WALGA

Report on Local Government Road Assets & Expenditure

2020-2021

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.

Photography by Audra de Pina

Front Cover: Turner Road, Shadforth

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

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

Abernethy Road, Byford

Foreword

The demands on the Local Government road network continued to grow strongly in 2020/21, despite the impacts of COVID restrictions.

The number of registered vehicles in WA grew 1.6%, and estimated vehicle kilometres travelled increased a massive 5.4% (across both metropolitan and non-metropolitan areas). The length of Local Government roads open to Restricted Access Vehicles, that is the largest and heaviest trucks allowed on the road, increased 10% during the year.

Local Governments experienced significant increases in the cost to undertake critical road maintenance, renewal and new construction works. During 2020/21 the estimated annual cost to maintain the Local Government road network increased 8.4%. Cost pressures have increased further since the end of the 2021 financial year and it is anticipated that larger cost increase will be reported in 2021/22. Actual maintenance and renewal expenditure increased only 2.4% in 2020/21, resulting in the shortfall between expenditure required to maintain the network in its current condition and actual expenditure increasing by more than $52 million to over $246 million per year.

Due to the introduction of the Commonwealth funded Local Roads and Community Infrastructure Program expenditure on Local Government roads increased by $16.4 million to $942.2 million.

In the Perth metropolitan region 72% of expenditure on Local Government roads was funded by the Local Government while outside the Perth metropolitan area, 61% of investment in roads was funded by Commonwealth or State Government grants.

In 2021 Western Australia recorded the highest number of road fatalities for five years with 56% of the 166 people killed on Local Government managed road. In the metropolitan area, 72% of road crash fatalities occurred on Local Government roads. More encouragingly, the number of people seriously injured in crashes on Local Government roads is trending downwards over the past five years.

Local Governments continue to invest in extending and improving the path network, for the benefit of pedestrians, bike riders and the users of eMobility devices such as scooters. During the past five years, the length of sealed paths has been increased 4.3% to more than 15,350km while the extent of the road network is largely unchanged.

The State's record level of investment in new transport infrastructure is welcomed and supported by Local Governments, but the competition for skilled labour and materials has and continues to increase costs and extend delivery times.

I commend this resource as a source of information for all those with a stake in the State's road network. I would like to acknowledge and thank Local Governments for providing the data that enables this comprehensive picture to be completed and for their on-going commitment to developing and maintaining a safe and efficient transport network for the community.

Cr Karen Chappel JP
President

Conclusions

2020-2021 Report

Southern River Road, Southern River

1. Local Government maintains 127,366 kilometres of roads of which 31.8% are sealed. Local Government roads make up 87.2% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of $32.49 billion as at 30 June 2021.
2. The written down value of the road network is $17.62 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 54.2% for local roads compared to 62.9% for State highways and main roads in WA.
3. In 2020-21 the total expenditure on local roads was $942.2 million, $16.4 million more than in 2019-20. Federal funds increased by $28.7 million, as a new Local Roads and Community Infrastructure Program was commenced. Expenditure from Local Government's own-source revenue increased slightly ($4.1 million).

4. In the five years 2016-17 to 2020-21 total road expenditure has increased by 4.2% from $904.3 million to $942.2 million.
5. Statewide, Local Government provided 52.3% of its total road expenditure from its own resources. The Commonwealth Government provided 25.1%, the State Government 21.7%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 0.94% of the total road expenditure.
6. Metropolitan Local Governments received approximately 25.2% of Federal and State funds while non-Metropolitan Local Governments received 74.8%.
7. Expenditure on maintenance and renewal of the existing road network ($621.8 million in 2020-21; net of flood damage reinstatement) has increased 8% in the five years from 2016-17 to 2020-21. Expenditure on upgrading and expansion ($273.1 million in 2020-21) is 0.7% lower than in 2015-16.
8. The estimated cost of maintaining WA's road network, in its current condition in 2020-21, was $868.14 million. Local Governments spent $621.8 million on road preservation, a shortfall of $246.34 million.
9. The $246.34 million shortfall in 2020-21 was $52.7 million more than in 2019-20 and $130.1 million more than in 2015-16.
10. For the entire State, Local Governments would have to spend 22.9% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2020-21 Local Governments spent 18.6% of their revenue capacity on roads, with 14.1% exclusively on preservation.
11. Local Governments in the Metropolitan Region have to spend only 8.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2020-21 they spent 12.0% of their revenue capacity on preservation, significantly more than the required percentage. Due to their relatively higher revenue raising capacity, metropolitan roads are generally in a better condition than roads elsewhere.
12. Local Governments in the Wheatbelt South have the lowest capacity in the State to satisfy their road maintenance needs. Local Governments in this region would have to spend 99.7% 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 2020-21 the Wheatbelt South was able to spend only 11.1% of their revenue capacity on road preservation works, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more to likely to be in poorer condition.
13. Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of the Wheatbelt South and Wheatbelt North Regions. Roads in these two regions are in a worse condition than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.

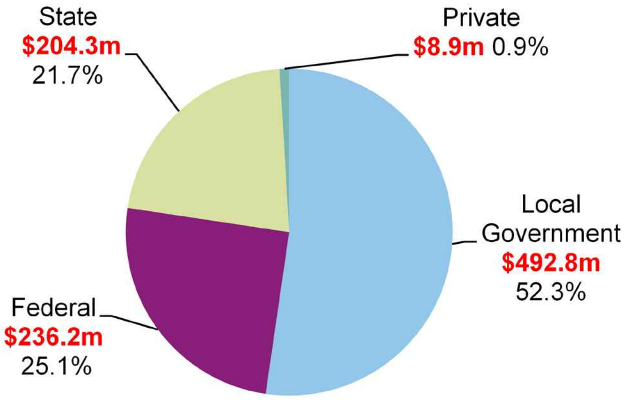
Important statistics are presented graphically in the following pages.

Important Statistics

1. Sources of Local Government Road Funds

Total funding for Local Government roads was $942.2 million in 2020-21, $16.6 million more than in the previous year. Local Governments provided 52.3% of their total road expenditure from their own resources (Figure 1). The Federal funds are primarily provided through the Financial Assistance Grants (untied road component) and include $70.6 million of Roads to Recovery funds, $6.8 million of Federal Black Spot funds and a portion of the new Local Roads and Community Infrastructure Program funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes $10.65 million of Black Spot funds.

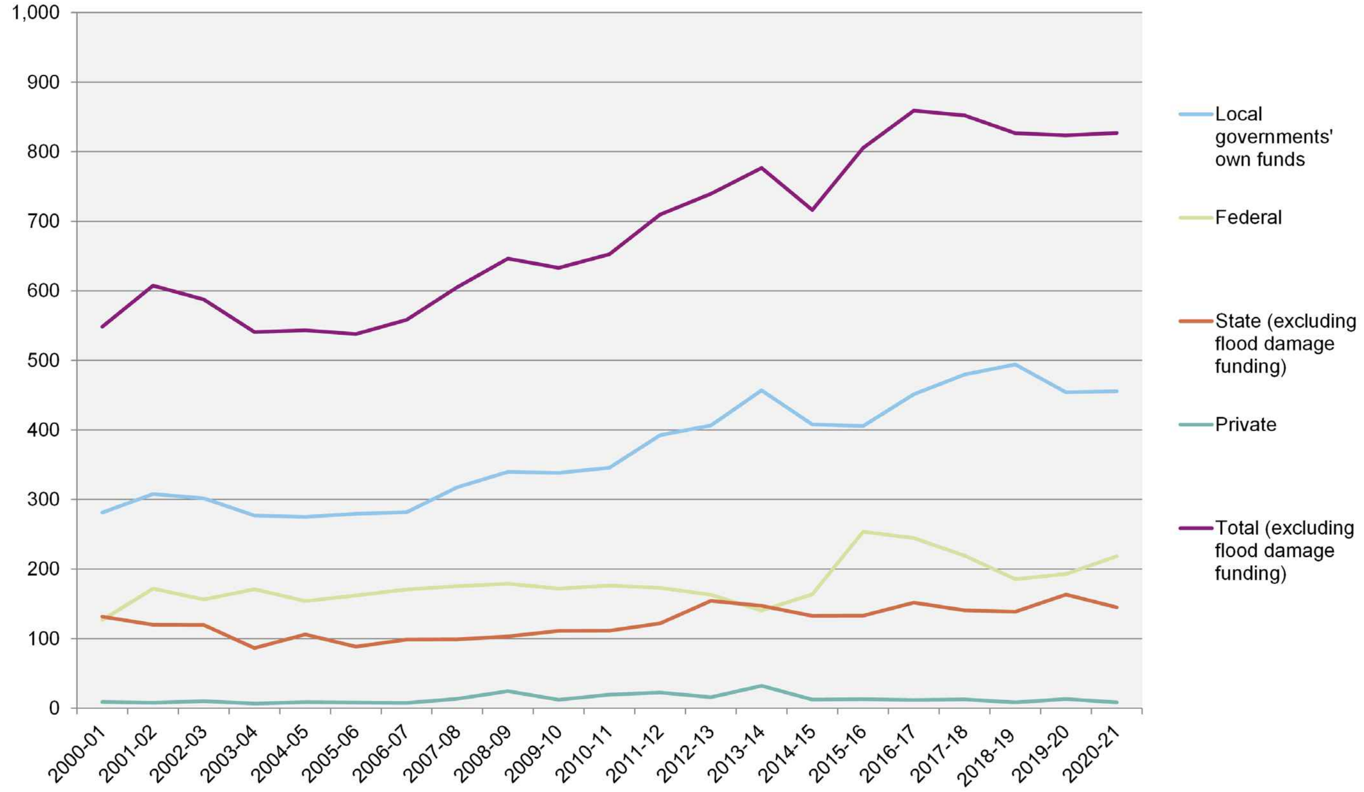
Figure 1
Sources of Local Government Road Funds 2020-21
$942.22 million



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

Railway Avenue, Camillo

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



State and Total funds excludes repair of flood damage.

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 government sectors to the road funding task has increased over the long term, although there has been a slight drop in real terms in the last year. 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, with a further slight upwards trend since 2019-20.

Collingwood Street, Osborne Park

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 $263.6 million spent on renewal in 2020-21 represents about 0.81% 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 significant expenditure on repair of flood damage which, by its nature, includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96%.

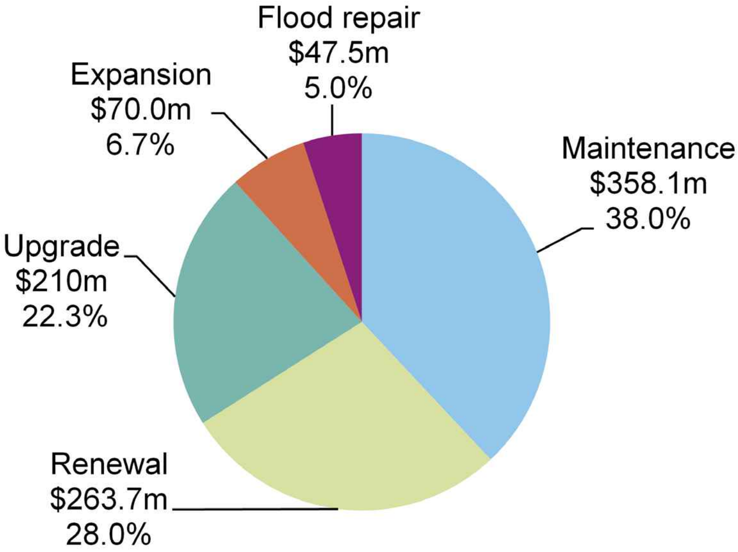
3. Types of Roads

Local Government is responsible for 127,336 kilometres of roads representing 87.2% of the State's public road network.

Only 31.9% of the roads are sealed. The remaining 68.1% (86,794 kilometres) have a gravel or natural surface.

Figure 3

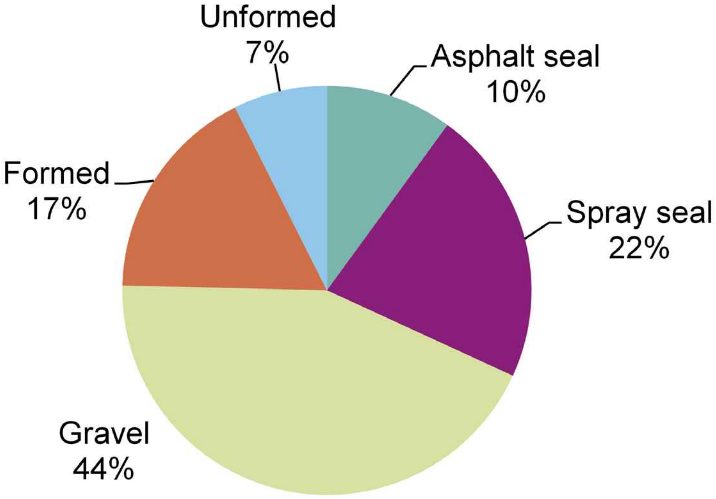
Local Government Road Expenditure 2020-21
$942.24 million



Road expenditure includes bridges.

Figure 4

Types of Local Government Roads 2020-21
(Total Length 127,336km)



Important Statistics

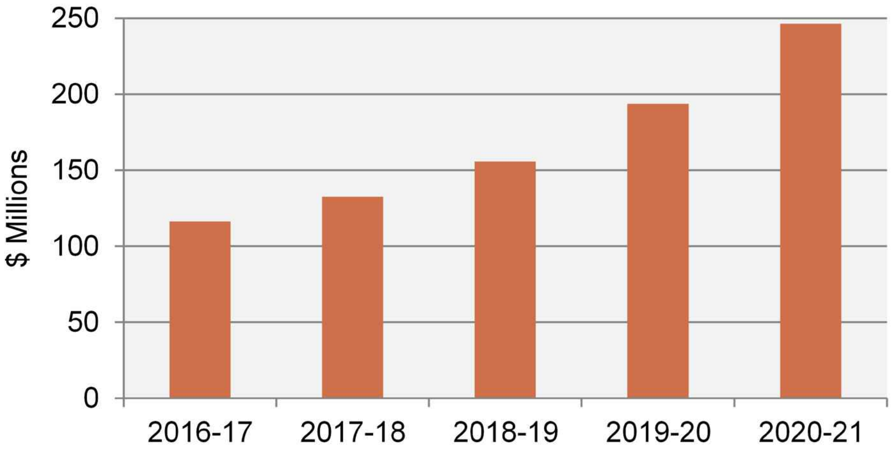
4. Shortfall Between Road Preservation Needs and Expenditure

Excluding expenditure on repairing flood damage ($47.5 million), Local Governments spent $621.8 million on road preservation. This is $246.34 million less than the $868.14 million required to maintain roads at their current condition (Figure 5). The $246.34 million shortfall in 2020-21 is $52.7 million more than in 2019-20 and $130.1 million greater than in 2015-16.

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



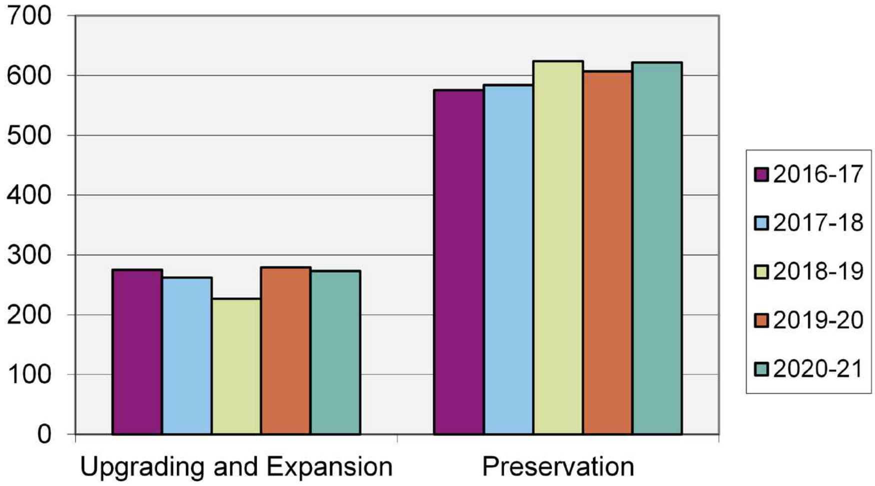
The shortfall has increased from $193.7 million in 2019-20 to $246.34 million in 2020-21 and is $130.1 million more than in 2015-16.

5. Expenditure on Road Preservation and Capital Upgrading and Expansion

Expenditure on road preservation has increased by 8.0% over the five years from 2016-17 to 2020-21 while expenditure on upgrading and capital expansion reduced by 0.7% (Figure 6). Expenditure on upgrading and expansion and expenditure on preservation are continuing at relatively high levels.

Figure 6

Expenditure Trends



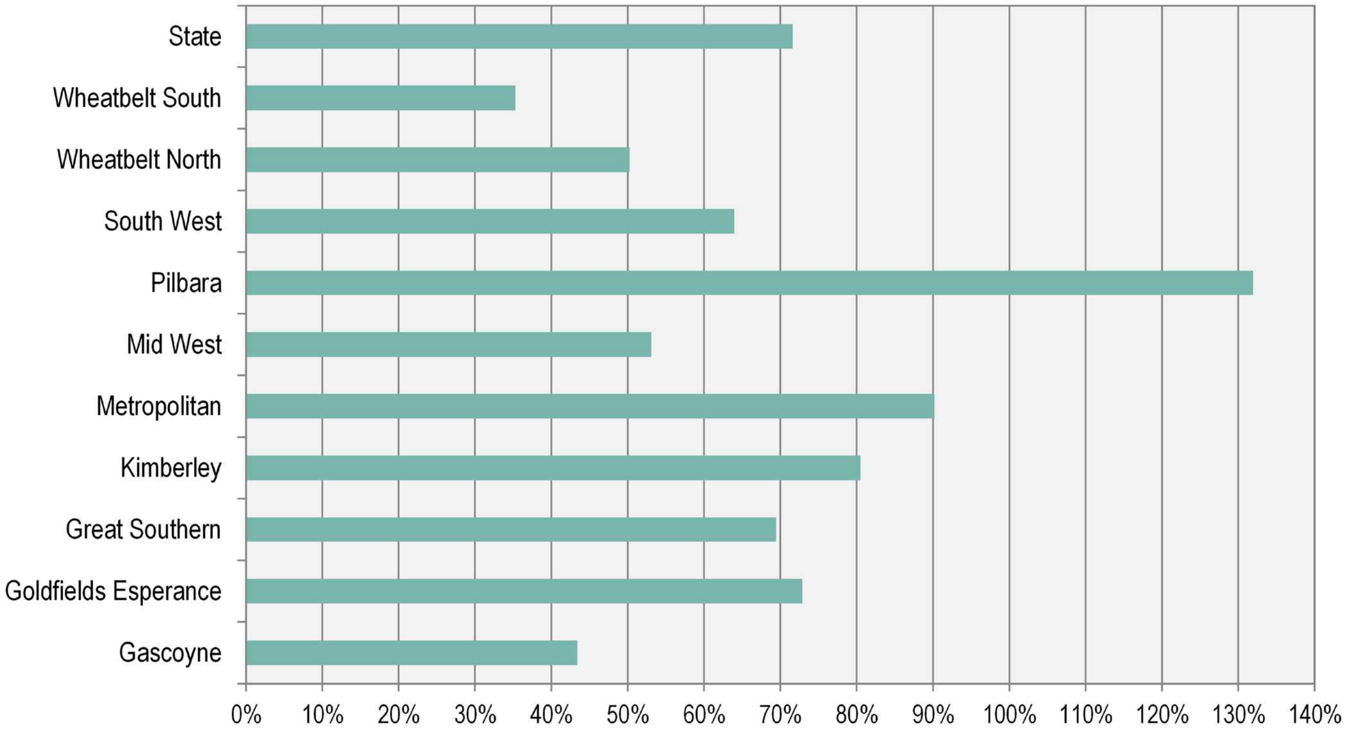
Excludes flood damage funding.

6. Road Preservation Performance

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

Overall State Performance is 71.6%, which means that Local Governments spent 71.6% of the amount required to maintain their roads at their current condition. The State performance is greatly influenced by the high performance of the Metropolitan Region, although this too has dropped (for a successive third year) from 96.4% to 90%; previously the metropolitan area was always above 100%. This indicates that 10% less than what was required to maintain the roads, in their current condition, was spent in the metropolitan area. For the first time a region, other than the Metropolitan region, achieved the highest performance. The Pilbara had a preservation performance of 131.9%.

Figure 7
Road Preservation Performance
2020-21



Important Statistics

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

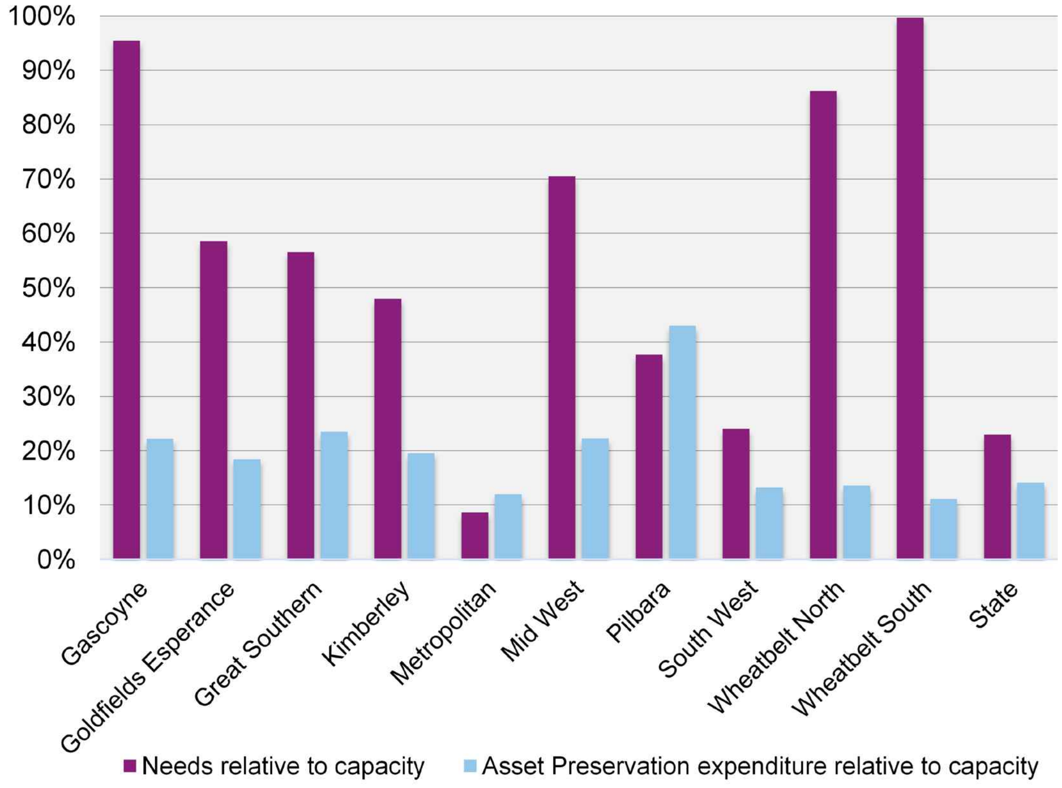
Over the whole State, Local Governments would have to spend 22.9% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2020-21 Local Governments spent 14.1% of their estimated revenue capacity on road preservation, about 9% less than the required 22.9%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 8, purple columns) from 8.7% for the Metropolitan Region to 99.7% 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 14.1% for the State and ranges from 11.1% for Wheatbelt South to 42.9% for Pilbara.

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 99.7% of their revenue capacity to meet their road preservation needs but were able to spend only 11.1%. Local Governments in the Metropolitan Region would have to spend only 8.7% of their revenue capacity to meet their preservation needs but spent 12.0%.

Figure 8
Percentage Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Percentage



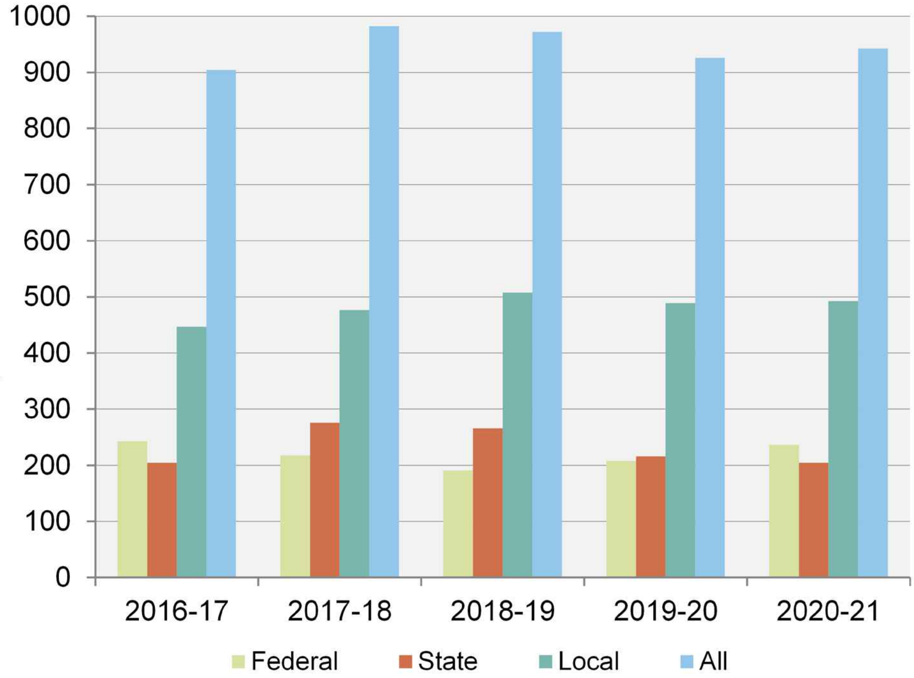
Bindoon-Dewars Pool Road, Bindoon

8. Total Local Government Road Expenditure 2016-17 to 2020-21

Figure 9 shows that:

- Total funding increased by 4.2% between 2016-17 and 2020-21, and was $16.4 million more than in 2019-20.
- Local Government funds increased by 10.4% between 2016-17 and 2020-21, and in 2020-21 was $4.1 million more than in 2019-20.
- Federal road funds in 2020-21 were 2.6% less than five years previously, reflecting fluctuations due both to the timing of Roads to Recovery funding and the introduction of new Local Roads and Community Infrastructure Program funding.
- State Government funding, including disaster reconstruction work, was only 0.1% higher than it was five years ago.

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.

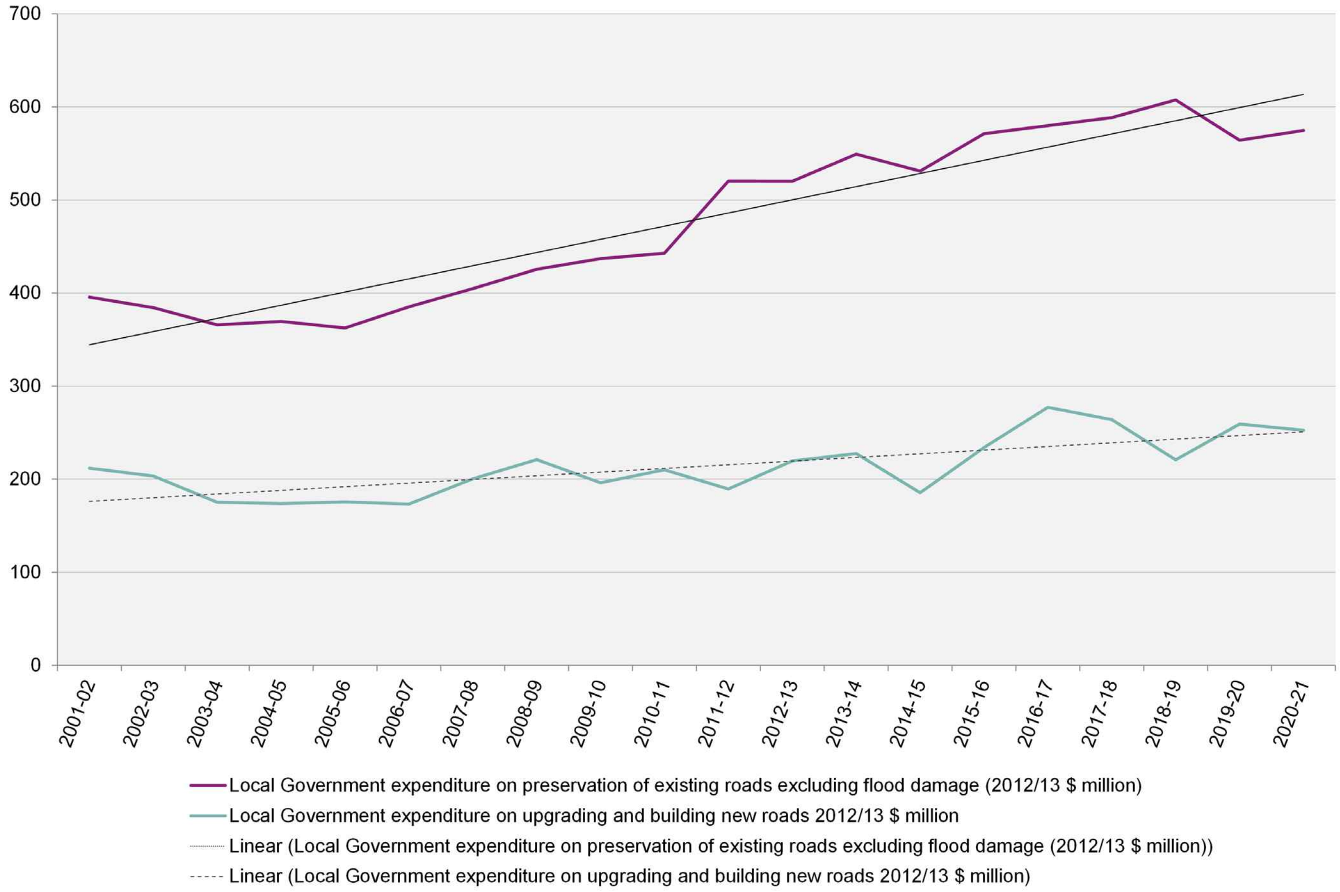
Important Statistics

9. Change in expenditure
20 years 2001-02 to 2020-21

Figure 10 shows the expenditure trend over twenty years 2001-02 to 2020-21. 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 during this long-term period. Expenditure on preservation has increased 45%, from $395.5m to $574.6m. Expenditure on upgrade and expansion of the network has increased to a lesser degree (19%), from $211.7m to $252.4m. During the same period, the State's population has increased by 39.5% and the number of licenced motor vehicles by 64.7%.

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



Nairn Drive, Baldivis

Report on Local Government Road Assets and Expenditure 2020-2021

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.[1]

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

The report covers all Local Government roads, bridges, culverts, footpaths and dual use paths. The road asset valuations include traffic management devices, kerbs, 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 underpins the functioning of our economy and society.

Local Government in WA maintains more than 127,000km of roads connecting to around 18,600km of State or National highways and other main roads managed by the State Government. Additionally there are 36,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.[2] Local Government in WA is thus responsible for 70.1% of the roads in the State.

The roads serve the State's population of more than 2.68 million and are used by the 2.31 million vehicles driven by more than 1.88 million licence holders. Collectively these vehicles travelled an estimated 28.9 billion kilometres in 2020-21, including 18.9 billion kilometres in the Perth metropolitan region. The kilometres travelled increased more than 5% on the previous year, which was likely influenced by the lifting of the COVID19 related community lockdown measures which commenced in March 2020.

Table 1: Key User Statistics

	2019-20	2020-21	Change
Resident population	2,661,936	2,682,257	0.8%
Registered motor vehicles	2,278,000	2,314,700	1.6%
Licence holders	1,864,453	1,882,644	1.0%
Vehicle kilometres travelled, WA (Billion)	27.35	28.88	5.6%
Vehicle kilometres travelled, Perth (Billion)	17.97	18.90	5.2%

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

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[1] 134 Local Governments provided data and estimates were made for the remaining three.

[2] https://annualreports.mainroads.wa.gov.au/AR-2021/assets/Uploads/Main-Roads-Annual-Report-2021.pdf

Local Government Roads around Australia – an overview

Western Australia accounts for 10.4% of the national population but 19.4% of local road length. The disproportionate length of roads in the State is a function of the size of State. This is also reflected in the number of people per kilometre of road. The cost of maintaining a kilometre of Local Government road in New South Wales is shared between 56 people, while in Western Australia this cost is shared between just 21 people. This is partly a consequence of lower population density and partly reflects the fact that Local Governments in Western Australia are responsible for a larger proportion of the road network.

Table 2: Local Government Roads in Australia

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2021)	8,188,651	6,649,066	5,221,233	1,773,396	2,682,257	541,315	245,909	25,738,142
Per cent of National Population	31.8%	25.8%	20.3%	6.9%	10.4%	2.1%	1.0%	98.3%
Local Road Length (km)	146,530	131,184	149,278	78,198	127,977	14,162	13,268	660,597
Per cent of National Local Road Length	22.18%	19.86%	22.60%	11.84%	19.37%	2.14%	2.01%	100.0%
Population per km	55.9	50.7	35.0	22.7	21.0	38.2	18.5	39.0

Source: Based on Bureau of Infrastructure, Transport and Regional Economics, Australian Infrastructure and Transport Statistics - Yearbook 2021, Table 6.2b.

Note: The ACT (1.7% of the national population) is not included as all local roads are managed by the Territory Government.

Kargotich Road, Mundijong

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 non-Metropolitan Local Governments are grouped into six groups each made up of Local Governments with broadly similar populations. The City of Greater Geraldton is grouped with other Country Cities and the Shire of Murchison is grouped with Pastoral Shires.

The six groups of Local Governments with similar characteristics are:

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

3. Local Government Roads and Bridges

Local Government is responsible for 127,366 kilometres of roads representing 87.2% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 31.9% of the roads are sealed. A total of 86,794 kilometres have a gravel or natural surface.

Total road length has reduced slightly (0.6%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 8.9%, while seven regions have had reductions in road length. These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided in Appendices 5 to 14. Road area statistics for sealed roads (in square metres) are provided in the appendices.

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

Table 3: Local Road Statistics 30 June 2021 (road lengths - kilometres)

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	12	526	1,898	1,412	369	4,218
Goldfields Esperance	202	1,420	7,360	3,730	4,694	17,406
Great Southern	194	2,966	7,378	1,606	335	12,479
Kimberley	10	648	1,837	1,066	1,019	4,579
Metropolitan	10,541	3,355	202	48	22	14,168
Mid West	171	3,027	8,037	4,462	1,312	17,009
Pilbara	217	512	2,054	2,539	557	5,879
South West	1,317	4,830	3,718	647	156	10,668
Wheatbelt North	87	6,617	12,829	3,742	647	23,922
Wheatbelt South	24	3,898	10,117	2,662	338	17,038
State Total	**12,775**	**27,798**	**55,429**	**21,915**	**9,450**	**127,366**
As % of total length	10.0%	21.8%	43.5%	17.21%	7.4%	100%

Source: Main Roads WA.

Table 4: Local Government Bridge Statistics 30 June 2021 (bridge area - square metres)

Region	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	5	6,590	0	0	272	6,862
Goldfields Esperance	4	892	0	0	0	892
Great Southern	70	1,316	9,200	1,153	654	12,322
Kimberley	12	2,627	0	0	0	2,627
Metropolitan	141	21,583	9,333	845	1,726	33,486
Mid West	22	5,027	0	230	0	5,256
Pilbara	28	5,707	0	0	0	5,707
South West	281	26,262	28,539	4,797	278	59,876
Wheatbelt North	111	7,719	14,369	2,525	0	24,613
Wheatbelt South	217	6,593	17,155	5,398	181	29,326
State	**891**	**84,315**	**78,596**	**14,946**	**3,111**	**180,968**

Source: Main Roads WA.
Bridge statistics for individual Local Governments are provided in Appendices 5 to 14.

Report on Local Government Road Assets and Expenditure 2020-2021

Local Governments are responsible for more than 16,000 kilometres of paths associated with local roads (Table 5). Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14.

Table 5: Footpaths and Dual Use Paths 30 June 2020 (length - kilometres)

Region	Bitumen and Concrete Footpaths	Dual Use Paths	Gravel Footpaths	All
Gascoyne	62	39	20	121
Goldfields Esperance	414	175	21	609
Great Southern	267	87	32	386
Kimberley	148	50	9	208
Metropolitan	8,044	2,867	93	11,003
Mid West	244	92	96	433
Pilbara	213	174	0	387
South West	1,149	717	214	2,079
Wheatbelt North	277	140	396	814
Wheatbelt South	123	76	111	310
State	**10,940**	**4,418**	**993**	**16,350**

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

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Some roads are reclassified as State roads and some are closed. Changes in the road network since 2016-17 are shown in Table 6.

Table 6: Changes in the Local Road Network, 5 Years 2016-17 to 2020-21 (road lengths - kilometres)

Type of Road	2016-17	2020-21	Change
Sealed roads in built up areas			
- asphalt seals	12,342	12,775	3.5%
- sprayed seals	3,716	3,681	-0.9%
Sealed roads outside built up areas			
- sprayed seals	23,468	24,117	2.8%
Gravel roads	56,174	55,429	-1.3%
Formed roads	21,365	21,915	2.6%
Unformed roads	10,643	9,450	-11.2%
All roads	**127,708**	**127,366**	**-0.3%**

Changes in bridge statistics since 2016-17 are shown in Table 7.

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

Changes in path statistics since 2016-17 are shown in Table 8.

While some changes in path lengths are evident, it is based on data provided by Local Governments to the WA Local Government Grants Commission (last collected in 2019). In 2016 legislation was changed to allow cycling on footpaths. This is likely to have resulted in the redesignation of some dual use paths to footpaths.

Table 7: Changes in Bridge Statistics, 5 Years 2016-17 to 2020-21
(bridge area - square metres)

Type of Bridge	2016-17	2020-21	Change
Number of bridges	902	891	-1.2%
Concrete and steel bridges	68,510	84,315	23.1%
Timber bridges with concrete overlay	77,950	78,596	0.8%
Timber bridges without concrete overlay	17,787	14,946	-16.0%
Foot bridges	2,462	3,111	26.4%
All bridges	**166,709**	**180,968**	**8.6%**

Table 8: Changes in Paths Statistics
5 years 2016-17 to 2020-21 (path lengths - kilometres)

Type of Path	2016-17	2020-21	Change
Bitumen and concrete footpaths	9,552	10,940	14.5%
Gravel footpaths	498	993	99.3%
Dual use paths	5,168	4,418	-14.5%
All paths	**15,218**	**16,350**	**7.4%**

Shared Path, Shoalwater

4. Local Government Road Hierarchy

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

Regional Distributor: Roads linking significant destinations in rural areas.

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

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

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

Access Roads: Residential roads providing access to properties.

The percentage lengths of each type of road by region is shown in Table 9.

Table 9: Local Road Network Hierarchy by Region

Region	Access Road % length	Local Distributor % length	Distributor A % length	Distributor B % length	Regional Distributor % length	Total
Gascoyne	42.2	46.0	0.0	0.0	11.8	100.0
Goldfields Esperance	68.3	21.2	0.0	0.0	10.5	100.0
Great Southern	70.5	23.1	0.0	0.1	6.3	100.0
Kimberley	64.3	20.6	0.0	0.0	15.0	100.0
Metropolitan	74.4	13.7	5.6	3.2	3.2	100.0
Mid West	70.5	21.3	0.0	0.0	8.2	100.0
Pilbara	77.8	14.6	0.0	0.0	7.6	100.0
South West	73.9	17.0	0.3	0.2	8.6	100.0
Wheatbelt	71.5	17.1	0.0	0.0	11.4	100.0

Regional road groups (excluding Metropolitan) also define a network of strategically significant roads that are eligible for road project grant funding through the *State Road Funds to Local Government Agreement.* These roads must meet a range of criteria and are documented together with their improvement strategies in the "ROADS 2040" documents. These roads can fall into any of the hierarchy categories listed above. The percentage length of significant roads in each region are shown in Table 10.

Table 10: Local Government Significant Roads (ROADS 2040, March 2022)

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

Jarrahdale Road, Jarrahdale

Brian Lloyd Bridge, Elleker

5. Expenditure on Local Government Roads and Bridges

In 2020-21 total spending on local road infrastructure was $942.2 million. This is $16.4 million more than the previous year. Federal funds increased by $28.7 million, as a new Local Roads and Community Infrastructure Program commenced. Expenditure from Local Government's own-source revenue also increased slightly ($4.1 million). There was a further reduction in State road funding ($11.3 million).

Over the five years 2016-17 to 2020-21 the annual total road expenditure has increased by 4.2% from $904.3 million to $942.2 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 6.1%.

Funding provided by the Federal Government has increased. In May 2020 the Federal Government announced a new Local Roads and Community Infrastructure Program (LRCIP), with $73 million allocated to WA Local Governments (Phase 1). Through the 2020–21 Budget, the Federal Government announced an increase in the LRCIP, providing a further $117.6 million for WA Local Governments (phase 2), bringing the total available funds to $190.6 million. Allocations to each Local Government were initially based on asset preservation needs as determined by the WA Local Government Grants Commission. As the program name suggests, the funding was not just for roads, but could be spent on other community infrastructure as well. According to Local Government reporting less than 20% of the funding was spent on roads.

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

Note that the State Government grants excludes funds allocated to Local Government roads for expenditure by Main Roads WA. Table 11 includes Roads to Recovery, Royalties for Regions and Black Spot funds. Only the LRCIP funds actually spent on roads are included in the 2020-21 totals.

A more detailed breakdown of these funds is shown in Table 12.

Table 11: Sources of Road Funds 2016-17 to 2020-21 ($ millions)

Source	2016-17	2017-18	2018-19	2019-20	2020-21	Total 5 years	Change over 5 years
Local Governments' own funds	446.3	476.4	507.4	488.7	492.8	2,411.5	10.4%
Federal	242.4	217.7	190.5	207.5	236.2	1,094.4	-2.6%
State	204.2	275.6	265.5	215.6	204.3	1,165.2	0.1%
Private	11.5	12.5	8.5	14.0	8.9	55.3	-22.6%
Total	**904.3**	**982.2**	**971.8**	**925.9**	**942.2**	**4,726.4**	**4.2%**
Total (net of flood funding)	**850.7**	**846.2**	**850.6**	**886.1**	**894.7**	**4,328.3**	**5.2%**

Table 12: Roads to Recovery, Royalties for Regions and Black Spot Funds 2016-17 to 2020-21 ($ millions)

Year	Roads to Recovery	Royalties for Regions	Black Spot Federal	Black Spot State
2016-17	120.85	21.03	9.06	9.36
2017-18	98.31	5.18	7.70	10.52
2018-19	66.08	0.32	6.78	9.16
2019-20	74.11	0.87	7.63	9.95
2020-21	70.55	6.70	6.83	10.65
Total	**429.90**	**34.08**	**37.99**	**49.65**

The sources of road funds in 2020-21 for the ten Regional Road Groups are listed in Table 13.

Table 13: Sources of Local Government Road Expenditure 2020-21 ($ millions)

Region	Federal	State	Private	Local Government	Total
Gascoyne	8.54	15.03	0.06	5.57	29.20
Goldfields Esperance	22.41	9.93	0.00	18.13	50.47
Great Southern	19.44	12.26	0.65	22.56	54.91
Kimberley	10.47	14.62	0.01	17.09	42.20
Metropolitan	59.74	51.46	2.61	286.98	400.79
Mid West	23.36	28.05	1.99	26.22	79.62
Pilbara	9.66	5.25	0.47	30.31	45.69
South West	34.27	20.61	1.65	58.10	114.62
Wheatbelt North	29.08	32.21	0.15	17.54	78.98
Wheatbelt South	19.24	14.91	1.30	10.31	45.75
Total	**236.22**	**204.33**	**8.87**	**492.81**	**942.22**
Percentage	**25.1%**	**21.7%**	**0.9%**	**52.3%**	**100.0%**
Rural Total	176.47	152.86	6.26	205.83	541.43
Rural: Source of funds as % of Total funds	32.6%	28.2%	1.2%	38.0%	100%
Metropolitan Total	59.74	51.46	2.61	286.98	400.79
Metropolitan: Source of funds as % of Total funds	14.9%	12.8%	0.7%	71.6%	100%

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

The main points that can be drawn from Table 13 are:

- Local Government provided $492.8 million from its own resources. This is 52.3% of all Local Government road expenditure.
- The Federal Government provided $236.2 million, representing 25.1% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission as well as a portion of the Local Roads and Community Infrastructure Program funding.
- The State Government provided $204.3 million, or 21.7% of all Local Government road expenditure. State funds include Royalties for Regions grants, Black Spot grants and funding for reinstatement of flood damage. Note there would have been additional State expenditure on local roads undertaken by Main Roads WA directly, but this has not been quantified.
- Rural Local Governments have a greater dependency on State and Federal funds. State and Federal sources accounted for 60.8% of funds for rural Local Governments compared to just 27.7% for the Metropolitan Region. The metropolitan region received 25.2% of State and Federal funds.
- Dependency on State and Federal funds was highest in the Gascoyne (80.7%) (largely due to flood damage reinstatement) and Wheatbelt North (77.6%) regions.

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

- Federal funding as a percentage of expenditure is highest in Goldfields-Esperance (44.4%), lowest in the Metropolitan region (14.9%). For Mingenew, it was 84.7% of expenditure (a Roads to Recovery bridge replacement project), and highest in absolute terms in Esperance ($8.56 million). Federal funding was least important for Perth (3.8%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (51.5%, largely due to flood damage reinstatement funding), lowest in the Pilbara region (11.5%). Upper Gascoyne was the largest recipient ($12.6m). State funding was least important for Claremont (0.8%).
- Private funding as a percentage of expenditure is highest in Wheatbelt South (2.8%) (although only Narembeen received $1.2m private funding from a resource company); there was no private funding reported in the Goldfields-Esperance and Kimberley regions (and in 105 Local Governments). Cue ($1.6m) and Dardanup ($1.5m) were the two largest beneficiaries.
- Own source funding, as a percentage of expenditure, is highest for Metropolitan Local Governments (71.6%), lowest in the Gascoyne region (19.1%). Swan was the highest in absolute terms ($42.9m), and Perth in percentage terms (94.2%).
- Swan had the highest overall expenditure ($58m); Peppermint Grove ($0.364m), Mosman Park and Cottesloe were the lowest in the metropolitan area, while Nungarin had the lowest expenditure of non- metropolitan Local Governments (all less than $1 million).

6. 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.

More than $13.3 billion has been expended on the road network by Local Governments in the 20 years since 2001-2002, including $8.83 billion on maintenance and renewal. It also includes $3.89 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 2016-17 to 2020-21 is shown in Table 14. Note that expenditure on reinstatement of flood damaged roads ($47.5m) has been netted out of these figures. Expenditure on maintenance and renewal has increased by 8% in the five years between 2016-17 to 2020-21 while expenditure on upgrading and expansion has reduced by 0.8%.

North Lake Road / Farrington Road, North Lake

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Table 14: Expenditure on Maintenance, Renewal, Upgrading and Capital Expansion ($ millions)

	2016-17	2017-18	2018-19	2019-20	2020-21	Change (2016-17 to 2020-21)
Maintenance and renewal of existing roads	575.54	584.28	623.89	607.11	621.80	8.0%
Upgrading and capital expansion	275.08	261.94	226.67	278.95	272.94	-0.8%
Total expenditure	**850.62**	**846.21**	**850.56**	**886.06**	**894.74**	**5.2%**
% upgrading and capital expansion	32.3%	31.0%	26.6%	31.5%	30.5%	-1.8%

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

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure. This level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic. Expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements.

Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 15.

The Metropolitan Region accounted for 62.3% ($39.2 million) of the $63 million expenditure on road expansion while the South West ($7.2 million) was second highest region for expansion, accounting for 11.5%. This reflects the strong population growth and economic activity in these regions.

Table 15: Classification of Road Expenditure 2020-21 ($ millions)

Region	Maintenance	Renewal	Upgrade	Expansion	Total
Gascoyne	5.92	1.20	6.64	0.02	13.78
Goldfields Esperance	14.96	23.55	7.62	3.83	49.96
Great Southern	24.68	17.89	7.72	2.47	52.76
Kimberley	12.43	6.03	19.54	1.97	39.97
Metropolitan	176.83	110.56	74.16	39.24	400.79
Mid West	31.85	4.28	22.04	2.36	60.52
Pilbara	12.80	23.90	0.13	2.86	39.70
South West	39.73	32.24	35.03	7.24	114.25
Wheatbelt North	23.71	32.35	20.82	0.99	77.87
Wheatbelt South	15.24	11.65	16.26	2.00	45.15
State	**358.15**	**263.65**	**209.97**	**62.97**	**894.74**
Percentage	**40.0%**	**29.5%**	**23.5%**	**7.0%**	**100.0%**

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

The $263.6 million spent on renewal in 2020-21 represents about 0.81% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96% 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 $10,967 a kilometre per year compared to $3,764 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2021-22].

7. Flood Damage

In 2020-21 a total of $47.5 million was spent on repairing flood damage, slightly more than in the previous year, but considerably less than the $135.9m spent in 2017-18.

The Local Governments with significant expenditures on flood damage in 2020-21 were widely dispersed around the State, from Wyndham East Kimberley in the north to Albany in the south. The Local Governments with the largest expenditures included Upper Gascoyne, Murchison, Port Hedland, Meekatharra and Cue which together accounted for 76.4% of flood damage expenditure ($36.3 million) (Table 16). Most flood damage repair gets reimbursed through DRFAWA but there is also a small component funded from local government own source revenue.

During the last five years, $398 million has been spent reinstating flood damage. The Mid-West region has been the worst affected region during this period (Table 17), while the South West and Metropolitan regions are consistently the least affected. The Mid-West and Gascoyne were the worst affected regions in 2020-21.

Table 16: Largest Expenditures on Flood Damage 2020-21 ($ millions)

Local Government	Flood Damage Expenditure
Upper Gascoyne	15.35
Murchison	9.29
Port Hedland	4.37
Meekatharra	3.83
Cue	3.43
Karratha	1.60
Halls Creek	1.58
Plantagenet	1.24
Sandstone	1.14
Mount Magnet	0.98
Albany	0.69
Wyndham East Kimberley	0.65
Other Local Governments	3.31
State Total	**47.47**

Table 17: Regional Expenditures on Flood Damage 2016-17 to 2020-21 ($ millions)

Region	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Gascoyne	0.13	8.82	16.21	13.99	15.42	40.58
Goldfields Esperance	2.97	5.55	8.11	2.63	0.51	22.49
Great Southern	7.83	31.93	20.12	1.98	2.15	64.49
Kimberley	0.94	18.91	11.61	2.16	2.23	38.87
Metropolitan	0.21	0.41	0.15	0.17	0.00	1.77
Mid West	30.16	31.36	27.46	5.86	19.10	126.01
Pilbara	2.64	4.46	15.24	10.66	5.99	29.30
South West	1.02	0.11	0.52	0.00	0.37	2.17
Wheatbelt North	4.87	6.50	5.53	2.22	1.10	22.48
Wheatbelt South	2.89	27.88	16.35	0.11	0.60	48.27
State	**53.67**	**135.93**	**121.28**	**39.78**	**47.47**	**398.13**

Warton Road, Gosnells

8. 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 2020-21 financial year was $868.14 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 $621.8 million on road preservation. This is $246.34 million below the $868.14 million required to maintain roads at their current condition. This represents a gap of 28.4%, a gap which has grown from 16.8% in 2016-17.

While there was a $5.8 million reduction in capital expenditure (upgrade and expansion), there was an $14.7 million increase in preservation expenditure (Table 14).

Table 18: Shortfall Between the Required Expenditure on Preservation and Actual Expenditure ($ millions)

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2016-17	691.79	575.54	116.25
2017-18	716.73	584.28	132.45
2018-19	779.63	623.89	155.74
2019-20	800.77	607.11	193.66
2020-21	868.14	621.80	246.34
Increase 5 Years	**25.5%**	**8.0%**	**111.9%**

Expenditure on preservation excludes repair of flood damage.

Updated costs: As was outlined in the 2018-19 report, a review of unit rates for road replacement and road preservation was conducted in 2019 in conjunction with the WA Local Government Grants Commission.

The updated costs had a direct influence on the key data including the cost of road replacement reported in the Road Asset and Expenditure Report. An increase (2018-19) in the value of a number of indicators, including replacement value, written down value and the required preservation expenditure, can be attributed to this cost update.

While the impact of the updated costs were mainly noted in last year's report, the effect is also noticeable in some elements of this year's report, as the updated costs were also used in the Local Government Grants Commission's Asset Preservation Model from 2020, some outputs of which are incorporated in this report.

The $246.34 million shortfall in 2020-21 is $52.7 million more than in 2019-20. It is clear that with the increasing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed in Section 9.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 19 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 19 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 again reduced, down to 71.6%. This means that Local Governments spent 71.6% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high performance of the Metropolitan Region, although this too has dropped for the third year in a row from 96.4% to 90%; previously the metropolitan area was always above 100%. This indicates that 10% less than what was required to maintain the roads in their current condition was spent in the metropolitan area.

For the first time a region other than the Metropolitan region achieved the highest performance; the Pilbara had a preservation performance of 131.9%. This is an excellent result for the Pilbara region, and goes some way for catching up on preservation needs in the previous years when performance was below 100%.

The preservation performance varies widely between the regions. Preservation performance deteriorated in all regions with the exception of the Kimberley and Pilbara regions. For the non-metropolitan regions collectively the average performance dropped down to 60.8%. According to this data, the Wheatbelt South had the lowest performance at 35.3%, a significant drop on the previous year (48.6%).

Despite high preservation performance in the Metropolitan Region, road lengths reconstructed and resealed are less than indicated by the expected road life in Table 22. The situation, however, is slightly better when it is considered that work reported as preservation sometimes includes an element of upgrading.

Table 19: Required Expenditure on Preservation and Actual Expenditure 2020-21 ($ millions)

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	16.401	7.119	43.4%
Goldfields Esperance	52.844	38.507	72.9%
Great Southern	61.310	42.571	69.4%
Kimberley	22.930	18.460	80.5%
Metropolitan	318.574	287.388	90.2%
Mid West	68.045	36.130	53.1%
Pilbara	27.817	36.703	131.9%
South West	112.525	71.972	64.0%
Wheatbelt North	111.567	56.064	50.3%
Wheatbelt South	76.130	26.888	35.3%
Total	**868.144**	**621.801**	**71.6%**

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14. See Note under Table 18 regarding impact of cost updates on calculated values.

Changes in preservation performance over the longer term between 2016-17 and 2020-21 are set out in Table 20. In 2016-17 the rural regions had a preservation performance of 68.5%; this has reduced to 60.8% in 2020-21. The Metropolitan Region remains high but has decreased significantly from 108.7% to 90.2% which was a 18.5% reduction. Only the Midwest (28.2%) and Kimberley (18.9%) had a greater reduction in performance with both contributing to the reduction in the State preservation performance from 83.2% to 71.6% over the five-year period. Only the Pilbara region shows increased performance over the long term. The Midwest's preservation performance was higher than the Pilbara's five years ago, and while the Pilbara has steadily improved, the Midwest preservation performance has steadily declined.

McNess Drive, Roleystone

Table 20: Preservation Performance 2016-17 to 2020-21

Region	2016-17	2017-18	2018-19	2019-20	2020-21	Change
Gascoyne	57.6%	77.2%	84.1%	46.4%	43.4%	-14.2%
Goldfields Esperance	81.8%	81.4%	82.6%	86.3%	72.9%	-8.9%
Great Southern	72.0%	78.7%	76.1%	72.9%	69.4%	-2.6%
Kimberley	99.4%	86.2%	85.4%	72.5%	80.5%	-18.9%
Metropolitan	108.7%	102.0%	97.6%	96.4%	90.2%	-18.5%
Mid West	81.3%	75.7%	79.8%	64.8%	53.1%	-28.2%
Pilbara	74.7%	84.2%	82.4%	96.1%	131.9%	57.2%
South West	73.6%	78.4%	71.3%	64.0%	64.0%	-9.6%
Wheatbelt North	56.9%	53.7%	53.9%	49.7%	50.3%	-6.6%
Wheatbelt South	46.3%	43.7%	52.2%	48.6%	35.3%	-11.0%
Total	**83.20%**	**81.52%**	**80.02%**	**75.82%**	**71.6%**	**-11.6%**
Metropolitan	108.70%	102.00%	97.61%	96.37%	90.2%	-18.5%
Non Metropolitan	68.54%	69.07%	69.28%	63.65%	60.8%	-7.7%

Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14.
See Note under Table 18 regarding impact of cost updates on calculated values.

9. Capacity to Fund Road Preservation Needs

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

A comparison of Local Governments' road preservation needs with their revenue raising capacity provides useful insight into the ability of Local Governments to finance their road preservation needs. In making this comparison net preservation needs are used. These are the amounts required to maintain roads at their current condition, less the road grants that Local Governments receive for road preservation. These grants comprise the identified Federal road grants, 63% of the Roads to Recovery grants[3], State direct grants, and that portion of the State road project grants allocated to preservation.

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

For this analysis, Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity.

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

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The revenue capacity provides a datum against which a Local Government’s road preservation needs can be compared. Over the whole State, Local Governments would have to spend 22.9% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2020-21 they spent 18.6% of their estimated revenue capacity on roads generally, with 14.1% 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 21.

Table 21: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2020-21

Region	Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs	Total Road Expenditure (from own resources) on Preservation as % of Revenue Capacity	Total Road Expenditure (from own resources) as % of Revenue Capacity
Gascoyne	95.4%	22.2%	29.7%
Goldfields Esperance	58.5%	18.4%	16.9%
Great Southern	56.6%	23.5%	26.5%
Kimberley	47.9%	19.6%	42.2%
Metropolitan	8.7%	12.0%	16.0%
Mid West	70.5%	22.3%	29.0%
Pilbara	37.7%	42.9%	43.9%
South West	24.0%	13.2%	20.7%
Wheatbelt North	86.2%	13.6%	16.3%
Wheatbelt South	99.7%	11.1%	17.1%
State	**22.9%**	**14.1%**	**18.6%**

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

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

Table 21 shows that Local Governments in Wheatbelt South would have to spend 99.7% 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 17.1% of their total revenue capacity on road works. In Wheatbelt South preservation expenditure equated to 11.1% of the Local Government’s collective revenue capacity. Local Governments in the Metropolitan Region would have to spend only 8.7% to preserve the road network at the current standard. Their total road expenditure accounted for 12.0% of revenue capacity. Prior to 2019-20 it was the only region where expenditure on preservation from own resources exceeded the requirement for preservation, but that was not the case in 2020-21 (Table 19). Consistent with the high (131.9%) preservation performance noted above for the Pilbara region, the region has also contributed a relatively high percentage of their revenue capacity (43.9%), which is the highest of any region.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity averages 14.1% for the State and ranges from 11.1% for Wheatbelt South to 42.9% for Pilbara. The large differences in the table explain some of the variations in the preservation performance in Table 20.

10. 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 22).

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

The estimated life was derived from available data and through consultation with Main Roads WA and Local Government engineers. Essentially the data in Table 22 means that Local Governments collectively are not renewing sufficient lengths of road each year. In the Metropolitan Region, the low percentage of roads reconstructed each year means it would take 515 years to reconstruct the complete network at the current rate (whereas the estimated life is only 75 years) and 47 years to reseal the network (estimated life 15 to 30 years).

Table 22: Renewal of Roads within Built Up Areas 2020-21

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	50.5	0.19%	515.2	75
- resealing	553.7	2.13%	47.0	15 to 30
Outside Metropolitan Region				
- reconstruction of sealed roads	77.4	0.76%	132.1	60
- resealing	318.3	2.41%	32.1	12 to 15

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

These estimates are paradoxical given that Table 19 indicates that metropolitan expenditure is almost at the level required for asset preservation (90%). Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete. Further, much preservation work has an element of improvement, and this would be inflating the preservation expenditure to a slight degree. In the data collection for this report, no reconstruction works were reported in 17 Metropolitan Local Governments, and no resealing works in three Metropolitan Local Governments.

Table 23: Renewal of Roads Outside Built Up Areas 2020-21

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	728.9	1.7%	60.4	60
Resealing of sealed roads (lane km)	1209.8	2.8%	36.0	12 to 15
Resheeting of gravel roads (km)	1599.6	2.9%	34.2	20

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

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11. Road Age

Main Roads WA maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 24. Road ages are used in calculating the written down values in this report.

The road ages provided by Main Roads WA are based on historical records, some of which are very old. The optimal ages in Table 24 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5-10 years.

The pavement ages of roads in built up areas are close to the optimal range. It must be noted, however, that some Local Government have much higher ages than the averages in the table. For example the average age for the City of Perth is 55 years and for the City of Vincent 64 years compared to the Metropolitan average of 44 years in Table 24. For the Shire of Serpentine-Jarrahdale, the average age is only 23 years.

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

Table 24: Average Age of Sealed Local Roads 2020-21

Region	Roads in built up areas				Roads outside built up areas		
	Length Km	Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length Km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	33	12	15	437	23	12
Goldfields Esperance	463	36	23	25	1,158	29	22
Great Southern	521	35	23	27	2,639	34	20
Kimberley	223	42	23	14	435	34	19
Metropolitan	11,472	44	24	24	2,424	34	22
Mid West	489	31	18	18	2,709	25	16
Pilbara	460	33	32	16	269	21	23
South West	1,986	36	26	19	4,161	34	24
Wheatbelt North	506	39	25	18	6,198	39	24
Wheatbelt South	234	42	28	17	3,687	33	19
Estimated road life		60 - 75	15 - 20	20 - 25		55	15 - 20
Optimal age		30 - 37.5	7.5 - 10	10 - 12.5		27.5	7.5 -10

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

12. Sustainability of Sealed Roads

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 25.

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 63.0%, an improvement on the previous year (59.4%), but lower than five years ago (70.9% in 2015-16). In this particular year, the Pilbara Region, the best performing region, expended 120.4% of the annual life cycle cost, making up somewhat for the much lower 63.7% in the previous year. The worst performing regions, according to this data, are Wheatbelt South (35.5%) and Mid-West (41.0%). While there was little change in performance in Metropolitan and Great Southern regions, most other regions improved in performance terms, with the exception of the Wheatbelt South and South West.

Table 25: Sustainability of Sealed Roads 2020-21 **($ thousands)**

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	8,678	4,048	46.6%
Goldfields Esperance	19,026	12,796	67.3%
Great Southern	29,123	17,966	61.7%
Kimberley	14,664	6,889	47.0%
Metropolitan	190,171	137,115	72.1%
Mid West	29,114	11,936	41.0%
Pilbara	16,746	20,163	120.4%
South West	70,341	35,102	49.9%
Wheatbelt North	53,172	33,328	62.7%
Wheatbelt South	29,137	10,345	35.5%
State	**460,174**	**289,687**	**63.0%**

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

Skeet Road, Harrisdale

13. 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 26. 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 more than two thirds of their sealed local roads.

The WALGA Road Visual Condition Assessment Manual (2016) introduced algorithms to calculate structural, surface and drainage condition indices within the RAMM pavement management software. In May 2021, data was analysed for the 117 Local Governments that are subscribers to RAMM and the resulting indices are shown at a regional level in Figures 11 to 13. Figure 12 shows that the Wheatbelt South, Wheatbelt North and the Kimberley regions have greater than 20% of their sealed road network rated to have a poor or very poor surface condition. This equates to more than 2,200km of roads with a poor surface condition. Figure 11 indicates that the Wheatbelt South has greater than 20% of the sealed network with a poor structural condition.

Table 26: Percentage of Sealed Roads Surveyed in the Preceding 5 Years (percentage by length)

Region	Percentage Surveyed						
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Gascoyne	44	46	46	36	89	86	86
Goldfields Esperance	38	35	40	69	44	52	56
Great Southern	72	71	71	73	54	44	44
Kimberley	75	75	74	53	76	35	35
Metropolitan	81	84	72	78	74	70	73
Mid West	70	67	62	37	68	49	79
Pilbara	94	92	100	100	100	62	100
South West	82	74	71	68	74	53	56
Wheatbelt North	62	86	83	80	83	72	52
Wheatbelt South	59	66	62	62	90	90	75
State	**71**	**75**	**70**	**65**	**77**	**65**	**64**

Source: RAMM database November 2020
Note data excludes 20 non RAMM subscriber Local Governments.

Secret Harbour

Figure 11: Structural Condition Index 2021

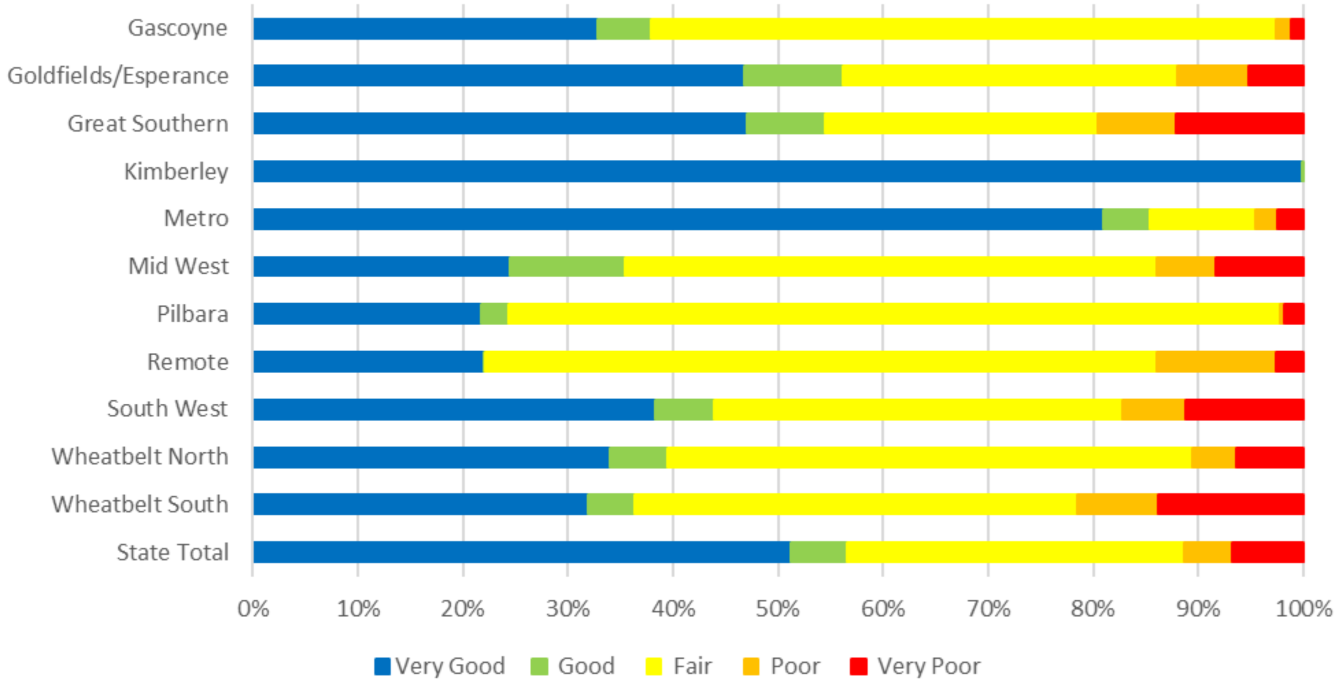


Figure 12: Surface Condition Index 2021

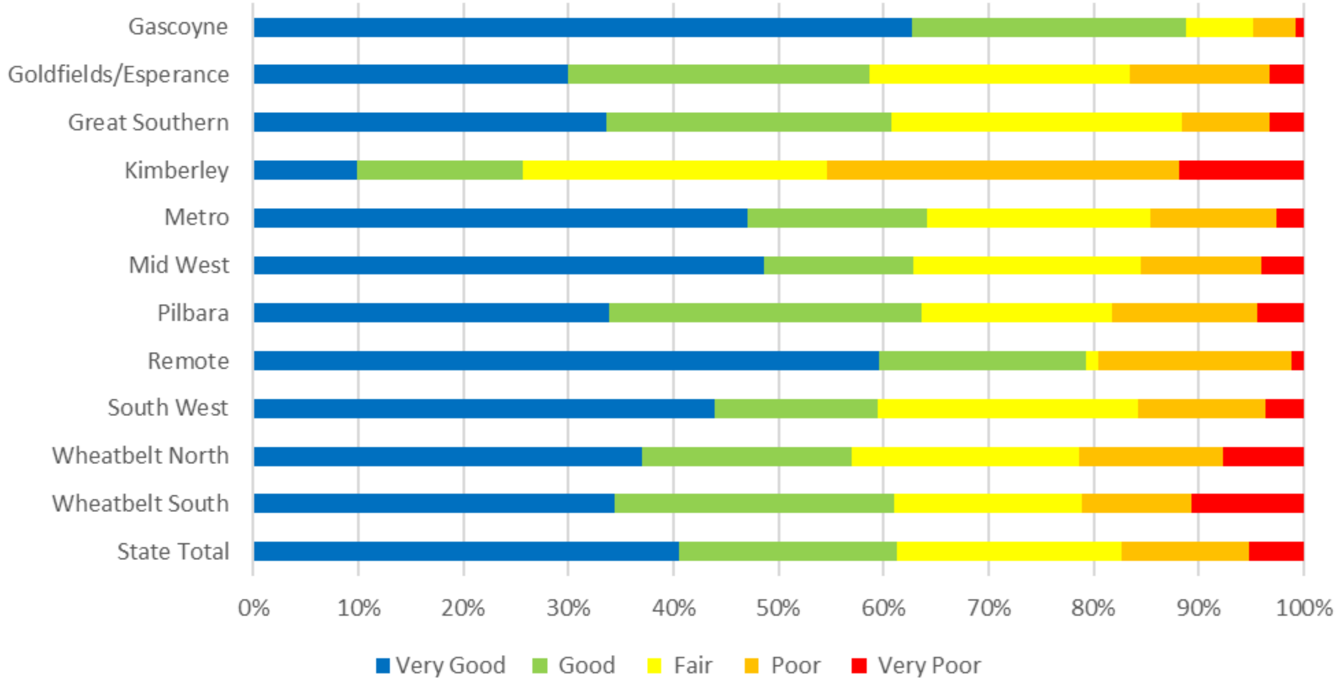
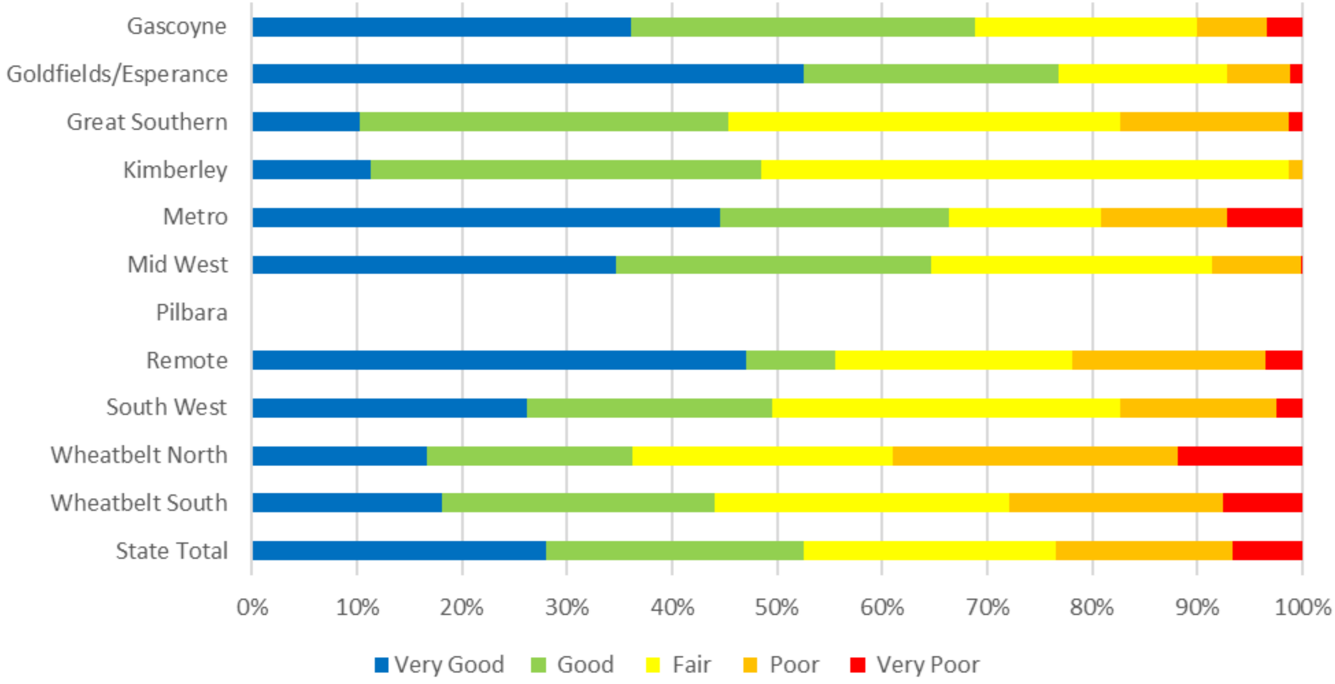


Figure 13: Drainage Condition Index 2021



14. Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources comprises:

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

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

The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity. Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity (see Section 9). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 27 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 27: Local Government Road Expenditure 2020-21

Region	Total Local Government Road Expenditure ($ millions)	Road expenditure from Local Government's own resources			
		Road expenditure ($ millions)	% of total road expenditure	% of Councils' revenue capacity	Expenditure per person ($)
Gascoyne	13.78	5.57	40.4%	29.7%	602
Goldfields Esperance	49.96	18.13	36.3%	20.0%	342
Great Southern	52.76	22.56	42.8%	26.5%	359
Kimberley	39.97	17.09	42.8%	42.2%	474
Metropolitan	400.79	286.98	71.6%	16.1%	142
Mid West	60.52	26.22	43.3%	29.0%	503
Pilbara	39.70	30.31	76.4%	43.9%	482
South West	114.25	58.10	50.9%	20.7%	198
Wheatbelt North	77.88	17.54	22.5%	16.4%	339
Wheatbelt South	45.15	10.31	22.8%	17.0%	470
State	**894.76**	**492.81**	**55.1%**	**18.7%**	**185**

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

The main points that can be drawn from Table 27 are:

- Local Governments provided 55.1% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 18.7% of Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 71.6% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere.
- The Metropolitan Region accounts for $286.98 million or 58.2% of the total amount of $492.81 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economy of scale.
- Expenditure per person from own resources is highest in the Gascoyne (which was lowest in 2019-20) and Mid-West.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 28. More detail is included Appendix 21.

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Table 28: 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	96.0%
		Exmouth	17.8%
	Average		29.7%
		Carnarvon	17.0%
	Lowest	Shark Bay	0%
Goldfields Esperance	Highest	Esperance	30.6%
		Leonora	17.6%
	Average		20.0%
		Ngaanyatjarraku	2.6%
	Lowest	Dundas	0%
Great Southern	Highest	Woodanilling	62.1%
		Cranbrook	52.9%
		Kojonup	42.5%
	Average		26.5%
		Broomehill-Tambellup	21.8%
		Katanning	17.9%
	Lowest	Denmark	15.7%
Kimberley	Highest	Broome	73.3%
	Average		42.2%
		Wyndham East Kimberley	16.0%
	Lowest	Halls Creek	6.5%

Table 28 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
Metropolitan	Highest	Swan	33.3%
		Perth	29.9%
		Victoria Park	24.5%
		Melville	23.7%
		Mundaring	23.5%
	Average		16.1%
		Nedlands	6.2%
		Mosman Park	5.2%
		Cottesloe	4.8%
		Fremantle	4.2%
	Lowest	South Perth	4.0%
Mid West	Highest	Murchison	139.8%
		Meekatharra	46.3%
		Sandstone	35.9%
		Chapman Valley	35.6%
	Average		29.0%
		Perenjori	12.9%
		Mount Magnet	11.6%
		Irwin	9.3%
	Lowest	Morawa	7.0%
Pilbara	Highest	Karratha	65.3%
		Port Hedland	62.3%
	Average		43.9%
		Ashburton	27.6%
	Lowest	East Pilbara	9.9%

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Table 28 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
South West	Highest	Augusta Margaret River	72.6%
		Capel	29.9%
		Harvey	27.7%
		Manjimup	23.0%
	Average		20.7%
		Mandurah	10.8%
		Bridgetown Greenbushes	8.3%
		Collie	5.2%
	Lowest	Boyup Brook	2.5%
Wheatbelt North	Highest	Tammin	29.4%
		Chittering	27.7%
		Dalwallinu	26.4%
		Northam	26.3%
		Wongan Ballidu	26.0%
	Average		16.4%
		Cunderdin	7.3%
		Mount Marshall	6.4%
		Moora	6.0%
		Wyalkatchem	4.5%
	Lowest	Yilgarn	0.8%
Wheatbelt South	Highest	Wandering	39.9%
		Williams	34.8%
		Wickepin	34.0%
		Narrogin	31.3%
		Cuballing	27.7%
	Average		17.0%
		Wagin	9.6%
		Lake Grace	8.0%
		Kondinin	5.1%
		Narembeen	2.1%
	Lowest	Dumbleyung	0%

Three Local Governments were not able to be considered for this table due to a lack of data.

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

- Expenditure averaged 18.6% of Local Government revenue capacity over the State.
- Murchison (139.8%) and Upper Gascoyne (96.0%) expended the highest proportion of their notional revenue capacity on roads (although this appears to have been related to flood damage reinstatement).
- 28 Local Governments spent less than 10% of their revenue capacity on roads (up from 19 in 2019-20).

Most Local Governments managed to spend some of their own-source revenue on roads, although three Local Governments reported no own-source revenue expenditure (and data was missing for three Local Governments). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record.

Table 29 presents Local Governments' own source road expenditure between 2016-17 and 2020-21 for each of the Regional Road Groups. Statewide expenditure increased by 9.5%. Expenditure using Local Government funds increased in most regions, but declined in four regions including Goldfields Esperance (down 17.2%) (note no data was received for two Local Governments in this region for 2020-21).

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments also provided data to indicate to what purposes they were allocating their own source funds (Table 30).

The majority of Local Government's own source funds are spent on maintenance and renewal (75.2%). Only 8.2% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 68.2% of all Local Government maintenance expenditure, and 46.7% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade works (38.6%), as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

Table 29: Total Road Expenditure from Local Governments' Own Resources 2016-17 to 2020-21 ($ millions)

Region	2016-17	2017-18	2018-19	2019-20	2020-21	Change 5 years
Gascoyne	1.90	1.87	0.51	1.45	5.57	193.2%
Goldfields Esperance	18.42	24.35	25.9	27.48	15.26	-17.2%
Great Southern	22.18	22.47	23.36	20.96	22.56	1.7%
Kimberley	7.64	7.59	12.18	13.08	17.09	123.8%
Metropolitan	290.54	287.38	303.58	295.47	285.76	-1.6%
Mid West	18.44	24.58	29.53	24.31	26.23	42.2%
Pilbara	12.52	17.43	19.49	20.91	30.31	142.2%
South West	44.91	52.90	53.42	51.99	58.10	29.4%
Wheatbelt North	19.29	23.97	22.37	20.44	17.41	-9.8%
Wheatbelt South	10.42	13.89	17.05	12.59	10.39	-0.3%
State	**446.26**	**476.43**	**507.39**	**488.66**	**488.69**	**9.5%**

The change is calculated over the 5 years 2016-17 to 2020-21.
Statistics for individual Local Governments for the period 2010-11 to 2020-21 are provided in Appendix 21.
Data was missing in 2020-21 for 3 Local Governments.

Table 30: Road Expenditure from Local Government's Own Resources 2020-21 ($ thousands)

	Maintenance	Renewal	Upgrade	Expansion	Total
Expenditure of Local Government funds	244,190	123,088	81,101	40,314	488,693
% share of Local Government funds	50.6%	24.6%	15.1%	9.7%	100.0%
% share of Category expenditure	68.2%	46.7%	38.6%	64.0%	54.6%
Total Category expenditure	358,150	263,651	209,969	62,972	894,742

Expenditure excludes flood damage.

15. Expenditure by Class of Road

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

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

The expenditure of $18.4 million on bridge preservation is a significant increase, up from $8.1 million in 2019-20. There were significant increases in expenditure in both bridge maintenance and bridge renewal, to some extent reflecting the timing and scheduling of bridge projects. This level of expenditure represents 0.94% of the current replacement value of $1.947 billion for Local Government bridges in the State.

Table 31: Expenditure on Preservation per Kilometre of Road 2019-20

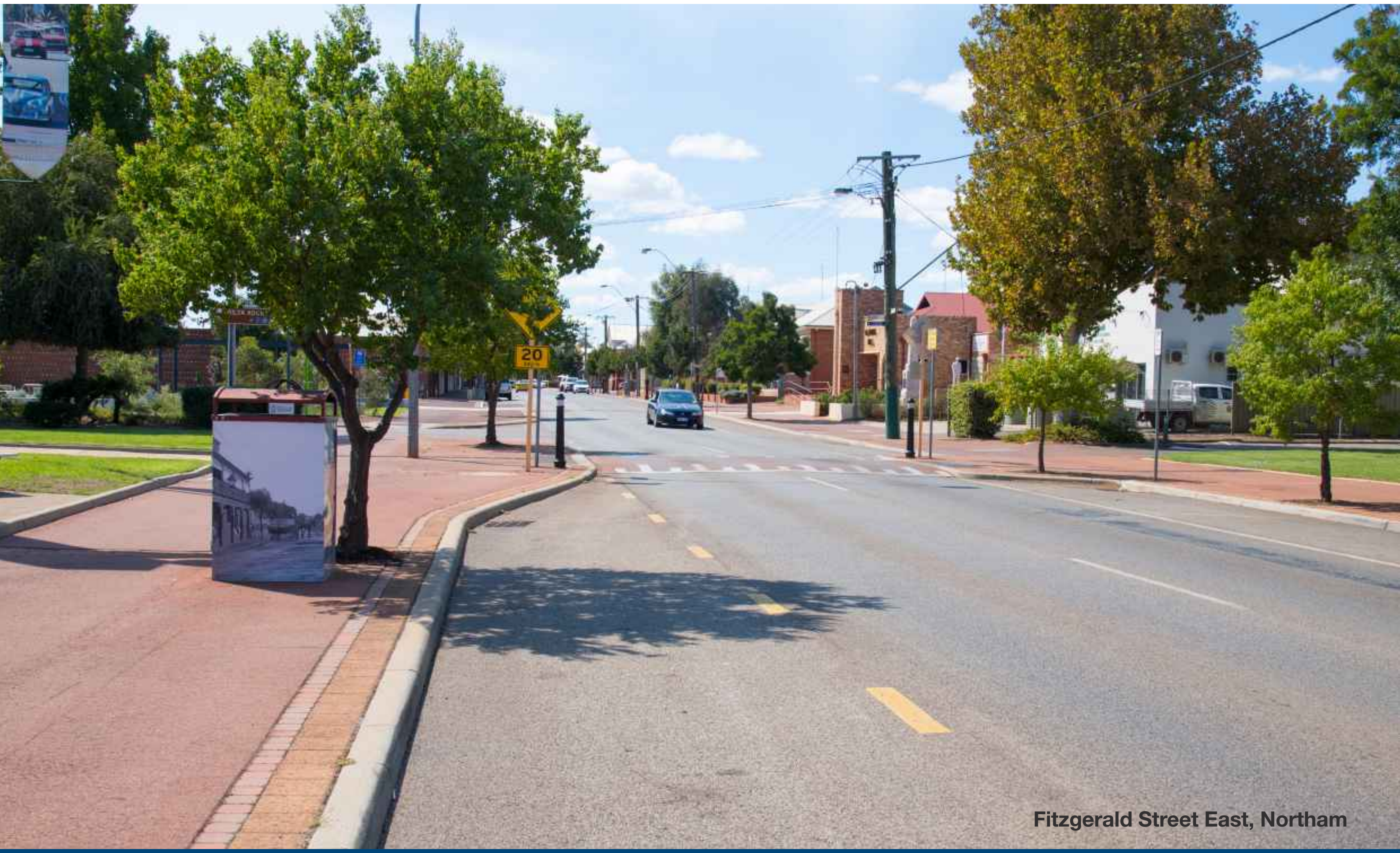
Region	Built up areas	Outside built up areas		
	Sealed roads $ per lane km	Sealed roads $ per lane km	Gravel roads $ per km	Formed roads $ per km
Gascoyne	19,516	1,864	9,570	302
Goldfields Esperance	8,748	2,244	2,600	912
Great Southern	10,075	2,605	2,677	327
Kimberley	14,323	960	5,991	1,312
Metropolitan	10,900	3,349	2,845	4,165
Mid West	12,185	1,681	3,799	722
Pilbara	25,856	5,257	4,072	485
South West	8,374	2,506	2,864	609
Wheatbelt North	7,448	2,607	1,355	495
Wheatbelt South	6,220	1,259	1,418	136
State	**10,880**	**2,220**	**2,762**	**667**

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

Table 32: Expenditure on Local Government Bridges 2020-21

Region	Preservation $	Upgrade and expansion $	Total $
Gascoyne	0	0	0
Goldfields Esperance	0	625,000	625,000
Great Southern	1,069,600	2,065,000	3,134,600
Kimberley	0	0	0
Metropolitan	6,358,000	5,037,000	11,395,000
Mid West	28,000	2,119,000	2,147,000
Pilbara	27,000	0	27,000
South West	8,902,000	191,000	9,093,000
Wheatbelt North	985,000	708,000	1,693,000
Wheatbelt South	987,000	0	987,000
State	**18,356,600**	**10,745,000**	**29,101,600**

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.



Fitzgerald Street East, Northam

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16. 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 33 provides a guide to the condition of bridges across WA. No current condition information is available for 58% of bridges. For these bridges where condition information is available, the majority of the bridges are in good to very good condition, although a significant number of timber bridges in the South West and Wheatbelt regions are in a poor to fair condition.

Nearly 77% of bridges (for which an age is known) are more than 30 years old (Table 34). Incredibly 39% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 98% of timber bridges more than 30 years old, and 64% of timber bridges in the Wheatbelt more than 50 years old. The figures in the South-West are only slightly better, at 96% and 44% respectively.

Table 33: Bridge Condition 2020

Bridge Type	Region	Not Calculated *	Very Good	Good	Fair	Poor
Non Timber	Goldfields Esperance	4	0	0	0	0
	Great Southern	17	0	0	0	0
	Kimberley	14	0	0	0	0
	Metropolitan	121	2	1	0	0
	Mid West-Gascoyne	24	2	2	0	0
	Pilbara	29	1	0	0	0
	South West	95	0	6	0	0
	Wheatbelt	132	5	1	0	0
Total - Non Timber		436	10	10	0	0
Timber	Great Southern	17	0	39	3	0
	Metropolitan	16	0	21	6	0
	Mid West-Gascoyne	2	0	0	0	0
	South West	51	2	139	21	2
	Wheatbelt	51	2	124	29	2
Total - Timber		137	4	323	59	4
Total		**573**	**14**	**333**	**59**	**4**
		58%	**42%**			

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

**It is not possible to establish the condition of some bridges because of the difficulties of accessing the underside for inspection.*

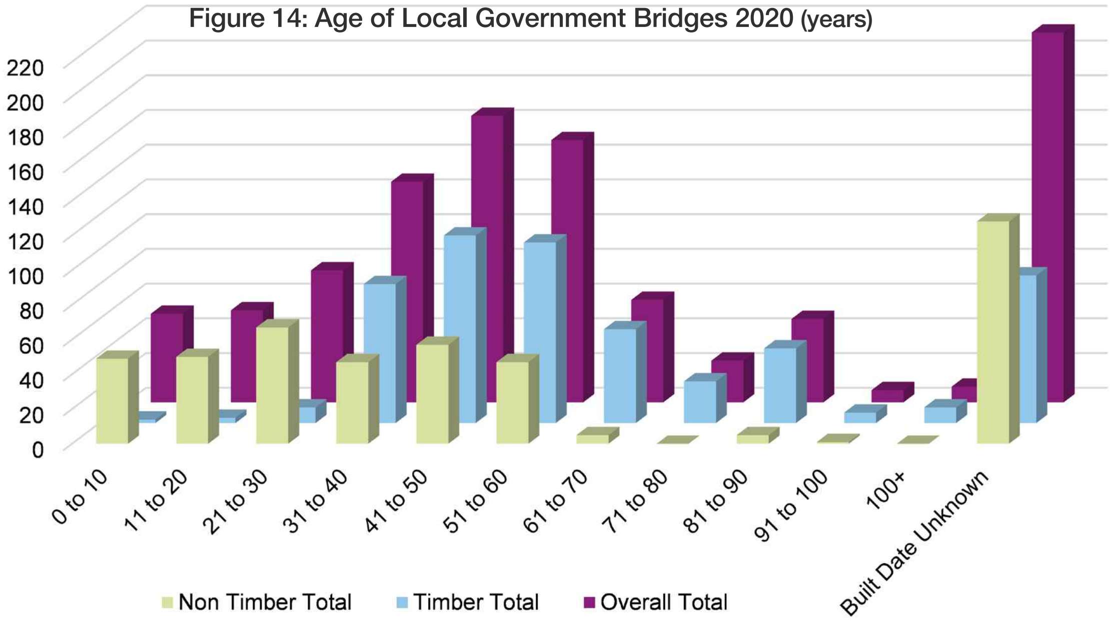

Figure 14: Age of Local Government Bridges 2020 (years)

Table 34: Bridge Age (years) (November 2020 data)

Bridge Type	Region	Total No. of Bridges	0 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	100+	Built Date Unknown
Non Timber	Goldfields Esperance	4	1	0	0	1	1	1	0	0	0	0	0	0
	Great Southern	17	7	3	1	0	0	2	0	0	0	0	0	4
	Kimberley	14	1	0	0	0	4	7	0	0	1	0	0	1
	Metropolitan	124	4	18	26	18	25	13	0	0	0	0	0	20
	Mid West-Gascoyne	28	5	2	1	3	2	11	1	0	1	1	0	1
	Pilbara	30	5	0	1	4	10	1	0	0	1	0	0	8
	South West	101	24	17	14	10	4	0	0	0	1	0	0	31
	Wheatbelt	138	2	10	24	11	11	12	4	0	1	0	0	63
Total - Non Timber		456	49	50	67	47	57	47	5	0	5	1	0	128
Timber	Great Southern	59	0	0	2	13	11	11	6	1	3	0	1	11
	Metropolitan	43	0	0	2	6	4	7	11	1	5	1	0	6
	Mid West-Gascoyne	2	1	0	0	1	0	0	0	0	0	0	0	0
	South West	215	1	3	2	37	54	40	14	8	12	2	0	42
	Wheatbelt	208	0	0	3	23	39	46	23	14	23	3	8	26
Total - Timber		527	2	3	9	80	108	104	54	24	43	6	9	85
Total		**983**	**51**	**53**	**76**	**127**	**165**	**151**	**59**	**24**	**48**	**7**	**9**	**213**

The above information was provided by Main Roads WA to the Bridge Committee of the WA Local Government Grants Commission. It is based on a different dataset to Table 4, and includes, for example, footbridges over waterways.

17. Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 35.

Total preservation expenditure on existing roads (excluding flood damage) increased by $14.66 million in 2020-21 to $621.77 million. Flood damage expenditure ($47.5 million) is discussed in Section 7.

Table 35: Local Government Road Assets and Expenditure: 5 Years 2016-17 to 2020-21

	2016-17	2017-18	2018-19	2019-20	2020-21
Replacement value **$ billions**	$25.11	$27.18	$29.57	$30.26	$32.49
Written down value **$ billions**	$15.11	$15.45	$16.84	$16.72	$17.62
Required preservation expenditure **$ millions**	$691.79	$716.73	$779.63	$800.77	$868.14
Local Government expenditure on preservation of existing roads excluding flood damage **$ millions**	$575.54	$584.28	$623.89	$607.11	$621.77
Local Government expenditure on flood damage **$ millions**	$53.67	$135.93	$121.28	$39.78	$47.50
Local Government expenditure on upgrading and building new roads **$ millions**	$275.08	$261.94	$226.67	$278.95	$273.14
Total Local Government road expenditure $ millions	**$904.29**	**$982.14**	**$971.84**	**$925.83**	**$942.41**

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 2019-20 figures for replacement value and written down value.
See Note under Table 18 regarding impact of cost updates on calculated values.

18. Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of $32.49 billion as at 30 June 2021.

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 $17.62 billion is 54.2% of the replacement value of $32.49 billion. It is lower than the 55.3% rating for 2019-20. The written down value over replacement value is a National Performance Measure termed: ‘state of the road asset’ or the ‘remaining service potential’. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication “Asset Management – Framework and Guidelines”.[4]

Table 36: Replacement Value 30 June 2021 ($ billions)

Road type	Replacement Value
Sealed roads in built up areas	17.99
Sealed roads outside built up areas	7.77
Gravel roads	3.95
Formed roads	0.83
Bridges	1.95
Total	**32.49**

See Note under Table 18 regarding impact of cost updates on calculated values.

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

The State average of 54.2% is less than the 62.9% rating for State highways and main roads in WA, and less than the 59.2% rating for local roads ten years ago (2010-11) and the 65% rating of twenty years ago (2000-01). The latest National figure, produced for the ALGA's National State of the Assets report, is 68.3%.

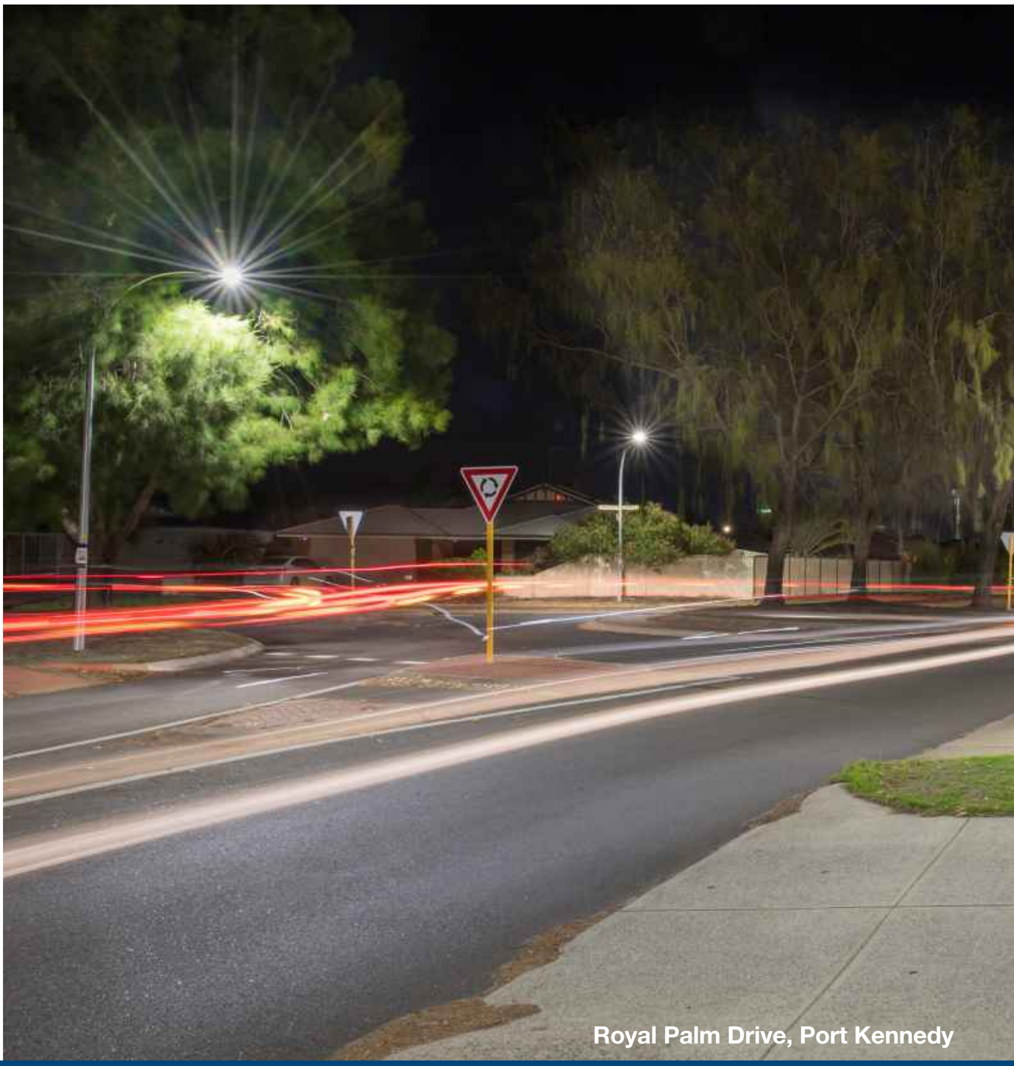
Replacement and written down values for each of the ten regions are provided in Table 37. The table suggests that roads in the Metropolitan Region are in a better condition (road state factor 63.1%) than in all other regions, while roads in the Wheatbelt North (40.0%) and Wheatbelt South (43.7%) are in a worse condition than elsewhere.

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

Table 37: Replacement and written down value 30 June 2021 ($ millions)

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	569.74	317.03	55.6%
Goldfields Esperance	1,534.97	712.50	46.4%
Great Southern	1,871.23	838.90	44.8%
Kimberley	776.54	360.70	46.4%
Metropolitan	14,335.83	9,052.61	63.1%
Mid West	2,178.09	1,123.89	51.6%
Pilbara	931.01	540.71	58.1%
South West	4,662.62	2,334.94	50.1%
Wheatbelt North	3,359.58	1,344.02	40.0%
Wheatbelt South	2,270.70	991.66	43.7%
Total	**32,490.31**	**17,616.94**	**54.2%**

State of the road asset data for individual Local Governments is provided in Appendices 5 to 14.
See Note under Table 18 regarding impact of cost updates on calculated values.


Royal Palm Drive, Port Kennedy

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[5] ibid

Spencer Road, Thornlie

19. 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 38. The State average is 2.42%. The Metropolitan Region has the best performance (1.64%), while the Goldfields Esperance Region has the poorest performance (3.57%), with the Gascoyne (3.51%) close behind.

Road asset consumption for the years 2016-17 to 2020-21 are provided in Table 41 in Section 22. The State average of 2.42% is slightly lower than in 2016-17 (2.5%) indicating that road assets are being consumed at a slightly higher rate.

Table 38: Road Asset Consumption 2020-21 ($ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	447.23	15.68	3.51%
Goldfields Esperance	1,185.30	42.32	3.57%
Great Southern	1,459.32	48.04	3.29%
Kimberley	614.34	21.26	3.46%
Metropolitan	12,571.34	206.54	1.64%
Mid West	1,691.12	57.35	3.39%
Pilbara	768.04	24.03	3.13%
South West	4,060.54	90.39	2.23%
Wheatbelt North	2,591.01	90.69	3.50%
Wheatbelt South	1,751.49	60.86	3.47%
State	**27,139.72**	**657.15**	**2.42%**

Performance data for individual Local Governments is provided in Appendices 5 to 14. See Note under Table 18 regarding impact of cost updates on calculated values.

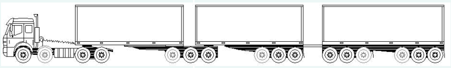
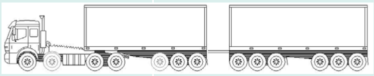
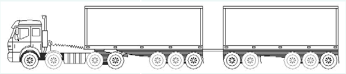
20. Heavy Vehicle Access to the Road Network

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

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

There has been about a 10% increase in the extent of all RAV networks on Local Government roads in the past 12 months.

Table 39: Heavy Vehicle Access to the Road Network

Network	Description	Length of Local Government roads (km)	Percent of Local Government road network (%)	Percent of the total road network (excl. roads in National Parks)
All roads		127,366	100	87.2
Tandem Drive Network 7 (with and without conditions) 	<= 36.5m long Up to 107.5 tonnes	33,149	26.0	32.9
Tandem Drive Network 4 (with and without conditions) 	<= 27.5m long Up to 87.5 tonnes	73,033	57.3	62.7
Tandem Drive Network 3 (with and without conditions) 	<= 27.5m long Up to 84.0 tonnes	74,226	58.3	63.5
Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks	Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group	11,525	9.0	18.6

21. Regional and Local Government Road Safety Statistics

In 2021, there were 166 fatalities in reported road crashes in Western Australia with 67 in the metropolitan area and 99 in regional areas. This represents a 7.1% increase compared to the 2020 total of 155, but is approximately equal to the preceding five-year average of 166.8. This increase in crashes between 2020 and 2021 reflects increases in pedestrian (38%) and motorcyclist (12%) fatalities.

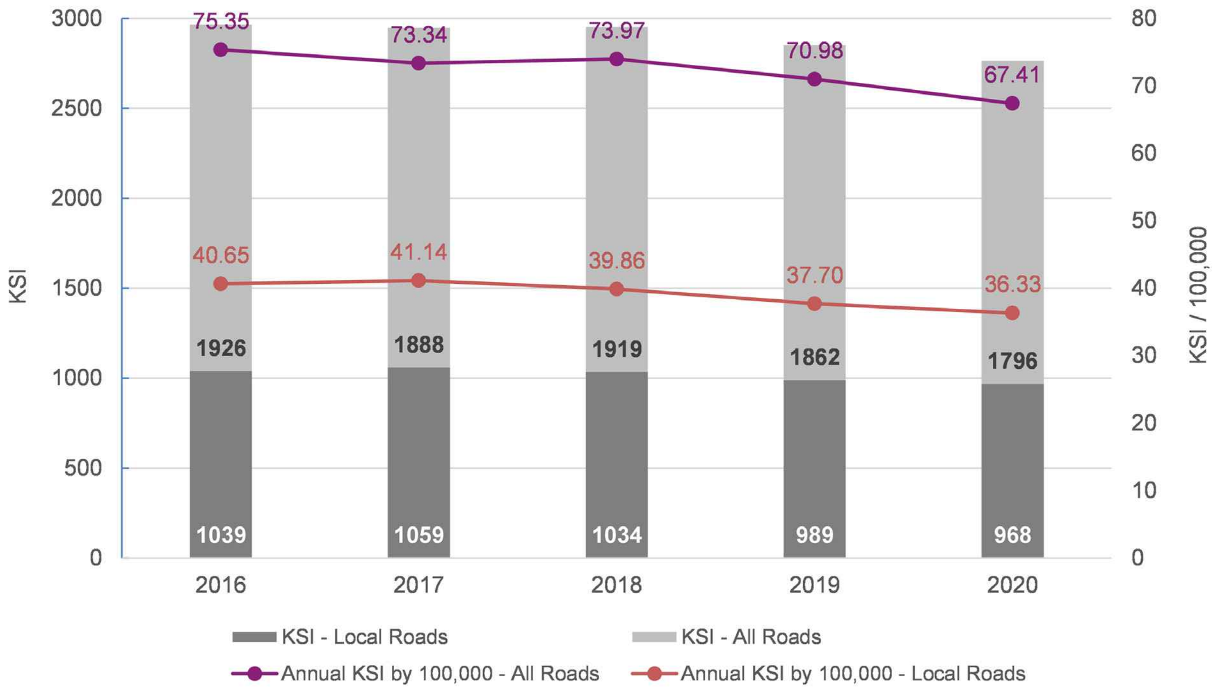
Key statistics from 2021 are:

- 20-29 years of age was the most common age group for fatalities (24%, 40).
- 77% of fatalities were male (128).
- Alcohol-related and fatigue-related fatalities decreased, whilst speed-related and inattention-related fatalities increased versus the 5-year average.

The WA Killed and Serious Injury (KSI) crash rate per 100,000 population in 2020 was 67.41 on all roads and 36.33 on local roads. This represents the lowest total in the previous five-year period.

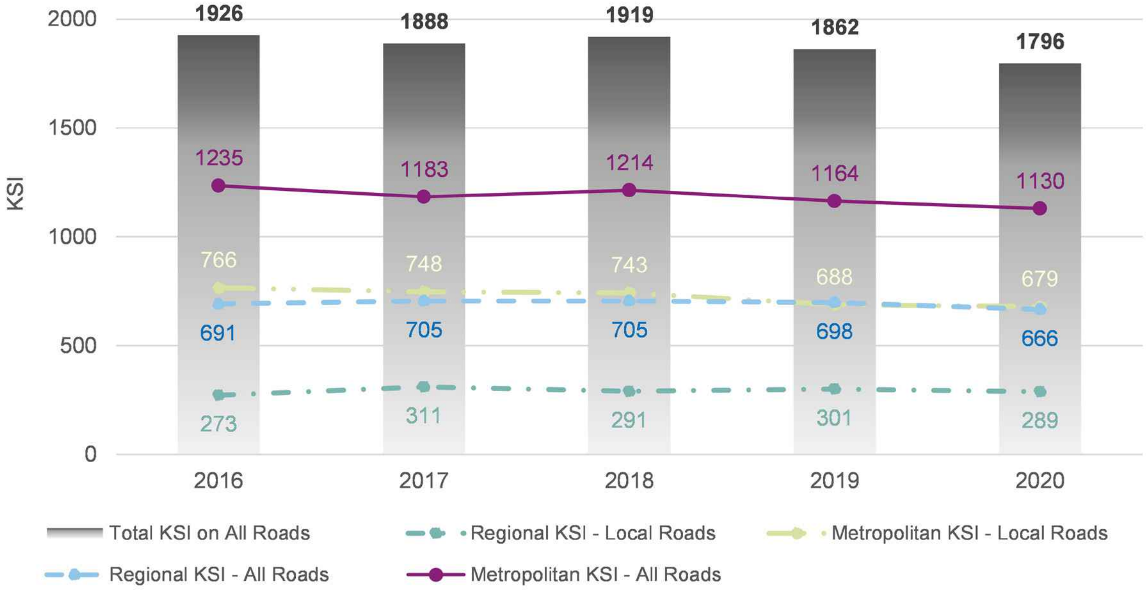
Between 2016 and 2020, road KSI crashes overall have decreased from a 2016 total of 1,926 to a 2020 total of 1,796. Likewise, KSI crashes have uniformly decreased in the Metropolitan area. On local roads, crashes have decreased by 11.3% in this timeframe, while crashes on all roads have decreased by 8.5%. This trend, however, is not reflected in crashes in the regional areas. Both crashes on local roads and all roads have remained relatively constant.

Figure 15: KSI Rates per 100,000 Population in Western Australia



Source: Road Statistics. Road Safety Commission.

Figure 16: KSI Counts by Region



Source: Road Statistics. Road Safety Commission.

Table 40: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2016 to 2020

Region	Killed	Seriously injured	Killed and seriously injured	Population	Average annual fatality rate per 100,000	Average annual KSI rate per 100,000
Gascoyne	1	22	23	9,262	2.2	49.7
Goldfields-Esperance	21	114	135	53,032	7.9	50.9
Great Southern	19	94	113	62,917	6.0	35.9
Kimberley	16	76	92	36,054	8.9	51.0
Metropolitan	184	3440	3624	2,019,560	1.8	35.9
Mid West	7	99	106	52,085	2.7	40.7
Pilbara	1	81	82	62,841	0.3	26.1
South West	80	521	601	294,120	5.4	40.9
Wheatbelt North	36	147	183	51,771	13.9	70.7
Wheatbelt South	26	104	130	21,919	23.7	118.6
State	**391**	**4698**	**5089**	**2,663,561**	**2.9**	**38.2**

(Source: Main Roads WA Integrated Road Information System (IRIS) prepared by Road Safety Commission, 6 October 2020)

For the five-year period 2016-2020, the average annual killed and seriously injured rate per 100,000 population on Local Government roads was lowest in the Pilbara Region, followed by the Metropolitan Region and Great Southern Region. The average annual fatality rate per 100,000 population was lowest in the Pilbara region.

Source: Main Roads WA Integrated Road Information System (IRIS) prepared by Road Safety Commission, 2021

Report on Local Government Road Assets and Expenditure 2020-2021

22. National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 41 for five years 2016-17 to 2020-21.

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 6.

B. Expenditure on Local Government roads and bridges $ millions - compares total road expenditure for the States.

C. Expenditure on sealed roads $ per km - WALGA uses this measure [Table 31], but expresses it in $ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of $ per kilometre because it takes account of road width.

D. Expenditure on unsealed roads $ per km [Table 31].

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

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

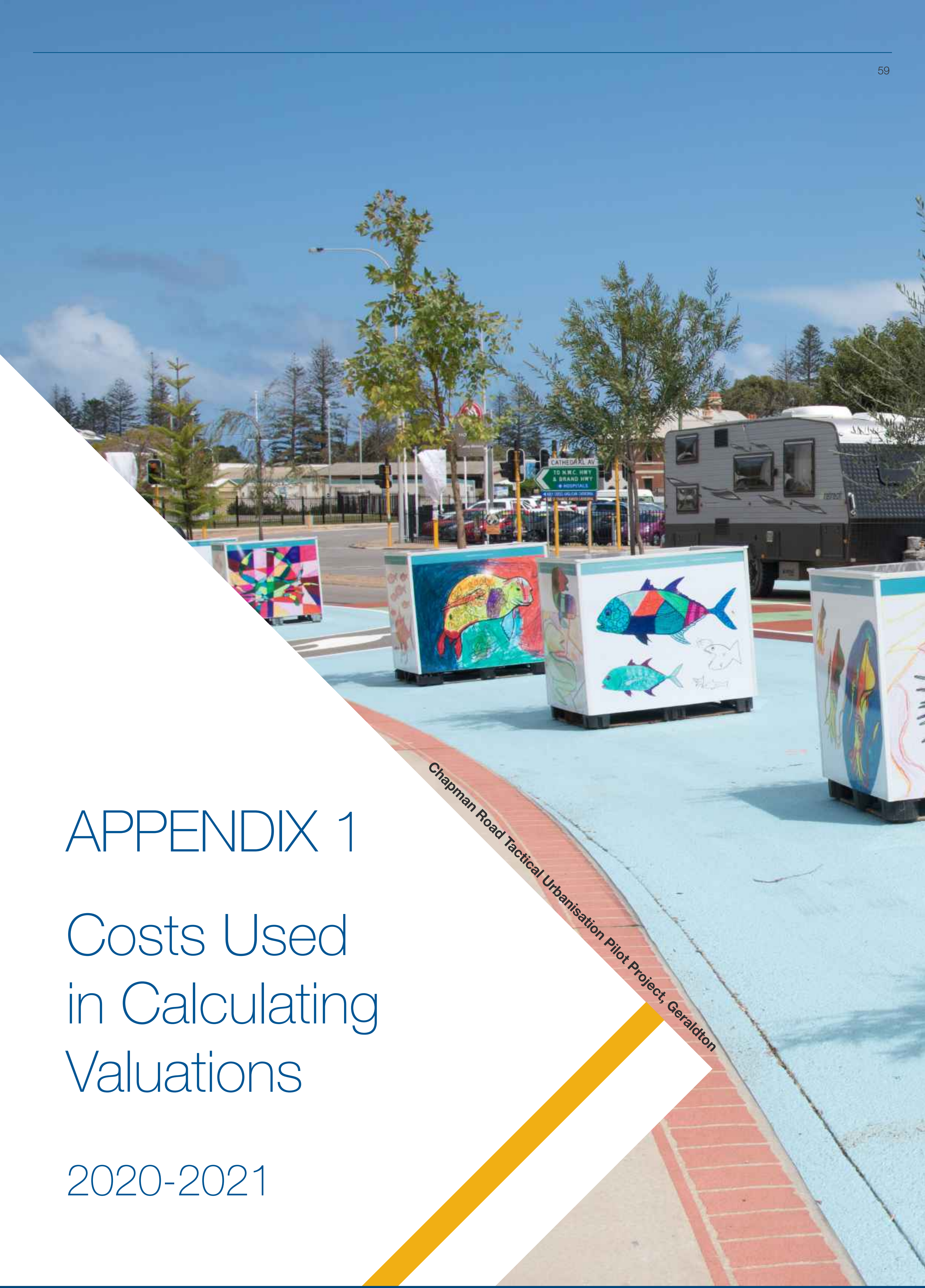
G. Road Safety - fatalities per 1000 km of sealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of sealed local roads.

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

Table 41: National Performance Measures WA

	Performance measure	2016-17	2017-18	2018-19	2019-20	2020-21	National
A	State of road asset – service potential remaining %	60.0%	57.0%	57.0%	55.3%	54.2%	68.3%
B	Expenditure on roads and bridges $ millions	$904.3	$982.15	$971.84	$925.865	$942.224	$6,639
C	Expenditure on sealed roads $ per km	$11,814	$11,804	$11,711	$11,704	$12,007	$14,149
D	Expenditure on unsealed roads $ per km	$1,963	$3,041	$3,305	$2,224	$2,189	$3,336
E	Road asset consumption	2.5%	2.38%	2.37%	2.38%	2.42%	1.7%
F	Sustainability sealed roads	68.5%	66.4%	62.3%	59.4%	62.95%	85%
G	Road safety sealed roads –fatalities per 1000 km per year	2.13	1.73	1.58	1.69	1.58	1.7*
H	Road safety unsealed roads – fatalities per 1000 km per year	0.13	0.05	0.09	0.17	0.13	N/A

National figure is 2019. Source: Australia's Local Government 2021 National State of the Assets (NSOA), published September 2021.
** National figure is for all roads. The National figures are presented for comparative purposes, but note the methodology for compilation of the figures differs. For this report, replacement cost etc is calculated using a consistent approach for all Local Governments based on the same formula each year using updated road lengths and unit costs. For NSOA reporting, Local Governments individually report the value of their infrastructure assets, calculated by using fair value principles.*



Chapman Road Tactical Urbanisation Pilot Project, Geraldton

APPENDIX 1

Costs Used in Calculating Valuations

2020-2021

Appendix 1: Costs Used in Calculating Valuations

Replacement Costs: Costs are in 2020-21 prices ($ per kilometre)

Region	Residential streets	Roads outside built up areas		
	Sealed 7.0m wide	Sealed 6.0m wide	Gravel	Formed
Gascoyne	433,000 - 507,000	477,151	82,457	43,845
Goldfields Esperance	401,000 - 468,000	452,202	83,447	41,016
Great Southern	393,000 - 458,000	417,897	75,809	36,773
Kimberley	590,000 - 685,000	675,184	91,367	49,502
Metropolitan	612,000 - 658,000	559,794	103,248	50,917
Mid West	379,000 - 444,000	413,219	76,375	36,773
Pilbara	552,000 - 641,000	643,998	89,670	41,016
South West	477,000 - 536,000	514,574	83,447	42,431
Wheatbelt North	364,000 - 429,000	389,829	74,961	36,773
Wheatbelt South	372,000 - 436,000	396,066	73,546	36,773

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 $53,000 to $77,000 per kilometre, increasing up to $86,000 in the north of the State.

Concrete footpaths cost $112,000 to $128,000 per kilometre, increasing up to $167,000 in the north of the State.

Dual Use paths cost $122,000 to $146,000, increasing up to $192,000 in the north of the State.

Local distributor roads

The replacement cost in the Metropolitan Region is $629,000 per km for a 7.0 m asphalt seal.

Road Preservation Costs: Costs are in 2020-21 prices
Sealed Roads within Built Up Areas ($ per kilometre)

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,464	76,807	334,000 - 405,000
Goldfields Esperance	3,163	55,852 - 78,330	300,000 - 368,000
Great Southern	2,816	52,641	272,000 - 340,000
Kimberley	3,886	93,265	392,000 - 494,000
Metropolitan	3,509	49,637	248,000 - 287,000
Mid West	2,771	52,641	272,000 - 340,000
Pilbara	3,735	77,068	375,000 - 465,000
South West	3,464	49,637	300,000 - 360,000
Wheatbelt North	2,771	52,641	266,000 - 330,000
Wheatbelt South	2,907	52,641	269,000 - 334,000

Sealed Roads Outside Built Up Areas: Costs are in 2020-21 prices ($ per kilometre)

Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	2,550	65,234	341,702
Goldfields Esperance	2,343	47,100 - 76,000	301,578
Great Southern	2,071	44,784	287,341
Kimberley	2,848	79,213	412,890
Metropolitan	2,589	41,936	377,943
Mid West	2,045	44,784	275,692
Pilbara	2,757	65,234	419,362
South West	2,550	41,936	340,408
Wheatbelt North	2,045	44,784	269,220
Wheatbelt South	2,136	44,784	271,809

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

Unsealed Roads Outside Built Up Areas: Costs are in 2020-21 prices ($ per kilometre)

Region	Gravel roads		Formed roads	
	Routine maintenance annual	Resheeting every 20 years	Routine maintenance annual	Reformation every 5 years
Gascoyne	1,372	35,594	828	10,096
Goldfields Esperance	1,255	36,241	790	7,895
Great Southern	1,197	33,652	764	5,307
Kimberley	1,450	35,723	1,035	11,778
Metropolitan	1,553	40,124	1,035	6,472
Mid West	1,255	34,429	790	5,307
Pilbara	1,398	41,936	880	10,872
South West	1,492	33,652	945	6,601
Wheatbelt North	1,255	33,135	790	5,307
Wheatbelt South	1,359	31,840	790	5,307

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Appendix 16

Road assets & expenditure indicators 2020-21

Large country towns (populations 10,000 to 20,000)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.49	4.3%	85%	1.18
AUGUSTA MARGARET RIVER	0.48	2.7%	72%	0.80
BROOME	0.57	3.0%	54%	0.75
CAPEL	0.59	2.4%	63%	0.88
DARDANUP	0.61	2.1%	53%	0.68
EAST PILBARA	0.49	3.9%	74%	0.82
ESPERANCE	0.55	3.3%	60%	0.57
MURRAY	0.62	2.3%	38%	1.01
NORTHAM	0.34	2.6%	32%	0.57
PORT HEDLAND	0.46	2.5%	90%	1.49
Group Average	0.52	2.9%	59%	0.73
State Average	0.54	2.4%	63%	0.70

Appendix 16

Expenditure from Local Governments' own resources 2020-21

Large country towns (populations 10,000 to 20,000)

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	7,163	4,139	58%	36%	28%	28%	310
AUGUSTA MARGARET RIVER	16,322	12,596	77%	29%	73%	17%	754
BROOME	23,250	11,972	51%	20%	73%	24%	704
CAPEL	6,703	4,189	62%	27%	30%	25%	228
DARDANUP	6,087	2,444	40%	21%	21%	19%	168
EAST PILBARA	7,180	1,537	21%	67%	10%	10%	141
ESPERANCE	17,626	6,286	36%	79%	29%	25%	443
MURRAY	9,717	2,154	22%	27%	13%	9%	118
NORTHAM	5,171	3,196	62%	40%	26%	24%	290
PORT HEDLAND	13,510	10,919	81%	23%	62%	61%	706
Group Average	112,729	59,432	53%	39%	38%	25%	397
State Average	942,224	492,811	52%	23%	19%	14%	185

Total Expenditure includes flood damage.

Appendix 16

Expenditure on road preservation 2020-21

Large country towns (populations 10,000 to 20,000)

Council	Preservation expenditure $000's					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	2,570	299	1,616	597	5,082	20,114	2,204	1,563	1,847
AUGUSTA MARGARET RIVER	1,588	3,588	851	40	6,067	6,662	5,460	2,530	910
BROOME	4,551	59	0	506	5,116	18,547	174	0	3,476
CAPEL	1,472	1,505	784	75	3,836	5,379	4,784	5,107	11,837
DARDANUP	602	1,999	252	14	2,867	3,821	5,707	2,852	1,281
EAST PILBARA	989	1,378	4,813	0	7,180	9,432	8,789	3,149	0
ESPERANCE	1,888	3,674	5,850	39	11,451	6,818	2,663	1,945	198
MURRAY	1,458	1,731	710	24	3,923	6,587	2,460	3,948	727
NORTHAM	1,717	1,487	750	25	3,979	9,577	2,371	3,100	516
PORT HEDLAND	6,898	1,275	5,167	0	13,340	23,698	8,875	25,139	0
Group Average	23,733	16,995	20,793	1,319	62,841	11,215	3,556	3,020	835
State Average	385,562	101,593	151,752	12,006	650,912	10,880	2,321	2,762	667

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2020-21

Large country towns (populations 10,000 to 20,000)

Appendix 16

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	2,682	2,400	0	2,081	7,163	37.4%	33.5%	0.0%	29.1%	4,304	5,063
AUGUSTA MARGARET RIVER	2,658	4,040	9,366	258	16,322	16.3%	24.8%	57.4%	1.6%	8,400	6,698
BROOME	3,943	1,173	17,408	726	23,250	17.0%	5.0%	74.9%	3.1%	6,826	5,116
CAPEL	2,978	1,604	1,090	1,031	6,703	44.4%	23.9%	16.3%	15.4%	5,204	4,582
DARDANUP	2,098	1,214	2,210	567	6,089	34.5%	19.9%	36.3%	9.3%	4,866	3,312
EAST PILBARA	1,461	5,719	0	0	7,180	20.3%	79.7%	0.0%	0.0%	8,798	7,180
ESPERANCE	4,582	6,869	2,792	3,383	17,626	26.0%	39.0%	15.8%	19.2%	20,214	11,451
MURRAY	2,648	5,217	1,698	151	9,714	27.3%	53.7%	17.5%	1.6%	7,809	7,851
NORTHAM	2,805	1,529	679	158	5,171	54.2%	29.6%	13.1%	3.1%	7,064	4,056
PORT HEDLAND	2,112	11,228	130	40	13,510	15.6%	83.1%	1.0%	0.3%	6,006	8,970
Group Average	27,967	40,993	35,373	8,395	112,728	24.8%	36.4%	31.4%	7.4%	79,491	64,278
State Average	358,150	311,119	209,969	62,972	942,210	38.0%	33.0%	22.3%	6.7%	868,144	621,801

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 16

Sealed road area statistics and expenditure 2020-21

Large country towns (populations 10,000 to 20,000)

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	445,894	572,187	2,570	299	5.76	0.52
AUGUSTA MARGARET RIVER	834,270	2,297,291	1,588	3,588	1.90	1.56
BROOME	858,802	1,185,904	4,551	59	5.30	0.05
CAPEL	957,710	1,101,015	1,472	1,505	1.54	1.37
DARDANUP	569,056	1,312,778	602	1,999	1.06	1.52
EAST PILBARA	367,137	548,618	989	1,378	2.69	2.51
ESPERANCE	969,246	5,039,463	1,888	3,674	1.95	0.73
MURRAY	775,061	2,478,341	1,458	1,731	1.88	0.70
NORTHAM	627,476	2,194,934	1,717	1,487	2.74	0.68
PORT HEDLAND	1,018,786	502,706	6,898	1,275	6.77	2.54
Group	7,423,438	17,233,234	23,733	16,995	3.20	0.99
State	126,144,665	154,246,596	385,562	101,593	3.06	0.66

Appendix 16

Sealed road age 2020-21

Large country towns (populations 10,000 to 20,000)

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	63	20	10	7	76	15	8
AUGUSTA MARGARET RIVER	125	30	31	22	392	32	24
BROOME	109	29	19	16	173	25	17
CAPEL	145	23	16	16	179	29	19
DARDANUP	81	26	16	17	213	27	19
EAST PILBARA	47	41	36	29	83	23	22
ESPERANCE	121	32	23	23	736	25	18
MURRAY	111	26	16	15	382	24	15
NORTHAM	81	54	29	20	387	46	25
PORT HEDLAND	135	38	36	21	61	25	23
Group		32	23	19		27	19

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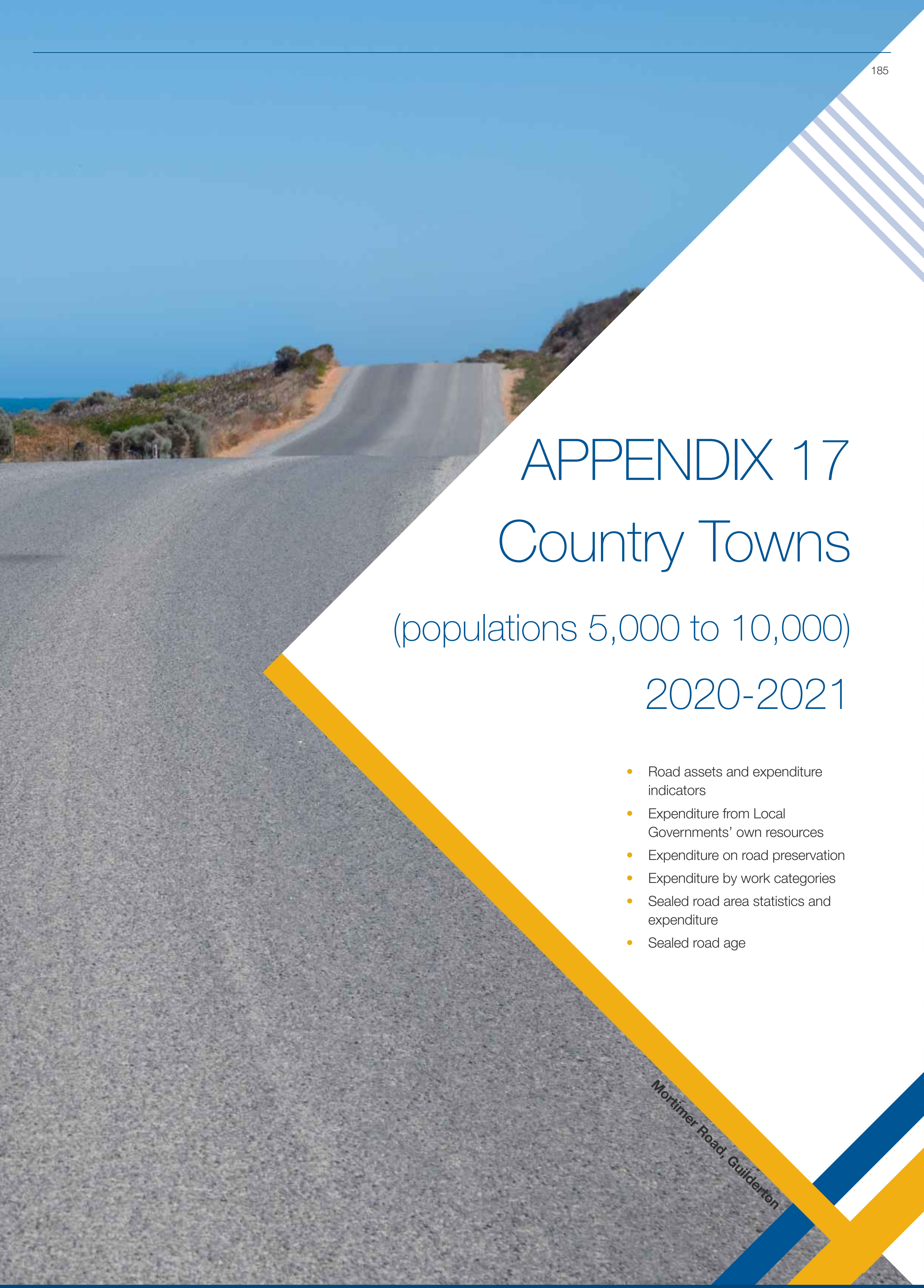

APPENDIX 17
Country Towns

(populations 5,000 to 10,000)

2020-2021

- 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

Mortimer Road, Guilderton

Appendix 17

Road assets & expenditure indicators 2020-21

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

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CARNARVON	0.55	3.3%	16%	0.29
CHITTERING	0.49	3.3%	43%	0.55
COLLIE	0.44	2.7%	29%	0.45
DENMARK	0.51	2.8%	80%	1.02
DERBY-WEST KIMBERLEY	0.48	4.1%	88%	1.10
DONNYBROOK-BALINGUP	0.38	2.7%	37%	0.43
GINGIN	0.38	3.3%	187%	1.50
MANJIMUP	0.36	2.8%	27%	0.42
PLANTAGENET	0.43	3.6%	70%	0.60
WYNDHAM-EAST KIMBERLEY	0.37	3.1%	25%	0.35
Group Average	0.43	3.1%	61%	0.63
State Average	0.54	2.4%	63%	0.70

Appendix 17

Expenditure from Local Governments’ own resources 2020-21

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

Council	Total Council expenditure $000’s	Expenditure from Councils’ own resources $000’s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	3,590	1,273	35%	88%	16%	8%	251
CHITTERING	3,701	1,671	45%	43%	28%	23%	278
COLLIE	2,391	444	19%	33%	5%	5%	52
DENMARK	5,855	1,114	19%	31%	16%	15%	175
DERBY-WEST KIMBERLEY	7,031	3,257	46%	78%	35%	31%	397
DONNYBROOK-BALINGUP	3,637	1,218	33%	53%	18%	14%	198
GINGIN	10,139	1,286	13%	51%	14%	14%	240
MANJIMUP	7,325	2,866	39%	60%	23%	16%	314
PLANTAGENET	6,111	1,955	32%	70%	26%	17%	371
WYNDHAM-EAST KIMBERLEY	4,809	1,506	31%	49%	16%	9%	205
Group Average	54,589	16,590	30%	56%	20%	15%	246
State Average	942,224	492,811	52%	23%	19%	14%	185

Total Expenditure includes flood damage.

Appendix 17

Expenditure on road preservation 2020-21

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

Council	Preservation expenditure $000's					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]
CARNARVON	1,126	143	636	0	1,905	10,250	320	1,177	0
CHITTERING	237	1,207	474	255	2,174	49,957	2,019	4,026	11,457
COLLIE	789	447	354	1	1,591	4,668	1,240	3,053	427
DENMARK	389	1,577	1,878	47	3,891	3,831	5,443	6,033	887
DERBY-WEST KIMBERLEY	1,807	275	3,053	0	5,135	19,275	2,363	6,749	0
DONNYBROOK-BALINGUP	413	893	781	3	2,090	6,901	2,028	2,345	110
GINGIN	951	8,042	1,138	0	10,131	5,766	10,160	3,280	17
MANJIMUP	924	1,055	2,030	13	4,021	5,907	1,487	2,898	191
PLANTAGENET	675	2,332	1,771	140	4,918	10,062	3,631	2,849	465
WYNDHAM-EAST KIMBERLEY	1,072	678	1,568	13	3,331	7,022	1,576	3,299	593
Group Average	8,383	16,649	13,683	472	39,187	7,763	3,505	3,331	287
State Average	385,562	101,593	151,752	12,006	650,912	10,880	2,321	2,762	667

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2020-21
Country towns (populations 5,000 to 10,000)

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,865	40	1,663	21	3,589	52.0%	1.1%	46.3%	0.6%	6,471	1,905
CHITTERING	1,325	894	1,294	188	3,701	35.8%	24.2%	35.0%	5.1%	3,910	2,165
COLLIE	862	1,114	415	0	2,391	36.1%	46.6%	17.4%	0.0%	4,406	1,976
DENMARK	1,692	2,233	1,850	80	5,855	28.9%	38.1%	31.6%	1.4%	3,634	3,702
DERBY-WEST KIMBERLEY	3,548	1,587	1,896	0	7,031	50.5%	22.6%	27.0%	0.0%	4,669	5,135
DONNYBROOK-BALINGUP	1,607	666	732	633	3,638	44.2%	18.3%	20.1%	17.4%	5,348	2,273
GINGIN	2,009	8,122	0	8	10,139	19.8%	80.1%	0.0%	0.1%	6,747	10,131
MANJIMUP	3,354	858	2,687	426	7,325	45.8%	11.7%	36.7%	5.8%	9,933	4,212
PLANTAGENET	2,645	2,273	996	199	6,113	43.3%	37.2%	16.3%	3.3%	6,140	3,675
WYNDHAM-EAST KIMBERLEY	1,498	1,833	239	1,239	4,809	31.1%	38.1%	5.0%	25.8%	7,695	2,679
Group Average	20,405	19,620	11,772	2,794	54,591	37.4%	35.9%	21.6%	5.1%	58,953	37,852
State Average	358,150	311,119	209,969	62,972	942,210	38.0%	33.0%	22.3%	6.7%	868,144	621,801

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 17

Sealed road area statistics and expenditure 2020-21

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

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	384,490	1,564,368	1,126	143	2.93	0.09
CHITTERING	16,604	2,092,757	237	1,207	14.27	0.58
COLLIE	604,271	1,342,937	789	447	1.31	0.33
DENMARK	365,227	984,499	389	1,577	1.07	1.60
DERBY-WEST KIMBERLEY	328,114	407,320	1,807	275	5.51	0.68
DONNYBROOK-BALINGUP	209,467	1,541,901	413	893	1.97	0.58
GINGIN	577,227	2,770,240	951	8,042	1.65	2.90
MANJIMUP	547,212	2,502,662	924	1,055	1.69	0.42
PLANTAGENET	234,785	2,260,886	675	2,332	2.87	1.03
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,072	678	2.01	0.45
Group	3,801,730	16,972,708	8,383	16,649	2.21	0.98
State	126,144,665	154,246,596	385,562	101,593	3.06	0.66

Appendix 17

Sealed road age 2020-21
Country towns (populations 5,000 to 10,000)

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	44	6	22	221	24	6
CHITTERING	2	24	25	13	292	26	18
COLLIE	72	42	21	13	188	31	22
DENMARK	56	29	25	17	160	30	20
DERBY-WEST KIMBERLEY	43	38	25	19	58	26	20
DONNYBROOK-BALINGUP	30	33	30	18	257	41	27
GINGIN	83	36	27	18	402	32	23
MANJIMUP	69	40	36	22	456	39	32
PLANTAGENET	34	44	18	20	351	36	20
WYNDHAM-EAST KIMBERLEY	58	49	24	8	183	36	25
Group		38	24	17		32	21

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Roberts Street, Jurien Bay

APPENDIX 18

Country Shires

(populations 2,000 to 5,000)

2020-2021

- 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 2020-21

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

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BRIDGETOWN-GREENBUSHES	0.43	3.1%	38%	0.55
COOLGARDIE	0.37	3.0%	12%	0.91
DANDARAGAN	0.50	3.2%	27%	0.36
EXMOUTH	0.49	2.9%	66%	0.79
HALLS CREEK	0.49	4.6%	0%	1.48
IRWIN	0.56	2.8%	71%	0.86
KATANNING	0.37	3.2%	58%	0.70
MERREDIN	0.44	3.3%	82%	0.58
MOORA	0.23	3.3%	54%	0.41
NARROGIN	0.45	3.3%	52%	0.63
NORTHAMPTON	0.43	3.3%	55%	0.53
TOODYAY	0.42	2.9%	34%	0.35
WAROONA	0.46	2.8%	20%	0.34
YORK	0.42	2.9%	33%	0.33
Group Average	0.43	3.2%	46%	0.57
State Average	0.54	2.4%	63%	0.70

Appendix 18

Expenditure from Local Governments’ own resources 2020-21

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

Council	Total Council expenditure $000’s	Expenditure from Councils’ own resources $000’s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BRIDGETOWN-GREENBUSHES	2,751	543	20%	61%	8%	8%	114
COOLGARDIE	3,610	1,163	32%	38%	16%	14%	347
DANDARAGAN	6,250	1,066	17%	70%	13%	5%	322
EXMOUTH	2,647	829	31%	53%	18%	18%	282
HALLS CREEK	7,113	357	5%	80%	6%	6%	102
IRWIN	2,254	440	20%	39%	9%	9%	122
KATANNING	2,568	942	37%	54%	18%	18%	233
MERREDIN	3,794	442	12%	88%	8%	8%	131
MOORA	3,291	303	9%	81%	6%	5%	127
NARROGIN	3,612	1,957	54%	50%	31%	24%	396
NORTHAMPTON	2,868	1,237	43%	60%	18%	17%	430
TOODYAY	3,712	1,290	35%	58%	22%	14%	289
WAROONA	2,330	848	36%	34%	16%	10%	199
YORK	2,008	683	34%	69%	13%	10%	189
Group Average	48,808	12,100	25%	60%	15%	12%	235
State Average	942,224	492,811	52%	23%	19%	14%	185

Total Expenditure includes flood damage.

Appendix 18

Expenditure on road preservation 2020-21

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

Council	Preservation expenditure $000's					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]
BRIDGETOWN-GREENBUSHES	584	720	631	3	1,938	9,560	1,776	1,616	146
COOLGARDIE	678	41	2,330	0	3,049	4,376	391	5,656	0
DANDARAGAN	279	727	1,521	0	2,527	2,768	809	1,986	0
EXMOUTH	1,633	1,014	0	0	2,647	19,071	4,155	0	0
HALLS CREEK	0	0	6,373	740	7,113	0	0	7,117	5,580
IRWIN	510	358	1,380	0	2,248	7,565	1,558	5,356	0
KATANNING	1,091	626	851	0	2,568	8,005	2,654	1,932	0
MERREDIN	856	1,999	499	282	3,636	6,431	3,101	888	986
MOORA	218	1,382	622	0	2,222	3,707	2,531	1,105	0
NARROGIN	1,180	405	1,040	3	2,628	8,473	1,093	3,519	11
NORTHAMPTON	707	1,078	631	334	2,750	7,083	2,208	1,321	1,228
TOODYAY	152	962	558	3	1,675	5,205	1,781	2,077	89
WAROONA	382	555	140	14	1,092	6,078	1,416	1,852	3,756
YORK	592	318	550	4	1,464	7,112	724	2,767	24
Group Average	8,862	10,186	17,126	1,382	37,557	7,150	1,818	3,050	991
State Average	385,562	101,593	151,752	12,006	650,912	10,880	2,321	2,762	667

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 18

Expenditure by work categories 2020-21

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

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BRIDGETOWN-GREENBUSHES	1,327	1,366	23	35	2,751	48.2%	49.7%	0.8%	1.3%	4,882	2,693
COOLGARDIE	1,217	1,832	560	0	3,609	33.7%	50.8%	15.5%	0.0%	3,348	3,049
DANDARAGAN	1,065	1,815	3,370	0	6,250	17.0%	29.0%	53.9%	0.0%	7,980	2,880
EXMOUTH	1,442	1,205	0	0	2,647	54.5%	45.5%	0.0%	0.0%	3,276	2,578
HALLS CREEK	3,443	3,670	0	0	7,113	48.4%	51.6%	0.0%	0.0%	3,740	5,530
IRWIN	560	1,688	5	0	2,253	24.9%	74.9%	0.2%	0.0%	2,625	2,248
KATANNING	961	1,607	0	0	2,568	37.4%	62.6%	0.0%	0.0%	3,677	2,568
MERREDIN	1,009	2,627	48	110	3,794	26.6%	69.2%	1.3%	2.9%	6,286	3,636
MOORA	766	1,456	1,068	0	3,290	23.3%	44.3%	32.5%	0.0%	5,369	2,222
NARROGIN	1,739	915	0	958	3,612	48.1%	25.3%	0.0%	26.5%	4,181	2,654
NORTHAMPTON	1,766	984	60	58	2,868	61.6%	34.3%	2.1%	2.0%	5,211	2,750
TOODYAY	927	765	1,981	39	3,712	25.0%	20.6%	53.4%	1.1%	4,606	1,610
WAROONA	803	289	1,238	0	2,330	34.5%	12.4%	53.1%	0.0%	3,191	1,092
YORK	954	586	347	121	2,008	47.5%	29.2%	17.3%	6.0%	4,669	1,540
Group Average	17,979	20,805	8,700	1,321	48,805	36.8%	42.6%	17.8%	2.7%	63,041	37,050
State Average	358,150	311,119	209,969	62,972	942,210	38.0%	33.0%	22.3%	6.7%	868,144	621,801

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 18

Sealed road area statistics and expenditure 2020-21

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

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	584	720	2.73	0.51
COOLGARDIE	542,280	366,589	678	41	1.25	0.11
DANDARAGAN	352,770	3,144,436	279	727	0.79	0.23
EXMOUTH	299,702	854,209	1,633	1,014	5.45	1.19
HALLS CREEK	94,313	145,798	0	0	0.00	0.00
IRWIN	235,965	804,021	510	358	2.16	0.45
KATANNING	477,043	825,594	1,091	626	2.29	0.76
MERREDIN	465,842	2,254,086	856	1,999	1.84	0.89
MOORA	205,506	1,911,197	218	1,382	1.06	0.72
NARROGIN	487,409	1,297,350	1,180	405	2.42	0.31
NORTHAMPTON	349,344	1,708,525	707	1,078	2.02	0.63
TOODYAY	102,216	1,890,949	152	962	1.49	0.51
WAROONA	219,990	1,372,209	382	555	1.74	0.40
YORK	291,349	1,539,141	592	318	2.03	0.21
Group	4,337,533	19,535,467	8,862	10,186	2.04	0.52
State	126,144,665	154,246,596	385,562	101,593	3.06	0.66

Sealed road age 2020-21
Country shires (populations 2,000 to 5,000)

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]
BRIDGETOWN-GREENBUSHES	29	41	28	22	226	33	22
COOLGARDIE	53	46	31	28	58	48	38
DANDARAGAN	44	28	25	16	463	30	19
EXMOUTH	39	35	19	17	116	28	18
HALLS CREEK	12	50	25	0	21	47	12
IRWIN	32	33	23	16	116	22	20
KATANNING	49	42	26	29	139	42	29
MERREDIN	49	30	23	19	370	33	25
MOORA	24	61	33	33	313	62	27
NARROGIN	49	41	15	9	194	30	14
NORTHAMPTON	48	36	28	31	242	35	23
TOODYAY	13	35	18	10	300	35	23
WAROONA	30	39	24	10	229	30	22
YORK	38	29	18	17	261	30	21
Group		39	24	20		36	22

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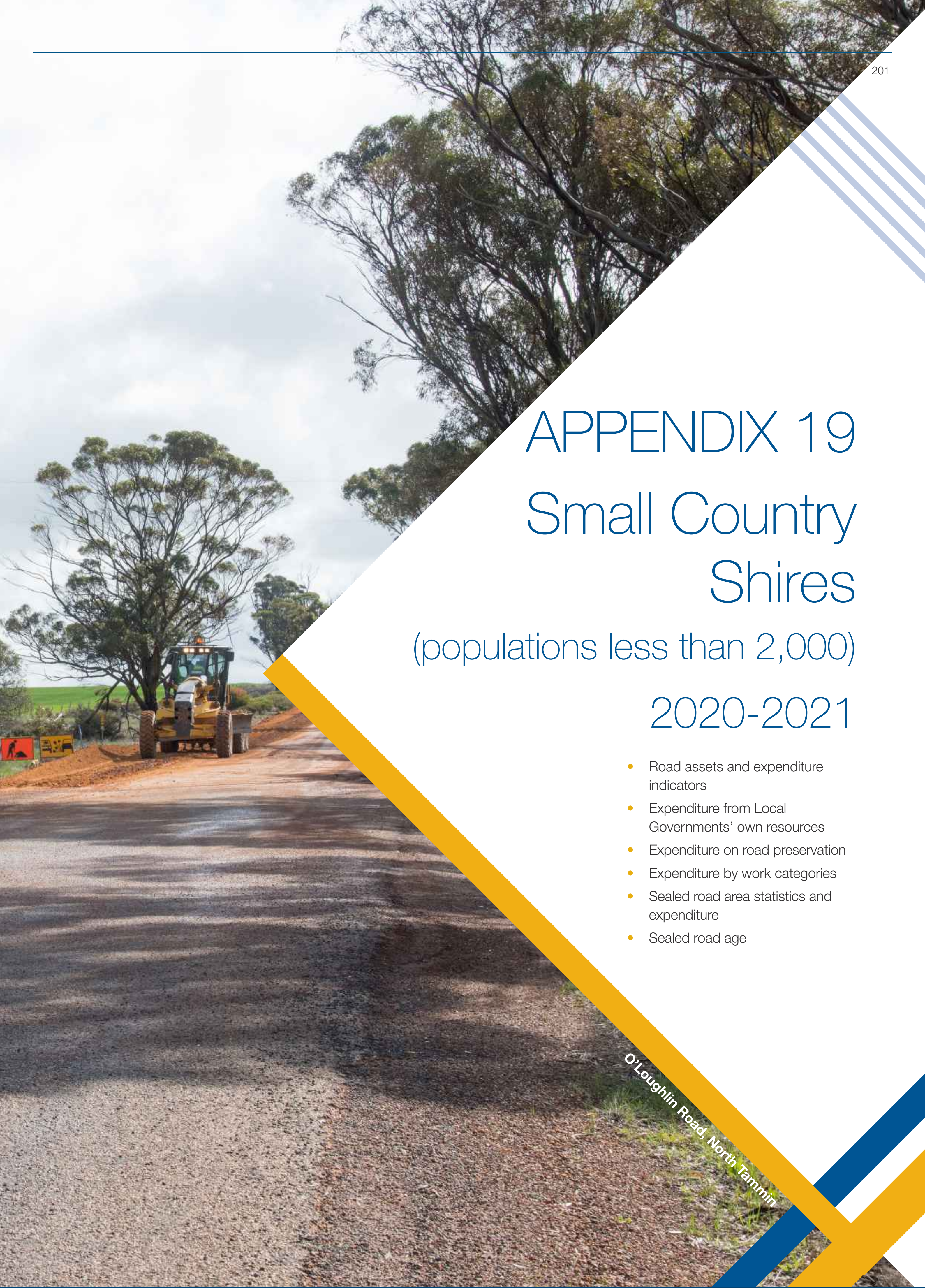
APPENDIX 19

Small Country Shires

(populations less than 2,000)

2020-2021

- 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



O'Loughlin Road, North Tammin

Appendix 19

Road assets & expenditure indicators 2020-21

Small country shires (populations less than 2,000)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BEVERLEY	0.48	2.7%	37%	0.31
BODDINGTON	0.39	3.2%	25%	0.38
BOYUP BROOK	0.41	3.1%	12%	0.52
BROOKTON	0.55	3.1%	86%	0.40
BROOMEHILL-TAMBELLUP	0.49	3.6%	62%	0.63
BRUCE ROCK	0.48	2.9%	30%	0.38
CARNAMAH	0.49	3.6%	10%	0.35
CHAPMAN VALLEY	0.59	3.8%	88%	0.65
COOROW	0.44	3.6%	71%	0.62
CORRIGIN	0.21	3.6%	42%	0.30
CRANBROOK	0.37	3.4%	62%	0.69
CUBALLING	0.46	3.1%	29%	0.29
CUNDERDIN	0.28	3.6%	134%	0.77
DALWALLINU	0.48	3.9%	25%	0.31
DOWERIN	0.45	4.0%	101%	0.54
DUMBLEYUNG	0.53	3.7%	19%	0.18
GNOWANGERUP	0.52	3.8%	41%	0.58
GOOMALLING	0.43	3.5%	46%	0.43
JERRAMUNGUP	0.49	3.8%	107%	0.80
KELLERBERRIN	0.29	3.8%	80%	0.61
KENT	0.51	4.4%	12%	0.44
KOJONUP	0.36	3.5%	36%	0.53
KONDININ	0.42	4.2%	40%	0.41
KOORDA	0.43	4.0%	21%	0.24
KULIN	0.44	4.1%	7%	0.27

Road assets & expenditure indicators 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
LAKE GRACE	0.54	4.3%	12%	0.31
MINGENEW	0.61	2.9%	83%	0.43
MORAWA	0.43	4.1%	38%	0.52
MOUNT MARSHALL	0.42	4.3%	55%	0.47
MUKINBUDIN	0.26	3.6%	85%	0.45
NANNUP	0.38	2.9%	24%	0.42
NAREMBEEN	0.33	4.1%	30%	0.37
NUNGARIN	0.44	3.9%	71%	0.43
PERENJORI	0.55	4.1%	46%	0.35
PINGELLY	0.48	3.2%	31%	0.24
QUAIRADING	0.40	3.4%	11%	0.14
RAVENSTHORPE	0.59	3.7%	72%	0.68
TAMMIN	0.31	4.0%	14%	0.28
THREE SPRINGS	0.60	3.8%	55%	0.53
TRAYNING	0.40	4.0%	11%	0.30
VICTORIA PLAINS	0.31	3.7%	96%	0.78
WAGIN	0.57	3.4%	33%	0.29
WANDERING	0.40	3.0%	50%	0.81
WEST ARTHUR	0.31	3.2%	45%	0.36
WESTONIA	0.27	4.4%	98%	0.63
WICKEPIN	0.46	3.9%	59%	0.47
WILLIAMS	0.38	3.2%	62%	0.56
WONGAN-BALLIDU	0.38	3.8%	35%	0.37
WOODANILLING	0.40	3.9%	0%	0.65

Appendix 19

Road assets & expenditure indicators 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
WYALKATCHEM	0.46	4.0%	14%	0.30
YILGARN	0.54	4.3%	37%	0.25
Group Average	0.44	3.6%	47%	0.42
State Average	0.54	2.4%	63%	0.70

Appendix 19

Expenditure from Local Governments’ own resources 2020-21
Small country shires (populations less than 2,000)

Council	Total Council expenditure $000’s	Expenditure from Councils’ own resources $000’s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	2,192	935	43%	50%	26%	18%	529
BODDINGTON	1,122	420	37%	29%	12%	8%	238
BOYUP BROOK	3,110	95	3%	99%	2%	2%	54
BROOKTON	1,547	525	34%	78%	21%	13%	547
BROOMEHILL-TAMBELLUP	3,616	751	21%	88%	22%	16%	690
BRUCE ROCK	2,228	435	20%	135%	12%	12%	458
CARNAMAH	2,504	740	30%	116%	30%	8%	1,404
CHAPMAN VALLEY	3,596	1,084	30%	83%	36%	23%	704
COOROW	2,673	865	32%	75%	21%	21%	900
CORRIGIN	2,762	664	24%	116%	19%	8%	587
CRANBROOK	4,275	1,765	41%	107%	53%	48%	1,691
CUBALLING	2,027	539	27%	95%	28%	19%	632
CUNDERDIN	2,899	220	8%	99%	7%	7%	156
DALWALLINU	5,205	1,337	26%	141%	26%	19%	957
DOWERIN	2,357	336	14%	122%	14%	14%	503
DUMBLEYUNG	1,546	0	0%	125%	0%	0%	0
GNOWANGERUP	3,580	1,380	39%	98%	35%	26%	1,150
GOOMALLING	3,387	565	17%	78%	23%	8%	570
JERRAMUNGUP	3,228	1,254	39%	81%	30%	30%	1,110
KELLERBERRIN	2,624	805	31%	103%	25%	25%	679
KENT	2,742	903	33%	118%	25%	24%	1,615
KOJONUP	3,699	1,724	47%	87%	43%	43%	902
KONDININ	2,366	220	9%	110%	5%	5%	252
KOORDA	1,938	416	21%	141%	16%	16%	1,035
KULIN	3,520	611	17%	134%	16%	16%	788

Total Expenditure includes flood damage.

Appendix 19

Expenditure from Local Governments’ own resources 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Total Council expenditure $000’s	Expenditure from Councils’ own resources $000’s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
LAKE GRACE	3,191	429	13%	121%	7%	3%	334
MINGENEW	3,270	222	7%	90%	13%	13%	531
MORAWA	2,089	206	10%	108%	7%	2%	312
MOUNT MARSHALL	2,847	239	8%	131%	6%	6%	467
MUKINBUDIN	1,936	402	21%	121%	16%	15%	767
NANNUP	1,814	593	33%	99%	21%	17%	417
NAREMBEEN	5,623	75	1%	138%	2%	2%	88
NUNGARIN	923	151	16%	114%	9%	9%	614
PERENJORI	3,014	491	16%	140%	13%	11%	866
PINGELLY	2,137	319	15%	76%	12%	12%	277
QUAIRADING	3,353	325	10%	104%	10%	-3%	329
RAVENSTHORPE	3,303	1,303	39%	78%	23%	23%	832
TAMMIN	1,570	474	30%	99%	29%	19%	1,206
THREE SPRINGS	1,823	674	37%	103%	27%	27%	1,201
TRAYNING	1,480	292	20%	123%	13%	13%	841
VICTORIA PLAINS	3,216	729	23%	103%	25%	25%	795
WAGIN	1,636	341	21%	80%	10%	7%	192
WANDERING	1,860	563	30%	81%	40%	38%	1,328
WEST ARTHUR	1,938	663	34%	102%	24%	22%	848
WESTONIA	1,828	414	23%	137%	19%	19%	1,357
WICKEPIN	2,434	938	39%	112%	34%	0%	1,290
WILLIAMS	1,773	768	43%	81%	35%	21%	757
WONGAN-BALLIDU	3,365	1,054	31%	115%	26%	26%	818
WOODANILLING	1,632	966	59%	111%	62%	62%	2,247

Total Expenditure includes flood damage.

Expenditure from Local Governments' own resources 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
WYALKATCHEM	1,383	105	8%	111%	4%	0%	213
YILGARN	3,953	59	1%	120%	1%	0%	51
Group Average	134,134	31,384	23%	105%	19%	15%	649
State Average	942,224	492,811	52%	23%	19%	14%	185

Total Expenditure includes flood damage.

Appendix 19

Expenditure on road preservation 2020-21
Small country shires (populations less than 2,000)

Council	Preservation expenditure $000's					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	198	541	628	84	1,451	4,896	1,565	1,922	614
BODDINGTON	160	201	316	1	677	6,184	1,301	2,035	44
BOYUP BROOK	68	125	1,416	4	1,613	2,414	390	3,305	11
BROOKTON	146	603	413	0	1,162	6,006	3,774	1,252	0
BROOMEHILL-TAMBELLUP	197	1,204	776	62	2,239	7,633	2,930	1,305	548
BRUCE ROCK	201	914	641	110	1,866	4,699	1,348	1,101	840
CARNAMAH	193	90	922	2	1,207	6,444	332	2,703	23
CHAPMAN VALLEY	0	1,143	857	0	2,000	0	4,831	2,257	0
COOROW	551	1,049	771	2	2,373	11,671	2,757	1,509	26
CORRIGIN	329	780	298	11	1,419	8,440	1,650	526	77
CRANBROOK	0	1,524	1,931	17	3,472	0	3,026	3,186	228
CUBALLING	56	293	456	0	805	23,589	1,014	2,181	0
CUNDERDIN	657	1,851	382	5	2,895	12,987	4,394	1,023	34
DALWALLINU	724	678	849	16	2,267	13,473	989	805	51
DOWERIN	212	1,415	611	0	2,238	10,923	4,727	1,201	0
DUMBLEYUNG	154	241	689	8	1,092	7,943	552	1,098	60
GNOWANGERUP	45	657	1,819	3	2,524	1,173	1,705	2,945	16
GOOMALLING	205	357	395	70	1,027	12,808	1,999	1,012	860
JERRAMUNGUP	1,014	788	1,426	0	3,228	33,130	2,405	2,181	0
KELLERBERRIN	842	376	837	126	2,181	17,916	1,078	2,009	439
KENT	80	57	1,608	1	1,745	6,667	217	2,045	2
KOJONUP	308	806	1,363	70	2,547	8,944	1,991	1,876	534
KONDININ	153	340	1,486	0	1,979	4,970	1,018	1,489	0
KOORDA	111	377	450	19	957	4,809	886	939	63
KULIN	9	126	1,390	8	1,533	457	380	1,270	60

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure on road preservation 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Preservation expenditure $000's					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]
LAKE GRACE	265	174	1,975	6	2,420	7,508	454	1,091	31
MINGENEW	469	440	215	24	1,148	21,017	2,068	851	466
MORAWA	397	287	898	5	1,587	11,834	1,446	1,747	17
MOUNT MARSHALL	0	955	1,119	474	2,548	0	1,907	1,544	750
MUKINBUDIN	246	1,102	548	4	1,900	12,070	3,552	947	33
NANNUP	79	435	733	1	1,248	4,908	1,237	3,001	42
NAREMBEEN	33	511	1,408	0	1,952	1,535	1,048	1,553	0
NUNGARIN	0	412	507	0	919	0	3,391	1,394	0
PERENJORI	228	782	859	125	1,995	20,213	1,437	936	508
PINGELLY	125	375	198	17	714	3,850	1,160	1,079	108
QUAIRADING	130	176	542	1	848	3,973	413	1,336	4
RAVENSTHORPE	498	810	1,813	0	3,121	6,917	4,110	1,914	0
TAMMIN	45	68	434	0	547	3,216	337	1,662	0
THREE SPRINGS	368	588	803	0	1,759	22,453	1,671	1,773	0
TRAYNING	99	76	757	0	932	4,513	318	1,409	0
VICTORIA PLAINS	87	1,869	664	546	3,166	5,297	4,119	1,607	4,616
WAGIN	330	279	326	1	936	4,267	1,327	836	5
WANDERING	50	392	816	41	1,299	7,608	2,244	4,272	620
WEST ARTHUR	57	804	715	43	1,619	3,720	2,046	1,466	353
WESTONIA	28	1,123	677	0	1,828	4,077	4,940	1,285	0
WICKEPIN	0	693	719	29	1,440	0	2,300	1,842	102
WILLIAMS	421	375	525	12	1,333	21,051	1,591	1,882	226
WONGAN-BALLIDU	360	568	895	0	1,823	6,229	1,069	1,860	0
WOODANILLING	6	0	1,352	0	1,358	1,619	0	3,862	0

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 19

Expenditure on road preservation 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Preservation expenditure $000's					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]
WYALKATCHEM	40	131	667	1	839	1,165	590	1,351	13
YILGARN	214	734	1,353	0	2,301	6,177	1,444	624	0
Group Average	11,188	30,694	44,247	1,947	88,077	8,047	1,804	1,506	233
State Average	385,562	101,593	151,752	12,006	650,912	10,880	2,321	2,762	667

Excludes expenditure on bridges; includes expenditure on flood damage.

Expenditure by work categories 2020-21

Small country shires (populations less than 2,000)

Appendix 19

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	924	527	515	226	2,192	42.2%	24.0%	23.5%	10.3%	4,666	1,451
BODDINGTON	543	158	420	0	1,121	48.4%	14.1%	37.5%	0.0%	1,739	666
BOYUP BROOK	621	1,809	680	0	3,110	20.0%	58.2%	21.9%	0.0%	4,691	2,430
BROOKTON	606	603	338	0	1,547	39.2%	39.0%	21.8%	0.0%	3,050	1,209
BROOMEHILL-TAMBELLUP	1,114	1,860	642	0	3,616	30.8%	51.4%	17.8%	0.0%	4,699	2,974
BRUCE ROCK	1,170	979	79	0	2,228	52.5%	43.9%	3.5%	0.0%	5,677	2,149
CARNAMAH	861	351	1,292	0	2,504	34.4%	14.0%	51.6%	0.0%	3,421	1,212
CHAPMAN VALLEY	935	1,065	1,596	0	3,596	26.0%	29.6%	44.4%	0.0%	3,070	2,000
COOROW	946	1,433	0	294	2,673	35.4%	53.6%	0.0%	11.0%	3,833	2,379
CORRIGIN	787	632	1,343	0	2,762	28.5%	22.9%	48.6%	0.0%	4,740	1,419
CRANBROOK	1,585	1,942	748	0	4,275	37.1%	45.4%	17.5%	0.0%	5,148	3,527
CUBALLING	536	285	1,206	0	2,027	26.4%	14.1%	59.5%	0.0%	2,814	821
CUNDERDIN	219	2,678	0	0	2,897	7.6%	92.4%	0.0%	0.0%	3,770	2,897
DALWALLINU	1,557	710	2,898	39	5,204	29.9%	13.6%	55.7%	0.7%	7,285	2,267
DOWERIN	1,075	1,164	0	119	2,358	45.6%	49.4%	0.0%	5.0%	3,273	1,763
DUMBLEYUNG	412	689	446	0	1,547	26.6%	44.5%	28.8%	0.0%	4,561	830
GNOWANGERUP	1,582	945	733	320	3,580	44.2%	26.4%	20.5%	8.9%	4,336	2,527
GOOMALLING	735	352	2,300	0	3,387	21.7%	10.4%	67.9%	0.0%	2,552	1,087
JERRAMUNGUP	1,049	2,179	0	0	3,228	32.5%	67.5%	0.0%	0.0%	4,055	3,228
KELLERBERRIN	559	1,648	417	0	2,624	21.3%	62.8%	15.9%	0.0%	3,601	2,207
KENT	1,209	536	997	0	2,742	44.1%	19.5%	36.4%	0.0%	3,974	1,745
KOJONUP	2,218	391	1,090	0	3,699	60.0%	10.6%	29.5%	0.0%	4,906	2,609
KONDININ	921	1,058	203	184	2,366	38.9%	44.7%	8.6%	7.8%	4,850	1,979
KOORDA	627	330	980	0	1,937	32.4%	17.0%	50.6%	0.0%	3,974	957
KULIN	965	568	1,807	180	3,520	27.4%	16.1%	51.3%	5.1%	5,598	1,533

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Expenditure by Work Categories 2020-21 [continued]

Small country shires (populations less than 2,000)

Appendix 19

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
LAKE GRACE	1,468	952	509	262	3,191	46.0%	29.8%	16.0%	8.2%	7,747	2,420
MINGENEW	479	672	2,119	0	3,270	14.6%	20.6%	64.8%	0.0%	2,207	945
MORAWA	690	897	502	0	2,089	33.0%	42.9%	24.0%	0.0%	3,071	1,587
MOUNT MARSHALL	949	1,599	299	0	2,847	33.3%	56.2%	10.5%	0.0%	5,250	2,476
MUKINBUDIN	623	1,277	16	20	1,936	32.2%	66.0%	0.8%	1.0%	4,111	1,840
NANNUP	958	550	306	0	1,814	52.8%	30.3%	16.9%	0.0%	3,614	1,508
NAREMBEEN	1,067	885	3,534	137	5,623	19.0%	15.7%	62.8%	2.4%	5,325	1,952
NUNGARIN	390	529	2	0	921	42.3%	57.4%	0.2%	0.0%	2,149	919
PERENJORI	785	1,210	869	150	3,014	26.0%	40.1%	28.8%	5.0%	5,755	1,995
PINGELLY	531	215	1,391	0	2,137	24.8%	10.1%	65.1%	0.0%	3,062	746
QUAIRADING	599	290	2,461	0	3,350	17.9%	8.7%	73.5%	0.0%	4,272	580
RAVENSTHORPE	2,082	1,139	82	0	3,303	63.0%	34.5%	2.5%	0.0%	4,721	3,221
TAMMIN	502	45	1,023	0	1,570	32.0%	2.9%	65.2%	0.0%	1,950	547
THREE SPRINGS	761	998	0	64	1,823	41.7%	54.7%	0.0%	3.5%	3,313	1,759
TRAYNING	481	451	548	0	1,480	32.5%	30.5%	37.0%	0.0%	3,102	932
VICTORIA PLAINS	1,447	1,769	0	0	3,216	45.0%	55.0%	0.0%	0.0%	4,036	3,142
WAGIN	526	436	674	0	1,636	32.2%	26.7%	41.2%	0.0%	3,314	962
WANDERING	702	1,036	122	0	1,860	37.7%	55.7%	6.6%	0.0%	2,148	1,738
WEST ARTHUR	874	776	235	54	1,939	45.1%	40.0%	12.1%	2.8%	4,573	1,635
WESTONIA	1,006	822	0	0	1,828	55.0%	45.0%	0.0%	0.0%	2,901	1,828
WICKEPIN	815	662	957	0	2,434	33.5%	27.2%	39.3%	0.0%	3,154	1,477
WILLIAMS	599	734	441	0	1,774	33.8%	41.4%	24.9%	0.0%	2,399	1,333
WONGAN-BALLIDU	1,155	668	1,542	0	3,365	34.3%	19.9%	45.8%	0.0%	4,928	1,823
WOODANILLING	1,358	0	273	0	1,631	83.3%	0.0%	16.7%	0.0%	2,105	1,358

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Expenditure by work categories 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Expenditure on roads and bridges - $000’s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000’s	Actual expenditure $000’s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
WYALKATCHEM	459	380	544	0	1,383	33.2%	27.5%	39.3%	0.0%	2,833	839
YILGARN	1,067	1,234	1,464	188	3,953	27.0%	31.2%	37.0%	4.8%	9,219	2,301
Group Average	46,128	45,118	40,643	2,237	134,126	34.4%	33.6%	30.3%	1.7%	205,543	89,727
State Average	358,150	311,119	209,969	62,972	942,210	38.0%	33.0%	22.3%	6.7%	868,144	621,801

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 19

Sealed Road Area statistics and expenditure 2020-21

Small country shires (populations less than 2,000)

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	141,533	1,210,057	198	541	1.40	0.45
BODDINGTON	90,555	539,810	160	201	1.77	0.37
BOYUP BROOK	98,685	1,141,989	68	125	0.69	0.11
BROOKTON	85,086	618,013	146	603	1.72	0.98
BROOMEHILL-TAMBELLUP	90,333	1,495,364	197	1,204	2.18	0.80
BRUCE ROCK	149,701	2,374,132	201	914	1.34	0.39
CARNAMAH	104,832	1,409,337	193	90	1.84	0.06
CHAPMAN VALLEY	46,930	1,144,034	0	1,143	0.00	1.00
COOROW	165,237	1,331,674	551	1,049	3.33	0.79
CORRIGIN	136,438	1,655,246	329	780	2.41	0.47
CRANBROOK	67,261	1,762,752	0	1,524	0.00	0.86
CUBALLING	8,309	1,010,871	56	293	6.74	0.29
CUNDERDIN	177,057	1,474,755	657	1,851	3.71	1.26
DALWALLINU	187,928	2,399,187	724	678	3.85	0.28
DOWERIN	67,933	1,077,083	212	1,415	3.12	1.31
DUMBLEYUNG	67,747	1,574,675	154	241	2.27	0.15
GNOWANGERUP	134,248	1,349,577	45	657	0.34	0.49
GOOMALLING	56,018	673,700	205	357	3.66	0.53
JERRAMUNGUP	107,124	1,146,932	1,014	788	9.47	0.69
KELLERBERRIN	164,491	1,219,607	842	376	5.12	0.31
KENT	41,998	910,587	80	57	1.90	0.06
KOJONUP	120,524	1,416,724	308	806	2.56	0.57
KONDININ	107,743	1,175,294	153	340	1.42	0.29
KOORDA	80,781	1,487,596	111	377	1.37	0.25
KULIN	68,357	1,438,973	9	126	0.13	0.09

Sealed Road Area statistics and expenditure 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
LAKE GRACE	123,532	1,339,042	265	174	2.15	0.13
MINGENEW	78,102	813,937	469	440	6.00	0.54
MORAWA	117,411	695,848	397	287	3.38	0.41
MOUNT MARSHALL	56,899	1,752,673	0	955	0.00	0.54
MUKINBUDIN	71,332	1,085,704	246	1,102	3.45	1.02
NANNUP	56,339	1,230,523	79	435	1.40	0.35
NAREMBEEN	75,240	1,704,280	33	511	0.44	0.30
NUNGARIN	16,227	759,509	0	412	0.00	0.54
PERENJORI	39,480	1,905,795	228	782	5.78	0.41
PINGELLY	113,641	1,130,911	125	375	1.10	0.33
QUAIRADING	114,511	1,583,353	130	176	1.14	0.11
RAVENSTHORPE	251,976	764,256	498	810	1.98	1.06
TAMMIN	48,967	706,030	45	68	0.92	0.10
THREE SPRINGS	57,363	1,253,493	368	588	6.42	0.47
TRAYNING	76,785	885,971	99	76	1.29	0.09
VICTORIA PLAINS	57,482	1,588,109	87	1,869	1.51	1.18
WAGIN	270,681	782,046	330	279	1.22	0.36
WANDERING	23,001	612,035	50	392	2.17	0.64
WEST ARTHUR	53,628	1,373,553	57	804	1.06	0.58
WESTONIA	24,039	794,340	28	1,123	1.16	1.41
WICKEPIN	62,004	1,054,106	0	693	0.00	0.66
WILLIAMS	69,997	824,328	421	375	6.01	0.45
WONGAN-BALLIDU	202,288	1,858,948	360	568	1.78	0.31
WOODANILLING	12,971	605,191	6	0	0.46	0.00

Appendix 19

Sealed Road Area statistics and expenditure 2020-21 [continued]

Small country shires (populations less than 2,000)

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
WYALKATCHEM	120,199	776,578	40	131	0.33	0.17
YILGARN	123,525	1,911,391	214	734	1.73	0.38
Group	4,884,468	62,829,917	11,188	30,694	2.29	0.49
State	126,144,665	154,246,596	385,562	101,593	3.06	0.66

Appendix 19

Sealed road age 2020-21
Small country shires (populations less than 2,000)

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	25	16	25	204	26	18
BODDINGTON	11	28	25	16	86	31	26
BOYUP BROOK	10	39	30	0	207	38	27
BROOKTON	10	17	15	9	105	16	14
BROOMEHILL-TAMBELLUP	12	37	29	0	228	33	15
BRUCE ROCK	14	54	21	7	430	36	22
CARNAMAH	14	31	14	13	197	34	16
CHAPMAN VALLEY	7	14	15	0	180	22	13
COOROW	23	43	24	17	196	31	24
CORRIGIN	13	57	63	48	317	45	35
CRANBROOK	8	40	24	35	292	38	24
CUBALLING	1	31	19	0	162	29	18
CUNDERDIN	19	43	23	9	230	50	27
DALWALLINU	22	40	19	17	465	35	16
DOWERIN	7	36	20	24	165	38	19
DUMBLEYUNG	7	49	34	0	226	30	11
GNOWANGERUP	17	37	12	0	209	34	10
GOOMALLING	7	46	27	0	109	38	21
JERRAMUNGUP	14	32	31	18	190	32	18
KELLERBERRIN	18	44	25	13	216	44	34
KENT	6	35	29	0	143	27	19
KOJONUP	15	38	25	59	234	45	27
KONDININ	12	45	21	0	181	40	26
KOORDA	7	33	19	0	242	42	17
KULIN	7	49	33	0	214	36	23

Sealed road age 2020-21 [continued]
Small country shires (populations less than 2,000)

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]
LAKE GRACE	16	48	35	0	193	22	16
MINGENEW	10	37	18	20	137	25	14
MORAWA	13	48	24	16	126	42	20
MOUNT MARSHALL	8	28	25	0	292	36	23
MUKINBUDIN	9	58	36	0	178	60	35
NANNUP	7	48	32	0	200	37	29
NAREMBEEN	9	60	30	20	284	46	27
NUNGARIN	3	43	6	7	132	42	16
PERENJORI	5	29	16	0	259	26	13
PINGELLY	16	54	38	0	180	21	16
QUAIRADING	13	49	17	15	262	47	16
RAVENSTHORPE	36	20	17	12	105	20	18
TAMMIN	6	38	32	23	126	41	29
THREE SPRINGS	7	26	16	14	173	25	10
TRAYNING	9	37	40	19	140	38	25
VICTORIA PLAINS	7	56	29	0	246	47	22
WAGIN	28	27	22	25	143	25	12
WANDERING	3	41	39	0	89	36	24
WEST ARTHUR	6	41	29	11	221	47	29
WESTONIA	3	39	39	0	115	50	37
WICKEPIN	9	39	29	0	156	33	19
WILLIAMS	8	35	30	4	126	24	10
WONGAN-BALLIDU	22	33	27	30	331	34	26
WOODANILLING	2	27	24	0	87	39	25

Sealed road age 2020-21 [continued]
Small country shires (populations less than 2,000)

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]
WYALKATCHEM	11	30	28	0	133	30	22
YILGARN	14	39	15	0	287	25	15
Group		39	26	19		35	21

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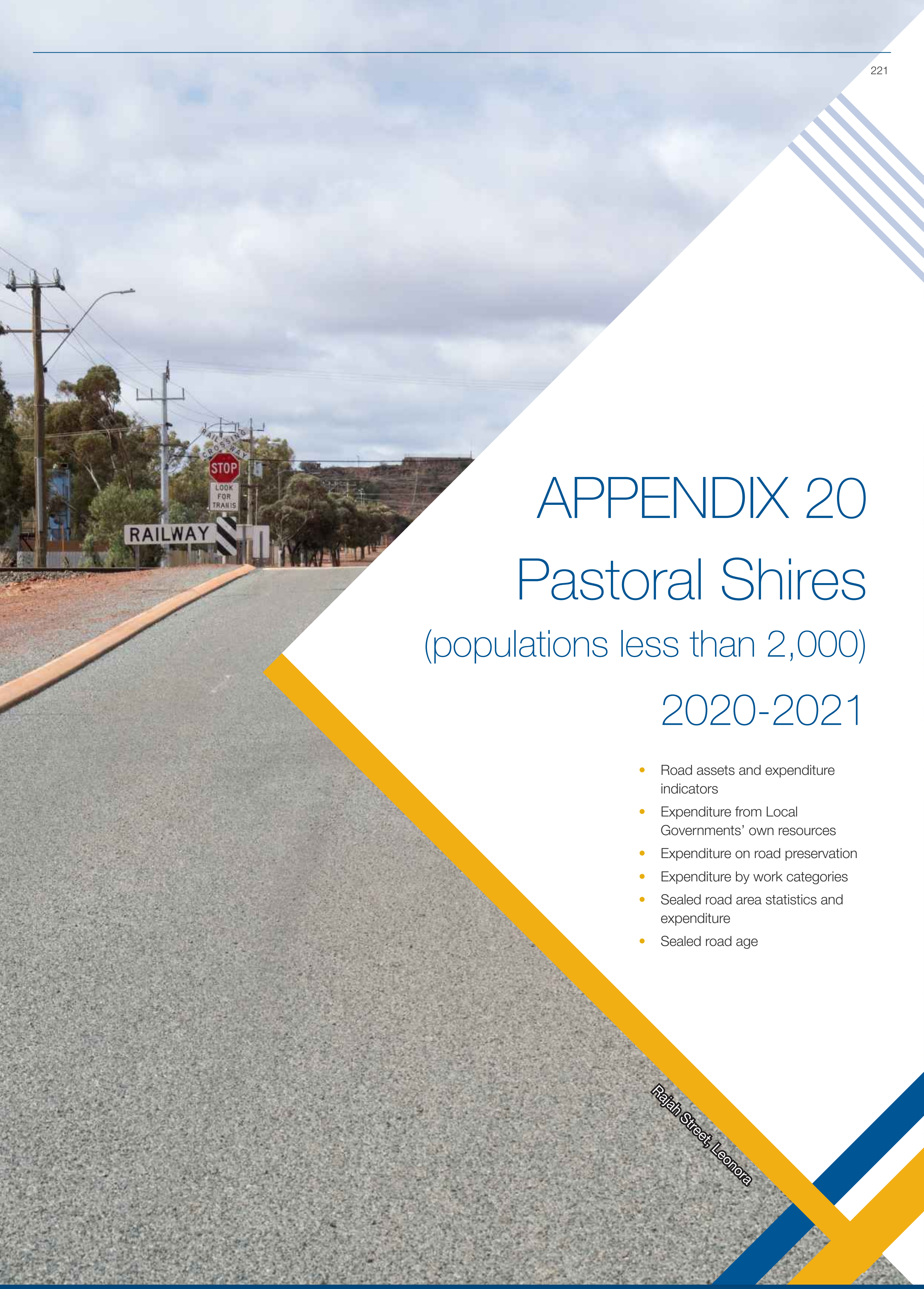

APPENDIX 20

Pastoral Shires

(populations less than 2,000)

2020-2021

- 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

Rajah Street, Leonora

Appendix 20

Road assets & expenditure indicators 2020-21

Pastoral shires (populations less than 2,000)

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CUE	0.57	4.3%	64%	0.47
DUNDAS	0.52	4.1%	27%	0.47
LAVERTON	0.49	4.8%	19%	0.78
LEONORA	0.54	4.5%	34%	0.88
MEEKATHARRA	0.53	4.8%	43%	0.19
MENZIES	0.54	5.2%	28%	0.70
MOUNT MAGNET	0.52	4.6%	49%	-0.20
MURCHISON	0.57	4.7%	1%	0.41
NGAANYATJARRAKU	0.54	5.3%	0%	1.29
SANDSTONE	0.56	5.3%	0%	1.43
SHARK BAY	0.54	4.3%	108%	0.74
UPPER GASCOYNE	0.62	4.1%	37%	0.24
WILUNA	0.52	5.3%	115%	0.92
YALGOO	0.56	4.7%	10%	0.47
Group Average	0.55	4.7%	43%	0.58
State Average	0.54	2.4%	63%	0.70

Appendix 20

Expenditure from Local Governments' own resources 2020-21

Pastoral shires (populations less than 2,000)

Council	Total Council expenditure $000's	Expenditure from Councils' own resources $000's	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure $ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CUE	6,877	543	8%	104%	18%	11%	3,879
DUNDAS	1,059	0	0%	63%	0%	0%	0
LAVERTON	5,456	3,268	60%	87%	53%	53%	2,690
LEONORA	2,892	1,359	47%	49%	18%	14%	878
MEEKATHARRA	10,568	3,087	29%	117%	46%	22%	3,186
MENZIES	2,315	697	30%	72%	13%	13%	1,328
MOUNT MAGNET	2,530	304	12%	71%	12%	12%	677
MURCHISON	13,446	4,806	36%	160%	140%	123%	29,667
NGAANYATJARRAKU	4,536	119	3%	130%	3%	3%	67
SANDSTONE	3,349	862	26%	118%	36%	36%	11,051
SHARK BAY	1,674	0	0%	112%	0%	0%	0
UPPER GASCOYNE	21,289	3,472	16%	155%	96%	74%	11,972
WILUNA	2,858	0	0%	89%	0%	0%	0
YALGOO	2,518	667	26%	103%	20%	12%	1,900
Group Average	81,367	19,184	24%	97%	32%	26%	1,948
State Average	942,224	492,811	52%	23%	19%	14%	185

Total Expenditure includes flood damage.

Appendix 20

Expenditure on road preservation 2020-21

Pastoral shires (populations less than 2,000)

Council	Preservation expenditure $000's					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]
CUE	511	308	3,910	0	4,729	41,027	1,389	11,478	0
DUNDAS	106	23	717	0	846	2,173	524	2,441	0
LAVERTON	121	54	2,541	0	2,716	5,827	434	3,867	0
LEONORA	311	17	1,564	687	2,579	14,863	349	2,584	1,812
MEEKATHARRA	198	305	2,649	1,887	5,039	4,431	2,089	1,831	3,811
MENZIES	169	2	447	1,697	2,315	37,073	22	652	2,853
MOUNT MAGNET	307	0	418	0	725	10,204	0	2,068	0
MURCHISON	11	12	11,056	35	11,114	160,417	37	22,191	37
NGAANYATJARRAKU	0	0	3,295	438	3,733	0	0	6,652	589
SANDSTONE	0	0	3,348	0	3,348	0	0	10,944	0
SHARK BAY	558	323	387	251	1,519	20,761	5,693	1,034	1,524
UPPER GASCOYNE	1,124	67	14,984	290	16,466	216,190	535	20,207	344
WILUNA	0	1,320	1,317	0	2,637	0	63,752	1,970	0
YALGOO	125	0	543	817	1,486	16,387	2	3,511	1,110
Group Average	3,541	2,431	47,176	6,103	59,252	14,201	1,918	6,287	816
State Average	385,562	101,593	151,752	12,006	650,912	10,880	2,321	2,762	667

Excludes expenditure on bridges; includes expenditure on flood damage.

Appendix 20

Expenditure by work categories 2020-21
Pastoral shires (populations less than 2,000)

Council	Expenditure on roads and bridges - $000's					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure $000's	Actual expenditure $000's (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CUE	4,014	715	1,788	360	6,877	58.4%	10.4%	26.0%	5.2%	2,782	1,298
DUNDAS	129	717	213	0	1,059	12.2%	67.7%	20.1%	0.0%	1,787	846
LAVERTON	1,075	1,641	2,655	85	5,456	19.7%	30.1%	48.7%	1.6%	3,477	2,716
LEONORA	1,596	983	311	0	2,890	55.2%	34.0%	10.8%	0.0%	2,917	2,579
MEEKATHARRA	739	4,300	5,528	0	10,567	7.0%	40.7%	52.3%	0.0%	6,221	1,209
MENZIES	827	1,488	0	0	2,315	35.7%	64.3%	0.0%	0.0%	3,289	2,315
MOUNT MAGNET	421	304	1,805	0	2,530	16.6%	12.0%	71.3%	0.0%	1,285	-259
MURCHISON	10,815	313	2,322	0	13,450	80.4%	2.3%	17.3%	0.0%	4,443	1,833
NGAANYATJARRAKU	823	2,910	459	344	4,536	18.1%	64.2%	10.1%	7.6%	2,873	3,697
SANDSTONE	1,986	1,362	0	0	3,348	59.3%	40.7%	0.0%	0.0%	1,547	2,209
SHARK BAY	948	571	156	0	1,675	56.6%	34.1%	9.3%	0.0%	2,060	1,519
UPPER GASCOYNE	1,662	14,804	4,823	0	21,289	7.8%	69.5%	22.7%	0.0%	4,594	1,117
WILUNA	2,000	637	202	19	2,858	70.0%	22.3%	7.1%	0.7%	2,873	2,637
YALGOO	1,486	0	1,033	0	2,519	59.0%	0.0%	41.0%	0.0%	2,911	1,366
Group Average	28,521	30,745	21,295	808	81,369	35.1%	37.8%	26.2%	1.0%	43,057	25,082
State Average	358,150	311,119	209,969	62,972	942,210	38.0%	33.0%	22.3%	6.7%	868,144	621,801

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Appendix 20

Sealed road area statistics and expenditure 2020-21

Pastoral shires (populations less than 2,000)

Council	Area [sq metres]		Expenditure $000's		Expenditure $ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CUE	43,593	776,166	511	308	11.72	0.40
DUNDAS	170,726	153,488	106	23	0.62	0.15
LAVERTON	72,932	431,754	121	54	1.66	0.12
LEONORA	73,234	170,026	311	17	4.25	0.10
MEEKATHARRA	156,407	510,986	198	305	1.27	0.60
MENZIES	15,955	311,913	169	2	10.59	0.01
MOUNT MAGNET	105,304	96,252	307	0	2.92	0.00
MURCHISON	240	1,101,130	11	12	45.83	0.01
NGAANYATJARRAKU	58,030	264,107	0	0	0.00	0.00
SANDSTONE	33,847	85,391	0	0	0.00	0.00
SHARK BAY	94,069	198,585	558	323	5.93	1.63
UPPER GASCOYNE	18,369	529,258	1,124	67	61.19	0.13
WILUNA	37,450	72,468	0	1,320	0.00	18.21
YALGOO	26,698	885,385	125	0	4.68	0.00
Group	906,853	5,586,908	3,541	2,431	3.91	0.44
State	126,144,665	154,246,596	385,562	101,593	3.06	0.66

Appendix 20

Sealed road age 2020-21
Pastoral shires (populations less than 2,000)

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	27	14	0	100	16	15
DUNDAS	22	38	23	23	21	24	16
LAVERTON	8	40	28	26	62	30	19
LEONORA	10	33	16	13	21	27	20
MEEKATHARRA	13	51	17	21	72	16	7
MENZIES	2	29	10	0	42	22	14
MOUNT MAGNET	15	30	20	0	12	22	21
MURCHISON	0	10	10	0	170	15	15
NGAANYATJARRAKU	10	24	17	0	43	24	17
SANDSTONE	4	16	16	13	12	12	10
SHARK BAY	12	33	18	7	28	21	16
UPPER GASCOYNE	2	19	6	0	73	17	7
WILUNA	5	24	24	0	11	29	27
YALGOO	2	27	12	0	187	18	15
Group		29	17	17		21	16

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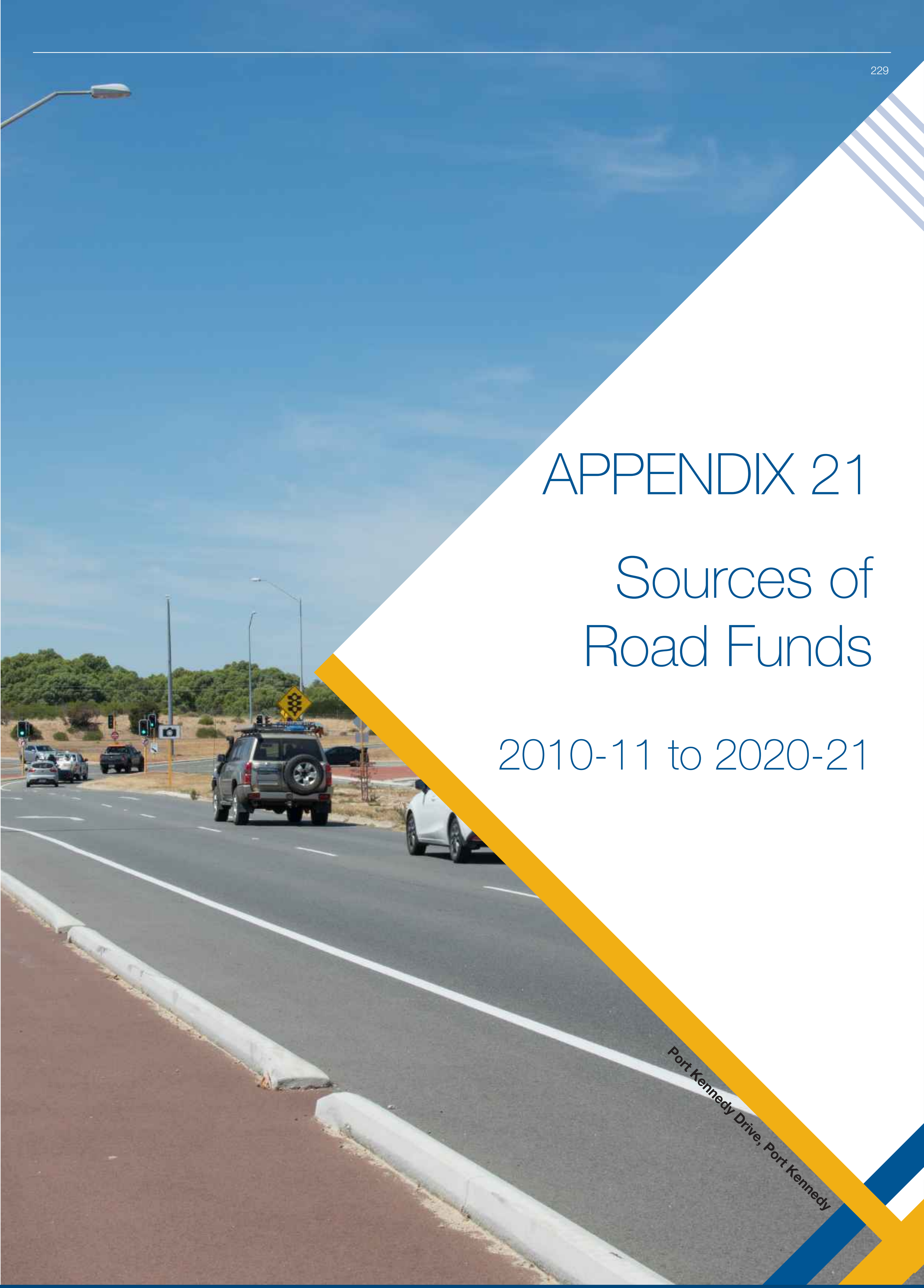
APPENDIX 21

Sources of Road Funds

2010-11 to 2020-21



Port Kennedy Drive, Port Kennedy

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Gascoyne Region									
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
2015-16	4,594	39.5%	4,426	38.1%	8	0.1%	2,594	22.3%	11,622
2016-17	4,679	26.5%	11,053	62.6%	34	0.2%	1,901	10.8%	17,667
2017-18	6,705	33.0%	11,742	57.8%	9	0.0%	1,866	9.2%	20,322
2018-19	7,000	22.8%	21,519	70.0%	1,731	5.6%	510	1.7%	30,760
2019-20	5,392	23.8%	15,769	69.7%	13	0.1%	1,450	6.4%	22,624
2020-21	8,543	29.3%	15,026	51.5%	57	0.2%	5,574	19.1%	29,200
Carnarvon									
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
2015-16	1,100	37.2%	884	29.9%	0	0.0%	973	32.9%	2,957
2016-17	1,132	52.6%	760	35.3%	0	0.0%	260	12.1%	2,152
2017-18	2,962	66.0%	947	21.1%	0	0.0%	581	12.9%	4,490
2018-19	4,345	78.2%	978	17.6%	0	0.0%	236	4.2%	5,559
2019-20	1,848	73.0%	683	27.0%	0	0.0%	0	0.0%	2,531
2020-21	1,662	46.3%	655	18.2%	0	0.0%	1,273	35.5%	3,590
Exmouth									
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
2015-16	672	19.6%	1,935	56.5%	0	0.0%	819	23.9%	3,426
2016-17	847	51.6%	441	26.9%	0	0.0%	353	21.5%	1,641
2017-18	797	52.0%	344	22.5%	0	0.0%	391	25.5%	1,532
2018-19	615	18.6%	2,671	80.6%	0	0.0%	29	0.9%	3,315
2019-20	692	53.4%	283	21.8%	0	0.0%	321	24.8%	1,296
2020-21	997	37.7%	774	29.2%	47	1.8%	829	31.3%	2,647
Shark Bay									
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
2015-16	698	41.9%	608	36.5%	8	0.5%	353	21.2%	1,667
2016-17	891	42.2%	1,046	49.6%	8	0.4%	164	7.8%	2,109
2017-18	1,039	48.9%	827	39.0%	9	0.4%	248	11.7%	2,123
2018-19	670	49.3%	668	49.1%	9	0.7%	13	1.0%	1,360
2019-20	783	52.0%	669	44.5%	13	0.9%	40	2.7%	1,505
2020-21	681	40.7%	983	58.7%	10	0.6%	0	0.0%	1,674

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Upper Gascoyne									
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294
2015-16	2,124	59.5%	999	28.0%	0	0.0%	449	12.6%	3,572
2016-17	1,809	15.4%	8,806	74.8%	26	0.2%	1,124	9.6%	11,765
2017-18	1,907	15.7%	9,624	79.0%	0	0.0%	646	5.3%	12,177
2018-19	1,370	6.7%	17,202	83.8%	1,722	8.4%	232	1.1%	20,526
2019-20	2,069	12.0%	14,134	81.7%	0	0.0%	1,089	6.3%	17,292
2020-21	5,203	24.4%	12,614	59.3%	0	0.0%	3,472	16.3%	21,289

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Goldfields - Esperance Region									
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
2015-16	23,610	36.8%	23,159	36.1%	130	0.2%	17,326	27.0%	64,225
2016-17	17,584	36.3%	12,459	25.7%	40	0.1%	18,423	38.0%	48,506
2017-18	20,008	27.5%	28,351	39.0%	0	0.0%	24,348	33.5%	72,707
2018-19	19,489	28.9%	21,892	32.4%	258	0.4%	25,902	38.4%	67,541
2019-20	20,326	32.0%	13,947	21.9%	1,821	2.9%	27,478	43.2%	63,572
2020-21	22,411	44.4%	9,931	19.7%	0	0.0%	18,127	35.9%	50,469
Coolgardie									
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
2015-16	905	53.8%	284	16.9%	94	5.6%	400	23.8%	1,683
2016-17	1,203	47.6%	592	23.4%	40	1.6%	694	27.4%	2,529
2017-18	1,441	51.3%	679	24.2%	0	0.0%	691	24.6%	2,811
2018-19	1,435	34.5%	631	15.2%	258	6.2%	1,833	44.1%	4,157
2019-20	860	31.8%	745	27.5%	0	0.0%	1,101	40.7%	2,706
2020-21	1,553	43.0%	894	24.8%	0	0.0%	1,163	32.2%	3,610
Dundas									
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
2015-16	868	44.7%	645	33.2%	0	0.0%	428	22.1%	1,941
2016-17	666	55.0%	546	45.0%	0	0.0%	0	0.0%	1,212
2017-18	515	86.6%	80	13.4%	0	0.0%	0	0.0%	595
2018-19	884	56.7%	307	19.7%	0	0.0%	368	23.6%	1,559
2019-20	667	42.0%	764	48.1%	0	0.0%	157	9.9%	1,588
2020-21	421	39.8%	638	60.2%	0	0.0%	0	0.0%	1,059
Esperance									
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
2015-16	6,502	47.7%	1,856	13.6%	0	0.0%	5,275	38.7%	13,633
2016-17	6,015	38.3%	3,501	22.3%	0	0.0%	6,194	39.4%	15,710
2017-18	5,517	34.2%	3,083	19.1%	0	0.0%	7,535	46.7%	16,135
2018-19	4,269	24.6%	3,008	17.3%	0	0.0%	10,065	58.0%	17,342
2019-20	5,070	29.9%	2,969	17.5%	0	0.0%	8,936	52.6%	16,975
2020-21	8,563	48.6%	2,777	15.8%	0	0.0%	6,286	35.7%	17,626

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kalgoorlie-Boulder									
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308
2015-16	6,149	39.3%	1,881	12.0%	0	0.0%	7,611	48.7%	15,641
2016-17	3,527	26.6%	2,523	19.0%	0	0.0%	7,200	54.3%	13,250
2017-18	4,298	24.0%	6,948	38.7%	0	0.0%	6,688	37.3%	17,934
2018-19	2,318	18.6%	1,656	13.3%	0	0.0%	8,501	68.1%	12,475
2019-20	3,093	19.1%	1,454	9.0%	0	0.0%	11,661	71.9%	16,208
2020-21	3,424	33.8%	1,458	14.4%	0	0.0%	5,235	51.7%	10,117
Laverton									
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
2015-16	1,969	28.9%	3,961	58.2%	28	0.4%	847	12.4%	6,805
2016-17	1,199	25.3%	2,855	60.2%	0	0.0%	689	14.5%	4,743
2017-18	2,358	12.4%	11,789	62.0%	0	0.0%	4,868	25.6%	19,015
2018-19	1,491	10.4%	10,286	72.1%	0	0.0%	2,491	17.5%	14,268
2019-20	3,456	30.0%	3,681	32.0%	1,821	15.8%	2,546	22.1%	11,504
2020-21	1,572	28.8%	616	11.3%	0	0.0%	est 3,268	59.9%	5,456
Leonora									
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
2015-16	1,402	46.5%	432	14.3%	8	0.3%	1,171	38.9%	3,013
2016-17	1,528	43.8%	444	12.7%	0	0.0%	1,516	43.5%	3,488
2017-18	1,181	23.0%	1,517	29.5%	0	0.0%	2,443	47.5%	5,141
2018-19	638	27.1%	1,429	60.6%	0	0.0%	291	12.3%	2,358
2019-20	1,138	38.5%	413	14.0%	0	0.0%	1,407	47.6%	2,958
2020-21	1,070	37.0%	463	16.0%	0	0.0%	1,359	47.0%	2,892
Menzies									
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
2015-16	1,739	38.1%	1,701	37.3%	0	0.0%	1,126	24.7%	4,566
2016-17	1,075	64.0%	178	10.6%	0	0.0%	428	25.5%	1,681
2017-18	1,681	49.1%	1,260	36.8%	0	0.0%	481	14.1%	3,422
2018-19	1,420	26.6%	2,622	49.1%	0	0.0%	1,303	24.4%	5,345
2019-20	1,429	44.9%	1,004	31.6%	0	0.0%	748	23.5%	3,181
2020-21	998	43.1%	620	26.8%	0	0.0%	697	30.1%	2,315

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Ngaanyatjarraku									
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
2015-16	2,368	55.8%	1,411	33.2%	0	0.0%	468	11.0%	4,247
2016-17	1,555	43.1%	1,510	41.9%	0	0.0%	541	15.0%	3,606
2017-18	1,208	25.0%	2,307	47.7%	0	0.0%	1,324	27.4%	4,839
2018-19	4,719	73.5%	1,516	23.6%	0	0.0%	183	2.9%	6,418
2019-20	3,176	59.4%	2,118	39.6%	0	0.0%	55	1.0%	5,349
2020-21	2,389	52.7%	2,028	44.7%	0	0.0%	119	2.6%	4,536
Wiluna									
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351
2015-16	1,708	13.5%	10,988	86.5%	0	0.0%	0	0.0%	12,696
2016-17	816	35.7%	310	13.6%	0	0.0%	1,161	50.8%	2,287
2017-18	1,809	64.3%	688	24.4%	0	0.0%	318	11.3%	2,815
2018-19	2,315	64.0%	437	12.1%	0	0.0%	867	24.0%	3,619
2019-20	1,437	46.3%	799	25.7%	0	0.0%	867	27.9%	3,103
2020-21	2,421	84.7%	437	15.3%	0	0.0%	no data	0.0%	2,858

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Great Southern Region									
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
2015-16	20,602	47.2%	9,041	20.7%	0	0.0%	13,984	32.1%	43,627
2016-17	18,604	33.7%	14,345	26.0%	1	0.0%	22,183	40.2%	55,133
2017-18	17,043	21.1%	41,124	51.0%	34	0.0%	22,468	27.9%	80,669
2018-19	16,622	23.4%	31,138	43.8%	0	0.0%	23,359	32.8%	71,119
2019-20	15,099	29.8%	14,275	28.2%	341	0.7%	20,959	41.4%	50,674
2020-21	19,443	35.4%	12,261	22.3%	646	1.2%	22,561	41.1%	54,911
Albany									
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
2015-16	4,956	54.6%	1,538	16.9%	0	0.0%	2,586	28.5%	9,080
2016-17	3,933	29.5%	1,466	11.0%	0	0.0%	7,951	59.6%	13,350
2017-18	3,106	20.4%	2,394	15.8%	0	0.0%	9,689	63.8%	15,189
2018-19	3,040	21.3%	1,426	10.0%	0	0.0%	9,815	68.7%	14,281
2019-20	3,052	20.0%	2,598	17.0%	299	2.0%	9,322	61.0%	15,271
2020-21	3,228	22.6%	1,924	13.5%	646	4.5%	8,504	59.5%	14,302
Broomehill-Tambellup									
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
2015-16	1,421	46.3%	871	28.4%	0	0.0%	776	25.3%	3,068
2016-17	1,189	27.5%	2,255	52.1%	0	0.0%	881	20.4%	4,325
2017-18	1,228	24.2%	3,021	59.7%	0	0.0%	815	16.1%	5,064
2018-19	1,687	31.6%	2,824	52.8%	0	0.0%	835	15.6%	5,346
2019-20	1,059	36.6%	1,038	35.9%	0	0.0%	796	27.5%	2,893
2020-21	1,662	46.0%	1,203	33.3%	0	0.0%	751	20.8%	3,616
Cranbrook									
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
2015-16	2,113	43.1%	1,213	24.8%	0	0.0%	1,575	32.1%	4,901
2016-17	941	35.5%	669	25.3%	0	0.0%	1,038	39.2%	2,648
2017-18	1,215	33.8%	1,237	34.5%	0	0.0%	1,138	31.7%	3,590
2018-19	1,484	42.1%	816	23.2%	0	0.0%	1,224	34.7%	3,524
2019-20	1,069	34.8%	727	23.7%	0	0.0%	1,274	41.5%	3,070
2020-21	1,068	25.0%	1,442	33.7%	0	0.0%	1,765	41.3%	4,275

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Denmark									
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488
2015-16	572	19.6%	809	27.8%	0	0.0%	1,534	52.6%	2,915
2016-17	1,260	32.2%	1,033	26.4%	0	0.0%	1,617	41.4%	3,910
2017-18	1,631	32.3%	1,917	38.0%	0	0.0%	1,500	29.7%	5,048
2018-19	1,122	18.8%	3,746	62.7%	0	0.0%	1,109	18.6%	5,977
2019-20	1,444	35.0%	2,109	51.1%	0	0.0%	578	14.0%	4,131
2020-21	2,920	49.9%	1,821	31.1%	0	0.0%	1,114	19.0%	5,855
Gnowangerup									
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
2015-16	1,428	59.1%	251	10.4%	0	0.0%	737	30.5%	2,416
2016-17	1,255	23.7%	2,283	43.1%	0	0.0%	1,763	33.3%	5,301
2017-18	1,184	11.5%	7,793	75.4%	0	0.0%	1,352	13.1%	10,329
2018-19	897	17.5%	3,085	60.0%	0	0.0%	1,156	22.5%	5,138
2019-20	1,056	37.1%	456	16.0%	0	0.0%	1,334	46.9%	2,846
2020-21	1,491	41.6%	709	19.8%	0	0.0%	1,380	38.5%	3,580
Jerramungup									
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
2015-16	1,394	46.2%	622	20.6%	0	0.0%	1,004	33.2%	3,020
2016-17	1,110	31.2%	680	19.1%	0	0.0%	1,766	49.7%	3,556
2017-18	1,176	20.9%	3,343	59.5%	0	0.0%	1,100	19.6%	5,619
2018-19	1,052	36.8%	753	26.4%	0	0.0%	1,050	36.8%	2,855
2019-20	1,045	38.9%	762	28.3%	42	1.6%	839	31.2%	2,688
2020-21	1,463	45.3%	511	15.8%	0	0.0%	1,254	38.8%	3,228
Katanning									
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
2015-16	1,170	44.2%	745	28.2%	0	0.0%	731	27.6%	2,646
2016-17	914	21.8%	2,193	52.4%	0	0.0%	1,080	25.8%	4,187
2017-18	888	22.2%	2,276	56.8%	34	0.8%	807	20.1%	4,005
2018-19	843	35.9%	342	14.6%	0	0.0%	1,160	49.5%	2,345
2019-20	829	35.1%	695	29.4%	0	0.0%	836	35.4%	2,360
2020-21	1,233	48.0%	393	15.3%	0	0.0%	942	36.7%	2,568

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kent									
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
2015-16	1,622	54.9%	303	10.3%	0	0.0%	1,028	34.8%	2,953
2016-17	1,498	56.5%	376	14.2%	0	0.0%	779	29.4%	2,653
2017-18	1,466	27.0%	3,035	55.9%	0	0.0%	930	17.1%	5,431
2018-19	1,235	33.4%	2,046	55.4%	0	0.0%	414	11.2%	3,695
2019-20	1,211	43.1%	811	28.9%	0	0.0%	787	28.0%	2,809
2020-21	1,269	46.3%	570	20.8%	0	0.0%	903	32.9%	2,742
Kojonup									
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600
2015-16	1,757	55.7%	878	27.9%	0	0.0%	517	16.4%	3,152
2016-17	2,159	64.1%	421	12.5%	0	0.0%	786	23.4%	3,366
2017-18	1,749	54.3%	1,034	32.1%	0	0.0%	436	13.5%	3,219
2018-19	1,749	32.6%	1,098	20.5%	0	0.0%	2,521	47.0%	5,368
2019-20	1,082	36.3%	710	23.8%	0	0.0%	1,190	39.9%	2,982
2020-21	1,214	32.8%	761	20.6%	0	0.0%	1,724	46.6%	3,699
Plantagenet									
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
2015-16	1,974	37.3%	643	12.2%	0	0.0%	2,675	50.5%	5,292
2016-17	2,122	38.0%	1,513	27.1%	0	0.0%	1,943	34.8%	5,578
2017-18	1,387	25.0%	596	10.7%	0	0.0%	3,574	64.3%	5,557
2018-19	1,644	30.5%	1,962	36.4%	0	0.0%	1,787	33.1%	5,393
2019-20	1,540	24.3%	2,593	41.0%	0	0.0%	2,196	34.7%	6,329
2020-21	1,805	29.5%	2,351	38.5%	0	0.0%	1,955	32.0%	6,111
Ravensthorpe									
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
2018-19	1,203	7.7%	12,878	82.3%	0	0.0%	1,576	10.1%	15,657
2019-20	1,261	30.9%	1,211	29.7%	0	0.0%	1,604	39.4%	4,076
2020-21	1,502	45.5%	498	15.1%	0	0.0%	1,303	39.4%	3,303

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Woodanilling									
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135
2015-16	697	56.4%	420	34.0%	0	0.0%	118	9.6%	1,235
2016-17	550	58.3%	393	41.7%	0	0.0%	0	0.0%	943
2017-18	656	25.2%	1,235	47.4%	0	0.0%	712	27.4%	2,603
2018-19	666	43.2%	162	10.5%	0	0.0%	712	46.2%	1,540
2019-20	451	37.0%	565	46.3%	0	0.0%	203	16.7%	1,219
2020-21	588	36.0%	78	4.8%	0	0.0%	966	59.2%	1,632

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kimberley Region									
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
2015-16	9,997	39.3%	9,984	39.3%	149	0.6%	5,285	20.8%	25,415
2016-17	8,255	39.6%	4,940	23.7%	0	0.0%	7,636	36.7%	20,831
2017-18	7,535	20.2%	22,234	59.5%	22	0.1%	7,589	20.3%	37,380
2018-19	11,526	32.2%	12,064	33.7%	0	0.0%	12,177	34.0%	35,767
2019-20	8,554	31.6%	5,409	20.0%	0	0.0%	13,078	48.4%	27,041
2020-21	10,475	24.8%	14,624	34.7%	12	0.0%	17,092	40.5%	42,203
Broome									
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
2015-16	3,259	43.8%	744	10.0%	0	0.0%	3,432	46.2%	7,435
2016-17	2,003	27.3%	959	13.0%	0	0.0%	4,387	59.7%	7,349
2017-18	1,687	21.1%	2,711	34.0%	0	0.0%	3,586	44.9%	7,984
2018-19	1,854	16.6%	3,358	30.1%	0	0.0%	5,962	53.4%	11,174
2019-20	2,454	25.9%	889	9.4%	0	0.0%	6,117	64.7%	9,460
2020-21	2,663	11.5%	8,603	37.0%	12	0.1%	11,972	51.5%	23,250
Derby-West Kimberley									
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
2015-16	2,792	45.0%	2,784	44.9%	0	0.0%	624	10.1%	6,200
2016-17	2,711	47.6%	1,522	26.7%	0	0.0%	1,462	25.7%	5,695
2017-18	912	9.8%	7,161	77.0%	22	0.2%	1,203	12.9%	9,298
2018-19	2,247	20.8%	4,267	39.6%	0	0.0%	4,267	39.6%	10,781
2019-20	2,029	22.6%	2,657	29.6%	0	0.0%	4,301	47.9%	8,987
2020-21	2,882	41.0%	892	12.7%	0	0.0%	est 3,257	46.3%	7,031
Halls Creek									
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
2015-16	2,189	33.7%	3,516	54.2%	0	0.0%	782	12.1%	6,487
2016-17	2,024	51.0%	1,541	38.9%	0	0.0%	401	10.1%	3,966
2017-18	2,010	34.0%	3,432	58.0%	0	0.0%	476	8.0%	5,918
2018-19	1,511	33.6%	2,416	53.7%	0	0.0%	568	12.6%	4,495
2019-20	1,484	46.9%	1,549	48.9%	0	0.0%	134	4.2%	3,167
2020-21	3,084	43.4%	3,672	51.6%	0	0.0%	357	5.0%	7,113

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wyndham-East Kimberley									
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438
2015-16	1,757	33.2%	2,940	55.5%	149	2.8%	447	8.4%	5,293
2016-17	1,517	39.7%	918	24.0%	0	0.0%	1,386	36.3%	3,821
2017-18	2,926	20.6%	8,930	63.0%	0	0.0%	2,324	16.4%	14,180
2018-19	5,914	63.5%	2,023	21.7%	0	0.0%	1,380	14.8%	9,317
2019-20	2,587	47.7%	314	5.8%	0	0.0%	2,526	46.5%	5,427
2020-21	1,846	38.4%	1,457	30.3%	0	0.0%	1,506	31.3%	4,809

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Metropolitan Region									
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
2015-16	65,614	16.8%	34,253	8.8%	11,417	2.9%	279,413	71.5%	390,697
2016-17	63,209	15.4%	47,436	11.6%	8,324	2.0%	290,831	71.0%	409,800
2017-18	60,273	15.2%	45,497	11.5%	2,103	0.5%	287,381	72.7%	395,254
2018-19	47,887	11.8%	50,546	12.4%	4,014	1.0%	303,578	74.8%	406,025
2019-20	56,576	13.1%	73,049	16.9%	7,264	1.7%	295,467	68.3%	432,356
2020-21	59,744	14.9%	51,464	12.8%	2,607	0.7%	286,977	71.6%	400,791
Armadale									
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
2015-16	4,173	29.3%	930	6.5%	249	1.8%	8,876	62.4%	14,228
2016-17	3,162	23.0%	1,302	9.5%	15	0.1%	9,252	67.4%	13,731
2017-18	2,676	33.0%	2,126	26.2%	9	0.1%	3,310	40.8%	8,121
2018-19	2,119	20.0%	1,690	16.0%	0	0.0%	6,763	64.0%	10,572
2019-20	2,547	18.4%	2,186	15.8%	0	0.0%	9,136	65.9%	13,869
2020-21	2,406	24.3%	1,105	11.2%	103	1.0%	6,283	63.5%	9,897
Bassendean									
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
2015-16	496	11.9%	814	19.6%	67	1.6%	2,784	66.9%	4,161
2016-17	522	14.6%	521	14.5%	116	3.2%	2,426	67.7%	3,585
2017-18	356	9.0%	308	7.8%	43	1.1%	3,255	82.2%	3,962
2018-19	265	7.8%	50	1.5%	81	2.4%	2,994	88.3%	3,390
2019-20	359	10.1%	410	11.5%	58	1.6%	2,745	76.8%	3,572
2020-21	348	9.7%	195	5.4%	16	0.4%	3,030	84.4%	3,589
Bayswater									
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
2015-16	1,697	17.0%	487	4.9%	180	1.8%	7,628	76.3%	9,992
2016-17	1,536	13.7%	1,719	15.3%	710	6.3%	7,283	64.7%	11,248
2017-18	1,502	16.2%	919	9.9%	287	3.1%	6,537	70.7%	9,245
2018-19	1,142	11.0%	813	7.8%	290	2.8%	8,169	78.4%	10,414
2019-20	1,323	12.9%	370	3.6%	300	2.9%	8,297	80.6%	10,290
2020-21	1,859	17.0%	420	3.8%	300	2.7%	8,381	76.5%	10,960

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Belmont									
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
2015-16	1,599	22.5%	305	4.3%	0	0.0%	5,218	73.3%	7,122
2016-17	2,412	29.7%	423	5.2%	0	0.0%	5,275	65.0%	8,110
2017-18	1,694	18.1%	1,232	13.2%	0	0.0%	6,421	68.7%	9,347
2018-19	2,249	26.4%	1,783	20.9%	0	0.0%	4,502	52.8%	8,534
2019-20	2,810	26.7%	1,016	9.7%	0	0.0%	6,686	63.6%	10,512
2020-21	910	12.7%	741	10.3%	0	0.0%	5,531	77.0%	7,182
Cambridge									
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349
2014-15	661	7.0%	1,133	12.0%	14	0.1%	7,619	80.8%	9,427
2015-16	727	9.7%	417	5.6%	251	3.3%	6,114	81.4%	7,509
2016-17	779	11.5%	743	10.9%	-22	-0.3%	5,290	77.9%	6,790
2017-18	747	12.1%	698	11.3%	0	0.0%	4,748	76.7%	6,193
2018-19	553	8.6%	667	10.3%	90	1.4%	5,142	79.7%	6,452
2019-20	505	8.9%	867	15.2%	0	0.0%	4,315	75.9%	5,687
2020-21	641	12.7%	701	13.9%	0	0.0%	3,705	73.4%	5,047
Canning									
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
2015-16	3,621	18.2%	2,713	13.6%	143	0.7%	13,459	67.5%	19,936
2016-17	3,310	15.4%	3,753	17.5%	1,991	9.3%	12,444	57.9%	21,498
2017-18	2,751	12.8%	3,672	17.1%	65	0.3%	14,989	69.8%	21,477
2018-19	1,337	6.0%	2,467	11.1%	930	4.2%	17,454	78.7%	22,188
2019-20	2,219	10.3%	5,746	26.8%	96	0.4%	13,395	62.4%	21,456
2020-21	2,436	12.2%	5,629	28.2%	4	0.0%	11,911	59.6%	19,980
Claremont									
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
2015-16	548	19.0%	172	6.0%	0	0.0%	2,162	75.0%	2,882
2016-17	100	4.2%	221	9.3%	0	0.0%	2,067	86.6%	2,388
2017-18	218	10.0%	568	26.1%	0	0.0%	1,390	63.9%	2,176
2018-19	106	3.1%	786	23.1%	0	0.0%	2,504	73.7%	3,396
2019-20	444	20.4%	26	1.2%	0	0.0%	1,705	78.4%	2,175
2020-21	213	6.6%	26	0.8%	0	0.0%	3,012	92.6%	3,251

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Cockburn									
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
2015-16	3,542	21.3%	1,807	10.8%	49	0.3%	11,267	67.6%	16,665
2016-17	3,032	13.2%	5,643	24.5%	4,172	18.1%	10,152	44.1%	22,999
2017-18	3,103	16.4%	2,631	13.9%	143	0.8%	13,096	69.0%	18,973
2018-19	5,440	20.2%	3,900	14.5%	290	1.1%	17,248	64.2%	26,878
2019-20	3,951	18.4%	1,709	7.9%	64	0.3%	15,800	73.4%	21,524
2020-21	2,634	13.7%	2,640	13.8%	545	2.8%	13,378	69.7%	19,197
Cottesloe									
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
2015-16	101	11.5%	19	2.2%	15	1.7%	743	84.6%	878
2016-17	100	15.2%	24	3.6%	0	0.0%	534	81.2%	658
2017-18	103	6.5%	14	0.9%	0	0.0%	1,457	92.6%	1,574
2018-19	549	48.8%	24	2.1%	0	0.0%	552	49.1%	1,125
2019-20	156	29.2%	25	4.7%	0	0.0%	354	66.2%	535
2020-21	266	27.4%	225	23.1%	0	0.0%	481	49.5%	972
East Fremantle									
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918
2015-16	72	3.9%	13	0.7%	0	0.0%	1,766	95.4%	1,851
2016-17	71	6.1%	17	1.5%	0	0.0%	1,070	92.4%	1,158
2017-18	142	12.9%	15	1.4%	7	0.6%	936	85.1%	1,100
2018-19	222	16.2%	34	2.5%	0	0.0%	1,115	81.3%	1,371
2019-20	313	10.6%	740	25.1%	0	0.0%	1,897	64.3%	2,950
2020-21	76	6.0%	199	15.7%	0	0.0%	990	78.3%	1,265
Fremantle									
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
2015-16	1,151	11.7%	752	7.6%	175	1.8%	7,778	78.9%	9,856
2016-17	996	12.4%	1,511	18.8%	0	0.0%	5,534	68.8%	8,041
2017-18	881	21.1%	1,253	30.0%	0	0.0%	2,043	48.9%	4,177
2018-19	576	13.0%	452	10.2%	0	0.0%	3,398	76.8%	4,426
2019-20	674	15.5%	716	16.5%	0	0.0%	2,950	68.0%	4,340
2020-21	674	27.8%	138	5.7%	0	0.0%	1,611	66.5%	2,423

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Gosnells									
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
2015-16	4,566	20.0%	1,555	6.8%	0	0.0%	16,704	73.2%	22,825
2016-17	3,142	11.9%	1,912	7.3%	136	0.5%	21,178	80.3%	26,368
2017-18	3,539	13.6%	2,863	11.0%	23	0.1%	19,635	75.3%	26,060
2018-19	2,722	10.4%	5,448	20.7%	0	0.0%	18,119	68.9%	26,289
2019-20	2,915	11.1%	4,361	16.6%	0	0.0%	18,956	72.3%	26,232
2020-21	3,081	13.3%	4,676	20.2%	0	0.0%	15,336	66.4%	23,093
Joondalup									
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
2015-16	5,325	22.6%	5,507	23.3%	95	0.4%	12,685	53.7%	23,612
2016-17	4,863	17.0%	2,853	10.0%	30	0.1%	20,854	72.9%	28,600
2017-18	5,051	23.1%	2,823	12.9%	54	0.2%	13,895	63.7%	21,823
2018-19	1,940	8.1%	3,156	13.1%	345	1.4%	18,579	77.3%	24,020
2019-20	3,890	17.7%	2,150	9.8%	160	0.7%	15,774	71.8%	21,974
2020-21	4,660	19.3%	4,409	18.3%	7	0.0%	15,020	62.3%	24,096
Kalamunda									
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
2015-16	2,856	26.4%	390	3.6%	40	0.4%	7,546	69.7%	10,832
2016-17	2,662	24.5%	780	7.2%	6	0.1%	7,423	68.3%	10,871
2017-18	2,414	18.2%	619	4.7%	6	0.0%	10,211	77.1%	13,250
2018-19	2,707	20.3%	1,219	9.1%	1	0.0%	9,427	70.6%	13,354
2019-20	2,449	13.9%	2,495	14.2%	40	0.2%	12,629	71.7%	17,613
2020-21	2,744	21.8%	1,914	15.2%	10	0.1%	7,919	62.9%	12,587
Kwinana									
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840
2015-16	1,854	15.4%	2,577	21.4%	24	0.2%	7,571	63.0%	12,026
2016-17	1,326	16.7%	1,483	18.6%	44	0.6%	5,099	64.1%	7,952
2017-18	1,457	17.0%	1,087	12.7%	0	0.0%	6,015	70.3%	8,559
2018-19	1,214	14.2%	1,030	12.0%	98	1.1%	6,207	72.6%	8,549
2019-20	1,255	14.8%	1,549	18.2%	0	0.0%	5,692	67.0%	8,496
2020-21	1,617	16.0%	1,457	14.4%	0	0.0%	7,025	69.6%	10,099

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Melville									
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
2015-16	2,587	16.0%	1,248	7.7%	1	0.0%	12,363	76.3%	16,199
2016-17	3,597	18.9%	3,227	17.0%	0	0.0%	12,190	64.1%	19,014
2017-18	2,373	12.8%	1,899	10.2%	15	0.1%	14,314	77.0%	18,601
2018-19	1,776	9.1%	2,259	11.5%	13	0.1%	15,523	79.3%	19,571
2019-20	1,876	10.4%	1,351	7.5%	0	0.0%	14,780	82.1%	18,007
2020-21	2,224	10.2%	1,663	7.6%	0	0.0%	17,889	82.2%	21,776
Mosman Park									
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
2015-16	81	12.0%	15	2.2%	0	0.0%	580	85.8%	676
2016-17	131	12.0%	19	1.7%	0	0.0%	941	86.3%	1,091
2017-18	85	4.9%	483	27.8%	0	0.0%	1,167	67.3%	1,735
2018-19	87	5.5%	20	1.3%	0	0.0%	1,467	93.2%	1,574
2019-20	143	9.9%	21	1.5%	0	0.0%	1,284	88.7%	1,448
2020-21	143	22.1%	37	5.7%	0	0.0%	468	72.2%	648
Mundaring									
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
2015-16	2,974	32.5%	679	7.4%	94	1.0%	5,415	59.1%	9,162
2016-17	1,904	24.6%	705	9.1%	143	1.8%	4,978	64.4%	7,730
2017-18	2,436	25.8%	691	7.3%	47	0.5%	6,262	66.4%	9,436
2018-19	1,540	16.8%	911	9.9%	84	0.9%	6,649	72.4%	9,184
2019-20	2,303	22.1%	1,118	10.7%	56	0.5%	6,949	66.7%	10,426
2020-21	2,406	22.9%	1,269	12.1%	143	1.4%	6,710	63.7%	10,528
Nedlands									
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
2015-16	946	29.2%	104	3.2%	0	0.0%	2,195	67.6%	3,245
2016-17	953	11.1%	569	6.6%	0	0.0%	7,075	82.3%	8,597
2017-18	541	7.2%	759	10.0%	0	0.0%	6,256	82.8%	7,556
2018-19	292	4.3%	429	6.3%	0	0.0%	6,059	89.4%	6,780
2019-20	483	10.5%	524	11.4%	0	0.0%	3,578	78.0%	4,585
2020-21	1,417	36.9%	916	23.8%	0	0.0%	1,512	39.3%	3,845

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Peppermint Grove									
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574
2015-16	20	3.5%	4	0.7%	0	0.0%	550	95.8%	574
2016-17	42	10.7%	42	10.7%	0	0.0%	307	78.5%	391
2017-18	49	10.1%	69	14.2%	0	0.0%	367	75.7%	485
2018-19	20	4.5%	86	19.4%	0	0.0%	338	76.1%	444
2019-20	85	31.1%	146	53.5%	0	0.0%	42	15.4%	273
2020-21	21	5.8%	5	1.4%	0	0.0%	338	92.9%	364
Perth									
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
2015-16	1,013	3.2%	759	2.4%	0	0.0%	29,530	94.3%	31,302
2016-17	771	3.2%	662	2.7%	0	0.0%	23,012	94.1%	24,445
2017-18	1,190	5.2%	438	1.9%	0	0.0%	21,453	92.9%	23,081
2018-19	462	2.0%	404	1.8%	0	0.0%	21,704	96.2%	22,570
2019-20	759	4.3%	431	2.4%	0	0.0%	16,648	93.3%	17,838
2020-21	1,121	3.7%	608	2.0%	0	0.0%	28,269	94.2%	29,998
Rockingham									
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
2015-16	3,230	12.4%	2,416	9.3%	203	0.8%	20,206	77.6%	26,055
2016-17	3,911	15.3%	2,248	8.8%	379	1.5%	18,960	74.4%	25,498
2017-18	3,740	14.5%	1,813	7.0%	66	0.3%	20,259	78.3%	25,878
2018-19	3,177	12.5%	1,814	7.1%	89	0.4%	20,310	80.0%	25,390
2019-20	3,706	13.7%	3,169	11.7%	89	0.3%	20,025	74.2%	26,989
2020-21	6,625	23.8%	1,796	6.5%	175	0.6%	19,231	69.1%	27,827
Serpentine-Jarrahdale									
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
2015-16	2,094	28.0%	791	10.6%	730	9.8%	3,868	51.7%	7,483
2016-17	1,967	26.8%	1,589	21.6%	0	0.0%	3,785	51.6%	7,341
2017-18	3,705	30.9%	1,930	16.1%	0	0.0%	6,353	53.0%	11,988
2018-19	4,083	38.4%	1,241	11.7%	0	0.0%	5,320	50.0%	10,644
2019-20	4,519	35.0%	2,824	21.9%	0	0.0%	5,563	43.1%	12,906
2020-21	2,226	22.4%	4,463	44.8%	0	0.0%	3,262	32.8%	9,951

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
South Perth									
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
2015-16	1,213	13.4%	357	3.9%	143	1.6%	7,355	81.1%	9,068
2016-17	1,124	11.9%	614	6.5%	87	0.9%	7,585	80.6%	9,410
2017-18	1,540	15.2%	258	2.5%	119	1.2%	8,201	81.1%	10,118
2018-19	559	7.7%	631	8.7%	0	0.0%	6,062	83.6%	7,252
2019-20	681	6.6%	1,335	12.9%	0	0.0%	8,363	80.6%	10,379
2020-21	846	10.9%	673	8.6%	111	1.4%	6,165	79.1%	7,795
Stirling									
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090
2015-16	4,471	15.3%	1,540	5.3%	382	1.3%	22,759	78.1%	29,152
2016-17	5,014	16.1%	1,697	5.4%	0	0.0%	24,498	78.5%	31,209
2017-18	4,253	12.4%	1,456	4.2%	0	0.0%	28,556	83.3%	34,265
2018-19	3,185	8.6%	1,296	3.5%	0	0.0%	32,383	87.8%	36,864
2019-20	4,047	11.6%	1,564	4.5%	0	0.0%	29,157	83.9%	34,768
2020-21	3,981	13.1%	1,611	5.3%	0	0.0%	24,894	81.7%	30,486
Subiaco									
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
2015-16	576	9.6%	158	2.6%	0	0.0%	5,262	87.8%	5,996
2016-17	381	4.3%	510	5.8%	0	0.0%	7,919	89.9%	8,810
2017-18	423	7.2%	467	8.0%	36	0.6%	4,913	84.1%	5,839
2018-19	354	5.9%	659	10.9%	210	3.5%	4,826	79.8%	6,049
2019-20	314	4.2%	694	9.3%	52	0.7%	6,406	85.8%	7,466
2020-21	570	9.5%	1,026	17.1%	0	0.0%	4,409	73.4%	6,005
Swan									
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
2015-16	5,839	12.8%	4,567	10.0%	0	0.0%	35,186	77.2%	45,592
2016-17	6,963	14.6%	3,314	6.9%	0	0.0%	37,476	78.5%	47,753
2017-18	6,859	13.6%	6,772	13.4%	0	0.0%	36,891	73.0%	50,522
2018-19	3,448	8.3%	4,633	11.2%	0	0.0%	33,311	80.5%	41,392
2019-20	5,412	11.3%	9,239	19.2%	0	0.0%	33,364	69.5%	48,015
2020-21	6,329	10.9%	8,750	15.1%	0	0.0%	42,893	74.0%	57,972

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Victoria Park									
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
2015-16	1,030	12.3%	513	6.1%	0	0.0%	6,824	81.6%	8,367
2016-17	1,080	11.8%	904	9.8%	90	1.0%	7,115	77.4%	9,189
2017-18	1,087	12.0%	660	7.3%	90	1.0%	7,188	79.6%	9,025
2018-19	881	10.5%	827	9.9%	147	1.8%	6,508	77.8%	8,363
2019-20	651	5.6%	912	7.9%	265	2.3%	9,762	84.2%	11,590
2020-21	795	7.6%	591	5.6%	86	0.8%	9,050	86.0%	10,522
Vincent									
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
2015-16	903	12.4%	688	9.4%	85	1.2%	5,624	77.0%	7,300
2016-17	697	9.7%	983	13.7%	64	0.9%	5,431	75.7%	7,175
2017-18	712	8.8%	1,617	20.0%	47	0.6%	5,691	70.5%	8,067
2018-19	513	7.8%	1,097	16.6%	37	0.6%	4,972	75.1%	6,619
2019-20	610	8.2%	633	8.5%	48	0.6%	6,163	82.7%	7,454
2020-21	674	9.3%	616	8.5%	26	0.4%	5,946	81.9%	7,262
Wanneroo									
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634
2015-16	6,309	24.1%	1,956	7.5%	8,491	32.5%	9,395	35.9%	26,151
2016-17	6,661	23.7%	7,448	26.5%	363	1.3%	13,678	48.6%	28,150
2017-18	4,646	20.5%	5,357	23.7%	1,046	4.6%	11,572	51.2%	22,621
2018-19	4,369	13.5%	10,720	33.1%	1,309	4.0%	15,973	49.3%	32,371
2019-20	5,177	10.6%	24,722	50.5%	6,036	12.3%	13,052	26.6%	48,987
2020-21	5,801	26.2%	2,965	13.4%	1,081	4.9%	12,328	55.6%	22,175

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mid West Region									
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
2015-16	30,086	36.0%	34,134	40.8%	100	0.1%	19,244	23.0%	83,564
2016-17	32,287	37.1%	36,281	41.7%	96	0.1%	18,438	21.2%	87,102
2017-18	19,566	21.8%	45,452	50.7%	58	0.1%	24,579	27.4%	89,655
2018-19	14,711	17.3%	40,554	47.6%	435	0.5%	29,526	34.6%	85,226
2019-20	19,084	30.9%	18,176	29.4%	156	0.3%	24,308	39.4%	61,724
2020-21	23,361	29.3%	28,050	35.2%	1,985	2.5%	26,223	32.9%	79,619
Carnamah									
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
2015-16	1,565	39.3%	1,685	42.3%	0	0.0%	734	18.4%	3,984
2016-17	2,371	49.1%	1,652	34.2%	0	0.0%	809	16.7%	4,832
2017-18	842	7.9%	8,985	84.7%	0	0.0%	783	7.4%	10,610
2018-19	587	12.4%	3,464	73.3%	0	0.0%	677	14.3%	4,728
2019-20	663	20.9%	1,805	56.8%	0	0.0%	709	22.3%	3,177
2020-21	664	26.5%	856	34.2%	244	9.7%	740	29.6%	2,504
Chapman Valley									
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
2015-16	1,190	36.2%	1,288	39.2%	37	1.1%	768	23.4%	3,283
2016-17	1,224	34.9%	1,271	36.2%	49	1.4%	968	27.6%	3,512
2017-18	743	23.6%	1,230	39.1%	21	0.7%	1,149	36.6%	3,143
2018-19	763	26.6%	1,288	45.0%	18	0.6%	795	27.8%	2,864
2019-20	864	27.4%	1,311	41.6%	14	0.4%	964	30.6%	3,153
2020-21	1,148	31.9%	1,328	36.9%	36	1.0%	1,084	30.1%	3,596
Coorow									
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
2015-16	1,262	49.1%	921	35.9%	0	0.0%	385	15.0%	2,568
2016-17	1,234	50.9%	675	27.9%	0	0.0%	513	21.2%	2,422
2017-18	1,018	36.1%	598	21.2%	0	0.0%	1,204	42.7%	2,820
2018-19	789	29.6%	625	23.4%	0	0.0%	1,252	47.0%	2,666
2019-20	917	33.1%	589	21.2%	0	0.0%	1,268	45.7%	2,774
2020-21	1,204	45.0%	604	22.6%	0	0.0%	865	32.4%	2,673

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Cue									
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885
2015-16	5,964	91.2%	280	4.3%	0	0.0%	296	4.5%	6,540
2016-17	7,427	85.7%	364	4.2%	0	0.0%	880	10.1%	8,671
2017-18	826	28.0%	1,085	36.8%	0	0.0%	1,034	35.1%	2,945
2018-19	480	18.0%	738	27.7%	0	0.0%	1,448	54.3%	2,666
2019-20	560	17.1%	1,790	54.6%	0	0.0%	928	28.3%	3,278
2020-21	1,028	14.9%	3,728	54.2%	1,578	22.9%	543	7.9%	6,877
Greater Geraldton									
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
2015-16	5,413	20.9%	9,209	35.5%	0	0.0%	11,314	43.6%	25,936
2016-17	6,068	31.8%	5,230	27.4%	0	0.0%	7,803	40.9%	19,101
2017-18	3,762	18.6%	4,748	23.5%	0	0.0%	11,669	57.8%	20,179
2018-19	2,047	10.5%	3,256	16.7%	412	2.1%	13,823	70.7%	19,538
2019-20	4,640	26.3%	1,975	11.2%	54	0.3%	10,952	62.2%	17,621
2020-21	3,255	20.0%	2,976	18.3%	14	0.1%	9,995	61.5%	16,240
Irwin									
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
2015-16	739	39.5%	538	28.7%	0	0.0%	596	31.8%	1,873
2016-17	651	30.6%	454	21.4%	0	0.0%	1,019	48.0%	2,124
2017-18	650	25.0%	430	16.6%	0	0.0%	1,517	58.4%	2,597
2018-19	512	15.5%	492	14.9%	0	0.0%	2,294	69.6%	3,298
2019-20	559	26.3%	259	12.2%	0	0.0%	1,305	61.5%	2,123
2020-21	591	26.2%	1,223	54.3%	0	0.0%	440	19.5%	2,254
Meekatharra									
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
2015-16	2,602	30.3%	5,164	60.2%	0	0.0%	817	9.5%	8,583
2016-17	2,911	27.5%	6,347	59.9%	0	0.0%	1,345	12.7%	10,603
2017-18	2,257	22.0%	6,525	63.7%	0	0.0%	1,461	14.3%	10,243
2018-19	1,241	14.9%	3,813	45.8%	0	0.0%	3,273	39.3%	8,327
2019-20	2,043	58.8%	604	17.4%	0	0.0%	829	23.8%	3,476
2020-21	2,796	26.5%	4,685	44.3%	0	0.0%	3,087	29.2%	10,568

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mingenew									
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
2015-16	731	45.8%	723	45.3%	0	0.0%	143	9.0%	1,597
2016-17	670	44.7%	564	37.6%	0	0.0%	266	17.7%	1,500
2017-18	468	31.3%	658	44.0%	0	0.0%	368	24.6%	1,494
2018-19	554	11.0%	4,447	88.0%	0	0.0%	52	1.0%	5,053
2019-20	526	17.5%	1,626	54.2%	0	0.0%	846	28.2%	2,998
2020-21	2,679	81.9%	369	11.3%	0	0.0%	222	6.8%	3,270
Morawa									
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581
2015-16	1,016	55.2%	583	31.7%	48	2.6%	193	10.5%	1,840
2016-17	1,430	69.1%	461	22.3%	47	2.3%	132	6.4%	2,070
2017-18	1,065	29.9%	2,311	65.0%	37	1.0%	144	4.0%	3,557
2018-19	932	23.1%	2,998	74.3%	5	0.1%	98	2.4%	4,033
2019-20	891	37.9%	595	25.3%	12	0.5%	856	36.4%	2,354
2020-21	1,253	60.0%	586	28.1%	44	2.1%	206	9.9%	2,089
Mount Magnet									
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
2015-16	721	20.8%	2,491	71.8%	0	0.0%	258	7.4%	3,470
2016-17	401	8.5%	4,049	86.0%	0	0.0%	258	5.5%	4,708
2017-18	747	69.6%	177	16.5%	0	0.0%	150	14.0%	1,074
2018-19	560	57.0%	232	23.6%	0	0.0%	191	19.4%	983
2019-20	565	57.9%	207	21.2%	0	0.0%	203	20.8%	975
2020-21	645	25.5%	1,524	60.2%	57	2.3%	304	12.0%	2,530
Murchison									
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
2015-16	2,313	32.7%	3,553	50.2%	15	0.2%	1,201	17.0%	7,082
2016-17	1,832	23.1%	5,669	71.5%	0	0.0%	423	5.3%	7,924
2017-18	2,084	17.8%	8,538	72.9%	0	0.0%	1,083	9.3%	11,705
2018-19	1,160	7.3%	13,362	84.6%	0	0.0%	1,273	8.1%	15,795
2019-20	1,478	23.1%	3,042	47.5%	76	1.2%	1,807	28.2%	6,403
2020-21	2,255	16.8%	6,385	47.5%	0	0.0%	4,806	35.7%	13,446

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Northampton									
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
2015-16	1,334	40.2%	1,046	31.5%	0	0.0%	938	28.3%	3,318
2016-17	1,304	36.2%	1,507	41.8%	0	0.0%	790	21.9%	3,601
2017-18	1,196	32.8%	1,989	54.6%	0	0.0%	461	12.6%	3,646
2018-19	1,506	42.4%	1,454	41.0%	0	0.0%	590	16.6%	3,550
2019-20	1,378	39.8%	1,206	34.8%	0	0.0%	879	25.4%	3,463
2020-21	1,225	42.7%	406	14.2%	0	0.0%	1,237	43.1%	2,868
Perenjori									
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
2015-16	1,918	63.1%	707	23.3%	0	0.0%	415	13.7%	3,040
2016-17	1,621	37.5%	1,979	45.8%	0	0.0%	718	16.6%	4,318
2017-18	1,677	37.0%	2,471	54.6%	0	0.0%	379	8.4%	4,527
2018-19	1,234	62.9%	525	26.8%	0	0.0%	202	10.3%	1,961
2019-20	1,458	63.4%	651	28.3%	0	0.0%	191	8.3%	2,300
2020-21	1,603	53.2%	908	30.1%	12	0.4%	491	16.3%	3,014
Sandstone									
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836
2015-16	1,300	25.2%	2,980	57.8%	0	0.0%	873	16.9%	5,153
2016-17	1,157	17.1%	4,134	61.0%	0	0.0%	1,481	21.9%	6,772
2017-18	613	8.9%	4,754	68.9%	0	0.0%	1,535	22.2%	6,902
2018-19	450	8.3%	2,994	55.3%	0	0.0%	1,968	36.4%	5,412
2019-20	808	38.6%	395	18.9%	0	0.0%	892	42.6%	2,095
2020-21	1,058	31.6%	1,429	42.7%	0	0.0%	862	25.7%	3,349
Three Springs									
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
2015-16	1,001	59.5%	459	27.3%	0	0.0%	222	13.2%	1,682
2016-17	827	36.7%	657	29.1%	0	0.0%	771	34.2%	2,255
2017-18	842	39.8%	620	29.3%	0	0.0%	651	30.8%	2,113
2018-19	772	41.2%	508	27.1%	0	0.0%	595	31.7%	1,875
2019-20	749	31.3%	637	26.7%	0	0.0%	1,004	42.0%	2,390
2020-21	762	41.8%	387	21.2%	0	0.0%	674	37.0%	1,823

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Yalgoo									
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2015-16	1,017	28.1%	2,507	69.3%	0	0.0%	91	2.5%	3,615
2016-17	1,159	43.1%	1,268	47.2%	0	0.0%	262	9.7%	2,689
2017-18	776	37.0%	333	15.9%	0	0.0%	991	47.2%	2,100
2018-19	1,124	45.4%	358	14.5%	0	0.0%	995	40.2%	2,477
2019-20	985	31.3%	1,484	47.2%	0	0.0%	675	21.5%	3,144
2020-21	1,195	47.5%	656	26.1%	0	0.0%	667	26.5%	2,518

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Pilbara Region									
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
2015-16	13,789	44.2%	6,128	19.7%	551	1.8%	10,716	34.4%	31,184
2016-17	9,704	33.5%	6,613	22.8%	127	0.4%	12,516	43.2%	28,960
2017-18	9,875	28.3%	7,053	20.2%	530	1.5%	17,432	50.0%	34,890
2018-19	9,450	21.2%	15,123	33.9%	576	1.3%	19,491	43.7%	44,640
2019-20	9,782	20.3%	16,555	34.4%	839	1.7%	20,905	43.5%	48,081
2020-21	9,659	21.1%	5,246	11.5%	469	1.0%	30,312	66.3%	45,686
Ashburton									
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
2015-16	3,069	61.1%	1,373	27.3%	0	0.0%	584	11.6%	5,026
2016-17	1,763	38.6%	742	16.3%	0	0.0%	2,061	45.1%	4,566
2017-18	1,807	36.3%	1,000	20.1%	0	0.0%	2,177	43.7%	4,984
2018-19	2,415	16.2%	10,111	67.7%	0	0.0%	2,420	16.2%	14,946
2019-20	1,906	17.6%	2,211	20.4%	0	0.0%	6,718	62.0%	10,835
2020-21	2,694	37.6%	330	4.6%	0	0.0%	4,139	57.8%	7,163
East Pilbara									
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
2015-16	7,022	69.0%	1,360	13.4%	200	2.0%	1,595	15.7%	10,177
2016-17	4,181	49.1%	2,858	33.6%	100	1.2%	1,377	16.2%	8,516
2017-18	4,938	49.8%	3,254	32.8%	319	3.2%	1,408	14.2%	9,919
2018-19	3,902	46.9%	2,484	29.9%	219	2.6%	1,710	20.6%	8,315
2019-20	4,241	55.1%	1,813	23.5%	200	2.6%	1,445	18.8%	7,699
2020-21	3,600	50.1%	1,843	25.7%	200	2.8%	1,537	21.4%	7,180
Karratha									
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
2015-16	2,063	21.4%	2,114	21.9%	0	0.0%	5,460	56.7%	9,637
2016-17	2,206	26.0%	1,304	15.4%	0	0.0%	4,964	58.6%	8,474
2017-18	1,615	18.2%	1,155	13.0%	211	2.4%	5,873	66.3%	8,854
2018-19	1,711	14.5%	2,065	17.5%	357	3.0%	7,638	64.9%	11,771
2019-20	2,171	16.3%	4,052	30.5%	632	4.8%	6,438	48.4%	13,293
2020-21	2,229	12.5%	1,618	9.1%	269	1.5%	13,717	76.9%	17,833

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Port Hedland									
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579
2015-16	1,635	25.8%	1,281	20.2%	351	5.5%	3,077	48.5%	6,344
2016-17	1,554	21.0%	1,709	23.1%	27	0.4%	4,114	55.6%	7,404
2017-18	1,515	13.6%	1,644	14.8%	0	0.0%	7,974	71.6%	11,133
2018-19	1,422	14.8%	463	4.8%	0	0.0%	7,723	80.4%	9,608
2019-20	1,464	9.0%	8,479	52.2%	7	0.0%	6,304	38.8%	16,254
2020-21	1,136	8.4%	1,455	10.8%	0	0.0%	10,919	80.8%	13,510

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
South West Region									
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
2015-16	32,315	32.1%	29,621	29.4%	894	0.9%	37,822	37.6%	100,652
2016-17	32,546	28.2%	35,244	30.6%	2,511	2.2%	44,909	39.0%	115,210
2017-18	27,988	25.1%	22,677	20.3%	8,093	7.2%	52,898	47.4%	111,656
2018-19	20,868	21.1%	23,332	23.6%	1,183	1.2%	53,419	54.1%	98,802
2019-20	25,450	25.5%	21,758	21.8%	635	0.6%	51,987	52.1%	99,830
2020-21	34,269	29.9%	20,607	18.0%	1,645	1.4%	58,103	50.7%	114,624
Augusta-Margaret River									
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
2015-16	2,629	40.2%	1,435	21.9%	0	0.0%	2,474	37.8%	6,538
2016-17	2,464	34.0%	1,071	14.8%	0	0.0%	3,710	51.2%	7,245
2017-18	1,998	24.4%	1,923	23.5%	0	0.0%	4,265	52.1%	8,186
2018-19	1,025	16.5%	1,570	25.2%	0	0.0%	3,633	58.3%	6,228
2019-20	2,076	19.2%	3,218	29.7%	0	0.0%	5,543	51.1%	10,837
2020-21	2,270	13.9%	1,456	8.9%	0	0.0%	12,596	77.2%	16,322
Boddington									
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
2015-16	465	46.1%	280	27.8%	0	0.0%	264	26.2%	1,009
2016-17	499	44.8%	271	24.3%	0	0.0%	344	30.9%	1,114
2017-18	497	31.0%	836	52.2%	0	0.0%	269	16.8%	1,602
2018-19	303	25.7%	338	28.6%	0	0.0%	540	45.7%	1,181
2019-20	365	16.9%	1,119	51.9%	0	0.0%	670	31.1%	2,154
2020-21	364	32.4%	338	30.1%	0	0.0%	420	37.4%	1,122
Boyup Brook									
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
2015-16	1,450	38.1%	1,837	48.2%	0	0.0%	522	13.7%	3,809
2016-17	2,107	45.5%	1,987	42.9%	5	0.1%	530	11.4%	4,629
2017-18	1,445	40.4%	1,425	39.8%	0	0.0%	710	19.8%	3,580
2018-19	1,147	45.3%	580	22.9%	0	0.0%	804	31.8%	2,531
2019-20	976	38.5%	712	28.1%	0	0.0%	850	33.5%	2,538
2020-21	1,952	62.8%	1,063	34.2%	0	0.0%	95	3.1%	3,110

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Bridgetown-Greenbushes									
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
2015-16	1,766	60.4%	389	13.3%	14	0.5%	756	25.8%	2,925
2016-17	2,803	73.1%	681	17.8%	0	0.0%	351	9.2%	3,835
2017-18	1,278	52.0%	354	14.4%	0	0.0%	826	33.6%	2,458
2018-19	1,487	45.2%	547	16.6%	351	10.7%	908	27.6%	3,293
2019-20	1,101	47.7%	411	17.8%	0	0.0%	797	34.5%	2,309
2020-21	1,780	64.7%	414	15.0%	14	0.5%	543	19.7%	2,751
Bunbury									
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900
2015-16	1,824	24.9%	1,852	25.3%	73	1.0%	3,573	48.8%	7,322
2016-17	1,550	16.1%	2,305	24.0%	20	0.2%	5,746	59.7%	9,621
2017-18	2,000	24.9%	1,466	18.2%	25	0.3%	4,547	56.6%	8,038
2018-19	1,726	18.2%	1,090	11.5%	59	0.6%	6,610	69.7%	9,485
2019-20	1,665	18.7%	2,256	25.3%	0	0.0%	4,982	56.0%	8,903
2020-21	1,519	16.0%	2,059	21.7%	0	0.0%	5,932	62.4%	9,510
Busselton									
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
2015-16	3,834	29.9%	1,440	11.2%	0	0.0%	7,562	58.9%	12,836
2016-17	4,708	31.6%	2,029	13.6%	0	0.0%	8,142	54.7%	14,879
2017-18	3,388	26.0%	2,253	17.3%	0	0.0%	7,369	56.6%	13,010
2018-19	1,849	14.5%	1,653	13.0%	0	0.0%	9,242	72.5%	12,744
2019-20	5,649	31.1%	1,597	8.8%	389	2.1%	10,500	57.9%	18,135
2020-21	6,023	31.8%	3,530	18.6%	0	0.0%	9,385	49.6%	18,938
Capel									
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
2015-16	1,350	33.1%	204	5.0%	28	0.7%	2,495	61.2%	4,077
2016-17	1,496	30.8%	851	17.5%	0	0.0%	2,512	51.7%	4,859
2017-18	1,255	26.2%	438	9.1%	70	1.5%	3,035	63.3%	4,798
2018-19	879	13.2%	2,324	35.0%	57	0.9%	3,384	50.9%	6,644
2019-20	1,033	18.5%	2,293	41.0%	54	1.0%	2,216	39.6%	5,596
2020-21	1,641	24.5%	873	13.0%	0	0.0%	4,189	62.5%	6,703

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Collie									
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
2015-16	1,381	58.6%	558	23.7%	0	0.0%	416	17.7%	2,355
2016-17	1,497	56.4%	605	22.8%	0	0.0%	551	20.8%	2,653
2017-18	868	36.8%	530	22.5%	0	0.0%	959	40.7%	2,357
2018-19	478	20.8%	903	39.2%	0	0.0%	922	40.0%	2,303
2019-20	1,862	59.9%	397	12.8%	0	0.0%	850	27.3%	3,109
2020-21	1,450	60.6%	497	20.8%	0	0.0%	444	18.6%	2,391
Dardanup									
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
2015-16	1,092	20.6%	1,468	27.7%	10	0.2%	2,721	51.4%	5,291
2016-17	1,199	21.1%	1,948	34.3%	0	0.0%	2,531	44.6%	5,678
2017-18	1,207	18.1%	2,144	32.2%	0	0.0%	3,312	49.7%	6,663
2018-19	1,254	22.6%	1,371	24.8%	0	0.0%	2,913	52.6%	5,538
2019-20	831	16.6%	1,902	37.9%	0	0.0%	2,283	45.5%	5,016
2020-21	1,401	23.0%	724	11.9%	1,518	24.9%	2,444	40.2%	6,087
Donnybrook-Balingup									
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
2015-16	2,818	38.1%	3,730	50.4%	11	0.1%	840	11.4%	7,399
2016-17	926	23.7%	1,554	39.7%	0	0.0%	1,432	36.6%	3,912
2017-18	1,332	38.6%	786	22.8%	17	0.5%	1,312	38.1%	3,447
2018-19	2,025	31.9%	2,675	42.1%	17	0.3%	1,637	25.8%	6,354
2019-20	1,101	34.5%	809	25.3%	12	0.4%	1,270	39.8%	3,192
2020-21	1,367	37.6%	1,052	28.9%	0	0.0%	1,218	33.5%	3,637
Harvey									
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418
2015-16	2,257	35.7%	798	12.6%	0	0.0%	3,263	51.6%	6,318
2016-17	2,183	25.2%	1,243	14.4%	0	0.0%	5,226	60.4%	8,652
2017-18	2,139	12.8%	1,092	6.5%	7,105	42.5%	6,400	38.2%	16,736
2018-19	2,783	25.0%	2,601	23.4%	205	1.8%	5,528	49.7%	11,117
2019-20	1,583	16.4%	1,114	11.5%	0	0.0%	6,974	72.1%	9,671
2020-21	2,398	23.6%	1,301	12.8%	0	0.0%	6,451	63.6%	10,150

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mandurah									
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
2015-16	3,284	20.6%	4,197	26.3%	673	4.2%	7,784	48.8%	15,938
2016-17	3,311	13.1%	11,657	46.1%	2,444	9.7%	7,895	31.2%	25,307
2017-18	2,462	14.0%	2,074	11.8%	13	0.1%	13,042	74.1%	17,591
2018-19	1,328	9.9%	2,263	16.9%	85	0.6%	9,740	72.6%	13,416
2019-20	1,375	11.1%	1,897	15.3%	0	0.0%	9,165	73.7%	12,437
2020-21	2,670	21.0%	2,122	16.7%	0	0.0%	7,925	62.3%	12,717
Manjimup									
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
2015-16	2,989	38.4%	2,654	34.1%	15	0.2%	2,116	27.2%	7,774
2016-17	3,328	37.1%	3,471	38.7%	20	0.2%	2,158	24.0%	8,977
2017-18	2,804	27.5%	4,455	43.7%	10	0.1%	2,927	28.7%	10,196
2018-19	1,541	21.7%	2,606	36.6%	10	0.1%	2,956	41.6%	7,113
2019-20	2,302	38.9%	1,660	28.0%	0	0.0%	1,957	33.1%	5,919
2020-21	2,538	34.6%	1,921	26.2%	0	0.0%	2,866	39.1%	7,325
Murray									
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
2015-16	2,711	22.2%	7,777	63.7%	70	0.6%	1,658	13.6%	12,216
2016-17	2,311	29.5%	3,895	49.7%	22	0.3%	1,612	20.6%	7,840
2017-18	3,130	37.1%	1,750	20.7%	853	10.1%	2,702	32.0%	8,435
2018-19	1,690	24.2%	1,311	18.8%	399	5.7%	3,573	51.2%	6,973
2019-20	1,439	25.2%	1,370	24.0%	180	3.2%	2,721	47.7%	5,710
2020-21	5,401	55.6%	2,049	21.1%	113	1.2%	2,154	22.2%	9,717
Nannup									
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
2015-16	1,564	54.3%	441	15.3%	0	0.0%	875	30.4%	2,880
2016-17	1,229	32.1%	950	24.8%	0	0.0%	1,646	43.0%	3,825
2017-18	1,433	61.1%	384	16.4%	0	0.0%	530	22.6%	2,347
2018-19	709	49.5%	319	22.3%	0	0.0%	403	28.2%	1,431
2019-20	802	45.3%	327	18.5%	0	0.0%	641	36.2%	1,770
2020-21	804	44.3%	417	23.0%	0	0.0%	593	32.7%	1,814

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Waroona									
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874
2015-16	901	45.9%	561	28.5%	0	0.0%	503	25.6%	1,965
2016-17	935	42.8%	726	33.2%	0	0.0%	523	23.9%	2,184
2017-18	752	34.0%	767	34.7%	0	0.0%	693	31.3%	2,212
2018-19	644	26.3%	1,181	48.2%	0	0.0%	626	25.5%	2,451
2019-20	1,290	50.9%	676	26.7%	0	0.0%	568	22.4%	2,534
2020-21	691	29.7%	791	33.9%	0	0.0%	848	36.4%	2,330

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wheatbelt North Region									
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
2014-16	34,070	47.5%	20,130	28.1%	65	0.1%	17,472	24.4%	71,737
2016-17	33,272	45.5%	20,604	28.2%	23	0.0%	19,293	26.4%	73,192
2017-18	28,079	39.5%	18,859	26.5%	171	0.2%	23,974	33.7%	71,083
2018-19	22,133	32.2%	24,213	35.2%	49	0.1%	22,371	32.5%	68,766
2019-20	27,424	35.9%	25,699	33.7%	2,783	3.6%	20,438	26.8%	76,344
2020-21	29,079	36.8%	32,210	40.8%	153	0.2%	17,535	22.2%	78,977
Chittering									
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
2015-16	745	23.4%	868	27.3%	0	0.0%	1,564	49.2%	3,177
2016-17	2,106	47.8%	728	16.5%	0	0.0%	1,571	35.7%	4,405
2017-18	440	14.1%	1,454	46.5%	0	0.0%	1,235	39.5%	3,129
2018-19	595	16.8%	1,411	39.8%	0	0.0%	1,541	43.4%	3,547
2019-20	1,000	25.6%	1,115	28.5%	0	0.0%	1,792	45.9%	3,907
2020-21	1,712	46.3%	318	8.6%	0	0.0%	1,671	45.1%	3,701
Cunderdin									
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
2015-16	1,162	66.9%	423	24.4%	0	0.0%	151	8.7%	1,736
2016-17	1,081	56.4%	443	23.1%	0	0.0%	393	20.5%	1,917
2017-18	966	60.5%	363	22.7%	0	0.0%	268	16.8%	1,597
2018-19	700	39.2%	505	28.3%	0	0.0%	582	32.6%	1,787
2019-20	864	53.4%	441	27.2%	0	0.0%	314	19.4%	1,619
2020-21	862	29.7%	1,817	62.7%	0	0.0%	220	7.6%	2,899
Dalwallinu									
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
2015-16	2,607	35.6%	4,020	54.9%	0	0.0%	698	9.5%	7,325
2016-17	2,470	37.1%	3,799	57.1%	0	0.0%	383	5.8%	6,652
2017-18	2,144	28.2%	2,922	38.5%	0	0.0%	2,529	33.3%	7,595
2018-19	1,143	18.3%	4,038	64.7%	0	0.0%	1,063	17.0%	6,244
2019-20	1,890	52.3%	725	20.0%	0	0.0%	1,001	27.7%	3,616
2020-21	2,294	44.1%	1,574	30.2%	0	0.0%	1,337	25.7%	5,205

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Dandaragan									
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396
2015-16	2,311	41.7%	2,459	44.4%	0	0.0%	771	13.9%	5,541
2016-17	1,829	34.2%	2,593	48.5%	0	0.0%	927	17.3%	5,349
2017-18	1,654	38.4%	941	21.8%	0	0.0%	1,714	39.8%	4,309
2018-19	1,274	31.3%	1,382	33.9%	0	0.0%	1,420	34.8%	4,076
2019-20	1,592	36.3%	1,580	36.1%	0	0.0%	1,208	27.6%	4,380
2020-21	947	15.2%	4,237	67.8%	0	0.0%	1,066	17.1%	6,250
Dowerin									
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
2015-16	1,185	81.2%	40	2.7%	0	0.0%	235	16.1%	1,460
2016-17	1,035	71.1%	311	21.4%	0	0.0%	109	7.5%	1,455
2017-18	752	48.1%	630	40.3%	0	0.0%	180	11.5%	1,562
2018-19	849	31.0%	1,061	38.8%	0	0.0%	826	30.2%	2,736
2019-20	806	34.4%	1,357	57.9%	0	0.0%	179	7.6%	2,342
2020-21	916	38.9%	1,105	46.9%	0	0.0%	336	14.3%	2,357
Gingin									
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
2015-16	1,973	37.1%	929	17.5%	0	0.0%	2,411	45.4%	5,313
2016-17	1,738	35.1%	896	18.1%	9	0.2%	2,307	46.6%	4,950
2017-18	1,635	29.0%	767	13.6%	78	1.4%	3,157	56.0%	5,637
2018-19	1,352	29.6%	1,886	41.3%	0	0.0%	1,326	29.1%	4,564
2019-20	1,480	22.8%	3,971	61.1%	0	0.0%	1,044	16.1%	6,495
2020-21	1,336	13.2%	7,517	74.1%	0	0.0%	1,286	12.7%	10,139
Goomalling									
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
2015-16	820	26.6%	596	19.3%	0	0.0%	1,668	54.1%	3,084
2016-17	730	24.3%	637	21.2%	0	0.0%	1,632	54.4%	2,999
2017-18	689	36.1%	495	26.0%	0	0.0%	722	37.9%	1,906
2018-19	534	35.6%	218	14.5%	0	0.0%	750	49.9%	1,502
2019-20	615	30.6%	694	34.5%	0	0.0%	700	34.8%	2,009
2020-21	822	24.3%	2,000	59.0%	0	0.0%	565	16.7%	3,387

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000’s	%	$000’s	%	$000’s	%	$000’s	%	$000’s
Kellerberrin									
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
2015-16	1,292	60.3%	575	26.9%	0	0.0%	274	12.8%	2,141
2016-17	1,146	45.8%	731	29.2%	0	0.0%	626	25.0%	2,503
2017-18	1,079	28.0%	1,980	51.4%	0	0.0%	795	20.6%	3,854
2018-19	916	45.9%	570	28.5%	0	0.0%	511	25.6%	1,997
2019-20	1,785	42.4%	1,904	45.2%	0	0.0%	520	12.4%	4,209
2020-21	1,364	52.0%	455	17.3%	0	0.0%	805	30.7%	2,624
Koorda									
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913
2015-16	602	28.5%	1,447	68.5%	0	0.0%	62	2.9%	2,111
2016-17	1,363	51.1%	477	17.9%	0	0.0%	826	31.0%	2,666
2017-18	1,201	52.9%	442	19.5%	0	0.0%	626	27.6%	2,269
2018-19	915	47.3%	488	25.2%	0	0.0%	533	27.5%	1,936
2019-20	1,058	49.7%	452	21.3%	0	0.0%	617	29.0%	2,127
2020-21	1,063	54.9%	459	23.7%	0	0.0%	416	21.5%	1,938
Merredin									
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
2015-16	1,925	57.4%	723	21.5%	0	0.0%	707	21.1%	3,355
2016-17	1,916	55.6%	649	18.8%	0	0.0%	881	25.6%	3,446
2017-18	1,602	43.6%	661	18.0%	0	0.0%	1,415	38.5%	3,678
2018-19	1,257	36.9%	808	23.7%	0	0.0%	1,346	39.5%	3,411
2019-20	1,404	45.3%	533	17.2%	0	0.0%	1,160	37.5%	3,097
2020-21	1,655	43.6%	1,697	44.7%	0	0.0%	442	11.6%	3,794
Moora									
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
2015-16	1,652	63.6%	742	28.6%	0	0.0%	203	7.8%	2,597
2016-17	1,467	36.5%	1,138	28.3%	0	0.0%	1,415	35.2%	4,020
2017-18	1,364	39.5%	812	23.5%	0	0.0%	1,278	37.0%	3,454
2018-19	943	31.2%	817	27.0%	0	0.0%	1,264	41.8%	3,024
2019-20	1,230	34.6%	1,640	46.1%	0	0.0%	690	19.4%	3,560
2020-21	1,232	37.4%	1,756	53.4%	0	0.0%	303	9.2%	3,291

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Mount Marshall									
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
2015-16	1,798	63.8%	715	25.4%	0	0.0%	307	10.9%	2,820
2016-17	1,735	60.3%	1,045	36.3%	0	0.0%	97	3.4%	2,877
2017-18	1,816	64.3%	794	28.1%	0	0.0%	213	7.5%	2,823
2018-19	1,316	54.5%	799	33.1%	0	0.0%	301	12.5%	2,416
2019-20	1,460	55.8%	929	35.5%	0	0.0%	228	8.7%	2,617
2020-21	1,550	54.4%	1,058	37.2%	0	0.0%	239	8.4%	2,847
Mukinbudin									
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
2015-16	1,203	60.2%	518	25.9%	0	0.0%	276	13.8%	1,997
2016-17	877	54.4%	440	27.3%	0	0.0%	295	18.3%	1,612
2017-18	1,110	60.3%	332	18.0%	0	0.0%	399	21.7%	1,841
2018-19	777	44.7%	577	33.2%	0	0.0%	386	22.2%	1,740
2019-20	971	49.3%	484	24.6%	0	0.0%	516	26.2%	1,971
2020-21	961	49.6%	573	29.6%	0	0.0%	402	20.8%	1,936
Northam									
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076
2015-16	2,169	37.3%	702	12.1%	0	0.0%	2,944	50.6%	5,815
2016-17	1,231	21.9%	800	14.2%	0	0.0%	3,591	63.9%	5,622
2017-18	1,325	23.5%	967	17.1%	0	0.0%	3,358	59.4%	5,650
2018-19	1,323	17.5%	2,231	29.5%	0	0.0%	4,021	53.1%	7,575
2019-20	1,308	17.9%	2,725	37.3%	43	0.6%	3,226	44.2%	7,302
2020-21	1,143	22.1%	832	16.1%	0	0.0%	3,196	61.8%	5,171
Nungarin									
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
2015-16	713	53.6%	239	18.0%	0	0.0%	377	28.4%	1,329
2016-17	686	56.4%	244	20.1%	0	0.0%	286	23.5%	1,216
2017-18	371	38.5%	169	17.5%	0	0.0%	423	43.9%	963
2018-19	342	35.6%	246	25.6%	0	0.0%	372	38.8%	960
2019-20	527	58.0%	381	42.0%	0	0.0%	0	0.0%	908
2020-21	512	55.5%	260	28.2%	0	0.0%	151	16.4%	923

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Tammin									
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
2015-16	559	45.4%	373	30.3%	0	0.0%	298	24.2%	1,230
2016-17	663	49.0%	415	30.7%	0	0.0%	275	20.3%	1,353
2017-18	555	44.7%	230	18.5%	0	0.0%	458	36.8%	1,243
2018-19	374	38.1%	326	33.2%	0	0.0%	281	28.6%	981
2019-20	489	39.6%	387	31.3%	0	0.0%	360	29.1%	1,236
2020-21	687	43.8%	409	26.1%	0	0.0%	474	30.2%	1,570
Toodyay									
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
2015-16	1,322	50.2%	797	30.3%	0	0.0%	515	19.6%	2,634
2016-17	1,350	44.8%	1,051	34.9%	0	0.0%	611	20.3%	3,012
2017-18	1,060	41.9%	279	11.0%	0	0.0%	1,193	47.1%	2,532
2018-19	585	21.5%	395	14.5%	0	0.0%	1,745	64.0%	2,725
2019-20	944	23.6%	1,088	27.2%	0	0.0%	1,971	49.2%	4,003
2020-21	1,886	50.8%	536	14.4%	0	0.0%	1,290	34.8%	3,712
Trayning									
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
2015-16	994	73.4%	360	26.6%	0	0.0%	0	0.0%	1,354
2016-17	1,076	74.3%	373	25.7%	0	0.0%	0	0.0%	1,449
2017-18	779	52.7%	578	39.1%	0	0.0%	121	8.2%	1,478
2018-19	570	44.4%	523	40.8%	0	0.0%	190	14.8%	1,283
2019-20	764	48.6%	406	25.8%	0	0.0%	403	25.6%	1,573
2020-21	765	51.7%	423	28.6%	0	0.0%	292	19.7%	1,480
Victoria Plains									
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897
2015-16	1,201	44.1%	672	24.7%	20	0.7%	831	30.5%	2,724
2016-17	1,235	46.0%	313	11.7%	0	0.0%	1,138	42.4%	2,686
2017-18	1,139	52.2%	306	14.0%	0	0.0%	738	33.8%	2,183
2018-19	1,018	21.1%	3,078	63.7%	0	0.0%	738	15.3%	4,834
2019-20	901	30.2%	1,144	38.4%	0	0.0%	934	31.4%	2,979
2020-21	557	17.3%	1,930	60.0%	0	0.0%	729	22.7%	3,216

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Westonia									
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2015-16	1,152	67.9%	345	20.3%	0	0.0%	200	11.8%	1,697
2016-17	1,022	51.6%	669	33.8%	0	0.0%	288	14.6%	1,979
2017-18	963	68.0%	296	20.9%	0	0.0%	158	11.2%	1,417
2018-19	788	54.5%	410	28.4%	0	0.0%	248	17.2%	1,446
2019-20	852	19.9%	314	7.3%	2,668	62.4%	442	10.3%	4,276
2020-21	856	46.8%	558	30.5%	0	0.0%	414	22.6%	1,828
Wongan-Ballidu									
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
2015-16	1,811	57.5%	763	24.2%	0	0.0%	578	18.3%	3,152
2016-17	1,656	55.9%	723	24.4%	0	0.0%	585	19.7%	2,964
2017-18	1,454	46.9%	1,049	33.8%	0	0.0%	598	19.3%	3,101
2018-19	983	37.2%	598	22.6%	0	0.0%	1,062	40.2%	2,643
2019-20	1,334	39.6%	876	26.0%	0	0.0%	1,159	34.4%	3,369
2020-21	1,334	39.6%	977	29.0%	0	0.0%	1,054	31.3%	3,365
Wyalkatchem									
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
2015-16	975	65.0%	342	22.8%	0	0.0%	182	12.1%	1,499
2016-17	893	66.2%	400	29.7%	0	0.0%	56	4.2%	1,349
2017-18	842	41.8%	727	36.1%	0	0.0%	447	22.2%	2,016
2018-19	651	55.6%	376	32.1%	0	0.0%	143	12.2%	1,170
2019-20	746	53.3%	371	26.5%	0	0.0%	282	20.2%	1,399
2020-21	845	61.1%	433	31.3%	0	0.0%	105	7.6%	1,383
Yilgarn									
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
2015-16	2,684	57.9%	919	19.8%	45	1.0%	989	21.3%	4,637
2016-17	2,531	63.5%	921	23.1%	14	0.4%	521	13.1%	3,987
2017-18	2,462	62.1%	920	23.2%	93	2.3%	488	12.3%	3,963
2018-19	2,036	55.2%	1,050	28.4%	49	1.3%	556	15.1%	3,691
2019-20	2,367	59.1%	1,476	36.9%	72	1.8%	89	2.2%	4,004
2020-21	2,609	66.0%	1,132	28.6%	153	3.9%	59	1.5%	3,953

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
York									
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517
2015-16	1,215	40.4%	563	18.7%	0	0.0%	1,231	40.9%	3,009
2016-17	1,436	52.7%	808	29.7%	0	0.0%	480	17.6%	2,724
2017-18	677	23.5%	745	25.8%	0	0.0%	1,461	50.7%	2,883
2018-19	892	36.0%	420	16.9%	0	0.0%	1,166	47.1%	2,478
2019-20	1,037	31.0%	706	21.1%	0	0.0%	1,603	47.9%	3,346
2020-21	1,171	58.3%	154	7.7%	0	0.0%	683	34.0%	2,008

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Wheatbelt South Region									
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
2015-16	22,724	52.8%	9,228	21.4%	1,040	2.4%	10,046	23.3%	43,038
2016-17	22,282	46.5%	15,205	31.7%	13	0.0%	10,422	21.7%	47,922
2017-18	20,625	30.1%	32,581	47.5%	1,454	2.1%	13,892	20.3%	68,552
2018-19	20,839	33.0%	25,092	39.7%	214	0.3%	17,052	27.0%	63,197
2019-20	18,305	42.0%	10,986	25.2%	185	0.4%	12,587	28.9%	43,619
2020-21	19,235	42.0%	14,908	32.6%	1,295	2.8%	10,307	22.5%	45,745
Beverley									
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
2015-16	1,106	51.3%	438	20.3%	13	0.6%	599	27.8%	2,156
2016-17	1,103	48.7%	496	21.9%	13	0.6%	655	28.9%	2,267
2017-18	1,164	21.4%	1,845	33.9%	5	0.1%	2,423	44.6%	5,437
2018-19	4,574	71.0%	561	8.7%	5	0.1%	1,299	20.2%	6,439
2019-20	688	27.7%	582	23.4%	0	0.0%	1,213	48.9%	2,483
2020-21	796	36.3%	461	21.0%	0	0.0%	935	42.7%	2,192
Brookton									
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
2015-16	771	53.9%	325	22.7%	0	0.0%	335	23.4%	1,431
2016-17	808	50.2%	449	27.9%	0	0.0%	351	21.8%	1,608
2017-18	645	44.1%	353	24.1%	0	0.0%	465	31.8%	1,463
2018-19	425	32.6%	405	31.0%	0	0.0%	475	36.4%	1,305
2019-20	579	35.5%	385	23.6%	0	0.0%	668	40.9%	1,632
2020-21	588	38.0%	434	28.1%	0	0.0%	525	33.9%	1,547
Bruce Rock									
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
2015-16	1,590	60.5%	540	20.5%	0	0.0%	500	19.0%	2,630
2016-17	1,598	61.8%	737	28.5%	0	0.0%	250	9.7%	2,585
2017-18	1,764	46.8%	1,583	42.0%	0	0.0%	426	11.3%	3,773
2018-19	1,331	52.0%	793	31.0%	0	0.0%	436	17.0%	2,560
2019-20	1,452	53.8%	667	24.7%	0	0.0%	582	21.5%	2,701
2020-21	1,208	54.2%	585	26.3%	0	0.0%	435	19.5%	2,228

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Corrigin									
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
2015-16	1,332	54.5%	469	19.2%	0	0.0%	642	26.3%	2,443
2016-17	1,592	51.3%	663	21.4%	0	0.0%	850	27.4%	3,105
2017-18	1,423	27.3%	2,495	47.9%	0	0.0%	1,289	24.8%	5,207
2018-19	858	15.2%	3,765	66.5%	0	0.0%	1,039	18.4%	5,662
2019-20	2,963	67.2%	710	16.1%	0	0.0%	736	16.7%	4,409
2020-21	1,403	50.8%	695	25.2%	0	0.0%	664	24.0%	2,762
Cuballing									
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656
2015-16	713	39.2%	369	20.3%	0	0.0%	737	40.5%	1,819
2016-17	819	51.1%	442	27.6%	0	0.0%	343	21.4%	1,604
2017-18	573	36.7%	620	39.7%	0	0.0%	367	23.5%	1,560
2018-19	530	31.3%	455	26.9%	0	0.0%	708	41.8%	1,693
2019-20	568	35.5%	636	39.8%	0	0.0%	394	24.7%	1,598
2020-21	526	25.9%	962	47.5%	0	0.0%	539	26.6%	2,027
Dumbleyung									
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
2015-16	1,330	58.8%	520	23.0%	0	0.0%	412	18.2%	2,262
2016-17	1,433	62.4%	384	16.7%	0	0.0%	481	20.9%	2,298
2017-18	1,108	49.6%	467	20.9%	0	0.0%	661	29.6%	2,236
2018-19	619	31.6%	486	24.8%	0	0.0%	853	43.6%	1,958
2019-20	1,018	47.3%	492	22.8%	0	0.0%	644	29.9%	2,154
2020-21	813	52.6%	733	47.4%	0	0.0%	0	0.0%	1,546
Kondinin									
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
2015-16	1,699	52.5%	488	15.1%	0	0.0%	1,047	32.4%	3,234
2016-17	1,877	61.0%	773	25.1%	0	0.0%	425	13.8%	3,075
2017-18	1,397	39.7%	809	23.0%	716	20.3%	601	17.1%	3,523
2018-19	800	17.4%	663	14.5%	20	0.4%	3,104	67.7%	4,587
2019-20	1,315	52.9%	637	25.6%	0	0.0%	532	21.4%	2,484
2020-21	1,604	67.8%	542	22.9%	0	0.0%	220	9.3%	2,366

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Kulin									
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
2015-16	2,178	81.1%	506	18.9%	0	0.0%	0	0.0%	2,684
2016-17	1,612	55.3%	532	18.3%	0	0.0%	771	26.4%	2,915
2017-18	1,390	56.8%	504	20.6%	271	11.1%	282	11.5%	2,447
2018-19	856	36.5%	637	27.2%	189	8.1%	662	28.2%	2,344
2019-20	1,398	53.6%	535	20.5%	185	7.1%	492	18.9%	2,610
2020-21	2,129	60.5%	685	19.5%	95	2.7%	611	17.4%	3,520
Lake Grace									
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
2015-16	2,969	72.5%	600	14.7%	0	0.0%	526	12.8%	4,095
2016-17	1,948	54.2%	981	27.3%	0	0.0%	667	18.5%	3,596
2017-18	2,850	30.4%	6,085	64.9%	0	0.0%	443	4.7%	9,378
2018-19	2,552	33.6%	4,236	55.7%	0	0.0%	813	10.7%	7,601
2019-20	1,769	58.3%	468	15.4%	0	0.0%	798	26.3%	3,035
2020-21	1,912	59.9%	850	26.6%	0	0.0%	429	13.4%	3,191
Narembeen									
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
2015-16	1,459	56.2%	673	25.9%	0	0.0%	463	17.8%	2,595
2016-17	1,455	28.0%	2,544	49.0%	0	0.0%	1,192	23.0%	5,191
2017-18	1,515	20.1%	4,685	62.0%	0	0.0%	1,355	17.9%	7,555
2018-19	1,170	16.1%	5,056	69.5%	0	0.0%	1,045	14.4%	7,271
2019-20	1,556	62.3%	698	28.0%	0	0.0%	242	9.7%	2,496
2020-21	1,635	29.1%	2,713	48.2%	1,200	21.3%	75	1.3%	5,623
Shire of Narrogin [New Shire established 1 July 2016]									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
2010-11	837	31.5%	728	27.4%	0	0.0%	1,095	41.2%	2,660
2011-12	941	35.2%	774	28.9%	0	0.0%	959	35.9%	2,674
2012-13	423	13.4%	1,909	60.7%	0	0.0%	814	25.9%	3,146
2013-14	740	20.1%	1,719	46.6%	0	0.0%	1,228	33.3%	3,687
2014-15	769	17.0%	2,289	50.7%	0	0.0%	1,454	32.2%	4,512
2015-16	1,035	22.0%	681	14.5%	1,025	21.8%	1,963	41.7%	4,704
2016-17	1,189	30.9%	599	15.6%	0	0.0%	2,059	53.5%	3,847
2017-18	1,118	27.3%	1,851	45.2%	0	0.0%	1,126	27.5%	4,095
2018-19	1,763	39.1%	664	14.7%	0	0.0%	2,077	46.1%	4,504
2019-20	981	24.9%	799	20.3%	0	0.0%	2,153	54.7%	3,933
2020-21	984	27.2%	671	18.6%	0	0.0%	1,957	54.2%	3,612

Sources of Road Funds – 2010-11 to 2020-21

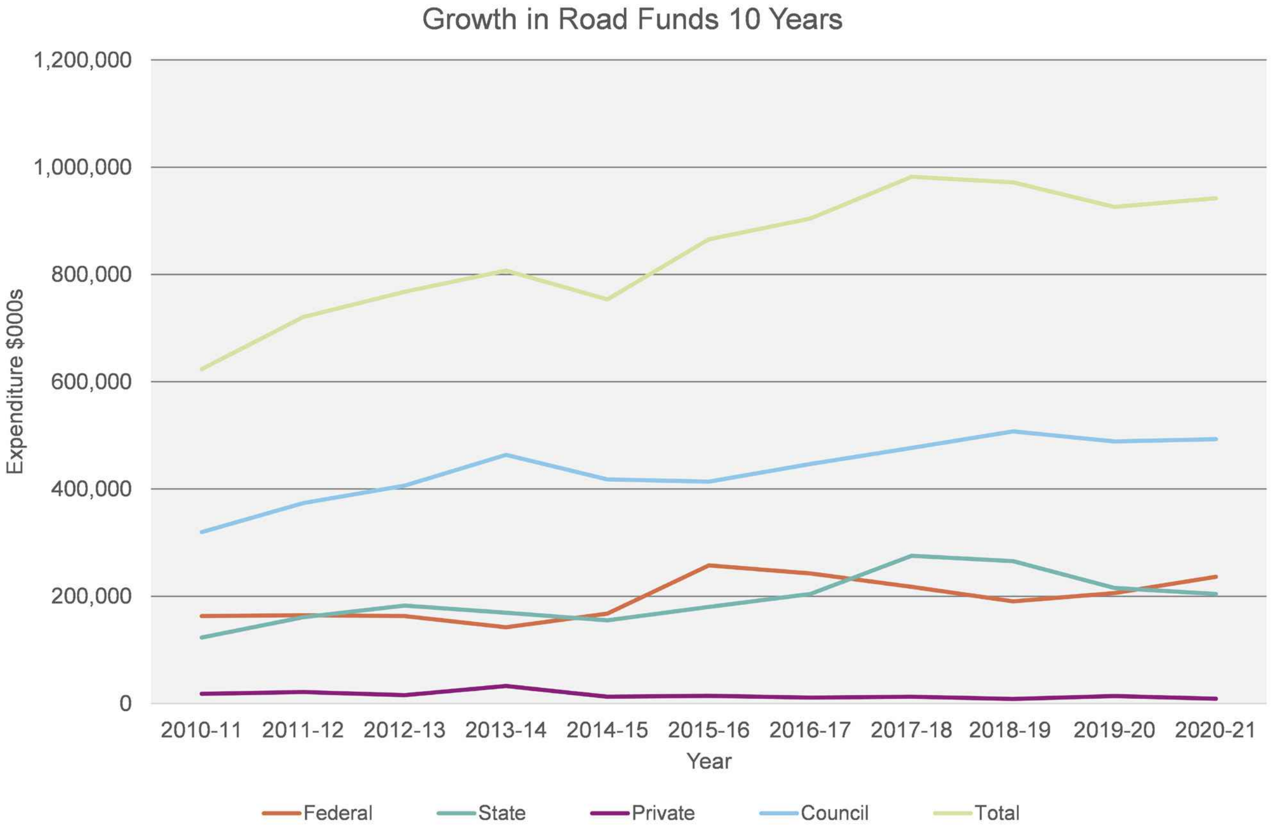
Year	Federal		State		Private		Own Resources		Total
	$000's	%	$000's	%	$000's	%	$000's	%	$000's
Pingelly									
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
2015-16	784	35.7%	583	26.6%	0	0.0%	827	37.7%	2,194
2016-17	1,376	55.4%	633	25.5%	0	0.0%	476	19.2%	2,485
2017-18	644	26.4%	869	35.6%	0	0.0%	927	38.0%	2,440
2018-19	365	17.9%	750	36.9%	0	0.0%	919	45.2%	2,034
2019-20	843	43.0%	666	33.9%	0	0.0%	453	23.1%	1,962
2020-21	666	31.2%	1,152	53.9%	0	0.0%	319	14.9%	2,137
Quairading									
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734
2015-16	698	39.9%	725	41.5%	0	0.0%	325	18.6%	1,748
2016-17	889	19.3%	3,420	74.2%	0	0.0%	299	6.5%	4,608
2017-18	1,186	12.1%	7,109	72.4%	462	4.7%	1,064	10.8%	9,821
2018-19	717	17.0%	2,610	62.0%	0	0.0%	884	21.0%	4,211
2019-20	1,143	45.4%	830	33.0%	0	0.0%	542	21.6%	2,515
2020-21	1,190	35.5%	1,838	54.8%	0	0.0%	325	9.7%	3,353
Wagin									
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438
2015-16	1,107	61.1%	408	22.5%	0	0.0%	298	16.4%	1,813
2016-17	981	54.3%	521	28.8%	0	0.0%	305	16.9%	1,807
2017-18	925	47.9%	743	38.5%	0	0.0%	263	13.6%	1,931
2018-19	715	22.5%	2,080	65.5%	0	0.0%	379	11.9%	3,174
2019-20	835	38.2%	862	39.5%	0	0.0%	487	22.3%	2,184
2020-21	874	53.4%	421	25.7%	0	0.0%	341	20.8%	1,636
Wandering									
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461
2015-16	1,042	60.7%	413	24.1%	0	0.0%	262	15.3%	1,717
2016-17	592	38.4%	561	36.4%	0	0.0%	390	25.3%	1,543
2017-18	369	15.8%	1,360	58.1%	0	0.0%	612	26.1%	2,341
2018-19	320	21.8%	385	26.3%	0	0.0%	761	51.9%	1,466
2019-20	409	27.7%	401	27.1%	0	0.0%	669	45.2%	1,479
2020-21	446	24.0%	851	45.8%	0	0.0%	563	30.3%	1,860

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000’s	%	$000’s	%	$000’s	%	$000’s	%	$000’s
West Arthur									
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442
2015-16	1,025	46.5%	599	27.2%	2	0.1%	578	26.2%	2,204
2016-17	1,353	59.6%	572	25.2%	0	0.0%	346	15.2%	2,271
2017-18	996	52.4%	364	19.2%	0	0.0%	540	28.4%	1,900
2018-19	1,945	69.9%	484	17.4%	0	0.0%	355	12.8%	2,784
2019-20	796	40.6%	715	36.5%	0	0.0%	448	22.9%	1,959
2020-21	924	47.7%	351	18.1%	0	0.0%	663	34.2%	1,938
Wickepin									
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
2015-16	1,174	77.3%	317	20.9%	0	0.0%	27	1.8%	1,518
2016-17	1,037	70.0%	429	28.9%	0	0.0%	16	1.1%	1,482
2017-18	976	48.1%	448	22.1%	0	0.0%	607	29.9%	2,031
2018-19	807	40.1%	499	24.8%	0	0.0%	707	35.1%	2,013
2019-20	1,032	42.5%	524	21.6%	0	0.0%	875	36.0%	2,431
2020-21	889	36.5%	607	24.9%	0	0.0%	938	38.5%	2,434
Williams									
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
2015-16	712	39.8%	574	32.0%	0	0.0%	505	28.2%	1,791
2016-17	620	37.9%	469	28.7%	0	0.0%	546	33.4%	1,635
2017-18	582	41.2%	391	27.7%	0	0.0%	441	31.2%	1,414
2018-19	492	30.9%	563	35.4%	0	0.0%	536	33.7%	1,591
2019-20	516	33.2%	379	24.4%	0	0.0%	659	42.4%	1,554
2020-21	648	36.5%	357	20.1%	0	0.0%	768	43.3%	1,773

Sources of Road Funds – 2010-11 to 2020-21

Year	Federal		State		Private		Own Resources		Total
	$000's	**%**	**$000's**	**%**	**$000's**	**%**	**$000's**	**%**	**$000's**
State									
	Federal		State		Private		Council		Total
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**
2018-19	190,525	19.6%	265,473	27.3%	8,460	0.9%	507,385	52.2%	**971,843**
2019-20	205,992	22.2%	215,623	23.3%	14,037	1.5%	488,657	52.8%	**925,865**
2020-21	236,218	25.1%	204,326	21.7%	8,869	0.9%	492,811	52.3%	**942,224**
10 Years	1,988,141	23.0%	2,012,742	23.3%	151,525	1.8%	4,487,226	51.9%	**8,641,190**
5 Years	1,092,854	23.1%	1,165,172	24.7%	55,009	1.2%	2,411,832	51.0%	**4,726,423**



Avon Terrace, York

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