLE 24: RENEWAL OF ROADS OUTSIDE BUILT UP AREAS 2017-18

Treatment	Length Treated	% Treated each year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads	408 lkm	0.98%	102.2	60
Resealing of sealed roads	1,460 lkm	3.45%	29.0	12 to 15
Resheeting of gravel roads	3,016 km	5.57%	17.9	20

lkm = lane kilometres

The implied life is considerably higher than the estimated life for all road categories, with the exception of gravel roads, which had a greater amount of work done on them during the year due to reinstatement of flood damage.

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

13. Road age

Main Roads maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 25. Road ages are used in calculating the written down values in this report.

TABLE 25: AGES OF SEALED LOCAL ROADS 2017-18

Region	Roads in Built Up Areas				Roads Outside Built up Areas		
	Length km	Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	31	15	12	427	20	13
Goldfields-Esperance	462	32	20	22	1,114	26	19
Great Southern	500	32	22	25	2,598	31	18
Kimberley	215	39	19	11	440	29	15
Metropolitan	11,281	41	23	23	2,475	32	22
Mid West	486	29	16	16	2,597	23	15
Pilbara	419	37	28	25	287	27	23
South West	1,975	33	22	16	4,127	32	22
Wheatbelt North	504	35	22	16	6,015	38	22
Wheatbelt South	234	42	26	16	3,607	33	20
Estimated road life		60-75	15-20	20-25		55	15-20
Optimal age		30-37.5	7.5-10	10-12.5		27.5	7.5-10

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

The road ages provided by Main Roads and are based on historical records, some of which are very old. The optimal ages in Table 25 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5-10 years. This limits the maximum age to the serviceable life of 15 to 20 years.

The pavement ages of roads in built up areas is close to the optimal range. It must be noted, however, that some Local Government have much higher ages than the averages in the table. For example the average age for the City of Perth is 52 years and for the City of Vincent 61 years compared to the Metropolitan average of 41 years in Table 25.

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

14. Sustainability of sealed roads

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 26.

The performance measure is calculated by dividing the annual preservation expenditure by the annual life cycle cost. The higher the percentage, the better is the performance.

The state-wide performance is 67.1%, a slight reduction on the previous year (69.1%), and lower than five years ago (72.4% in 2013-14). The Metropolitan Region is spending 78.6% of its annual life cycle cost. The worst performing regions, according to this data, are Midwest (49.9%) and Wheatbelt South (54.2%).

TABLE 26: SUSTAINABILITY OF SEALED ROADS 2017-18

$ Thousands

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	6,710	5,164	77.0%
Goldfields-Esperance	17,362	9,485	54.6%
Great Southern	27,911	18,051	64.7%
Kimberley	11,338	6,776	59.8%
Metropolitan	180,424	141,853	78.6%
Mid West	23,403	11,686	49.9%
Pilbara	13,523	9,590	70.9%
South West	64,352	36,402	56.6%
Wheatbelt North	46,969	27,525	58.6%
Wheatbelt South	26,420	14,315	54.2%
STATE	**418,412**	**280,847**	**67.1%**

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

15. Road condition surveys

Road condition data is an essential requirement in road management. This data was not previously available, but good progress continues to be made in collecting this data as shown in Table 27. The table shows the length of sealed roads for which road condition data is now available. Local Governments now have access to current road condition data for almost two thirds of their sealed local roads.

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

Smithbrook Road, Middlesex

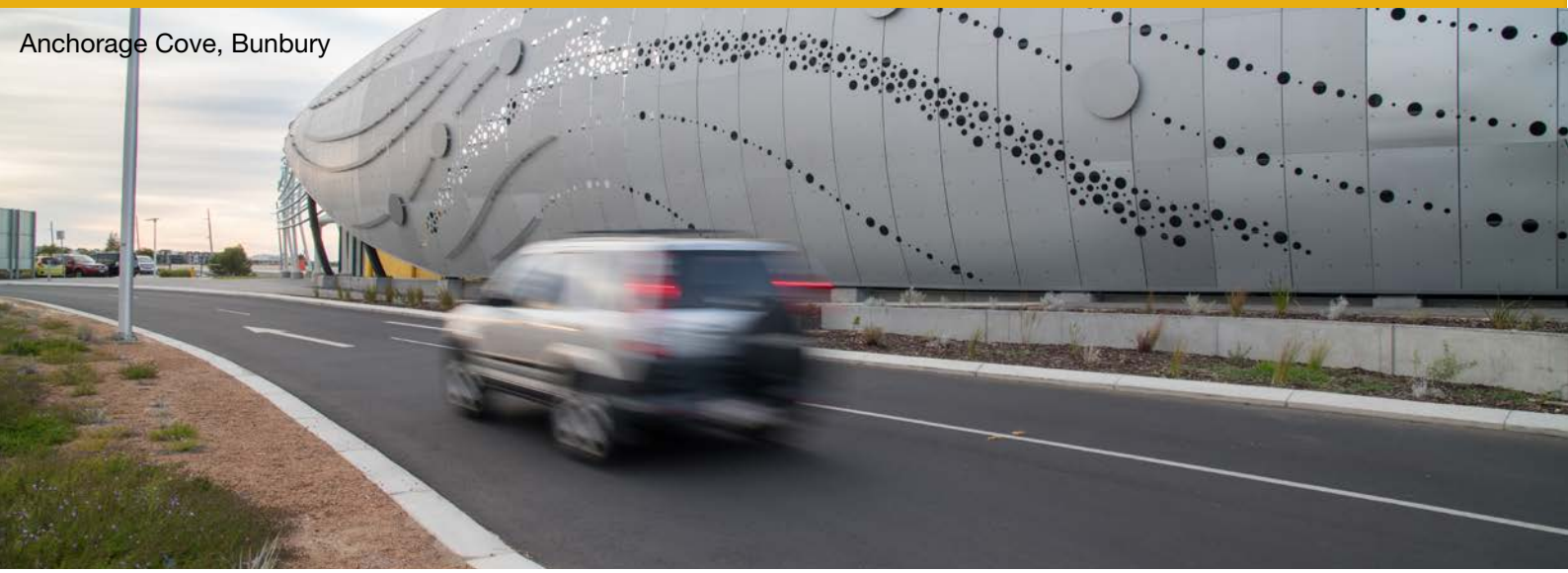

Anchorage Cove, Bunbury

TABLE 27: PERCENTAGE OF SEALED ROADS SURVEYED IN THE PRECEDING 5 YEARS

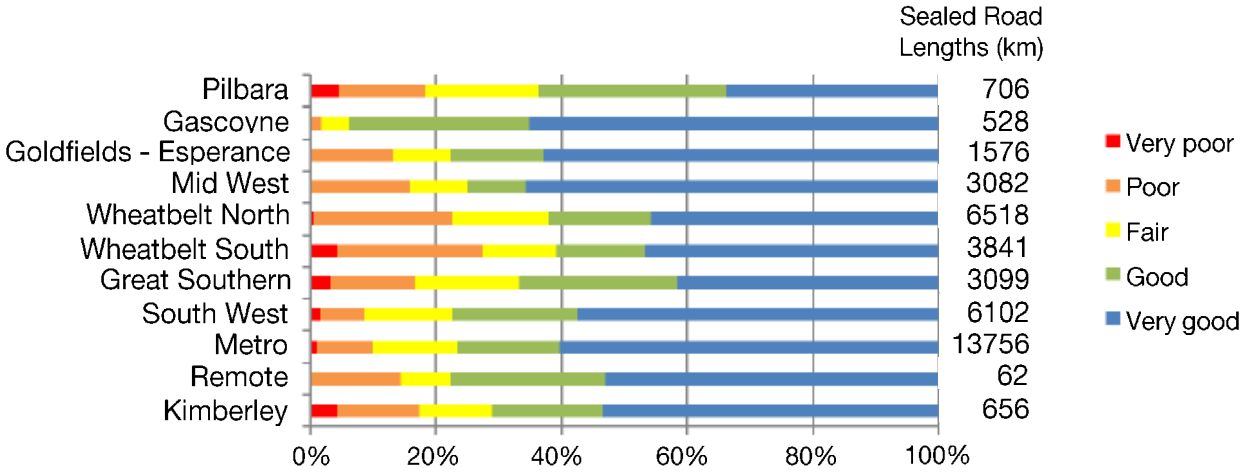
Percentage by Length

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

Source: RAMM database 25 October 2018
Note data excludes 17 non RAMM subscriber Local Governments

Figure 11

Surface Condition of Sealed Roads in each Region
(August 2018)



16. Road expenditure from Local Governments' own resources

Expenditure on roads from Local Governments' own resources comprises:

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

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

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

Table 28 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

TABLE 28: LOCAL GOVERNMENT ROAD EXPENDITURE 2017-18

Region	Total Local Government Road Expenditure ($ Millions)	Road Expenditure from Local Governments' Own Resources			
		Road Expenditure ($ Millions)	% of Total Road Expenditure	% of Councils' Revenue Capacity	Expenditure per person ($)
Gascoyne	20.32	1.87	9.2%	10.0%	194
Goldfields-Esperance	72.71	24.35	33.5%	30.7%	441
Great Southern	80.67	22.47	27.9%	30.5%	360
Kimberley	37.38	7.59	20.3%	18.8%	209
Metropolitan	395.25	287.38	72.7%	18.4%	148
Mid West	89.66	24.58	27.4%	29.3%	458
Pilbara	34.89	17.43	50.0%	23.4%	284
South West	111.66	52.90	47.4%	21.2%	186
Wheatbelt North	71.08	23.97	33.7%	25.3%	460
Wheatbelt South	68.55	13.89	20.3%	26.3%	622
TOTAL	**982.17**	**476.43**	**48.5%**	**20.4%**	**185**

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

The main points that can be drawn from Table 28 are:

- Local Governments provided 48.5% of their road expenditure from their own resources. (This rises to 56% if flood expenditure is excluded).
- Local Government expenditure from its own resources averaged 20.4% of the Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 72.7% 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 $287.4 million or 60.3% of the total amount of $476.43 million spent from Local Governments' own resources.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 29.

More detail is included Appendix 21.

TABLE 29: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

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

Region		Local Government	% of Revenue Capacity
Gascoyne	Highest	Upper Gascoyne	18
		Shark Bay	10
	Average		10
		Exmouth	9
	Lowest	Carnarvon	7
Goldfields-Esperance	Highest	Laverton	90
		Leonora	42
		Esperance	41
		Ngaanyatjarraku	36
	Average		31
		Kalgoorlie-Boulder	25
		Coolgardie	11
		Menzies	10
		Wiluna	7
	Lowest	Dundas	**0**
Great Southern	Highest	Plantagenet	56
		Woodanilling	51
		Gnowangerup	49
		Cranbrook	41
	Average		31
		Katanning	17
		Kojonup	12
	Lowest	Ravensthorpe	8
Kimberley	Highest	Wyndham-East Kimberley	24
		Broome	23
	Average		19
		Derby-West Kimberley	13
	Lowest	Halls Creek	9
Metropolitan	Highest	Swan	33
		Serpentine-Jarrahdale	30
		Nedlands	29
		Kwinana	28
		Perth	26
		Bassendean	26
	Average		18
		Bayswater	12
		Claremont	12
		Joondalup	12
		Wanneroo	8
		Fremantle	6
	Lowest	Armadale	6

TABLE 29 CONTINUED: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

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

Region		Local Government	% of Revenue Capacity
Mid West	Highest	Sandstone	70
		Chapman Valley	44
		Carnamah	36
		Irwin	36
	Average		29
		Perenjori	12
		Northampton	8
		Mount Magnet	6
	Lowest	Morawa	6
Pilbara	Highest	Port Hedland	40
		Karratha	24
	Average		23
		Ashburton	15
	Lowest	East Pilbara	9
South West	Highest	Dardanup	65
		Harvey	28
		Augusta-Margaret River	27
		Manjimup	27
		Capel	25
	Average		21
		Murray	18
		Bunbury	16
		Waroona	14
		Bridgetown-Greenbushes	14
		Collie	12
	Lowest	Boddington	9
Wheatbelt North	Highest	Dalwallinu	59
		Gingin	34
		Goomalling	34
		Tammin	31
	Average		25
		Cunderdin	10
		Yilgarn	9
		Westonia	9
		Dowerin	8
		Mount Marshall	7
	Lowest	Trayning	6
Wheatbelt South	Highest	Beverley	75
		Wandering	50
		Narembeen	44
		Corrigin	43
		Pingelly	40
		Quairading	38
	Average		26
		Narrogin (S)	19
		Kondinin	18
		Bruce Rock	13
		Kulin	9
		Lake Grace	8
	Lowest	Wagin	8

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

- Expenditure averaged 20.4% of Local Government revenue capacity over the State.
- Laverton (90.4%), Beverley (74.9%) and Sandstone (70.2%) expended the highest proportion of their notional revenue capacity on roads.
- 68 Local Governments spent more than the average (20.4%), while 57 spent less than the average.
- 25 Local Governments spent less than 10% of their revenue capacity on roads.

One local government did not spend any of their own-source revenue on roads (down from three last year). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record. In such circumstances WALGA discusses the matter with the Local Governments concerned.

Table 30 presents Local Governments' own source road expenditure between 2013-14 and 2017-18 for each of the Regional Road Groups. Expenditure for the State increased by 2.8% from $463.6 million in 2013-14 (a relatively high expenditure year) to $476.43 million in 2017-18.

TABLE 30: TOTAL ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES 2013-14 to 2017-18

$ Thousands

Region	2013-14	2014-15	2015-16	2016-17	2017-18	5 year Change
Gascoyne	3.51	2.61	2.59	1.90	1.87	-46.9%
Goldfields-Esperance	22.61	20.93	16.87	18.42	24.35	7.7%
Great Southern	19.48	15.54	13.98	22.18	22.47	15.3%
Kimberley	7.13	6.43	5.29	7.64	7.59	6.4%
Metropolitan	299.16	265.47	279.11	290.54	287.38	-3.9%
Mid West	19.25	20.92	19.24	18.44	24.58	27.7%
Pilbara	13.18	12.63	10.72	12.52	17.43	32.2%
South West	44.68	45.62	37.54	44.91	52.90	18.4%
Wheatbelt North	24.10	16.74	16.97	19.29	23.97	-0.5%
Wheatbelt South	10.47	11.04	10.24	10.42	13.89	32.7%
STATE	**463.59**	**417.93**	**412.55**	**446.26**	**476.43**	**2.8%**

The change is calculated over the 5 years 2013-14 to 2017-18.
Statistics for individual Local Governments for the ten years 2007-08 to 2017-18 are provided in Appendix 21.

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments provided data to indicate to what purposes they were allocating their own source funds (Table 31).

The majority of Local Government's own source funds are spent on maintenance and renewal (77.7%). Only 6% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 63.9% of all Local Government maintenance expenditure, and 43.6% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade and expansion works, as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

TABLE 31: ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES 2017-18

$ Thousands

	Maintenance	Renewal	Upgrade	Expansion	TOTAL
Expenditure of Local Government funds	240,686	90,496	69,467	25,702	426,351
% share of Local Government funds	56.5%	21.2%	16.3%	6.0%	100.0%
% share of Category expenditure	63.9%	43.6%	35.6%	38.6%	50.4%
Total Category expenditure	376,544	207,733	195,295	66,641	846,213

Six Local Governments, with $50.6 million of own source expenditure, were not able to attribute the way their own source funds were spent. Expenditure excludes flood damage.

17. Expenditure by class of road

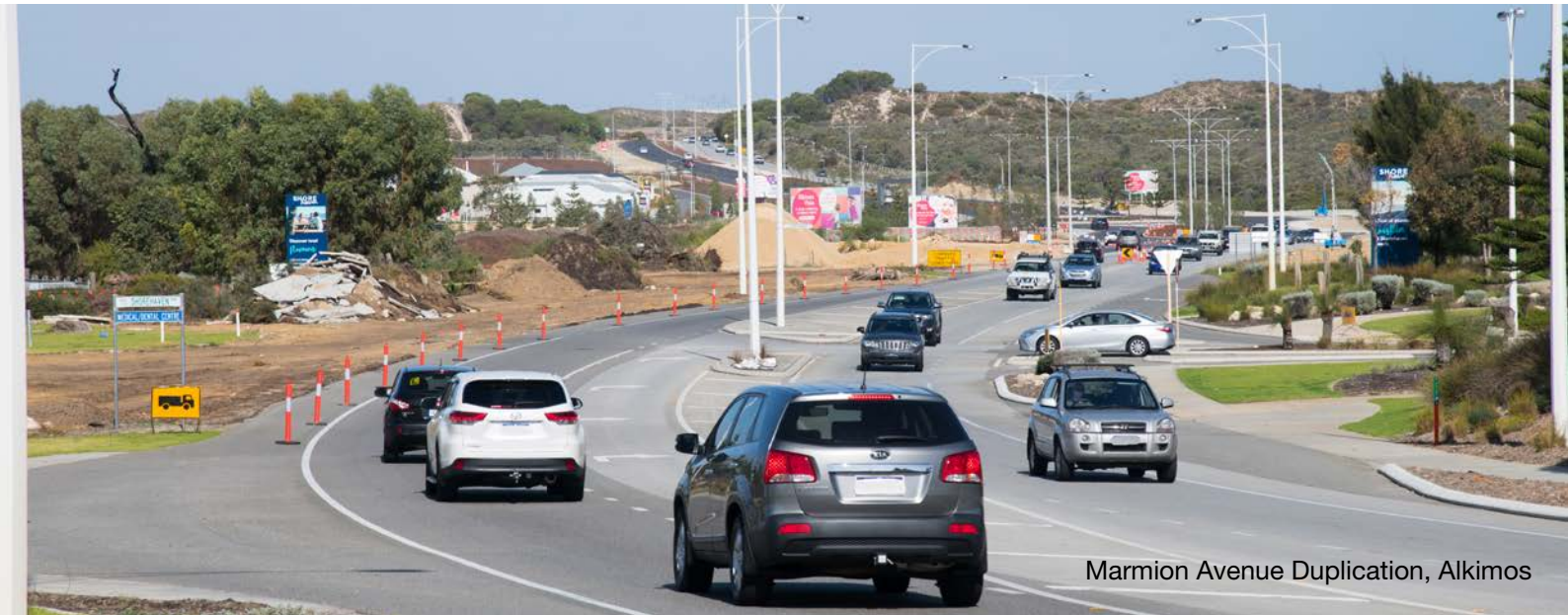
Each class of road has its own expenditure needs. Table 32 shows the actual expenditure per kilometre for each class of road for each of the Regional Road Groups. This information is useful for benchmarking purposes.

Local Governments provided expenditure data for bridges on local roads (Table 33). The expenditure is mainly sourced from Commonwealth Financial Assistance Grants (FAG) Special Project allocations and Roads to Recovery grants and Main Roads grants. The expenditure on preservation comprises major maintenance and rehabilitation projects.

TABLE 32: EXPENDITURE PER KILOMETRE OF ROAD 2017-18

Region	Built Up Areas	Outside Built Up Areas		
	Sealed Roads $ per Lane km	Sealed Roads $ per Lane km	Gravel Roads $ per km	Formed Roads $ per km
Gascoyne	20,751	1,667	7,473	66
Goldfields-Esperance	8,933	1,387	3,179	725
Great Southern	10,744	2,727	6,174	725
Kimberley	16,346	787	11,799	2,674
Metropolitan	10,149	4,776	21,317	21,300
Mid West	12,885	1,779	5,282	1,766
Pilbara	16,579	1,323	2,046	1,596
South West	8,566	2,746	2,610	931
Wheatbelt North	7,043	2,134	1,822	484
Wheatbelt South	8,543	1,825	3,568	352
STATE	**10,207**	**2,423**	**4,024**	**1,025**

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



Marmion Avenue Duplication, Alkimos

TABLE 33: EXPENDITURE ON LOCAL GOVERNMENT BRIDGES 2017-18

Region	Preservation $	Upgrade and Expansion $	Total $
Gascoyne	163,000	0	163,000
Goldfields-Esperance	0	0	0
Great Southern	839,000	532,000	1,371,000
Kimberley	0	0	0
Metropolitan	3,861,000	7,173,000	11,034,000
Mid West	607,000	1,395,000	2,002,000
Pilbara	22,000	0	22,000
South West	6,326,000	9,045,000	15,371,000
Wheatbelt North	332,000	0	332,000
Wheatbelt South	1,514,000	313,000	1,827,000
STATE	**13,664,000**	**18,458,000**	**32,122,000**

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

The expenditure of $13.7 million on bridge preservation (up from $10 million in 2016-17) is 0.87% of the current replacement value of $1.562 billion for Local Government bridges in the state.

The bridge expenditure for 2017-18 includes one large project in the South West. The Millbridge-Treendale Bridge was a $26 million project (including new roads), funded by the State Government and Shires of Dardanup and Harvey over two years and delivered by Main Roads WA on behalf of the Shires. The project was completed and opened in March 2019 (pictures of the construction featured in the 2016-17 edition of this report). Another major bridge project was the construction of a new bridge over Bennett Brook on Railway Parade, Upper Swan by the City of Swan. The project cost approximately $7m, and it was part funded by the Roads to Recovery program.

18. National performance measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 34 for five years 2013-14 to 2017-18.

Bridge over Tone River, Tonebridge

TABLE 34: NATIONAL PERFORMANCE MEASURES WA

	Performance Measure	2013-14	2014-15	2015-16	2016-17	2017-18
A	State of road asset – service potential remaining %	58.0	58.0	58.0	60.0	57.0
B	Expenditure on roads and bridges $ millions	$807.4	$753.4	$868.9	$904.3	$982.15
C	Expenditure on sealed roads $ per km	$11,766	$11,093	$11,768	$11,814	$11,804
D	Expenditure on unsealed roads $ per km	$1,425	$1,639	$2,094	$1,963	$3,041
E	Road asset consumption	2.6%	2.5%	2.4%	2.5%	2.38%
F	Sustainability sealed roads	72.4%	67.7%	70.9%	68.5%	66.4%
G	Road safety sealed roads – fatalities per 1000 km per year	1.89	1.99	1.81	2.13	1.73
H	Road safety unsealed roads – fatalities per 1000 km per year	0.13	0.15	0.06	0.13	0.05

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 32], but expresses it in $ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of $ per kilometre because it takes account of road width.

D. Expenditure on unsealed roads $ per km [Table 32].

E. Road asset consumption - this is the annual depreciation expense divided by the depreciable amount. The depreciation expense is the systematic allocation of the depreciable amount over its useful life. The depreciable amount is the current replacement cost less residual value.

F. Sustainability of sealed roads - this is the sum of annual maintenance and renewal expenditure divided by the life cycle cost. Life cycle cost is the average annual asset consumption represented by the annual depreciation expense plus current road maintenance expenditure.

G. Road Safety - fatalities per 1000 km of sealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of sealed local roads.

H. Road Safety - fatalities per 1000 km of unsealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of unsealed local roads.

19. Bridge age and condition

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

TABLE 35: BRIDGE CONDITION 2018

Bridge Type	Region Name	Not Calculated	Very Good	Good	Fair	Poor
Non Timber	Goldfields - Esperance	4				
	Great Southern	15				
	Kimberley	13				
	Metropolitan	102	2	1		
	Mid West-Gascoyne	18	2	2		
	Pilbara	27	1			
	South West	75		6		
	Wheatbelt	134	6	1		
	Total - Non Timber	**388**	**11**	**10**	**0**	**0**
Timber	Great Southern	13		38	3	
	Metropolitan	8		21	6	
	Mid West-Gascoyne	2				
	South West	40	2	139	22	2
	Wheatbelt	42	2	124	30	2
	Total - Timber	**105**	**4**	**322**	**61**	**4**
Overall	**Total**	**493**	**15**	**332**	**61**	**4**
		54%	46%			

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

Nearly 77% of bridges (for which an age is known) are more than 30 years old (Table 36). Incredibly 36% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 97% of timber bridges more than 30 years old, and 59% of timber bridges in the Wheatbelt more than 50 years old. The figures in the south-west are only slightly better, at 94% and 38% respectively.

Figure 12
Age of Local Government Bridges
2018 (years)

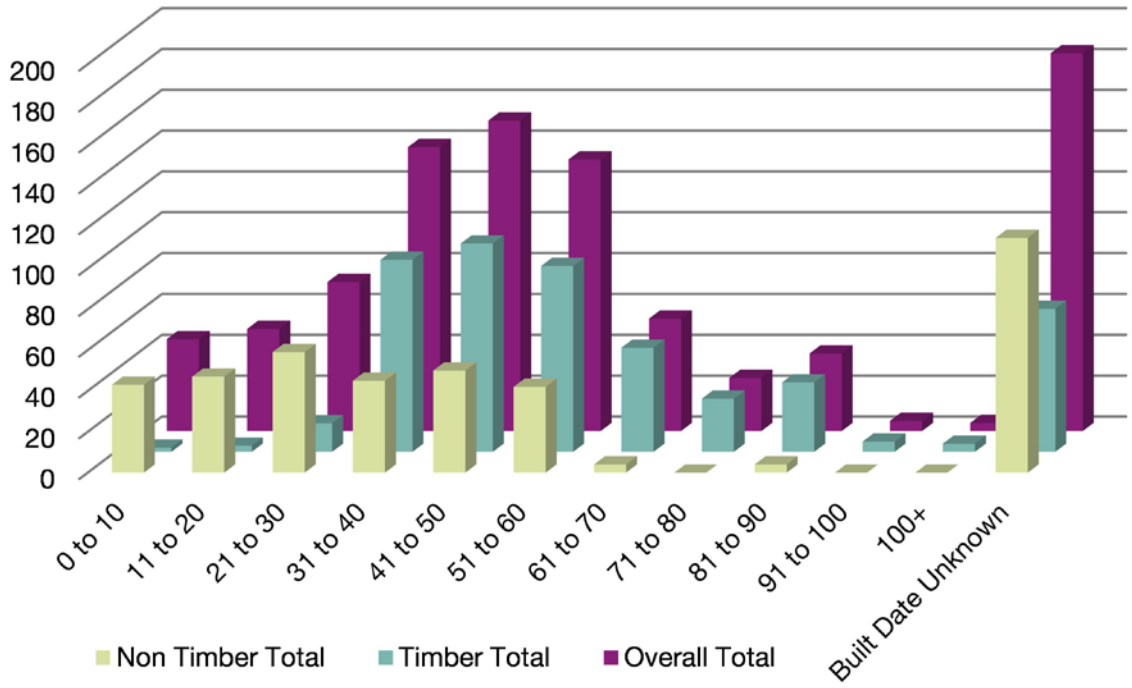


TABLE 36: BRIDGE AGE (years)

(January 2019 data)

Bridge Type	Region Name	Total No. of Bridges	0 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	110+	Built Date Unknown
Non Timber	Goldfields - Esperance	4	1			2		1						
	Great Southern	15	7	3				2						3
	Kimberley	13					4	7	1		1			
	Metropolitan	105	5	16	24	17	23	9						11
	Mid West-Gascoyne	22	3	1	1	3	2	11	1					
	Pilbara	28	5		1	4	9				1			8
	South West	81	21	16	9	8	2				1			24
	Wheatbelt	141	1	11	24	11	10	12	2		1			69
	Total	**409**	**43**	**47**	**59**	**45**	**50**	**42**	**4**	**0**	**4**	**0**	**0**	**115**
Timber	Great Southern	54			2	18	6	10	6	1	2			9
	Metropolitan	35			1	6		8	9	4	2			5
	Mid West-Gascoyne	2	1			1								
	South West	205	1	3	6	38	60	33	15	7	9	2		31
	Wheatbelt	200			5	31	36	40	21	14	21	3	4	25
	Total	**496**	**2**	**3**	**14**	**94**	**102**	**91**	**51**	**26**	**34**	**5**	**4**	**70**
Overall	**Total**	**905**	**45**	**50**	**73**	**139**	**152**	**133**	**55**	**26**	**38**	**5**	**4**	**185**

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

20. Regional and Local Government road safety statistics

In 2017 the WA fatality rate per 100,000 persons was 6.2 the equal lowest since records began in 1961. This is also lower than the baseline rate (2005-2007 average 9.7) before implementation of the State Government's road safety strategy *Towards Zero 2008- 2020*.

Despite this reduction, WA's fatality rate is currently higher than required to achieve the ambitions of the *Towards Zero* Road Safety Strategy (3.9 fatalities per 100,000 persons) and also higher that the current national average (5.0).[4]

Figure 13

Fatality rates per 100,000 population[3]

[3] Denominators from Australian Bureau of Statistics. (2017). Australian demographic statistics, Australia, June 2017 (Catalogue No. 3101.0). Retrieved from http://www.abs.gov.au/ausstats/abs@.nsf/mf/3101.0

[4] Department of Infrastructure, Regional Development and Cities (BITRE). Australian Road Deaths Database, December 2017. Retrieved from https://bitre.gov.au/statistics/safety/files/BITRE_ARDD_Fatalities_December_2017.xlsx

Over the past five years, 50% of people killed and 60% of people seriously injured in road crashes in Western Australia were on Local Government roads. There is a downward trend in the number of serious injuries on Local Government roads in the past five years, but no measurable trend in the number of fatalities over this period.

(Source: Road Safety Commission, personal communcation, 10 April 2019)

Figure 14

Number of People Killed and Seriously Injured in Road Crashes

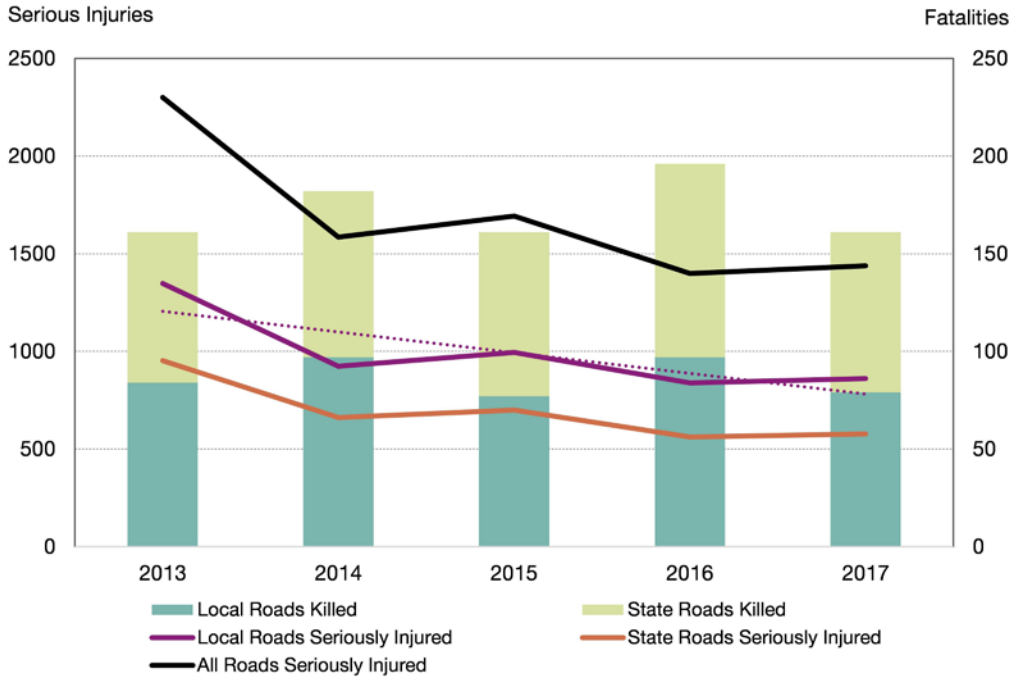


TABLE 37: NUMBER OF PEOPLE KILLED AND SERIOUSLY INJURED IN ROAD CRASHES ON LOCAL GOVERNMENT ROADS 2013 TO 2017

Region	Killed	Seriously Injured	Killed and Seriously Injured	Population	Average Annual Fatality Rate	Average Annual KSI Rate
Gascoyne	4	35	39	10,020	8.0	77.8
Goldfields-Esperance	19	142	161	56,616	6.7	56.9
Great Southern	13	103	116	62,519	4.2	37.1
Kimberley	14	95	109	36,762	7.6	59.3
Metropolitan	228	3589	3817	1,938,080	2.4	39.4
Mid West	18	95	113	53,917	6.7	41.9
Pilbara	6	133	139	61,802	1.9	45.0
South West	73	485	558	282,958	5.2	39.4
Wheatbelt North	30	187	217	49,990	12.0	86.8
Wheatbelt South	29	101	130	23,695	24.5	109.7
STATE	**434**	**4965**	**5399**	**2,576,359**	**3.4**	**41.9**

Fatality and KSI rates expressed per 100,000 population.

Population data from 2017/2018.

Averaged over the past five years the rate of people killed and seriously injured in road crashes on Local Government roads, expressed relative to population, has been lowest in the Great Southern Region followed closely by the Metropolitan Region. On average the lowest rate of fatalities per year was in the Pilbara Region at 1.9 per 100,000 population.

(Source: Road Safety Commission, personal communcation, 10 April 2019)

Leeward Chase, Hillarys

Whitfords Avenue, Hillarys

Koombana Bay Foreshore
Development, Bunbury

Koombana Bay Foreshore
Development, Bunbury

APPENDIX 1

COSTS USED IN CALCULATING VALUATIONS

2017-2018

Appendix 1

REPLACEMENT COSTS

Costs are in 2017-18 prices

$ per kilometre

Region	Residential Streets		Roads Outside Built up Areas		
	Sealed 7.0 m wide		Sealed 6.0 m wide	Gravel	Formed
Gascoyne	359,390	421,398	325,879	60,963	32,986
Goldfields-Esperance	332,274	388,742	307,790	61,100	30,858
Great Southern	325,599	379,646	284,567	53,232	27,133
Kimberley	489,558	567,952	461,220	66,776	37,242
Metropolitan	508,600	545,935	382,002	75,580	38,306
Pilbara	458,371	532,202	440,032	60,225	30,858
Midwest	314,665	368,712	281,702	58,040	27,133
Southwest	395,907	444,321	351,918	64,073	31,922
Wheatbelt North	302,490	356,537	266,107	53,777	27,133
Wheatbelt South	308,215	362,262	269,776	53,995	27,133

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

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

Kerbing costs $47,000 to $64,000 per kilometre, increasing up to $80,400 in the north of the State.

Concrete footpaths cost $93,600 to $106,800 per kilometre, increasing up to $138,300 in the north of the State.

Dual Use paths cost $102,700 to $122,000, increasing up to $159,700 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region ranges from $529,000 to $1,582,000 per km depending on the number of lanes.

ROAD PRESERVATION COSTS

Costs are in 2017-18 prices

Sealed Roads within Built up Areas

$ per kilometre

Region	Residential Streets Sealed 7.0 m wide			
	Routine maintenance	Reseal	Reconstruction	
Gascoyne	2,594	66,633	307,078	372,697
Goldfields-Esperance	2,387	48,547 - 66,141	275,943	337,840
Great Southern	2,282	44,739	252,942	306,611
Kimberley	2,904	80,912	383,303	466,898
Metropolitan	2,380	42,836	225,981	263,822
Pilbara	2,801	66,633	377,208	460,332
Midwest	2,075	45,691	250,870	310,881
Southwest	2,282	45,691	285,628	334,266
Wheatbelt North	2,075	45,691	244,659	302,312
Wheatbelt South	2,075	45,691	246,811	306,822

Appendix 1

Sealed Roads Outside Built up Areas

$ per kilometre

Region	Roads Sealed 6.0 m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	2,231	57,114	284,639
Goldfields-Esperance	2,053	41,611 - 57,114	251,215
Great Southern	1,964	38,348	239,354
Kimberley	2,500	69,353	343,943
Metropolitan	2,266	36,716	314,825
Pilbara	2,410	57,114	349,328
Midwest	1,785	39,164	229,651
Southwest	2,493	39,164	283,560
Wheatbelt North	1,785	39,164	224,266
Wheatbelt South	1,870	39,164	226,414

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 2017-18 prices

$ per kilometre

Region	Gravel Roads		Formed Roads	
	Routine maintenance Annual	Resheeting Every 20 years	Routine maintenance Annual	Reformation Every 5 years
Gascoyne	1,201	31,354	728	8,839
Goldfields-Esperance	1,099	32,405	691	6,933
Great Southern	1,307	28,116	728	4,646
Kimberley	1,269	29,209	907	12,890
Metropolitan	1,360	34,087	907	5,666
Pilbara	1,224	32,397	771	9,576
Midwest	1,099	29,640	691	4,646
Southwest	1,417	28,118	907	6,029
Wheatbelt North	1,099	28,511	691	4,646
Wheatbelt South	1,190	27,829	691	4,646

APPENDIX 2

STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

2017-2018

Appendix 2

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

Roads outside built up areas

Region	Sealed Roads		Gravel Roads	Formed Roads
	Reconstruction Pavement	Reseal Sprayed seal	Resheet	Reform
Metropolitan	55	15	20	15
Agricultural	55	15	20	15
Pastoral	55	15	20	15
Pilbara	55	12	20	15
Kimberley	55	12	20	15

Bridges

Region	Reconstruction Timber Bridges	Reconstruction Concrete Bridges
Metropolitan	60	Expected life 100 years No annual allowance for reconstruction
Agricultural	60	
Pastoral	0	
Pilbara	0	
Kimberley	0	

Sealed roads within built up areas - Residential Streets

Region	Reconstruction Pavement	Reseal Sprayed seal	Reseal Asphalt Seal
Metropolitan	75	15	25
Agricultural	60	15	25
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

Reconstruction footpaths, kerbing and longitudinal pipe drains

Region	Footpaths and Kerbing	Longitudinal Pipe Drains
Metropolitan	75	Expected life 100 years 0.5% annual allowance for reconstruction
Agricultural	60	
Pastoral	60	
Pilbara	60	
Kimberley	60	

Sealed roads within built up areas - Local Distributor Roads

Region	Reconstruction Pavement	Reseal Sprayed seal	Reseal Asphalt Seal
Metropolitan	60	15	20
Agricultural	60	15	20
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

APPENDIX 3

FORMULAE USED IN THIS REPORT

2017-2018

Appendix 3

Formulae used in this report

Written Down Value

Depreciation	$\frac{(CRV - RESID) \times Age}{Useful\ Life}$
Written Down Value	CRV – DEP

Road Asset Consumption

Depreciable amount	CRV - RESID
Annual Depreciation Expense	$\frac{Depreciable\ Amount}{Useful\ Life}$
Performance	$\frac{Annual\ Depreciation\ Expense}{Depreciation\ Amount}$

Sealed Road sustainability

Annual Depreciation Expense	$\frac{Depreciable\ Amount}{Useful\ Life}$
Life Cycle Cost per year	Annual Depreciation Expense + Maintenance
Performance	$\frac{Maintenance + Renewal}{Life\ Cycle\ Cost\ per\ year}$

Explanation of Terms:

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

APPENDIX 4

EXPLANATION OF TERMS

2017-2018

Appendix 4

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

Unformed Road - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

Widening a bridge
Strengthening a bridge to accommodate higher axle loads

Ancillary

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

Capital Expansion - Extending the road network.

Expenditure in this category includes:

Roads

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

Bridges

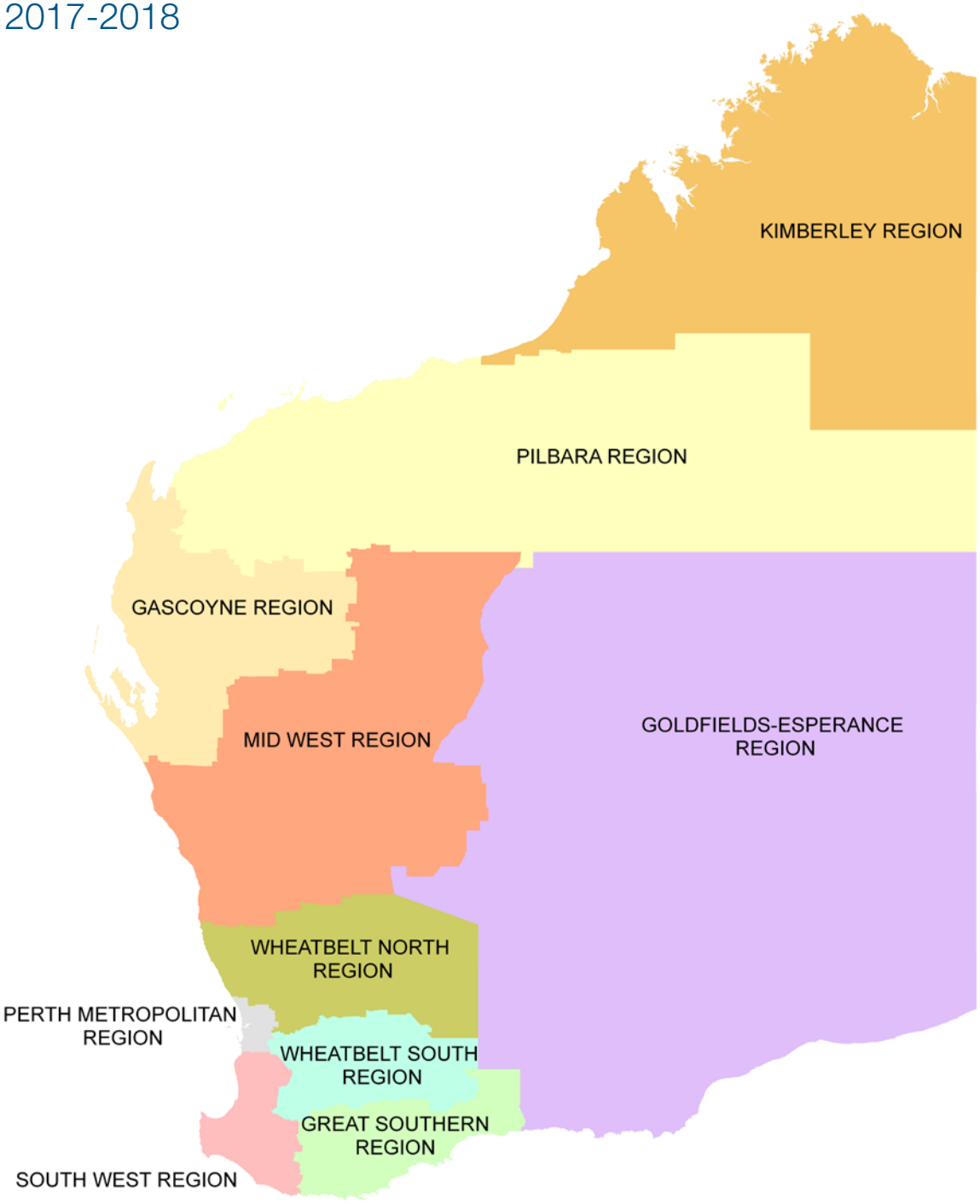
Constructing a bridge where none existed previously

Ancillary

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

ROAD ASSETS & EXPENDITURE INDICATORS AND EXPENDITURE STATISTICS

2017-2018



APPENDIX 5

GASCOYNE REGION

2017-2018

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

Appendix 5

Road assets & expenditure indicators 2017-18

Gascoyne Regional Road Group

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CARNARVON	0.59	3.3%	88%	0.78
EXMOUTH	0.55	3.0%	49%	0.56
SHARK BAY	0.57	4.3%	132%	0.96
UPPER GASCOYNE	0.61	4.1%	80%	0.83
Region Average	0.59	3.5%	77%	0.77
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Gascoyne Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	4,490	581	13%	88%	7%	4%	104
EXMOUTH	1,532	391	26%	47%	9%	9%	139
SHARK BAY	2,123	248	12%	88%	10%	4%	261
UPPER GASCOYNE	12,177	646	5%	132%	18%	18%	2291
Region	20,322	1,866	9%	87%	10%	8%	194
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Appendix 5

Road data 2017-18

Gascoyne Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNARVON	4	44	221	540	525	181	1,515	18.5	0.0	19.6
EXMOUTH	1	38	116	19	47	64	286	11.0	10.0	10.0
SHARK BAY	7	5	28	374	165	6	585	4.9	9.2	11.2
UPPER GASCOYNE	0	2	63	742	843	228	1,877	0.6	0.0	0.0
Region	12	89	427	1,675	1,581	479	4,263	35.0	19.2	40.7
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Gascoyne Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]
CARNARVON	2,469	729	1,037	0	4,235	22,475	1,631	1,920	0
EXMOUTH	1,248	284	0	0	1,532	14,518	1,161	0	0
SHARK BAY	874	0	708	82	1,664	32,519	0	1,892	498
UPPER GASCOYNE	138	536	10,701	0	11,375	26,543	3,529	14,523	27
Region	4,729	1,549	12,446	82	18,806	20,751	1,667	7,473	66
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 5

Expenditure by work categories 2017-18

Gascoyne Regional Road Group

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,231	3,004	255	0	4,490	27.4%	66.9%	5.7%	0.0%	5,411	4,235
EXMOUTH	686	846	0	0	1,532	44.8%	55.2%	0.0%	0.0%	2,745	1,532
SHARK BAY	838	826	459	0	2,123	39.5%	38.9%	21.6%	0.0%	1,727	1,664
UPPER GASCOYNE	1,091	10,447	639	0	12,177	9.0%	85.8%	5.2%	0.0%	3,265	2,714
Region	3,846	15,123	1,353	0	20,322	18.9%	74.4%	6.7%	0.0%	13,148	10,145
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

Gascoyne Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	1	3,849	0	0	0	0	0
EXMOUTH	0	0	0	0	0	0	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	2	2,414	0	0	0	163	0
Region	3	6,263	0	0	0	163	0
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Appendix 5

Sealed road area statistics and expenditure 2017-18

Gascoyne Regional Road Group

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	384,490	1,564,368	2,469	729	6.42	0.47
EXMOUTH	300,872	856,471	1,248	284	4.15	0.33
SHARK BAY	94,069	198,585	874	0	9.29	0.00
UPPER GASCOYNE	18,197	441,180	138	536	7.58	1.21
Region	797,627	3,060,604	4,729	1,549	5.93	0.51
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18

Gascoyne Regional Road Group

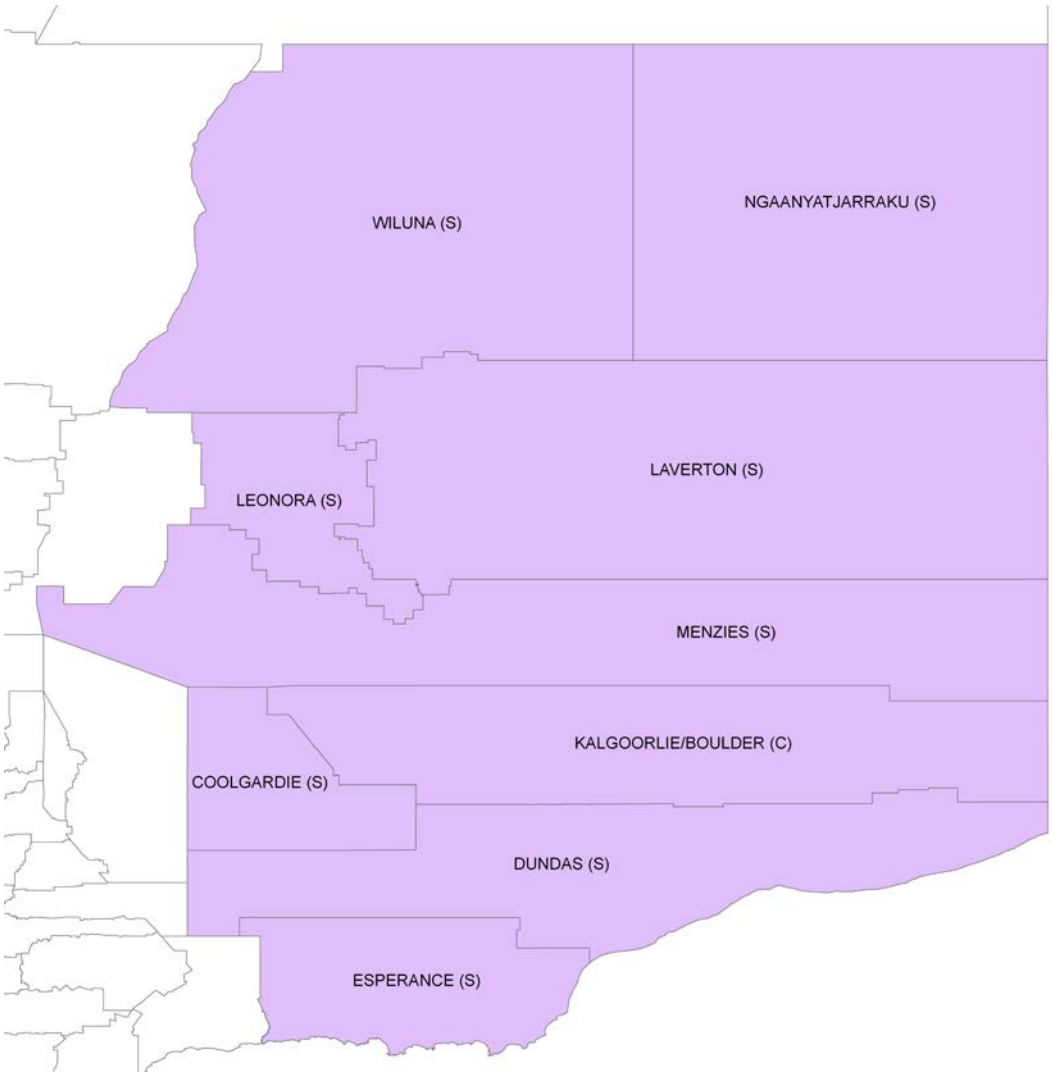
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	48	41	15	18	221	21	12
EXMOUTH	39	31	15	14	116	25	15
SHARK BAY	12	30	15	4	28	18	13
UPPER GASCOYNE	2	21	16	0	63	16	10
Region	101	31	15	12	427	20	13

APPENDIX 6

GOLDFIELDS-ESPERANCE REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
COOLGARDIE	0.41	3.0%	59%	0.74
DUNDAS	0.55	3.9%	44%	0.39
ESPERANCE	0.55	3.3%	48%	0.74
KALGOORLIE-BOULDER	0.32	2.7%	67%	1.03
LAVERTON	0.48	5.1%	21%	-0.01
LEONORA	0.55	4.5%	36%	1.01
MENZIES	0.55	5.2%	63%	0.90
NGAANYATJARRAKU	0.55	5.6%	8%	1.33
WILUNA	0.53	5.3%	14%	0.92
Region Average	0.48	3.6%	54.6%	0.81
State Average	0.57	2.4%	67.1%	0.82

Expenditure from Local Governments' own resources 2017-18
Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	2,811	691	25%	43%	11%	8%	189
DUNDAS	595	0	0%	49%	0%	0%	0
ESPERANCE	16,135	7,535	47%	80%	41%	31%	523
KALGOORLIE-BOULDER	17,934	6,688	37%	29%	25%	25%	218
LAVERTON	19,015	4,868	26%	78%	90%	22%	3935
LEONORA	5,141	2,443	48%	53%	42%	40%	1632
MENZIES	3,422	481	14%	85%	10%	2%	927
NGAANYATJARRAKU	4,839	1,324	27%	95%	36%	36%	771
WILUNA	2,815	318	11%	104%	7%	7%	434
Region	72,707	24,348	33%	59%	31%	23%	441
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18

Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
COOLGARDIE	3	51	58	414	123	199	847	57.1	10.4	2.4
DUNDAS	1	21	21	296	207	86	633	31.9	1.2	0.0
ESPERANCE	79	41	724	3,010	196	209	4,259	24.6	12.2	108.7
KALGOORLIE-BOULDER	116	116	164	546	355	74	1,371	271.5	0.0	51.7
LAVERTON	1	8	34	587	503	3,078	4,209	0.0	0.0	0.0
LEONORA	1	9	21	605	379	210	1,226	13.6	4.5	1.4
MENZIES	0	2	42	721	744	557	2,066	0.8	0.4	0.5
NGAANYATJARRAKU	0	10	39	495	744	41	1,329	3.6	0.0	0.0
WILUNA	0	5	11	668	579	645	1,908	0.0	0.0	0.0
Region	200	262	1,114	7,343	3,830	5,100	17,849	403.1	28.8	164.8
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18
Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]
COOLGARDIE	773	4	1,300	0	2,077	4,989	38	3,156	0
DUNDAS	237	0	358	0	595	4,859	0	1,219	0
ESPERANCE	1,988	2,503	8,517	0	13,008	7,179	1,656	2,886	277
KALGOORLIE-BOULDER	7,731	896	2,654	0	11,281	10,282	1,466	5,363	253
LAVERTON	232	59	915	0	1,206	11,221	540	1,590	12
LEONORA	405	75	3,401	693	4,574	19,356	926	5,657	1,847
MENZIES	219	127	2,160	0	2,506	50,514	1,169	3,019	8
NGAANYATJARRAKU	8	53	1,921	761	2,743	483	421	3,910	1,030
WILUNA	71	0	1,589	1,155	2,815	6,636	0	2,377	1,994
Region	11,664	3,717	22,815	2,609	40,805	8,933	1,387	3,179	725
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
COOLGARDIE	874	1,203	738	0	2,815	31.0%	42.7%	26.2%	0.0%	2,795	2,077
DUNDAS	265	330	0	0	595	44.5%	55.5%	0.0%	0.0%	1,520	595
ESPERANCE	5,200	7,808	3,127	0	16,135	32.2%	48.4%	19.4%	0.0%	16,734	12,310
KALGOORLIE-BOULDER	6,697	4,584	6,446	207	17,934	37.3%	25.6%	35.9%	1.2%	10,132	10,433
LAVERTON	1,206	0	17,809	0	19,015	6.3%	0.0%	93.7%	0.0%	2,473	-28
LEONORA	1,839	2,735	567	0	5,141	35.8%	53.2%	11.0%	0.0%	2,439	2,462
MENZIES	836	1,670	845	72	3,423	24.4%	48.8%	24.7%	2.1%	2,753	2,474
NGAANYATJARRAKU	1,347	1,396	2,097	0	4,840	27.8%	28.8%	43.3%	0.0%	2,069	2,743
WILUNA	1,302	1,513	0	0	2,815	46.3%	53.7%	0.0%	0.0%	2,388	2,189
Region	19,566	21,239	31,629	279	72,713	26.9%	29.2%	43.5%	0.4%	43,302	35,255
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18
Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
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	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Goldfields-Esperance Regional Road Group

Appendix 6

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	542,280	366,589	773	4	1.43	0.01
DUNDAS	170,726	153,488	237	0	1.39	0.00
ESPERANCE	969,246	4,829,068	1,988	2,503	2.05	0.52
KALGOORLIE-BOULDER	2,631,745	1,283,790	7,731	896	2.94	0.70
LAVERTON	72,366	229,639	232	59	3.21	0.26
LEONORA	73,234	170,026	405	75	5.53	0.44
MENZIES	15,174	312,075	219	127	14.43	0.41
NGAANYATJARRAKU	58,030	264,317	8	53	0.14	0.20
WILUNA	37,450	72,468	71	0	1.90	0.00
Region	4,570,251	7,681,459	11,664	3,717	2.55	0.48
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Goldfields-Esperance Road Group

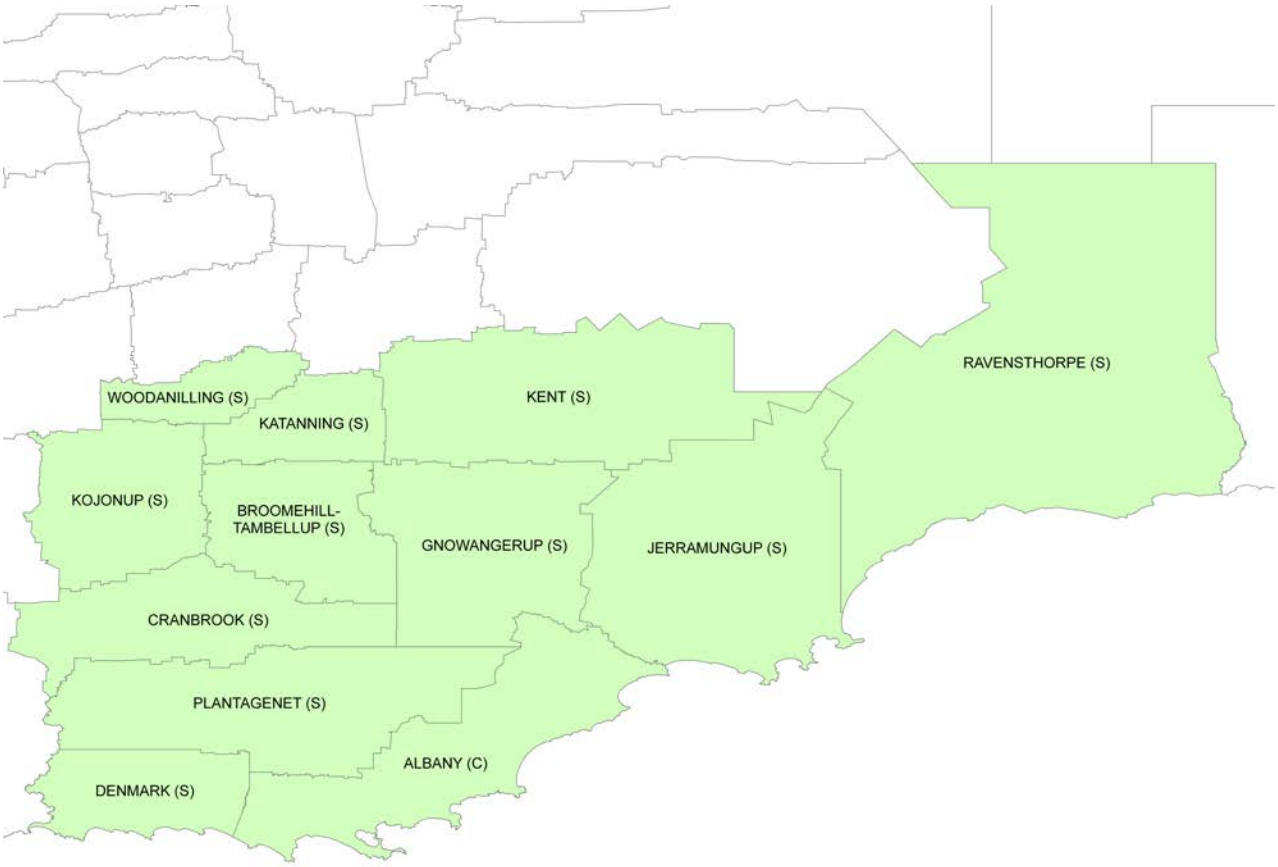
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	53	43	28	25	58	44	34
DUNDAS	22	35	20	20	21	21	13
ESPERANCE	120	30	21	21	724	25	20
KALGOORLIE-BOULDER	233	51	31	32	164	33	25
LAVERTON	8	37	25	23	34	27	16
LEONORA	10	30	13	10	21	24	17
MENZIES	2	26	7	0	42	19	11
NGAANYATJARRAKU	10	14	14	0	39	14	14
WILUNA	5	21	21	0	11	26	24
Region	462	32	20	22	1,114	26	19

APPENDIX 7

GREAT SOUTHERN REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

Great Southern Regional Road Group

Appendix 7

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ALBANY	0.50	2.6%	74%	1.12
BROOMEHILL-TAMBELLUP	0.47	3.6%	71%	0.60
CRANBROOK	0.38	3.4%	21%	0.44
DENMARK	0.55	2.7%	72%	1.39
GNOWANGERUP	0.52	3.9%	34%	0.64
JERRAMUNGUP	0.53	3.8%	73%	0.71
KATANNING	0.41	3.2%	58%	0.62
KENT	0.47	4.5%	37%	0.58
KOJONUP	0.37	3.5%	85%	0.79
PLANTAGENET	0.42	3.6%	52%	0.65
RAVENSTHORPE	0.62	3.7%	91%	0.48
WOODANILLING	0.44	3.9%	82%	0.91
Region	0.48	3.3%	65%	0.79
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Great Southern Regional Road Group

Appendix 7

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	15,189	9,689	64%	30%	32%	25%	257
BROOMEHILL-TAMBELLUP	5,064	815	16%	88%	26%	23%	707
CRANBROOK	3,590	1,138	32%	112%	41%	32%	1038
DENMARK	5,048	1,500	30%	35%	24%	23%	247
GNOWANGERUP	10,329	1,352	13%	96%	41%	37%	1106
JERRAMUNGUP	5,619	1,100	20%	85%	31%	27%	980
KATANNING	4,005	807	20%	52%	17%	14%	195
KENT	5,431	930	17%	135%	32%	27%	1646
KOJONUP	3,219	436	14%	99%	12%	12%	219
PLANTAGENET	5,557	3,574	64%	71%	56%	51%	686
RAVENSTHORPE	15,015	415	3%	79%	8%	8%	244
WOODANILLING	2,603	712	27%	101%	51%	45%	1695
Region	80,669	22,468	28%	58%	31%	26%	360
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18

Great Southern Regional Road Group

Appendix 7

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY	157	109	494	775	53	11	1,598	80.7	3.7	73.1
BROOMEHILL-TAMBELLUP	0	12	209	609	114	28	971	10.0	1.0	7.5
CRANBROOK	1	8	282	617	75	32	1,015	5.0	4.4	2.7
DENMARK	16	39	164	316	53	34	622	18.4	0.0	18.6
GNOWANGERUP	0	17	208	556	183	22	987	6.2	0.0	0.0
JERRAMUNGUP	3	12	190	679	108	88	1,080	9.3	1.5	4.2
KATANNING	8	41	134	447	61	2	692	18.0	11.2	5.7
KENT	0	4	139	791	316	73	1,324	1.6	0.9	0.5
KOJONUP	0	15	238	741	131	3	1,129	12.7	0.0	0.0
PLANTAGENET	1	24	353	623	301	10	1,311	40.5	0.2	2.5
RAVENSTHORPE	6	29	99	959	121	13	1,227	16.2	1.8	6.1
WOODANILLING	0	2	87	350	62	22	523	2.3	0.0	2.3
Region	191	310	2,598	7,463	1,578	339	12,479	220.8	24.6	123.1
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Great Southern Regional Road Group

Appendix 7

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]
ALBANY	6,947	3,094	2,189	109	12,339	12,884	3,048	3,284	3,950
BROOMEHILL-TAMBELLUP	113	3,030	746	36	3,925	4,378	5,890	2,181	2,007
CRANBROOK	0	355	1,561	51	1,967	0	752	2,532	677
DENMARK	825	953	2,533	0	4,311	8,125	3,289	8,136	0
GNOWANGERUP	206	349	9,377	0	9,932	5,405	932	16,851	0
JERRAMUNGUP	244	797	4,100	0	5,141	7,972	2,432	6,047	0
KATANNING	596	770	2,334	0	3,700	4,560	3,443	5,240	0
KENT	45	282	3,831	260	4,418	5,281	1,116	4,851	829
KOJONUP	968	948	949	327	3,192	28,132	2,348	1,282	2,488
PLANTAGENET	724	2,491	1,542	0	4,757	10,793	3,459	2,806	224
RAVENSTHORPE	824	330	13,750	0	14,904	11,446	1,674	14,517	0
WOODANILLING	12	636	1,823	0	2,471	3,238	3,678	5,208	0
Region	11,504	14,035	44,735	783	71,057	10,744	2,727	6,174	725
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18
Great Southern Regional Road Group

Appendix 7

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY	7,856	5,200	306	1,827	15,189	51.7%	34.2%	2.0%	12.0%	11,615	13,056
BROOMEHILL-TAMBELLUP	2,839	1,151	80	994	5,064	56.1%	22.7%	1.6%	19.6%	3,787	2,274
CRANBROOK	1,058	919	1,607	0	3,584	29.5%	25.6%	44.8%	0.0%	4,132	1,826
DENMARK	1,827	2,506	715	0	5,048	36.2%	49.6%	14.2%	0.0%	3,112	4,317
GNOWANGERUP	1,472	8,460	396	0	10,328	14.3%	81.9%	3.8%	0.0%	3,580	2,299
JERRAMUNGUP	1,515	3,626	60	418	5,619	27.0%	64.5%	1.1%	7.4%	3,384	2,396
KATANNING	872	2,828	305	0	4,005	21.8%	70.6%	7.6%	0.0%	3,034	1,877
KENT	2,107	2,311	1,012	0	5,430	38.8%	42.6%	18.6%	0.0%	3,237	1,874
KOJONUP	1,436	1,781	0	0	3,217	44.6%	55.4%	0.0%	0.0%	4,093	3,217
PLANTAGENET	3,251	1,506	800	0	5,557	58.5%	27.1%	14.4%	0.0%	5,152	3,335
RAVENSTHORPE	13,253	1,651	92	19	15,015	88.3%	11.0%	0.6%	0.1%	3,892	1,887
WOODANILLING	636	1,835	132	0	2,603	24.4%	70.5%	5.1%	0.0%	1,763	1,609
Region	38,122	33,774	5,505	3,258	80,659	47.3%	41.9%	6.8%	4.0%	50,782	39,967
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18
Great Southern Regional Road Group

Appendix 7

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	12	362	3,100	0	654	717	0
BROOMEHILL-TAMBELLUP	6	0	1,104	74	0	65	0
CRANBROOK	12	0	1,873	674	0	10	0
DENMARK	19	283	519	449	0	22	532
GNOWANGERUP	1	0	252	0	0	0	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	3	271	147	0	0	0	0
KENT	0	0	0	0	0	0	0
KOJONUP	14	158	1,582	222	0	25	0
PLANTAGENET	0	0	0	0	0	0	0
RAVENSTHORPE	0	0	0	0	0	0	0
WOODANILLING	3	0	365	0	0	0	0
Region	70	1,074	8,942	1,419	654	839	532
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Great Southern Regional Road Group

Appendix 7

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY	1,887,129	3,093,369	6,947	3,094	3.68	1.00
BROOMEHILL-TAMBELLUP	90,333	1,344,115	113	3,030	1.25	2.25
CRANBROOK	66,657	1,652,125	0	355	0.00	0.21
DENMARK	355,366	1,014,088	825	953	2.32	0.94
GNOWANGERUP	133,401	1,310,233	206	349	1.54	0.27
JERRAMUNGUP	107,124	1,146,932	244	797	2.28	0.69
KATANNING	457,415	782,861	596	770	1.30	0.98
KENT	29,824	857,087	45	282	1.51	0.33
KOJONUP	120,434	1,412,946	968	948	8.04	0.67
PLANTAGENET	234,785	2,248,270	724	2,491	3.08	1.11
RAVENSTHORPE	251,976	689,822	824	330	3.27	0.48
WOODANILLING	12,971	605,191	12	636	0.93	1.05
Region	3,747,415	16,157,041	11,504	14,035	3.07	0.87
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Great Southern Regional Road Group

Appendix 7

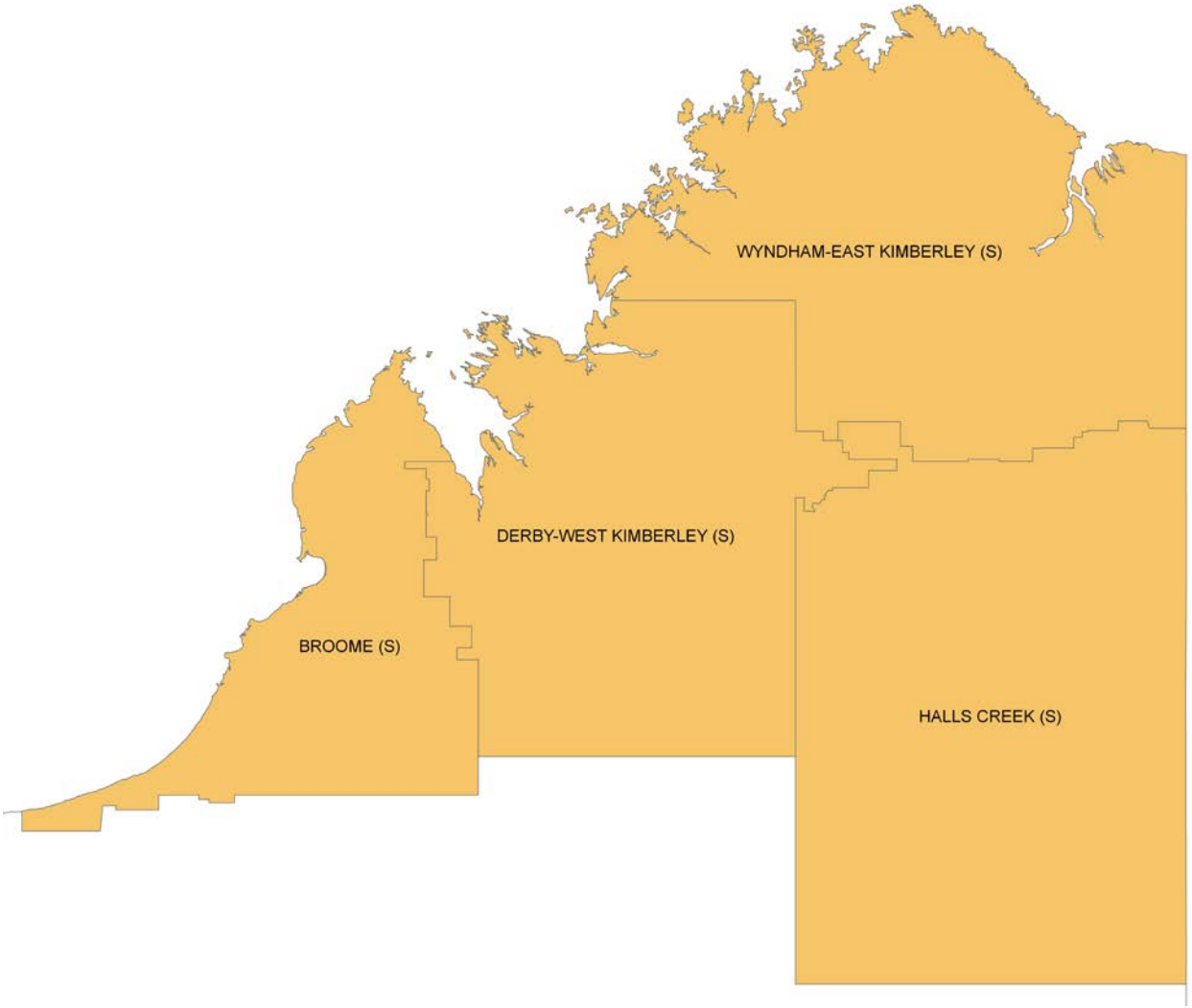
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	266	32	23	23	494	28	18
BROOMEHILL-TAMBELLUP	12	34	26	0	209	30	12
CRANBROOK	8	37	21	32	282	35	21
DENMARK	55	27	21	16	164	27	18
GNOWANGERUP	17	34	11	0	208	30	10
JERRAMUNGUP	14	29	26	15	190	29	15
KATANNING	49	39	23	26	134	39	26
KENT	4	32	25	0	139	24	16
KOJONUP	15	35	22	56	238	42	24
PLANTAGENET	25	47	31	17	353	34	21
RAVENSTHORPE	35	16	16	13	99	17	16
WOODANILLING	2	24	21	0	87	36	22
Region	500	32	22	25	2,598	31	18

APPENDIX 8

KIMBERLEY REGION

2017-2018

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



Appendix 8

Road assets and expenditure indicators 2017-18
Kimberley Regional Road Group

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BROOME	0.58	2.8%	76%	1.31
DERBY-WEST KIMBERLEY	0.52	4.1%	27%	0.46
HALLS CREEK	0.51	4.7%	115%	1.11
WYNDHAM-EAST KIMBERLEY	0.36	3.0%	44%	0.68
Region	0.47	3.4%	60%	0.86
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
Kimberley Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	7,984	3,586	45%	28%	23%	17%	211
DERBY-WEST KIMBERLEY	9,298	1,203	13%	65%	13%	13%	146
HALLS CREEK	5,918	476	8%	73%	9%	9%	134
WYNDHAM-EAST KIMBERLEY	14,180	2,324	16%	52%	24%	20%	314
Region	37,380	7,589	20%	49%	19%	16%	209
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18
Kimberley Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BROOME	4	99	175	74	88	132	572	78.4	0.0	60.4
DERBY-WEST KIMBERLEY	0	43	58	453	766	418	1,739	17.4	0.0	8.8
HALLS CREEK	0	12	21	895	133	359	1,420	0.0	0.0	0.0
WYNDHAM-EAST KIMBERLEY	6	51	186	333	306	200	1,082	21.5	4.2	15.7
Region	10	205	440	1,755	1,293	1,109	4,813	117.3	4.2	84.9
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18
Kimberley Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]
BROOME	4,822	0	0	1,206	6,028	20,931	0	0	13,636
DERBY-WEST KIMBERLEY	242	626	7,498	932	9,298	2,581	3,698	16,899	1,281
HALLS CREEK	726	0	5,104	87	5,917	26,942	0	5,700	656
WYNDHAM-EAST KIMBERLEY	2,283	196	7,930	1,182	11,591	15,988	667	23,948	3,864
Region	8,073	822	20,532	3,407	32,834	16,346	787	11,799	2,674
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 8

Expenditure by work categories 2017-18
Kimberley Regional Road Group

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BROOME	4,599	1,429	1,957	0	7,985	57.6%	17.9%	24.5%	0.0%	3,924	5,144
DERBY-WEST KIMBERLEY	1,195	8,103	0	0	9,298	12.9%	87.1%	0.0%	0.0%	3,771	1,730
HALLS CREEK	1,036	4,881	0	0	5,917	17.5%	82.5%	0.0%	0.0%	3,042	3,384
WYNDHAM-EAST KIMBERLEY	1,581	10,010	2,590	0	14,181	11.1%	70.6%	18.3%	0.0%	5,402	3,661
Region	8,411	24,423	4,547	0	37,381	22.5%	65.3%	12.2%	0.0%	16,140	13,920
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18
Kimberley Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	0	0	0	0	0	0	0
DERBY-WEST KIMBERLEY	1	746	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	0	0
WYNDHAM-EAST KIMBERLEY	11	1,798	0	0	0	0	0
Region	12	2,544	0	0	0	0	0
State	894	76,374	77,200	16,555	2,463	13,664	18,458

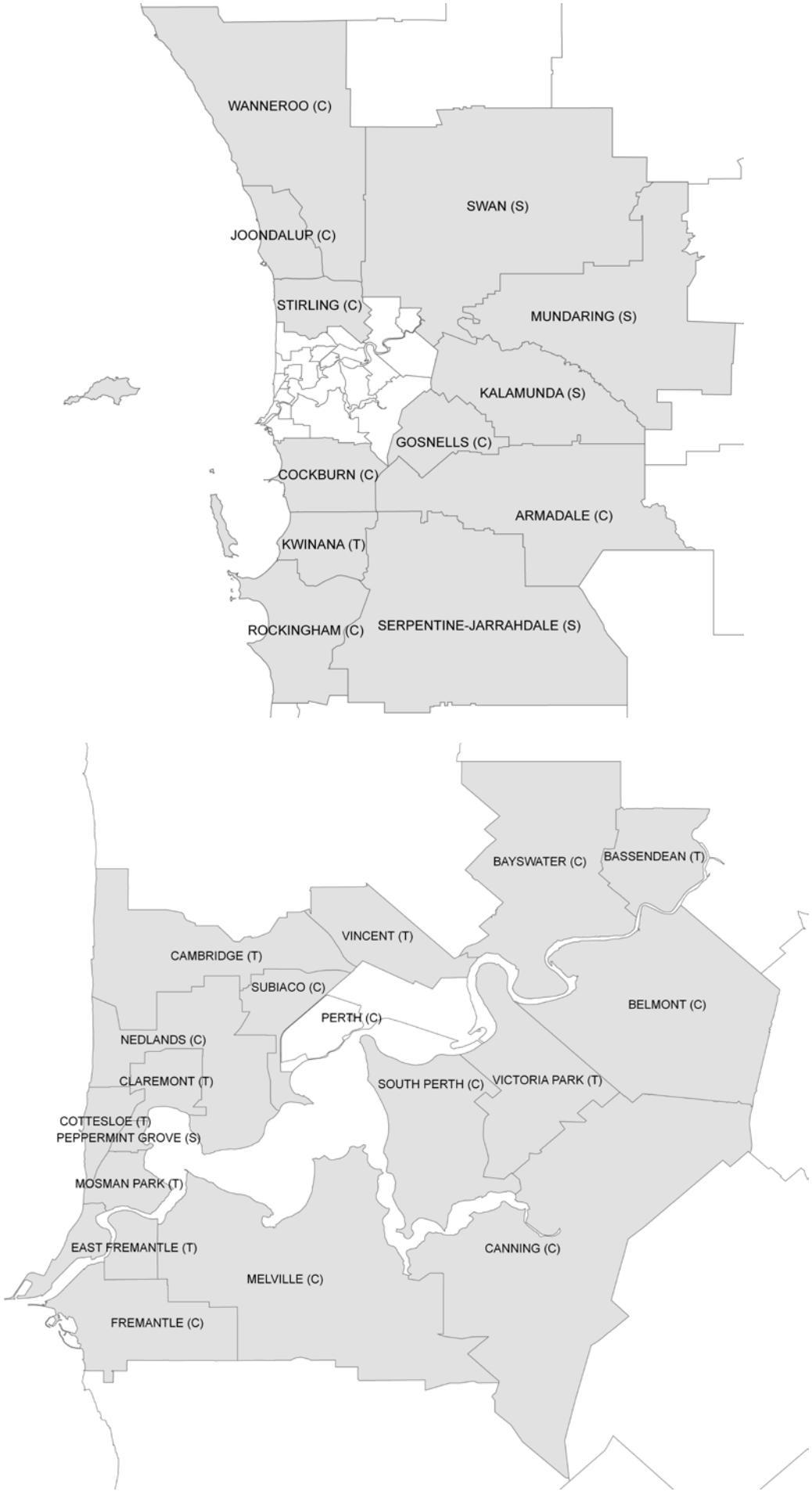
Sealed road area statistics and expenditure 2017-18
Kimberley Regional Road Group

Appendix 8

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BROOME	806,324	1,202,398	4,822	0	5.98	0.00
DERBY-WEST KIMBERLEY	328,114	407,320	242	626	0.74	1.54
HALLS CREEK	94,313	145,798	726	0	7.70	0.00
WYNDHAM-EAST KIMBERLEY	499,796	1,029,084	2,283	196	4.57	0.19
Region	1,728,547	2,784,599	8,073	822	4.67	0.30
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Kimberley Regional Road Group

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	103	26	12	13	175	17	12
DERBY-WEST KIMBERLEY	43	35	22	16	58	23	17
HALLS CREEK	12	47	22	0	21	44	9
WYNDHAM-EAST KIMBERLEY	57	46	20	5	186	33	22
Region	215	39	19	11	440	29	15


WANNEROO (C)
SWAN (S)
JOONDALUP (C)
STIRLING (C)
MUNDARING (S)
KALAMUNDA (S)
GOSNELLS (C)
COCKBURN (C)
ARMADALE (C)
KWINANA (T)
ROCKINGHAM (C)
SERPENTINE-JARRAHDALE (S)
BAYSWATER (C)
BASSENDEAN (T)
VINCENT (T)
CAMBRIDGE (T)
SUBIACO (C)
BELMONT (C)
PERTH (C)
NEDLANDS (C)
CLAREMONT (T)
SOUTH PERTH (C)
VICTORIA PARK (T)
COTTESLOE (T)
PEPPERMINT GROVE (S)
MOSMAN PARK (T)
EAST FREMANTLE (T)
CANNING (C)
MELVILLE (C)
FREMANTLE (C)

APPENDIX 9

METROPOLITAN REGION

2017-2018

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

Road assets & expenditure indicators 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ARMADALE	0.72	1.7%	28%	0.42
BASSENDEAN	0.55	2.2%	40%	0.75
BAYSWATER	0.64	1.5%	51%	0.75
BELMONT	0.71	1.9%	106%	1.24
CAMBRIDGE	0.64	1.4%	97%	1.00
CANNING	0.67	1.6%	52%	0.70
CLAREMONT	0.30	1.5%	248%	1.54
COCKBURN	0.70	1.7%	51%	0.69
COTTESLOE	0.50	1.8%	112%	1.46
EAST FREMANTLE	0.10	1.4%	74%	1.18
FREMANTLE	0.74	1.7%	107%	1.07
GOSNELLS	0.72	1.4%	93%	1.17
JOONDALUP	0.68	1.3%	68%	0.70
KALAMUNDA	0.74	1.7%	64%	0.97
KWINANA	0.70	1.8%	72%	1.15
MELVILLE	0.62	1.3%	116%	1.29
MOSMAN PARK	0.64	1.6%	144%	2.03
MUNDARING	0.56	2.2%	63%	0.98

Road assets & expenditure indicators 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
NEDLANDS	0.53	1.7%	265%	2.80
PEPPERMINT GROVE	0.74	1.4%	109%	1.94
PERTH	0.53	1.6%	94%	4.00
ROCKINGHAM	0.77	1.5%	68%	0.95
SERPENTINE-JARRAHDALE	0.47	2.3%	185%	1.69
SOUTH PERTH	0.67	1.3%	113%	1.65
STIRLING	0.54	1.9%	83%	1.06
SUBIACO	0.57	1.4%	177%	2.37
SWAN	0.67	1.8%	71%	1.16
VICTORIA PARK	0.49	1.5%	101%	1.71
VINCENT	0.51	1.4%	124%	1.41
WANNEROO	0.77	1.7%	42%	0.52
Region	0.66	1.6%	79%	1.02
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	8,121	3,310	41%	13%	6%	5%	39
BASSENDEAN	3,962	3,255	82%	6%	26%	24%	209
BAYSWATER	9,245	6,537	71%	7%	12%	11%	95
BELMONT	9,347	6,421	69%	6%	15%	11%	155
CAMBRIDGE	6,193	4,748	77%	5%	16%	16%	167
CANNING	21,477	14,989	70%	8%	19%	11%	161
CLAREMONT	2,176	1,390	64%	3%	12%	12%	132
COCKBURN	18,973	13,096	69%	9%	14%	9%	118
COTTESLOE	1,574	1,457	93%	7%	17%	15%	179
EAST FREMANTLE	1,100	936	85%	7%	15%	15%	119
FREMANTLE	4,177	2,043	49%	5%	6%	6%	66
GOSNELLS	26,060	19,635	75%	11%	25%	21%	159
JOONDALUP	21,823	13,895	64%	10%	12%	10%	87
KALAMUNDA	13,250	10,211	77%	15%	25%	17%	172
KWINANA	8,559	6,015	46%	20%	21%	18%	143
MELVILLE	18,601	14,314	77%	6%	18%	16%	140
MOSMAN PARK	1,735	1,167	67%	5%	14%	14%	127
MUNDARING	9,436	6,262	66%	20%	24%	22%	161

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	7,556	6,256	83%	7%	29%	29%	278
PEPPERMINT GROVE	485	367	76%	5%	20%	20%	215
PERTH	23,081	21,453	93%	2%	26%	16%	782
ROCKINGHAM	25,878	20,259	78%	13%	24%	19%	154
SERPENTINE-JARRAHDALE	11,988	6,353	53%	24%	30%	28%	216
SOUTH PERTH	10,118	8,201	81%	5%	23%	18%	187
STIRLING	34,265	28,556	83%	6%	16%	9%	130
SUBIACO	5,839	4,913	84%	3%	24%	21%	285
SWAN	50,522	36,891	73%	12%	33%	33%	263
VICTORIA PARK	9,025	7,188	80%	5%	23%	19%	196
VINCENT	8,067	5,691	71%	5%	18%	13%	159
WANNEROO	22,621	11,572	51%	11%	8%	6%	58
Region	395,254	287,381	73%	9%	18%	14%	148
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	485	54	217	1	5	1	762	202.0	0.0	213.0
BASSENDEAN	94	1	1	0	0	0	96	98.3	0.4	27.3
BAYSWATER	345	1	1	0	0	0	347	123.2	0.0	209.8
BELMONT	223	5	0	0	0	0	228	133.7	0.0	98.4
CAMBRIDGE	167	3	2	0	0	0	173	160.3	0.0	32.6
CANNING	539	34	3	1	0	0	578	144.0	0.0	217.0
CLAREMONT	47	0	0	0	0	0	47	85.8	2.1	4.9
COCKBURN	639	20	175	2	0	0	836	487.9	7.3	147.6
COTTESLOE	36	11	0	0	0	0	47	60.0	0.0	9.9
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	168	9	0	0	0	0	177	201.5	0.0	65.6
GOSNELLS	651	18	106	1	0	0	776	303.0	2.0	331.0
JOONDALUP	972	31	8	0	0	0	1,011	667.8	21.7	182.4
KALAMUNDA	297	147	156	10	6	0	617	287.0	10.0	74.0
KWINANA	253	51	110	0	1	0	415	242.5	3.3	33.9
MELVILLE	520	7	0	0	0	0	528	478.0	3.0	98.0
MOSMAN PARK	40	3	1	0	0	0	44	53.0	0.0	0.9
MUNDARING	172	110	334	24	21	9	670	31.0	4.1	67.5

Road data 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
NEDLANDS	119	19	0	0	0	0	137	132.0	0.0	10.0
PEPPERMINT GROVE	9	0	0	0	0	0	9	16.9	0.8	0.0
PERTH	99	8	0	0	0	0	106	135.0	0.0	17.0
ROCKINGHAM	761	86	203	4	1	4	1,058	442.0	0.0	439.3
SERPENTINE-JARRAHDALE	110	35	466	110	2	4	726	119.0	5.2	27.0
SOUTH PERTH	188	4	0	0	0	0	192	195.1	2.6	55.2
STIRLING	1,008	21	0	0	0	0	1,029	780.0	0.0	111.0
SUBIACO	75	2	0	0	0	0	77	138.9	0.0	7.1
SWAN	788	80	559	45	13	3	1,489	424.5	0.0	378.5
VICTORIA PARK	161	3	0	2	0	0	166	211.0	1.7	21.0
VINCENT	139	7	0	0	0	0	146	244.0	0.0	15.0
WANNEROO	1,183	185	133	0	5	0	1,506	586.0	0.0	513.0
Region	10,324	957	2,475	199	54	23	14,032	7243	64	3411
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Metropolitan Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						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]
ARMADALE	4,794	171	0	0	4,965	4,356	411	0	0
BASSENDEAN	3,459	0	0	0	3,459	15,520	0	0	0
BAYSWATER	8,331	0	0	0	8,331	10,199	0	0	0
BELMONT	5,808	0	0	0	5,808	10,838	0	0	0
CAMBRIDGE	4,503	0	0	0	4,503	11,069	0	0	0
CANNING	8,690	0	0	0	8,690	6,691	0	0	0
CLAREMONT	1,804	0	0	0	1,804	17,346	0	0	0
COCKBURN	10,104	306	0	0	10,410	7,540	859	1,520	2,410
COTTESLOE	1,410	0	0	0	1,410	13,712	0	0	0
EAST FREMANTLE	1,100	0	0	0	1,100	13,200	0	0	0
FREMANTLE	4,177	0	0	0	4,177	10,241	0	0	0
GOSNELLS	19,887	0	0	0	19,887	14,013	0	0	0
JOONDALUP	17,141	0	0	0	17,141	7,571	0	0	0
KALAMUNDA	7,748	1,854	114	74	9,790	8,633	5,321	49,414	25,753
KWINANA	7,016	547	0	0	7,563	11,826	1,653	0	41,553
MELVILLE	16,663	0	0	0	16,663	14,200	0	0	0
MOSMAN PARK	1,735	0	0	0	1,735	20,104	0	0	0
MUNDARING	5,229	2,210	141	36	7,616	9,776	3,337	19,284	5,535

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						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	7,556	0	0	0	7,556	26,050	0	0	0
PEPPERMINT GROVE	484	0	0	0	484	22,787	0	0	0
PERTH	13,533	0	0	0	13,533	42,057	0	0	0
ROCKINGHAM	19,230	0	0	0	19,230	11,181	0	0	0
SERPENTINE-JARRAHDALE	3,840	7,220	486	0	11,546	14,032	8,588	5,585	25,200
SOUTH PERTH	8,124	0	0	0	8,124	18,075	0	0	0
STIRLING	20,688	0	0	0	20,688	8,966	0	0	0
SUBIACO	5,315	0	0	0	5,315	28,293	0	0	0
SWAN	10,765	13,649	108	0	24,522	6,235	10,536	54,172	57,417
VICTORIA PARK	7,001	0	0	0	7,001	17,224	0	0	0
VINCENT	6,124	0	0	0	6,124	15,816	0	0	0
WANNEROO	13,277	448	0	0	13,725	4,893	1,054	0	6,160
Region	245,536	26,405	849	110	272,900	10,149	4,776	21,317	21,300
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ARMADALE	2,747	2,613	1,033	1,728	8,121	33.8%	32.2%	12.7%	21.3%	12,787	5,360
BASSENDEAN	2,640	819	15	489	3,963	66.6%	20.7%	0.4%	12.3%	4,634	3,459
BAYSWATER	5,591	2,740	60	854	9,245	60.5%	29.6%	0.6%	9.2%	11,143	8,321
BELMONT	2,690	3,118	2,296	1,243	9,347	28.8%	33.4%	24.6%	13.3%	4,687	5,808
CAMBRIDGE	2,215	2,288	402	1,286	6,191	35.8%	37.0%	6.5%	20.8%	4,483	4,503
CANNING	6,179	2,773	11,490	1,035	21,477	28.8%	12.9%	53.5%	4.8%	12,790	8,952
CLAREMONT	254	1,550	372	0	2,176	11.7%	71.2%	17.1%	0.0%	1,169	1,804
COCKBURN	7,374	3,036	7,210	1,352	18,972	38.9%	16.0%	38.0%	7.1%	14,886	10,285
COTTESLOE	733	677	158	6	1,574	46.6%	43.0%	10.0%	0.4%	969	1,410
EAST FREMANTLE	865	235	0	0	1,100	78.6%	21.4%	0.0%	0.0%	934	1,100
FREMANTLE	2,313	1,864	0	0	4,177	55.4%	44.6%	0.0%	0.0%	3,892	4,177
GOSNELLS	11,347	8,911	5,549	253	26,060	43.5%	34.2%	21.3%	1.0%	17,364	20,258
JOONDALUP	8,119	9,263	4,440	0	21,822	37.2%	42.4%	20.3%	0.0%	24,712	17,382
KALAMUNDA	7,134	2,721	2,260	1,135	13,250	53.8%	20.5%	17.1%	8.6%	10,177	9,855
KWINANA	5,467	2,096	79	917	8,559	63.9%	24.5%	0.9%	10.7%	6,585	7,563
MELVILLE	8,785	7,878	547	1,390	18,600	47.2%	42.4%	2.9%	7.5%	12,918	16,663
MOSMAN PARK	829	906	0	0	1,735	47.8%	52.2%	0.0%	0.0%	853	1,735
MUNDARING	5,031	2,651	1,287	467	9,436	53.3%	28.1%	13.6%	4.9%	7,552	7,411

Renewal and Total Expenditure includes flood damage.

Expenditure by work categories 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
NEDLANDS	1,767	5,789	0	0	7,556	23.4%	76.6%	0.0%	0.0%	2,699	7,556
PEPPERMINT GROVE	301	183	0	0	484	62.2%	37.8%	0.0%	0.0%	250	484
PERTH	10,693	2,840	9,548	0	23,081	46.3%	12.3%	41.4%	0.0%	3,381	13,533
ROCKINGHAM	12,915	6,315	4,844	1,804	25,878	49.9%	24.4%	18.7%	7.0%	20,256	19,230
SERPENTINE-JARRAHDALE	3,056	8,582	351	0	11,989	25.5%	71.6%	2.9%	0.0%	6,879	11,638
SOUTH PERTH	5,358	2,766	1,883	111	10,118	53.0%	27.3%	18.6%	1.1%	4,929	8,124
STIRLING	12,947	7,741	7,796	5,782	34,266	37.8%	22.6%	22.8%	16.9%	19,548	20,688
SUBIACO	2,973	2,342	524	0	5,839	50.9%	40.1%	9.0%	0.0%	2,246	5,315
SWAN	16,657	10,234	6,028	17,603	50,522	33.0%	20.3%	11.9%	34.8%	23,267	26,891
VICTORIA PARK	4,840	2,161	1,774	250	9,025	53.6%	23.9%	19.7%	2.8%	4,094	7,001
VINCENT	3,107	3,017	1,386	557	8,067	38.5%	37.4%	17.2%	6.9%	4,343	6,124
WANNEROO	9,821	3,904	7,826	1,071	22,622	43.4%	17.3%	34.6%	4.7%	26,502	13,725
Region	164,748	112,013	79,158	39,333	395,252	41.7%	28.3%	20.0%	10.0%	270,929	276,356
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	14	2,415	890	313	0	395	0
BASSENDEAN	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0	0
CAMBRIDGE	1	76	0	0	0	0	0
CANNING	5	1,558	1,072	0	0	262	0
CLAREMONT	0	0	0	0	0	0	0
COCKBURN	3	909	0	0	0	0	88
COTTESLOE	0	0	0	0	0	0	0
EAST FREMANTLE	0	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0	0
GOSNELLS	10	3,299	3,303	0	0	371	54
JOONDALUP	25	3,234	0	0	220	241	0
KALAMUNDA	4	69	137	0	0	65	22
KWINANA	0	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0
MUNDARING	7	620	666	0	0	66	0

Bridge statistics and expenditure 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	6	1,032	0	0	355	0	0
ROCKINGHAM	1	688	0	0	0	0	0
SERPENTINE-JARRAHDALE	12	1,340	451	36	0	92	0
SOUTH PERTH	2	255	0	0	0	0	0
STIRLING	4	183	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	27	3,443	3,022	682	160	2,369	7,009
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	132	20,502	9,541	1,031	1,350	3,861	7,173
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Area [Sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	3,852,019	1,455,428	4,794	171	1.24	0.12
BASSENDEAN	780,064	5,455	3,459	0	4.43	0.00
BAYSWATER	2,858,887	8,732	8,331	0	2.91	0.00
BELMONT	1,875,696	2,624	5,808	0	3.10	0.00
CAMBRIDGE	1,423,862	15,408	4,503	0	3.16	0.00
CANNING	4,545,334	23,319	8,690	0	1.91	0.00
CLAREMONT	364,007	0	1,804	0	4.96	0.00
COCKBURN	4,690,426	1,233,486	10,104	306	2.15	0.25
COTTESLOE	359,906	0	1,410	0	3.92	0.00
EAST FREMANTLE	291,675	0	1,100	0	3.77	0.00
FREMANTLE	1,427,504	0	4,177	0	2.93	0.00
GOSNELLS	4,967,253	738,882	19,887	0	4.00	0.00
JOONDALUP	7,924,573	54,837	17,141	0	2.16	0.00
KALAMUNDA	3,141,328	986,680	7,748	1,854	2.47	1.88
KWINANA	2,076,381	795,641	7,016	547	3.38	0.69
MELVILLE	4,107,121	0	16,663	0	4.06	0.00
MOSMAN PARK	302,048	9,849	1,735	0	5.74	0.00
MUNDARING	1,872,078	1,980,373	5,229	2,210	2.79	1.12

Sealed road area statistics and expenditure 2017-18 [continued]

Metropolitan Regional Road Group

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	1,015,188	0	7,556	0	7.44	0.00
PEPPERMINT GROVE	74,340	0	484	0	6.51	0.00
PERTH	1,126,231	0	13,533	0	12.02	0.00
ROCKINGHAM	6,019,377	1,495,951	19,230	0	3.19	0.00
SERPENTINE-JARRAHDALE	957,837	2,880,955	3,840	7,220	4.01	2.51
SOUTH PERTH	1,573,145	0	8,124	0	5.16	0.00
STIRLING	8,076,012	0	20,688	0	2.56	0.00
SUBIACO	657,497	0	5,315	0	8.08	0.00
SWAN	6,042,895	3,520,765	10,765	13,649	1.78	3.88
VICTORIA PARK	1,422,615	0	7,001	0	4.92	0.00
VINCENT	1,355,170	0	6,124	0	4.52	0.00
WANNEROO	9,497,885	1,085,287	13,277	448	1.40	0.41
Region	84,678,348	16,293,672	245,536	26,405	2.90	1.62
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	539	22	17	18	217	27	19
BASSENDEAN	96	41	27	27	1	35	12
BAYSWATER	346	40	18	18	1	26	26
BELMONT	228	27	19	19	0	24	24
CAMBRIDGE	170	41	23	23	2	44	40
CANNING	573	36	20	19	3	23	22
CLAREMONT	47	78	39	39	0	0	0
COCKBURN	659	21	24	24	175	33	31
COTTESLOE	47	53	25	25	0	0	0
EAST FREMANTLE	37	114	41	41	0	0	0
FREMANTLE	177	25	19	19	0	0	0
GOSNELLS	669	28	23	23	106	27	24
JOONDALUP	1,003	36	25	25	8	22	17
KALAMUNDA	444	40	12	13	156	47	15
KWINANA	305	26	16	16	110	31	21
MELVILLE	528	42	29	29	0	0	0
MOSMAN PARK	43	39	22	21	1	34	18
MUNDARING	282	36	23	22	334	30	22

Sealed road age 2017-18 [continued]
Metropolitan Regional Road Group

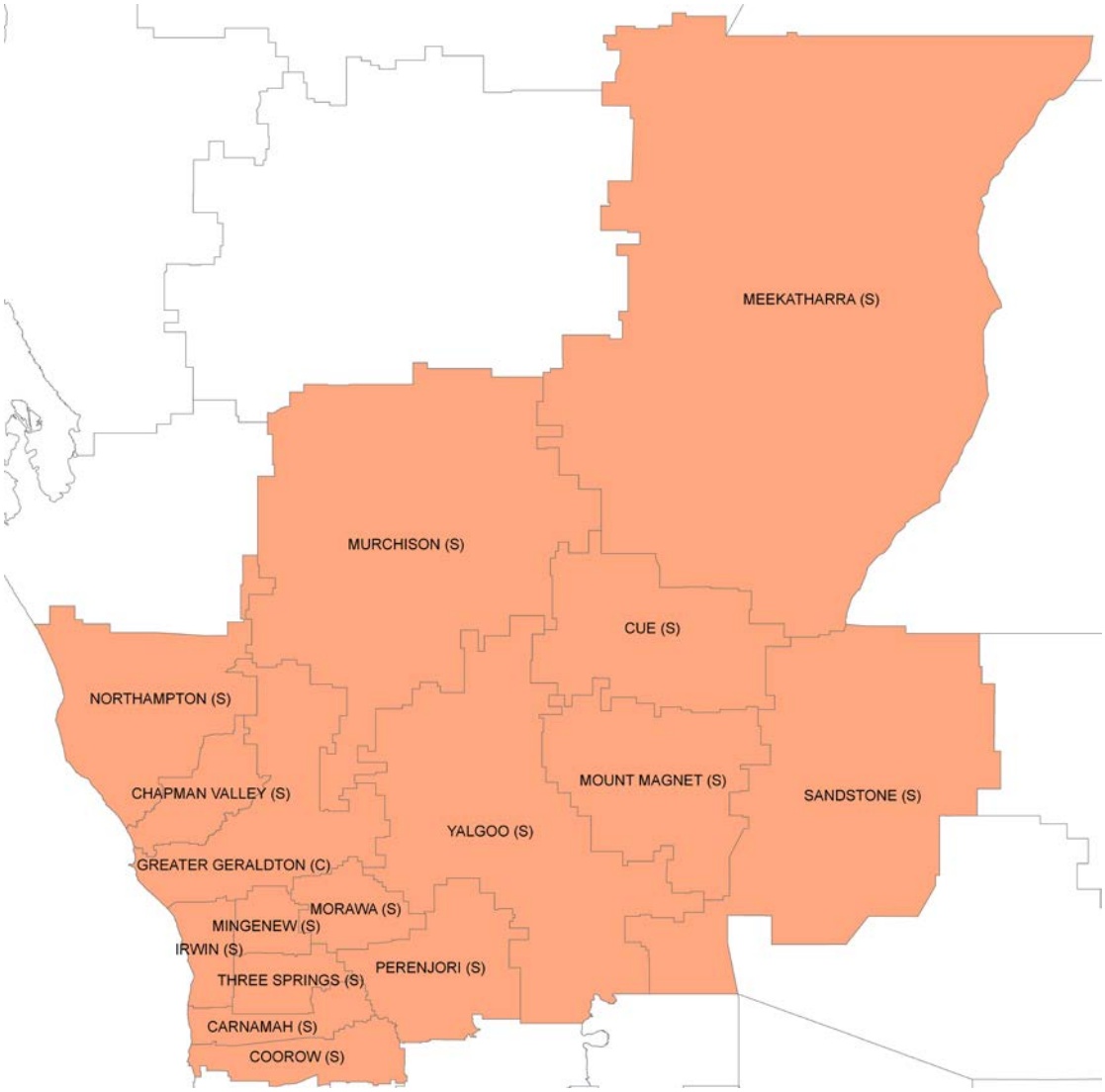
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	137	56	20	19	0	0	0
PEPPERMINT GROVE	9	29	22	22	0	0	0
PERTH	106	52	26	26	0	0	0
ROCKINGHAM	847	23	15	15	203	35	20
SERPENTINE-JARRAHDALE	145	20	13	10	466	48	22
SOUTH PERTH	192	37	26	26	0	0	0
STIRLING	1,029	48	23	23	0	0	0
SUBIACO	77	49	29	30	0	0	0
SWAN	868	25	19	19	559	34	24
VICTORIA PARK	164	59	28	28	0	0	0
VINCENT	146	61	25	25	0	0	0
WANNEROO	1,369	21	18	17	133	23	19
Region	11,281	41	23	23	2,475	32	22

APPENDIX 10

MID WEST REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

Mid West Regional Road Group

Appendix 10

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CARNAMAH	0.48	3.5%	37%	0.49
CHAPMAN VALLEY	0.57	3.9%	62%	0.72
COOROW	0.48	3.6%	30%	0.65
CUE	0.60	4.3%	78%	0.70
GREATER GERALDTON	0.53	2.3%	49%	1.15
IRWIN	0.60	2.8%	97%	1.07
MEEKATHARRA	0.54	4.8%	136%	0.58
MINGENEW	0.62	3.0%	104%	0.73
MORAWA	0.47	4.2%	13%	0.31
MOUNT MAGNET	0.55	4.5%	55%	0.74
MURCHISON	0.60	4.9%	17%	0.61
NORTHAMPTON	0.48	3.3%	39%	0.37
PERENJORI	0.56	4.2%	53%	0.49
SANDSTONE	0.56	5.4%	0%	1.76
THREE SPRINGS	0.59	3.8%	74%	0.75
YALGOO	0.60	4.7%	16%	0.51
Region	0.54	3.4%	50%	0.76
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
Mid West Regional Road Group

Appendix 10

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	10,610	783	7%	97%	36%	23%	1434
CHAPMAN VALLEY	3,143	1,149	37%	98%	44%	22%	775
COOROW	2,820	1,204	43%	85%	35%	35%	1170
CUE	2,945	1,034	35%	86%	35%	26%	5777
GREATER GERALDTON	20,179	11,669	58%	28%	33%	30%	299
IRWIN	2,597	1,517	58%	38%	36%	34%	420
MEEKATHARRA	10,243	1,461	14%	99%	22%	17%	1390
MINGENEW	1,494	368	25%	92%	25%	25%	814
MORAWA	3,557	144	4%	110%	6%	6%	194
MOUNT MAGNET	1,074	150	14%	71%	6%	6%	309
MURCHISON	11,705	1,083	9%	145%	33%	24%	6727
NORTHAMPTON	3,646	461	13%	63%	8%	8%	141
PERENJORI	4,527	379	8%	139%	12%	12%	623
SANDSTONE	6,902	1,535	22%	106%	70%	70%	17644
THREE SPRINGS	2,113	651	31%	111%	31%	31%	1098
YALGOO	2,100	991	47%	100%	31%	28%	2840
Region	89,655	24,579	27%	66%	29%	26%	458
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18

Mid West Regional Road Group

Appendix 10

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNAMAH	3	10	161	341	74	54	643	0.8	1.2	9.0
CHAPMAN VALLEY	0	4	131	381	246	102	864	1.7	0.0	0.0
COOROW	1	22	196	512	66	59	856	9.0	2.1	3.3
CUE	0	6	100	341	233	49	729	2.4	0.3	3.8
GREATER GERALDTON	136	155	533	966	202	93	2,084	35.5	27.7	148.7
IRWIN	8	24	116	258	13	27	445	10.0	1.0	12.4
MEEKATHARRA	0	12	72	1,447	495	393	2,420	4.6	12.2	1.8
MINGENEW	1	10	133	253	52	4	451	4.6	8.7	1.2
MORAWA	1	12	126	515	271	46	970	1.4	12.7	4.6
MOUNT MAGNET	1	14	12	202	200	150	579	1.1	1.8	6.8
MURCHISON	0	0	170	498	943	35	1,647	0.5	0.9	0.0
NORTHAMPTON	15	33	242	479	272	30	1,071	18.9	5.6	4.1
PERENJORI	0	5	240	848	296	47	1,436	0.3	0.0	3.5
SANDSTONE	1	3	12	306	388	204	914	1.1	0.0	0.9
THREE SPRINGS	1	7	168	453	33	31	692	0.2	0.0	2.3
YALGOO	0	2	187	155	737	53	1,133	0.4	0.0	0.0
Region	167	318	2,597	7,954	4,520	1,378	16,935	92	74	202
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Mid West Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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	296	346	7,305	0	7,947	9,883	1,271	21,418	0
CHAPMAN VALLEY	0	501	1,097	0	1,598	0	2,118	2,889	0
COOROW	331	470	1,298	0	2,099	7,011	1,228	2,544	11
CUE	188	732	1,582	0	2,502	15,094	3,286	4,651	3
GREATER GERALDTON	10,108	1,610	6,810	150	18,678	15,535	1,390	7,179	955
IRWIN	1,062	509	962	0	2,533	15,752	2,216	3,734	0
MEEKATHARRA	561	864	2,517	4,003	7,945	12,554	5,710	1,755	8,099
MINGENEW	184	895	415	0	1,494	8,246	4,193	1,652	14
MORAWA	371	220	2,283	0	2,874	11,059	1,107	4,441	0
MOUNT MAGNET	259	0	542	0	801	8,608	0	2,682	0
MURCHISON	66	200	5,542	2,705	8,513	962,500	580	11,150	2,872
NORTHAMPTON	233	842	342	249	1,666	2,334	1,671	762	941
PERENJORI	90	753	2,983	192	4,018	8,641	1,579	3,525	656
SANDSTONE	0	7	6,709	0	6,716	0	172	21,937	2
THREE SPRINGS	108	963	979	0	2,050	6,590	2,737	2,161	0
YALGOO	200	28	416	609	1,253	26,219	66	2,743	831
Region	14,057	8,940	41,782	7,908	72,687	12,885	1,779	5,282	1,766
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Mid West Regional Road Group

Appendix 10

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNAMAH	7,877	155	2,574	0	10,606	74.3%	1.5%	24.3%	0.0%	2,283	1,127
CHAPMAN VALLEY	993	605	1,545	0	3,143	31.6%	19.2%	49.2%	0.0%	2,230	1,598
COOROW	984	1,115	721	0	2,820	34.9%	39.6%	25.6%	0.0%	3,208	2,099
CUE	1,642	860	443	0	2,945	55.8%	29.2%	15.0%	0.0%	2,331	1,628
GREATER GERALDTON	7,105	12,013	510	551	20,179	35.2%	59.5%	2.5%	2.7%	13,685	15,743
IRWIN	924	1,609	0	63	2,596	35.6%	62.0%	0.0%	2.4%	2,195	2,348
MEEKATHARRA	2,330	5,615	2,298	0	10,243	22.7%	54.8%	22.4%	0.0%	5,208	3,023
MINGENEW	664	830	0	0	1,494	44.4%	55.6%	0.0%	0.0%	1,778	1,295
MORAWA	2,391	483	683	0	3,557	67.2%	13.6%	19.2%	0.0%	2,531	776
MOUNT MAGNET	393	408	273	0	1,074	36.6%	38.0%	25.4%	0.0%	1,084	801
MURCHISON	5,279	3,316	2,923	187	11,705	45.1%	28.3%	25.0%	1.6%	3,714	2,257
NORTHAMPTON	1,021	645	986	995	3,647	28.0%	17.7%	27.0%	27.3%	4,361	1,597
PERENJORI	812	3,206	475	34	4,527	17.9%	70.8%	10.5%	0.8%	4,371	2,134
SANDSTONE	5,209	1,507	186	0	6,902	75.5%	21.8%	2.7%	0.0%	1,257	2,208
THREE SPRINGS	591	1,459	63	0	2,113	28.0%	69.0%	3.0%	0.0%	2,719	2,050
YALGOO	1,253	0	847	0	2,100	59.7%	0.0%	40.3%	0.0%	2,437	1,253
Region	39,468	33,826	14,527	1,830	89,651	44.0%	37.7%	16.2%	2.0%	55,392	41,937
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

Mid West Regional Road Group

Appendix 10

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	2	295	0	0	0	85	0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	480	0	0	0	0	0
CUE	0	0	0	0	0	0	0
GREATER GERALDTON	6	1,239	0	141	0	440	0
IRWIN	2	464	0	89	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	5	1,367	0	0	0	0	0
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	0	0	0	0	0	82	1,395
NORTHAMPTON	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0
THREE SPRINGS	1	122	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0
Region	21	4,469	0	230	0	607	1,395
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Mid West Regional Road Group

Appendix 10

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	104,832	953,063	296	346	2.82	0.36
CHAPMAN VALLEY	30,250	828,046	0	501	0.00	0.61
COOROW	165,237	1,331,674	331	470	2.00	0.35
CUE	43,593	776,166	188	732	4.31	0.94
GREATER GERALDTON	2,277,308	3,700,439	10,108	1,610	4.44	0.44
IRWIN	235,965	804,021	1,062	509	4.50	0.63
MEEKATHARRA	156,407	510,986	561	864	3.59	1.69
MINGENEW	78,102	744,753	184	895	2.36	1.20
MORAWA	117,411	695,848	371	220	3.16	0.32
MOUNT MAGNET	105,304	96,252	259	0	2.46	0.00
MURCHISON	240	1,101,130	66	200	275.0	0.18
NORTHAMPTON	349,344	1,706,185	233	842	0.67	0.49
PERENJORI	36,456	1,652,677	90	753	2.47	0.46
SANDSTONE	33,847	85,391	0	7	0.00	0.08
THREE SPRINGS	57,363	1,231,633	108	963	1.88	0.78
YALGOO	26,698	885,385	200	28	7.49	0.03
Region	3,818,356	17,103,649	14,057	8,940	3.68	0.52
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Mid West Regional Road Group

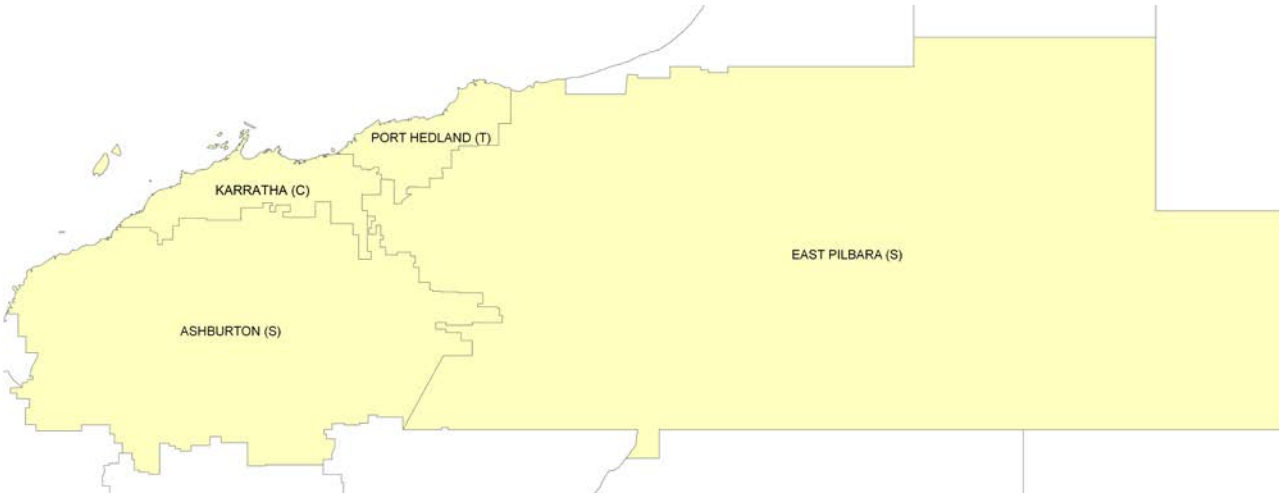
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	13	29	14	21	161	35	19
CHAPMAN VALLEY	4	15	15	0	131	24	14
COOROW	23	40	20	14	196	28	21
CUE	6	24	11	0	100	13	12
GREATER GERALDTON	290	42	20	19	533	29	19
IRWIN	32	30	17	13	116	19	17
MEEKATHARRA	13	48	19	18	72	21	10
MINGENEW	10	34	16	17	133	24	12
MORAWA	13	45	21	13	126	39	17
MOUNT MAGNET	15	27	17	0	12	19	18
MURCHISON	0	7	7	0	170	12	12
NORTHAMPTON	48	33	26	28	242	32	20
PERENJORI	5	26	13	0	240	23	10
SANDSTONE	4	13	11	10	12	9	7
THREE SPRINGS	7	23	15	11	168	22	13
YALGOO	2	24	9	0	187	15	12
Region	486	29	16	16	2,597	23	15

APPENDIX 11

PILBARA REGION

2017-2018

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



Appendix 11

Road assets & expenditure indicators 2017-18
Pilbara Regional Road Group

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.52	3.2%	60%	0.56
EAST PILBARA	0.51	3.9%	100%	0.50
KARRATHA	0.44	2.6%	67%	1.22
PORT HEDLAND	0.49	2.6%	62%	1.24
Region	0.49	3.1%	71%	0.84
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
Pilbara Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	4,984	2,177	44%	38%	15%	14%	164
EAST PILBARA	9,919	1,408	14%	59%	9%	9%	128
KARRATHA	8,854	5,873	66%	16%	24%	19%	264
PORT HEDLAND	11,133	7,974	72%	17%	40%	23%	532
Region Average	34,890	17,432	50%	29%	23%	17%	284
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Appendix 11

Road data 2017-18

Pilbara Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	22	42	102	1,082	323	42	1,614	22.0	0.0	7.5
EAST PILBARA	19	28	83	1,528	1,014	438	3,110	62.5	0.0	20.3
KARRATHA	81	92	41	210	129	40	594	50.0	0.0	82.6
PORT HEDLAND	42	92	61	103	103	57	458	30.2	0.0	94.3
Region	164	254	287	2,924	1,570	576	5,775	165	0	205
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Pilbara Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						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]
ASHBURTON	1,323	0	3,441	0	4,764	10,354	0	3,180	0
EAST PILBARA	3,113	452	1,656	0	5,221	29,677	2,884	1,084	0
KARRATHA	5,416	244	879	0	6,539	14,944	2,706	4,223	0
PORT HEDLAND	4,840	0	0	2,505	7,345	16,628	0	0	24,372
Region	14,692	696	5,976	2,505	23,869	16,579	1,323	2,046	1,596
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 11

Expenditure by work categories 2017-18
Pilbara Regional Road Group

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	1,325	3,439	0	212	4,976	26.6%	69.1%	0.0%	4.3%	5,339	2,982
EAST PILBARA	3,142	2,079	4,698	0	9,919	31.7%	21.0%	47.4%	0.0%	7,342	3,676
KARRATHA	4,822	1,739	1,637	656	8,854	54.5%	19.6%	18.5%	7.4%	5,376	6,561
PORT HEDLAND	4,963	2,382	3,788	0	11,133	44.6%	21.4%	34.0%	0.0%	5,029	6,213
Region Average	14,252	9,639	10,123	868	34,882	40.9%	27.6%	29.0%	2.5%	23,085	19,432
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18
Pilbara Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	2	444	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0
KARRATHA	15	2,064	0	0	0	22	0
PORT HEDLAND	6	2,058	0	0	0	0	0
Region	23	4,566	0	0	0	22	0
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18
Pilbara Regional Road Group

Appendix 11

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	447,197	474,874	1,323	0	2.96	0.00
EAST PILBARA	367,137	548,618	3,113	452	8.48	0.82
KARRATHA	1,268,437	315,576	5,416	244	4.27	0.77
PORT HEDLAND	1,018,786	502,706	4,840	0	4.75	0.00
Region	3,101,557	1,841,773	14,692	696	4.74	0.38
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Pilbara Regional Road Group

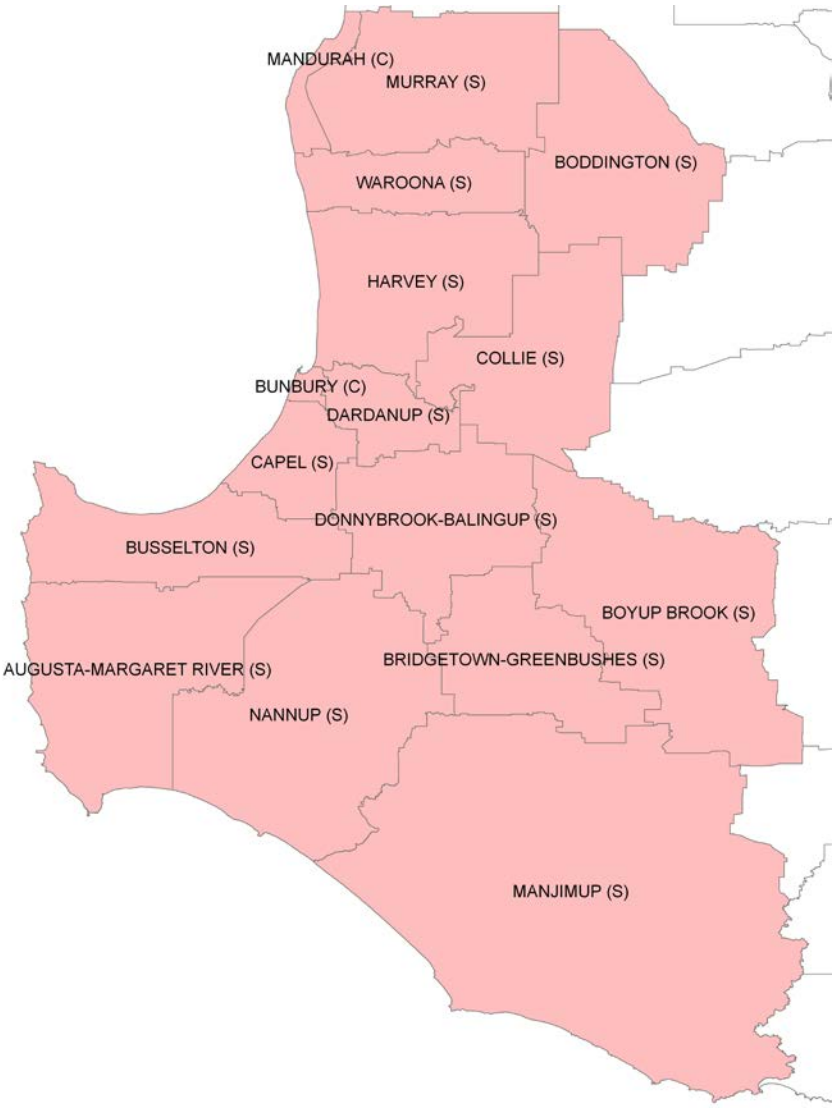
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	64	34	29	31	102	27	20
EAST PILBARA	47	38	29	26	83	20	19
KARRATHA	173	39	26	24	41	36	31
PORT HEDLAND	135	35	29	18	61	23	21
Region	419	37	28	25	287	27	23

APPENDIX 12

SOUTH WEST REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

South West Regional Road Group

Appendix 12

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
AUGUSTA-MARGARET RIVER	0.56	2.5%	163%	1.59
BODDINGTON	0.43	3.1%	33%	0.61
BOYUP BROOK	0.41	3.1%	36%	0.81
BRIDGETOWN-GREENBUSHES	0.46	3.1%	38%	0.51
BUNBURY	0.56	1.9%	66%	0.86
BUSSELTON	0.34	2.0%	44%	0.71
CAPEL	0.62	2.5%	73%	1.00
COLLIE	0.50	2.4%	31%	0.38
DARDANUP	0.64	2.1%	77%	1.16
DONNYBROOK-BALINGUP	0.41	2.7%	53%	0.60
HARVEY	0.56	2.4%	53%	0.84
MANDURAH	0.70	1.5%	67%	0.75
MANJIMUP	0.40	2.8%	49%	0.79
MURRAY	0.64	2.2%	31%	0.79
NANNUP	0.42	2.9%	27%	0.48
WAROONA	0.51	2.8%	27%	0.33
Region	0.53	2.2%	57%	0.78
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
South West Regional Road Group

Appendix 12

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	8,186	4,265	52%	36%	28%	27%	282
BODDINGTON	1,602	269	17%	34%	9%	9%	147
BOYUP BROOK	3,580	710	20%	105%	22%	22%	414
BRIDGETOWN-GREENBUSHES	2,458	826	34%	53%	14%	11%	177
BUNBURY	8,038	4,547	57%	16%	16%	12%	141
BUSSELTON	13,010	7,369	57%	20%	20%	13%	192
CAPEL	4,798	3,035	63%	27%	25%	23%	170
COLLIE	2,357	959	41%	28%	12%	12%	108
DARDANUP	6,663	3,312	50%	26%	33%	26%	228
DONNYBROOK-BALINGUP	3,447	1,312	38%	54%	21%	18%	219
HARVEY	16,736	6,400	38%	25%	32%	32%	233
MANDURAH	17,591	13,042	74%	10%	20%	15%	155
MANJIMUP	10,196	2,927	29%	59%	26%	24%	315
MURRAY	8,435	2,702	32%	28%	18%	18%	156
NANNUP	2,347	530	23%	97%	20%	19%	393
WAROONA	2,212	693	31%	43%	14%	10%	164
Region	111,656	52,898	47%	26%	21%	18%	186
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18
South West Regional Road Group

Appendix 12

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA-MARGARET RIVER	96	29	392	337	43	9	907	12.0	44.0	81.0
BODDINGTON	2	10	86	156	12	0	265	0.0	0.0	0.0
BOYUP BROOK	0	10	207	428	359	15	1,020	9.5	6.0	4.5
BRIDGETOWN-GREENBUSHES	7	22	226	391	18	16	680	4.6	0.4	11.5
BUNBURY	147	121	52	1	0	0	320	35.0	0.7	180.7
BUSSELTON	204	63	582	215	24	8	1,095	117.0	0.0	70.0
CAPEL	96	44	176	154	10	17	497	42.1	3.4	46.1
COLLIE	21	49	184	117	3	10	383	15.8	7.5	27.5
DARDANUP	69	9	201	89	11	28	408	3.5	12.5	55.2
DONNYBROOK-BALINGUP	10	20	257	337	28	17	669	2.9	1.6	18.5
HARVEY	73	44	436	277	17	1	849	23.2	9.4	107.6
MANDURAH	481	133	78	4	3	0	699	463.9	16.9	66.4
MANJIMUP	10	59	444	705	66	19	1,303	40.8	0.1	21.2
MURRAY	72	38	377	181	33	0	701	86.3	0.1	73.0
NANNUP	0	7	200	246	22	14	489	7.6	0.5	10.0
WAROONA	2	28	229	76	4	2	340	13.8	0.0	7.2
Region	1,291	685	4,127	3,715	653	156	10,626	878	103	780
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

South West Regional Road Group

Appendix 12

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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	1,473	4,937	836	0	7,246	6,184	7,112	3,068	1,511
BODDINGTON	50	315	241	0	606	1,933	2,042	1,554	0
BOYUP BROOK	88	644	1,511	0	2,243	3,124	1,999	3,527	0
BRIDGETOWN-GREENBUSHES	664	609	625	0	1,898	10,884	1,439	1,648	337
BUNBURY	5,310	0	0	0	5,310	9,006	0	0	0
BUSSELTON	4,152	2,418	794	126	7,490	8,068	2,312	3,956	5,907
CAPEL	1,645	1,662	763	78	4,148	6,242	5,184	5,331	9,629
COLLIE	671	377	331	5	1,384	3,970	1,019	2,918	2,912
DARDANUP	694	2,621	421	1	3,737	4,405	7,078	5,971	3,336
DONNYBROOK-BALINGUP	685	1,131	763	0	2,579	11,446	2,523	2,312	176
HARVEY	2,427	1,656	598	0	4,681	9,912	2,058	2,283	661
MANDURAH	11,121	0	0	0	11,121	8,665	0	0	0
MANJIMUP	2,844	1,913	1,215	107	6,079	18,177	2,356	1,994	2,548
MURRAY	2,571	1,709	175	0	4,455	11,711	2,172	1,826	1,547
NANNUP	362	449	441	0	1,252	22,489	1,272	1,811	22
WAROONA	283	452	124	17	876	4,502	1,151	1,646	4,491
Region	35,040	20,893	8,838	334	65,105	8,566	2,746	2,610	931
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

South West Regional Road Group

Appendix 12

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA-MARGARET RIVER	2,570	4,854	645	117	8,186	31.4%	59.3%	7.9%	1.4%	4,667	7,424
BODDINGTON	473	427	702	0	1,602	29.5%	26.7%	43.8%	0.0%	1,482	899
BOYUP BROOK	1,442	1,742	396	0	3,580	40.3%	48.7%	11.1%	0.0%	3,947	3,184
BRIDGETOWN-GREENBUSHES	1,414	693	208	143	2,458	57.5%	28.2%	8.5%	5.8%	4,105	2,107
BUNBURY	3,427	1,885	2,482	244	8,038	42.6%	23.5%	30.9%	3.0%	6,192	5,312
BUSSELTON	5,492	2,570	2,685	2,263	13,010	42.2%	19.8%	20.6%	17.4%	11,383	8,062
CAPEL	2,707	1,581	345	165	4,798	56.4%	33.0%	7.2%	3.4%	4,290	4,288
COLLIE	891	529	621	316	2,357	37.8%	22.4%	26.3%	13.4%	3,757	1,420
DARDANUP	2,008	2,535	1,053	1,069	6,665	30.1%	38.0%	15.8%	16.0%	3,914	4,543
DONNYBROOK-BALINGUP	1,478	1,221	661	87	3,447	42.9%	35.4%	19.2%	2.5%	4,536	2,699
HARVEY	3,383	2,753	2,013	8,585	16,734	20.2%	16.5%	12.0%	51.3%	7,296	6,136
MANDURAH	6,751	4,446	2,214	4,179	17,590	38.4%	25.3%	12.6%	23.8%	14,921	11,125
MANJIMUP	3,089	3,537	3,517	53	10,196	30.3%	34.7%	34.5%	0.5%	8,335	6,626
MURRAY	3,869	1,350	3,009	206	8,434	45.9%	16.0%	35.7%	2.4%	6,540	5,182
NANNUP	799	639	909	1	2,348	34.0%	27.2%	38.7%	0.0%	2,975	1,438
WAROONA	628	248	1,305	30	2,211	28.4%	11.2%	59.0%	1.4%	2,670	876
Region	40,421	31,010	22,765	17,458	111,654	36.2%	27.8%	20.4%	15.6%	91,009	71,320
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

South West Regional Road Group

Appendix 12

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	17	17	1,787	434	0	178	616
BODDINGTON	5	0	1,206	0	0	294	0
BOYUP BROOK	18	212	4,039	281	0	941	0
BRIDGETOWN-GREENBUSHES	15	196	2,032	386	0	209	0
BUNBURY	1	655	0	0	0	2	0
BUSSELTON	38	1,109	3,207	680	0	572	0
CAPEL	13	520	1,059	254	0	140	181
COLLIE	6	154	1,468	0	0	36	68
DARDANUP	20	986	1,719	127	0	806	696
DONNYBROOK-BALINGUP	34	899	3,514	1,105	0	120	5
HARVEY	18	2,348	1,812	253	0	1,455	7,318
MANDURAH	22	10,718	0	0	278	76	161
MANJIMUP	42	465	3,533	1,265	0	547	0
MURRAY	20	2,327	1,860	311	0	764	0
NANNUP	12	688	1,029	165	0	186	0
WAROONA	2	244	341	0	0	0	0
Region	283	21,538	28,606	5,261	278	6,326	9,045
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Appendix 12

Sealed road area statistics and expenditure 2017-18

South West Regional Road Group

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA-MARGARET RIVER	833,698	2,300,471	1,473	4,937	1.77	2.15
BODDINGTON	90,555	539,810	50	315	0.55	0.58
BOYUP BROOK	98,577	1,127,553	88	644	0.89	0.57
BRIDGETOWN-GREENBUSHES	213,534	1,422,726	664	609	3.11	0.43
BUNBURY	2,063,571	366,909	5,310	0	2.57	0.00
BUSSELTON	1,801,283	3,553,102	4,152	2,418	2.31	0.68
CAPEL	922,410	1,073,469	1,645	1,662	1.78	1.55
COLLIE	591,528	1,261,944	671	377	1.13	0.30
DARDANUP	551,469	1,226,007	694	2,621	1.26	2.14
DONNYBROOK-BALINGUP	209,467	1,541,991	685	1,131	3.27	0.73
HARVEY	856,998	2,738,720	2,427	1,656	2.83	0.60
MANDURAH	4,492,070	573,316	11,121	0	2.48	0.00
MANJIMUP	547,622	2,482,594	2,844	1,913	5.19	0.77
MURRAY	768,372	2,425,689	2,571	1,709	3.35	0.70
NANNUP	56,339	1,229,883	362	449	6.43	0.37
WAROONA	219,990	1,372,517	283	452	1.29	0.33
Region	14,317,482	25,236,700	35,040	20,893	2.45	0.83
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
South West Regional Road Group

Appendix 12

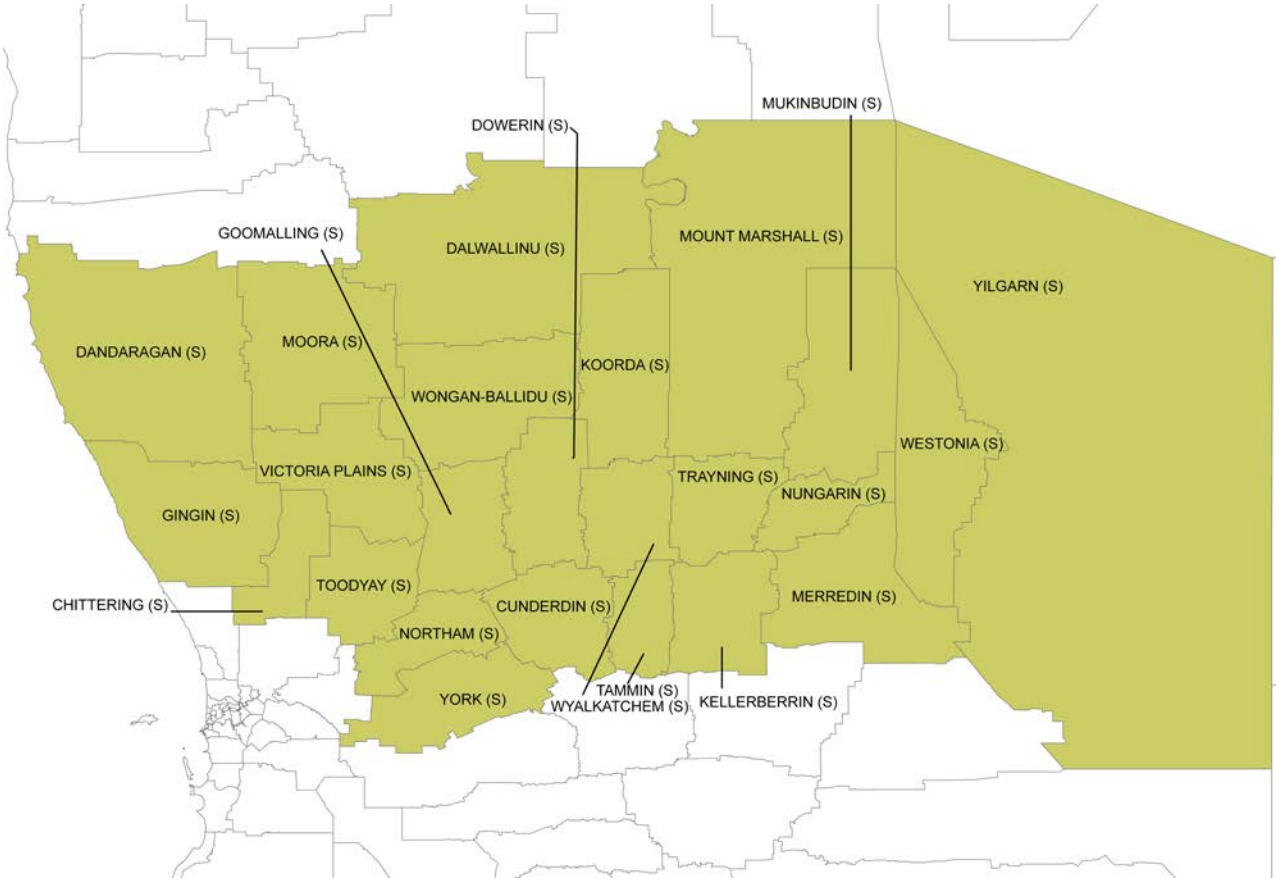
COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	125	27	21	19	392	29	21
BODDINGTON	11	25	19	13	86	28	23
BOYUP BROOK	10	36	27	0	207	37	26
BRIDGETOWN-GREENBUSHES	29	38	23	19	226	30	19
BUNBURY	267	37	22	21	52	29	24
BUSSELTON	266	59	20	17	582	59	20
CAPEL	140	20	14	14	176	26	16
COLLIE	70	40	20	13	184	29	20
DARDANUP	79	24	16	15	201	25	17
DONNYBROOK-BALINGUP	30	30	23	15	257	39	24
HARVEY	117	27	22	19	436	28	22
MANDURAH	614	27	23	23	78	28	23
MANJIMUP	69	37	33	20	444	36	30
MURRAY	110	24	15	13	377	22	15
NANNUP	7	45	29	0	200	34	26
WAROONA	30	36	21	7	229	27	19
Region	1,975	33	22	16	4,127	32	22

APPENDIX 13

WHEATBELT NORTH REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CHITTERING	0.55	3.2%	54%	0.60
CUNDERDIN	0.27	3.6%	48%	0.49
DALWALLINU	0.52	3.9%	49%	0.38
DANDARAGAN	0.46	3.2%	56%	0.56
DOWERIN	0.44	4.0%	56%	0.46
GINGIN	0.40	3.3%	69%	0.99
GOOMALLING	0.41	3.5%	29%	0.34
KELLERBERRIN	0.34	3.6%	129%	0.66
KOORDA	0.48	4.0%	49%	0.41
MERREDIN	0.49	3.3%	74%	0.64
MOORA	0.28	3.3%	90%	0.63
MOUNT MARSHALL	0.46	4.3%	71%	0.53
MUKINBUDIN	0.24	4.0%	92%	0.59
NORTHAM	0.37	2.6%	43%	0.41
NUNGARIN	0.34	4.1%	35%	0.64
TAMMIN	0.36	4.0%	93%	0.75
TOODYAY	0.46	2.9%	28%	0.44
TRAYNING	0.36	4.0%	24%	0.33
VICTORIA PLAINS	0.36	3.7%	47%	0.64
WESTONIA	0.31	4.4%	40%	0.38
WONGAN-BALLIDU	0.43	3.8%	49%	0.46
WYALKATCHEM	0.50	4.0%	80%	0.68
YILGARN	0.56	4.3%	56%	0.37
YORK	0.46	2.9%	51%	0.61
Region	0.42	3.5%	59%	0.54
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Wheatbelt North Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from Councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	3,129	1,235	39%	40%	23%	16%	220
CUNDERDIN	1,597	268	17%	93%	10%	10%	185
DALWALLINU	7,595	2,529	33%	137%	59%	43%	1759
DANDARAGAN	4,309	1,714	40%	57%	23%	18%	521
DOWERIN	1,562	180	12%	128%	8%	8%	258
GINGIN	5,637	3,157	56%	47%	35%	34%	597
GOOMALLING	1,906	722	38%	92%	34%	33%	698
KELLERBERRIN	3,854	795	21%	107%	28%	28%	654
KOORDA	2,269	626	28%	130%	26%	17%	1490
MERREDIN	3,678	1,415	38%	81%	28%	23%	414
MOORA	3,454	1,278	37%	83%	30%	24%	523
MOUNT MARSHALL	2,823	213	8%	142%	7%	3%	402
MUKINBUDIN	1,841	399	22%	115%	17%	14%	720
NORTHAM	5,650	3,358	59%	33%	30%	21%	298
NUNGARIN	963	423	44%	110%	29%	29%	1646
TAMMIN	1,243	458	37%	96%	31%	31%	1104
TOODYAY	2,532	1,193	47%	51%	22%	18%	262
TRAYNING	1,478	121	8%	117%	6%	6%	344
VICTORIA PLAINS	2,183	738	34%	112%	30%	30%	801
WESTONIA	1,417	158	11%	148%	9%	9%	511
WONGAN-BALLIDU	3,101	598	19%	122%	17%	16%	451
WYALKATCHEM	2,016	447	22%	102%	22%	22%	871
YILGARN	3,963	488	12%	141%	9%	7%	419
YORK	2,883	1,461	51%	60%	29%	28%	405
Region	71,083	23,974	34%	83%	25%	21%	460
State	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Road data 2017-18

Wheatbelt North Regional Road Group

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CHITTERING	1	1	292	118	22	5	440	2.2	0.0	4.6
CUNDERDIN	3	15	230	373	150	11	783	7.8	0.0	0.0
DALWALLINU	1	21	465	1,055	309	60	1,912	8.9	0.3	0.9
DANDARAGAN	14	32	339	787	13	10	1,195	46.6	2.2	10.1
DOWERIN	1	6	165	509	192	66	939	7.1	5.8	1.0
GINGIN	13	67	391	352	26	17	866	12.5	0.0	2.2
GOOMALLING	0	7	104	391	81	5	588	9.5	4.6	7.0
KELLERBERRIN	1	17	216	418	287	7	945	26.4	8.7	15.8
KOORDA	0	7	242	480	302	36	1,067	9.2	5.1	0.0
MERREDIN	11	38	370	563	286	23	1,291	26.0	41.7	8.3
MOORA	2	22	313	564	20	13	935	3.8	4.0	19.3
MOUNT MARSHALL	0	8	292	725	632	19	1,676	0.0	0.0	0.0
MUKINBUDIN	0	9	179	579	126	13	905	0.1	2.1	8.6
NORTHAM	14	67	375	245	49	1	752	55.0	4.8	4.0
NUNGARIN	0	3	103	364	23	17	510	0.0	0.0	0.0
TAMMIN	0	6	126	262	83	18	495	1.2	3.3	4.0
TOODYAY	6	7	300	269	33	20	635	0.5	0.3	11.2
TRAYNING	0	8	139	544	41	20	752	6.2	2.5	0.3
VICTORIA PLAINS	0	7	246	414	118	23	807	5.2	0.2	0.9
WESTONIA	0	3	116	528	209	26	881	0.0	0.0	0.0
WONGAN-BALLIDU	3	19	331	483	466	19	1,320	6.5	0.0	4.3
WYALKATCHEM	0	11	133	494	61	26	724	3.8	0.9	0.0
YILGARN	0	14	285	1,481	765	176	2,721	5.9	7.9	1.2
YORK	2	36	261	200	158	9	667	19.6	36.2	3.0
Region	73	431	6,015	12,196	4,451	640	23,806	264	130	106
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18
Wheatbelt North Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						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]
CHITTERING	224	1,531	141	0	1,896	47,216	2,560	1,197	0
CUNDERDIN	230	670	637	60	1,597	4,547	1,580	1,716	408
DALWALLINU	118	1,258	3,920	0	5,296	2,196	1,835	3,716	0
DANDARAGAN	1,146	605	1,385	0	3,136	11,168	945	1,761	0
DOWERIN	215	521	826	0	1,562	11,077	1,633	1,671	42
GINGIN	1,088	2,526	1,859	0	5,473	6,645	3,143	5,605	1,398
GOOMALLING	218	91	331	36	676	13,621	509	848	442
KELLERBERRIN	211	1,680	1,536	166	3,593	4,490	4,755	3,727	599
KOORDA	97	775	503	0	1,375	4,203	1,749	1,099	26
MERREDIN	864	1,370	879	275	3,388	6,491	2,125	1,564	961
MOORA	474	2,009	298	50	2,831	8,061	3,674	533	2,549
MOUNT MARSHALL	134	1,021	801	351	2,307	8,243	2,039	1,105	556
MUKINBUDIN	225	926	560	3	1,714	11,040	2,983	969	25
NORTHAM	1,410	1,351	88	0	2,849	7,857	1,848	1,097	1,214
NUNGARIN	27	203	733	0	963	5,824	1,671	2,015	0
TAMMIN	28	807	408	0	1,243	2,001	4,001	1,562	0
TOODYAY	221	652	772	0	1,645	7,567	1,176	2,920	125
TRAYNING	0	199	904	0	1,103	0	834	1,683	0
VICTORIA PLAINS	95	1,095	793	133	2,116	5,784	2,276	2,032	1,257
WESTONIA	0	388	534	0	922	0	1,608	1,046	27
WONGAN-BALLIDU	510	651	733	0	1,894	8,824	1,226	1,524	0
WYALKATCHEM	120	732	1,056	0	1,908	3,494	3,231	2,161	63
YILGARN	236	901	708	934	2,779	6,811	1,769	479	1,221
YORK	504	916	1,331	0	2,751	6,055	2,083	6,700	0
Region	8,395	22,878	21,736	2,008	55,017	7,043	2,134	1,822	484
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CHITTERING	1,037	941	802	349	3,129	33.1%	30.1%	25.6%	11.2%	3,279	1,978
CUNDERDIN	800	797	0	0	1,597	50.1%	49.9%	0.0%	0.0%	3,160	1,551
DALWALLINU	1,305	3,991	2,299	0	7,595	17.2%	52.5%	30.3%	0.0%	6,100	2,290
DANDARAGAN	1,075	2,061	1,055	118	4,309	24.9%	47.8%	24.5%	2.7%	5,586	3,136
DOWERIN	907	655	0	0	1,562	58.1%	41.9%	0.0%	0.0%	2,733	1,261
GINGIN	2,492	2,981	164	0	5,637	44.2%	52.9%	2.9%	0.0%	5,505	5,473
GOOMALLING	436	270	1,200	0	1,906	22.9%	14.2%	63.0%	0.0%	2,088	706
KELLERBERRIN	519	3,074	120	140	3,853	13.5%	79.8%	3.1%	3.6%	3,108	2,066
KOORDA	550	825	894	0	2,269	24.2%	36.4%	39.4%	0.0%	3,341	1,375
MERREDIN	994	2,394	0	290	3,678	27.0%	65.1%	0.0%	7.9%	5,282	3,388
MOORA	873	1,958	623	0	3,454	25.3%	56.7%	18.0%	0.0%	4,496	2,831
MOUNT MARSHALL	731	1,576	516	0	2,823	25.9%	55.8%	18.3%	0.0%	4,376	2,307
MUKINBUDIN	561	1,153	126	0	1,840	30.5%	62.7%	6.8%	0.0%	2,920	1,714
NORTHAM	2,243	651	2,756	0	5,650	39.7%	11.5%	48.8%	0.0%	5,561	2,284
NUNGARIN	963	0	0	0	963	100.0%	0.0%	0.0%	0.0%	1,503	963
TAMMIN	590	653	0	0	1,243	47.5%	52.5%	0.0%	0.0%	1,634	1,228
TOODYAY	912	798	721	101	2,532	36.0%	31.5%	28.5%	4.0%	3,856	1,679
TRAYNING	605	498	375	0	1,478	40.9%	33.7%	25.4%	0.0%	2,544	840
VICTORIA PLAINS	1,221	942	20	0	2,183	55.9%	43.2%	0.9%	0.0%	3,378	2,163
WESTONIA	214	708	490	4	1,416	15.1%	50.0%	34.6%	0.3%	2,432	922
WONGAN-BALLIDU	765	1,129	1,207	0	3,101	24.7%	36.4%	38.9%	0.0%	4,130	1,894
WYALKATCHEM	995	913	108	0	2,016	49.4%	45.3%	5.4%	0.0%	2,371	1,610
YILGARN	1,435	1,344	879	305	3,963	36.2%	33.9%	22.2%	7.7%	7,569	2,779
YORK	1,290	1,524	68	0	2,882	44.8%	52.9%	2.4%	0.0%	3,935	2,412
Region	23,513	31,836	14,423	1,307	71,079	33.1%	44.8%	20.3%	1.8%	90,886	48,850
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

Wheatbelt North Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All Bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	12	269	723	331	0	82	0
CUNDERDIN	5	196	409	37	0	0	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	0	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	5	0	369	620	0	0	0
GOOMALLING	6	30	753	55	0	30	0
KELLERBERRIN	4	379	149	0	0	0	0
KOORDA	0	0	0	0	0	0	0
MERREDIN	5	530	0	0	0	0	0
MOORA	8	1,329	579	0	0	0	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM	25	3,056	3,032	1,009	0	45	0
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	15	1,740	2,865	107	0	65	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	7	0	812	0	0	47	0
WESTONIA	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0
YORK	19	198	2,879	527	0	63	0
Region	113	7,796	13,054	2,686	0	332	0
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	16,604	2,092,899	224	1,531	13.49	0.73
CUNDERDIN	177,057	1,474,755	230	670	1.30	0.45
DALWALLINU	188,074	2,399,187	118	1,258	0.63	0.52
DANDARAGAN	359,145	2,239,809	1,146	605	3.19	0.27
DOWERIN	67,933	1,047,793	215	521	3.16	0.50
GINGIN	573,037	2,652,098	1,088	2,526	1.90	0.95
GOOMALLING	56,018	625,142	218	91	3.89	0.15
KELLERBERRIN	164,491	1,219,607	211	1,680	1.28	1.38
KOORDA	80,781	1,487,596	97	775	1.20	0.52
MERREDIN	465,842	2,256,476	864	1,370	1.85	0.61
MOORA	205,800	1,911,038	474	2,009	2.30	1.05
MOUNT MARSHALL	56,899	1,752,673	134	1,021	2.36	0.58
MUKINBUDIN	71,332	1,086,167	225	926	3.15	0.85
NORTHAM	628,073	2,108,320	1,410	1,351	2.24	0.64
NUNGARIN	16,227	425,267	27	203	1.66	0.48
TAMMIN	48,967	706,030	28	807	0.57	1.14
TOODYAY	102,216	1,890,949	221	652	2.16	0.34
TRAYNING	76,785	835,450	0	199	0.00	0.24
VICTORIA PLAINS	57,482	1,588,109	95	1,095	1.65	0.69
WESTONIA	24,039	795,588	0	388	0.00	0.49
WONGAN-BALLIDU	202,288	1,858,948	510	651	2.52	0.35
WYALKATCHEM	120,199	776,578	120	732	1.00	0.94
YILGARN	121,266	1,782,927	236	901	1.95	0.51
YORK	291,349	1,539,141	504	916	1.73	0.60
Region	4,171,905	36,552,547	8,395	22,878	2.01	0.63
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Wheatbelt North Regional Road Group

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	2	21	13	10	292	23	15
CUNDERDIN	19	40	14	6	230	47	24
DALWALLINU	22	37	15	14	465	32	13
DANDARAGAN	45	25	18	13	339	27	16
DOWERIN	7	35	26	21	165	40	19
GINGIN	80	33	25	15	391	29	20
GOOMALLING	7	46	24	0	104	43	23
KELLERBERRIN	18	41	20	10	216	41	31
KOORDA	7	30	16	0	242	39	14
MERREDIN	49	27	19	16	370	30	22
MOORA	24	58	28	30	313	59	24
MOUNT MARSHALL	8	25	22	0	292	33	20
MUKINBUDIN	9	55	33	0	179	57	32
NORTHAM	81	51	26	17	375	43	22
NUNGARIN	3	0	25	0	103	49	34
TAMMIN	6	35	28	20	126	38	26
TOODYAY	13	32	12	7	300	32	20
TRAYNING	9	13	11	5	139	44	31
VICTORIA PLAINS	7	53	26	0	246	45	19
WESTONIA	3	36	36	0	116	47	34
WONGAN-BALLIDU	22	30	26	29	331	32	23
WYALKATCHEM	11	27	24	0	133	27	19
YILGARN	14	36	20	0	285	17	16
YORK	38	26	20	20	261	28	22
Region	504	35	22	16	6,015	38	22

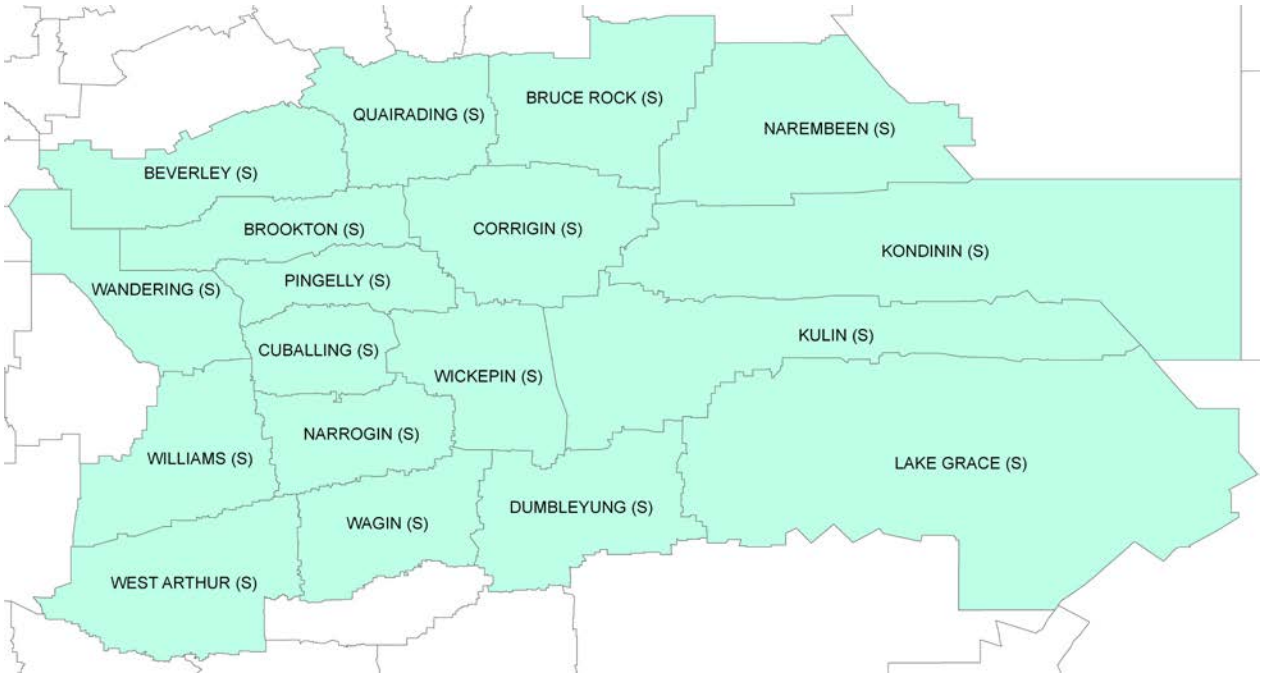
1

APPENDIX 14

WHEATBELT SOUTH REGION

2017-2018

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



Road assets & expenditure indicators 2017-18

Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BEVERLEY	0.52	2.7%	38%	0.48
BROOKTON	0.41	3.1%	88%	0.40
BRUCE ROCK	0.40	2.8%	25%	0.38
CORRIGIN	0.25	3.7%	47%	0.61
CUBALLING	0.50	3.1%	34%	0.41
DUMBLEYUNG	0.56	3.8%	48%	0.51
KONDININ	0.43	4.2%	75%	0.63
KULIN	0.42	4.3%	8%	0.44
LAKE GRACE	0.56	4.4%	80%	0.38
NAREMBEEN	0.37	4.1%	89%	0.54
NARROGIN	0.51	3.3%	46%	0.60
PINGELLY	0.34	3.2%	44%	0.68
QUAIRADING	0.32	3.4%	90%	0.42
WAGIN	0.54	3.2%	37%	-0.82
WANDERING	0.44	3.0%	109%	0.59
WEST ARTHUR	0.34	3.2%	57%	0.44
WICKEPIN	0.50	4.0%	54%	0.60
WILLIAMS	0.42	3.2%	35%	0.49
Region	0.43	3.5%	54%	0.44
State	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
Wheatbelt South Regional Road Group

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	5,437	2,423	45%	72%	75%	56%	1381
BROOKTON	1,463	465	32%	82%	22%	7%	477
BRUCE ROCK	3,773	426	11%	118%	13%	6%	448
CORRIGIN	5,207	1,289	25%	122%	43%	30%	1106
CUBALLING	1,560	367	24%	97%	21%	21%	419
DUMBLEYUNG	2,236	661	30%	118%	26%	24%	992
KONDININ	3,523	601	17%	122%	18%	18%	692
KULIN	2,447	282	12%	130%	9%	3%	370
LAKE GRACE	9,378	443	5%	130%	8%	8%	348
NAREMBEEN	7,555	1,355	18%	132%	44%	42%	1642
NARROGIN	4,095	1,126	27%	46%	19%	18%	216
PINGELLY	2,440	927	38%	65%	40%	40%	807
QUAIRADING	9,821	1,064	11%	97%	38%	23%	1048
WAGIN	1,931	263	14%	75%	8%	5%	142
WANDERING	2,341	612	26%	94%	50%	50%	1394
WEST ARTHUR	1,900	540	28%	121%	24%	22%	674
WICKEPIN	2,031	607	30%	100%	25%	25%	835
WILLIAMS	1,414	441	31%	86%	24%	23%	438
Region	68,552	13,892	20%	100%	26%	22%	622
State	982,168	476,427	49%	23%	20.4%	16.4%	185

Total Expenditure includes flood damage.

Road data 2017-18

Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Road data [kilometres]							Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	0	12	204	328	137	15	697	14.4	8.0	0.0
BROOKTON	0	10	95	330	95	3	532	5.2	0.0	3.1
BRUCE ROCK	0	14	414	557	171	17	1,173	5.3	14.4	2.1
CORRIGIN	1	13	317	568	148	12	1,058	0.0	0.0	0.0
CUBALLING	0	1	162	209	164	19	555	7.6	0.8	2.6
DUMBLEYUNG	0	7	222	627	128	10	994	0.0	0.0	0.0
KONDININ	0	12	182	998	123	22	1,337	3.2	7.4	4.2
KULIN	0	7	176	1,094	140	19	1,436	0.0	0.0	0.0
LAKE GRACE	0	15	193	1,811	200	61	2,281	0.0	0.0	0.0
NAREMBEEN	0	8	285	907	193	16	1,410	1.6	3.5	0.7
NARROGIN	6	43	194	299	247	10	799	7.7	0.0	24.7
PINGELLY	0	16	172	191	155	31	565	14.0	3.6	4.1
QUAIRADING	5	8	258	405	170	17	863	7.2	0.1	0.0
WAGIN	1	27	143	392	190	29	782	47.0	0.0	0.8
WANDERING	0	3	89	191	66	6	355	2.9	0.3	0.4
WEST ARTHUR	0	6	221	488	122	17	855	4.7	0.0	2.7
WICKEPIN	0	9	156	390	281	33	868	5.6	5.6	2.3
WILLIAMS	0	8	126	282	55	3	473	7.6	5.8	3.1
Region	14	220	3,607	10,067	2,784	341	17,033	134	49	51
State	12,447	3,731	23,687	55,291	22,313	10,141	127,610	9,552	498	5,168

Expenditure on road preservation 2017-18

Wheatbelt South Regional Road Group

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]
BEVERLEY	245	573	2,917	80	3,815	6,059	1,579	8,992	635
BROOKTON	349	643	0	0	992	14,356	4,024	0	0
BRUCE ROCK	236	391	1,431	64	2,122	5,521	681	2,583	387
CORRIGIN	459	799	3,121	0	4,379	11,775	1,610	5,544	64
CUBALLING	11	379	310	260	960	4,634	1,312	1,483	1,590
DUMBLEYUNG	102	640	1,087	54	1,883	5,261	1,464	1,733	422
KONDININ	888	828	1,192	0	2,908	28,843	2,313	1,236	113
KULIN	15	348	1,557	0	1,920	762	723	1,498	193
LAKE GRACE	437	861	6,730	0	8,028	12,381	2,211	3,724	19
NAREMBEEN	15	1,527	5,245	0	6,787	698	3,112	5,792	12
NARROGIN	1,147	270	2,241	0	3,658	8,236	616	7,686	42
PINGELLY	276	444	947	219	1,886	8,472	1,473	5,056	1,438
QUAIRADING	518	1,140	4,539	59	6,256	15,833	2,676	11,210	349
WAGIN	247	321	403	0	971	3,194	1,473	1,055	15
WANDERING	105	725	1,444	17	2,291	15,978	4,144	7,564	259
WEST ARTHUR	37	989	585	112	1,723	2,415	2,511	1,204	924
WICKEPIN	111	440	1,245	0	1,796	6,266	1,461	3,191	0
WILLIAMS	73	338	648	30	1,089	3,650	1,427	2,328	558
Region	5,271	11,656	35,642	895	53,464	8,543	1,825	3,570	352
State	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	967	3,144	1,277	49	5,437	17.8%	57.8%	23.5%	0.9%	3,967	1,887
BROOKTON	468	534	460	0	1,462	32.0%	36.5%	31.5%	0.0%	2,479	1,002
BRUCE ROCK	853	1,867	1,053	0	3,773	22.6%	49.5%	27.9%	0.0%	3,890	1,476
CORRIGIN	3,854	525	828	0	5,207	74.0%	10.1%	15.9%	0.0%	3,941	2,396
CUBALLING	727	257	576	0	1,560	46.6%	16.5%	36.9%	0.0%	2,374	984
DUMBLEYUNG	643	1,242	351	0	2,236	28.8%	55.5%	15.7%	0.0%	3,719	1,885
KONDININ	1,137	1,771	0	615	3,523	32.3%	50.3%	0.0%	17.5%	4,023	2,533
KULIN	1,312	608	0	526	2,446	53.6%	24.9%	0.0%	21.5%	4,359	1,920
LAKE GRACE	878	7,150	1,350	0	9,378	9.4%	76.2%	14.4%	0.0%	6,463	2,434
NAREMBEEN	5,344	1,443	115	653	7,555	70.7%	19.1%	1.5%	8.6%	4,459	2,395
NARROGIN	2,830	854	413	0	4,097	69.1%	20.8%	10.1%	0.0%	3,520	2,117
PINGELLY	1,308	588	521	23	2,440	53.6%	24.1%	21.4%	0.9%	2,379	1,612
QUAIRADING	516	6,231	3,073	0	9,820	5.3%	63.5%	31.3%	0.0%	3,453	1,448
WAGIN	425	560	946	0	1,931	22.0%	29.0%	49.0%	0.0%	2,785	-2,294
WANDERING	379	1,912	50	0	2,341	16.2%	81.7%	2.1%	0.0%	1,798	1,067
WEST ARTHUR	839	927	134	0	1,900	44.2%	48.8%	7.1%	0.0%	3,825	1,670
WICKEPIN	1,082	714	0	235	2,031	53.3%	35.2%	0.0%	11.6%	2,617	1,573
WILLIAMS	635	454	118	207	1,414	44.9%	32.1%	8.3%	14.6%	2,007	991
Region	24,197	30,781	11,265	2,308	68,551	35.3%	44.9%	16.4%	3.4%	62,058	27,095
State	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Bridge statistics and expenditure 2017-18

Wheatbelt South Regional Road Group

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure $000s	
	All Bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	28	112	4,983	801	0	296	0
BROOKTON	15	137	1,011	1,570	0	10	0
BRUCE ROCK	86	4,404	0	0	0	598	0
CORRIGIN	2	0	0	230	0	0	0
CUBALLING	12	0	1,889	373	0	24	0
DUMBLEYUNG	5	70	628	112	0	2	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN	6	0	619	90	181	26	0
PINGELLY	16	42	591	882	0	10	0
QUAIRADING	14	213	797	338	0	491	0
WAGIN	9	553	410	351	0	14	313
WANDERING	14	457	1,502	580	0	0	0
WEST ARTHUR	16	90	3,574	547	0	43	0
WICKEPIN	4	33	274	54	0	0	0
WILLIAMS	5	525	779	0	0	0	0
Region	233	6,730	17,057	5,928	181	1,514	313
State	894	76,374	77,200	16,555	2,463	13,664	18,458

Sealed road area statistics and expenditure 2017-18

Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	141,533	1,210,057	245	573	1.73	0.47
BROOKTON	85,086	559,273	349	643	4.10	1.15
BRUCE ROCK	149,605	1,962,031	236	391	1.58	0.20
CORRIGIN	136,438	1,655,246	459	799	3.36	0.48
CUBALLING	8,309	1,010,871	11	379	1.32	0.37
DUMBLEYUNG	67,857	1,529,591	102	640	1.50	0.42
KONDININ	107,754	1,168,618	888	828	8.24	0.71
KULIN	68,916	1,160,086	15	348	0.22	0.30
LAKE GRACE	123,532	1,339,042	437	861	3.54	0.64
NAREMBEEN	75,240	1,706,656	15	1,527	0.20	0.89
NARROGIN	487,409	1,297,350	1,147	270	2.35	0.21
PINGELLY	114,027	1,018,683	276	444	2.42	0.44
QUAIRADING	114,511	1,489,653	518	1,140	4.52	0.77
WAGIN	270,681	736,224	247	321	0.91	0.44
WANDERING	23,001	612,035	105	725	4.57	1.18
WEST ARTHUR	53,628	1,374,224	37	989	0.69	0.72
WICKEPIN	62,004	1,054,106	111	440	1.79	0.42
WILLIAMS	69,997	824,328	73	338	1.04	0.41
Region	2,159,528	21,708,072	5,271	11,656	2.44	0.54
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Wheatbelt South Regional Road Group

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	13	22	14	22	204	23	15
BROOKTON	10	28	28	0	95	30	30
BRUCE ROCK	14	51	18	4	414	33	19
CORRIGIN	13	54	50	45	317	42	32
CUBALLING	1	28	15	0	162	26	15
DUMBLEYUNG	7	46	31	0	222	30	8
KONDININ	12	42	34	0	182	37	23
KULIN	7	46	30	0	176	43	24
LAKE GRACE	16	45	30	0	193	19	13
NAREMBEEN	9	57	26	17	285	44	24
NARROGIN	49	38	18	7	194	29	15
PINGELLY	16	51	35	0	172	18	14
QUAIRADING	13	15	15	14	258	47	29
WAGIN	28	25	23	23	143	24	19
WANDERING	3	38	30	0	89	33	21
WEST ARTHUR	6	38	26	8	221	44	26
WICKEPIN	9	36	24	0	156	30	16
WILLIAMS	8	100	29	4	126	34	18
Region	234	42	26	16	3,607	33	20

APPENDIX 15

METROPOLITAN LOCAL GOVERNMENTS

2017-2018

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

Road assets & expenditure indicators 2017-18

Metropolitan Local Governments

Appendix 15

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ARMADALE	0.72	1.7%	28%	0.42
BASSENDEAN	0.55	2.2%	40%	0.75
BAYSWATER	0.64	1.5%	51%	0.75
BELMONT	0.71	1.9%	106%	1.24
CAMBRIDGE	0.64	1.4%	97%	1.00
CANNING	0.67	1.6%	52%	0.70
CLAREMONT	0.30	1.5%	248%	1.54
COCKBURN	0.70	1.7%	51%	0.69
COTTESLOE	0.50	1.8%	112%	1.46
EAST FREMANTLE	0.10	1.4%	74%	1.18
FREMANTLE	0.74	1.7%	107%	1.07
GOSNELLS	0.72	1.4%	93%	1.17
JOONDALUP	0.68	1.3%	68%	0.70
KALAMUNDA	0.74	1.7%	64%	0.97
KWINANA	0.70	1.8%	72%	1.15
MELVILLE	0.62	1.3%	116%	1.29
MOSMAN PARK	0.64	1.6%	144%	2.03
MUNDARING	0.56	2.2%	63%	0.98
NEDLANDS	0.53	1.7%	265%	2.80

Road assets & expenditure indicators 2017-18 [continued]

Metropolitan Local Governments

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
PEPPERMINT GROVE	0.74	1.4%	109%	1.94
PERTH	0.53	1.6%	94%	4.00
ROCKINGHAM	0.77	1.5%	68%	0.95
SERPENTINE-JARRAHDALE	0.47	2.3%	185%	1.69
SOUTH PERTH	0.67	1.3%	113%	1.65
STIRLING	0.54	1.9%	83%	1.06
SUBIACO	0.57	1.4%	177%	2.37
SWAN	0.67	1.8%	71%	1.16
VICTORIA PARK	0.49	1.5%	101%	1.71
VINCENT	0.51	1.4%	124%	1.41
WANNEROO	0.77	1.7%	42%	0.52
Region Average	0.66	1.6%	79%	1.02
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Metropolitan Local Governments

Appendix 15

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	8,121	3,310	41%	13%	6%	5%	39
BASSENDEAN	3,962	3,255	82%	6%	26%	24%	209
BAYSWATER	9,245	6,537	71%	7%	12%	11%	95
BELMONT	9,347	6,421	69%	6%	15%	11%	155
CAMBRIDGE	6,193	4,748	77%	5%	16%	16%	167
CANNING	21,477	14,989	70%	8%	19%	11%	161
CLAREMONT	2,176	1,390	64%	3%	12%	12%	132
COCKBURN	18,973	13,096	69%	9%	14%	9%	118
COTTESLOE	1,574	1,457	93%	7%	17%	15%	179
EAST FREMANTLE	1,100	936	85%	7%	15%	15%	119
FREMANTLE	4,177	2,043	49%	5%	6%	6%	66
GOSNELLS	26,060	19,635	75%	11%	25%	21%	159
JOONDALUP	21,823	13,895	64%	10%	12%	10%	87
KALAMUNDA	13,250	10,211	77%	15%	25%	17%	172
KWINANA	8,559	6,015	46%	20%	21%	18%	143
MELVILLE	18,601	14,314	77%	6%	18%	16%	140
MOSMAN PARK	1,735	1,167	67%	5%	14%	14%	127
MUNDARING	9,436	6,262	66%	20%	24%	22%	161
NEDLANDS	7,556	6,256	83%	7%	29%	29%	278

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2017-18 [continued]

Metropolitan Local Governments

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]		[7]
PEPPERMINT GROVE	485	367	76%	5%	20%	20%	215
PERTH	23,081	21,453	93%	2%	26%	16%	782
ROCKINGHAM	25,878	20,259	78%	13%	24%	19%	154
SERPENTINE-JARRAHDALE	11,988	6,353	53%	24%	30%	28%	216
SOUTH PERTH	10,118	8,201	81%	5%	23%	18%	187
STIRLING	34,265	28,556	83%	6%	16%	9%	130
SUBIACO	5,839	4,913	84%	3%	24%	21%	285
SWAN	50,522	36,891	73%	12%	33%	33%	263
VICTORIA PARK	9,025	7,188	80%	5%	23%	19%	196
VINCENT	8,067	5,691	71%	5%	18%	13%	159
WANNEROO	22,621	11,572	51%	11%	8%	6%	58
Region Average	395,254	287,381	73%	9%	18%	14%	148
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

Metropolitan Local Governments

Appendix 15

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	4,794	171	0	0	4,965	4,356	411	0	0
BASSENDEAN	3,459	0	0	0	3,459	15,520	0	0	0
BAYSWATER	8,331	0	0	0	8,331	10,199	0	0	0
BELMONT	5,808	0	0	0	5,808	10,838	0	0	0
CAMBRIDGE	4,503	0	0	0	4,503	11,069	0	0	0
CANNING	8,690	0	0	0	8,690	6,691	0	0	0
CLAREMONT	1,804	0	0	0	1,804	17,346	0	0	0
COCKBURN	10,104	306	0	0	10,410	7,540	859	1,520	2,410
COTTESLOE	1,410	0	0	0	1,410	13,712	0	0	0
EAST FREMANTLE	1,100	0	0	0	1,100	13,200	0	0	0
FREMANTLE	4,177	0	0	0	4,177	10,241	0	0	0
GOSNELLS	19,887	0	0	0	19,887	14,013	0	0	0
JOONDALUP	17,141	0	0	0	17,141	7,571	0	0	0
KALAMUNDA	7,748	1,854	114	74	9,790	8,633	5,321	49,414	25,753
KWINANA	7,016	547	0	0	7,563	11,826	1,653	0	41,553
MELVILLE	16,663	0	0	0	16,663	14,200	0	0	0
MOSMAN PARK	1,735	0	0	0	1,735	20,104	0	0	0
MUNDARING	5,229	2,210	141	36	7,616	9,776	3,337	19,284	5,535
NEDLANDS	7,556	0	0	0	7,556	26,050	0	0	0

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2017-18 [continued]

Metropolitan Local Governments

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]	[6]	[7]	[8]	[9]	[10]	[11]
PEPPERMINT GROVE	484	0	0	0	484	22,787	0	0	0
PERTH	13,533	0	0	0	13,533	42,057	0	0	0
ROCKINGHAM	19,230	0	0	0	19,230	11,181	0	0	0
SERPENTINE-JARRAHDALE	3,840	7,220	486	0	11,546	14,032	8,588	5,585	25,200
SOUTH PERTH	8,124	0	0	0	8,124	18,075	0	0	0
STIRLING	20,688	0	0	0	20,688	8,966	0	0	0
SUBIACO	5,315	0	0	0	5,315	28,293	0	0	0
SWAN	10,765	13,649	108	0	24,522	6,235	10,536	54,172	57,417
VICTORIA PARK	7,001	0	0	0	7,001	17,224	0	0	0
VINCENT	6,124	0	0	0	6,124	15,816	0	0	0
WANNEROO	13,277	448	0	0	13,725	4,893	1,054	0	6,160
Region	245,536	26,405	849	110	272,900	10,149	4,776	21,317	21,300
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18
Metropolitan Local Governments

Appendix 15

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ARMADALE	2,747	2,613	1,033	1,728	8,121	33.8%	32.2%	12.7%	21.3%	12,787	5,360
BASSENDEAN	2,640	819	15	489	3,963	66.6%	20.7%	0.4%	12.3%	4,634	3,459
BAYSWATER	5,591	2,740	60	854	9,245	60.5%	29.6%	0.6%	9.2%	11,143	8,321
BELMONT	2,690	3,118	2,296	1,243	9,347	28.8%	33.4%	24.6%	13.3%	4,687	5,808
CAMBRIDGE	2,215	2,288	402	1,286	6,191	35.8%	37.0%	6.5%	20.8%	4,483	4,503
CANNING	6,179	2,773	11,490	1,035	21,477	28.8%	12.9%	53.5%	4.8%	12,790	8,952
CLAREMONT	254	1,550	372	0	2,176	11.7%	71.2%	17.1%	0.0%	1,169	1,804
COCKBURN	7,374	3,036	7,210	1,352	18,972	38.9%	16.0%	38.0%	7.1%	14,886	10,285
COTTESLOE	733	677	158	6	1,574	46.6%	43.0%	10.0%	0.4%	969	1,410
EAST FREMANTLE	865	235	0	0	1,100	78.6%	21.4%	0.0%	0.0%	934	1,100
FREMANTLE	2,313	1,864	0	0	4,177	55.4%	44.6%	0.0%	0.0%	3,892	4,177
GOSNELLS	11,347	8,911	5,549	253	26,060	43.5%	34.2%	21.3%	1.0%	17,364	20,258
JOONDALUP	8,119	9,263	4,440	0	21,822	37.2%	42.4%	20.3%	0.0%	24,712	17,382
KALAMUNDA	7,134	2,721	2,260	1,135	13,250	53.8%	20.5%	17.1%	8.6%	10,177	9,855
KWINANA	5,467	2,096	79	917	8,559	63.9%	24.5%	0.9%	10.7%	6,585	7,563
MELVILLE	8,785	7,878	547	1,390	18,600	47.2%	42.4%	2.9%	7.5%	12,918	16,663
MOSMAN PARK	829	906	0	0	1,735	47.8%	52.2%	0.0%	0.0%	853	1,735
MUNDARING	5,031	2,651	1,287	467	9,436	53.3%	28.1%	13.6%	4.9%	7,552	7,411
NEDLANDS	1,767	5,789	0	0	7,556	23.4%	76.6%	0.0%	0.0%	2,699	7,556

Renewal and Total Expenditure includes flood damage.

Expenditure by work categories 2017-18 [continued]

Metropolitan Local Governments

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
PEPPERMINT GROVE	301	183	0	0	484	62.2%	37.8%	0.0%	0.0%	250	484
PERTH	10,693	2,840	9,548	0	23,081	46.3%	12.3%	41.4%	0.0%	3,381	13,533
ROCKINGHAM	12,915	6,315	4,844	1,804	25,878	49.9%	24.4%	18.7%	7.0%	20,256	19,230
SERPENTINE-JARRAHDALE	3,056	8,582	351	0	11,989	25.5%	71.6%	2.9%	0.0%	6,879	11,638
SOUTH PERTH	5,358	2,766	1,883	111	10,118	53.0%	27.3%	18.6%	1.1%	4,929	8,124
STIRLING	12,947	7,741	7,796	5,782	34,266	37.8%	22.6%	22.8%	16.9%	19,548	20,688
SUBIACO	2,973	2,342	524	0	5,839	50.9%	40.1%	9.0%	0.0%	2,246	5,315
SWAN	16,657	10,234	6,028	17,603	50,522	33.0%	20.3%	11.9%	34.8%	23,267	26,891
VICTORIA PARK	4,840	2,161	1,774	250	9,025	53.6%	23.9%	19.7%	2.8%	4,094	7,001
VINCENT	3,107	3,017	1,386	557	8,067	38.5%	37.4%	17.2%	6.9%	4,343	6,124
WANNEROO	9,821	3,904	7,826	1,071	22,622	43.4%	17.3%	34.6%	4.7%	26,502	13,725
Region	164,748	112,013	79,158	39,333	395,252	41.7%	28.3%	20.0%	10.0%	270,929	276,356
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed road area statistics and expenditure 2017-18

Metropolitan Local Governments

Appendix 15

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	3,852,019	1,455,428	4,794	171	1.24	0.12
BASSENDEAN	780,064	5,455	3,459	0	4.43	0.00
BAYSWATER	2,858,887	8,732	8,331	0	2.91	0.00
BELMONT	1,875,696	2,624	5,808	0	3.10	0.00
CAMBRIDGE	1,423,862	15,408	4,503	0	3.16	0.00
CANNING	4,545,334	23,319	8,690	0	1.91	0.00
CLAREMONT	364,007	0	1,804	0	4.96	0.00
COCKBURN	4,690,426	1,233,486	10,104	306	2.15	0.25
COTTESLOE	359,906	0	1,410	0	3.92	0.00
EAST FREMANTLE	291,675	0	1,100	0	3.77	0.00
FREMANTLE	1,427,504	0	4,177	0	2.93	0.00
GOSNELLS	4,967,253	738,882	19,887	0	4.00	0.00
JOONDALUP	7,924,573	54,837	17,141	0	2.16	0.00
KALAMUNDA	3,141,328	986,680	7,748	1,854	2.47	1.88
KWINANA	2,076,381	795,641	7,016	547	3.38	0.69
MELVILLE	4,107,121	0	16,663	0	4.06	0.00
MOSMAN PARK	302,048	9,849	1,735	0	5.74	0.00
MUNDARING	1,872,078	1,980,373	5,229	2,210	2.79	1.12
NEDLANDS	1,015,188	0	7,556	0	7.44	0.00

Sealed road area statistics and expenditure 2017-18 [continued]

Metropolitan Local Governments

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
PEPPERMINT GROVE	74,340	0	484	0	6.51	0.00
PERTH	1,126,231	0	13,533	0	12.02	0.00
ROCKINGHAM	6,019,377	1,495,951	19,230	0	3.19	0.00
SERPENTINE-JARRAHDALE	957,837	2,880,955	3,840	7,220	4.01	2.51
SOUTH PERTH	1,573,145	0	8,124	0	5.16	0.00
STIRLING	8,076,012	0	20,688	0	2.56	0.00
SUBIACO	657,497	0	5,315	0	8.08	0.00
SWAN	6,042,895	3,520,765	10,765	13,649	1.78	3.88
VICTORIA PARK	1,422,615	0	7,001	0	4.92	0.00
VINCENT	1,355,170	0	6,124	0	4.52	0.00
WANNEROO	9,497,885	1,085,287	13,277	448	1.40	0.41
Region	84,678,348	16,293,672	245,536	26,405	2.90	1.62
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Metropolitan Local Governments

Appendix 15

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	539	22	17	18	217	27	19
BASSENDEAN	96	41	27	27	1	35	12
BAYSWATER	346	40	18	18	1	26	26
BELMONT	228	27	19	19	0	24	24
CAMBRIDGE	170	41	23	23	2	44	40
CANNING	573	36	20	19	3	23	22
CLAREMONT	47	78	39	39	0	0	0
COCKBURN	659	21	24	24	175	33	31
COTTESLOE	47	53	25	25	0	0	0
EAST FREMANTLE	37	114	41	41	0	0	0
FREMANTLE	177	25	19	19	0	0	0
GOSNELLS	669	28	23	23	106	27	24
JOONDALUP	1,003	36	25	25	8	22	17
KALAMUNDA	444	40	12	13	156	47	15
KWINANA	305	26	16	16	110	31	21
MELVILLE	528	42	29	29	0	0	0
MOSMAN PARK	43	39	22	21	1	34	18
MUNDARING	282	36	23	22	334	30	22
NEDLANDS	137	56	20	19	0	0	0

Sealed road age 2017-18 [continued]
Metropolitan Local Governments

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
PEPPERMINT GROVE	9	29	22	22	0	0	0
PERTH	106	52	26	26	0	0	0
ROCKINGHAM	847	23	15	15	203	35	20
SERPENTINE-JARRAHDALE	145	20	13	10	466	48	22
SOUTH PERTH	192	37	26	26	0	0	0
STIRLING	1,029	48	23	23	0	0	0
SUBIACO	77	49	29	30	0	0	0
SWAN	868	25	19	19	559	34	24
VICTORIA PARK	164	59	28	28	0	0	0
VINCENT	146	61	25	25	0	0	0
WANNEROO	1,369	21	18	17	133	23	19
Region		41	23	23		32	22

APPENDIX 16

SOUTH WEST COUNTRY CITIES AND TOWNS

2017-2018

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

Road assets & expenditure indicators 2017-18

South West country cities and towns

Appendix 16

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ALBANY	0.50	2.6%	74%	1.12
BUNBURY	0.56	1.9%	66%	0.86
GREATER GERALDTON	0.53	2.3%	49%	1.15
KALGOORLIE-BOULDER	0.32	2.7%	67%	1.03
MANDURAH	0.70	1.5%	67%	0.75
Group Average	0.56	2.1%	66%	0.98
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

South West country cities and towns

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	15,189	9,689	64%	30%	32%	25%	257
BUNBURY	8,038	4,547	57%	16%	16%	12%	141
GREATER GERALDTON	20,179	11,669	58%	28%	33%	30%	299
KALGOORLIE-BOULDER	17,934	6,688	37%	29%	25%	25%	218
MANDURAH	17,591	13,042	74%	10%	20%	15%	155
Group Average	78,931	45,635	58%	21%	24%	21%	204
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

South West country cities and towns

Appendix 16

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY	6,947	3,094	2,189	109	12,339	12,884	3,048	3,284	3,950
BUNBURY	5,310	0	0	0	5,310	9,006	0	0	0
GREATER GERALDTON	10,108	1,610	6,810	150	18,678	15,535	1,390	7,179	955
KALGOORLIE-BOULDER	7,731	896	2,654	0	11,281	10,282	1,466	5,363	253
MANDURAH	11,121	0	0	0	11,121	8,665	0	0	0
Group Average	41,217	5,600	11,653	259	58,729	10,804	1,825	5,426	800
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18
South West country cities and towns

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY	7,856	5,200	306	1,827	15,189	51.7%	34.2%	2.0%	12.0%	11,615	13,056
BUNBURY	3,427	1,885	2,482	244	8,038	42.6%	23.5%	30.9%	3.0%	6,192	5,312
GREATER GERALDTON	7,105	12,013	510	551	20,179	35.2%	59.5%	2.5%	2.7%	13,685	15,743
KALGOORLIE-BOULDER	6,697	4,584	6,446	207	17,934	37.3%	25.6%	35.9%	1.2%	10,132	10,433
MANDURAH	6,751	4,446	2,214	4,179	17,590	38.4%	25.3%	12.6%	23.8%	14,921	11,125
Group Average	31,836	28,128	11,958	7,008	78,930	40.3%	35.6%	15.2%	8.9%	56,545	55,669
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed road area statistics and expenditure 2017-18

South West country cities and towns

Appendix 16

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY	1,887,129	3,093,369	6,947	3,094	3.68	1.00
BUNBURY	2,063,571	366,909	5,310	0	2.57	0.00
GREATER GERALDTON	2,277,308	3,700,439	10,108	1,610	4.44	0.44
KALGOORLIE-BOULDER	2,631,745	1,283,790	7,731	896	2.94	0.70
MANDURAH	4,492,070	573,316	11,121	0	2.48	0.00
Group	13,351,823	9,017,823	41,217	5,600	3.09	0.62
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
South West country cities and towns

Appendix 16

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	266	32	23	23	494	28	18
BUNBURY	267	37	22	21	52	29	24
GREATER GERALDTON	290	42	20	19	533	29	19
KALGOORLIE-BOULDER	233	51	31	32	164	33	25
MANDURAH	614	27	23	23	78	28	23
Group		38	24	24		29	22

APPENDIX 17

AGRICULTURAL LOCAL GOVERNMENTS WITH LARGE TOWNS

2017-2018

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

Road assets & expenditure indicators 2017-18

Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
AUGUSTA-MARGARET RIVER	0.56	2.5%	163%	1.59
BUSSELTON	0.34	2.0%	44%	0.71
COLLIE	0.50	2.4%	31%	0.38
COOLGARDIE	0.41	3.0%	59%	0.74
ESPERANCE	0.55	3.3%	48%	0.74
HARVEY	0.56	2.4%	53%	0.84
KATANNING	0.41	3.2%	58%	0.62
MANJIMUP	0.40	2.8%	49%	0.79
MURRAY	0.64	2.2%	31%	0.79
NARROGIN	0.51	3.3%	46%	0.60
NORTHAM	0.37	2.6%	43%	0.41
Group Average	0.48	2.6%	54%	0.76
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	8,186	4,265	52%	36%	28%	27%	282
BUSSELTON	13,010	7,369	57%	20%	20%	13%	192
COLLIE	2,357	959	41%	28%	12%	12%	108
COOLGARDIE	2,811	691	25%	43%	11%	8%	189
ESPERANCE	16,135	7,535	47%	80%	41%	31%	523
HARVEY	16,736	6,400	38%	25%	32%	32%	233
KATANNING	4,005	807	20%	52%	17%	14%	195
MANJIMUP	10,196	2,927	29%	59%	26%	24%	315
MURRAY	8,435	2,702	32%	28%	18%	18%	156
NARROGIN	4,095	1,126	27%	46%	19%	18%	216
NORTHAM	5,650	3,358	59%	33%	30%	21%	298
Group Average	91,616	38,139	42%	37%	25%	21%	247
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA-MARGARET RIVER	1,473	4,937	836	0	7,246	6,184	7,112	3,068	1,511
BUSSELTON	4,152	2,418	794	126	7,490	8,068	2,312	3,956	5,907
COLLIE	671	377	331	5	1,384	3,970	1,019	2,918	2,912
COOLGARDIE	773	4	1,300	0	2,077	4,989	38	3,156	0
ESPERANCE	1,988	2,503	8,517	0	13,008	7,179	1,656	2,886	277
HARVEY	2,427	1,656	598	0	4,681	9,912	2,058	2,283	661
KATANNING	596	770	2,334	0	3,700	4,560	3,443	5,240	0
MANJIMUP	2,844	1,913	1,215	107	6,079	18,177	2,356	1,994	2,548
MURRAY	2,571	1,709	175	0	4,455	11,711	2,172	1,826	1,547
NARROGIN	1,147	270	2,241	0	3,658	8,236	616	7,686	42
NORTHAM	1,410	1,351	88	0	2,849	7,857	1,848	1,097	1,214
Group Average	20,052	17,908	18,429	238	56,627	8,275	2,504	2,892	912
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA-MARGARET RIVER	2,570	4,854	645	117	8,186	31.4%	59.3%	7.9%	1.4%	4,667	7,424
BUSSELTON	5,492	2,570	2,685	2,263	13,010	42.2%	19.8%	20.6%	17.4%	11,383	8,062
COLLIE	891	529	621	316	2,357	37.8%	22.4%	26.3%	13.4%	3,757	1,420
COOLGARDIE	874	1,203	738	0	2,815	31.0%	42.7%	26.2%	0.0%	2,795	2,077
ESPERANCE	5,200	7,808	3,127	0	16,135	32.2%	48.4%	19.4%	0.0%	16,734	12,310
HARVEY	3,383	2,753	2,013	8,585	16,734	20.2%	16.5%	12.0%	51.3%	7,296	6,136
KATANNING	872	2,828	305	0	4,005	21.8%	70.6%	7.6%	0.0%	3,034	1,877
MANJIMUP	3,089	3,537	3,517	53	10,196	30.3%	34.7%	34.5%	0.5%	8,335	6,626
MURRAY	3,869	1,350	3,009	206	8,434	45.9%	16.0%	35.7%	2.4%	6,540	5,182
NARROGIN	2,830	854	413	0	4,097	69.1%	20.8%	10.1%	0.0%	3,520	2,117
NORTHAM	2,243	651	2,756	0	5,650	39.7%	11.5%	48.8%	0.0%	5,561	2,284
Group Average	31,313	28,937	19,829	11,540	91,619	34.2%	31.6%	21.6%	12.6%	73,621	55,515
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed road area statistics and expenditure 2017-18
Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA-MARGARET RIVER	833,698	2,300,471	1,473	4,937	1.77	2.15
BUSSELTON	1,801,283	3,553,102	4,152	2,418	2.31	0.68
COLLIE	591,528	1,261,944	671	377	1.13	0.30
COOLGARDIE	542,280	366,589	773	4	1.43	0.01
ESPERANCE	969,246	4,829,068	1,988	2,503	2.05	0.52
HARVEY	856,998	2,738,720	2,427	1,656	2.83	0.60
KATANNING	457,415	782,861	596	770	1.30	0.98
MANJIMUP	547,622	2,482,594	2,844	1,913	5.19	0.77
MURRAY	768,372	2,425,689	2,571	1,709	3.35	0.70
NARROGIN	487,409	1,297,350	1,147	270	2.35	0.21
NORTHAM	628,073	2,108,320	1,410	1,351	2.24	0.64
Group	8,483,924	24,146,707	20,052	17,908	2.36	0.74
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	125	27	21	19	392	29	21
BUSSELTON	266	59	20	17	582	59	20
COLLIE	70	40	20	13	184	29	20
COOLGARDIE	53	43	28	25	58	44	34
ESPERANCE	120	30	21	21	724	25	20
HARVEY	117	27	22	19	436	28	22
KATANNING	49	39	23	26	134	39	26
MANJIMUP	69	37	33	20	444	36	30
MURRAY	110	24	15	13	377	22	15
NARROGIN	49	38	18	7	194	29	15
NORTHAM	81	51	26	17	375	43	22
Group		38	22	18		35	22

APPENDIX 18

PASTORAL AND MINING LOCAL GOVERNMENTS WITH LARGE TOWNS

2017-2018

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

Appendix 18

Road assets & expenditure indicators 2017-18

Pastoral and Mining Local Governments with large towns

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.52	3.2%	60%	0.56
BROOME	0.58	2.8%	76%	1.31
CARNARVON	0.59	3.3%	88%	0.78
DERBY-WEST KIMBERLEY	0.52	4.1%	27%	0.46
EAST PILBARA	0.51	3.9%	100%	0.50
EXMOUTH	0.55	3.0%	49%	0.56
KARRATHA	0.44	2.6%	67%	1.22
PORT HEDLAND	0.49	2.6%	62%	1.24
WYNDHAM-EAST KIMBERLEY	0.36	3.0%	44%	0.68
Group Average	0.50	3.1%	66%	0.81
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18
Pastoral and Mining Local Governments with large towns

Appendix 18

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	4,984	2,177	44%	38%	15%	14%	164
BROOME	7,984	3,586	45%	28%	23%	17%	211
CARNARVON	4,490	581	13%	88%	7%	4%	104
DERBY-WEST KIMBERLEY	9,298	1,203	13%	65%	13%	13%	146
EAST PILBARA	9,919	1,408	14%	59%	9%	9%	128
EXMOUTH	1,532	391	26%	47%	9%	9%	139
KARRATHA	8,854	5,873	66%	16%	24%	19%	264
PORT HEDLAND	11,133	7,974	72%	17%	40%	23%	532
WYNDHAM-EAST KIMBERLEY	14,180	2,324	16%	52%	24%	20%	314
Group Average	72,374	25,517	35%	38%	21%	16%	249
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

Pastoral and Mining Local Governments with large towns

Appendix 18

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	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]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	1,323	0	3,441	0	4,764	10,354	0	3,180	0
BROOME	4,822	0	0	1,206	6,028	20,931	0	0	13,636
CARNARVON	2,469	729	1,037	0	4,235	22,475	1,631	1,920	0
DERBY-WEST KIMBERLEY	242	626	7,498	932	9,298	2,581	3,698	16,899	1,281
EAST PILBARA	3,113	452	1,656	0	5,221	29,677	2,884	1,084	0
EXMOUTH	1,248	284	0	0	1,532	14,518	1,161	0	0
KARRATHA	5,416	244	879	0	6,539	14,944	2,706	4,223	0
PORT HEDLAND	4,840	0	0	2,505	7,345	16,628	0	0	24,372
WYNDHAM-EAST KIMBERLEY	2,283	196	7,930	1,182	11,591	15,988	667	23,948	3,864
Group Average	25,756	2,531	22,441	5,825	56,553	16,629	1,184	5,208	1,779
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Pastoral and Mining Local Governments with large towns

Appendix 18

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	1,325	3,439	0	212	4,976	26.6%	69.1%	0.0%	4.3%	5,339	2,982
BROOME	4,599	1,429	1,957	0	7,985	57.6%	17.9%	24.5%	0.0%	3,924	5,144
CARNARVON	1,231	3,004	255	0	4,490	27.4%	66.9%	5.7%	0.0%	5,411	4,235
DERBY-WEST KIMBERLEY	1,195	8,103	0	0	9,298	12.9%	87.1%	0.0%	0.0%	3,771	1,730
EAST PILBARA	3,142	2,079	4,698	0	9,919	31.7%	21.0%	47.4%	0.0%	7,342	3,676
EXMOUTH	686	846	0	0	1,532	44.8%	55.2%	0.0%	0.0%	2,745	1,532
KARRATHA	4,822	1,739	1,637	656	8,854	54.5%	19.6%	18.5%	7.4%	5,376	6,561
PORT HEDLAND	4,963	2,382	3,788	0	11,133	44.6%	21.4%	34.0%	0.0%	5,029	6,213
WYNDHAM-EAST KIMBERLEY	1,581	10,010	2,590	0	14,181	11.1%	70.6%	18.3%	0.0%	5,402	3,661
Group Average	23,544	33,031	14,925	868	72,368	32.5%	45.6%	20.6%	1.2%	44,339	35,735
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed road area statistics and expenditure 2017-18

Pastoral and Mining Local Governments with large towns

Appendix 18

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	447,197	474,874	1,323	0	2.96	0.00
BROOME	806,324	1,202,398	4,822	0	5.98	0.00
CARNARVON	384,490	1,564,368	2,469	729	6.42	0.47
DERBY-WEST KIMBERLEY	328,114	407,320	242	626	0.74	1.54
EAST PILBARA	367,137	548,618	3,113	452	8.48	0.82
EXMOUTH	300,872	856,471	1,248	284	4.15	0.33
KARRATHA	1,268,437	315,576	5,416	244	4.27	0.77
PORT HEDLAND	1,018,786	502,706	4,840	0	4.75	0.00
WYNDHAM-EAST KIMBERLEY	499,796	1,029,084	2,283	196	4.57	0.19
Group	5,421,152	6,901,413	25,756	2,531	4.75	0.37
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Pastoral and Mining Local Governments with large towns

Appendix 18

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	64	34	29	31	102	27	20
BROOME	103	26	12	13	175	17	12
CARNARVON	48	41	15	18	221	21	12
DERBY-WEST KIMBERLEY	43	35	22	16	58	23	17
EAST PILBARA	47	38	29	26	83	20	19
EXMOUTH	39	31	15	14	116	25	15
KARRATHA	173	39	26	24	41	36	31
PORT HEDLAND	135	35	29	18	61	23	21
WYNDHAM-EAST KIMBERLEY	57	46	20	5	186	33	22
Group		36	22	18		25	19

APPENDIX 19

AGRICULTURAL LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2017-2018

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

Road assets & expenditure indicators 2017-18

Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BEVERLEY	0.52	2.7%	38%	0.48
BODDINGTON	0.43	3.1%	33%	0.61
BOYUP BROOK	0.41	3.1%	36%	0.81
BRIDGETOWN-GREENBUSHES	0.46	3.1%	38%	0.51
BROOKTON	0.41	3.1%	88%	0.40
BROOMEHILL-TAMBELLUP	0.47	3.6%	71%	0.60
BRUCE ROCK	0.40	2.8%	25%	0.38
CAPEL	0.62	2.5%	73%	1.00
CARNAMAH	0.48	3.5%	37%	0.49
CHAPMAN VALLEY	0.57	3.9%	62%	0.72
CHITTERING	0.55	3.2%	54%	0.60
COOROW	0.48	3.6%	30%	0.65
CORRIGIN	0.25	3.7%	47%	0.61
CRANBROOK	0.38	3.4%	21%	0.44
CUBALLING	0.50	3.1%	34%	0.41
CUNDERDIN	0.27	3.6%	48%	0.49
DALWALLINU	0.52	3.9%	49%	0.38
DANDARAGAN	0.46	3.2%	56%	0.56
DARDANUP	0.64	2.1%	77%	1.16
DENMARK	0.55	2.7%	72%	1.39
DONNYBROOK-BALINGUP	0.41	2.7%	53%	0.60
DOWERIN	0.44	4.0%	56%	0.46
DUMBLEYUNG	0.56	3.8%	48%	0.51
GINGIN	0.40	3.3%	69%	0.99
GNOWANGERUP	0.52	3.9%	34%	0.64

Road assets & expenditure indicators 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
GOOMALLING	0.41	3.5%	29%	0.34
IRWIN	0.60	2.8%	97%	1.07
JERRAMUNGUP	0.53	3.8%	73%	0.71
KELLERBERRIN	0.34	3.6%	129%	0.66
KENT	0.47	4.5%	37%	0.58
KOJONUP	0.37	3.5%	85%	0.79
KONDININ	0.43	4.2%	75%	0.63
KOORDA	0.48	4.0%	49%	0.41
KULIN	0.42	4.3%	8%	0.44
LAKE GRACE	0.56	4.4%	80%	0.38
MERREDIN	0.49	3.3%	74%	0.64
MINGENEW	0.62	3.0%	104%	0.73
MOORA	0.28	3.3%	90%	0.63
MORAWA	0.47	4.2%	13%	0.31
MOUNT MARSHALL	0.46	4.3%	71%	0.53
MUKINBUDIN	0.24	4.0%	92%	0.59
NANNUP	0.42	2.9%	27%	0.48
NAREMBEEN	0.37	4.1%	89%	0.54
NORTHAMPTON	0.48	3.3%	39%	0.37
NUNGARIN	0.34	4.1%	35%	0.64
PERENJORI	0.56	4.2%	53%	0.49
PINGELLY	0.34	3.2%	44%	0.68
PLANTAGENET	0.42	3.6%	52%	0.65
QUAIRADING	0.32	3.4%	90%	0.42

Road assets & expenditure indicators 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
RAVENSTHORPE	0.62	3.7%	91%	0.48
TAMMIN	0.36	4.0%	93%	0.75
THREE SPRINGS	0.59	3.8%	74%	0.75
TOODYAY	0.46	2.9%	28%	0.44
TRAYNING	0.36	4.0%	24%	0.33
VICTORIA PLAINS	0.36	3.7%	47%	0.64
WAGIN	0.54	3.2%	37%	-0.82
WANDERING	0.44	3.0%	109%	0.59
WAROONA	0.51	2.8%	27%	0.33
WEST ARTHUR	0.34	3.2%	57%	0.44
WESTONIA	0.31	4.4%	40%	0.38
WICKEPIN	0.50	4.0%	54%	0.60
WILLIAMS	0.42	3.2%	35%	0.49
WONGAN-BALLIDU	0.43	3.8%	49%	0.46
WOODANILLING	0.44	3.9%	82%	0.91
WYALKATCHEM	0.50	4.0%	80%	0.68
YILGARN	0.56	4.3%	56%	0.37
YORK	0.46	2.9%	51%	0.61
Group Average	0.46	3.4%	56%	0.56
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Agricultural Local Governments without large towns

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	5,437	2,423	45%	72%	75%	56%	1,381
BODDINGTON	1,602	269	17%	34%	9%	9%	147
BOYUP BROOK	3,580	710	20%	105%	22%	22%	414
BRIDGETOWN-GREENBUSHES	2,458	826	34%	53%	14%	11%	177
BROOKTON	1,463	465	32%	82%	22%	7%	477
BROOMEHILL-TAMBELLUP	5,064	815	16%	88%	26%	23%	707
BRUCE ROCK	3,773	426	11%	118%	13%	6%	448
CAPEL	4,798	3,035	63%	27%	25%	23%	170
CARNAMAH	10,610	783	7%	97%	36%	23%	1,434
CHAPMAN VALLEY	3,143	1,149	37%	98%	44%	22%	775
CHITTERING	3,129	1,235	39%	40%	23%	16%	220
COOROW	2,820	1,204	43%	85%	35%	35%	1,170
CORRIGIN	5,207	1,289	25%	122%	43%	30%	1,106
CRANBROOK	3,590	1,138	32%	112%	41%	32%	1,038
CUBALLING	1,560	367	24%	97%	21%	21%	419
CUNDERDIN	1,597	268	17%	93%	10%	10%	185
DALWALLINU	7,595	2,529	33%	137%	59%	43%	1,759
DANDARAGAN	4,309	1,714	40%	57%	23%	18%	521
DARDANUP	6,663	3,312	50%	26%	33%	26%	228
DENMARK	5,048	1,500	30%	35%	24%	23%	247
DONNYBROOK-BALINGUP	3,447	1,312	38%	54%	21%	18%	219
DOWERIN	1,562	180	12%	128%	8%	8%	258
DUMBLEYUNG	2,236	661	30%	118%	26%	24%	992
GINGIN	5,637	3,157	56%	47%	35%	34%	597
GNOWANGERUP	10,329	1,352	13%	96%	41%	37%	1,106

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2017-18 [continued]

Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
GOOMALLING	1,906	722	38%	92%	34%	33%	698
IRWIN	2,597	1,517	58%	38%	36%	34%	420
JERRAMUNGUP	5,619	1,100	20%	85%	31%	27%	980
KELLERBERRIN	3,854	795	21%	107%	28%	28%	654
KENT	5,431	930	17%	135%	32%	27%	1,646
KOJONUP	3,219	436	14%	99%	12%	12%	219
KONDININ	3,523	601	17%	122%	18%	18%	692
KOORDA	2,269	626	28%	130%	26%	17%	1,490
KULIN	2,447	282	12%	130%	9%	3%	370
LAKE GRACE	9,378	443	5%	130%	8%	8%	348
MERREDIN	3,678	1,415	38%	81%	28%	23%	414
MINGENEW	1,494	368	25%	92%	25%	25%	814
MOORA	3,454	1,278	37%	83%	30%	24%	523
MORAWA	3,557	144	4%	110%	6%	6%	194
MOUNT MARSHALL	2,823	213	8%	142%	7%	3%	402
MUKINBUDIN	1,841	399	22%	115%	17%	14%	720
NANNUP	2,347	530	23%	97%	20%	19%	393
NAREMBEEN	7,555	1,355	18%	132%	44%	42%	1,642
NORTHAMPTON	3,646	461	13%	63%	8%	8%	141
NUNGARIN	963	423	44%	110%	29%	29%	1,646
PERENJORI	4,527	379	8%	139%	12%	12%	623
PINGELLY	2,440	927	38%	65%	40%	40%	807
PLANTAGENET	5,557	3,574	64%	71%	56%	51%	686
QUAIRADING	9,821	1,064	11%	97%	38%	23%	1,048

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
RAVENSTHORPE	15,015	415	3%	79%	8%	8%	244
TAMMIN	1,243	458	37%	96%	31%	31%	1,104
THREE SPRINGS	2,113	651	31%	111%	31%	31%	1,098
TOODYAY	2,532	1,193	47%	51%	22%	18%	262
TRAYNING	1,478	121	8%	117%	6%	6%	344
VICTORIA PLAINS	2,183	738	34%	112%	30%	30%	801
WAGIN	1,931	263	14%	75%	8%	5%	142
WANDERING	2,341	612	26%	94%	50%	50%	1,394
WAROONA	2,212	693	31%	43%	14%	10%	164
WEST ARTHUR	1,900	540	28%	121%	24%	22%	674
WESTONIA	1,417	158	11%	148%	9%	9%	511
WICKEPIN	2,031	607	30%	100%	25%	25%	835
WILLIAMS	1,414	441	31%	86%	24%	23%	438
WONGAN-BALLIDU	3,101	598	19%	122%	17%	16%	451
WOODANILLING	2,603	712	27%	101%	51%	45%	1,695
WYALKATCHEM	2,016	447	22%	102%	22%	22%	871
YILGARN	3,963	488	12%	141%	9%	7%	419
YORK	2,883	1,461	51%	60%	29%	28%	405
Group Average	252,979	62,697	25%	82%	25%	22%	431
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads $ per lane km	Sealed roads $ per lane km	Gravel roads $ per km	Formed road $ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	245	573	2,917	80	3,815	6,059	1,579	8,992	635
BODDINGTON	50	315	241	0	606	1,933	2,042	1,554	0
BOYUP BROOK	88	644	1,511	0	2,243	3,124	1,999	3,527	0
BRIDGETOWN-GREENBUSHES	664	609	625	0	1,898	10,884	1,439	1,648	337
BROOKTON	349	643	0	0	992	14,356	4,024	0	0
BROOMEHILL-TAMBELLUP	113	3,030	746	36	3,925	4,378	5,890	2,181	2,007
BRUCE ROCK	236	391	1,431	64	2,122	5,521	681	2,583	387
CAPEL	1,645	1,662	763	78	4,148	6,242	5,184	5,331	9,629
CARNAMAH	296	346	7,305	0	7,947	9,883	1,271	21,418	0
CHAPMAN VALLEY	0	501	1,097	0	1,598	0	2,118	2,889	0
CHITTERING	224	1,531	141	0	1,896	47,216	2,560	1,197	0
COOROW	331	470	1,298	0	2,099	7,011	1,228	2,544	11
CORRIGIN	459	799	3,121	0	4,379	11,775	1,610	5,544	64
CRANBROOK	0	355	1,561	51	1,967	0	752	2,532	677
CUBALLING	11	379	310	260	960	4,634	1,312	1,483	1,590
CUNDERDIN	230	670	637	60	1,597	4,547	1,580	1,716	408
DALWALLINU	118	1,258	3,920	0	5,296	2,196	1,835	3,716	0
DANDARAGAN	1,146	605	1,385	0	3,136	11,168	945	1,761	0
DARDANUP	694	2,621	421	1	3,737	4,405	7,078	5,971	3,336
DENMARK	825	953	2,533	0	4,311	8,125	3,289	8,136	0
DONNYBROOK-BALINGUP	685	1,131	763	0	2,579	11,446	2,523	2,312	176
DOWERIN	215	521	826	0	1,562	11,077	1,633	1,671	42
DUMBLEYUNG	102	640	1,087	54	1,883	5,261	1,464	1,733	422
GINGIN	1,088	2,526	1,859	0	5,473	6,645	3,143	5,605	1,398
GNOWANGERUP	206	349	9,377	0	9,932	5,405	932	16,851	0

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
						Built up areas	Outside built up areas		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads $ per lane km	Sealed roads $ per lane km	Gravel roads $ per km	Formed road $ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
GOOMALLING	218	91	331	36	676	13,621	509	848	442
IRWIN	1,062	509	962	0	2,533	15,752	2,216	3,734	0
JERRAMUNGUP	244	797	4,100	0	5,141	7,972	2,432	6,047	0
KELLERBERRIN	211	1,680	1,536	166	3,593	4,490	4,755	3,727	599
KENT	45	282	3,831	260	4,418	5,281	1,116	4,851	829
KOJONUP	968	948	949	327	3,192	28,132	2,348	1,282	2,488
KONDININ	888	828	1,192	0	2,908	28,843	2,313	1,236	113
KOORDA	97	775	503	0	1,375	4,203	1,749	1,099	26
KULIN	15	348	1,557	0	1,920	762	723	1,498	193
LAKE GRACE	437	861	6,730	0	8,028	12,381	2,211	3,724	19
MERREDIN	864	1,370	879	275	3,388	6,491	2,125	1,564	961
MINGENEW	184	895	415	0	1,494	8,246	4,193	1,652	14
MOORA	474	2,009	298	50	2,831	8,061	3,674	533	2,549
MORAWA	371	220	2,283	0	2,874	11,059	1,107	4,441	0
MOUNT MARSHALL	134	1,021	801	351	2,307	8,243	2,039	1,105	556
MUKINBUDIN	225	926	560	3	1,714	11,040	2,983	969	25
NANNUP	362	449	441	0	1,252	22,489	1,272	1,811	22
NAREMBEEN	15	1,527	5,245	0	6,787	698	3,112	5,792	12
NORTHAMPTON	233	842	342	249	1,666	2,334	1,671	762	941
NUNGARIN	27	203	733	0	963	5,824	1,671	2,015	0
PERENJORI	90	753	2,983	192	4,018	8,641	1,579	3,525	656
PINGELLY	276	444	947	219	1,886	8,472	1,473	5,056	1,438
PLANTAGENET	724	2,491	1,542	0	4,757	10,793	3,459	2,806	224
QUAIRADING	518	1,140	4,539	59	6,256	15,833	2,676	11,210	349

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas		
						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]
RAVENSTHORPE	824	330	13,750	0	14,904	11,446	1,674	14,517	0
TAMMIN	28	807	408	0	1,243	2,001	4,001	1,562	0
THREE SPRINGS	108	963	979	0	2,050	6,590	2,737	2,161	0
TOODYAY	221	652	772	0	1,645	7,567	1,176	2,920	125
TRAYNING	0	199	904	0	1,103	0	834	1,683	0
VICTORIA PLAINS	95	1,095	793	133	2,116	5,784	2,276	2,032	1,257
WAGIN	247	321	403	0	971	3,194	1,473	1,055	15
WANDERING	105	725	1,444	17	2,291	15,978	4,144	7,564	259
WAROONA	283	452	124	17	876	4,502	1,151	1,646	4,491
WEST ARTHUR	37	989	585	112	1,723	2,415	2,511	1,204	924
WESTONIA	0	388	534	0	922	0	1,608	1,046	27
WICKEPIN	111	440	1,245	0	1,796	6,266	1,461	3,191	0
WILLIAMS	73	338	648	30	1,089	3,650	1,427	2,328	558
WONGAN-BALLIDU	510	651	733	0	1,894	8,824	1,226	1,524	0
WOODANILLING	12	636	1,823	0	2,471	3,238	3,678	5,208	0
WYALKATCHEM	120	732	1,056	0	1,908	3,494	3,231	2,161	63
YILGARN	236	901	708	934	2,779	6,811	1,769	479	1,221
YORK	504	916	1,331	0	2,751	6,055	2,083	6,700	0
Group Average	22,216	56,466	117,814	4,114	200,610	7,683	2,178	3,565	443
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Agricultural Local Governments without large towns

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	967	3,144	1,277	49	5,437	17.8%	57.8%	23.5%	0.9%	3,967	1,887
BODDINGTON	473	427	702	0	1,602	29.5%	26.7%	43.8%	0.0%	1,482	899
BOYUP BROOK	1,442	1,742	396	0	3,580	40.3%	48.7%	11.1%	0.0%	3,947	3,184
BRIDGETOWN-GREENBUSHES	1,414	693	208	143	2,458	57.5%	28.2%	8.5%	5.8%	4,105	2,107
BROOKTON	468	534	460	0	1,462	32.0%	36.5%	31.5%	0.0%	2,479	1,002
BROOMEHILL-TAMBELLUP	2,839	1,151	80	994	5,064	56.1%	22.7%	1.6%	19.6%	3,787	2,274
BRUCE ROCK	853	1,867	1,053	0	3,773	22.6%	49.5%	27.9%	0.0%	3,890	1,476
CAPEL	2,707	1,581	345	165	4,798	56.4%	33.0%	7.2%	3.4%	4,290	4,288
CARNAMAH	7,877	155	2,574	0	10,606	74.3%	1.5%	24.3%	0.0%	2,283	1,127
CHAPMAN VALLEY	993	605	1,545	0	3,143	31.6%	19.2%	49.2%	0.0%	2,230	1,598
CHITTERING	1,037	941	802	349	3,129	33.1%	30.1%	25.6%	11.2%	3,279	1,978
COOROW	984	1,115	721	0	2,820	34.9%	39.6%	25.6%	0.0%	3,208	2,099
CORRIGIN	3,854	525	828	0	5,207	74.0%	10.1%	15.9%	0.0%	3,941	2,396
CRANBROOK	1,058	919	1,607	0	3,584	29.5%	25.6%	44.8%	0.0%	4,132	1,826
CUBALLING	727	257	576	0	1,560	46.6%	16.5%	36.9%	0.0%	2,374	984
CUNDERDIN	800	797	0	0	1,597	50.1%	49.9%	0.0%	0.0%	3,160	1,551
DALWALLINU	1,305	3,991	2,299	0	7,595	17.2%	52.5%	30.3%	0.0%	6,100	2,290
DANDARAGAN	1,075	2,061	1,055	118	4,309	24.9%	47.8%	24.5%	2.7%	5,586	3,136
DARDANUP	2,008	2,535	1,053	1,069	6,665	30.1%	38.0%	15.8%	16.0%	3,914	4,543
DENMARK	1,827	2,506	715	0	5,048	36.2%	49.6%	14.2%	0.0%	3,112	4,317
DONNYBROOK-BALINGUP	1,478	1,221	661	87	3,447	42.9%	35.4%	19.2%	2.5%	4,536	2,699
DOWERIN	907	655	0	0	1,562	58.1%	41.9%	0.0%	0.0%	2,733	1,261
DUMBLEYUNG	643	1,242	351	0	2,236	28.8%	55.5%	15.7%	0.0%	3,719	1,885
GINGIN	2,492	2,981	164	0	5,637	44.2%	52.9%	2.9%	0.0%	5,505	5,473
GNOWANGERUP	1,472	8,460	396	0	10,328	14.3%	81.9%	3.8%	0.0%	3,580	2,299

Renewal and Total Expenditure includes flood damage.

Expenditure by Work Categories 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
GOOMALLING	436	270	1,200	0	1,906	22.9%	14.2%	63.0%	0.0%	2,088	706
IRWIN	924	1,609	0	63	2,596	35.6%	62.0%	0.0%	2.4%	2,195	2,348
JERRAMUNGUP	1,515	3,626	60	418	5,619	27.0%	64.5%	1.1%	7.4%	3,384	2,396
KELLERBERRIN	519	3,074	120	140	3,853	13.5%	79.8%	3.1%	3.6%	3,108	2,066
KENT	2,107	2,311	1,012	0	5,430	38.8%	42.6%	18.6%	0.0%	3,237	1,874
KOJONUP	1,436	1,781	0	0	3,217	44.6%	55.4%	0.0%	0.0%	4,093	3,217
KONDININ	1,137	1,771	0	615	3,523	32.3%	50.3%	0.0%	17.5%	4,023	2,533
KOORDA	550	825	894	0	2,269	24.2%	36.4%	39.4%	0.0%	3,341	1,375
KULIN	1,312	608	0	526	2,446	53.6%	24.9%	0.0%	21.5%	4,359	1,920
LAKE GRACE	878	7,150	1,350	0	9,378	9.4%	76.2%	14.4%	0.0%	6,463	2,434
MERREDIN	994	2,394	0	290	3,678	27.0%	65.1%	0.0%	7.9%	5,282	3,388
MINGENEW	664	830	0	0	1,494	44.4%	55.6%	0.0%	0.0%	1,778	1,295
MOORA	873	1,958	623	0	3,454	25.3%	56.7%	18.0%	0.0%	4,496	2,831
MORAWA	2,391	483	683	0	3,557	67.2%	13.6%	19.2%	0.0%	2,531	776
MOUNT MARSHALL	731	1,576	516	0	2,823	25.9%	55.8%	18.3%	0.0%	4,376	2,307
MUKINBUDIN	561	1,153	126	0	1,840	30.5%	62.7%	6.8%	0.0%	2,920	1,714
NANNUP	799	639	909	1	2,348	34.0%	27.2%	38.7%	0.0%	2,975	1,438
NAREMBEEN	5,344	1,443	115	653	7,555	70.7%	19.1%	1.5%	8.6%	4,459	2,395
NORTHAMPTON	1,021	645	986	995	3,647	28.0%	17.7%	27.0%	27.3%	4,361	1,597
NUNGARIN	963	0	0	0	963	100.0%	0.0%	0.0%	0.0%	1,503	963
PERENJORI	812	3,206	475	34	4,527	17.9%	70.8%	10.5%	0.8%	4,371	2,134
PINGELLY	1,308	588	521	23	2,440	53.6%	24.1%	21.4%	0.9%	2,379	1,612
PLANTAGENET	3,251	1,506	800	0	5,557	58.5%	27.1%	14.4%	0.0%	5,152	3,335
QUAIRADING	516	6,231	3,073	0	9,820	5.3%	63.5%	31.3%	0.0%	3,453	1,448

Renewal and Total Expenditure includes flood damage.

Expenditure by work categories 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
RAVENSTHORPE	13,253	1,651	92	19	15,015	88.3%	11.0%	0.6%	0.1%	3,892	1,887
TAMMIN	590	653	0	0	1,243	47.5%	52.5%	0.0%	0.0%	1,634	1,228
THREE SPRINGS	591	1,459	63	0	2,113	28.0%	69.0%	3.0%	0.0%	2,719	2,050
TOODYAY	912	798	721	101	2,532	36.0%	31.5%	28.5%	4.0%	3,856	1,679
TRAYNING	605	498	375	0	1,478	40.9%	33.7%	25.4%	0.0%	2,544	840
VICTORIA PLAINS	1,221	942	20	0	2,183	55.9%	43.2%	0.9%	0.0%	3,378	2,163
WAGIN	425	560	946	0	1,931	22.0%	29.0%	49.0%	0.0%	2,785	-2,294
WANDERING	379	1,912	50	0	2,341	16.2%	81.7%	2.1%	0.0%	1,798	1,067
WAROONA	628	248	1,305	30	2,211	28.4%	11.2%	59.0%	1.4%	2,670	876
WEST ARTHUR	839	927	134	0	1,900	44.2%	48.8%	7.1%	0.0%	3,825	1,670
WESTONIA	214	708	490	4	1,416	15.1%	50.0%	34.6%	0.3%	2,432	922
WICKEPIN	1,082	714	0	235	2,031	53.3%	35.2%	0.0%	11.6%	2,617	1,573
WILLIAMS	635	454	118	207	1,414	44.9%	32.1%	8.3%	14.6%	2,007	991
WONGAN-BALLIDU	765	1,129	1,207	0	3,101	24.7%	36.4%	38.9%	0.0%	4,130	1,894
WOODANILLING	636	1,835	132	0	2,603	24.4%	70.5%	5.1%	0.0%	1,763	1,609
WYALKATCHEM	995	913	108	0	2,016	49.4%	45.3%	5.4%	0.0%	2,371	1,610
YILGARN	1,435	1,344	879	305	3,963	36.2%	33.9%	22.2%	7.7%	7,569	2,779
YORK	1,290	1,524	68	0	2,882	44.8%	52.9%	2.4%	0.0%	3,935	2,412
Group Average	99,237	106,051	40,039	7,633	252,960	39.2%	41.9%	15.8%	3.0%	233,590	131,636
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed Road Area statistics and expenditure 2017-18

Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	141,533	1,210,057	245	573	1.73	0.47
BODDINGTON	90,555	539,810	50	315	0.55	0.58
BOYUP BROOK	98,577	1,127,553	88	644	0.89	0.57
BRIDGETOWN-GREENBUSHES	213,534	1,422,726	664	609	3.11	0.43
BROOKTON	85,086	559,273	349	643	4.10	1.15
BROOMEHILL-TAMBELLUP	90,333	1,344,115	113	3,030	1.25	2.25
BRUCE ROCK	149,605	1,962,031	236	391	1.58	0.20
CAPEL	922,410	1,073,469	1,645	1,662	1.78	1.55
CARNAMAH	104,832	953,063	296	346	2.82	0.36
CHAPMAN VALLEY	30,250	828,046	0	501	0.00	0.61
CHITTERING	16,604	2,092,899	224	1,531	13.49	0.73
COOROW	165,237	1,331,674	331	470	2.00	0.35
CORRIGIN	136,438	1,655,246	459	799	3.36	0.48
CRANBROOK	66,657	1,652,125	0	355	0.00	0.21
CUBALLING	8,309	1,010,871	11	379	1.32	0.37
CUNDERDIN	177,057	1,474,755	230	670	1.30	0.45
DALWALLINU	188,074	2,399,187	118	1,258	0.63	0.52
DANDARAGAN	359,145	2,239,809	1,146	605	3.19	0.27
DARDANUP	551,469	1,226,007	694	2,621	1.26	2.14
DENMARK	355,366	1,014,088	825	953	2.32	0.94
DONNYBROOK-BALINGUP	209,467	1,541,991	685	1,131	3.27	0.73
DOWERIN	67,933	1,047,793	215	521	3.16	0.50
DUMBLEYUNG	67,857	1,529,591	102	640	1.50	0.42
GINGIN	573,037	2,652,098	1,088	2,526	1.90	0.95
GNOWANGERUP	133,401	1,310,233	206	349	1.54	0.27

Sealed Road Area statistics and expenditure 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
GOOMALLING	56,018	625,142	218	91	3.89	0.15
IRWIN	235,965	804,021	1,062	509	4.50	0.63
JERRAMUNGUP	107,124	1,146,932	244	797	2.28	0.69
KELLERBERRIN	164,491	1,219,607	211	1,680	1.28	1.38
KENT	29,824	857,087	45	282	1.51	0.33
KOJONUP	120,434	1,412,946	968	948	8.04	0.67
KONDININ	107,754	1,168,618	888	828	8.24	0.71
KOORDA	80,781	1,487,596	97	775	1.20	0.52
KULIN	68,916	1,160,086	15	348	0.22	0.30
LAKE GRACE	123,532	1,339,042	437	861	3.54	0.64
MERREDIN	465,842	2,256,476	864	1,370	1.85	0.61
MINGENEW	78,102	744,753	184	895	2.36	1.20
MOORA	205,800	1,911,038	474	2,009	2.30	1.05
MORAWA	117,411	695,848	371	220	3.16	0.32
MOUNT MARSHALL	56,899	1,752,673	134	1,021	2.36	0.58
MUKINBUDIN	71,332	1,086,167	225	926	3.15	0.85
NANNUP	56,339	1,229,883	362	449	6.43	0.37
NAREMBEEN	75,240	1,706,656	15	1,527	0.20	0.89
NORTHAMPTON	349,344	1,706,185	233	842	0.67	0.49
NUNGARIN	16,227	425,267	27	203	1.66	0.48
PERENJORI	36,456	1,652,677	90	753	2.47	0.46
PINGELLY	114,027	1,018,683	276	444	2.42	0.44
PLANTAGENET	234,785	2,248,270	724	2,491	3.08	1.11
QUAIRADING	114,511	1,489,653	518	1,140	4.52	0.77

Sealed Road Area statistics and expenditure 2017-18 [continued]

Agricultural Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
RAVENSTHORPE	251,976	689,822	824	330	3.27	0.48
TAMMIN	48,967	706,030	28	807	0.57	1.14
THREE SPRINGS	57,363	1,231,633	108	963	1.88	0.78
TOODYAY	102,216	1,890,949	221	652	2.16	0.34
TRAYNING	76,785	835,450	0	199	0.00	0.24
VICTORIA PLAINS	57,482	1,588,109	95	1,095	1.65	0.69
WAGIN	270,681	736,224	247	321	0.91	0.44
WANDERING	23,001	612,035	105	725	4.57	1.18
WAROONA	219,990	1,372,517	283	452	1.29	0.33
WEST ARTHUR	53,628	1,374,224	37	989	0.69	0.72
WESTONIA	24,039	795,588	0	388	0.00	0.49
WICKEPIN	62,004	1,054,106	111	440	1.79	0.42
WILLIAMS	69,997	824,328	73	338	1.04	0.41
WONGAN-BALLIDU	202,288	1,858,948	510	651	2.52	0.35
WOODANILLING	12,971	605,191	12	636	0.93	1.05
WYALKATCHEM	120,199	776,578	120	732	1.00	0.94
YILGARN	121,266	1,782,927	236	901	1.95	0.51
YORK	291,349	1,539,141	504	916	1.73	0.60
Group	10,643,531	87,914,967	23,363	56,736	2.20	0.65
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Agricultural Local Governments without large towns

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	13	22	14	22	204	23	15
BODDINGTON	11	25	19	13	86	28	23
BOYUP BROOK	10	36	27	0	207	37	26
BRIDGETOWN-GREENBUSHES	29	38	23	19	226	30	19
BROOKTON	10	28	28	0	95	30	30
BROOMEHILL-TAMBELLUP	12	34	26	0	209	30	12
BRUCE ROCK	14	51	18	4	414	33	19
CAPEL	140	20	14	14	176	26	16
CARNAMAH	13	29	14	21	161	35	19
CHAPMAN VALLEY	4	15	15	0	131	24	14
CHITTERING	2	21	13	10	292	23	15
COOROW	23	40	20	14	196	28	21
CORRIGIN	13	54	50	45	317	42	32
CRANBROOK	8	37	21	32	282	35	21
CUBALLING	1	28	15	0	162	26	15
CUNDERDIN	19	40	14	6	230	47	24
DALWALLINU	22	37	15	14	465	32	13
DANDARAGAN	45	25	18	13	339	27	16
DARDANUP	79	24	16	15	201	25	17
DENMARK	55	27	21	16	164	27	18
DONNYBROOK-BALINGUP	30	30	23	15	257	39	24
DOWERIN	7	35	26	21	165	40	19
DUMBLEYUNG	7	46	31	0	222	30	8
GINGIN	80	33	25	15	391	29	20
GNOWANGERUP	17	34	11	0	208	30	10

Sealed road age 2017-18 [continued]
Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
GOOMALLING	7	46	24	0	104	43	23
IRWIN	32	30	17	13	116	19	17
JERRAMUNGUP	14	29	26	15	190	29	15
KELLERBERRIN	18	41	20	10	216	41	31
KENT	4	32	25	0	139	24	16
KOJONUP	15	35	22	56	238	42	24
KONDININ	12	42	34	0	182	37	23
KOORDA	7	30	16	0	242	39	14
KULIN	7	46	30	0	176	43	24
LAKE GRACE	16	45	30	0	193	19	13
MERREDIN	49	27	19	16	370	30	22
MINGENEW	10	34	16	17	133	24	12
MOORA	24	58	28	30	313	59	24
MORAWA	13	45	21	13	126	39	17
MOUNT MARSHALL	8	25	22	0	292	33	20
MUKINBUDIN	9	55	33	0	179	57	32
NANNUP	7	45	29	0	200	34	26
NAREMBEEN	9	57	26	17	285	44	24
NORTHAMPTON	48	33	26	28	242	32	20
NUNGARIN	3	0	25	0	103	49	34
PERENJORI	5	26	13	0	240	23	10
PINGELLY	16	51	35	0	172	18	14
PLANTAGENET	25	47	31	17	353	34	21
QUAIRADING	13	15	15	14	258	47	29

Sealed road age 2017-18 [continued]
Agricultural Local Governments without large towns

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
RAVENSTHORPE	35	16	16	13	99	17	16
TAMMIN	6	35	28	20	126	38	26
THREE SPRINGS	7	23	15	11	168	22	13
TOODYAY	13	32	12	7	300	32	20
TRAYNING	9	13	11	5	139	44	31
VICTORIA PLAINS	7	53	26	0	246	45	19
WAGIN	28	25	23	23	143	24	19
WANDERING	3	38	30	0	89	33	21
WAROONA	30	36	21	7	229	27	19
WEST ARTHUR	6	38	26	8	221	44	26
WESTONIA	3	36	36	0	116	47	34
WICKEPIN	9	36	24	0	156	30	16
WILLIAMS	8	100	29	4	126	34	18
WONGAN-BALLIDU	22	30	26	29	331	32	23
WOODANILLING	2	24	21	0	87	36	22
WYALKATCHEM	11	27	24	0	133	27	19
YILGARN	14	36	20	0	285	17	16
YORK	38	26	20	20	261	28	22
Group		35	23	17		33	20

APPENDIX 20

PASTORAL AND MINING LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2017-2018

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

Road assets & expenditure indicators 2017-18

Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CUE	0.60	4.3%	78%	0.70
DUNDAS	0.55	3.9%	44%	0.39
HALLS CREEK	0.51	4.7%	115%	1.11
LAVERTON	0.48	5.1%	21%	-0.01
LEONORA	0.55	4.5%	36%	1.01
MEEKATHARRA	0.54	4.8%	136%	0.58
MENZIES	0.55	5.2%	63%	0.90
MOUNT MAGNET	0.55	4.5%	55%	0.74
MURCHISON	0.60	4.9%	17%	0.61
NGAANYATJARRAKU	0.55	5.6%	8%	1.33
SANDSTONE	0.56	5.4%	0%	1.76
SHARK BAY	0.57	4.3%	132%	0.96
UPPER GASCOYNE	0.61	4.1%	80%	0.83
WILUNA	0.53	5.3%	14%	0.92
YALGOO	0.60	4.7%	16%	0.51
Group Average	0.56	4.7%	62%	0.78
State Average	0.57	2.4%	67%	0.82

Expenditure from Local Governments' own resources 2017-18

Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Total council expenditure $000s	Expenditure from councils' own resources $000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CUE	2,945	1,034	35%	86%	35%	26%	5,777
DUNDAS	595	0	0%	49%	0%	0%	0
HALLS CREEK	5,918	476	8%	73%	9%	9%	134
LAVERTON	19,015	4,868	26%	78%	90%	22%	3,935
LEONORA	5,141	2,443	48%	53%	42%	40%	1,632
MEEKATHARRA	10,243	1,461	14%	99%	22%	17%	1,390
MENZIES	3,422	481	14%	85%	10%	2%	927
MOUNT MAGNET	1,074	150	14%	71%	6%	6%	309
MURCHISON	11,705	1,083	9%	145%	33%	24%	6,727
NGAANYATJARRAKU	4,839	1,324	27%	95%	36%	36%	771
SANDSTONE	6,902	1,535	22%	106%	70%	70%	17,644
SHARK BAY	2,123	248	12%	88%	10%	4%	261
UPPER GASCOYNE	12,177	646	5%	132%	18%	18%	2,291
WILUNA	2,815	318	11%	104%	7%	7%	434
YALGOO	2,100	991	47%	100%	31%	28%	2,840
Group Average	91,014	17,058	19%	89%	28%	19%	1,256
State Average	982,168	476,427	49%	23%	20%	16%	185

Total Expenditure includes flood damage.

Expenditure on road preservation 2017-18

Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Preservation expenditure $000s					Preservation expenditure $/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	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
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
CUE	188	732	1,582	0	2,502	15,094	3,286	4,651	3
DUNDAS	237	0	358	0	595	4,859	0	1,219	0
HALLS CREEK	726	0	5,104	87	5,917	26,942	0	5,700	656
LAVERTON	232	59	915	0	1,206	11,221	540	1,590	12
LEONORA	405	75	3,401	693	4,574	19,356	926	5,657	1,847
MEEKATHARRA	561	864	2,517	4,003	7,945	12,554	5,710	1,755	8,099
MENZIES	219	127	2,160	0	2,506	50,514	1,169	3,019	8
MOUNT MAGNET	259	0	542	0	801	8,608	0	2,682	0
MURCHISON	66	200	5,542	2,705	8,513	962,500	580	11,150	2,872
NGAANYATJARRAKU	8	53	1,921	761	2,743	483	421	3,910	1,030
SANDSTONE	0	7	6,709	0	6,716	0	172	21,937	2
SHARK BAY	874	0	708	82	1,664	32,519	0	1,892	498
UPPER GASCOYNE	138	536	10,701	0	11,375	26,543	3,529	14,523	27
WILUNA	71	0	1,589	1,155	2,815	6,636	0	2,377	1,994
YALGOO	200	28	416	609	1,253	26,219	66	2,743	831
Group Average	4,184	2,681	44,165	10,095	61,125	14,649	1,561	5,325	1,393
State Average	358,961	111,591	215,351	20,641	706,544	10,207	2,423	4,024	1,025

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2017-18

Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Expenditure on roads and bridges - $000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000s	Actual expenditure $000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CUE	1,642	860	443	0	2,945	55.8%	29.2%	15.0%	0.0%	2,331	1,628
DUNDAS	265	330	0	0	595	44.5%	55.5%	0.0%	0.0%	1,520	595
HALLS CREEK	1,036	4,881	0	0	5,917	17.5%	82.5%	0.0%	0.0%	3,042	3,384
LAVERTON	1,206	0	17,809	0	19,015	6.3%	0.0%	93.7%	0.0%	2,473	-28
LEONORA	1,839	2,735	567	0	5,141	35.8%	53.2%	11.0%	0.0%	2,439	2,462
MEEKATHARRA	2,330	5,615	2,298	0	10,243	22.7%	54.8%	22.4%	0.0%	5,208	3,023
MENZIES	836	1,670	845	72	3,423	24.4%	48.8%	24.7%	2.1%	2,753	2,474
MOUNT MAGNET	393	408	273	0	1,074	36.6%	38.0%	25.4%	0.0%	1,084	801
MURCHISON	5,279	3,316	2,923	187	11,705	45.1%	28.3%	25.0%	1.6%	3,714	2,257
NGAANYATJARRAKU	1,347	1,396	2,097	0	4,840	27.8%	28.8%	43.3%	0.0%	2,069	2,743
SANDSTONE	5,209	1,507	186	0	6,902	75.5%	21.8%	2.7%	0.0%	1,257	2,208
SHARK BAY	838	826	459	0	2,123	39.5%	38.9%	21.6%	0.0%	1,727	1,664
UPPER GASCOYNE	1,091	10,447	639	0	12,177	9.0%	85.8%	5.2%	0.0%	3,265	2,714
WILUNA	1,302	1,513	0	0	2,815	46.3%	53.7%	0.0%	0.0%	2,388	2,189
YALGOO	1,253	0	847	0	2,100	59.7%	0.0%	40.3%	0.0%	2,437	1,253
Group Average	25,866	35,504	29,386	259	91,015	28.4%	39.0%	32.3%	0.3%	37,706	29,366
State Average	376,544	343,664	195,295	66,641	982,144	38.3%	35.0%	19.9%	6.8%	716,730	584,277

Renewal and Total Expenditure includes flood damage.

Sealed road area statistics and expenditure 2017-18

Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Area [sq metres]		Expenditure $000s		Expenditure $ per square metre	
	Sealed roads in built up areas	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]
CUE	43,593	776,166	188	732	4.31	0.94
DUNDAS	170,726	153,488	237	0	1.39	0.00
HALLS CREEK	94,313	145,798	726	0	7.70	0.00
LAVERTON	72,366	229,639	232	59	3.21	0.26
LEONORA	73,234	170,026	405	75	5.53	0.44
MEEKATHARRA	156,407	510,986	561	864	3.59	1.69
MENZIES	15,174	312,075	219	127	14.43	0.41
MOUNT MAGNET	105,304	96,252	259	0	2.46	0.00
MURCHISON	240	1,101,130	66	200	275.00	0.18
NGAANYATJARRAKU	58,030	264,317	8	53	0.14	0.20
SANDSTONE	33,847	85,391	0	7	0.00	0.08
SHARK BAY	94,069	198,585	874	0	9.29	0.00
UPPER GASCOYNE	18,197	441,180	138	536	7.58	1.21
WILUNA	37,450	72,468	71	0	1.90	0.00
YALGOO	26,698	885,385	200	28	7.49	0.03
Group	999,647	5,442,884	4,184	2,681	4.19	0.49
State	123,091,016	148,420,115	358,961	111,591	2.92	0.75

Sealed road age 2017-18
Pastoral and Mining Local Governments without large towns

Appendix 20

COUNCIL	Roads in built up areas				Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CUE	6	24	11	0	100	13	12
DUNDAS	22	35	20	20	21	21	13
HALLS CREEK	12	47	22	0	21	44	9
LAVERTON	8	37	25	23	34	27	16
LEONORA	10	30	13	10	21	24	17
MEEKATHARRA	13	48	19	18	72	21	10
MENZIES	2	26	7	0	42	19	11
MOUNT MAGNET	15	27	17	0	12	19	18
MURCHISON	0	7	7	0	170	12	12
NGAANYATJARRAKU	10	14	14	0	39	14	14
SANDSTONE	4	13	11	10	12	9	7
SHARK BAY	12	30	15	4	28	18	13
UPPER GASCOYNE	2	21	16	0	63	16	10
WILUNA	5	21	21	0	11	26	24
YALGOO	2	24	9	0	187	15	12
Group		27	15	14		20	13

APPENDIX 21

SOURCES OF ROAD FUNDS

2007-08 to 2017-18

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

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

Appendix 21

Sources of Road Funds – 2007-08 to 2017-18

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

Sources of Road Funds – 2007-08 to 2017-18

Year	Federal		State		Private		Own Resources		Total
	$000s	%	$000s	%	$000s	%	$000s	%	$000s
State									
	Federal		State		Private		Council		Total
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**
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	**753,411**
2015-16	257,401	29.7%	180,104	20.8%	14,354	1.7%	413,902	47.8%	**865,761**
2016-17	242,422	26.8%	204,180	22.6%	11,169	1.2%	446,552	49.4%	**904,323**
2017-18	217,697	22.2%	275,570	28.1%	12,474	1.3%	476,427	48.5%	**982,168**
10 Years	1,833,892	24.2%	1,657,513	21.8%	170,537	2.2%	3,927,895	51.8%	**7,589,837**
5 Years	1,027,519	23.8%	984,043	22.8%	83,144	1.9%	2,218,402	51.4%	**4,313,108**

Henwood Road, Glenoran

WALGA
ONE70 LV 1, 170 Railway Parade, West Leederville WA 6007
PO Box 1544, West Perth WA 6872
T (08) 9213 2000 | **F** (08) 9213 2077 info@walga.asn.au
www.walga.asn.au