



WALGA
WORKING FOR LOCAL GOVERNMENT

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

2014/15





WALGA

WORKING FOR LOCAL GOVERNMENT

Acknowledgements

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

Photographs

Front cover: Beaufort Street, Mount Lawley. Cunderdin to Quairading Road, Cunderdin.
Fitzgerald Street, Northam.

Opposite Foreword: Lovers Lane, Toodyay.

Page 2: Cunderdin to Quairading Road, Cunderdin.

Page 14: Three Mile Gate Rd, Cunderdin.

Page 40: Mundijong Road, Gateway to Rockingham Project.

Back page: West Coast Drive, between Hillarys and Karrinyup Road.

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Foreword



This Report provides an overview of the road network in Western Australia (WA) under the control of Local Government and provides an analysis of the investment in that network in 2014/15. The objective is to provide all stakeholders with accurate information to underpin sound policy.

For the first time in more than a decade, expenditure on Local Government roads in WA fell in 2014/15. Overall expenditure fell 6.7% or \$54 million.

Consistent with sound asset management practices, the focus of investment in local roads is on maintaining assets to the levels required by their use. Three quarters of the investment in local roads in 2014/15 was for maintenance and renewal of roads that reach the end of their service life. Expenditure on preservation of road assets fell 2.3% in 2014/15. As a result the gap between actual expenditure and that required to preserve the road network in its current condition increased to over \$116 million in 2014/15, up from \$85 million in the previous year.

Despite the injection of \$5.9 million from Royalties for Regions, there was an overall reduction of \$13.9 million in funding from the State Government for roads under the control of Local Government. The funding contribution from the State Government has fallen 15% over the past two years.

There was a \$20 million or 61% reduction in funding from private sources due to the completion of some large projects in regional areas and a slower rate of urban development in parts of the metropolitan area. Funding from Local Government's own sources fell 9.8% (\$45.7 million). Expenditure of grant funds from the Federal Government increased by 18%. Additional Federal funding is anticipated in 2015/16 and 2016/17 as a result of changes to the Roads to Recovery and Black Spot programs.

Federal and State Government initiated studies point to opportunities to reform road investment and funding arrangements. This report highlights that the current arrangements are not sustainable in the long term in regional Western Australia. In order to evaluate models for reform of investment decision-making and funding, reliable information about the road asset, its deterioration and use is required. This Report provides an important part of that overall picture. Local Governments have allocated resources to measure and record more information about their assets and the condition of those assets which helps ensure that the right decisions are made, based on sound evidence.

I would like to thank all Local Governments that provided data for this Report and hope that working together and with all stakeholders this work contributes to sustainable investment at the right time on the right roads to meet the needs for a strong economy and strong communities.

A handwritten signature in black ink that reads "Lynne Craigie".

Cr Lynne Craigie
President



Conclusions 2014-15 Report

1. Local Government is responsible for 127,879 kilometres of local roads of which 30% are sealed. Excluding Forestry and National Park roads, Local Government roads make up 88% of the WA road network. Local Government roads have a replacement value of \$24.07 billion as at 30 June 2015.
2. The written down value of the road network is \$13.93 billion. The National Local Roads Data System uses the percentage of written down value over replacement value as a National Performance Measure of the state of the road network. It is 58% for local roads compared to 65% for State highways and main roads in WA.
3. In 2014-15 the total expenditure on local roads was \$753.4 million, \$54 million less than in 2013-14. However in the five years 2010-11 to 2014-15 total road expenditure increased by 20.8% from \$623.7 million to \$753.4 million.
4. The estimated cost of maintaining WA's road network in its current condition in 2014-15 was \$660.6 million. Local Governments spent \$544.3 million on road preservation, a shortfall of \$116.3 million.
5. The \$116.3 million shortfall in 2014-15 was \$31.6 million greater than in 2014-15 but has decreased from \$142.9 million in 2010-11.
6. State wide, Local Government provided 55.5% of its total road expenditure from its own resources. The Commonwealth Government provided 22.3%, the State Government 20.6%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 1.7% of the total road expenditure.
7. Metropolitan Local Governments receive about a quarter of Federal and State funds while non Metropolitan Local Governments receive about three quarters.
8. Roads in the Metropolitan region are in a better state than roads elsewhere. The reason for this is that Metropolitan Local Governments have a much greater revenue capacity to satisfy their road needs from their own resources than other Local Governments. For example:
 - Local Governments in the Metropolitan region have to spend only 18% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation.
 - Local Governments in Wheatbelt South would have to spend 89% of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. Local Governments in Wheatbelt North would have to spend 73%.
 - Over the whole State, Local Governments would have to spend 28% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2014-15 Local Governments spent 23.3% of their revenue capacity on roads.

- 9.** Expenditure on maintenance and renewal of the existing road network [\$563.4 million in 2014-15] has increased 31.2% in the five years from 2010-11 to 2014-15. Expenditure on upgrading and expansion [\$190.0 million in 2014-15] has decreased by 2.2% since 2010-11.
- 10.** Road preservation expenditure for each class of local road varies considerably.

ROAD PRESERVATION EXPENDITURE PER KILOMETRE OF ROAD 2014-15

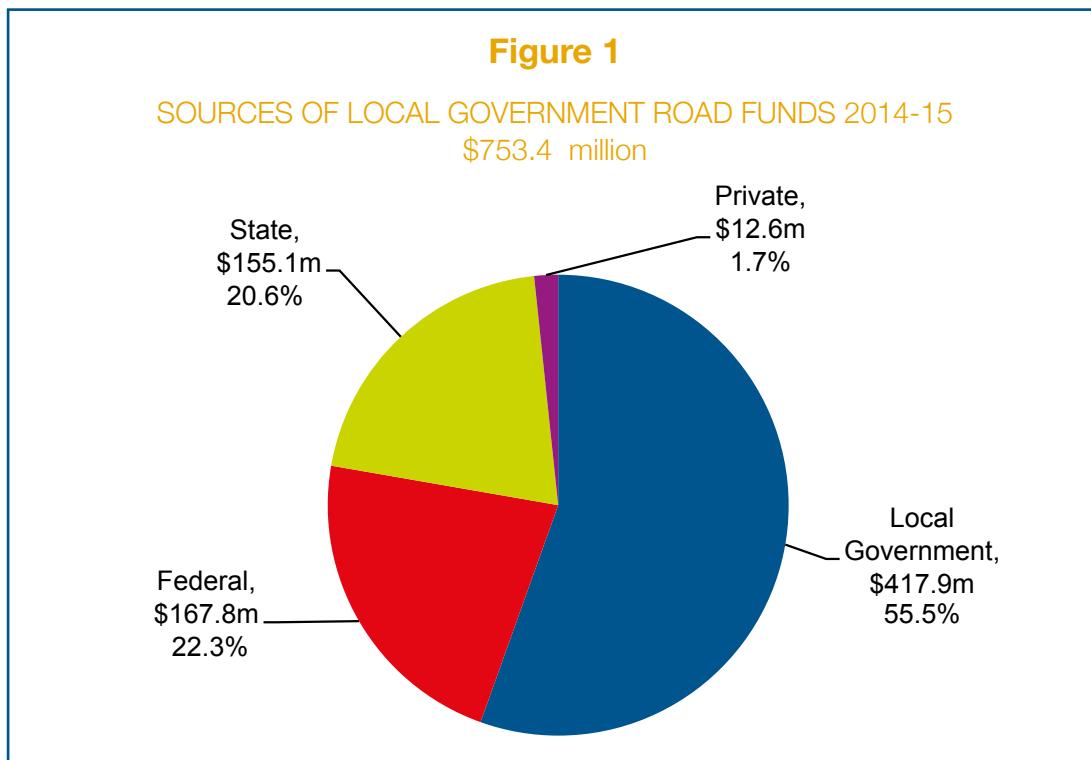
Regional Road Group	Built up areas	Outside built up areas		
	Sealed roads \$ per km	Sealed roads \$ per km	Gravel roads \$ per km	Formed roads \$ per km
Gascoyne	14,751	1,280	1,907	484
Goldfields Esperance	9,351	1,696	1,987	2,021
Great Southern	6,281	2,132	1,811	872
Kimberley	17,970	1,250	3,424	1,260
Metropolitan	10,494	2,685	0	0
Mid West	8,967	1,409	2,680	1,815
Pilbara	11,938	956	2,658	1,578
South West	7,578	2,752	2,484	1,193
Wheatbelt North	7,469	1,790	1,342	484
Wheatbelt South	6,486	2,142	1,257	627
STATE	9,916	2,070	1,936	1,215

Important statistics are presented graphically in the following pages.

Important Statistics

1. SOURCES OF LOCAL GOVERNMENT ROAD FUNDS

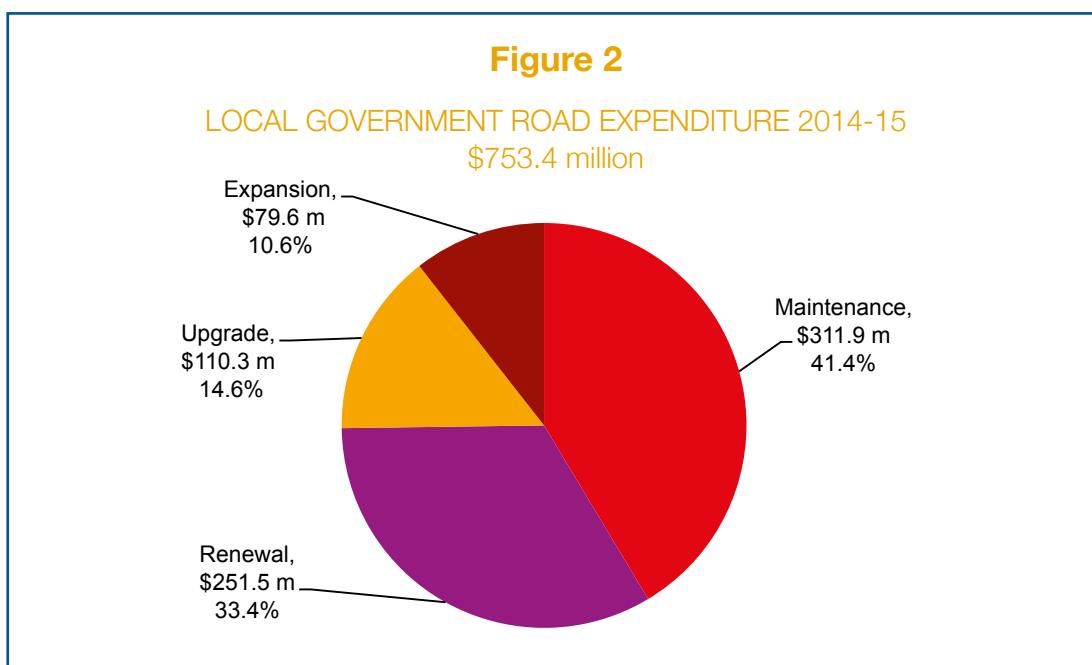
Total Local Government expenditure on roads was \$753.4 million in 2014-15, a decrease of \$54.0 million from the previous year. Local Governments provided 55.5% of their total road expenditure from their own resources.



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

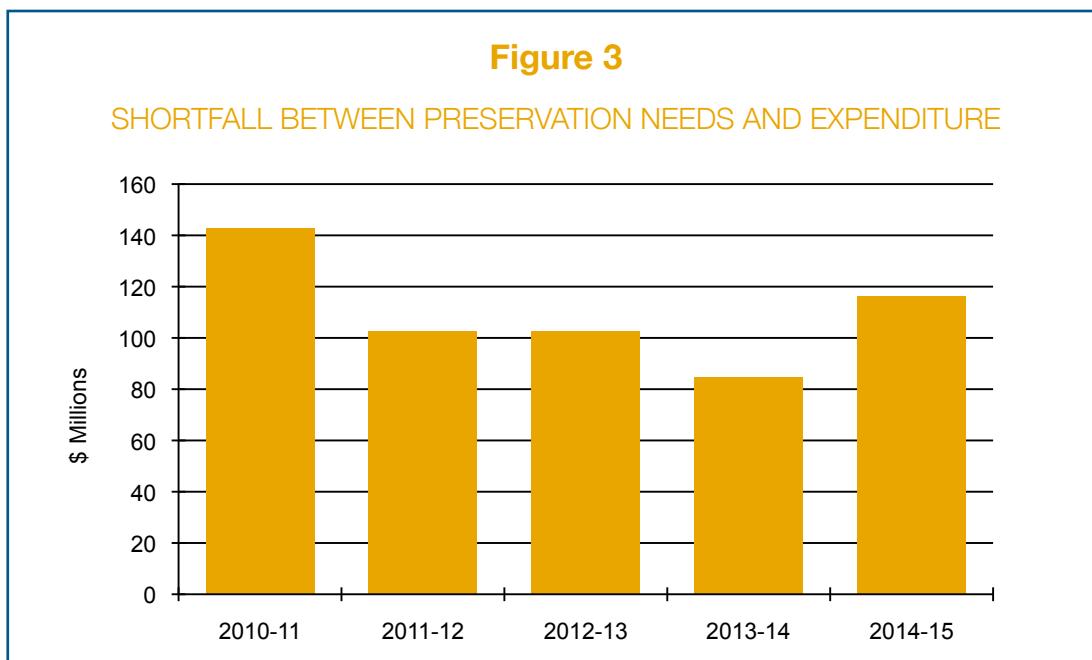
The Federal funds include \$44.1 million of Roads to Recovery funds and \$5.0 million of Federal Black Spot funds. The State funds include \$10.4 million of Black Spot funds and \$5.9 million of Royalties for Regions funds.

2. EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADE AND EXPANSION



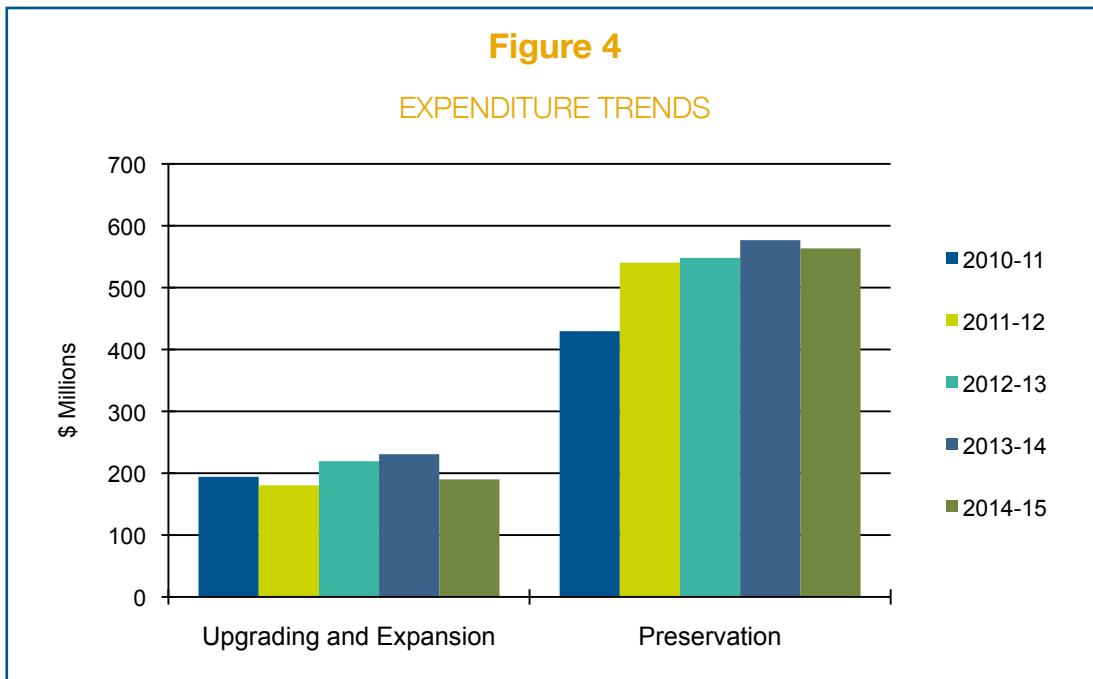
Note: Maintenance includes \$19.1 million flood damage

3. SHORTFALL BETWEEN ROAD PRESERVATION NEEDS AND EXPENDITURE



The shortfall has increased from \$84.7 million in 2013-14 to \$116.3 million in 2014-15, but is \$26.6 million less than in 2010-11.

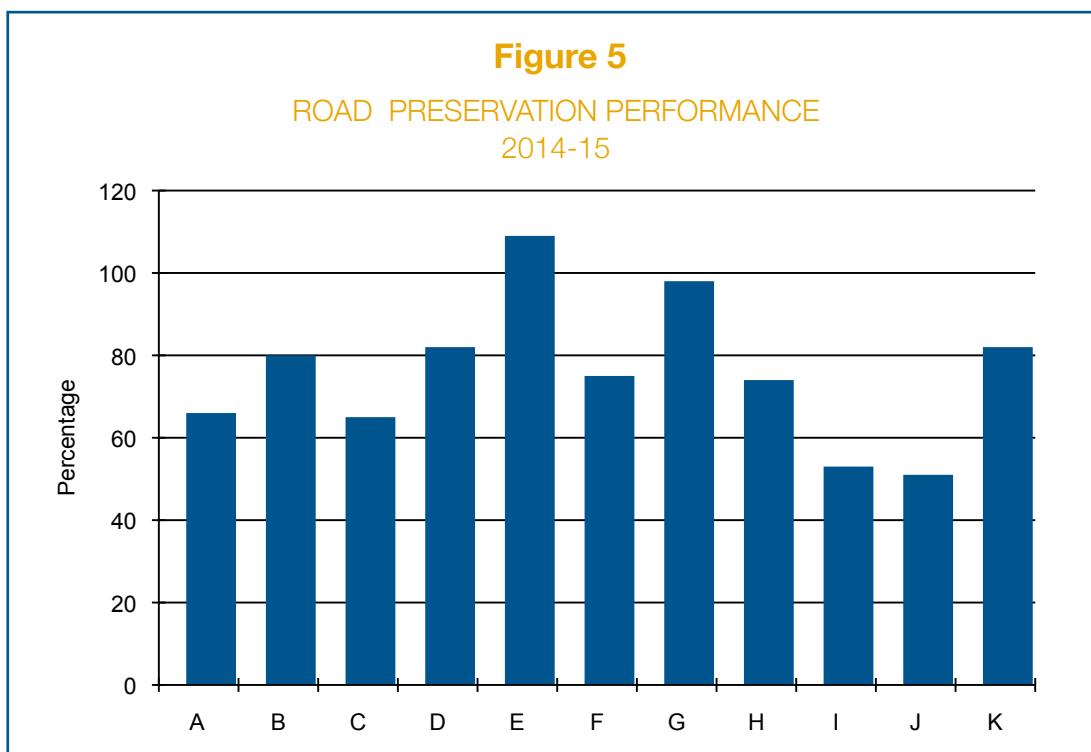
4. EXPENDITURE ON ROAD PRESERVATION AND CAPITAL UPGRADING AND EXPANSION



Expenditure on road preservation has increased by 31.2% over the five years from 2010-11 to 2014-15 while expenditure on upgrading and capital expansion decreased by 2.2%.

5. ROAD PRESERVATION PERFORMANCE

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



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

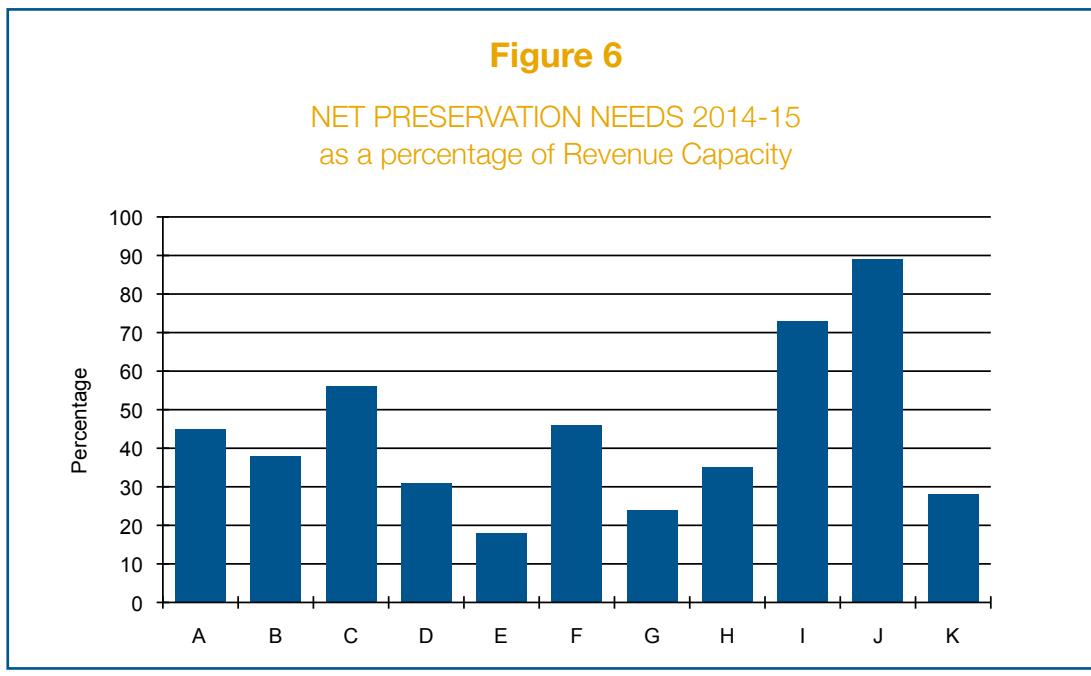
Overall [K] State Performance is 82%, which means that Local Governments spent 82% of the amount required to maintain their roads at their current condition. However, this performance is overly influenced by the Metropolitan Region which had a very high performance of 109%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 67%.

The preservation performance varies widely between the regions from 109% for the Metropolitan Region [E] to 51% for the Wheatbelt South Region [J] and 53% for the Wheatbelt North Region.

Figure 6 shows that over the whole State [K], Local Governments would have to spend 28% 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 2014-15 Local Governments spent 23% of their estimated revenue capacity on road preservation, much less than the required 28%.

Figure 6 shows that the percentage that Local Governments would have to spend varies widely between the regions from 18% for the Metropolitan Region [E] to 89% for Wheatbelt South [J].

6. CAPACITY TO FUND ROAD PRESERVATION NEEDS



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

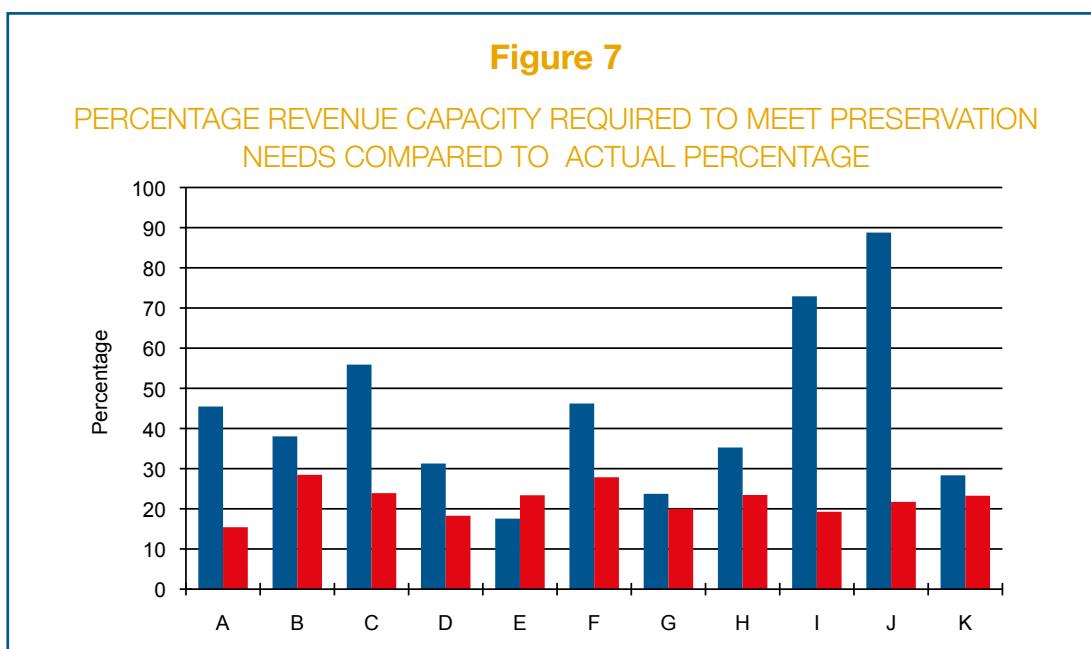
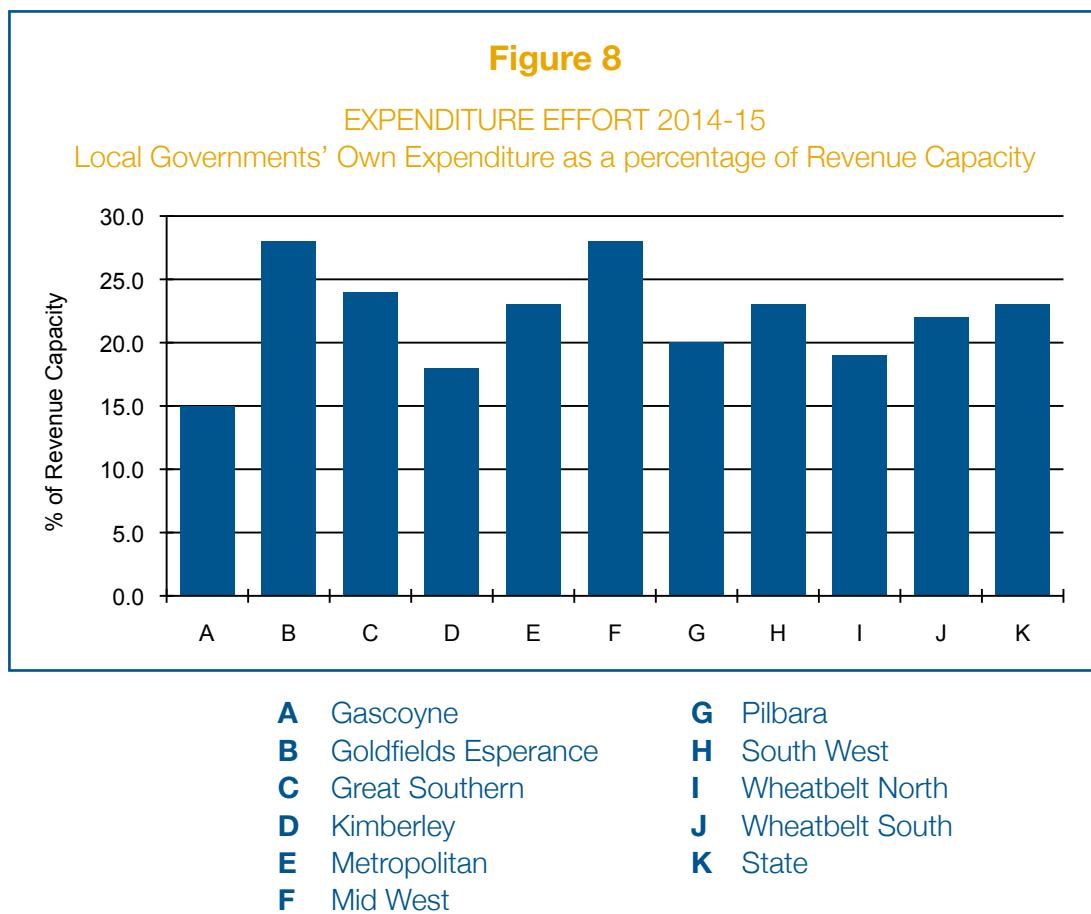


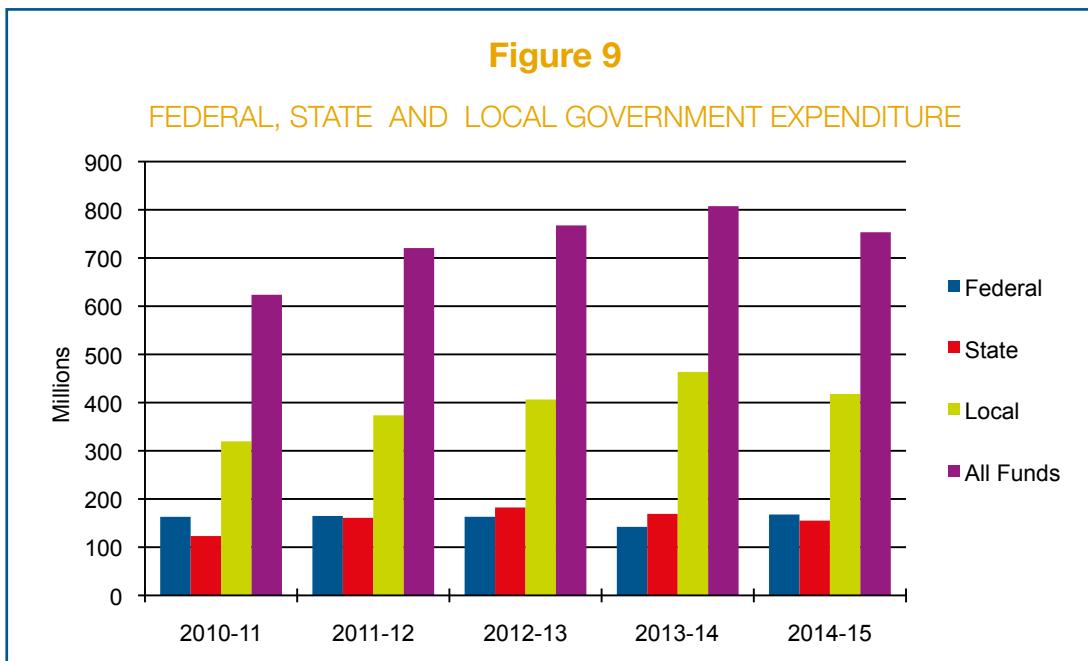
Figure 7 highlights the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Wheatbelt South Region [J] would have to spend 89% of their revenue capacity to meet their road preservation needs, but were able to spend only 22%. Local Governments in the Metropolitan Region [E] would have to spend only 18% of their revenue capacity to meet their preservation needs, but spent 23%.

7. LOCAL GOVERNMENT ROAD EXPENDITURE FROM ITS OWN RESOURCES

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 23.3% for the State [K] and ranges from 15.4% for the Gascoyne Region [D] to 28.4% for the Goldfields Esperance Region [B].



8. TOTAL LOCAL GOVERNMENT ROAD EXPENDITURE 2010-11 TO 2014-15



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

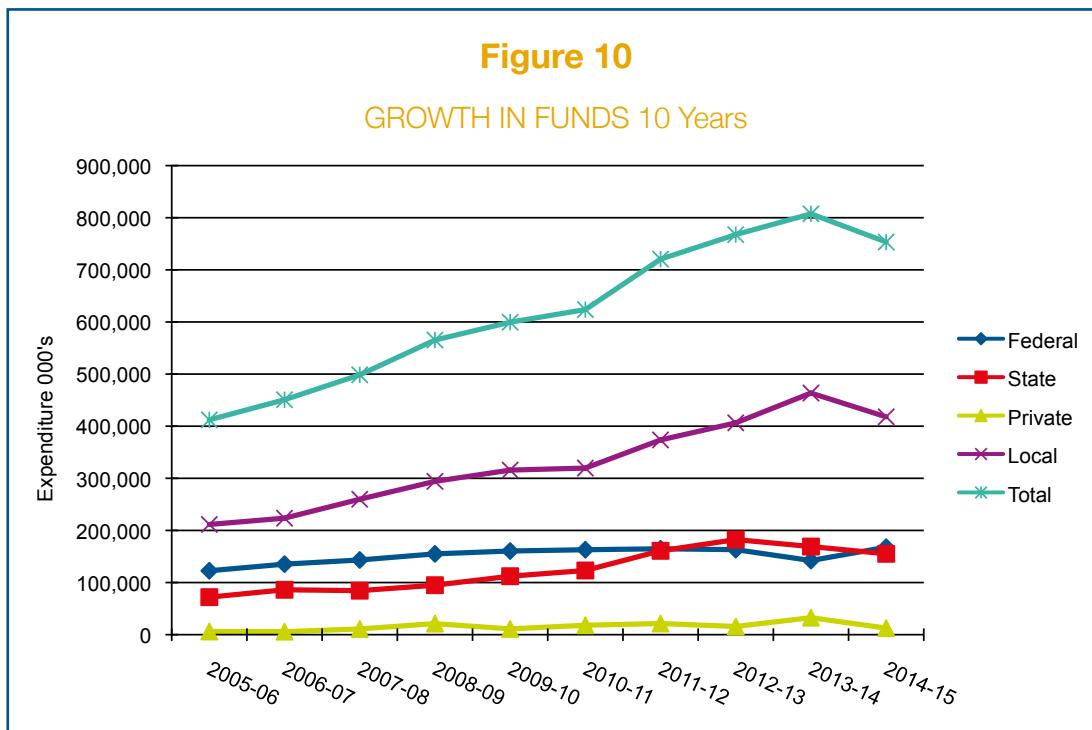
Figure 9 shows that:

- Total expenditure increased by 20.8% between 2010-11 and 2014-15, but expenditure in 2014-15 is less than in 2013-14
- Local Government funds increased by 30.8%, but expenditure in 2014-15 is less than in 2013-14
- Federal road grants increased by 3.0%.
- State Government grants increased by 26.0%.

The increase in State funds in 2011-12 and 2012-13 is due to increases in flood damage repairs, Royalties for Regions, Road Project grants and major projects.

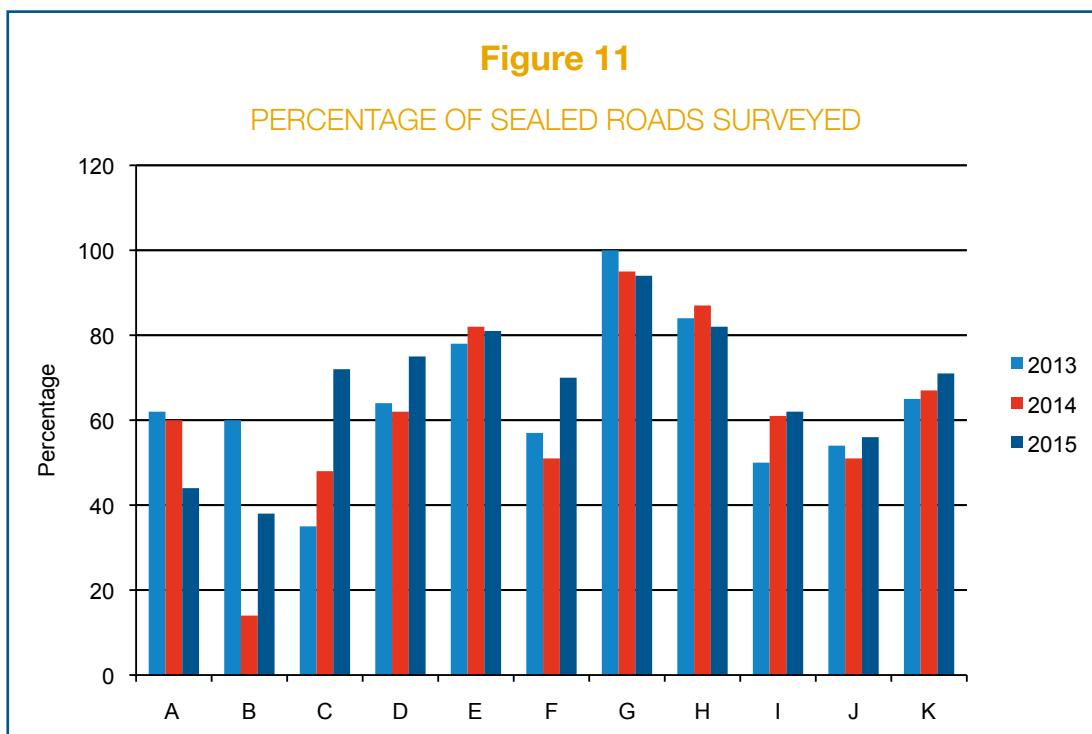
9. GROWTH IN EXPENDITURE 10 YEARS 2005-2015

Figure 10 shows the expenditure trends over ten years 2005-06 to 2014-15. It is interesting that 2014-15 was the first year that expenditure decreased. This was due mainly to a decrease in Local Government's own funds.



10. ROAD CONDITION SURVEYS ON SEALED ROADS

Road condition is an essential requirement for road management. Figure 11 shows the percentage of sealed roads that have had their condition surveyed in the three years 2013 to 2015.



A Gascoyne

B Goldfields Esperance

C Great Southern

D Kimberley

E Metropolitan

F Mid West

G Pilbara

H South West

I Wheatbelt North

J Wheatbelt South

K State



Report on Local Government Road Assets and Expenditure 2014-15

1. INTRODUCTION

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

The report is based on expenditure statistics provided by Local Governments. Of the 138 Local Governments in Western Australia, 129 provided expenditure statistics for this report. The expenditure data for the remaining nine were estimated using their previous expenditure performance as a guide. It should be noted that many Local Governments have difficulty in providing the information and some could only provide estimates.

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

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

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.

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 will provide the Regional Road Groups with information presented in a form that they can use in their consideration of road funding issues.

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

The six groups of Local Governments with similar characteristics are:

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

3. LOCAL GOVERNMENT ROADS

Local Government is responsible for 127,879 kilometres of roads representing 88% of the State's road network, excluding roads in forestry areas and National Parks. An important feature of the Local Government road network is that only 30% of the roads are sealed. A total of 89,476 kilometres have a gravel or natural surface. Many of the roads are in remote parts of the State, often far from the Local Government depot. The Shire of Menzies is responsible for roads 800 kilometres from its depot.

TABLE 1: LOCAL ROAD STATISTICS 30 JUNE 2015

Region	Road Lengths – Kilometres					
	Asphalt seal	Chip seal	Gravel	Formed	Unformed	Total
Gascoyne	10	472	1,434	1,705	591	4,212
Goldfields Esperance	202	1,281	7,372	3,884	5,109	17,848
Great Southern	187	2,740	7,489	1,733	334	12,483
Kimberley	5	600	1,586	1,196	1,500	4,886
Metropolitan	9,704	3,457	211	46	26	13,444
Mid West	161	2,794	7,331	4,982	2,006	17,274
Pilbara	147	595	3,027	1,880	652	6,301
South West	1,155	4,800	3,766	654	163	10,538
Wheatbelt North	66	6,326	11,323	5,257	863	23,835
Wheatbelt South	10	3,691	10,018	2,989	351	17,058
STATE	11,647	26,756	53,557	24,326	11,595	127,879

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

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

Bridge statistics are presented in Table 2. An on-going program to replace small bridges with culverts has resulted in a steady decline in the number of bridges listed.

TABLE 2: LOCAL GOVERNMENT BRIDGE STATISTICS, 30 JUNE 2015

Region	Number of bridges	Bridge area – Square metres				
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Foot bridges	All bridges
Gascoyne	1	3,842	0	0	0	3,842
Goldfields Esperance	4	892	0	0	0	892
Great Southern	77	908	8,708	2,146	654	12,416
Kimberley	12	2,544	0	0	0	2,544
Metropolitan	130	20,215	9,439	1,030	1,442	32,127
Mid West	22	5,792	0	89	0	5,880
Pilbara	21	3,772	0	0	0	3,772
South West	282	13,705	29,208	7,473	0	50,386
Wheatbelt North	120	7,813	13,413	2,737	0	23,963
Wheatbelt South	247	7,355	15,854	7,202	181	30,592
STATE	916	66,838	76,622	20,677	2,277	166,414

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

TABLE 3: FOOTPATHS AND DUAL USE PATHS, 30 JUNE 2015

Region	Length - Kilometres			
	Bitumen and concrete footpaths	Gravel footpaths	Dual use paths	All
Gascoyne	43	24	35	101
Goldfields Esperance	414	26	164	604
Great Southern	187	26	120	333
Kimberley	63	2	82	148
Metropolitan	7,222	46	2,963	10,231
Mid West	117	82	193	392
Pilbara	153	0	206	359
South West	882	95	652	1,629
Wheatbelt North	262	128	105	495
Wheatbelt South	117	123	43	283
STATE	9,460	552	4,563	14,575

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

This was the latest data available when the 2014-15 Report was prepared. The same data was used in the 2013-14 Report.

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 2010-11 are shown in Table 4.

TABLE 4: CHANGES IN THE LOCAL ROAD NETWORK, 5 YEARS 2010-11 TO 2014-15

Type of road	Road lengths – Kilometres		
	2010-11	2014-15	Increase %
Sealed roads in built up areas			
- Asphalt seals	10,964	11,647	6.2
- Chip seals	3,814	3,761	-1.4
Sealed roads outside built up areas			
- Chip seals	22,552	22,995	2.0
Gravel roads	54,750	53,557	-2.2
Formed roads	24,025	24,326	1.3
Unformed roads	12,013	11,593	-3.5
ALL ROADS	128,118	127,879	-0.2

Changes in bridge statistics since 2010-11 are shown in Table 5.

TABLE 5: CHANGES IN BRIDGE STATISTICS, 5 YEARS 2010-11 TO 2014-15

Type of road	Bridge area – Square metres		
	2010-11	2014-15	Change %
Number of bridges			
Concrete and steel bridges	945	916	-0.03
Timber bridges with concrete overlay	63,090	66,837	5.9
Timber bridges without concrete overlay	71,238	76,622	7.6
Foot bridges	26,651	20,677	-22.4
ALL BRIDGES	162,483	166,413	2.4

The area of timber bridges with concrete overlay has increased by 7.6% in the last five years. This is the result of a long standing policy of strengthening old timber bridges with concrete overlays to increase their serviceable life.

Changes in path statistics since 2010-11 are shown in Table 6.

**TABLE 6: CHANGES IN FOOTPATH AND DUAL USE PATHS STATISTICS
5 YEARS 2010-11 TO 2014-15**

Type of path	Road lengths - Kilometres		
	2010-11	2014-15	Increase %
Bitumen and concrete footpaths	8,868	9,460	6.7
Gravel footpaths	536	552	3.0
Dual use paths	3,987	4,563	14.4
ALL PATHS	13,391	14,575	8.8

4. OVERVIEW OF LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE

An overview of Local Government road assets and expenditure for the State is provided in Table 7.

**TABLE 7: LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE:
5 YEARS 2010-11 TO 2014-15**

	2010-11	2011-12	2012-13	2013-14	2014-15
Replacement value \$ billions	\$20.57	\$21.91	\$22.99	\$23.71	\$24.07
Written down value \$ billions	\$12.18	\$12.99	\$13.27	\$13.73	\$13.93
Required preservation expenditure \$ millions	\$552.5	\$598.0	\$622.62	\$641.66	\$660.64
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$409.5	\$495.3	\$519.9	\$556.95	\$544.31
Local Government expenditure on flood damage \$ millions	\$20.1	\$45.0	\$28.2	\$19.80	\$19.12
Local Government expenditure on upgrading and building new roads \$ millions	\$194.2	\$180.3	\$219.4	\$230.7	\$189.99
Total Local Government road expenditure \$ millions	\$623.8	\$720.6	\$767.6	\$807.4	\$753.41

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

Total expenditure decreased by \$54 million in 2014-15. This is discussed in Section 9.

5. REPLACEMENT AND WRITTEN DOWN VALUE

Local Government roads in WA had a replacement value of \$24.07 billion as at 30 June 2015.

TABLE 8: REPLACEMENT VALUE

	\$ billion
Sealed roads in built up areas	12.78
Sealed roads outside built up areas	5.92
Gravel roads	3.13
Formed roads	0.75
Bridges	1.49
TOTAL	24.07

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 \$13.93 billion is 58% of the replacement value of \$24.07 billion. The percentage of written down value over replacement value is a National Performance Measure of the ‘state of the road asset’ or the ‘remaining service potential’. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government and Communities publication “Asset Management – Framework and Guidelines”.

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

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

Table 9 shows that roads in the Metropolitan Region are in a better state (road state factor 67%) than in all other regions, while roads in the Wheatbelt North (43%) and Wheatbelt South (45%) are in worse state than elsewhere.

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

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

TABLE 9: REPLACEMENT AND WRITTEN DOWN VALUE, 30 JUNE 2015

Regional Road Group	\$ Millions	\$ Millions	\$ Millions
Gascoyne	403.26	238.50	59%
Goldfields Esperance	1,175.33	580.00	49%
Great Southern	1,468.21	739.17	50%
Kimberley	534.14	263.88	49%
Metropolitan	10,557.41	7,103.67	67%
Mid West	1,577.93	899.60	57%
Pilbara	685.88	351.85	51%
South West	3,283.98	1,825.31	56%
Wheatbelt North	2,595.70	1,125.26	43%
Wheatbelt South	1,791.26	799.46	45%
TOTAL	24,073.09	13,926.70	58%

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

6. ROAD ASSET CONSUMPTION

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

Road asset consumption for the ten regions is given in Table 10. The State average is 2.5%. The Metropolitan Region has the best performance of 1.7%, while the Gascoyne Region and the Goldfields Esperance Region have the worst performance of 3.7%.

Road asset consumption for the years 2010-11 to 2014-15 is provided in Table 30 in section 15. The State average of 2.5% has decreased from 2.7% in 2010-11 indicating that road assets are being consumed at a slightly lower rate than in 2010-11.

TABLE 10: ROAD ASSET CONSUMPTION 2014-15

Regional Road Group	Depreciable amount	Annual depreciation expense	\$ Millions Performance
Gascoyne	316,552	11,676	3.7%
Goldfields Esperance	895,925	33,425	3.7%
Great Southern	1,131,441	37,883	3.3%
Kimberley	414,471	14,853	3.6%
Metropolitan	9,159,487	154,502	1.7%
Mid West	1,194,260	43,427	3.6%
Pilbara	546,915	18,064	3.3%
South West	2,775,912	67,664	2.4%
Wheatbelt North	2,000,138	70,703	3.5%
Wheatbelt South	1,379,235	47,979	3.5%
STATE	19,814,335	500,175	2.5%

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

7. 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 during the 2014-15 financial year was \$660.6 million.

A comparison of the estimated required preservation expenditure with actual expenditure shows how well Local Governments are meeting their road preservation requirements. Excluding expenditure on repairing flood damage, Local Governments spent \$544.3 million on road preservation. This is \$116.3 million below the \$660.6 million required to maintain roads at their current condition.

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

Year	Required expenditure on preservation	Actual expenditure	Shortfall
2010-11	552,473	409,534	142,939
2011-12	598,021	495,312	102,709
2012-13	622,616	519,944	102,672
2013-14	641,658	556,947	84,710
2014-15	660,637	544,305	116,332
Increase 5 years	19.6%	32.9%	-18.6%

The \$116.3 million shortfall in 2014-15 is \$31.6 million greater than in 2014-15 but is \$26.6 million less than in 2010-11.

It is evident, that since this form of reporting was introduced in 1993 the Local Government sector in WA does not have the financial resources required to maintain its road network and to keep up with its road improvement needs.

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

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

Table 13 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

In 2014-15 a total of \$19.1 million was spent on repairing flood damage. This compares with \$45 million in 2011-12, \$28.2 million in 2012-13 and \$19.8 million in 2013-14. The largest expenditures on flood damage in 2014-15 were:

TABLE 12: LARGEST EXPENDITURES ON FLOOD DAMAGE

Local Government	Flood damage expenditure \$ million
Murchison	3.49
Meekatharra	2.71
Donnybrook Balingup	2.57
Wiluna	2.26
Leonora	1.96
Derby West Kimberley	1.09
Broome	0.92
Halls Creek	0.86

TABLE 13: REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE 2014-15

Regional Road Group	Required expenditure on preservation	\$ Thousands Expenditure preservation	Preservation performance
Gascoyne	11,788	7,799	66%
Goldfields Esperance	41,639	33,160	80%
Great Southern	48,508	31,365	65%
Kimberley	15,788	13,013	82%
Metropolitan	238,265	259,651	109%
Mid West	50,956	38,266	75%
Pilbara	22,065	21,694	98%
South West	86,566	64,116	74%
Wheatbelt North	85,107	44,820	53%
Wheatbelt South	59,954	30,421	51%
TOTAL	660,637	544,305	82%

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

Overall, the State's performance is 82% which means that Local Governments spent 82% of the amount required to maintain their roads in their current condition. However, this is greatly influenced by the very high performance of the Metropolitan Region. For the non-metropolitan regions the performance is only 67%.

The preservation performance varies widely between the regions. The Metropolitan Region achieved the highest performance of 109%, indicating that it spent 9% more than required to maintain its roads at their current condition. It has maintained a high performance since these records were introduced in 1993.

Despite high preservation performance in the Metropolitan Region, the lengths reconstructed and resealed are less than indicated by the expected road life in Table 22. This is because work reported as preservation includes some upgrading.

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

The Wheatbelt North and Wheatbelt South had the lowest performances of 53% and 51% respectively.

Changes in preservation performance between 2010-11 and 2014-15 are set out in Table 14.

In 2010-11 the rural regions had a preservation performance of 57%, this increased to 67% in 2014-15. The Metropolitan Region increased marginally, while the State increased from 74% to 82%.

TABLE 14: PRESERVATION PERFORMANCE

Regional Road Group	2010-11	2014-15	Change
Gascoyne	71%	66%	-7%
Goldfields Esperance	78%	80%	1.8%
Great Southern	56%	65%	16.6%
Kimberley	63%	82%	31.5%
Metropolitan	108%	109%	0.9%
Mid West	63%	75%	19.1%
Pilbara	63%	98%	55.4%
South West	60%	74%	24.1%
Wheatbelt North	46%	53%	15.3%
Wheatbelt South	44%	51%	14.4%
TOTAL	74%	82%	11.1%
Metropolitan	108%	109%	0.9%
Non Metropolitan	57%	67%	17.5%

8. CAPACITY TO FUND ROAD PRESERVATION NEEDS

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

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

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

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

Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's road preservation needs can be compared.

Over the whole State, Local Governments would have to spend 28% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2014-15 they spent 23% of their estimated revenue capacity on road preservation.

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 15.

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

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

Region	Percentage of Revenue Capacity
Gascoyne	45
Goldfields Esperance	38
Great Southern	56
Kimberley	31
Metropolitan	18
Mid West	46
Pilbara	24
South West	35
Wheatbelt North	73
Wheatbelt South	89
STATE	28

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

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

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

The table shows that Local Governments in Wheatbelt South would have to spend 89% of their total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation.

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

These differences indicate that the current grant arrangements do not properly reflect the differing road expenditure needs of the regions.

A comparison of the percentage of revenue capacity required to meet net road preservation needs with the percentages actually spent in 2014-15 is shown in Table 16.

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

Regional Road Group	Percentage of revenue capacity required to meet net road preservation needs	Actual expenditure percentage 2014-15
Gascoyne	45	15
Goldfields Esperance	38	28
Great Southern	56	24
Kimberley	31	18
Metropolitan	18	23
Mid West	46	28
Pilbara	24	20
South West	35	23
Wheatbelt North	73	19
Wheatbelt South	89	22
STATE	28	23

Table 16 illustrates the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Metropolitan Region were able to spend 23% of their revenue capacity on road preservation while they needed to spend only 18%.

Local Governments in Wheatbelt South were able to spend only 22% of their revenue capacity on road preservation while they needed to spend 89% to make up the difference between their road preservation needs and the road grants they receive for road preservation.

9. EXPENDITURE ON LOCAL GOVERNMENT ROADS AND BRIDGES

In 2014-15 total spending on local road infrastructure was \$54 million less than in the previous year. This reduction is largely due to a decrease of \$45.7 million in Local Governments' own funds.

Over the five years 2010-11 to 2014-15 total road expenditure increased by 20.8% from \$623.7 million to \$753.4 million. The increase in State funds in 2011-12 and 2012-13 is due to increases in flood damage repairs, Royalties for Regions, Road Project grants and major projects.

The Federal road funds include Roads to Recovery funds and Federal Black Spot funds. Roads to Recovery funds are fixed at the same level each year and this explains why the growth of Federal funds over the past five years is less than for the other sources of funds.

2014-15 is the first year of the Federal Government's 2014-15 to 2018-19 Five Year Roads to Recovery Program which was to provide \$307.2 million for local roads in WA. In the 2015-16 Commonwealth budget this allocation was increased to \$468.9 million. Under current policy 25% of these funds are reserved for bridges and access to remote indigenous communities.

TABLE 17: SOURCES OF ROAD FUNDS 2010-11 TO 2014-15

Source	\$ Millions						Change over 5 years
	2010-11	2011-12	2012-13	2013-14	2014-15	Total 5 years	
Local Governments' own funds	319.6	373.6	406.4	463.6	417.9	1,981.1	+30.8%
Federal	163.0	164.8	163.1	142.2	167.8	800.8	+3.0%
State	123.1	160.9	182.4	169.1	155.1	790.6	+26.0%
Private	18.0	21.3	15.7	32.7	12.7	100.2	-30.3%
TOTAL	623.7	720.6	767.6	807.4	753.4	3,672.8	+20.8%

State Government grants exclude funds allocated to Local Government roads for expenditure by Main Roads WA. The increase in State funds in 2011-12 and 2012-13 is because of increases in expenditure on flood damage, Regional Road projects, major projects including grain haulage routes, and larger allocations of Royalties for Regions funds.

Table 17 includes Roads to Recovery, Royalties for Regions and Black Spot funds. The expenditure of these funds is shown in Table 18.

TABLE 18: ROADS TO RECOVERY, ROYALTIES FOR REGIONS AND BLACKSPOT FUNDS 2010-11 TO 2014-15

Year	\$ Thousands				
	Roads to Recovery	Royalties for Regions	Black Spot Federal	Black Spot State	Black Spot Total
2010-11	49,051	2,657	2,954	10,031	12,985
2011-12	46,198	15,761	4,226	9,412	13,638
2012-13	50,482	12,365	6,006	11,333	17,339
2013-14	54,118	15,368	6,489	11,277	17,766
2014-15	44,130	5,905	5,008	10,427	15,435
TOTAL	243,979	52,056	24,683	52,480	77,163

The sources of road funds for 2014-15 for the ten Regional Road Groups are in Table 19.

TABLE 19: SOURCES OF LOCAL GOVERNMENT ROAD EXPENDITURE 2014-15

Regional Road Group	\$ Thousands				
	Federal	State	Private	Local Government	Total
Gascoyne	3,286	2,552	8	2,607	8,453
Goldfields Esperance	12,331	14,088	0	20,929	47,348
Great Southern	11,964	8,673	152	15,540	36,329
Kimberley	6,162	5,375	276	6,433	18,246
Metropolitan	41,330	42,781	7,535	265,473	357,119
Mid West	20,605	19,859	782	20,921	62,167
Pilbara	8,301	6,972	2,958	12,633	30,864
South West	25,635	20,411	521	45,621	92,188
Wheatbelt North	22,920	22,243	333	16,735	62,231
Wheatbelt South	15,245	12,172	12	11,037	38,466
TOTAL	167,779	155,126	12,577	417,929	753,411
PERCENTAGE	22.3%	20.6%	1.7%	55.5%	100.0%
Metropolitan	24.6%	27.6%	59.9%	63.5%	
Non Metropolitan	75.4%	72.4%	40.1%	36.5%	

Note: This table 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 19 are:

- Local Government provided \$417.9 million from its own resources. This is 55.5% of all Local Government road expenditure.
- The State Government provided \$155.1 million, or 20.6% of all Local Government road expenditure. State funds include \$5.9 million of Royalties for Regions grants and \$10.4 million of Black Spot funds. 72.4% of State provided funds are used outside of the Metropolitan area.
- The Federal Government provided \$167.8 million, or 22.3% of all Local Government road expenditure. These funds include \$44.1 million of Roads to Recovery funds and \$5.0 million of Black Spot funds. 75.4% of Federal funds were spent by non-metropolitan Local Governments.

10. CLASSIFICATION OF ROAD EXPENDITURE

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

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

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

Table 20 compares the expenditure on maintenance and renewal and upgrading and expansion for the five years 2010-11 to 2014-15.

Expenditure on maintenance and renewal has increased by 31.2% in the five years between 2010-11 and 2014-15 while expenditure on upgrading and expansion has decreased by 2.2% as shown in Table 20.

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

	\$ Millions					
	2010-11	2011-12	2012-13	2013-14	2014-15	Change
Maintenance and renewal of existing roads	429.6	540.3	548.1	576.7	563.4	+31.2%
Upgrading and capital expansion	194.2	180.3	219.4	230.7	190.0	-2.2%
Total expenditure	623.8	720.6	767.5	807.4	753.4	+20.8%
% upgrading and capital expansion	31.1%	25.0%	28.6%	28.6%	25.2%	

The percentage change is between 2010-11 and 2014-15. Expenditure on maintenance and renewal includes repair of flood damage. Data for individual Local Governments are provided in Appendices 5 to 14.

Expenditure on upgrading and capital expansion represents between a quarter and a third of total road expenditure. The high level of expenditure on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic.

Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are given in Table 21.

TABLE: 21 CLASSIFICATION OF ROAD EXPENDITURE 2014-15

Region	Maintenance	Renewal	Upgrade	Expansion	\$ Thousands	Total
Gascoyne	4,164	3,635	654	0	8,453	
Goldfields Esperance	21,326	16,751	6,552	2,719	47,348	
Great Southern	17,917	13,448	3,474	1,490	36,329	
Kimberley	8,597	7,296	543	1,810	18,246	
Metropolitan	158,238	101,658	55,034	42,191	357,121	
Mid West	20,453	24,833	9,153	7,728	62,167	
Pilbara	10,206	11,661	3,897	5,100	30,864	
South West	36,606	30,182	13,840	11,560	92,188	
Wheatbelt North	20,116	24,945	11,744	5,426	62,231	
Wheatbelt South	14,286	17,106	5,458	1,616	38,466	
STATE	311,909	251,515	110,349	79,640	753,413	
PERCENTAGE	41.4%	33.4%	14.6%	10.6%	100%	

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

The Metropolitan Region accounted for 53.0%, \$42.2 million out of \$79.6 million, of expenditure on road expansion while the South West accounted for 14.5%, \$11.6 million out of \$79.6 million. This reflects the strong population growth and economic activity in these regions.

The \$251.5 million spent on renewal in 2014-15 represents about 1.04% of the Current Replacement Value of the State's local road infrastructure. This is much less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$7,540 a kilometre a year compared to \$2,480 for a kilometre of gravel road.

11. ANALYSIS OF ASSET RENEWAL PERFORMANCE

The current rates of reconstructing and resealing sealed roads and resheeting gravel roads have been analysed using data provided by Local Governments. The analysis is based on the three years 2011-12 to 2014-15.

TABLE 22: RENEWAL OF ROADS WITHIN BUILT UP AREAS

Treatment	Lane km treated	% Treated each year	Implied life years	Estimated life years
Metropolitan Region				
- Reconstruction of sealed roads	63	0.27%	376	75
- Resealing	433	1.83%	55	15 to 30
Outside Metropolitan Region				
- Reconstruction of sealed roads	71	0.79%	126	60
- Resealing	254	2.79%	36	12 to 15

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

TABLE 23: RENEWAL OF ROADS OUTSIDE BUILT UP AREAS

Treatment	Length treated	% Treated each year	Implied life years	Estimated life years
Reconstruction of sealed roads	534 lkm	1.40%	86	60
Resealing of sealed roads	1029 lkm	2.70%	37	12 to 15
Resheeting of gravel roads	1508 km	3.00%	34	20

lkm = lane kilometres.

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

12. SUSTAINABILITY OF SEALED ROADS

The Australian Local Government Association has developed a National Performance Measure for the sustainability of sealed road assets. The performance measures for the ten regions are presented in Table 24.

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

WA's performance is 67.7% compared to 57.7% in 2010-11.

TABLE 24: SUSTAINABILITY OF SEALED ROADS

Region	Annual life cycle cost	Annual expenditure	\$ Thousands	Performance
Gascoyne	6,751	3,129		46.4%
Goldfields Esperance	17,225	10,013		58.1%
Great Southern	25,275	13,999		55.4%
Kimberley	10,858	6,558		60.4%
Metropolitan	163,516	138,275		84.6%
Mid West	20,025	7,890		39.4%
Pilbara	12,665	8,221		64.9%
South West	59,908	35,114		58.6%
Wheatbelt North	43,770	22,347		51.1%
Wheatbelt South	25,112	15,249		60.7%
STATE	385,105	260,795		67.7%

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

The Metropolitan Region is spending 84.6% of its annual life cycle cost. **The worst performing Regions** are Midwest [39.4%], Gascoyne [46.4%] and Wheatbelt North [51.1%]

13. ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES

Expenditure on roads from Local Governments' own resources comprises:

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

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

The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity (see section 7). Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

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

TABLE 25: LOCAL GOVERNMENT ROAD EXPENDITURE 2014-15

Regional Road Group	Total Local Government road expenditure (\$ Thousands)	Road expenditure from Local Governments own resources			
		Road expenditure (\$ Thousands)	% of Total road expenditure	% of Councils' revenue capacity	Expenditure per person (\$)
Gascoyne	8,453	2,607	30.8%	15.42%	262
Goldfields Esperance	47,348	20,929	44.2%	28.4%	347
Great Southern	36,329	15,540	42.8%	23.9%	250
Kimberley	18,246	6,433	35.3%	18.3%	165
Metropolitan	357,119	265,473	74.3%	23.4%	138
Mid West	62,167	20,921	33.7%	27.8%	367
Pilbara	30,864	12,633	40.9%	20.0%	187
South West	92,188	45,621	49.5%	23.4%	163
Wheatbelt North	62,231	16,735	26.9%	19.3%	320
Wheatbelt South	38,466	11,037	28.7%	21.7%	489
TOTAL	753,411	417,929	55.5%	23.3%	162

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

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

- Local Governments provided 55.5% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 23.3% of the Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 74.3% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a better state than roads elsewhere.
- The Metropolitan Region accounts for \$265.5 million or 63.5% of the total amount of \$417.9 million spent from Local Governments' own resources.

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

TABLE 26: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

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

Regional Road Group	Local Government	% of Revenue capacity
Gascoyne	Highest Exmouth	46
	Average	17
	Lowest Upper Gascoyne	15
	Carnarvon	5
	Shark Bay	1
Goldfields Esperance	Highest Wiluna	50
	Leonora	34
	Esperance	33
	Kalgoorlie Boulder	33
	Average	26
	Lowest Menzies	23
	Laverton	16
	Ngaanyatjarraku	9
	Coolgardie	7
Great Southern	Highest Jerramungup	43
	Broomehill Tambellup	34
	Denmark	32
	Kent	32
	Plantagenet	31
	Average	26
	Lowest Kojonup	26
	Albany	19
	Katanning	14
	Woodanilling	12
Kimberley	Highest Broome	29
	Derby West Kimberley	27
	Average	15
	Lowest Halls Creek	3
	Wyndham East Kimberley	2
Metropolitan	Highest Cambridge	47
	Peppermint Grove	40
	East Fremantle	37
	Swan	34
	Perth	34
	Average	25
	Lowest Bayswater	16
	Wanneroo	16
	Cottesloe	15
	Joondalup	13
	Mosman Park	12

Continued on next page

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

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

Regional Road Group		Local Government	% of Revenue capacity
Mid West	Highest	Murchison	58
		Greater Geraldton	39
		Sandstone	28
		Chapman Valley	26
		Carnamah	26
	Average		22
	Lowest	Mingenew	14
		Perenjori	10
		Northampton	10
		Morawa	10
Pilbara	Highest	Mount Magnet	7
	Average		19
	Lowest	Karratha	26
		Ashburton	19
		East Pilbara	17
South West	Highest	Port Hedland	16
	Average		25
	Lowest	Donnybrook Balingup	50
		Nannup	40
		Dardanup	37
		Augusta Margaret River	27
		Busselton	27
	Average		25
	Lowest	Mandurah	16
		Boyup Brook	16
Wheatbelt North	Highest	Collie	16
	Average	Bridgetown Greenbushes	15
	Lowest	Boddington	13
	Highest	Goomalling	59
		Victoria Plains	41
		Nungarin	31
		Chittering	27
		Kellerberrin	27
	Average		19
	Lowest	Wyalkatchem	9
Wheatbelt South	Highest	Dalwallinu	7
	Average	Westonia	7
	Lowest	Trayning	6
	Highest	Mount Marshall	4
	Average		25
	Lowest	Narrogin (S)	64
		Wandering	47
		Cuballing	44
		Bruce Rock	35
		Pingelly	33
Wheatbelt South	Highest	Kondinin	14
	Average	Wagin	10
	Lowest	Narrogin (T)	8
	Highest	Kulin	7
	Average	Narembeen	6
	Lowest		

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

- Expenditure averaged 23.3% of Local Government revenue capacity over the State.
- 67 Local Governments spent more than the average [23.3%], while 71 spent less than the average.
- 22 Local Governments spent less than half the average [11.6%] of their revenue capacity on roads.

The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record and WALGA discusses the matter with the Local Governments concerned.

Table 27 presents Local Governments' own expenditure between 2010-11 and 2014-15 for each of the Regional Road Groups.

**TABLE 27: ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN RESOURCES,
2010-11 TO 2014-15**

Region	\$ Thousands					
	2010-11	2011-12	2012-13	2013-14	2014-15	Change
Gascoyne	1,365	2,471	5,654	3,514	2,607	91%
Goldfields Esperance	16,145	17,940	20,211	22,610	20,929	30%
Great Southern	13,980	13,266	16,851	19,483	15,540	11%
Kimberley	5,759	6,515	6,289	7,133	6,433	12%
Metropolitan	203,635	255,098	264,311	299,160	265,473	30%
Mid West	12,347	14,966	16,895	19,252	20,921	69%
Pilbara	8,881	5,604	10,542	13,183	12,633	42%
South West	35,940	35,662	39,455	44,681	45,621	27%
Wheatbelt North	13,809	14,295	17,488	24,104	16,735	21%
Wheatbelt South	7,752	7,780	8,678	10,472	11,067	42%
STATE	319,613	373,597	406,374	463,592	417,929	31%

The change is calculated over the 5 years 2010-11 to 2014-15. Statistics for individual Local Governments for the ten years 2005-06 to 2014-15 are provided in Appendix 21.

Expenditure for the State increased by 31% from \$319.6 million in 2010-11 to \$417.9 million in 2014-15. However, the expenditure in 2014-15 was \$45.6 million less than the previous year. This is the first time since 2003-04 that Local Governments' own expenditure has decreased.

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

14. EXPENDITURE BY CLASS OF ROAD

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

TABLE 28: EXPENDITURE PER KILOMETRE OF ROAD 2014-15

Regional Road Group	Built up areas		Outside built up areas	
	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
Gascoyne	14,751	1,280	1,907	484
Goldfields Esperance	9,351	1,696	1,987	2,021
Great Southern	6,281	2,132	1,811	872
Kimberley	17,970	1,250	3,424	1,260
Metropolitan	10,494	2,685	0	0
Mid West	8,967	1,409	2,680	1,815
Pilbara	11,938	956	2,658	1,578
South West	7,578	2,752	2,484	1,193
Wheatbelt North	7,469	1,790	1,342	484
Wheatbelt South	6,486	2,142	1,257	627
STATE	9,916	2,070	1,936	1,215

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.

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

TABLE 29: EXPENDITURE ON LOCAL GOVERNMENT BRIDGES 2014-15

Regional Road Group	Preservation \$	Upgrade and expansion \$	Total \$
Gascoyne	0	0	0
Goldfields Esperance	0	0	0
Great Southern	419,000	0	419,000
Kimberley	0	0	0
Metropolitan	2,391,000	304,000	2,695,000
Mid West	407,000	0	407,000
Pilbara	14,000	0	14,000
South West	7,522,000	5,610,000	13,132,000
Wheatbelt North	394,000	0	394,000
Wheatbelt South	556,000	0	556,000
STATE	11,703,000	5,914,000	17,617,000

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

The expenditure of \$11,703,000 on preservation of bridges is 0.78% of the current replacement value of \$1.49 billion of Local Government bridges in the state.

15. NATIONAL PERFORMANCE MEASURES

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 26 for five years 2010-11 to 2014-15.

TABLE 30: NATIONAL PERFORMANCE MEASURES WA

Performance measure	2010-11	2011-12	2012-13	2013-14	2014-15
A State of road asset – service potential remaining %	59.0	59.0	58.0	58.0	58.0
B Expenditure on roads and bridges \$ millions	\$628.3	\$720.6	\$767.6	\$807.4	\$753.4
C Expenditure on sealed roads \$ per km	\$8,832	\$10,773	\$11,206	\$11,766	\$11,093
D Expenditure on unsealed roads \$ per km	\$1,202	\$1,665	\$1,480	\$1,425	\$1,639
E Road asset consumption	2.7%	2.7%	2.6%	2.6%	2.5%
F Sustainability sealed roads	60.7%	72.0%	70.4%	72.4%	67.7%
G Road safety sealed roads – fatalities per 1000 km per year	2.34	1.63	2.11	1.89	1.99
H Road safety unsealed roads – fatalities per 1000 km per year	0.10	0.19	0.13	0.13	0.15

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

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

- A** State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in section 5.
- B** Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C** Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 22], 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 22]
- 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.

16. ROAD CONDITION SURVEYS

Road condition data is an essential requirement in road management. This data was not previously available, but good progress has been made in collecting this data in the past three years as shown in Table 31.

The table shows the percentage of sealed roads that have had their condition surveyed in the three years 2013 to 2015.

TABLE 31: PERCENTAGE OF SEALED ROADS SURVEYED

Regional Road Group	Percentage of roads surveyed (by length)		
	2013	2014	2015
Gascoyne	62	60	44
Goldfields Esperance	60	14	38
Great Southern	35	48	72
Kimberley	64	62	75
Metropolitan	78	82	81
Mid West	57	51	70
Pilbara	100	95	94
South West	84	87	82
Wheatbelt North	50	61	62
Wheatbelt South	54	51	56
STATE	65	67	71

Source: ROMAN II database June 2015

Local Governments now have access to road condition data for almost three quarters of the State's sealed local roads.



APPENDIX 1

COSTS USED IN CALCULATING VALUATIONS

2014-2015

Appendix 1

REPLACEMENT COSTS

Costs are in 2014-15 prices

Region	Residential streets		\$ per kilometre		
	Sealed 7.0 m wide	Sealed 6.0 m wide	Gravel	Gravel	Roads outside built up areas
Gascoyne	346,780	407,490	314,880	60,000	31,900
Goldfields Esperance	321,050	375,590	298,410	60,720	29,850
Great Southern	314,880	367,360	275,780	55,160	26,760
Kimberley	473,340	549,490	445,560	66,480	36,020
Metropolitan	490,840	527,880	369,420	75,120	37,050
Pilbara	442,470	514,500	424,980	65,240	29,850
Midwest	304,590	356,040	272,690	55,570	26,760
Southwest	382,790	430,130	339,570	60,720	30,870
Wheatbelt North	292,240	344,720	257,250	54,540	26,760
Wheatbelt South	298,410	349,860	261,370	53,510	26,760

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

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

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

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

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

Local distributor roads

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

ROAD PRESERVATION COSTS

Sealed roads within built up areas

Costs are in 2014-15 prices

Region	\$ per kilometre		
	Routine maintenance	Reseal	Residential streets sealed 7m wide
Gascoyne	2,370	60,510	263,430
Goldfields Esperance	2,170	44,000 - 62,000	236,670
Great Southern	1,930	41,470	215,070
Kimberley	2,660	73,480	309,730
Metropolitan	2,400	39,110	195,510
Pilbara	2,560	60,720	295,330
Midwest	1,900	41,470	215,070
Southwest	2,370	39,110	236,670
Wheatbelt North	1,900	41,470	209,920
Wheatbelt South	1,990	41,470	211,980

Sealed roads outside built up areas

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

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

ROAD PRESERVATION COSTS

Unsealed roads outside built up areas

Costs are in 2014-15 prices

Appendix 1

Region	\$ per kilometre		
	Routine maintenance annual	Gravel roads	Re-sheeting
Gascoyne	1,100	28,300	660
Goldfields Esperance	1,000	28,820	630
Great Southern	960	26,760	610
Kimberley	1,160	28,410	830
Metropolitan	1,240	31,900	830
Pilbara	1,120	33,340	700
Midwest	1,000	27,380	630
Southwest	1,190	26,760	760
Wheatbelt North	1,000	26,350	630
Wheatbelt South	1,090	25,320	630

STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

2014-2015

STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

Standards are expressed as frequencies for undertaking work

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

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

Roads outside built up areas				
Region	Reconstruction concrete bridges	Reconstruction timber bridges	Bridges	Reconstruction concrete bridges
Metropolitan			60	Expected life 100 years No annual allowance for reconstruction
Agricultural			60	
Pastoral			0	
Pilbara			0	
Kimberley			0	

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

Sealed roads within built up areas - Residential streets				
Region	Reconstruction pavement	Reseal aggregate seal	Reseal asphalt seal	Reseal asphalt seal
Metropolitan	75	15	25	
Agricultural	60	15	25	
Pastoral	60	15	0	
Pilbara	60	12	0	
Kimberley	60	12	0	

Sealed Roads within built up areas - Local distributor roads				
Region	Reconstruction pavement	Reseal aggregate seal	Reseal asphalt seal	Reseal asphalt seal
Metropolitan	60	15	20	
Agricultural	60	15	20	
Pastoral	60	15	0	
Pilbara	60	12	0	
Kimberley	60	12	0	

APPENDIX 3

FORMULAE USED IN THIS REPORT

2014-2015

Appendix 3

Formulae used in this report

Written Down Value

$$\text{Depreciation} = \frac{(\text{CRV} - \text{RESID}) \times \text{age}}{\text{Useful life}}$$

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

Road Asset Consumption

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

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

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

Sealed Road sustainability

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

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

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

Explanation of terms

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

APPENDIX 4

EXPLANATION OF TERMS

2014-2015

Appendix 4

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

Unformed Road - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

Expenditure in this category includes:

Roads

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

Bridges

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

Ancillary

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

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

Expenditure in this category includes:

Roads

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

Bridges

Widening a bridge
Strengthening a bridge to accommodate higher axle loads

Ancillary

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

Capital Expansion - Extending the road network.

Expenditure in this category includes:

Roads

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

Bridges

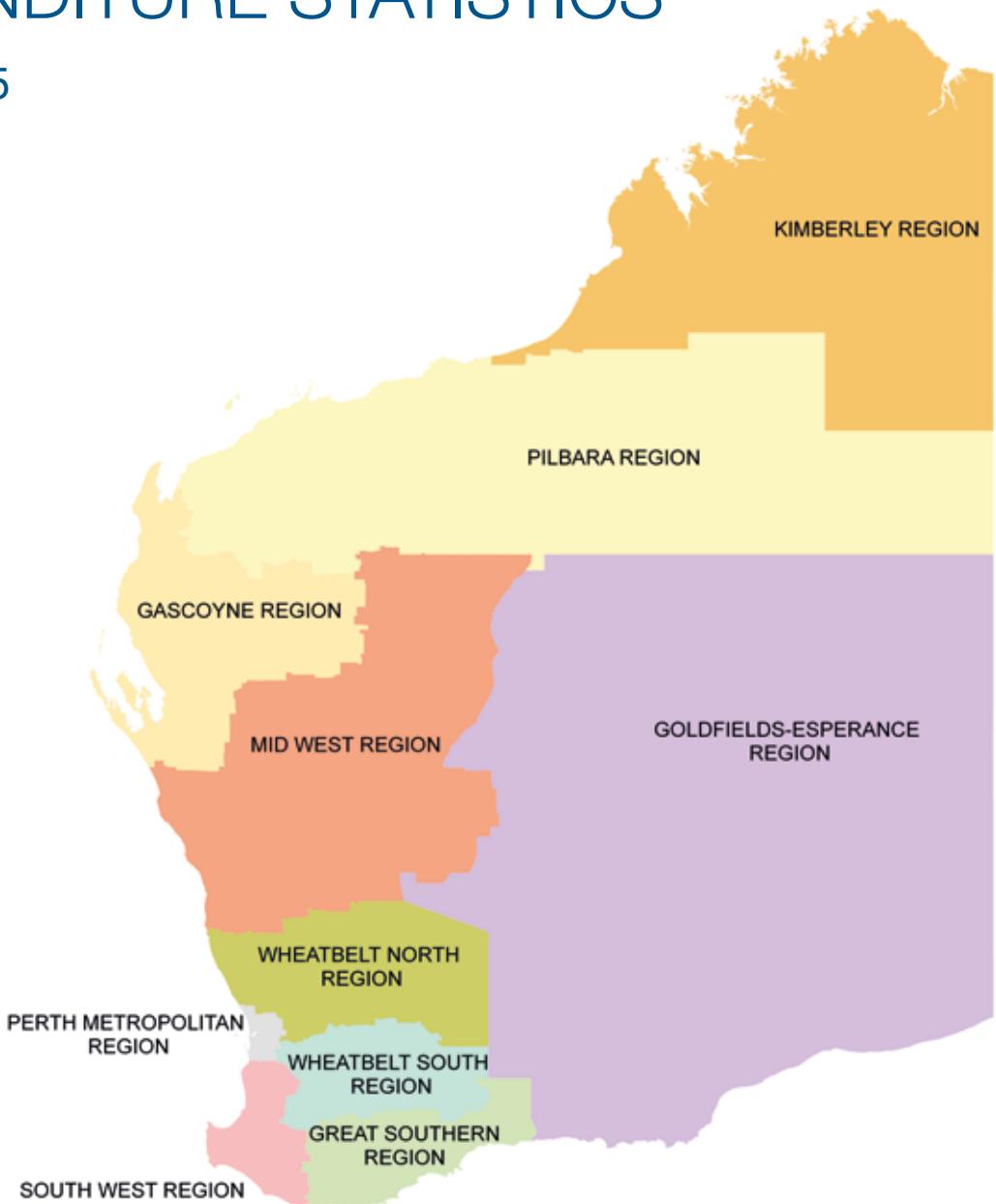
Constructing a bridge where none existed previously

Ancillary

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

ROAD ASSETS & EXPENDITURE INDICATORS AND EXPENDITURE STATISTICS

2014-2015



APPENDIX 5

GASCOYNE REGION

2014-2015

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



**Road assets & expenditure indicators 2014-15
Gascoyne Regional Road Group**

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
CARNARVON	0.60	3.2%	35%	0.42
EXMOUTH	0.62	3.0%	54%	0.95
SHARK BAY	0.56	4.3%	76%	0.66
UPPER GASCOYNE	0.57	5.3%	43%	0.77
Region average	0.59	3.7%	46%	0.66
State average	0.58	2.5%	68%	0.82

**Expenditure from councils' own resources 2014-15
Gascoyne Regional Road Group**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person	
						[4]	[5]
CARNARVON	2,412	401	17%	40%	5%	65	
EXMOUTH	2,662	1,663	62%	59%	46%	637	
SHARK BAY	1,085	15	1%	39%	1%	16	
UPPER GASCOYNE	2,294	528	23%	49%	15%	1985	
Region average	8,453	2,607	31%	45%	15%	262	
State average	753,411	417,929	55%	28%	23%	162	

Road data 2014-15 Gascoyne Regional Road Group

COUNCIL	Road data [kilometres]						Footpaths [km]	Dual use Paths [km]
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
CARNARVON	4	43	190	404	590	294	1,526	15.5
EXMOUTH	1	38	116	19	47	64	286	21.3
SHARK BAY	5	5	18	352	184	6	571	4.9
UPPER GASCOYNE	0	1	60	659	883	226	1,829	0.6
Region	10	88	385	1,434	1,705	591	4,212	42.4
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460
								552
								4,563

Expenditure on road preservation 2014-15 Gascoyne Regional Road Group

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	\$ per lane km	Sealed roads	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CARNARVON	762	317	647	229	1,955	7,109	1,981	1,956	586
EXMOUTH	2,106	417	25	40	2,588	24,499	0	0	0
SHARK BAY	348	22	531	87	988	15,039	2,544	2,421	741
UPPER GASCOYNE	23	271	1,513	461	2,268	6,979	9,417	2,232	5,712
Region	3,239	1,027	2,715	818	7,799	14,751	1,280	1,907	484
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Appendix 5

Expenditure by work categories 2014-15 Gascoyne Regional Road Group

COUNCIL	Expenditure on roads - \$000s				% Road expenditure spent on				Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,028	927	457	0	2,412	42.6%	38.4%	18.9%	0.0%	4,615	1,955
EXMOUTH	1,556	1,032	74	0	2,662	58.5%	38.8%	2.8%	0.0%	2,720	2,588
SHARK BAY	527	461	97	0	1,085	48.6%	42.5%	8.9%	0.0%	1,506	988
UPPER GASCOYNE	1,053	1,215	26	0	2,294	45.9%	53.0%	1.1%	0.0%	2,948	2,268
Region	4,164	3,635	654	0	8,453	49.3%	43.0%	7.7%	0.0%	11,788	7,799
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Gascoyne Regional Road Group

Appendix 5

COUNCIL	Bridge deck area [sq metres]			Expenditure \$000s			
	Number	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	1	3,842	0	0	0	0	0
EXMOORTH	0	0	0	0	0	0	0
SHARK BAY	0	0	0	0	0	0	0
UPPER GASCOYNE	0	0	0	0	0	0	0
Region	1	3,842	0	0	0	0	0
State	916	66,837	76,622	20,677	2,277	11,703	5,914

Appendix 5

Sealed road area statistics and expenditure 2014-15 Gascoyne Regional Road Group

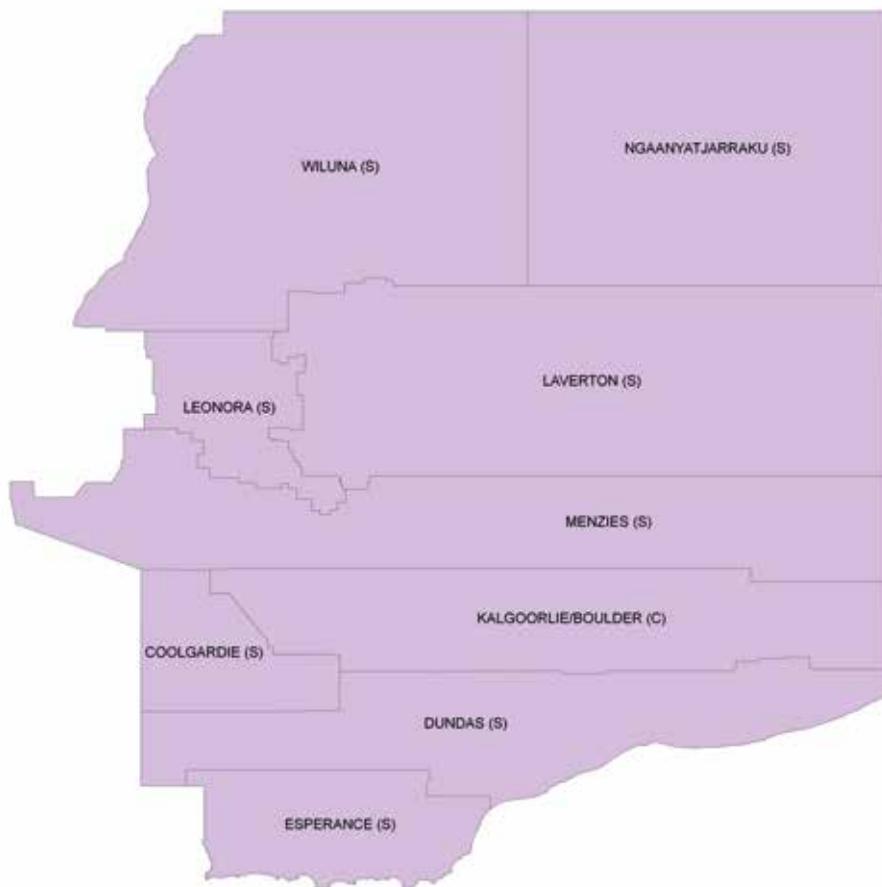
COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	375,153	1,338,253	762	317	2.03	0.24
EXMOORTH	300,872	856,471	2,106	417	7.00	0.49
SHARK BAY	80,988	125,221	348	22	4.30	0.18
UPPER GASCOYNE	11,535	418,109	23	271	1.99	0.65
Region	768,548	2,738,054	3,239	1,027	4.21	0.38
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 6

GOLDFIELDS ESPERANCE REGIONAL ROAD GROUP

2014-2015

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



Road assets & expenditure indicators 2014-15
Goldfields Esperance Regional Road Group

Appendix 6

COUNCIL	Indicators				
	[1]	[2]	[3]	[4]	[5]
	State of the road asset				
COOLGARDIE	0.41	3.4%	45%		0.51
DUNDAS	0.53	4.1%	141%		1.58
ESPERANCE	0.58	3.5%	48%		0.61
KALGOORLIE BOULDER	0.34	2.8%	75%		0.98
LAVERTON	0.48	5.1%	41%		1.12
LEONORA	0.56	4.7%	35%		0.85
MENZIES	0.54	5.6%	0%		0.66
NGAANYATJARRAKU	0.55	5.6%	17%		1.33
WILUNA	0.54	5.3%	38%	0.47	
Region average	0.49	3.7%	58.1%	0.80	
State average	0.58	2.5%	67.7%	0.82	

**Expenditure from councils' own resources 2014-15
Goldfields Esperance Regional Road Group**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	1,866	400	21%	33%	7%	94
DUNDAS	2,420	865	36%	17%	25%	747
ESPERANCE	11,820	5,660	48%	68%	33%	391
KALGOORLIE BOULDER	12,308	7,841	64%	30%	33%	235
LAVERTON	4,310	800	19%	24%	16%	620
LEONORA	4,416	1,887	43%	26%	34%	717
MENZIES	3,025	1,092	36%	33%	23%	2723
NGAANYATJARRAKU	3,832	338	9%	31%	9%	224
WILLUNA	3,351	2,046	61%	31%	50%	1,676
Region	47,348	20,929	44%	38%	28%	347
State	753,411	417,929	55%	28%	23%	162

Appendix 6

Road data 2014-15 Goldfields Esperance Regional Road Group

COUNCIL	Road data [kilometres]						Footpaths [km]	Dual use Paths [km]	
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
COOLGARDIE	3	51	58	414	123	199	847	57.1	10.4
DUNDAS	1	21	10	288	212	95	627	31.9	1.2
ESPERANCE	80	41	724	3,010	196	209	4,260	32.5	9.2
KALGOORLIE BOULDER	117	114	160	550	355	74	1,370	267.0	0.0
LAVERTON	1	8	34	587	503	3,078	4,209	0.5	0.0
LEONORA	1	9	22	605	379	210	1,226	13.6	4.5
MENZIES	0	1	7	753	757	557	2,075	0.8	0.4
NGAANYATJARRAKU	0	8	0	523	739	41	1,311	3.6	0.0
WILUNA	0	5	11	642	619	646	1,922	7.0	0.0
Region	202	256	1,025	7,372	3,884	5,109	17,848	414.0	25.8
State	11,647	3,761	22,995	53,557	24,326	111,593	127,879	9,460	552
									4,563

**Expenditure on road preservation 2014-15
Goldfields Esperance Regional Road Group**

Appendix 6

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
COOLGARDIE	750	166	398	51	1,365	4,841	0	220	140
DUNDAS	483	0	1,255	382	2,120	9,934	5,656	2,247	321
ESPERANCE	1,327	2,861	5,602	124	9,914	4,770	1,476	1,220	301
KALGOORLIE BOULDER	8,784	218	480	140	9,622	11,669	1,706	1,760	483
LAVERTON	330	30	1,786	459	2,605	15,961	250	6,233	1,348
LEONORA	279	85	1,006	2,623	3,993	13,334	736	2,436	1,511
MENZIES	0	132	1,991	276	2,399	0	0	3,480	521
NGAANYATUARRAKU	103	87	1,487	1,031	2,708	6,741	0	3,703	880
WILNA	134	0	498	2,719	3,351	12,323	55,569	859	411
Region	12,190	3,579	14,503	7,805	38,077	9,351	1,696	1,987	2,021
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Goldfields Esperance Regional Road Group

Appendix 6

COUNCIL	Expenditure on roads - \$000s						% Road expenditure spent on			Preservation Actual expenditure \$000s
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
COOLGARDIE	1,069	296	501	0	1,866	57.3%	15.9%	26.8%	0.0%	2,662
DUNDAS	1,370	750	0	300	2,420	56.6%	31.0%	0.0%	12.4%	1,345
ESPERANCE	4,055	5,859	1,817	89	11,820	34.3%	49.6%	15.4%	0.8%	16,169
KALGOORlie BOULDER	6,618	3,004	991	1,695	12,308	53.8%	24.4%	8.1%	13.8%	9,914
LAVERTON	1,660	945	1,705	0	4,310	38.5%	21.9%	39.6%	0.0%	2,332
LEONORA	1,528	2,465	0	423	4,416	34.6%	55.8%	0.0%	9.6%	2,605
MENZIES	838	1,561	626	0	3,025	27.7%	51.6%	20.7%	0.0%	2,381
NGAANYATJARRAKU	1,335	1,373	912	212	3,832	34.8%	35.8%	23.8%	5.5%	2,587
WILLUNA	2,853	498	0	0	3,351	85.1%	14.9%	0.0%	0.0%	2,033
Region	21,326	16,751	6,552	2,719	47,348	45.0%	35.4%	13.8%	5.7%	2,708
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	1,086
										33,160
										544,305

Bridge statistics and expenditure 2014-15
Goldfields Esperance Regional Road Group

Appendix 6

COUNCIL	Number All bridges	Bridge deck area [sq metres]					Expenditure \$000s
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	0	0	0	0	0	0	0
DUNDAS	0	0	0	0	0	0	0
ESPERANCE	4	892	0	0	0	0	0
KALGOORLIE BOULDER	0	0	0	0	0	0	0
LAVERTON	0	0	0	0	0	0	0
LEONORA	0	0	0	0	0	0	0
MENZIES	0	0	0	0	0	0	0
NGAANYATJARRAKU	0	0	0	0	0	0	0
WILLUNA	0	0	0	0	0	0	0
Region	4	892	0	0	0	0	0
State	916	66,837	76,622	20,677	2,277	11,703	5,914

Appendix 6

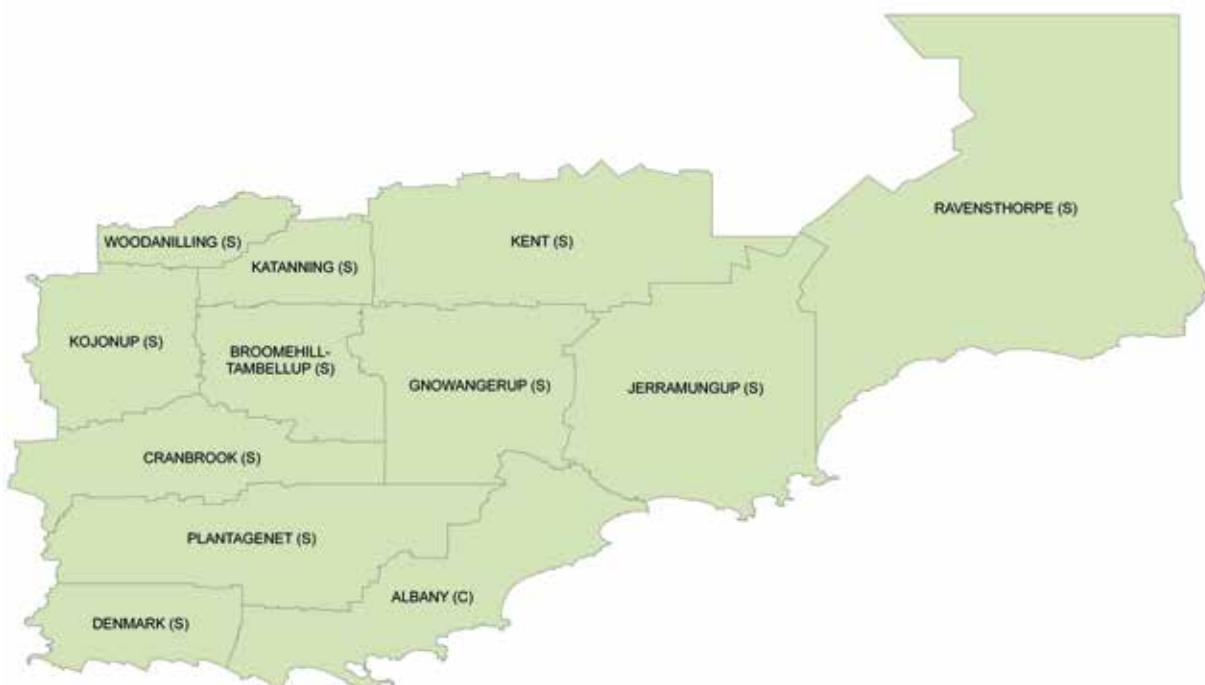
Sealed road area statistics and expenditure 2014-15 Goldfields Esperance Regional Road Group

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	542,280	366,589	750	166	1.38	0.45
DUNDAS	170,174	64,971	483	0	2.84	0.00
ESPERANCE	973,742	4,829,068	1,327	2,861	1.36	0.59
KALGOORLIE BOULDER	2,634,696	1,245,406	8,784	218	3.33	0.18
LAVERTON	72,366	229,639	330	30	4.56	0.13
LEONORA	73,234	174,162	279	85	3.81	0.49
MENZIES	4,776	48,627	0	132	0.00	2.71
NGAANYATJARRAKU	53,475	0	103	87	1.93	0.00
WILUNA	38,060	72,622	134	0	3.52	0.00
Region	4,562,802	7,031,083	12,190	3,579	2.67	0.51
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 7

GREAT SOUTHERN REGIONAL ROAD GROUP 2014-2015

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



Road assets & expenditure indicators 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Indicators			
	[1]	[2]	[3]	[4]
ALBANY (C)	0.55	2.6%	67%	0.81
BROOMEHILL TAMBELLUP	0.50	3.6%	73%	0.66
CRANBROOK	0.42	3.4%	23%	0.39
DENMARK	0.55	3.0%	87%	0.84
GNOWANGERUP	0.53	3.9%	28%	0.59
JERRAMUNGUP	0.54	4.2%	54%	0.69
KATANNING	0.44	3.2%	52%	0.62
KENT	0.50	4.5%	50%	0.47
KOJONUP	0.40	3.5%	22%	0.40
PLANTAGENET	0.47	3.7%	51%	0.68
RAVENSTHORPE	0.59	4.0%	46%	0.75
WOODANILLING	0.47	3.9%	46%	0.52
Region average	0.50	3.3%	55%	0.65
State average	0.58	2.5%	68%	0.82

Expenditure from councils' own resources 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	9,010	4,761	53%	31%	19%	129
BROOMEHILL TAMBELLUP	3,144	1,034	33%	93%	34%	894
CRANBROOK	2,064	265	13%	120%	10%	243
DENMARK	3,488	1,604	46%	44%	32%	276
GNOWANGERUP	1,877	825	44%	75%	26%	639
JERRAMUNGUP	2,957	1,440	49%	64%	43%	1337
KATANNING	1,933	624	32%	50%	14%	141
KENT	1,798	850	47%	88%	32%	1622
KOJONUP	2,600	870	33%	95%	26%	435
PLANTAGENET	3,509	1,768	50%	69%	31%	341
RAVENSTHORPE	2,814	1,339	48%	59%	29%	580
WOODANILLING	1,135	160	14%	98%	12%	372
Region	36,329	15,540	43%	56%	24%	250
State	753,411	417,929	55%	28%	23%	162

Road data 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use Paths [km]
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY (C)	155	110	493	635	177	0	1,569	68.3	3.0	66.8
BROOMEHILL TAMBELLUP	0	12	209	609	114	28	971	3.8	0.3	4.8
CRANBROOK	1	8	282	617	75	32	1,015	4.4	4.4	2.0
DENMARK	15	39	151	325	58	35	623	17.4	0.0	18.4
GNOWANGERUP	0	17	176	587	207	24	1,011	7.2	0.0	1.3
JERRAMUNGUP	1	12	89	784	108	87	1,081	2.8	0.0	8.5
KATANNING	8	40	135	447	61	2	693	17.7	11.2	5.7
KENT	0	4	139	791	316	73	1,324	1.6	0.9	0.5
KOJONUP	0	15	238	741	131	3	1,129	4.3	1.6	2.4
PLANTAGENET	1	24	353	620	301	10	1,308	40.5	2.4	2.0
RAVENSTHORPE	6	29	79	983	123	17	1,236	16.2	1.8	6.1
WOODANILLING	0	2	87	350	62	22	523	3.1	0.0	2.0
Region	187	309	2,432	7,489	1,733	334	12,483	187.3	25.6	120.5
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ALBANY (C)	2,113	4,196	2,026	531	8,866	3,935	3,979	3,495	1,462
BROOMEHILL TAMBELLUP	50	1,339	1,036	54	2,479	1,937	1,437	2,388	1,325
CRANBROOK	0	388	1,142	55	1,585	0	1,544	2,078	525
DENMARK	1,282	475	509	56	2,322	12,805	6,029	5,772	2,947
GNOWANGERUP	279	163	1,235	198	1,875	7,380	2,172	1,471	679
JERRAMUNGUP	626	1	1,317	63	2,007	22,755	189	1,557	546
KATANNING	561	535	542	38	1,676	4,154	1,808	1,502	945
KENT	50	364	991	101	1,506	5,868	2,328	1,686	664
KOJONUP	296	359	873	58	1,586	8,602	3,362	1,723	2,350
PLANTAGENET	1,156	1,004	1,121	126	3,407	17,233	2,747	2,241	868
RAVENSTHORPE	288	472	1,889	89	2,738	4,064	346	1,862	811
WOODANILLING	0	351	507	41	899	0	2,556	1,389	378
Region	6,701	9,647	13,188	1,410	30,946	6,281	2,132	1,811	872
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY (C)	5,469	3,406	31	104	9,010	60.7%	37.8%	0.3%	1.2%	10,945	5,469
BROOMEHILL TAMBELLUP	948	1,544	652	0	3,144	30.2%	49.1%	20.7%	0.0%	3,760	948
CRANBROOK	856	740	468	0	2,064	41.5%	35.9%	22.7%	0.0%	4,110	856
DENMARK	1,342	1,109	751	286	3,488	38.5%	31.8%	21.5%	8.2%	2,904	1,342
GNOWANGERUP	1,255	622	0	0	1,877	66.9%	33.1%	0.0%	0.0%	3,181	1,255
JERRAMUNGUP	1,271	736	738	212	2,957	43.0%	24.9%	25.0%	7.2%	2,910	1,271
KATANNING	996	880	57	0	1,933	51.5%	45.5%	2.9%	0.0%	3,015	996
KENT	560	946	292	0	1,798	31.1%	52.6%	16.2%	0.0%	3,198	560
KOJONUP	1,132	509	71	888	2,600	43.5%	19.6%	2.7%	34.2%	4,090	1,132
PLANTAGENET	1,674	1,733	102	0	3,509	47.7%	49.4%	2.9%	0.0%	5,005	1,674
RAVENSTHORPE	1,948	790	76	0	2,814	69.2%	28.1%	2.7%	0.0%	3,662	1,948
WOODANILLING	466	433	236	0	1,135	41.1%	38.1%	20.8%	0.0%	1,727	466
Region	17,917	13,448	3,474	1,490	36,329	49.3%	37.0%	9.6%	4.1%	48,508	17,917
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	311,909

Bridge statistics and expenditure 2014-15
Great Southern Regional Road Group

Appendix 7

COUNCIL	Number		Bridge deck area [sq metres]				Expenditure \$000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
ALBANY (C)	13	359	3,100	63	654	9	0	
BROOMEHILL TAMBELLUP	7	0	953	289	0	13	0	
CRANBROOK	12	0	1,873	674	0	11	0	
DENMARK	21	221	398	640	0	129	0	
GNOWANGERUP	1	0	252	0	0	2	0	
JERRAMUNGUP	0	0	0	0	0	0	0	
KATANNING	5	268	147	167	0	200	0	
KENT	0	0	0	0	0	0	0	
KOJONUP	14	0	1,620	314	0	55	0	
PLANTAGENET	0	0	0	0	0	0	0	
RAVENSTHORPE	1	60	0	0	0	0	0	
WOODANILLING	3	0	365	0	0	0	0	
Region	77	908	8,708	2,146	654	419	0	
State	916	66,837	76,622	20,677	2,277	11,703	5,914	

Sealed road area statistics and expenditure 2014-15
Great Southern Regional Road Group

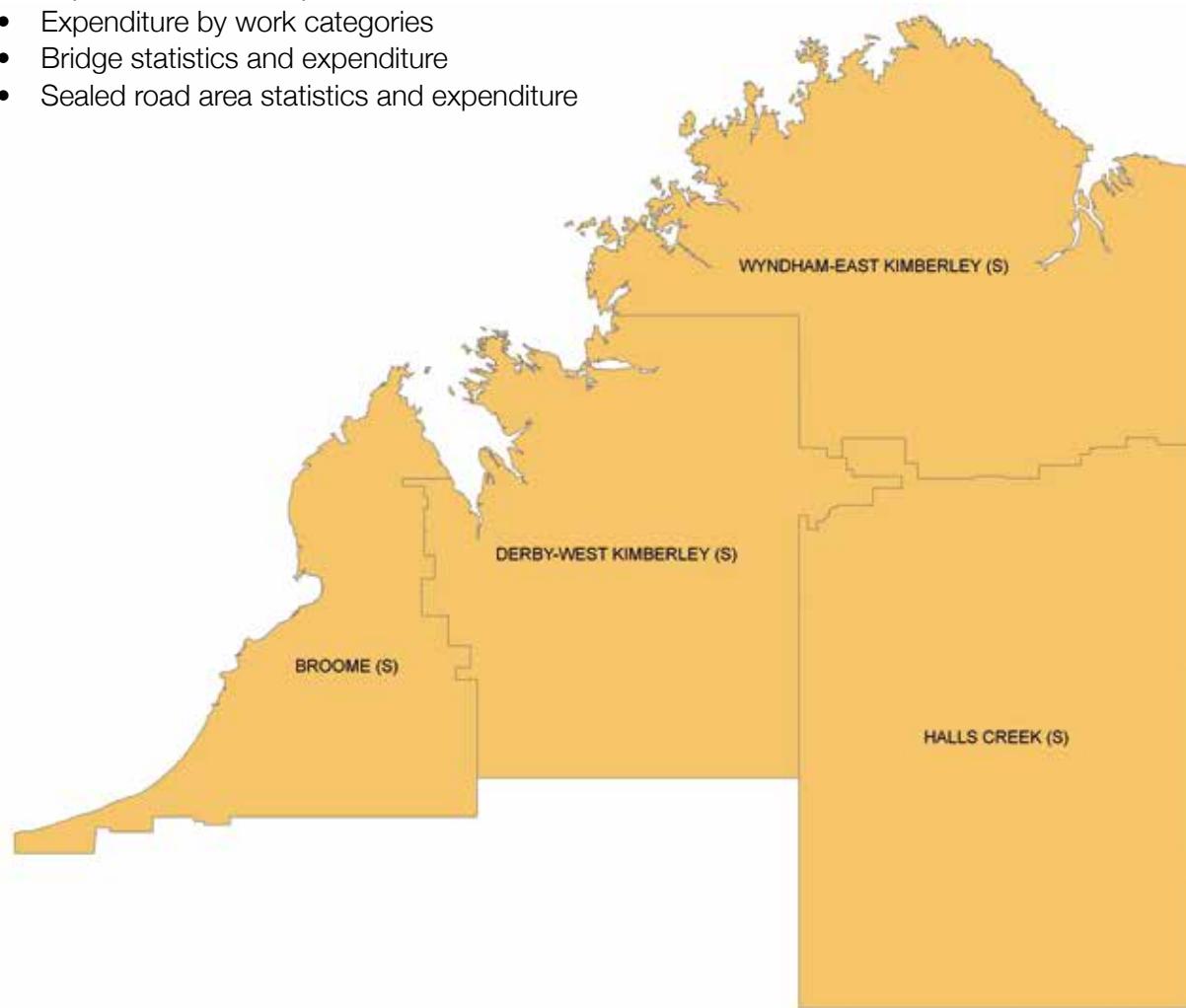
Appendix 7

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	1,879,290	3,111,475	2,113	4,196	1.12	1.35
BROOMEHILL TAMBELLUP	90,333	1,344,115	50	1,339	0.55	1.00
CRANBROOK	66,657	1,652,125	0	388	0.00	0.23
DENMARK	350,415	924,768	1,282	475	3.66	0.51
GNOWANGERUP	132,325	1,077,704	279	163	2.11	0.15
JERRAMUNGUP	96,288	581,495	626	1	6.50	0.00
KATANNING	472,692	784,187	561	535	1.19	0.68
KENT	29,824	857,087	50	364	1.68	0.42
KOJONUP	120,434	1,412,946	296	359	2.46	0.25
PLANTAGENET	234,785	2,248,270	1,156	1,004	4.92	0.45
RAVENSTHORPE	248,016	571,992	288	472	1.16	0.83
WOODANILLING	12,971	605,191	0	351	0.00	0.58
Region	3,734,029	15,171,355	6,701	9,647	1.79	0.64
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 8

KIMBERLEY REGIONAL ROAD GROUP 2014-2015

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



Road assets and expenditure indicators 2014-15
Kimberley Regional Road Group

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BROOME	0.64	3.1%	41%	0.63
DERBY WEST KIMBERLEY	0.47	4.0%	94%	1.34
HALLS CREEK	0.52	4.7%	146%	0.75
WYNDHAM EAST KIMBERLEY	0.36	3.4%	59%	0.73
Region average	0.49	3.6%	60%	0.82
State average	0.58	2.5%	68%	0.82

Expenditure from councils' own resources 2014-15
Kimberley Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person	
						[4]	[5]
BROOME	6,194	3,710	60%	32%	29%		214
DERBY WEST KIMBERLEY	5,382	2,383	44%	23%	27%		261
HALLS CREEK	3,232	163	5%	39%	3%		41
WYNDHAM EAST KIMBERLEY	3,438	177	5%	34%	2%		20
Region	18,246	6,433	35%	31%	18%		165
State	753,411	417,929	55%	28%	23%		162

**Road data 2014-15
Kimberley Regional Road Group**

COUNCIL	Road data [kilometres]						Footpaths [km]	Gravel	Paths [km]	Dual use
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BROOME	4	88	170	64	103	133	562	22.9	0.0	58.2
DERBY WEST KIMBERLEY	0	39	40	477	473	750	1,779	14.6	0.0	8.2
HALLS CREEK	0	12	21	895	133	359	1,420	4.5	0.0	0.0
WYNDHAM EAST KIMBERLEY	0	55	174	149	488	258	1,125	21.5	2.2	15.7
Region	5	194	406	1,586	1,196	1,500	4,886	63.4	2.2	82.2
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15
Kimberley Regional Road Group

COUNCIL	Road expenditure \$000s					Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
BROOME	3,067	507	0	650	4,224	14,991	2,154	0
DERBY WEST KIMBERLEY	1,891	405	2,556	530	5,382	22,080	0	5,310
HALLS CREEK	961	0	2,094	95	3,150	35,663	0	3,489
WYNDHAM EAST KIMBERLEY	2,146	174	629	188	3,137	16,306	4,997	10,386
Region	8,065	1,086	5,280	1,462	15,893	17,970	1,250	3,424
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936
								1,215

Expenditure by work categories 2014-15
Kimberley Regional Road Group

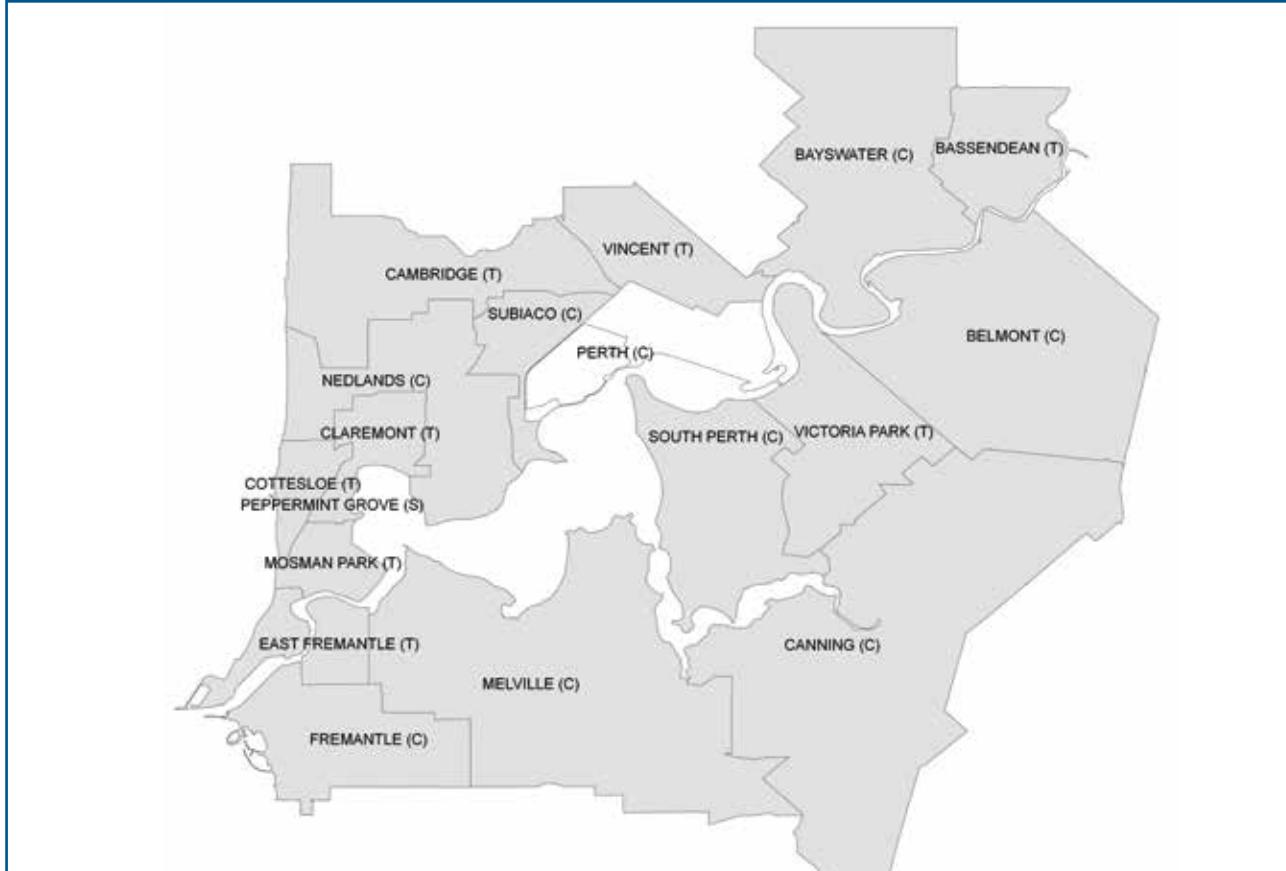
COUNCIL	Expenditure on roads - \$000s				% Road expenditure spent on			Preservation			
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BROOME	3,643	581	242	1,728	6,194	58.8%	9.4%	3.9%	27.9%	5,210	3,303
DERBY WEST KIMBERLEY	2,445	2,937	0	0	5,382	45.4%	54.6%	0.0%	0.0%	3,211	4,287
HALLS CREEK	1,333	1,817	0	82	3,232	41.2%	56.2%	0.0%	2.5%	3,044	2,286
WYNDHAM EAST KIMBERLEY	1,176	1,961	301	0	3,438	34.2%	57.0%	8.8%	0.0%	4,323	3,137
Region	8,597	7,296	543	1,810	18,246	47.1%	40.0%	3.0%	9.9%	15,788	13,013
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

**Bridge statistics and expenditure 2014-15
Kimberley Regional Road Group**

COUNCIL	Number			Bridge deck area [sq metres]			Expenditure \$000s
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	0	0	0	0	0	0	0
DERBY WEST KIMBERLEY	1	746	0	0	0	0	0
HALLS CREEK	0	0	0	0	0	0	0
WYNDHAM EAST KIMBERLEY	11	1,798	0	0	0	0	0
Region	12	2,544	0	0	0	0	0
State	916	66,837	76,622	20,677	2,277	11,703	5,914

**Sealed road area statistics and expenditure 2014-15
Kimberley Regional Road Group**

COUNCIL	Area [sq metres]			Expenditure \$000s			Expenditure \$ per square metre
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	716,085	1,181,557	3,067	507	4,28	0.43	
DERBY WEST KIMBERLEY	299,757	270,645	1,891	405	6,31	1.50	
HALLS CREEK	94,313	145,798	961	0	10,19	0.00	
WYNDHAM EAST KIMBERLEY	460,632	931,713	2,146	174	4,66	0.19	
Region	1,570,787	2,529,712	8,065	1,086	5,13	0.43	
State	118,112,973	142,320,559	334,621	89,298	2,83	0.63	



METROPOLITAN REGIONAL ROAD GROUP 2014-2015

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

Road assets & expenditure indicators 2014-15 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
ARMADALE	0.73	1.7%	51%	0.65
BASSENGEAN	0.63	1.6%	111%	1.55
BAYSWATER	0.66	1.6%	69%	0.96
BELMONT	0.75	1.6%	143%	1.34
CAMBRIDGE	0.65	1.6%	116%	1.50
CANNING	0.68	1.8%	76%	1.06
CLAREMONT	0.30	1.7%	151%	2.37
COCKBURN	0.73	1.7%	50%	0.74
COTTESLOE	0.52	1.7%	81%	0.75
EAST FREMANTLE	0.07	1.7%	80%	2.37
FREMANTLE	0.79	1.6%	86%	1.86
GOSNELLS	0.71	1.6%	71%	1.00
JOONDALUP	0.67	1.6%	75%	0.77
KALAMUNDA	0.76	1.8%	43%	0.78
KWINANA	0.70	1.8%	92%	1.26
MELVILLE	0.57	1.6%	125%	1.51
MOSMAN PARK	0.65	1.7%	63%	0.84
MUNDARING	0.60	2.1%	65%	0.86

Appendix 9: Metropolitan Regional Road Group

Road assets & expenditure indicators 2014-15 [continued]

Metropolitan Regional Road Group

Appendix 9

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
NEDLANDS	0.55	1.6%	206%	1.33
PEPPERMINT GROVE	0.76	1.6%	81%	2.39
PERTH	0.58	1.6%	128%	6.95
ROCKINGHAM	0.74	1.8%	85%	1.34
SERPENTINE JARRAHDALE	0.43	2.5%	44%	0.73
SOUTH PERTH	0.67	1.6%	99%	1.37
STIRLING	0.61	1.6%	131%	1.08
SUBIACO	0.56	1.6%	141%	2.26
SWAN	0.68	1.8%	67%	0.73
VICTORIA PARK	0.49	1.7%	161%	2.00
VINCENT	0.49	1.5%	83%	1.12
WANNEROO	0.78	1.6%	64%	0.63
Region average	0.67	1.7%	85%	1.09
State average	0.58	2.5%	68%	0.82

Appendix 9

Expenditure from councils' own resources 2014-15 Metropolitan Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	14,320	7,277	51%	26%	19%	94
BASSENDERAN	3,435	2,782	81%	18%	29%	171
BAYSWATER	8,666	6,617	76%	14%	16%	94
BELMONT	7,285	5,986	82%	16%	21%	146
CAMBRIDGE	9,427	7,619	81%	20%	47%	269
CANNING	16,663	12,503	75%	16%	21%	128
CLAREMONT	2,526	2,175	86%	11%	26%	205
COCKBURN	18,614	14,516	78%	20%	25%	136
COTTESLOE	1,090	968	89%	12%	15%	111
EAST FREMANTLE	1,918	1,831	95%	14%	37%	234
FREMANTLE	9,900	8,188	83%	14%	34%	265
GOSNELLS	22,142	15,143	68%	21%	25%	122
JOONDALUP	17,803	11,957	67%	19%	13%	71
KALAMUNDA	8,066	6,032	75%	24%	19%	99
KWINNANA	12,840	7,344	46%	20%	28%	203
MELVILLE	17,636	13,291	75%	14%	21%	124
MOSMAN PARK	870	732	84%	11%	12%	76
MUNDARING	8,266	5,325	64%	28%	25%	133

Expenditure from councils' own resources 2014-15 [continued]
Metropolitan Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	4,153	3,759	91%	17%	24%	162
PEPPERMINT GROVE	574	540	94%	16%	40%	320
PERTH	21,105	19,713	93%	4%	34%	949
ROCKINGHAM	25,226	21,575	86%	21%	34%	171
SERPENTINE JARRAHDALE	6,332	2,750	43%	40%	24%	121
SOUTH PERTH	7,599	6,453	85%	12%	22%	139
STIRLING	28,090	22,876	81%	13%	17%	101
SUBIACO	6,099	5,255	86%	10%	32%	261
SWAN	34,507	24,721	72%	26%	34%	190
VICTORIA PARK	9,266	7,685	83%	12%	31%	202
VINCENT	7,067	5,495	78%	12%	22%	147
WANNEROO	25,634	14,365	56%	21%	16%	77
Region	357,119	265,473	74%	18%	23%	138
State	753,411	417,929	55%	28%	23%	162

Road data 2014-15 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use Paths [km] [11]
	Built up areas asphalt seal [1]	Built up areas aggregate seal [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [5]	Unformed roads [6]	Total length [7]	Concrete [8]	Gravel [9]	
ARMADALE	449	16	222	1	3	1	692	198.7	0.0	182.9
BASSENGEAN	94	1	1	0	0	0	95	71.0	0.0	60.7
BAYSWATER	338	1	0	0	0	0	340	275.0	0.0	7.0
BELMONT	215	12	0	0	0	0	227	133.7	0.0	98.4
CAMBRIDGE	167	3	2	0	0	0	173	148.5	0.0	30.0
CANNING	538	34	3	1	0	0	576	132.0	0.0	229.0
CLAREMONT	47	0	0	0	0	0	47	85.8	2.1	4.9
COCKBURN	603	19	182	2	0	1	806	480.7	0.0	143.6
COTTESLOE	36	11	0	0	0	0	47	66.0	0.3	4.9
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	168	9	0	0	0	0	177	292.0	0.0	72.0
GOSNELL	595	23	106	2	0	1	727	473.5	0.0	305.0
JOONDALUP	970	32	8	0	0	0	1,010	642.0	21.0	139.0
KALAMUNDA	268	168	165	5	6	2	613	287.0	4.0	79.0
KWINANA	219	39	117	0	0	0	376	184.4	3.3	81.4
MELVILLE	517	7	0	0	0	0	524	470.0	3.0	23.0
MOSMAN PARK	39	3	1	0	0	0	43	62.2	0.0	1.4
MUNDARING	163	119	327	26	21	8	665	32.4	3.6	60.3

Road data 2014-15 [continued]
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Road data [kilometres]						Footpaths [km]	Gravel	Paths [km]	Dual use
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
NEDLANDS	118	23	0	0	0	0	141	267.0	0.0	35.0
PEPPERMINT GROVE	9	0	0	0	0	0	9	18.0	0.0	12.7
PERTH	86	8	0	0	0	0	93	135.0	0.0	13.0
ROCKINGHAM	682	91	211	6	1	6	997	53.5	0.0	405.1
SERPENTINE JARRAHDALE	91	35	463	111	2	4	706	85.1	5.0	22.0
SOUTH PERTH	188	4	0	0	0	0	192	193.3	1.6	55.0
STIRLING	1,008	21	0	0	0	0	1,029	878.0	0.0	111.0
SUBIACO	87	2	0	0	0	0	89	132.8	0.0	8.2
SWAN	718	88	549	50	13	3	1,420	394.1	0.0	286.2
VICTORIA PARK	157	3	0	0	0	0	160	211.0	1.7	21.0
VINCENT	135	9	0	0	0	0	144	242.0	0.0	13.9
WANNEROO	966	190	128	7	0	0	1,292	518.0	0.0	455.0
Region	9,704	970	2,486	211	46	26	13,444	7222	46	2963
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ARMADALE	6,792	307	0	0	7,099	7,139	1,473	5,325	246
BASSENGEAN	3,380	0	0	0	3,380	15,290	0	0	0
BAYSWATER	7,060	0	0	0	7,060	8,864	0	0	0
BELMONT	6,805	0	0	0	6,805	12,787	0	0	0
CAMBRIDGE	5,661	0	0	0	5,661	13,915	0	0	0
CANNING	12,167	0	0	0	12,167	9,398	0	0	0
CLAREMONT	2,471	0	0	0	2,471	23,759	0	0	0
COCKBURN	9,129	727	0	0	9,856	7,401	706	0	0
COTTESLOE	718	0	0	0	718	6,949	0	0	0
EAST FREMANTLE	1,799	0	0	0	1,799	21,587	0	0	0
FREMANTLE	7,619	0	0	0	7,619	18,681	0	0	0
GOSNELL	13,990	0	0	0	13,990	10,552	4,218	0	2,189
JOONDALUP	15,622	0	0	0	15,622	6,908	0	0	0
KALAMUNDA	5,424	1,879	49	49	7,401	6,169	6,566	5,039	4,611
KWINANA	6,099	1,378	0	0	7,477	11,898	4,743	0	0
MELVILLE	15,757	0	0	0	15,757	13,530	0	0	0
MOSMAN PARK	670	0	0	0	670	8,017	0	0	0
MUNDARING	4,118	2,051	131	39	6,339	7,704	3,363	10,300	3,300

Expenditure on road preservation 2014-15 [continued]
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
NEDLANDS	4,153	0	0	0	4,153	13,908	0	0	0
PEPPERMINT GROVE	574	0	0	0	574	27,061	0	0	0
PERTH	21,105	0	0	0	21,105	74,198	0	0	0
ROCKINGHAM	20,154	856	0	0	21,010	12,748	4,644	0	552
SERPENTINE JARRAHDALE	1,598	2,342	462	1	4,402	6,653	3,400	1,571	220
SOUTH PERTH	5,635	0	0	0	5,635	12,538	0	0	0
STIRLING	22,984	0	0	0	22,984	9,962	0	0	0
SUBIACO	4,917	0	0	0	4,917	22,321	0	0	0
SWAN	10,624	4,095	223	39	14,981	6,577	5,301	5,318	3,548
VICTORIA PARK	7,306	0	0	0	7,306	18,227	0	0	0
VINCENT	4,241	0	0	0	4,241	10,984	0	0	0
WANNEROO	13,350	954	0	0	14,304	5,677	3,609	0	0
Region	241,922	14,589	866	128	257,505	10,494	2,685	12,400	13,999
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ARMADALE	5,268	2,130	1,332	5,590	14,320	36.8%	14.9%	9.3%	39.0%	11,426	7,398
BASSENGEAN	2,248	1,132	14	41	3,435	65.4%	33.0%	0.4%	1.2%	2,176	3,380
BAYSWATER	4,813	2,247	1,186	420	8,666	55.5%	25.9%	13.7%	4.8%	7,142	6,885
BELMONT	2,420	4,385	449	31	7,285	33.2%	60.2%	6.2%	0.4%	5,080	6,805
CAMBRIDGE	3,501	2,160	3,314	452	9,427	37.1%	22.9%	35.2%	4.8%	3,768	5,661
CANNING	8,836	3,532	2,585	1,710	16,663	53.0%	21.2%	15.5%	10.3%	11,640	12,368
CLAREMONT	1,187	1,284	0	55	2,526	47.0%	50.8%	0.0%	2.2%	1,042	2,471
COCKBURN	7,052	2,804	8,134	624	18,614	37.9%	15.1%	43.7%	3.4%	13,351	9,856
COTTESLOE	477	241	295	77	1,090	43.8%	22.1%	27.1%	7.1%	952	718
EAST FREMANTLE	1,339	460	119	0	1,918	69.8%	24.0%	6.2%	0.0%	760	1,799
FREMANTLE	6,007	1,612	2,281	0	9,900	60.7%	16.3%	23.0%	0.0%	4,100	7,619
GOSNELL'S	10,693	4,466	2,983	4,000	22,142	48.3%	20.2%	13.5%	18.1%	15,124	15,159
JOONDALUP	8,446	7,361	1,996	0	17,803	47.4%	41.3%	11.2%	0.0%	20,633	15,807
KALAMUNDA	6,134	1,281	281	370	8,066	76.0%	15.9%	3.5%	4.6%	9,514	7,415
KWINANA	4,368	3,109	1,458	3,905	12,840	34.0%	24.2%	11.4%	30.4%	5,926	7,477
MELVILLE	8,415	7,342	1,309	570	17,636	47.7%	41.6%	7.4%	3.2%	10,452	15,757
MOSMAN PARK	570	100	200	0	870	65.5%	11.5%	23.0%	0.0%	794	670
MUNDARING	4,038	2,337	1,891	0	8,266	48.9%	28.3%	22.9%	0.0%	7,366	6,306

Expenditure by work categories 2014-15 [continued]
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
NEDLANDS	811	3,342	0	0	4,153	19.5%	80.5%	0.0%	0.0%	3,120	4,153
PEPPERMINT GROVE	561	13	0	0	574	97.7%	2.3%	0.0%	0.0%	240	574
PERTH	12,981	8,124	0	0	21,105	61.5%	38.5%	0.0%	0.0%	3,036	21,105
ROCKINGHAM	14,905	6,105	3,045	1,171	25,226	59.1%	24.2%	12.1%	4.6%	15,656	21,010
SERPENTINE JARRAHDALE	3,264	1,149	1,919	0	6,332	51.6%	18.1%	30.3%	0.0%	6,033	4,413
SOUTH PERTH	3,537	2,098	753	1,211	7,599	46.5%	27.6%	9.9%	15.9%	4,128	5,635
STRILING	9,384	13,600	3,126	1,980	28,090	33.4%	48.4%	11.1%	7.0%	21,328	22,984
SUBIACO	3,196	1,721	932	250	6,099	52.4%	28.2%	15.3%	4.1%	2,174	4,917
SWAN	9,147	6,310	4,277	14,773	34,507	26.5%	18.3%	12.4%	42.8%	21,273	15,457
VICTORIA PARK	4,197	3,109	1,960	0	9,266	45.3%	33.6%	21.2%	0.0%	3,656	7,306
VINCENT	2,825	1,416	2,516	310	7,067	40.0%	20.0%	35.6%	4.4%	3,795	4,241
WANNEROO	7,616	6,688	6,679	4,651	25,634	29.7%	26.1%	26.1%	18.1%	22,578	14,304
Region	158,238	101,658	55,034	42,191	357,121	44.3%	28.5%	15.4%	11.8%	238,265	259,651
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Number All bridges	Bridge deck area [sq metres]				Expenditure \$000s	
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	14	2,415	890	313	0	299	0
BASSENGEAN	0	0	0	0	0	0	0
BAYSWATER	0	0	0	0	0	0	0
BELMONT	1	243	0	0	0	0	0
CAMBRIDGE	1	76	0	0	0	0	0
CANNING	5	1,558	1,072	0	0	201	0
CLAREMONT	0	0	0	0	0	0	55
COCKBURN	3	909	0	0	0	0	0
COTTESLOE	0	0	0	0	0	0	0
EAST FREMANTLE	0	0	0	0	0	0	0
FREMANTLE	0	0	0	0	0	0	0
GOSNELL	10	3,299	3,202	0	0	1,169	84
JOONDALUP	25	3,234	0	0	220	185	0
KALAMUNDA	4	69	137	0	0	14	0
KWINANA	0	0	0	0	0	0	0
MELVILLE	0	0	0	0	0	0	0
MOSMAN PARK	0	0	0	0	0	0	0
MUNDARING	7	620	666	0	0	36	0

Bridge statistics and expenditure 2014-15 [continued]
Metropolitan Regional Road Group

Appendix 9

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure \$000s	
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	6	1,032	0	0	448	0	0
ROCKINGHAM	1	688	0	0	0	0	0
SERPENTINE JARRAHDALE	11	1,295	451	36	0	11	0
SOUTH PERTH	2	255	0	0	0	0	0
STIRLING	4	473	0	0	329	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	26	2,911	3,022	682	160	476	165
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	6	795	0	0	0	0	0
Region	130	20,215	9,439	1,030	1,442	2,391	304
State	916	66,837	76,622	20,677	2,277	11,703	5,914

Sealed road area statistics and expenditure 2014-15 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Area [Sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	3,329,743	1,494,218	6,792	307	2.04	0.21
BASSENGEAN	773,697	5,455	3,380	0	4.37	0.00
BAYSWATER	2,787,545	1,172	7,060	0	2.53	0.00
BELMONT	1,862,698	2,624	6,805	0	3.65	0.00
CAMBRIDGE	1,423,862	15,408	5,661	0	3.98	0.00
CANNING	4,531,042	23,319	12,167	0	2.69	0.00
CLAREMONT	364,007	0	2,471	0	6.79	0.00
COCKBURN	4,317,150	1,224,144	9,129	727	2.11	0.59
COTTESLOE	361,632	0	718	0	1.99	0.00
EAST FREMANTLE	291,675	0	1,799	0	6.17	0.00
FREMANTLE	1,427,504	0	7,619	0	5.34	0.00
GOSNELLS	4,640,503	710,312	13,990	0	3.01	0.00
JOONDALUP	7,914,939	54,837	15,622	0	1.97	0.00
KALAMUNDA	3,077,078	1,037,878	5,424	1,879	1.76	1.81
KWINANA	1,794,147	860,422	6,099	1,378	3.40	1.60
MELVILLE	4,075,949	0	15,757	0	3.87	0.00
MOSMAN PARK	292,505	9,849	670	0	2.29	0.00
MUNDARING	1,870,884	1,948,447	4,118	2,051	2.20	1.05

Appendix 9

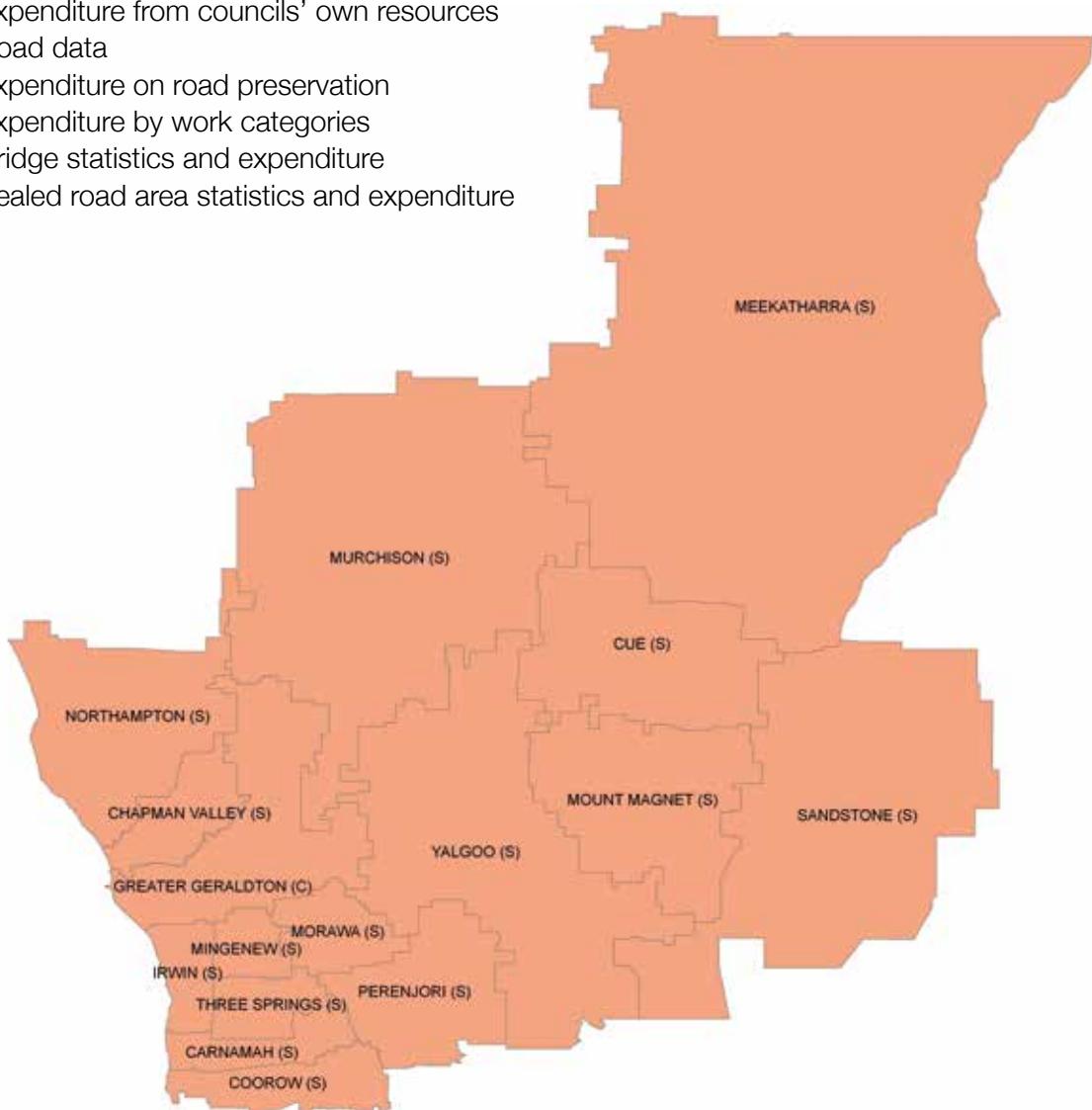
Sealed road area statistics and expenditure 2014-15 [continued] Metropolitan Regional Road Group

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	1,045,100	0	4,153	0	3,97	0.00
PEPPERMINT GROVE	74,240	0	574	0	7.73	0.00
PERTH	995,551	0	21,105	0	21.20	0.00
ROCKINGHAM	5,533,207	1,518,480	20,154	856	3.64	0.56
SERPENTINE JARRAHDALE	840,667	2,863,622	1,598	2,342	1.90	0.82
SOUTH PERTH	1,572,967	0	5,635	0	3.58	0.00
STIRLING	8,075,300	0	22,984	0	2.85	0.00
SUBIACO	771,013	0	4,917	0	6.38	0.00
SWAN	5,653,271	3,423,475	10,624	4,095	1.88	1.20
VICTORIA PARK	1,402,915	0	7,306	0	5.21	0.00
VINCENT	1,351,423	0	4,241	0	3.14	0.00
WANNEROO	8,230,869	1,109,411	13,350	954	1.62	0.86
Region	80,683,082	16,303,071	241,922	14,589	3.00	0.89
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 10

MID WEST REGIONAL ROAD GROUP 2014-2015

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



Road assets & expenditure indicators 2014-15
Mid West Regional Road Group

Appendix 10

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
CARNAMAH	0.53	3.5%	61%	0.55
CHAPMAN VALLEY	0.61	3.9%	0%	0.36
COOROW	0.49	3.6%	17%	0.27
CUE	0.64	4.4%	0%	1.93
GREATER GERALDTON	0.56	2.6%	49%	1.12
IRWIN	0.63	3.1%	58%	0.55
MEEKATHARRA	0.52	5.0%	34%	0.74
MINGENEW	0.66	3.0%	87%	0.86
MORAWA	0.50	4.2%	103%	0.63
MOUNT MAGNET	0.56	4.6%	41%	0.66
MURCHISON	0.67	4.8%	0%	0.86
NORTHAMPTON	0.49	3.5%	39%	0.40
PERENJORI	0.60	4.2%	9%	0.23
SANDSTONE	0.56	5.5%	3%	1.01
THREE SPRINGS	0.60	3.8%	26%	0.37
YALGOO	0.63	4.8%	79%	0.96
Region	0.57	3.6%	39%	0.75
State	0.58	2.5%	68%	0.82

Expenditure from councils' own resources 2014-15
Mid West Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	3,265	567	17%	72%	26%	1050
CHAPMAN VALLEY	3,095	624	20%	63%	26%	500
COOROW	1,815	536	30%	58%	16%	504
CUE	3,885	585	15%	59%	25%	2053
GREATER GERALDTON	19,825	11,449	58%	32%	39%	279
IRWIN	1,838	905	49%	38%	24%	240
MEEKATHARRA	6,904	1,334	19%	40%	21%	918
MINGE NEW	2,074	212	10%	70%	14%	444
MORAWA	1,581	251	16%	63%	10%	282
MOUNT MAGNET	965	150	16%	17%	7%	221
MURCHISON	6,608	1,797	27%	65%	58%	14851
NORTHAMPTON	2,604	552	21%	59%	10%	167
PERENJORI	2,342	349	15%	98%	10%	385
SANDSTONE	1,836	654	36%	13%	28%	5892
THREE SPRINGS	1,273	406	32%	88%	21%	655
YALGOO	2,257	550	24%	42%	21%	1297
Region	62,167	20,921	34%	46%	28%	367
State	753,411	417,929	55%	28%	23%	162

Road data 2014-15 Mid West Regional Road Group

Appendix 10

COUNCIL	Road data [kilometres]						Footpaths [km]	Dual use Paths [km]		
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNAMAH	3	10	161	341	74	54	643	0.9	1.2	9.0
CHAPMAN VALLEY	0	4	131	381	246	102	863	1.6	0.0	0.0
COOROW	1	20	197	511	64	63	856	8.6	2.1	6.7
CUE	0	6	100	191	359	84	740	2.4	0.3	0.0
GREATER GERALDTON	132	157	519	986	202	93	2,088	45.0	9.0	129.0
IRWIN	8	24	116	258	13	27	445	4.7	1.0	19.0
MEEKATHARRA	0	12	12	1,328	469	669	2,491	5.0	6.2	1.3
MINGENEW	1	10	133	253	52	4	451	4.5	8.7	1.2
MORAWA	1	12	126	515	271	46	970	3.5	10.3	4.6
MOUNT MAGNET	1	14	12	202	200	153	582	1.1	6.8	1.8
MURCHISON	0	0	164	110	1,275	350	1,899	0.0	0.0	0.0
NORTHHAMPTON	14	33	229	491	270	29	1,066	36.1	36.1	19.5
PERENJORI	0	5	240	849	297	47	1,439	1.2	0.0	1.4
SANDSTONE	0	4	9	302	415	200	930	0.3	0.0	0.0
THREE SPRINGS	1	7	158	453	26	31	675	1.6	0.0	0.0
YALGOO	0	2	169	159	750	53	1,133	0.4	0.0	0.0
Region	161	319	2,474	7,331	4,982	2,006	17,274	117	82	193
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15
Mid West Regional Road Group

Appendix 10

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CARNAMAH	159	675	343	47	1,224	5,309	6,930	1,009	266
CHAPMAN VALLEY	0	0	683	122	805	0	118	2,853	1,412
COOROW	271	133	391	15	810	6,555	2,238	1,689	462
CUE	0	0	3,265	595	3,860	0	0	3,697	358
GREATER GERALDTON	7,373	2,567	4,040	146	14,126	11,384	294	1,631	712
IRWIN	383	530	222	2	1,137	5,681	736	1,174	120
MEEKATHARRA	118	0	965	4,686	5,769	2,761	0	2,679	924
MINGENEW	135	829	339	33	1,336	6,050	8,156	842	483
MORAWA	406	619	423	119	1,567	12,103	3,828	873	263
MOUNT MAGNET	210	0	370	120	700	6,980	0	1,508	468
MURCHISON	0	0	4,284	1,629	5,913	0	1,341	10,869	601
NORTHAMPTON	428	702	418	148	1,696	4,410	453	1,662	1,018
PERENJORI	45	175	678	84	982	4,320	2,189	1,404	345
SANDSTONE	11	0	1,374	451	1,836	1,294	261	4,619	449
THREE SPRINGS	22	289	635	15	961	1,342	777	1,455	780
YALGOO	82	740	683	652	2,157	10,750	5,658	2,060	568
Region	9,643	7,259	19,113	8,864	44,879	8,967	1,409	2,680	1,815
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Mid West Regional Road Group

COUNCIL	Expenditure on roads - \$000s				% Road expenditure spent on				Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNAMAH	674	550	2,041	0	3,265	20.6%	16.8%	62.5%	0.0%	2,242	1,224
CHAPMAN VALLEY	419	386	928	1,362	3,095	13.5%	12.5%	30.0%	44.0%	2,185	790
COOROW	603	207	972	33	1,815	33.2%	11.4%	53.6%	1.8%	2,983	810
CUE	1,091	2,769	25	0	3,885	28.1%	71.3%	0.6%	0.0%	1,999	3,858
GREATER GERALDTON	7,673	6,481	38	5,633	19,825	38.7%	32.7%	0.2%	28.4%	12,428	13,924
IRWIN	612	525	682	19	1,838	33.3%	28.6%	37.1%	1.0%	2,082	1,137
MEEKATHARRA	1,734	4,035	1,129	6	6,904	25.1%	58.4%	16.4%	0.1%	4,117	3,062
MINGENEW	429	1,071	574	0	2,074	20.7%	51.6%	27.7%	0.0%	1,740	1,500
MORAWA	699	868	0	14	1,581	44.2%	54.9%	0.0%	0.9%	2,475	1,567
MOUNT MAGNET	520	180	190	75	965	53.9%	18.7%	19.7%	7.8%	1,054	700
MURCHISON	1,850	4,278	0	480	6,608	28.0%	64.7%	0.0%	7.3%	3,080	2,637
NORTHAMPTON	1,180	516	908	0	2,604	45.3%	19.8%	34.9%	0.0%	4,200	1,696
PERENJORI	680	302	1,360	0	2,342	29.0%	12.9%	58.1%	0.0%	4,312	982
SANDSTONE	976	860	0	0	1,836	53.2%	46.8%	0.0%	0.0%	1,246	1,261
THREE SPRINGS	456	505	206	106	1,273	35.8%	39.7%	16.2%	8.3%	2,567	961
YALGOO	857	1,300	100	0	2,257	38.0%	57.6%	4.4%	0.0%	2,247	2,157
Region	20,453	24,833	9,153	7,728	62,167	32.9%	39.9%	14.7%	12.4%	50,956	38,266
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Mid West Regional Road Group

Appendix 10

COUNCIL	Number		Bridge deck area [sq metres]				Expenditure \$000s	
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
CARNAMAH	2	299	0	0	0	0	0	0
CHAPMAN VALLEY	3	502	0	0	0	0	0	0
COOROW	2	483	0	0	0	0	0	0
CUE	0	0	0	0	0	0	0	0
GREATER GERALDTON	6	2,199	0	0	0	28	0	0
IRWIN	2	464	0	89	0	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0	0
MINGENEW	5	1,367	0	0	0	164	0	0
MORAWA	0	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0	0
MURCHISON	1	356	0	0	0	215	0	0
NORTHAMPTON	0	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0	0
THREE SPRINGS	1	122	0	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0	0
Region	22	5,792	0	89	0	407	0	0
State	916	66,837	76,622	20,677	2,277	11,703	5,914	

Sealed road area statistics and expenditure 2014-15
Mid West Regional Road Group

Appendix 10

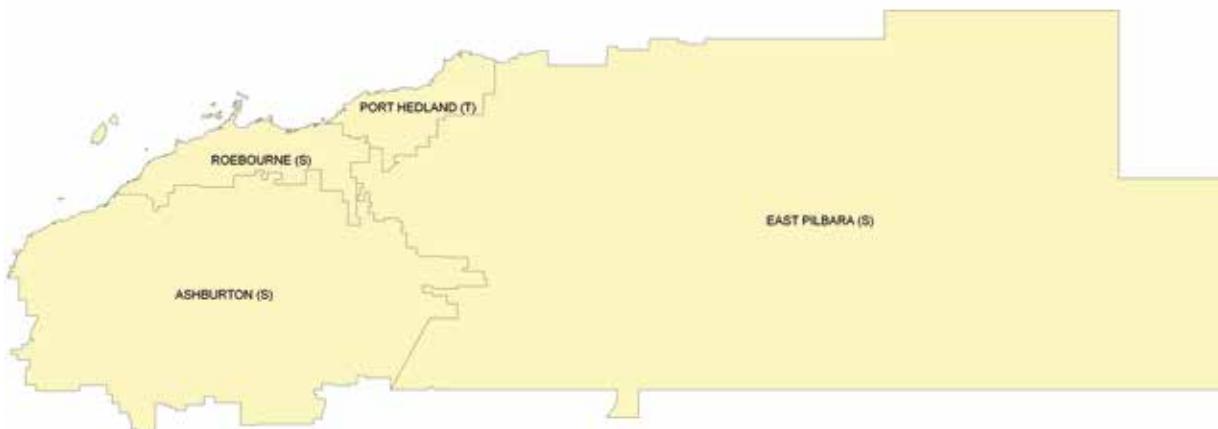
COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	104,832	953,063	159	675	1,522	0.71
CHAPMAN VALLEY	30,250	828,046	0	0	0.00	0.00
COOROW	144,709	1,221,508	271	133	1.87	0.11
CUE	41,121	788,333	0	0	0.00	0.00
GREATER GERALDTON	2,266,753	3,639,217	7,373	2,567	3.25	0.71
IRWIN	235,965	804,021	383	530	1.62	0.66
MEEKATHARRA	149,578	80,252	118	0	0.79	0.00
MINGE NEW	78,102	744,753	135	829	1.73	1.11
MORAWA	117,411	695,848	406	619	3.46	0.89
MOUNT MAGNET	105,304	96,252	210	0	1.99	0.00
MURCHISON	0	1,243,611	0	0	0.00	0.00
NORTHAMPTON	339,657	1,614,509	428	702	1.26	0.43
PERENJORI	36,456	1,653,884	45	175	1.23	0.11
SANDSTONE	29,760	72,480	11	0	0.37	0.00
THREE SPRINGS	57,363	1,153,812	22	289	0.38	0.25
YALGOO	26,698	778,867	82	740	3.07	0.95
Region	3,763,959	16,368,457	9,643	7,259	2.56	0.44
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 11

PILBARA REGIONAL ROAD GROUP

2014-2015

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



Road assets & expenditure indicators 2014-15
Pilbara Regional Road Group

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
ASHBURTON	0.50	3.9%	51%	0.89
EAST PILBARA	0.56	4.2%	72%	1.10
KARRATHA	0.47	2.7%	73%	0.92
PORT HEDLAND	0.52	2.5%	56%	0.99
Region average	0.51	3.3%	65%	0.98
State average	0.58	2.5%	68%	0.82

Expenditure from councils' own resources 2014-15
Pilbara Regional Road Group

COUNCIL	Total council expenditure \$000s [1]	Expenditure from councils' own resources \$000s [2]	% of total road expenditure [3]	% Revenue capacity needed to meet net road preservation needs [4]	% of revenue capacity spent on roads [5]	Expenditure \$ per person [6] [7]	
						[6]	[7]
ASHBURTON	7,709	2,090	27%	32%	19%	190	
EAST PILBARA	8,145	2,362	29%	33%	17%	181	
KARRATHA	8,431	5,833	69%	17%	26%	219	
PORT HEDLAND	6,579	2,348	36%	19%	16%	140	
Region	30,864	12,633	41%	24%	20%	187	
State	753,411	417,929	55%	28%	23%	162	

Road data 2014-15 Pilbara Regional Road Group

Appendix 11

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use Paths [km]
	Built up areas asphalt seal	Built up areas aggregate seal	sealed roads outside built up areas	sealed roads	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	18	45	164	1,182	603	148	2,160	24.0	0.0	24.0
EAST PILBARA	14	31	70	1,629	912	393	3,049	59.6	0.0	19.6
KARRATHA	81	92	41	216	129	40	599	50.0	0.0	70.1
PORT HEDLAND	33	98	55	0	236	70	493	19.2	0.0	92.7
Region	147	265	330	3,027	1,880	652	6,301	153	0	206
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15 Pilbara Regional Road Group

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ASHBURTON	912	0	4,081	238	5,231	7,154	0	984	629
EAST PILBARA	2,386	448	2,532	2,532	7,898	23,645	3,829	1,198	2,141
KARRATHA	3,580	0	1,103	96	4,779	9,881	0	3,951	627
PORT HEDLAND	3,522	0	323	100	3,945	12,557	8,148	0	953
Region	10,400	448	8,039	2,966	21,853	11,938	956	2,658	1,578
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Pilbara Regional Road Group

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	1,365	3,866	0	2,478	7,709	17.7%	50.1%	0.0%	32.1%	5,675	5,058
EAST PILBARA	3,530	4,368	247	0	8,145	43.3%	53.6%	3.0%	0.0%	7,191	7,898
KARRATHA	2,547	2,246	1,016	2,622	8,431	30.2%	26.6%	12.1%	31.1%	3,986	4,793
PORT HEDLAND	2,764	1,181	2,634	0	6,579	42.0%	18.0%	40.0%	0.0%	5,214	3,945
Region	10,206	11,661	3,897	5,100	30,864	33.1%	37.8%	12.6%	16.5%	22,065	21,694
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Pilbara Regional Road Group

COUNCIL	Number All bridges	Bridge deck area [sq metres]			Expenditure \$000s		
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	2	439	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0
KARRATHA	13	1,287	0	0	0	14	0
PORT HEDLAND	6	2,046	0	0	0	0	0
Region	21	3,772	0	0	0	14	0
State	916	66,837	76,622	20,677	2,277	11,703	5,914

Sealed road area statistics and expenditure 2014-15
Pilbara Regional Road Group

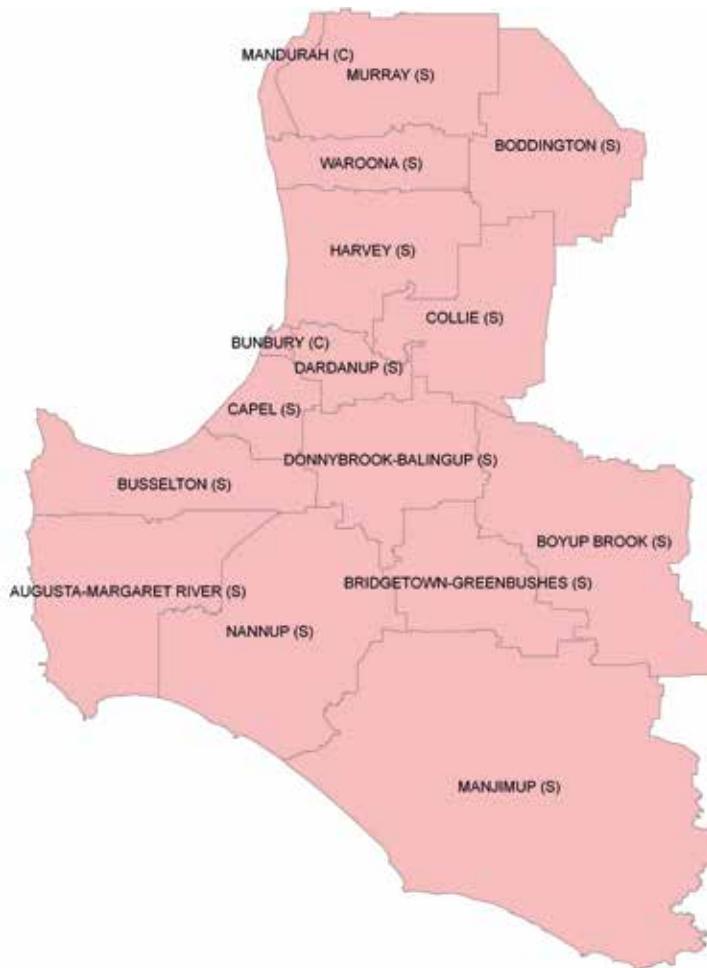
COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	446,162	450,591	912	0	2.04	0.00
EAST PILBARA	353,179	512,760	2,386	448	6.76	0.87
KARRATHA	1,268,087	310,837	3,580	0	2.82	0.00
PORT HEDLAND	981,649	365,531	3,522	0	3.59	0.00
Region	3,049,077	1,639,720	10,400	448	3.41	0.27
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 12

SOUTH WEST REGIONAL ROAD GROUP

2014-2015

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



Road assets & expenditure indicators 2014-15 South West Regional Road Group

Appendix 12

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
AUGUSTA MARGARET RIVER	0.57	2.6%	56%	0.65
BODDINGTON	0.48	3.1%	0%	0.19
BOYUP BROOK	0.45	3.2%	53%	0.52
BRIDGETOWN GREENBUSHES	0.47	3.0%	22%	0.34
BUNBURY	0.60	1.9%	61%	1.07
BUSSELTON	0.55	2.3%	46%	0.72
CAPEL	0.63	2.5%	67%	0.98
COLLIE	0.47	2.7%	77%	0.81
DARDANUP	0.58	2.4%	91%	1.19
DONNYBROOK-BALINGUP	0.42	2.7%	66%	1.01
HARVEY	0.60	2.4%	75%	0.84
MANDURAH	0.68	1.9%	48%	0.73
MANJIMUP	0.41	2.9%	64%	0.64
MURRAY	0.63	2.4%	73%	0.71
NANNUP	0.44	3.0%	37%	0.47
WAROONA	0.52	3.0%	52%	0.50
Region	0.56	2.4%	59%	0.74
State	0.58	2.5%	68%	0.82

**Expenditure from councils' own resources
South West Regional Road Group**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	6,290	3,133	50%	46%	27%	230
BODDINGTON	862	350	41%	45%	13%	139
BOYUP BROOK	2,252	440	20%	93%	16%	267
BRIDGETOWN GREENBUSHES	2,168	713	33%	65%	15%	154
BUNBURY	8,900	5,786	65%	22%	26%	169
BUSSELTON	10,497	7,087	68%	32%	27%	199
CAPEL	3,802	2,502	66%	33%	26%	147
COLLIE	3,529	1,057	30%	41%	16%	108
DARDANUP	5,470	2,928	54%	33%	37%	208
DONNYBROOK-BALINGUP	7,638	2,462	32%	68%	50%	417
HARVEY	7,418	3,908	53%	34%	24%	146
MANDURAH	17,038	8,421	49%	21%	16%	102
MANJIMUP	5,819	1,883	32%	63%	20%	199
MURRAY	5,408	3,072	57%	41%	27%	182
NANNUP	3,223	900	28%	96%	40%	682
WAROONA	1,874	979	52%	51%	24%	245
Region	92,188	45,621	49%	35%	23%	163
State	753,411	417,929	55%	28%	23%	162

**Road data 2014-15
South West Regional Road Group**

Appendix 12

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use Paths [km]
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA MARGARET RIVER	84	28	393	344	42	9	901	12.0	41.0	73.0
BODDINGTON	2	10	86	156	12	0	265	5.8	8.3	1.9
BOYUP BROOK	0	10	155	416	366	15	962	8.5	6.0	4.5
BRIDGETOWN GREENBUSHES	7	22	223	419	17	22	710	11.5	0.0	6.7
BUNBURY	147	121	52	1	0	0	321	58.7	0.3	170.0
BUSSELTON	188	68	577	228	22	7	1,090	107.0	0.0	69.3
CAPEL	54	31	226	154	10	17	492	38.6	3.4	38.6
COLLIE	17	53	184	118	3	10	384	15.5	7.4	27.0
DARDANUP	62	15	195	92	12	28	403	3.1	2.1	40.6
DONNYBROOK-BALINGUP	7	23	251	346	28	16	670	13.2	1.6	9.1
HARVEY	72	44	437	277	17	1	848	23.2	9.4	107.6
MANDURAH	445	141	78	4	3	0	671	456.0	14.8	20.1
MANJIMUP	8	61	442	709	66	19	1,304	23.8	0.0	20.6
MURRAY	60	44	370	180	33	0	687	83.8	0.3	46.0
NANNIUP	0	7	200	248	17	14	486	7.6	0.5	10.0
WAROONA	2	28	227	75	6	5	343	13.8	0.0	7.2
Region	1,155	704	4,096	3,766	654	163	10,538	882	95	652
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15 South West Regional Road Group

Appendix 12

COUNCIL	Road expenditure \$000s					Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
AUGUSTA MARGARET RIVER	1,100	2,542	512	27	4,181	5,088	2,959	2,160
BODDINGTON	0	0	77	2	79	0	3,422	928
BOYUP BROOK	63	532	617	236	1,448	2,215	2,264	1,638
BRIDGETOWN GREENBUSHES	432	395	423	11	1,261	7,035	947	1,141
BUNBURY	6,498	0	0	0	6,498	11,020	0	0
BUSSELTON	4,012	1,608	1,280	63	6,963	7,762	3,062	2,884
CAPEL	1,326	1,698	665	24	3,713	8,200	1,640	3,827
COLLIE	765	1,234	438	1	2,438	4,538	2,837	1,976
DARDANUP	702	2,506	379	18	3,605	4,564	9,309	5,533
DONNYBROOK-BALINGUP	370	1,473	1,037	31	2,911	6,232	1,461	2,103
HARVEY	3,153	2,115	726	6	6,000	13,057	2,033	2,750
MANDURAH	8,689	0	0	0	8,689	7,041	0	0
MANJIMUP	501	2,782	1,651	61	4,995	3,167	3,199	2,100
MURRAY	1,099	2,840	322	30	4,291	5,138	3,555	4,150
NANNUP	160	413	335	15	923	9,729	313	1,749
WAROOONA	755	415	96	5	1,271	11,928	1,427	2,778
Region	29,625	20,553	8,557	531	59,266	7,578	2,752	2,484
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936
								1,215

Expenditure by work categories 2014-15
South West Regional Road Group

Appendix 12

COUNCIL	Expenditure on roads - \$000s				% Road expenditure spent on				Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA MARGARET RIVER	2,483	1,938	1,216	653	6,290	39.5%	30.8%	19.3%	10.4%	6,754	4,421
BODDINGTON	280	0	433	149	862	32.5%	0.0%	50.2%	17.3%	1,486	280
BOYUP BROOK	836	982	324	110	2,252	37.1%	43.6%	14.4%	4.9%	3,527	1,818
BRIDGETOWN GREENBUSHES	1,202	154	811	1	2,168	55.4%	7.1%	37.4%	0.0%	4,019	1,356
BUNBURY	5,032	1,468	1,198	1,202	8,900	56.5%	16.5%	13.5%	13.5%	6,083	6,500
BUSSELTON	5,408	2,103	2,200	786	10,497	51.5%	20.0%	21.0%	7.5%	10,469	7,511
CAPEL	2,662	1,140	0	0	3,802	70.0%	30.0%	0.0%	0.0%	3,883	3,802
COLLIE	338	2,478	392	321	3,529	9.6%	70.2%	11.1%	9.1%	3,471	2,816
DARDANUP	1,789	2,296	986	399	5,470	32.7%	42.0%	18.0%	7.3%	3,426	4,085
DONNYBROOK-BALINGUP	1,426	5,627	295	290	7,638	18.7%	73.7%	3.9%	3.8%	4,444	4,483
HARVEY	2,745	3,303	1,297	73	7,418	37.0%	44.5%	17.5%	1.0%	7,038	5,946
MANDURAH	6,290	2,586	2,616	5,546	17,038	36.9%	15.2%	15.4%	32.6%	12,224	8,876
MANJIMUP	2,605	2,559	574	81	5,819	44.8%	44.0%	9.9%	1.4%	8,072	5,164
MURRAY	2,352	2,044	913	99	5,408	43.5%	37.8%	16.9%	1.8%	6,182	4,396
NANNUP	497	876	0	1,850	3,223	15.4%	27.2%	0.0%	57.4%	2,927	1,373
WAROOONA	661	628	585	0	1,874	35.3%	33.5%	31.2%	0.0%	2,563	1,289
Region	36,606	30,182	13,840	11,560	92,188	39.7%	32.7%	15.0%	12.5%	86,566	64,116
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
South West Regional Road Group

Appendix 12

COUNCIL	Number	Bridge deck area [sq metres]				Expenditure \$000s	
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA MARGARET RIVER	18	15	1,787	467	0	240	0
BODDINGTON	5	0	1,206	0	0	201	0
BOYUP BROOK	18	0	3,764	689	0	370	0
BRIDGETOWN GREENBUSHES	16	196	2,032	425	0	95	0
BUNBURY	1	655	0	0	0	2	0
BUSSELTON	36	621	2,780	906	0	548	0
CAPEL	12	464	1,059	254	0	89	0
COLLIE	6	154	1,408	53	0	378	0
DARDANUP	20	990	1,719	127	0	480	0
DONNYBROOK-BALINGUP	33	418	3,357	1,452	0	4,142	295
HARVEY	18	2,295	1,889	253	0	48	0
MANDURAH	21	5,396	1,703	0	0	187	4,879
MANJIMUP	44	465	3,533	1,356	0	169	366
MURRAY	20	1,348	1,860	1,067	0	105	0
NANNUP	13	688	771	423	0	450	0
WAROONA	1	0	341	0	0	18	70
Region	282	13,705	29,208	7,473	0	7,522	5,610
State	916	66,837	76,622	20,677	2,277	11,703	5,914

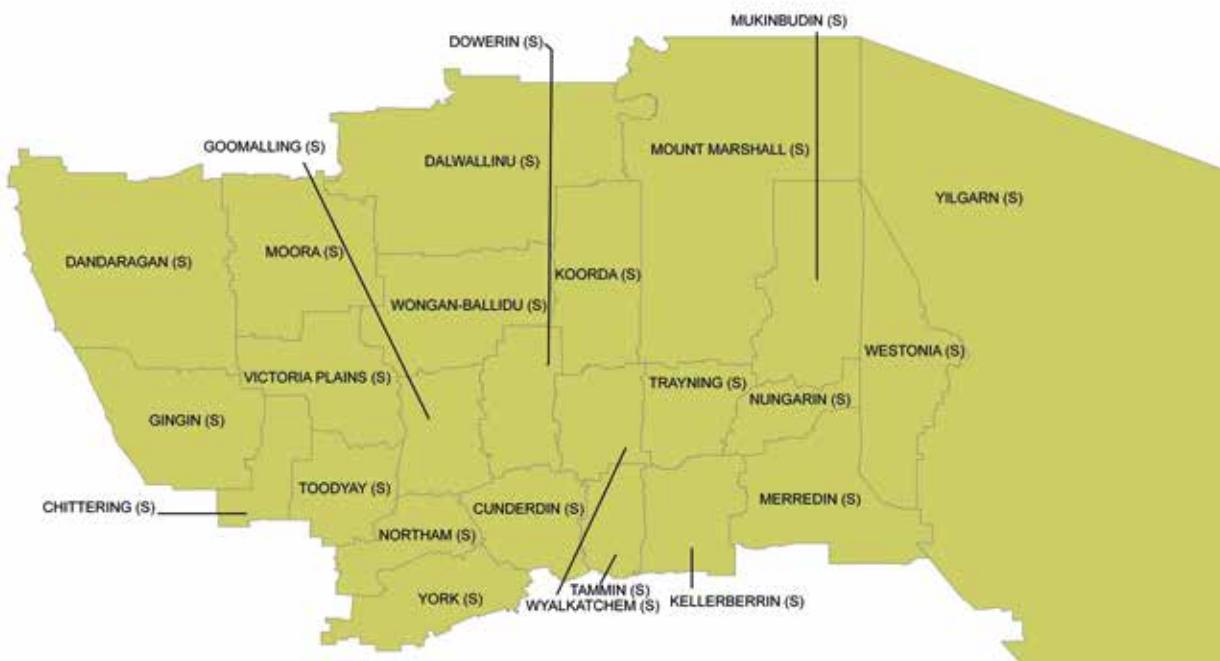
Sealed road area statistics and expenditure 2014-15
South West Regional Road Group

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	756,637	2,304,260	1,100	2,542	1.45	1.10
BODDINGTON	90,555	540,244	0	0	0.00	0.00
BOYUP BROOK	99,555	832,805	63	532	0.63	0.64
BRIDGETOWN GREENBUSHES	214,936	1,331,719	432	395	2.01	0.30
BUNBURY	2,063,751	367,274	6,498	0	3.15	0.00
BUSSELTON	1,809,016	3,517,595	4,012	1,608	2.22	0.46
CAPEL	565,982	1,389,245	1,326	1,698	2.34	1.22
COLLIE	589,963	1,259,704	765	1,234	1.30	0.98
DARDANUP	538,347	1,142,842	702	2,506	1.30	2.19
DONNYBROOK-BALINGUP	207,814	1,475,179	370	1,473	1.78	1.00
HARVEY	845,163	2,744,799	3,153	2,115	3.73	0.77
MANDURAH	4,318,922	579,442	8,689	0	2.01	0.00
MANJIMUP	553,646	2,468,953	501	2,782	0.90	1.13
MURRAY	748,645	2,328,796	1,099	2,840	1.47	1.22
NANNUP	57,557	1,228,853	160	413	2.78	0.34
WAROONA	221,542	1,361,205	755	415	3.41	0.30
Region	13,682,032	24,872,914	29,625	20,553	2.17	0.83
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 13

WHEATBELT NORTH REGIONAL ROAD GROUP 2014-2015

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



Road assets & expenditure indicators 2014-15 Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Indicators				
	State of the road asset [1]	Road asset consumption [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]
CHITTERING	0.56	3.2%	3.2%	34%	0.54
CUNDERDIN	0.32	3.6%	3.6%	30%	0.41
DALWALLINU	0.52	3.8%	3.8%	32%	0.39
DANDARAGAN	0.49	3.4%	3.4%	25%	0.37
DOWERIN	0.48	4.0%	4.0%	63%	0.55
GINGIN	0.46	3.1%	3.1%	22%	0.51
GOOMALLING	0.44	3.5%	3.5%	56%	0.73
KELLERBERRIN	0.39	3.6%	3.6%	317%	1.58
KOORDA	0.43	4.0%	4.0%	52%	0.53
MERREDIN	0.52	3.5%	3.5%	67%	0.59
MOORA	0.26	3.3%	3.3%	54%	0.51
MOUNT MARSHALL	0.50	4.3%	4.3%	38%	0.40
MUKINBUDIN	0.28	4.0%	4.0%	6%	0.18
NORTHAM (S)	0.42	2.5%	2.5%	43%	0.78
NUNGARIN	0.37	4.1%	4.1%	0%	0.55
TAMMIN	0.37	4.0%	4.0%	88%	0.60
TOODYAY	0.45	2.8%	2.8%	37%	0.39
TRAYNING	0.38	4.0%	4.0%	10%	0.34
VICTORIA PLAINS	0.38	3.7%	3.7%	41%	0.51
WESTONIA	0.34	4.4%	4.4%	32%	0.46
WONGAN BALLIDU	0.28	3.9%	3.9%	47%	0.36
WYALKATCHEM	0.54	4.0%	4.0%	36%	0.42
YILGARN	0.51	4.6%	4.6%	62%	0.50
YORK	0.49	3.0%	3.0%	69%	0.59
Region	0.43	3.5%	3.5%	51%	0.53
State	0.58	2.5%	2.5%	68%	0.82

Appendix 13

Expenditure from councils' own resources 2014-15 Wheatbelt North Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	2,425	1,134	47%	62%	27%	217
CUNDERDIN	1,462	300	21%	87%	12%	226
DALWALLINU	2,926	318	11%	103%	7%	248
DANDARAGAN	3,396	628	18%	64%	10%	191
DOWERIN	1,473	300	20%	89%	14%	439
GINGIN	5,228	1,732	33%	57%	23%	318
GOOMALLING	3,452	1,196	35%	71%	59%	1207
KELLERBERRIN	6,441	746	12%	79%	27%	610
KOORDA	1,913	565	30%	82%	23%	1290
MERREDIN	3,277	537	16%	82%	11%	163
MOORA	2,537	759	30%	87%	20%	302
MOUNT MARSHALL	1,999	131	7%	89%	4%	279
MUKINBUDIN	1,852	325	18%	90%	13%	663
NORTHAM (S)	5,076	2,435	48%	46%	26%	209
NUNGARIN	1,247	457	37%	70%	31%	2013
TAMMIN	939	229	24%	78%	15%	560
TOODYAY	2,193	1,007	46%	65%	24%	217
TRAYNING	1,130	122	11%	95%	6%	358
VICTORIA PLAINS	1,897	942	50%	111%	41%	1030
WESTONIA	1,154	130	11%	90%	7%	480
WONGAN BALLIDU	2,831	528	19%	78%	15%	353
WYALKATCHEM	1,146	172	15%	87%	9%	325
YILGARN	3,720	1,120	30%	55%	21%	695
YORK	2,517	922	37%	67%	22%	264
Region	62,231	16,735	27%	73%	19%	320
State	753,411	417,929	55%	28%	23%	162

Road data 2014-15 Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CHITTERING	0	1	281	143	3	6	434	2.9	0.0	4.6
CUNDERDIN	1	17	231	369	154	11	783	7.5	0.0	0.0
DALWALLINU	1	21	456	1,069	337	34	1,918	8.4	0.0	5.7
DANDARAGAN	14	32	339	787	13	10	1,195	46.6	1.2	15.7
DOWERIN	1	6	165	509	192	66	939	7.1	5.8	1.0
GINGIN	13	67	397	352	26	17	871	14.2	0.0	0.6
GOOMALLING	0	7	104	386	81	5	583	9.1	5.0	7.0
KELLERBERRIN	1	17	216	418	287	7	945	25.7	8.5	15.4
KOORDA	0	7	242	476	304	36	1,065	4.3	6.3	0.0
MERRIDIN	11	38	370	563	286	23	1,291	26.0	41.7	5.4
MOORA	4	19	301	489	107	20	940	3.8	4.6	18.5
MOUNT MARSHALL	0	8	291	709	683	25	1,716	1.5	0.2	4.6
MUKINBUDIN	0	9	179	579	126	13	905	17.7	0.2	0.0
NORTHAM (S)	14	67	375	245	49	1	752	38.7	3.6	2.7
NUNGARIN	0	3	103	364	23	17	510	1.1	0.0	0.0
TAMMIN	0	6	126	261	85	18	495	1.2	3.3	4.0
TOODYAY	1	11	274	285	28	26	626	4.0	0.5	7.4
TRAYNING	0	9	139	541	43	19	751	6.2	2.5	0.3
VICTORIA PLAINS	0	7	237	420	122	23	809	3.7	0.0	0.3
WESTONIA	0	3	116	528	209	26	881	1.3	0.0	0.0
WONGAN BALLIDU	3	18	321	464	497	19	1,322	5.6	0.0	4.3
WYALKATCHEM	0	11	133	494	61	26	724	3.3	0.2	0.8
YILGARN	0	14	245	665	1,392	398	2,713	2.8	7.9	4.3
YORK	2	36	254	207	151	17	666	19.6	36.2	3.0
Region	66	432	5,894	11,323	5,257	863	23,835	262	128	105
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15 Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CHITTERING	412	450	719	6	1,587	157,468	1,682	3,336	2,128
CUNDERDIN	100	540	508	79	1,227	2,005	1,491	1,052	367
DALWALLINU	288	867	1,277	100	2,532	5,355	1,053	1,181	365
DANDARAGAN	147	556	1,302	6	2,011	1,433	1,366	1,677	508
DOWERIN	210	702	470	80	1,462	10,819	2,925	797	296
GINGIN	901	708	1,159	20	2,788	5,503	2,875	3,754	1,774
GOOMALLING	176	356	849	57	1,438	10,996	3,084	3,130	1,155
KELLERBERRIN	195	4,568	79	60	4,902	4,149	4,847	683	183
KOORDA	129	779	615	116	1,639	5,789	1,570	808	275
MERREDIN	464	1,609	833	101	3,007	3,486	2,525	626	31
MOORA	443	1,121	518	53	2,135	7,886	1,422	766	582
MOUNT MARSHALL	144	509	737	332	1,722	7,651	2,348	702	716
MUKINBUDIN	62	0	459	39	560	3,042	2,720	870	547
NORTHAM (S)	2,930	704	597	20	4,251	16,328	1,139	2,947	7,504
NUNGARIN	0	0	790	20	810	0	4,206	2,425	1,318
TAMMIN	84	606	196	53	939	6,333	1,923	1,689	701
TOODYAY	614	273	309	37	1,233	22,907	1,073	3,303	740
TRAYNING	60	80	650	40	830	2,562	9,980	855	435
VICTORIA PLAINS	109	892	537	89	1,627	6,637	1,571	1,299	772
WESTONIA	29	245	780	50	1,104	4,222	550	1,427	201
WONGAN BALLDU	191	711	342	139	1,383	3,364	1,776	1,254	301
WYALKATCHEM	135	239	568	27	969	4,047	2,055	913	323
YILGARN	595	725	208	808	2,336	17,217	1,841	485	499
YORK	428	1,319	327	101	2,175	5,151	1,506	1,473	778
Region	8,846	18,559	14,831	2,431	44,667	7,469	1,790	1,342	484
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Wheatbelt North Regional Road Group

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CHITTERING	908	764	753	0	2,425	37.4%	31.5%	31.1%	0.0%	3,116	1,672
CUNDERDIN	765	472	225	0	1,462	52.3%	32.3%	15.4%	0.0%	3,016	1,237
DALWALLINU	1,042	1,490	394	0	2,926	35.6%	50.9%	13.5%	0.0%	5,982	2,355
DANDARAGAN	961	1,050	22	1,363	3,396	28.3%	30.9%	0.6%	40.1%	5,453	2,011
DOWERIN	762	700	11	0	1,473	51.7%	47.5%	0.7%	0.0%	2,669	1,462
GINGIN	1,791	998	2,214	225	5,228	34.3%	19.1%	42.3%	4.3%	5,515	2,789
GOOMALLING	818	674	1,960	0	3,452	23.7%	19.5%	56.8%	0.0%	2,033	1,492
KELLERBERRIN	460	4,442	54	1,485	6,441	7.1%	69.0%	0.8%	23.1%	3,089	4,896
KOORDA	705	934	274	0	1,913	36.9%	48.8%	14.3%	0.0%	3,088	1,639
MERREDIN	885	2,122	0	270	3,277	27.0%	64.8%	0.0%	8.2%	5,105	2,995
MOORA	973	1,162	402	0	2,537	38.4%	45.8%	15.8%	0.0%	4,169	2,135
MOUNT MARSHALL	663	1,059	277	0	1,999	33.2%	53.0%	13.9%	0.0%	4,331	1,722
MUKINBUDIN	358	202	451	841	1,852	19.3%	10.9%	24.4%	45.4%	2,876	515
NORTHTAM (S)	2,210	2,068	661	137	5,076	43.5%	40.7%	13.0%	2.7%	5,490	4,278
NUNGARIN	516	294	139	298	1,247	41.4%	23.6%	11.1%	23.9%	1,474	810
TAMMIN	376	563	0	0	939	40.0%	60.0%	0.0%	0.0%	1,567	939
TOODAY	797	605	298	493	2,193	36.3%	27.6%	13.6%	22.5%	3,587	1,402
TRAYNING	560	270	300	0	1,130	49.6%	23.9%	26.5%	0.0%	2,472	830
VICTORIA PLAINS	1,026	612	256	3	1,897	54.1%	32.3%	13.5%	0.2%	3,221	1,638
WESTONIA	199	905	50	0	1,154	17.2%	78.4%	4.3%	0.0%	2,387	1,104
WONGAN BALLIDU	571	812	1,137	311	2,831	20.2%	28.7%	40.2%	11.0%	3,791	1,381
WYALKATCHEM	480	489	177	0	1,146	41.9%	42.7%	15.4%	0.0%	2,313	969
YILGARN	1,344	992	1,384	0	3,720	36.1%	26.7%	37.2%	0.0%	4,639	2,336
YORK	946	1,266	305	0	2,517	37.6%	50.3%	12.1%	0.0%	3,723	2,212
Region	20,116	24,945	11,744	5,426	62,231	32.3%	40.1%	18.9%	8.7%	85,107	44,820
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Number All Bridges	Bridge deck area [sq metres]				Footbridges	Preservation	Expenditure \$000s
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	[5]			
[1]	[2]	[3]	[4]	[6]	[7]	[8]		
CHITTERING	12	280	723	331	0	85		
CUNDERDIN	5	196	409	37	0	10		
DALWALLINU	0	0	0	0	0	0		
DANDARAGAN	1	0	484	0	0	0		
DOWERIN	1	69	0	0	0	0		
GINGIN	6	0	369	662	0	1		
GOOMALLING	6	30	753	55	0	54		
KELLERBERRIN	7	379	149	170	0	0		
KOORDA	0	0	0	0	0	0		
MERREDIN	4	483	0	0	0	0		
MOORA	8	1,329	501	0	0	0		
MOUNT MARSHALL	0	0	0	0	0	0		
MUKINBUDIN	0	0	0	0	0	0		
NORTHAM (S)	27	3,108	3,143	1,009	0	27		
NUNGARIN	0	0	0	0	0	0		
TAMMIN	0	0	0	0	0	0		
TOODAY	16	1,740	2,983	107	0	169		
TRAYNING	0	0	0	0	0	0		
VICTORIA PLAINS	7	0	812	0	0	11		
WESTONIA	0	0	0	0	0	0		
WONGAN BALLIDU	0	0	0	0	0	0		
WYALKATCHEM	0	0	0	0	0	0		
YILGARN	0	0	0	0	0	0		
YORK	20	198	3,088	365	0	37		
Region	120	7,813	13,413	2,737	0	394	0	
State	916	66,837	76,622	20,677	2,277	11,703	5,914	

Sealed road area statistics and expenditure 2014-15
Wheatbelt North Regional Road Group

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	9,157	1,982,780	412	450	44.99	0.23
CUNDERDIN	174,539	1,420,931	100	540	0.57	0.38
DALWALLINU	188,243	2,331,339	288	867	1.53	0.37
DANDARAGAN	359,145	2,239,809	147	556	0.41	0.25
DOWERIN	67,933	1,047,793	210	702	3.09	0.67
GINGIN	573,037	2,688,212	901	708	1.57	0.26
GOOMALLING	56,018	625,280	176	356	3.14	0.57
KELLERBERRIN	164,491	1,219,607	195	4,568	1.19	3.75
KOORDA	77,989	1,329,030	129	779	1.65	0.59
MERREDIN	465,842	2,256,476	464	1,609	1.00	0.71
MOORA	196,620	1,858,370	443	1,121	2.25	0.60
MOUNT MARSHALL	65,870	1,770,932	144	509	2.19	0.29
MUKINBUDIN	71,332	1,086,167	62	0	0.87	0.00
NORTHAM (S)	628,073	2,108,320	2,930	704	4.67	0.33
NUNGARIN	16,227	425,267	0	0	0.00	0.00
TAMMIN	46,426	676,750	84	606	1.81	0.90
TOODAY	93,814	1,707,011	614	273	6.54	0.16
TRAYNING	81,959	812,194	60	80	0.73	0.10
VICTORIA PLAINS	57,482	1,501,445	109	892	1.90	0.59
WESTONIA	24,039	795,588	29	245	1.21	0.31
WONGAN BALLIDU	198,737	1,637,694	191	711	0.96	0.43
WYALKATCHEM	116,765	767,382	135	239	1.16	0.31
YILGARN	120,958	1,649,894	595	725	4.92	0.44
YORK	290,829	1,479,941	428	1,319	1.47	0.89
Region	4,145,526	35,418,211	8,846	18,559	2.13	0.52
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 14

WHEATBELT SOUTH REGIONAL ROAD GROUP 2014-2015

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



Road assets & expenditure indicators 2014-15
Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
BEVERLEY	0.47	2.7%	61%	0.40
BROOKTON	0.44	3.1%	52%	0.45
BRUCE ROCK	0.42	2.8%	55%	0.47
CORRIGIN	0.29	3.7%	22%	0.31
CUBALLING	0.44	3.1%	53%	0.50
DUMBLEYUNG	0.49	3.9%	62%	0.46
KONDININ	0.45	4.3%	104%	0.57
KULIN	0.45	4.2%	56%	0.62
LAKE GRACE	0.59	4.4%	55%	0.51
NAREMBEEN	0.40	4.1%	89%	0.47
NARROGIN (S)	0.49	3.9%	71%	0.83
NARROGIN (T)	0.51	2.2%	49%	0.52
PINGELLY	0.38	3.2%	55%	0.64
QUAIRADING	0.36	3.4%	64%	0.49
WAGIN	0.57	3.3%	70%	0.47
WANDERING	0.40	3.0%	18%	0.69
WEST ARTHUR	0.38	3.2%	24%	0.23
WICKEPIN	0.43	4.0%	175%	0.75
WILLIAMS	0.57	3.3%	56%	0.60
Region average	0.45	3.5%	61%	0.51
State average	0.58	2.5%	68%	0.82

Appendix 14

Expenditure from councils' own resources 2014-15 Wheatbelt South Regional Road Group

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of Revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	2,015	785	39%	105%	26%	494
BROOKTON	1,216	416	34%	99%	21%	408
BRUCE ROCK	3,002	1,107	37%	98%	35%	1166
CORRIGIN	2,075	588	28%	91%	20%	535
CUBBALLING	1,656	735	44%	107%	44%	827
DUMBLEYUNG	1,869	577	31%	96%	24%	980
KONDININ	2,651	451	17%	86%	14%	447
KULIN	2,768	228	8%	103%	7%	282
LAKE GRACE	3,234	930	29%	90%	18%	700
NAREMBEEN	2,636	191	7%	98%	6%	240
NARROGIN (S)	3,909	1,154	30%	85%	64%	1300
NARROGIN (T)	603	300	50%	23%	8%	67
PINGELLY	1,672	715	43%	88%	33%	604
QUAIRADING	1,734	499	29%	96%	18%	475
WAGIN	1,438	295	21%	64%	10%	155
WANDERING	1,461	521	36%	129%	47%	1189
WEST ARTHUR	1,442	649	45%	131%	30%	723
WICKEPIN	1,841	429	23%	67%	18%	590
WILLIAMS	1,244	467	38%	85%	27%	501
Region	38,466	11,037	29%	89%	22%	489
State	753,411	417,929	55%	28%	23%	162

Road data 2014-15 Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Road data [kilometres]						Footpaths [km]			Dual use Paths [km]
	Built up areas asphalt seal	Built up areas aggregate seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	1	12	178	353	138	15	697	10.0	8.0	0.0
BROOKTON	0	10	95	330	95	3	532	5.2	0.0	3.1
BRUCE ROCK	0	14	414	557	171	17	1,173	4.3	14.4	2.0
CORRIGIN	1	12	309	583	149	21	1,075	6.5	10.7	0.1
CUBALLING	0	1	159	210	164	20	555	7.6	0.0	2.6
DUMBLEYUNG	0	7	175	600	192	15	989	5.0	2.6	1.0
KONDININ	0	12	171	987	144	22	1,336	3.0	7.4	2.7
KULIN	0	7	175	1,094	140	19	1,436	11.0	2.5	4.5
LAKE GRACE	0	15	193	1,811	200	61	2,281	3.4	9.0	3.6
NAREMBEEN	0	8	279	912	193	20	1,412	1.7	3.5	0.7
NARROGIN (S)	0	2	179	196	345	10	733	1.0	0.4	0.0
NARROGIN (T)	1	47	10	9	0	0	68	13.1	0.0	10.0
PINGELLY	0	16	172	191	155	31	565	14.0	3.6	3.9
QUAIRADING	5	8	258	405	170	17	863	6.2	0.0	0.0
WAGIN	1	27	143	392	190	29	782	10.0	46.2	0.8
WANDERING	0	3	90	191	66	6	356	2.5	1.4	0.0
WEST ARTHUR	0	6	195	510	138	9	858	4.5	2.4	2.7
WICKEPIN	0	9	151	399	282	33	873	4.6	5.6	2.3
WILLIAMS	0	8	121	287	55	3	474	3.4	5.8	3.1
Region	10	223	3,467	10,018	2,989	351	17,058	117	123	43
State	11,647	3,761	22,995	53,557	24,326	11,593	127,879	9,460	552	4,563

Expenditure on road preservation 2014-15
Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
BEVERLEY	65	734	490	111	1,400	1,611	867	1,757	982
BROOKTON	220	391	440	48	1,099	9,050	2,622	1,275	745
BRUCE ROCK	641	823	351	72	1,887	14,996	5,835	1,864	401
CORRIGIN	481	280	338	55	1,154	12,410	816	428	282
CUBALLING	109	513	190	323	1,135	50,698	1,888	1,977	2,688
DUMBLEYUNG	0	739	776	76	1,591	0	1,822	1,196	361
KONDININ	247	1,020	936	68	2,271	8,342	1,158	317	271
KULIN	292	680	1,628	64	2,664	14,830	754	1,229	855
LAKE GRACE	359	676	2,121	78	3,234	10,171	1,408	1,091	452
NAREMBEEN	27	1,319	560	76	1,982	1,249	1,047	1,058	466
NARROGIN (S)	29	983	1,292	318	2,622	8,105	4,700	1,884	980
NARROGIN (T)	564	0	0	0	564	4,109	0	0	0
PINGELLY	199	548	568	216	1,531	6,108	3,391	1,884	1,083
QUAIRADING	369	710	500	74	1,653	11,278	3,175	571	387
WAGIN	194	673	328	42	1,237	2,508	1,620	1,831	380
WANDERING	58	60	891	105	1,114	10,894	0	5,613	960
WEST ARTHUR	41	346	316	56	759	2,848	1,928	1,442	589
WICKEPIN	17	1,564	260	0	1,841	984	7,660	441	281
WILLIAMS	78	492	473	55	1,098	4,032	317	2,590	1,125
Region	3,990	12,551	12,460	1,835	30,836	6,486	2,142	1,257	627
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

**Expenditure by work categories 2014-15
Wheatbelt South Regional Road Group**

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	644	914	457	0	2,015	32.0%	45.4%	22.7%	0.0%	3,854	1,558
BROOKTON	851	257	108	0	1,216	70.0%	21.1%	8.9%	0.0%	2,449	1,108
BRUCE ROCK	866	1,120	1,015	1	3,002	28.8%	37.3%	33.8%	0.0%	4,215	1,986
CORRIGIN	1,034	120	921	0	2,075	49.8%	5.8%	44.4%	0.0%	3,743	1,154
CUBALLING	721	432	392	111	1,656	43.5%	26.1%	23.7%	6.7%	2,291	1,153
DUMBLEYUNG	520	1,071	0	278	1,869	27.8%	57.3%	0.0%	14.9%	3,229	1,476
KONDININ	1,006	1,265	380	0	2,651	37.9%	47.7%	14.3%	0.0%	3,805	2,178
KULIN	1,410	1,254	104	0	2,768	50.9%	45.3%	3.8%	0.0%	4,305	2,664
LAKE GRACE	1,543	1,691	0	0	3,234	47.7%	52.3%	0.0%	0.0%	6,361	3,234
NAREMBEEN	709	1,273	654	0	2,636	26.9%	48.3%	24.8%	0.0%	4,176	1,982
NARROGIN (S)	917	1,709	386	897	3,909	23.5%	43.7%	9.9%	22.9%	2,239	1,863
NARROGIN (T)	470	94	39	0	603	77.9%	15.6%	6.5%	0.0%	1,092	564
PINGELLY	906	654	112	0	1,672	54.2%	39.1%	6.7%	0.0%	2,429	1,560
QUAIRADING	534	1,132	68	0	1,734	30.8%	65.3%	3.9%	0.0%	3,372	1,666
WAGIN	439	820	179	0	1,438	30.5%	57.0%	12.4%	0.0%	2,699	1,259
WANDERING	599	608	0	254	1,461	41.0%	41.6%	0.0%	17.4%	1,744	1,207
WEST ARTHUR	563	250	629	0	1,442	39.0%	17.3%	43.6%	0.0%	3,594	813
WICKEPIN	0	1,841	0	0	1,841	0.0%	100.0%	0.0%	0.0%	2,446	1,841
WILLIAMS	554	601	14	75	1,244	44.5%	48.3%	1.1%	6.0%	1,912	1,155
Region	14,286	17,106	5,458	1,616	38,466	37.1%	44.5%	14.2%	4.2%	59,954	30,421
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Bridge statistics and expenditure 2014-15
Wheatbelt South Regional Road Group

Appendix 14

COUNCIL	Number All Bridges	Bridge deck area [sq metres]					Expenditure \$000s	
		Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
BEVERLEY	31	143	4,305	1,544	0	158	0	
BROOKTON	15	137	809	1,756	0	9	0	
BRUCE ROCK	91	4,713	0	0	0	99	0	
CORRIGIN	2	0	0	230	0	0	0	
CUBALLING	12	0	1,889	373	0	18	0	
DUMBLEYUNG	5	70	628	112	0	0	0	
KONDININ	0	0	0	0	0	0	0	
KULIN	0	0	0	0	0	0	0	
LAKE GRACE	0	0	0	0	0	0	0	
NAREMBEEN	1	94	0	0	0	0	0	
NARROGIN (S)	4	0	507	90	0	4	0	
NARROGIN (T)	3	205	112	0	181	0	0	
PINGELLY	17	42	269	1,171	0	29	0	
QUAIRADING	16	292	797	338	0	13	0	
WAGIN	9	553	410	351	0	22	0	
WANDERING	15	457	1,502	613	0	93	0	
WEST ARTHUR	17	90	3,574	570	0	54	0	
WICKEPIN	4	33	274	54	0	0	0	
WILLIAMS	5	525	779	0	0	57	0	
Region	247	7,355	15,854	7,202	181	556	0	
State	916	66,837	76,622	20,677	2,277	11,703	5,914	

Sealed road area statistics and expenditure 2014-15
Wheatbelt South Regional Road Group

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	141,173	1,049,302	65	734	0.46	0.70
BROOKTON	85,086	559,273	220	391	2.59	0.70
BRUCE ROCK	149,605	1,962,031	641	823	4.28	0.42
CORRIGIN	135,661	1,505,296	481	280	3.55	0.19
CUBALLING	7,525	974,936	109	513	14.49	0.53
DUMBLEYUNG	72,938	1,169,872	0	739	0.00	0.63
KONDININ	103,636	1,057,874	247	1,020	2.38	0.96
KULIN	68,916	1,155,742	292	680	4.24	0.59
LAKE GRACE	123,532	1,339,042	359	676	2.91	0.50
NAREMBEEN	75,658	1,491,119	27	1,319	0.36	0.88
NARROGIN (S)	12,523	1,163,661	29	983	2.32	0.84
NARROGIN (T)	480,442	65,815	564	0	1.17	0.00
PINGELLY	114,027	1,018,683	199	548	1.75	0.54
QUAIRADING	114,511	1,489,653	369	710	3.22	0.48
WAGIN	270,681	736,224	194	673	0.72	0.91
WANDERING	18,634	593,306	58	60	3.11	0.10
WEST ARTHUR	50,382	1,187,105	41	346	0.81	0.29
WICKEPIN	60,489	934,427	17	1,564	0.28	1.67
WILLIAMS	67,713	794,620	78	492	1.15	0.62
Region	2,153,132	20,247,981	3,990	12,551	1.85	0.62
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX **15**

METROPOLITAN LOCAL GOVERNMENTS 2014-2015

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

Road assets & expenditure indicators 2014-15 Metropolitan Local Governments

Appendix 15

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ARMADALE	0.73	1.7%	51%	0.65
BASSENGEAN	0.63	1.6%	111%	1.55
BAYSWATER	0.66	1.6%	69%	0.96
BELMONT	0.75	1.6%	143%	1.34
CAMBRIDGE	0.65	1.6%	116%	1.50
CANNING	0.68	1.8%	76%	1.06
CLAREMONT	0.30	1.7%	151%	2.37
COCKBURN	0.73	1.7%	50%	0.74
COTTESLOE	0.52	1.7%	81%	0.75
EAST FREMANTLE	0.07	1.7%	80%	2.37
FREMANTLE	0.79	1.6%	86%	1.86
GOSNELL	0.71	1.6%	71%	1.00
JOONDALUP	0.67	1.6%	75%	0.77
KALAMUNDA	0.76	1.8%	43%	0.78
KWINANA	0.70	1.8%	92%	1.26
MELVILLE	0.57	1.6%	125%	1.51
MOSMAN PARK	0.65	1.7%	63%	0.84
MUNDARING	0.60	2.1%	65%	0.86

Road assets & expenditure indicators 2014-15 [continued]
Metropolitan Local Governments

COUNCIL	Indicators				Preservation performance [5]
	State of the road asset [1]	Road asset consumption [2]	Road asset consumption [3]	Sealed road sustainability [4]	
NEDLANDS	0.55	1.6%	206%		1.33
PEPPERMINT GROVE	0.76	1.6%	81%		2.39
PERTH	0.58	1.6%	128%		6.95
ROCKINGHAM	0.74	1.8%	85%		1.34
SERPENTINE JARRAHDALE	0.43	2.5%	44%		0.73
SOUTH PERTH	0.67	1.6%	99%		1.37
STIRLING	0.61	1.6%	131%		1.08
SUBIACO	0.56	1.6%	141%		2.26
SWAN	0.68	1.8%	67%		0.73
VICTORIA PARK	0.49	1.7%	161%		2.00
VINCENT	0.49	1.5%	83%		1.12
WANNEROO	0.78	1.6%	64%		0.63
Region	0.67	1.7%	85%		1.09
State	0.58	2.5%	68%		0.82

Expenditure from councils' own resources 2014-15
Metropolitan Local Governments

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of Revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	14,320	7,277	51%	26%	19%	94
BASSENGEAN	3,435	2,782	81%	18%	29%	171
BAYSWATER	8,666	6,617	76%	14%	16%	94
BELMONT	7,285	5,986	82%	16%	21%	146
CAMBRIDGE	9,427	7,619	81%	20%	47%	269
CANNING	16,663	12,503	75%	16%	21%	128
CLAREMONT	2,526	2,175	86%	11%	26%	205
COCKBURN	18,614	14,516	78%	20%	25%	136
COTTESLOE	1,090	968	89%	12%	15%	111
EAST FREMANTLE	1,918	1,831	95%	14%	37%	234
FREMANTLE	9,900	8,188	83%	14%	34%	265
GOSNELL	22,142	15,143	68%	21%	25%	122
JOONDALUP	17,803	11,957	67%	19%	13%	71
KALAMUNDA	8,066	6,032	75%	24%	19%	99
KWINANA	12,840	7,344	46%	20%	28%	203
MELVILLE	17,636	13,291	75%	14%	21%	124
MOSMAN PARK	870	732	84%	11%	12%	76
MUNDARING	8,266	5,325	64%	28%	25%	133

Expenditure from councils' own resources 2014-15 [continued]
Metropolitan Local Governments

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of Revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	4,153	3,759	91%	17%	24%	162
PEPPERMINT GROVE	574	540	94%	16%	40%	320
PERTH	21,105	19,713	93%	4%	34%	949
ROCKINGHAM	25,226	21,575	86%	21%	34%	171
SERPENTINE JARRAHDALE	6,332	2,750	43%	40%	24%	121
SOUTH PERTH	7,599	6,453	85%	12%	22%	139
STIRLING	28,090	22,876	81%	13%	17%	101
SUBIACO	6,099	5,255	86%	10%	32%	261
SWAN	34,507	24,721	72%	26%	34%	190
VICTORIA PARK	9,266	7,685	83%	12%	31%	202
VINCENT	7,067	5,495	78%	12%	22%	147
WANNEROO	25,634	14,365	56%	21%	16%	77
Region	357,119	265,473	74%	18%	23%	138
State	753,411	417,929	55%	28%	23%	162

Expenditure on road preservation Metropolitan Local Governments

Appendix 15

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ARMADALE	6,792	307	0	0	7,099	7,139	1,473	5,325	246
BASSENGEAN	3,380	0	0	0	3,380	15,290	0	0	0
BAYSWATER	7,060	0	0	0	7,060	8,864	0	0	0
BELMONT	6,805	0	0	0	6,805	12,787	0	0	0
CAMBRIDGE	5,661	0	0	0	5,661	13,915	0	0	0
CANNING	12,167	0	0	0	12,167	9,398	0	0	0
CLAREMONT	2,471	0	0	0	2,471	23,759	0	0	0
COCKBURN	9,129	727	0	0	9,856	7,401	706	0	0
COTTESLOE	718	0	0	0	718	6,949	0	0	0
EAST FREMANTLE	1,799	0	0	0	1,799	21,587	0	0	0
FREMANTLE	7,619	0	0	0	7,619	18,681	0	0	0
GOSNELL'S	13,990	0	0	0	13,990	10,552	4,218	0	2,189
JOONDALUP	15,622	0	0	0	15,622	6,908	0	0	0
KALAMUNDA	5,424	1,879	49	49	7,401	6,169	6,566	5,039	4,611
KWINANA	6,099	1,378	0	0	7,477	11,898	4,743	0	0
MELVILLE	15,757	0	0	0	15,757	13,530	0	0	0
MOSMAN PARK	670	0	0	0	670	8,017	0	0	0
MUNDARING	4,118	2,051	131	39	6,339	7,704	3,363	10,300	3,300

Expenditure on road preservation 2014-15 [continued]
Metropolitan Local Governments

COUNCIL	Road expenditure \$000s					Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]
NEDLANDS	4,153	0	0	0	4,153	13,908	0	0
PEPPERMINT GROVE	574	0	0	0	574	27,061	0	0
PERTH	21,105	0	0	0	21,105	74,198	0	0
ROCKINGHAM	20,154	856	0	0	21,010	12,748	4,644	0
SERPENTINE JARRAHDALE	1,598	2,342	462	1	4,402	6,653	3,400	1,571
SOUTH PERTH	5,635	0	0	0	5,635	12,538	0	0
STRILING	22,984	0	0	0	22,984	9,962	0	0
SUBIACO	4,917	0	0	0	4,917	22,321	0	0
SWAN	10,624	4,095	223	39	14,981	6,577	5,301	3,548
VICTORIA PARK	7,306	0	0	0	7,306	18,227	0	0
VINCENT	4,241	0	0	0	4,241	10,984	0	0
WANNEROO	13,350	954	0	0	14,304	5,677	3,609	0
Region	241,922	14,589	866	128	257,505	10,494	2,685	12,400
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936
								1,215

Expenditure by work categories 2014-15 Metropolitan Local Governments

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ARMADALE	5,268	2,130	1,332	5,590	14,320	36.8%	14.9%	9.3%	39.0%	11,426	7,398
BASSENGEAN	2,248	1,132	14	41	3,435	65.4%	33.0%	0.4%	1.2%	2,176	3,380
BAYSWATER	4,813	2,247	1,186	420	8,666	55.5%	25.9%	13.7%	4.8%	7,142	6,885
BELMONT	2,420	4,385	449	31	7,285	33.2%	60.2%	6.2%	0.4%	5,080	6,805
CAMBRIDGE	3,501	2,160	3,314	452	9,427	37.1%	22.9%	35.2%	4.8%	3,768	5,661
CANNING	8,836	3,532	2,585	1,710	16,663	53.0%	21.2%	15.5%	10.3%	11,640	12,368
CLAREMONT	1,187	1,284	0	55	2,526	47.0%	50.8%	0.0%	2.2%	1,042	2,471
COCKBURN	7,052	2,804	8,134	624	18,614	37.9%	15.1%	43.7%	3.4%	13,351	9,856
COTTESLOE	477	241	295	77	1,090	43.8%	22.1%	27.1%	7.1%	952	718
EAST FREMANTLE	1,339	460	119	0	1,918	69.8%	24.0%	6.2%	0.0%	760	1,799
FREMANTLE	6,007	1,612	2,281	0	9,900	60.7%	16.3%	23.0%	0.0%	4,100	7,619
GOSNELLS	10,693	4,466	2,983	4,000	22,142	48.3%	20.2%	13.5%	18.1%	15,124	15,159
JOONDALUP	8,446	7,361	1,996	0	17,803	47.4%	41.3%	11.2%	0.0%	20,633	15,807
KALAMUNDA	6,134	1,281	281	370	8,066	76.0%	15.9%	3.5%	4.6%	9,514	7,415
KWINANA	4,368	3,109	1,458	3,905	12,840	34.0%	24.2%	11.4%	30.4%	5,926	7,477
MELVILLE	8,415	7,342	1,309	570	17,636	47.7%	41.6%	7.4%	3.2%	10,452	15,757
MOSMAN PARK	570	100	200	0	870	65.5%	11.5%	23.0%	0.0%	794	670
MUNDARING	4,038	2,337	1,891	0	8,266	48.9%	28.3%	22.9%	0.0%	7,366	6,306

Expenditure by work categories 2014-15 [continued]
Metropolitan Local Governments

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
NEDLANDS	811	3,342	0	0	4,153	19.5%	80.5%	0.0%	0.0%	3,120	4,153
PEPPERMINT GROVE	561	13	0	0	574	97.7%	2.3%	0.0%	0.0%	240	574
PERTH	12,981	8,124	0	0	21,105	61.5%	38.5%	0.0%	0.0%	3,036	21,105
ROCKINGHAM	14,905	6,105	3,045	1,171	25,226	59.1%	24.2%	12.1%	4.6%	15,656	21,010
SERPENTINE JARRAHDALE	3,264	1,149	1,919	0	6,332	51.6%	18.1%	30.3%	0.0%	6,033	4,413
SOUTH PERTH	3,537	2,098	753	1,211	7,599	46.5%	27.6%	9.9%	15.9%	4,128	5,635
STRILING	9,384	13,600	3,126	1,980	28,090	33.4%	48.4%	11.1%	7.0%	21,328	22,984
SUBIACO	3,196	1,721	932	250	6,099	52.4%	28.2%	15.3%	4.1%	2,174	4,917
SWAN	9,147	6,310	4,277	14,773	34,507	26.5%	18.3%	12.4%	42.8%	21,273	15,457
VICTORIA PARK	4,197	3,109	1,960	0	9,266	45.3%	33.6%	21.2%	0.0%	3,656	7,306
VINCENT	2,825	1,416	2,516	310	7,067	40.0%	20.0%	35.6%	4.4%	3,795	4,241
WANNEROO	7,616	6,688	6,679	4,651	25,634	29.7%	26.1%	18.1%	22,578	14,304	
Region	158,238	101,658	55,034	42,191	357,121	44.3%	28.5%	15.4%	11.8%	238,265	259,651
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Sealed road area statistics and expenditure 2014-15
Metropolitan Local Governments

COUNCIL [1]	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
ARMADALE	3,329,743	1,494,218	6,792	307	2.04	0.21
BASSENGEAN	773,697	5,455	3,380	0	4.37	0.00
BAYSWATER	2,787,545	1,172	7,060	0	2.53	0.00
BELMONT	1,862,698	2,624	6,805	0	3.65	0.00
CAMBRIDGE	1,423,862	15,408	5,661	0	3.98	0.00
CANNING	4,531,042	23,319	12,167	0	2.69	0.00
CLAREMONT	364,007	0	2,471	0	6.79	0.00
COCKBURN	4,317,150	1,224,144	9,129	727	2.11	0.59
COTTESLOE	361,632	0	718	0	1.99	0.00
EAST FREMANTLE	291,675	0	1,799	0	6.17	0.00
FREMANTLE	1,427,504	0	7,619	0	5.34	0.00
GOSNELLS	4,640,503	710,312	13,990	0	3.01	0.00
JOONDALUP	7,914,939	54,837	15,622	0	1.97	0.00
KALAMUNDA	3,077,078	1,037,878	5,424	1,879	1.76	1.81
KWINANA	1,794,147	860,422	6,099	1,378	3.40	1.60
MELVILLE	4,075,949	0	15,757	0	3.87	0.00
MOSMAN PARK	292,505	9,849	670	0	2.29	0.00
MUNDARING	1,870,884	1,948,447	4,118	2,051	2.20	1.05

Sealed road area statistics and expenditure 2014-15 [continued]
Metropolitan Local Governments

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
NEDLANDS	1,045,100	0	4,153	0	3.97	0.00
PEPPERMINT GROVE	74,240	0	574	0	7.73	0.00
PERTH	995,551	0	21,105	0	21.20	0.00
ROCKINGHAM	5,533,207	1,518,480	20,154	856	3.64	0.56
SERPENTINE JARRAHDALE	840,667	2,863,622	1,598	2,342	1.90	0.82
SOUTH PERTH	1,572,967	0	5,635	0	3.58	0.00
STIRLING	8,075,300	0	22,984	0	2.85	0.00
SUBIACO	771,013	0	4,917	0	6.38	0.00
SWAN	5,653,271	3,423,475	10,624	4,095	1.88	1.20
VICTORIA PARK	1,402,915	0	7,306	0	5.21	0.00
VINCENT	1,351,423	0	4,241	0	3.14	0.00
WANNEROO	8,230,869	1,109,411	13,350	954	1.62	0.86
Region	80,683,082	16,303,071	241,922	14,589	3.00	0.89
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

SOUTH WEST COUNTRY CITIES AND TOWNS

2014-2015

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

**Road assets & expenditure indicators 2014-15
South West country cities and towns**

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
ALBANY (C)	0.55	2.6%	67%	0.81
BUNBURY	0.60	1.9%	61%	1.07
GREATER GERALDTON	0.56	2.6%	49%	1.12
KALGOORlie BOULDER	0.34	2.8%	75%	0.98
MANDURAH	0.68	1.9%	48%	0.73
NARROGIN (T)	0.51	2.2%	49%	0.52
Region	0.56	2.3%	61%	0.92
State	0.58	2.5%	68%	0.82

Appendix 16

Expenditure from councils' own resources South West country cities and towns

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	9,010	4,761	53%	31%	19%	129
BUNBURY	8,900	5,786	65%	22%	26%	169
GREATER GERALDTON	19,825	11,449	58%	32%	39%	279
KALGOORlie BOULDER	12,308	7,841	64%	30%	33%	235
MANDURAH	17,038	8,421	49%	21%	16%	102
NARROGIN (T)	603	300	50%	23%	8%	67
Region	67,684	38,558	57%	26%	25%	166
State	753,411	417,929	55%	28%	23%	162

Expenditure on road preservation 2014-15
South West country cities and towns

Appendix 16

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	\$ per lane km	Sealed roads	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY (C)	2,113	4,196	2,026	531	8,866	3,935	3,979	3,495	1,462
BUNBURY	6,498	0	0	0	6,498	11,020	0	0	0
GREATER GERALDTON	7,373	2,567	4,040	146	14,126	11,384	294	1,631	712
KALGOORLIE BOULDER	8,784	218	480	140	9,622	11,669	1,706	1,760	483
MANDURAH	8,689	0	0	0	8,689	7,041	0	0	0
NARRGIN (T)	564	0	0	0	564	4,109	0	0	0
Region	34,021	6,981	6,546	817	48,365	8,727	2,522	3,197	1,288
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
South West country cities and towns

COUNCIL [1]	Expenditure on roads - \$000s				% Road expenditure spent on				Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Required expenditure \$000s [10]	Actual expenditure \$000s [12]
ALBANY (C)	5,469	3,406	31	104	9,010	60.7%	37.8%	0.3%	10,945	8,875
BUNBURY	5,032	1,468	1,198	1,202	8,900	56.5%	16.5%	13.5%	6,083	6,500
GREATER GERALDTON	7,673	6,481	38	5,633	19,825	38.7%	32.7%	0.2%	28.4%	12,428
KALGOORlie BOULDER	6,618	3,004	991	1,695	12,308	53.8%	24.4%	8.1%	13.8%	9,806
MANDURAH	6,290	2,586	2,616	5,546	17,038	36.9%	15.2%	15.4%	32.6%	12,224
NARROGIN (T)	470	94	39	0	603	77.9%	15.6%	6.5%	0.0%	1,092
Region	31,552	17,039	4,913	14,180	67,684	46.6%	25.2%	7.3%	21.0%	52,578
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637
										544,305

Sealed road area statistics and expenditure 2014-15
South West country cities and towns

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	1,879,290	3,111,475	2,113	4,196	1.12	1.35
BUNBURY	2,063,751	367,274	6,498	0	3.15	0.00
GREATER GERALDTON	2,266,753	3,639,217	7,373	2,567	3.25	0.71
KALGOORlie BOULDER	2,634,696	1,245,406	8,784	218	3.33	0.18
MANDURAH	4,318,922	579,442	8,689	0	2.01	0.00
NARROGIN (T)	480,442	65,815	564	0	1.17	0.00
Region	13,643,854	9,008,629	34,021	6,981	2.49	0.77
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 17

AGRICULTURAL LOCAL GOVERNMENTS WITH LARGE TOWNS

2014-2015

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

Road assets & expenditure indicators 2014-15
Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
AUGUSTA MARGARET RIVER	0.57	2.6%	56%	0.65
BUSSELTON	0.55	2.3%	46%	0.72
COLLIE	0.47	2.7%	77%	0.81
COOLGARDIE	0.41	3.4%	45%	0.51
ESPERANCE	0.58	3.5%	48%	0.61
HARVEY	0.60	2.4%	75%	0.84
KATANNING	0.44	3.2%	52%	0.62
MANJIMUP	0.41	2.9%	64%	0.64
MURRAY	0.63	2.4%	73%	0.71
NORTHAM (S)	0.42	2.5%	43%	0.78
Region	0.53	2.7%	58%	0.69
State	0.58	2.5%	68%	0.82

Appendix 17: Agricultural Local Governments with large towns

Expenditure from councils' own resources 2014-15 Agricultural Local Governments with large towns

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	6,290	3,133	50%	46%	27%	230
BUSSELTON	10,497	7,087	68%	32%	27%	199
COLLIE	3,529	1,057	30%	41%	16%	108
COOLGARDIE	1,866	400	21%	33%	7%	94
ESPERANCE	11,820	5,660	48%	68%	33%	391
HARVEY	7,418	3,908	53%	34%	24%	146
KATANNING	1,933	624	32%	50%	14%	141
MANJIMUP	5,819	1,883	32%	63%	20%	199
MURRAY	5,408	3,072	57%	41%	27%	182
NORTHAM (S)	5,076	2,435	48%	46%	26%	209
Region	59,656	29,259	49%	44%	25%	199
State	753,411	417,929	55%	28%	23%	162

Expenditure on road preservation 2014-15
Agricultural Local Governments with large towns

COUNCIL [1]	Road expenditure \$000s					Road expenditure			Formed roads \$ per km [11]
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [6]	Total [7]	Sealed roads \$ per lane km [8]	Sealed roads \$ per lane km [9]	Gravel roads \$ per km [10]	
AUGUSTA MARGARET RIVER	1,100	2,542	512	27	4,181	5,088	2,959	2,160	2,143
BUSSELTON	4,012	1,608	1,280	63	6,963	7,762	3,062	2,884	7,002
COLLIE	765	1,234	438	1	2,438	4,538	2,837	1,976	107
COOLGARDIE	750	166	398	51	1,365	4,841	0	220	140
ESPERANCE	1,327	2,861	5,602	124	9,914	4,770	1,476	1,220	301
HARVEY	3,153	2,115	726	6	6,000	13,057	2,033	2,750	1,592
KATANNING	561	535	542	38	1,676	4,154	1,808	1,502	945
MANJIMUP	501	2,782	1,651	61	4,995	3,167	3,199	2,100	1,787
MURRAY	1,099	2,840	322	30	4,291	5,138	3,555	4,150	4,413
NORTHAM (S)	2,930	704	597	20	4,251	16,328	1,139	2,947	7,504
Region	16,198	117,387	12,067	422	46,074	7,158	2,580	2,108	953
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

**Expenditure by work categories 2014-15
Agricultural Local Governments with large towns**

COUNCIL	Expenditure on roads - \$000s				% Road expenditure spent on				Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA MARGARET RIVER	2,483	1,938	1,216	653	6,290	39.5%	30.8%	19.3%	10.4%	6,754	4,421
BUSSELTON	5,408	2,103	2,200	786	10,497	51.5%	20.0%	21.0%	7.5%	10,469	7,511
COLLIE	338	2,478	392	321	3,529	9.6%	70.2%	11.1%	9.1%	3,471	2,816
COOLGARDIE	1,069	296	501	0	1,866	57.3%	15.9%	26.8%	0.0%	2,662	1,365
ESPERANCE	4,055	5,859	1,817	89	11,820	34.3%	49.6%	15.4%	0.8%	16,169	9,914
HARVEY	2,745	3,303	1,297	73	7,418	37.0%	44.5%	17.5%	1.0%	7,038	5,946
KATANNING	996	880	57	0	1,933	51.5%	45.5%	2.9%	0.0%	3,015	1,876
MANJIMUP	2,605	2,559	574	81	5,819	44.8%	44.0%	9.9%	1.4%	8,072	5,164
MURRAY	2,352	2,044	913	99	5,408	43.5%	37.8%	16.9%	1.8%	6,182	4,396
NORTHAM (S)	2,210	2,068	661	137	5,076	43.5%	40.7%	13.0%	2.7%	5,490	4,278
Region	24,261	23,528	9,628	2,239	59,656	40.7%	39.4%	16.1%	3.8%	69,321	47,687
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Sealed road area statistics and expenditure 2014-15
Agricultural Local Governments with large towns

Appendix 17

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	756,637	2,304,260	1,100	2,542	1.45	1.10
BUSSELTON	1,809,016	3,517,595	4,012	1,608	2.22	0.46
COLLIE	589,963	1,259,704	765	1,234	1.30	0.98
COOLGARDIE	542,280	366,589	750	166	1.38	0.45
ESPERANCE	973,742	4,829,068	1,327	2,861	1.36	0.59
HARVEY	845,163	2,744,799	3,153	2,115	3.73	0.77
KATANNING	472,692	784,187	561	535	1.19	0.68
MANJIMUP	553,646	2,468,953	501	2,782	0.90	1.13
MURRAY	748,645	2,328,796	1,099	2,840	1.47	1.22
NORTHAM (S)	628,073	2,108,320	2,930	704	4.67	0.33
Region	7,919,857	22,712,270	16,198	17,387	2.05	0.77
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 18

PASTORAL AND MINING LOCAL GOVERNMENTS WITH LARGE TOWNS

2014-2015

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

**Road assets & expenditure indicators 2014-15
Pastoral and Mining Local Governments with large towns**

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
ASHBURTON	0.50	3.9%	51%	0.89
BROOME	0.64	3.1%	41%	0.63
CARNARVON	0.60	3.2%	35%	0.42
DERBY WEST KIMBERLEY	0.47	4.0%	94%	1.34
EAST PILBARA	0.56	4.2%	72%	1.10
EXMOORTH	0.62	3.0%	54%	0.95
KARRATHA	0.47	2.7%	73%	0.92
PORT HEDLAND	0.52	2.5%	56%	0.99
WYNDHAM EAST KIMBERLEY	0.36	3.4%	59%	0.73
Region	0.52	3.3%	57%	0.88
State	0.58	2.5%	68%	0.82

**Expenditure from councils' own resources 2014-15
Pastoral and Mining Local Governments with large towns**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	7,709	2,090	27%	32%	19%	190
BROOME	6,194	3,710	60%	32%	29%	214
CARNARVON	2,412	401	17%	40%	5%	65
DERBY WEST KIMBERLEY	5,382	2,383	44%	23%	27%	261
EAST PILBARA	8,145	2,362	29%	33%	17%	181
EXMOUTH	2,662	1,663	62%	59%	46%	637
KARRATHA	8,431	5,833	69%	17%	26%	219
PORT HEDLAND	6,579	2,348	36%	19%	16%	140
WYNDHAM EAST KIMBERLEY	3,438	177	5%	34%	2%	20
Region	50,952	20,967	41%	28%	20%	188
State	753,411	417,929	55%	28%	23%	162

**Expenditure on road preservation 2014-15
Pastoral and Mining Local Governments with large towns**

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	912	0	4,081	238	5,231	7,154	0	984	629
BROOME	3,067	507	0	650	4,224	14,991	2,154	0	0
CARNARVON	762	317	647	229	1,955	7,109	1,981	1,956	586
DERBY WEST KIMBERLEY	1,891	405	2,556	530	5,382	22,080	0	5,310	977
EAST PILBARA	2,386	448	2,532	2,532	7,898	23,645	3,829	1,198	2,141
EXMOUTH	2,106	417	25	40	2,588	24,499	0	0	0
KARRATHA	3,580	0	1,103	96	4,779	9,881	0	3,951	627
PORT HEDLAND	3,522	0	323	100	3,945	12,557	8,148	0	953
WYNDHAM EAST KIMBERLEY	2,146	174	629	188	3,137	16,306	4,997	10,386	1,275
Region	20,372	2,268	11,896	4,603	39,139	13,708	1,174	2,911	1,298
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

**Expenditure by work categories 2014-15
Pastoral and Mining Local Governments with large towns**

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on			Preservation		
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	1,365	3,866	0	2,478	7,709	17.7%	50.1%	0.0%	32.1%	5,675	5,058
BROOME	3,643	581	242	1,728	6,194	58.8%	9.4%	3.9%	27.9%	5,210	3,303
CARNARVON	1,028	927	457	0	2,412	42.6%	38.4%	18.9%	0.0%	4,615	1,955
DERBY WEST KIMBERLEY	2,445	2,937	0	0	5,382	45.4%	54.6%	0.0%	0.0%	3,211	4,287
EAST PILBARA	3,530	4,368	247	0	8,145	43.3%	53.6%	3.0%	0.0%	7,191	7,898
EXMOUTH	1,556	1,032	74	0	2,662	58.5%	38.8%	2.8%	0.0%	2,720	2,588
KARRATHA	2,547	2,246	1,016	2,622	8,431	30.2%	26.6%	12.1%	31.1%	3,986	3,945
PORT HEDLAND	2,764	1,181	2,634	0	6,579	42.0%	18.0%	40.0%	0.0%	5,214	4,793
WYNDHAM EAST KIMBERLEY	1,176	1,961	301	0	3,438	34.2%	57.0%	8.8%	0.0%	4,323	3,137
Region	20,054	19,099	4,971	6,828	50,952	39.4%	37.5%	9.8%	13.4%	42,145	36,964
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

**Sealed road area statistics and expenditure 2014-15
Pastoral and Mining Local Governments with large towns**

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	446,162	450,591	912	0	2,04	0.00
BROOME	716,085	1,181,557	3,067	507	4.28	0.43
CARNARVON	375,153	1,338,253	762	317	2,03	0.24
DERBY WEST KIMBERLEY	299,757	270,645	1,891	405	6.31	1.50
EAST PILBARA	353,179	512,760	2,386	448	6.76	0.87
EXMOOR	300,872	856,471	2,106	417	7.00	0.49
KARRATHA	1,268,087	310,837	3,580	0	2.82	0.00
PORT HEDLAND	981,649	365,531	3,522	0	3.59	0.00
WYNDHAM EAST KIMBERLEY	460,632	931,713	2,146	174	4.66	0.19
Region	5,201,576	6,218,358	20,372	2,268	3.92	0.36
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 19

AGRICULTURAL LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2014-2015

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

Road assets & expenditure indicators 2014-15
Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
BEVERLEY	0.47	2.7%	61%	0.40
BODDINGTON	0.48	3.1%	0%	0.19
BOYUP BROOK	0.45	3.2%	53%	0.52
BRIDGETOWN GREENBUSHES	0.47	3.0%	22%	0.34
BROOKTON	0.44	3.1%	52%	0.45
BROOMEHILL TAMBELLUP	0.50	3.6%	73%	0.66
BRUCE ROCK	0.42	2.8%	55%	0.47
CAPEL	0.63	2.5%	67%	0.98
CARNAMAH	0.53	3.5%	61%	0.55
CHAPMAN VALLEY	0.61	3.9%	0%	0.36
CHITTERING	0.56	3.2%	34%	0.54
COOROW	0.49	3.6%	17%	0.27
CORRIGIN	0.29	3.7%	22%	0.31
CRANBROOK	0.42	3.4%	23%	0.39
CUBALLING	0.44	3.1%	53%	0.50
CUNDERDIN	0.32	3.6%	30%	0.41
DALWALLINU	0.52	3.8%	32%	0.39
DANDARAGAN	0.49	3.4%	25%	0.37
DARDANUP	0.58	2.4%	91%	1.19
DENMARK	0.55	3.0%	87%	0.84
DONNYBROOK-BALINGUP	0.42	2.7%	66%	1.01
DOWERIN	0.48	4.0%	63%	0.55
DUMBLEYUNG	0.49	3.9%	62%	0.46

Road assets & expenditure indicators [continued]
Agricultural Local Governments without large towns

COUNCIL	Indicators				
	[1]	[2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]
GINGIN	0.46		3.1%	22%	0.51
GNOWANGERUP	0.53		3.9%	28%	0.59
GOOMALLING	0.44		3.5%	56%	0.73
IRWIN	0.63		3.1%	58%	0.55
JERRAMUNGUP	0.54		4.2%	54%	0.69
KELLERBERRIN	0.39		3.6%	317%	1.58
KENT	0.50		4.5%	50%	0.47
KOJONUP	0.40		3.5%	22%	0.40
KONDININ	0.45		4.3%	104%	0.57
KOORDA	0.43		4.0%	52%	0.53
KULIN	0.45		4.2%	56%	0.62
LAKE GRACE	0.59		4.4%	55%	0.51
MERREDIN	0.52		3.5%	67%	0.59
MINGENEW	0.66		3.0%	87%	0.86
MOORA	0.26		3.3%	54%	0.51
MORAWA	0.50		4.2%	103%	0.63
MOUNT MARSHALL	0.50		4.3%	38%	0.40
MUKINBUDIN	0.28		4.0%	6%	0.18
NANNIUP	0.44		3.0%	37%	0.47
NAREMBEEN	0.40		4.1%	89%	0.47
NARROGIN (S)	0.49		3.9%	71%	0.83
NORTHAMPTON	0.49		3.5%	39%	0.40
NUNGARIN	0.37		4.1%	0%	0.55
PERENJORI	0.60		4.2%	9%	0.23

Road assets & expenditure indicators [continued]
Agricultural Local Governments without large towns

COUNCIL	Indicators				
	State of the road asset [1]	Road asset consumption [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]
PINGELLY	0.38	3.2%	55%		0.64
PLANTAGENET	0.47	3.7%	51%		0.68
QUAIRADING	0.36	3.4%	64%		0.49
RAVENSTHORPE	0.59	4.0%	46%		0.75
TAMMIN	0.37	4.0%	88%		0.60
THREE SPRINGS	0.60	3.8%	26%		0.37
TOODAY	0.45	2.8%	37%		0.39
TRAYNING	0.38	4.0%	10%		0.34
VICTORIA PLAINS	0.38	3.7%	41%		0.51
WAGIN	0.57	3.3%	70%		0.47
WANDERING	0.40	3.0%	18%		0.69
WAROONA	0.52	3.0%	52%		0.50
WEST ARTHUR	0.38	3.2%	24%		0.23
WESTONIA	0.34	4.4%	32%		0.46
WICKEPIN	0.43	4.0%	175%		0.75
WILLIAMS	0.57	3.3%	56%		0.60
WONGAN BALLIDU	0.28	3.9%	47%		0.36
WOODANILLING	0.47	3.9%	46%		0.52
WYALKATCHEM	0.54	4.0%	36%		0.42
YILGARN	0.51	4.6%	62%		0.50
YORK	0.49	3.0%	69%		0.59
Region	0.47	3.5%	53%		0.54
State	0.58	2.5%	68%		0.82

Appendix 19

Expenditure from councils' own resources 2014-15 Agricultural Local Governments without large towns

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	% of revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	2,015	785	39%	105%	26%	494
BODDINGTON	862	350	41%	45%	13%	139
BOYUP BROOK	2,252	440	20%	93%	16%	267
BRIDGETOWN GREENBUSHES	2,168	713	33%	65%	15%	154
BROOKTON	1,216	416	34%	99%	21%	408
BROOMEHILL TAMBELLUP	3,144	1,034	33%	93%	34%	894
BRUCE ROCK	3,002	1,107	37%	98%	35%	1166
CAPEL	3,802	2,502	66%	33%	26%	147
CARNAMAH	3,265	567	17%	72%	26%	1050
CHAPMAN VALLEY	3,095	624	20%	63%	26%	500
CHITTERING	2,425	1,134	47%	62%	27%	217
COOROW	1,815	536	30%	58%	16%	504
CORRIGIN	2,075	588	28%	91%	20%	535
CRANBROOK	2,064	265	13%	120%	10%	243
CUBALLING	1,656	735	44%	107%	44%	827
CUNDERDIN	1,462	300	21%	87%	12%	226
DALWALLINU	2,926	318	11%	103%	7%	248
DANDARAGAN	3,396	628	18%	64%	10%	191
DARDANUP	5,470	2,928	54%	33%	37%	208
DENMARK	3,488	1,604	46%	44%	32%	276
DONNYBROOK-BALINGUP	7,638	2,462	32%	68%	50%	417
DOWERIN	1,473	300	20%	89%	14%	439
DUMBLEYUNG	1,869	577	31%	96%	24%	980

Expenditure from councils' own resources 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL [1]	Total council expenditure \$000s [2]	Expenditure from councils' own resources \$000s [3]	% of total road Expenditure [4]	% Revenue capacity needed to meet net road preservation needs [5]	% of revenue capacity spent on roads [6]	Expenditure \$ per person [7]
GINGIN	5,228	1,732	33%	57%	23%	318
GNOWANGERUP	1,877	825	44%	75%	26%	639
GOOMALLING	3,452	1,196	35%	71%	59%	1,207
IRWIN	1,838	905	49%	38%	24%	240
JERRAMUNGUP	2,957	1,440	49%	64%	43%	1,337
KELLERBERRIN	6,441	746	12%	79%	27%	610
KENT	1,798	850	47%	88%	32%	1,622
KOJONUP	2,600	870	33%	95%	26%	435
KONDININ	2,651	451	17%	86%	14%	447
KOORDA	1,913	565	30%	82%	23%	1,290
KULIN	2,768	228	8%	103%	7%	282
LAKE GRACE	3,234	930	29%	90%	18%	700
MERREDIN	3,277	537	16%	82%	11%	163
MINGENEW	2,074	212	10%	70%	14%	444
MOORA	2,537	759	30%	87%	20%	302
MORAWA	1,581	251	16%	63%	10%	282
MOUNT MARSHALL	1,999	131	7%	89%	4%	279
MUKINBUDIN	1,852	325	18%	90%	13%	663
NANNUP	3,223	900	28%	96%	40%	682
NAREMBEEN	2,636	191	7%	98%	6%	240
NARROGIN (S)	3,909	1,154	30%	85%	64%	1,300
NORTHAMPTON	2,604	552	21%	59%	10%	167
NUNGARIN	1,247	457	37%	70%	31%	2013
PERENJORI	2,342	349	15%	98%	10%	385

Expenditure from councils' own resources 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL [1]	Total council expenditure \$000s [2]	Expenditure from councils' own resources \$000s [3]	% of total road Expenditure [4]	% Revenue capacity needed to meet net road preservation needs [5]	% of revenue capacity spent on roads [6]	Expenditure \$ per person [7]
PINGELLY	1,672	715	43%	88%	33%	604
PLANTAGENET	3,509	1,768	50%	69%	31%	341
QUAIRADING	1,734	499	29%	96%	18%	475
RAVENSTHORPE	2,814	1,339	48%	59%	29%	580
TAMMIN	939	229	24%	78%	15%	560
THREE SPRINGS	1,273	406	32%	88%	21%	655
TOODYAY	2,193	1,007	46%	65%	24%	217
TRAYNING	1,130	122	11%	95%	6%	358
VICTORIA PLAINS	1,897	942	50%	111%	41%	1030
WAGIN	1,438	295	21%	64%	10%	155
WANDERING	1,461	521	36%	129%	47%	1189
WAROONA	1,874	979	52%	51%	24%	245
WEST ARTHUR	1,442	649	45%	131%	30%	723
WESTONIA	1,154	130	11%	90%	7%	480
WICKEPIN	1,841	429	23%	67%	18%	590
WILLIAMS	1,244	467	38%	85%	27%	501
WONGAN BALLIDU	2,831	528	19%	78%	15%	353
WOODANILLING	1,135	160	14%	98%	12%	372
WYALKATCHEM	1,146	172	15%	87%	9%	325
YILGARN	3,720	1,120	30%	55%	21%	695
YORK	2,517	922	37%	67%	22%	264
Region	167,580	50,868	30%	74%	23%	354
State	753,411	417,929	55%	28%	23%	162

Expenditure on road preservation 2014-15
Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed road \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	65	734	490	111	1,400	1,611	867	1,757	982
BODDINGTON	0	0	77	2	79	0	3,422	928	1,997
BOYUP BROOK	63	532	617	236	1,448	2,215	2,264	1,638	626
BRIDGETOWN GREENBUSHES	432	395	423	11	1,261	7,035	947	1,141	3,500
BROOKTON	220	391	440	48	1,099	9,050	2,622	1,275	745
BROOMEHILL TAMBELLUP	50	1,339	1,036	54	2,479	1,937	1,437	2,388	1,325
BRUCE ROCK	641	823	351	72	1,887	14,996	5,835	1,864	401
CAPEL	1,326	1,698	665	24	3,713	8,200	1,640	3,827	3,067
CARNAMAH	159	675	343	47	1,224	5,309	6,930	1,009	266
CHAPMAN VALLEY	0	0	683	122	805	0	118	2,853	1,412
CHITTERING	412	450	719	6	1,587	157,468	1,682	3,336	2,128
COOROW	271	133	391	15	810	6,555	2,238	1,689	462
CORRIGIN	481	280	338	55	1,154	12,410	816	428	282
CRANBROOK	0	388	1,142	55	1,585	0	1,544	2,078	525
CUBALLING	109	513	190	323	1,135	50,698	1,888	1,977	2,688
CUNDERDIN	100	540	508	79	1,227	2,005	1,491	1,052	367
DALWALLINU	288	867	1,277	100	2,532	5,355	1,053	1,181	365
DANDARAGAN	147	556	1,302	6	2,011	1,433	1,366	1,677	508
DARDANUP	702	2,506	379	18	3,605	4,564	9,309	5,533	5,377
DENMARK	1,282	475	509	56	2,322	12,805	6,029	5,772	2,947
DONNYBROOK-BALINGUP	370	1,473	1,037	31	2,911	6,232	1,461	2,103	966
DOWERIN	210	702	470	80	1,462	10,819	2,925	797	296
DUMBLEYUNG	0	739	776	76	1,591	0	1,822	1,196	361

Expenditure on road preservation 2014-15 [continued]
Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed road \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
GINGIN	901	708	1,159	20	2,788	5,503	2,875	3,754	1,774
GNOWANGERUP	279	163	1,235	198	1,875	7,380	2,172	1,471	679
GOOMALLING	176	356	849	57	1,438	10,996	3,084	3,130	1,155
IRWIN	383	530	222	2	1,137	5,681	736	1,174	120
JERRAMUNGUP	626	1	1,317	63	2,007	22,755	189	1,557	546
KELLERBERRIN	195	4,568	79	60	4,902	4,149	4,847	683	183
KENT	50	364	991	101	1,506	5,868	2,328	1,686	664
KOJONUP	296	359	873	58	1,586	8,602	3,362	1,723	2,350
KONDININ	247	1,020	936	68	2,271	8,342	1,158	317	271
KOORDA	129	779	615	116	1,639	5,789	1,570	808	275
KULIN	292	680	1,628	64	2,664	14,830	754	1,229	855
LAKE GRACE	359	676	2,121	78	3,234	10,171	1,408	1,091	452
MERREDIN	464	1,609	833	101	3,007	3,486	2,525	626	31
MINGENEW	135	829	339	33	1,336	6,050	8,156	842	483
MOORA	443	1,121	518	53	2,135	7,886	1,422	766	582
MORAWA	406	619	423	119	1,567	12,103	3,828	873	263
MOUNT MARSHALL	144	509	737	332	1,722	7,651	2,348	702	716
MUKINBUDIN	62	0	459	39	560	3,042	2,720	870	547
NANNUP	160	413	335	15	923	9,729	313	1,749	1,115
NAREMBEEN	27	1,319	560	76	1,982	1,249	1,047	1,058	466
NARROGIN (S)	29	983	1,292	318	2,622	8,105	4,700	1,884	980
NORTHAMPTON	428	702	418	148	1,696	4,410	453	1,662	1,018
NUNGARIN	0	0	790	20	810	0	4,206	2,425	1,318
PERENJORI	45	175	678	84	982	4,320	2,189	1,404	345

Expenditure on road preservation 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	\$ per lane km	Sealed roads	Sealed roads \$ per lane km	Gravel roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
PINGELLY	199	548	568	216	1,531	6,108	3,391	1,884	1,083
PLANTAGENET	1,156	1,004	1,121	126	3,407	17,233	2,747	2,241	868
QUAIRADING	369	710	500	74	1,653	11,278	3,175	571	387
RAVENSTHORPE	288	472	1,889	89	2,738	4,064	346	1,862	811
TAMMIN	84	606	196	53	939	6,333	1,923	1,689	701
THREE SPRINGS	22	289	635	15	961	1,342	777	1,455	780
TOODAY	614	273	309	37	1,233	22,907	1,073	3,303	740
TRAYNING	60	80	650	40	830	2,562	9,980	855	435
VICTORIA PLAINS	109	892	537	89	1,627	6,637	1,571	1,299	772
WAGIN	194	673	328	42	1,237	2,508	1,620	1,831	380
WANDERING	58	60	891	105	1,114	10,894	0	5,613	960
WAROONA	755	415	96	5	1,271	11,928	1,427	2,778	942
WEST ARTHUR	41	346	316	56	759	2,848	1,928	1,442	589
WESTONIA	29	245	780	50	1,104	4,222	550	1,427	201
WICKEPIN	17	1,564	260	0	1,841	984	7,660	441	281
WILLIAMS	78	492	473	55	1,098	4,032	317	2,590	1,125
WONGAN BALLIDU	191	711	342	139	1,383	3,364	1,776	1,254	301
WOODANILLING	0	351	507	41	899	0	2,556	1,389	378
WYALKATCHEM	135	239	568	27	969	4,047	2,055	913	323
YILGARN	595	725	208	808	2,336	17,217	1,841	485	499
YORK	428	1,319	327	101	2,175	5,151	1,506	1,473	778
Region	19,026	46,706	45,074	6,015	116,821	6,856	1,887	1,386	558
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

Expenditure by work categories 2014-15
Agricultural Local Governments without large towns

Appendix 19

COUNCIL	Expenditure on roads - \$000s						% Road expenditure spent on			Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
BEVERLEY	644	914	457	0	2,015	32.0%	45.4%	22.7%	0.0%	3,854	1,558
BODDINGTON	280	0	433	149	862	32.5%	0.0%	50.2%	17.3%	1,486	280
BOYUP BROOK	836	982	324	110	2,252	37.1%	43.6%	14.4%	4.9%	3,527	1,818
BRIDGETOWN GREENBUSHES	1,202	154	811	1	2,168	55.4%	7.1%	37.4%	0.0%	4,019	1,356
BROOKTON	851	257	108	0	1,216	70.0%	21.1%	8.9%	0.0%	2,449	1,108
BROOMEHILL TAMBELLUP	948	1,544	652	0	3,144	30.2%	49.1%	20.7%	0.0%	3,760	2,492
BRUCE ROCK	866	1,120	1,015	1	3,002	28.8%	37.3%	33.8%	0.0%	4,215	1,986
CAPEL	2,662	1,140	0	0	3,802	70.0%	30.0%	0.0%	0.0%	3,883	3,802
CARNAMAH	674	550	2,041	0	3,265	20.6%	16.8%	62.5%	0.0%	2,242	1,224
CHAPMAN VALLEY	419	386	928	1,362	3,095	13.5%	12.5%	30.0%	44.0%	2,185	790
CHITTERING	908	764	753	0	2,425	37.4%	31.5%	31.1%	0.0%	3,116	1,672
COOROW	603	207	972	33	1,815	33.2%	11.4%	53.6%	1.8%	2,983	810
CORRIGIN	1,034	120	921	0	2,075	49.8%	5.8%	44.4%	0.0%	3,743	1,154
CRANBROOK	856	740	468	0	2,064	41.5%	35.9%	22.7%	0.0%	4,110	1,596
CUBALLING	721	432	392	111	1,656	43.5%	26.1%	23.7%	6.7%	2,291	1,153
CUNDERDIN	765	472	225	0	1,462	52.3%	32.3%	15.4%	0.0%	3,016	1,237
DALWALLINU	1,042	1,490	394	0	2,926	35.6%	50.9%	13.5%	0.0%	5,982	2,355
DANDARAGAN	961	1,050	22	1,363	3,396	28.3%	30.9%	0.6%	40.1%	5,453	2,011
DARDANUP	1,789	2,296	986	399	5,470	32.7%	42.0%	18.0%	7.3%	3,426	4,085
DENMARK	1,342	1,109	751	286	3,488	38.5%	31.8%	21.5%	8.2%	2,904	2,451
DONNYBROOK-BALINGUP	1,426	5,627	295	290	7,638	18.7%	73.7%	3.9%	3.8%	4,444	4,483
DOWERIN	762	700	11	0	1,473	51.7%	47.5%	0.7%	0.0%	2,669	1,462
DUMBLEYUNG	520	1,071	0	278	1,869	27.8%	57.3%	0.0%	14.9%	3,229	1,476

Expenditure by Work Categories 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
GINGIN	1,791	998	2,214	225	5,228	34.3%	19.1%	42.3%	4.3%	5,515	2,789	
GNOWANGERUP	1,255	622	0	0	1,877	66.9%	33.1%	0.0%	0.0%	3,181	1,877	
GOOMALLING	818	674	1,960	0	3,452	23.7%	19.5%	56.8%	0.0%	2,033	1,492	
IRWIN	612	525	682	19	1,838	33.3%	28.6%	37.1%	1.0%	2,082	1,137	
JERRAMUNGUP	1,271	736	738	212	2,957	43.0%	24.9%	25.0%	7.2%	2,910	2,007	
KELLERBERRIN	460	4,442	54	1,485	6,441	7.1%	69.0%	0.8%	23.1%	3,089	4,896	
KENT	560	946	292	0	1,798	31.1%	52.6%	16.2%	0.0%	3,198	1,506	
KOJONUP	1,132	509	71	888	2,600	43.5%	19.6%	2.7%	34.2%	4,090	1,641	
KONDININ	1,006	1,265	380	0	2,651	37.9%	47.7%	14.3%	0.0%	3,805	2,178	
KOORDA	705	934	274	0	1,913	36.9%	48.8%	14.3%	0.0%	3,088	1,639	
KULIN	1,410	1,254	104	0	2,768	50.9%	45.3%	3.8%	0.0%	4,305	2,664	
LAKE GRACE	1,543	1,691	0	0	3,234	47.7%	52.3%	0.0%	0.0%	6,361	3,234	
MERREDIN	885	2,122	0	270	3,277	27.0%	64.8%	0.0%	8.2%	5,105	2,995	
MINGENEW	429	1,071	574	0	2,074	20.7%	51.6%	27.7%	0.0%	1,740	1,500	
MOORA	973	1,162	402	0	2,537	38.4%	45.8%	15.8%	0.0%	4,169	2,135	
MORAWA	699	868	0	14	1,581	44.2%	54.9%	0.0%	0.9%	2,475	1,567	
MOUNT MARSHALL	663	1,059	277	0	1,999	33.2%	53.0%	13.9%	0.0%	4,331	1,722	
MUKINBUDIN	358	202	451	841	1,852	19.3%	10.9%	24.4%	45.4%	2,876	515	
NANNUP	497	876	0	1,850	3,223	15.4%	27.2%	0.0%	57.4%	2,927	1,373	
NAREMBEEN	709	1,273	654	0	2,636	26.9%	48.3%	24.8%	0.0%	4,176	1,982	
NARROGIN (S)	917	1,709	386	897	3,909	23.5%	43.7%	9.9%	22.9%	2,239	1,863	
NORTHAMPTON	1,180	516	908	0	2,604	45.3%	19.8%	34.9%	0.0%	4,200	1,696	
NUNGARIN	516	294	139	298	1,247	41.4%	23.6%	11.1%	23.9%	1,474	810	
PERENJORI	680	302	1,360	0	2,342	29.0%	12.9%	58.1%	0.0%	4,312	982	

Expenditure by work categories 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL	Expenditure on roads - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
PINGELLY	906	654	112	0	1,672	54.2%	39.1%	6.7%	0.0%	2,429	1,560	
PLANTAGENET	1,674	1,733	102	0	3,509	47.7%	49.4%	2.9%	0.0%	5,005	3,407	
QUAIRADING	534	1,132	68	0	1,734	30.8%	65.3%	3.9%	0.0%	3,372	1,666	
RAVENSTHORPE	1,948	790	76	0	2,814	69.2%	28.1%	2.7%	0.0%	3,662	2,738	
TAMMIN	376	563	0	0	939	40.0%	60.0%	0.0%	0.0%	1,567	939	
THREE SPRINGS	456	505	206	106	1,273	35.8%	39.7%	16.2%	8.3%	2,567	961	
TOODYAY	797	605	298	493	2,193	36.3%	27.6%	13.6%	22.5%	3,587	1,402	
TRAYNING	560	270	300	0	1,130	49.6%	23.9%	26.5%	0.0%	2,472	830	
VICTORIA PLAINS	1,026	612	256	3	1,897	54.1%	32.3%	13.5%	0.2%	3,221	1,638	
WAGIN	439	820	179	0	1,438	30.5%	57.0%	12.4%	0.0%	2,699	1,259	
WANDERING	599	608	0	254	1,461	41.0%	41.6%	0.0%	17.4%	1,744	1,207	
WAROOONA	661	628	585	0	1,874	35.3%	33.5%	31.2%	0.0%	2,563	1,289	
WEST ARTHUR	563	250	629	0	1,442	39.0%	17.3%	43.6%	0.0%	3,594	813	
WESTONIA	199	905	50	0	1,154	17.2%	78.4%	4.3%	0.0%	2,387	1,104	
WICKEPIN	0	1,841	0	0	1,841	0.0%	100.0%	0.0%	0.0%	2,446	1,841	
WILLIAMS	554	601	14	75	1,244	44.5%	48.3%	1.1%	6.0%	1,912	1,155	
WONGAN BALLIDU	571	812	1,137	311	2,831	20.2%	28.7%	40.2%	11.0%	3,791	1,381	
WOODANILLING	466	433	236	0	1,135	41.1%	38.1%	20.8%	0.0%	1,727	899	
WYALKATCHEM	480	489	177	0	1,146	41.9%	42.7%	15.4%	0.0%	2,313	969	
YILGARN	1,344	992	1,384	0	3,720	36.1%	26.7%	37.2%	0.0%	4,639	2,336	
YORK	946	1,266	305	0	2,517	37.6%	50.3%	12.1%	0.0%	3,723	2,212	
Region	58,279	65,684	30,993	12,624	167,580	34.8%	39.2%	18.5%	7.5%	224,087	120,166	
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305	

Sealed Road Area statistics and expenditure 2014-15
Agricultural Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	141,173	1,049,302	65	734	0.46	0.70
BODDINGTON	90,555	540,244	0	0	0.00	0.00
BOYUP BROOK	99,555	832,805	63	532	0.63	0.64
BRIDGETOWN GREENBUSHES	214,936	1,331,719	432	395	2.01	0.30
BROOKTON	85,086	559,273	220	391	2.59	0.70
BROOMHILL TAMBELLUP	90,333	1,344,115	50	1,339	0.55	1.00
BRUCE ROCK	149,605	1,962,031	641	823	4.28	0.42
CAPEL	565,982	1,389,245	1,326	1,698	2.34	1.22
CARNAMAH	104,832	953,063	159	675	1.52	0.71
CHAPMAN VALLEY	30,250	828,046	0	0	0.00	0.00
CHITTERING	9,157	1,982,780	412	450	44.99	0.23
COOROW	144,709	1,221,508	271	133	1.87	0.11
CORFRIN	135,661	1,505,296	481	280	3.55	0.19
CRANBROOK	66,657	1,652,125	0	388	0.00	0.23
CUBALLING	7,525	974,936	109	513	14.49	0.53
CUNDERDIN	174,539	1,420,931	100	540	0.57	0.38
DALWALLINU	188,243	2,331,339	288	867	1.53	0.37
DANDARAGAN	359,145	2,239,809	147	556	0.41	0.25
DARDANUP	538,347	1,142,842	702	2,506	1.30	2.19
DENMARK	350,415	924,768	1,282	475	3.66	0.51
DONNYBROOK-BALINGUP	207,814	1,475,179	370	1,473	1.78	1.00
DOWERIN	67,933	1,047,793	210	702	3.09	0.67
DUMBLEYUNG	72,938	1,169,872	0	739	0.00	0.63

Appendix 19

Sealed Road Area statistics and expenditure 2014-15 [continued] Agricultural Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
GINGIN	573,037	2,698,212	901	708	1.57	0.26
GNOWANGERUP	132,325	1,077,704	279	163	2.11	0.15
GOOMALLING	56,018	625,280	176	356	3.14	0.57
IRWIN	235,965	804,021	383	530	1.62	0.66
JERRAMUNGUP	96,288	581,495	626	1	6.50	0.00
KELLERBERRIN	164,491	1,219,607	195	4,568	1.19	3.75
KENT	29,824	857,087	50	364	1.68	0.42
KOJONUP	120,434	1,412,946	296	359	2.46	0.25
KONDININ	103,636	1,057,874	247	1,020	2.38	0.96
KOORDA	77,989	1,329,030	129	779	1.65	0.59
KULIN	68,916	1,155,742	292	680	4.24	0.59
LAKE GRACE	123,532	1,339,042	359	676	2.91	0.50
MERREDIN	465,842	2,256,476	464	1,609	1.00	0.71
MINGEEN	78,102	744,753	135	829	1.73	1.11
MOORA	196,620	1,858,370	443	1,121	2.25	0.60
MORAWA	117,411	695,848	406	619	3.46	0.89
MOUNT MARSHALL	65,870	1,770,932	144	509	2.19	0.29
MUKINBUDIN	71,332	1,086,167	62	0	0.87	0.00
NANNUP	57,557	1,228,853	160	413	2.78	0.34
NAREMBEEF	75,658	1,491,119	27	1,319	0.36	0.88
NARROGIN (S)	12,523	1,163,661	29	983	2.32	0.84
NORTHAMPTON	339,657	1,614,509	428	702	1.26	0.43
NUNGARIN	16,227	425,267	0	0	0.00	0.00
PERENJORI	36,456	1,653,884	45	175	1.23	0.11

Sealed Road Area statistics and expenditure 2014-15 [continued]
Agricultural Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
PINGELLY	114,027	1,018,683	199	548	1.75	0.54
PLANTAGENET	234,785	2,248,270	1,156	1,004	4.92	0.45
QUAIRADING	114,511	1,489,653	369	710	3.22	0.48
RAVENSTHORPE	248,016	571,992	288	472	1.16	0.83
TAMMIN	46,426	676,750	84	606	1.81	0.90
THREE SPRINGS	57,363	1,153,812	22	289	0.38	0.25
TOODAY	93,814	1,707,011	614	273	6.54	0.16
TRAYNING	81,959	812,194	60	80	0.73	0.10
VICTORIA PLAINS	57,482	1,501,445	109	892	1.90	0.59
WAGIN	270,681	736,224	194	673	0.72	0.91
WANDERING	18,634	593,306	58	60	3.11	0.10
WAROONA	221,542	1,361,205	755	415	3.41	0.30
WEST ARTHUR	50,382	1,187,105	41	346	0.81	0.29
WESTONIA	24,039	795,588	29	245	1.21	0.31
WICKEPIN	60,489	934,427	17	1,564	0.28	1.67
WILLIAMS	67,713	794,620	78	492	1.15	0.62
WONGAN BALLIDU	198,737	1,637,694	191	711	0.96	0.43
WOODANILLING	12,971	605,191	0	351	0.00	0.58
WYALKATCHEM	116,765	767,382	135	239	1.16	0.31
YILGARN	120,958	1,649,894	595	725	4.92	0.44
YORK	290,829	1,479,941	428	1,319	1.47	0.89
Region	9,713,222	83,739,287	19,026	46,706	1.96	0.56
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

PASTORAL AND MINING LOCAL GOVERNMENTS WITHOUT LARGE TOWNS

2014-2015

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

Road assets & expenditure indicators 2014-15
Pastoral and Mining Local Governments without large towns

COUNCIL	Indicators			
	State of the road asset [1]	Road asset consumption [2]	Sealed road sustainability [3]	Preservation performance [4]
CUE	0.64	4.4%	0%	1.93
DUNDAS	0.53	4.1%	141%	1.58
HALLS CREEK	0.52	4.7%	146%	0.75
LAVERTON	0.48	5.1%	41%	1.12
LEONORA	0.56	4.7%	35%	0.85
MEEKATHARRA	0.52	5.0%	34%	0.74
MENZIES	0.54	5.6%	0%	0.66
MOUNT MAGNET	0.56	4.6%	41%	0.66
MURCHISON	0.67	4.8%	0%	0.86
NGAANYATJARRAKU	0.55	5.6%	17%	1.33
SANDSTONE	0.56	5.5%	3%	1.01
SHARK BAY	0.56	4.3%	76%	0.66
UPPER GASCOYNE	0.57	5.3%	43%	0.77
WILLUNA	0.54	5.3%	38%	0.47
YALGOO	0.63	4.8%	79%	0.96
Region	0.56	4.9%	46%	0.92
State	0.58	2.5%	68%	0.82

**Expenditure from councils' own resources 2014-15
Pastoral and Mining Local Governments without large towns**

COUNCIL	Total council expenditure \$000s	Expenditure from councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	% of Revenue capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CUE	3,885	585	15%	59%	25%	2053
DUNDAS	2,420	865	36%	17%	25%	747
HALLS GREEK	3,232	163	5%	39%	3%	41
LAVERTON	4,310	800	19%	24%	16%	620
LEONORA	4,416	1,887	43%	26%	34%	717
MEEKATHARRA	6,904	1,334	19%	40%	21%	918
MENZIES	3,025	1,092	36%	33%	23%	2723
MOUNT MAGNET	965	150	16%	17%	7%	221
MURCHISON	6,608	1,797	27%	65%	58%	14851
NGAANYATJARRAKU	3,832	338	9%	31%	9%	224
SANDSTONE	1,836	654	36%	13%	28%	5892
SHARK BAY	1,085	15	1%	39%	1%	16
UPPER GASCOYNE	2,294	528	23%	49%	15%	1985
WILLUNA	3,351	2,046	61%	31%	50%	1676
YALGOO	2,257	550	24%	42%	21%	1297
Region	50,420	12,804	25%	35%	23%	779
State	753,411	417,929	55%	28%	23%	162

**Expenditure on road preservation 2014-15
Pastoral and Mining Local Governments without large towns**

COUNCIL	Road expenditure \$000s						Road expenditure		
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
CUE	0	0	3,265	595	3,860	0	0	3,697	358
DUNDAS	483	0	1,255	382	2,120	9,934	5,656	2,247	321
HALLS CREEK	961	0	2,094	95	3,150	35,663	0	3,489	1,454
LAVERTON	330	30	1,786	459	2,605	15,961	250	6,233	1,348
LEONORA	279	85	1,006	2,623	3,993	13,334	736	2,436	1,511
MEEKATHARRA	118	0	965	4,686	5,769	2,761	0	2,679	924
MENZIES	0	132	1,991	276	2,399	0	0	3,480	521
MOUNT MAGNET	210	0	370	120	700	6,980	0	1,508	468
MURCHISON	0	0	4,284	1,629	5,913	0	1,341	10,869	601
NGAANYATJARRAKU	103	87	1,487	1,031	2,708	6,741	0	3,703	880
SANDSTONE	11	0	1,374	451	1,836	1,294	261	4,619	449
SHARK BAY	348	22	531	87	988	15,039	2,544	2,421	741
UPPER GASCOYNE	23	271	1,513	461	2,268	6,979	9,417	2,232	5,712
WILLUNA	134	0	498	2,719	3,351	12,323	55,569	859	411
YALGOO	82	740	683	652	2,157	10,750	5,658	2,060	568
Region	3,082	1,367	23,102	16,266	43,817	11,338	962	3,059	2,070
State	334,621	89,298	99,551	28,251	551,721	9,916	2,070	1,936	1,215

**Expenditure by work categories 2014-15
Pastoral and Mining Local Governments without large towns**

COUNCIL	Expenditure on roads - \$000s					% Road expenditure spent on					Preservation Actual expenditure \$000s
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CUE	1,091	2,769	25	0	3,885	28.1%	71.3%	0.6%	0.0%	1,999	3,858
DUNDAS	1,370	750	0	300	2,420	56.6%	31.0%	0.0%	12.4%	1,345	2,120
HALLS GREEK	1,333	1,817	0	82	3,232	41.2%	56.2%	0.0%	2.5%	3,044	2,286
LAVERTON	1,660	945	1,705	0	4,310	38.5%	21.9%	39.6%	0.0%	2,332	2,605
LEONORA	1,528	2,465	0	423	4,416	34.6%	55.8%	0.0%	9.6%	2,381	2,029
MEEKATHARRA	1,734	4,035	1,129	6	6,904	25.1%	58.4%	16.4%	0.1%	4,117	3,062
MENZIES	838	1,561	626	0	3,025	27.7%	51.6%	20.7%	0.0%	2,587	1,711
MOUNT MAGNET	520	180	190	75	965	53.9%	18.7%	19.7%	7.8%	1,054	700
MURCHISON	1,850	4,278	0	480	6,608	28.0%	64.7%	0.0%	7.3%	3,080	2,637
NGAANYATJARRAKU	1,335	1,373	912	212	3,832	34.8%	35.8%	23.8%	5.5%	2,033	2,708
SANDSTONE	976	860	0	0	1,836	53.2%	46.8%	0.0%	0.0%	1,246	1,261
SHARK BAY	527	461	97	0	1,085	48.6%	42.5%	8.9%	0.0%	1,506	988
UPPER GASCOYNE	1,053	1,215	26	0	2,294	45.9%	53.0%	1.1%	0.0%	2,948	2,268
WILUNA	2,853	498	0	0	3,351	85.1%	14.9%	0.0%	0.0%	2,325	1,086
YALGOO	857	1,300	100	0	2,257	38.0%	57.6%	4.4%	0.0%	2,247	2,157
Region	19,525	24,507	4,810	1,578	50,420	38.7%	48.6%	9.5%	3.1%	34,242	31,476
State	311,909	251,515	110,349	79,640	753,413	41.4%	33.4%	14.6%	10.6%	660,637	544,305

Sealed road area statistics and expenditure 2014-15 [continued]
Pastoral and Mining Local Governments without large towns

COUNCIL	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CUE	41,121	788,333	0	0	0.00	0.00
DUNDAS	170,174	64,971	483	0	2.84	0.00
HALLS GREEK	94,313	145,798	961	0	10.19	0.00
LAVERTON	72,366	229,639	330	30	4.56	0.13
LEONORA	73,234	174,162	279	85	3.81	0.49
MEEKATHARRA	149,578	80,252	118	0	0.79	0.00
MENZIES	4,776	48,627	0	132	0.00	2.71
MOUNT MAGNET	105,304	96,252	210	0	1.99	0.00
MURCHISON	0	1,243,611	0	0	0.00	0.00
NGAANYATJARRAKU	53,475	0	103	87	1.93	0.00
SANDSTONE	29,760	72,480	11	0	0.37	0.00
SHARK BAY	80,988	125,221	348	22	4.30	0.18
UPPER GASCOYNE	11,535	418,109	23	271	1.99	0.65
WILLUNA	38,060	72,622	134	0	3.52	0.00
YALGOO	26,698	778,867	82	740	3.07	0.95
Region	951,382	4,338,944	3,082	1,367	3.24	0.32
State	118,112,973	142,320,559	334,621	89,298	2.83	0.63

APPENDIX 21

SOURCES OF ROAD FUNDS

2005-06 to 2014-15

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Gascoyne Region									
2005-06	3,145	39.5%	3,659	45.9%	24	0.3%	1,142	14.3%	7,970
2006-07	3,550	37.5%	5,119	54.1%	0	0.0%	789	8.3%	9,458
2007-08	3,419	34.1%	4,815	48.0%	0	0.0%	1,795	17.9%	10,029
2008-09	3,414	37.6%	3,140	34.5%	0	0.0%	2,535	27.9%	9,089
2009-10	3,649	44.6%	3,171	38.8%	0	0.0%	1,354	16.6%	8,174
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
Carnarvon									
2005-06	1,220	29.2%	2,315	55.4%	0	0.0%	641	15.3%	4,176
2006-07	1,283	25.3%	3,546	70.0%	0	0.0%	238	4.7%	5,067
2007-08	1,543	29.3%	3,532	67.0%	0	0.0%	200	3.8%	5,275
2008-09	1,155	28.7%	1,290	32.0%	0	0.0%	1,582	39.3%	4,027
2009-10	1,445	48.8%	583	19.7%	0	0.0%	932	31.5%	2,960
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
Exmouth									
2005-06	434	52.4%	370	44.7%	24	2.9%	0	0.0%	828
2006-07	387	50.9%	373	49.1%	0	0.0%	0	0.0%	760
2007-08	315	38.4%	483	58.9%	0	0.0%	22	2.7%	820
2008-09	943	59.2%	593	37.2%	0	0.0%	58	3.6%	1,594
2009-10	501	34.1%	415	28.3%	0	0.0%	553	37.6%	1,469
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
Shark Bay									
2005-06	481	59.5%	479	59.2%	0	0.0%	-151	-18.7%	809
2006-07	486	47.0%	301	29.1%	0	0.0%	248	24.0%	1,035
2007-08	505	51.7%	468	48.0%	0	0.0%	3	0.3%	976
2008-09	341	37.6%	552	60.8%	0	0.0%	15	1.7%	908
2009-10	831	54.9%	684	45.1%	0	0.0%	0	0.0%	1,515
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
Upper Gascoyne									
2005-06	1,010	46.8%	495	22.9%	0	0.0%	652	30.2%	2,157
2006-07	1,394	53.7%	899	34.6%	0	0.0%	303	11.7%	2,596
2007-08	1,056	35.7%	332	11.2%	0	0.0%	1,570	53.1%	2,958
2008-09	975	38.1%	705	27.5%	0	0.0%	880	34.4%	2,560
2009-10	872	39.1%	1,489	66.8%	0	0.0%	-131	-5.9%	2,230
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Goldfields - Esperance Region									
2005-06	10,275	38.2%	4,962	18.4%	261	1.0%	11,406	42.4%	26,904
2006-07	13,988	39.6%	6,032	17.1%	286	0.8%	14,996	42.5%	35,302
2007-08	13,580	37.3%	7,583	20.8%	354	1.0%	14,935	41.0%	36,452
2008-09	13,023	36.7%	7,224	20.4%	85	0.2%	15,143	42.7%	35,475
2009-10	13,691	36.9%	7,316	19.7%	210	0.6%	15,867	42.8%	37,084
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
Coolgardie									
2005-06	529	47.0%	451	40.1%	0	0.0%	145	12.9%	1,125
2006-07	371	34.0%	269	24.7%	0	0.0%	450	41.3%	1,090
2007-08	566	64.2%	192	21.8%	0	0.0%	123	14.0%	881
2008-09	608	49.4%	61	5.0%	0	0.0%	562	45.7%	1,231
2009-10	650	35.2%	740	40.0%	0	0.0%	459	24.8%	1,849
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
Dundas									
2005-06	343	35.3%	237	24.4%	102	10.5%	290	29.8%	972
2006-07	512	52.4%	261	26.7%	113	11.6%	91	9.3%	977
2007-08	370	28.8%	273	21.3%	175	13.6%	465	36.2%	1,283
2008-09	881	50.8%	373	21.5%	75	4.3%	404	23.3%	1,733
2009-10	528	32.3%	571	34.9%	100	6.1%	435	26.6%	1,634
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
Esperance									
2005-06	3,128	37.4%	1,438	17.2%	29	0.3%	3,762	45.0%	8,357
2006-07	3,080	30.5%	1,914	18.9%	33	0.3%	5,081	50.3%	10,108
2007-08	3,612	32.8%	2,499	22.7%	29	0.3%	4,858	44.2%	10,998
2008-09	3,587	39.6%	1,545	17.1%	0	0.0%	3,928	43.4%	9,060
2009-10	3,526	34.4%	1,680	16.4%	0	0.0%	5,032	49.2%	10,238
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
Kalgoorlie - Boulder									
2005-06	1,799	24.0%	882	11.8%	130	1.7%	4,679	62.5%	7,490
2006-07	2,558	27.8%	1,522	16.5%	140	1.5%	4,992	54.2%	9,212
2007-08	2,871	30.7%	1,042	11.2%	150	1.6%	5,281	56.5%	9,344
2008-09	2,300	24.4%	1,248	13.3%	0	0.0%	5,864	62.3%	9,412
2009-10	2,287	23.3%	1,113	11.4%	110	1.1%	6,295	64.2%	9,805
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Laverton									
2005-06	908	44.0%	693	33.6%	0	0.0%	464	22.5%	2,065
2006-07	1,308	49.3%	564	21.3%	0	0.0%	780	29.4%	2,652
2007-08	1,524	42.2%	1,429	39.6%	0	0.0%	656	18.2%	3,609
2008-09	1,216	35.3%	1,292	37.5%	0	0.0%	937	27.2%	3,445
2009-10	1,622	55.5%	552	18.9%	0	0.0%	748	25.6%	2,922
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
Leonora									
2005-06	787	36.6%	115	5.3%	0	0.0%	1,248	58.0%	2,150
2006-07	1,103	35.2%	134	4.3%	0	0.0%	1,893	60.5%	3,130
2007-08	824	32.5%	137	5.4%	0	0.0%	1,576	62.1%	2,537
2008-09	853	33.8%	139	5.5%	0	0.0%	1,532	60.7%	2,524
2009-10	879	45.9%	271	14.2%	0	0.0%	763	39.9%	1,913
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
Menzies									
2005-06	584	53.3%	231	21.1%	0	0.0%	280	25.6%	1,095
2006-07	711	40.6%	98	5.6%	0	0.0%	941	53.8%	1,750
2007-08	888	54.7%	519	32.0%	0	0.0%	217	13.4%	1,624
2008-09	1,426	47.2%	913	30.2%	10	0.3%	674	22.3%	3,023
2009-10	1,319	51.5%	760	29.7%	0	0.0%	482	18.8%	2,561
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
Ngaanyatjarraku									
2005-06	1,284	51.1%	691	27.5%	0	0.0%	538	21.4%	2,513
2006-07	3,182	70.2%	937	20.7%	0	0.0%	414	9.1%	4,533
2007-08	1,829	43.2%	1,279	30.2%	0	0.0%	1,123	26.5%	4,231
2008-09	997	32.8%	1,475	48.6%	0	0.0%	565	18.6%	3,037
2009-10	1,856	42.0%	1,480	33.5%	0	0.0%	1,085	24.5%	4,421
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
Wiluna									
2005-06	913	80.3%	224	19.7%	0	0.0%	0	0.0%	1,137
2006-07	1,163	62.9%	333	18.0%	0	0.0%	354	19.1%	1,850
2007-08	1,096	56.3%	213	11.0%	0	0.0%	636	32.7%	1,945
2008-09	1,155	57.5%	178	8.9%	0	0.0%	677	33.7%	2,010
2009-10	1,024	58.8%	149	8.6%	0	0.0%	568	32.6%	1,741
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Great Southern Region									
2005-06	9,445	34.8%	7,276	26.8%	0	0.0%	10,399	38.3%	27,120
2006-07	9,699	35.8%	6,429	23.8%	304	1.1%	10,629	39.3%	27,061
2007-08	11,103	36.1%	6,733	21.9%	130	0.4%	12,788	41.6%	30,754
2008-09	12,174	39.4%	7,854	25.4%	31	0.1%	10,851	35.1%	30,910
2009-10	12,737	36.7%	10,997	31.7%	0	0.0%	10,991	31.7%	34,725
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
Albany									
2005-06	1,924	20.7%	2,174	23.4%	0	0.0%	5,178	55.8%	9,276
2006-07	2,301	25.3%	1,762	19.4%	140	1.5%	4,877	53.7%	9,080
2007-08	2,180	25.7%	1,120	13.2%	77	0.9%	5,097	60.1%	8,474
2008-09	2,269	29.5%	2,293	29.8%	0	0.0%	3,139	40.8%	7,701
2009-10	3,081	32.6%	2,945	31.1%	0	0.0%	3,438	36.3%	9,464
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
Shire of Broomehill - Tambellup [Established 1 July 2008]									
Amalgamation of the former Shires of Broomehill and Tambellup									
The amounts for 2005-06 to 2007-08 are the sums of the amounts for the previous Shires of Broomehill and Tambellup									
2005-06	833	45.4%	511	27.8%	0	0.0%	492	26.8%	1,836
2006-07	787	55.5%	232	16.4%	0	0.0%	398	28.1%	1,417
2007-08	831	43.7%	389	20.5%	0	0.0%	681	35.8%	1,901
2008-09	802	45.2%	449	25.3%	0	0.0%	522	29.4%	1,773
2009-10	705	37.6%	564	30.1%	0	0.0%	604	32.2%	1,873
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
Cranbrook									
2005-06	642	37.3%	721	41.8%	0	0.0%	360	20.9%	1,723
2006-07	755	40.8%	850	45.9%	0	0.0%	247	13.3%	1,852
2007-08	774	48.2%	561	34.9%	31	1.9%	241	15.0%	1,607
2008-09	895	58.6%	591	38.7%	0	0.0%	41	2.7%	1,527
2009-10	1,045	50.8%	850	41.3%	0	0.0%	163	7.9%	2,058
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
Denmark									
2005-06	479	28.7%	481	28.9%	0	0.0%	707	42.4%	1,667
2006-07	550	40.2%	477	34.8%	17	1.2%	325	23.7%	1,369
2007-08	514	22.3%	630	27.4%	17	0.7%	1,139	49.5%	2,300
2008-09	590	21.2%	350	12.6%	11	0.4%	1,830	65.8%	2,781
2009-10	768	22.8%	625	18.6%	0	0.0%	1,973	58.6%	3,366
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Gnowangerup									
2005-06	690	46.1%	544	36.3%	0	0.0%	263	17.6%	1,497
2006-07	806	42.5%	174	9.2%	0	0.0%	916	48.3%	1,896
2007-08	894	52.9%	541	32.0%	0	0.0%	255	15.1%	1,690
2008-09	899	44.3%	661	32.6%	0	0.0%	470	23.2%	2,030
2009-10	952	51.8%	258	14.0%	0	0.0%	627	34.1%	1,837
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
Jerramungup									
2005-06	662	51.3%	260	20.2%	0	0.0%	368	28.5%	1,290
2006-07	591	36.9%	297	18.5%	0	0.0%	714	44.6%	1,602
2007-08	714	39.1%	100	5.5%	0	0.0%	1,014	55.5%	1,828
2008-09	1,036	51.0%	81	4.0%	0	0.0%	916	45.1%	2,033
2009-10	896	45.9%	402	20.6%	0	0.0%	656	33.6%	1,954
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
Katanning									
2005-06	598	64.0%	154	16.5%	0	0.0%	182	19.5%	934
2006-07	602	43.6%	528	38.3%	0	0.0%	250	18.1%	1,380
2007-08	613	35.4%	383	22.1%	0	0.0%	738	42.6%	1,734
2008-09	655	43.4%	381	25.3%	0	0.0%	472	31.3%	1,508
2009-10	787	40.9%	662	34.4%	0	0.0%	475	24.7%	1,924
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
Kent									
2005-06	687	49.7%	139	10.1%	0	0.0%	556	40.2%	1,382
2006-07	607	39.4%	168	10.9%	0	0.0%	765	49.7%	1,540
2007-08	943	51.2%	273	14.8%	5	0.3%	621	33.7%	1,842
2008-09	869	46.2%	240	12.8%	0	0.0%	771	41.0%	1,880
2009-10	804	44.6%	231	12.8%	0	0.0%	766	42.5%	1,801
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
Kojonup									
2005-06	808	40.3%	889	44.4%	0	0.0%	307	15.3%	2,004
2006-07	791	54.0%	292	19.9%	0	0.0%	383	26.1%	1,466
2007-08	839	44.5%	622	33.0%	0	0.0%	426	22.6%	1,887
2008-09	1,446	50.6%	718	25.1%	0	0.0%	692	24.2%	2,856
2009-10	898	32.8%	1,262	46.1%	0	0.0%	577	21.1%	2,737
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Plantagenet									
2005-06	1,193	33.9%	1,058	30.1%	0	0.0%	1,265	36.0%	3,516
2006-07	993	28.9%	1,273	37.1%	0	0.0%	1,165	34.0%	3,431
2007-08	1,387	28.5%	1,352	27.8%	0	0.0%	2,132	43.8%	4,871
2008-09	1,196	29.0%	1,453	35.2%	0	0.0%	1,473	35.7%	4,122
2009-10	1,393	33.6%	1,725	41.6%	0	0.0%	1,030	24.8%	4,148
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
Ravensthorpe									
2005-06	638	61.3%	162	15.6%	0	0.0%	240	23.1%	1,040
2006-07	621	48.2%	260	20.2%	147	11.4%	260	20.2%	1,288
2007-08	1,085	56.9%	503	26.4%	0	0.0%	320	16.8%	1,908
2008-09	859	48.6%	403	22.8%	20	1.1%	485	27.4%	1,767
2009-10	947	41.0%	752	32.6%	0	0.0%	608	26.4%	2,307
2010-11	1,022	46.4%	378	17.2%	0	0.0%	801	36.4%	2,201
2011-12	1,225	43.3%	393	13.9%	0	0.0%	1,209	42.8%	2,827
2012-13	669	29.2%	133	5.8%	0	0.0%	1,487	65.0%	2,289
2013-14	1,172	57.6%	132	6.5%	0	0.0%	732	36.0%	2,036
2014-15	1,020	36.2%	303	10.8%	152	5.4%	1,339	47.6%	2,814
Woodanilling									
2005-06	291	30.5%	183	19.2%	0	0.0%	481	50.4%	955
2006-07	295	39.9%	116	15.7%	0	0.0%	329	44.5%	740
2007-08	329	46.2%	259	36.4%	0	0.0%	124	17.4%	712
2008-09	658	70.6%	234	25.1%	0	0.0%	40	4.3%	932
2009-10	461	36.7%	721	57.4%	0	0.0%	74	5.9%	1,256
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Kimberley Region									
2005-06	3,977	29.3%	4,829	35.6%	23	0.2%	4,727	34.9%	13,556
2006-07	4,867	40.5%	2,399	20.0%	19	0.2%	4,730	39.4%	12,015
2007-08	4,047	28.3%	2,400	16.8%	213	1.5%	7,634	53.4%	14,294
2008-09	5,247	37.9%	2,618	18.9%	1	0.0%	5,961	43.1%	13,827
2009-10	5,920	32.9%	5,032	27.9%	33	0.2%	7,021	39.0%	18,006
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
Broome									
2005-06	1,109	26.7%	1,101	26.5%	0	0.0%	1,946	46.8%	4,156
2006-07	1,610	39.7%	862	21.3%	0	0.0%	1,584	39.1%	4,056
2007-08	1,040	24.6%	718	17.0%	0	0.0%	2,465	58.4%	4,223
2008-09	1,313	26.9%	856	17.5%	0	0.0%	2,711	55.6%	4,880
2009-10	1,797	34.9%	908	17.6%	12	0.2%	2,438	47.3%	5,155
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
Derby West Kimberley									
2005-06	1,102	32.4%	1,032	30.4%	18	0.5%	1,244	36.6%	3,396
2006-07	1,193	36.2%	703	21.3%	19	0.6%	1,380	41.9%	3,295
2007-08	1,194	29.9%	770	19.3%	213	5.3%	1,820	45.5%	3,997
2008-09	1,173	36.2%	663	20.4%	1	0.0%	1,406	43.4%	3,243
2009-10	2,015	36.3%	1,460	26.3%	21	0.4%	2,054	37.0%	5,550
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
Halls Creek									
2005-06	991	37.9%	1,261	48.2%	0	0.0%	365	13.9%	2,617
2006-07	1,231	50.9%	570	23.6%	0	0.0%	616	25.5%	2,417
2007-08	1,029	41.5%	365	14.7%	0	0.0%	1,086	43.8%	2,480
2008-09	1,185	42.2%	586	20.8%	0	0.0%	1,040	37.0%	2,811
2009-10	977	22.3%	2,283	52.1%	0	0.0%	1,125	25.7%	4,385
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
Wyndham - East Kimberley									
2005-06	775	22.9%	1,435	42.4%	5	0.1%	1,172	34.6%	3,387
2006-07	833	37.1%	264	11.7%	0	0.0%	1,150	51.2%	2,247
2007-08	784	21.8%	547	15.2%	0	0.0%	2,263	63.0%	3,594
2008-09	1,576	54.5%	513	17.7%	0	0.0%	804	27.8%	2,893
2009-10	1,131	38.8%	381	13.1%	0	0.0%	1,404	48.1%	2,916
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Metropolitan Region									
2005-06	30,064	15.8%	20,066	10.6%	5,139	2.7%	134,424	70.9%	189,693
2006-07	31,948	16.3%	25,311	12.9%	2,888	1.5%	135,875	69.3%	196,022
2007-08	37,357	16.3%	22,749	9.9%	8,256	3.6%	160,340	70.1%	228,702
2008-09	41,518	15.3%	33,382	12.3%	9,447	3.5%	186,414	68.8%	270,761
2009-10	42,754	15.1%	35,693	12.6%	8,570	3.0%	195,776	69.2%	282,793
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
Armadale									
2005-06	1,149	9.2%	1,728	13.9%	0	0.0%	9,577	76.9%	12,454
2006-07	1,695	17.7%	927	9.7%	0	0.0%	6,980	72.7%	9,602
2007-08	4,151	31.5%	1,466	11.1%	1,576	12.0%	5,972	45.4%	13,165
2008-09	2,354	16.1%	700	4.8%	491	3.4%	11,067	75.7%	14,612
2009-10	2,569	18.3%	4,264	30.4%	308	2.2%	6,887	49.1%	14,028
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
Bassendean									
2005-06	337	39.2%	131	15.3%	8	0.9%	383	44.6%	859
2006-07	286	18.5%	140	9.1%	28	1.8%	1,090	70.6%	1,544
2007-08	318	19.4%	59	3.6%	17	1.0%	1,243	75.9%	1,637
2008-09	470	16.6%	431	15.3%	6	0.2%	1,916	67.9%	2,823
2009-10	313	17.2%	166	9.1%	0	0.0%	1,339	73.7%	1,818
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
Bayswater									
2005-06	1,146	25.3%	280	6.2%	0	0.0%	3,100	68.5%	4,526
2006-07	1,057	23.6%	117	2.6%	0	0.0%	3,301	73.8%	4,475
2007-08	1,017	21.8%	321	6.9%	0	0.0%	3,336	71.4%	4,674
2008-09	915	16.4%	590	10.6%	0	0.0%	4,068	73.0%	5,573
2009-10	1,042	15.8%	651	9.9%	0	0.0%	4,911	74.4%	6,604
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
Belmont									
2005-06	592	9.4%	115	1.8%	62	1.0%	5,534	87.8%	6,303
2006-07	711	10.9%	215	3.3%	42	0.6%	5,568	85.2%	6,536
2007-08	592	10.5%	138	2.4%	0	0.0%	4,904	87.0%	5,634
2008-09	833	14.3%	236	4.1%	101	1.7%	4,647	79.9%	5,817
2009-10	725	11.2%	1,338	20.7%	123	1.9%	4,273	66.2%	6,459
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
Cambridge									
2005-06	452	10.3%	183	4.2%	16	0.4%	3,733	85.2%	4,384
2006-07	632	12.3%	342	6.7%	0	0.0%	4,165	81.0%	5,139
2007-08	437	6.3%	286	4.1%	87	1.3%	6,109	88.3%	6,919
2008-09	673	11.1%	357	5.9%	0	0.0%	5,007	82.9%	6,037
2009-10	518	8.9%	485	8.4%	93	1.6%	4,696	81.1%	5,792
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349
2014-15	661	7.0%	1,133	12.0%	14	0.1%	7,619	80.8%	9,427

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Canning									
2005-06	1,284	10.6%	1,110	9.2%	647	5.4%	9,020	74.8%	12,061
2006-07	1,609	14.0%	1,949	16.9%	135	1.2%	7,823	67.9%	11,516
2007-08	1,992	14.8%	1,314	9.8%	163	1.2%	9,946	74.1%	13,415
2008-09	1,572	11.4%	1,180	8.6%	480	3.5%	10,542	76.5%	13,774
2009-10	1,904	10.2%	2,011	10.7%	915	4.9%	13,897	74.2%	18,727
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
Claremont									
2005-06	165	11.9%	13	0.9%	0	0.0%	1,213	87.2%	1,391
2006-07	155	7.8%	519	26.0%	0	0.0%	1,320	66.2%	1,994
2007-08	80	6.7%	67	5.6%	0	0.0%	1,053	87.8%	1,200
2008-09	88	3.1%	614	21.4%	0	0.0%	2,172	75.6%	2,874
2009-10	138	5.2%	207	7.7%	0	0.0%	2,334	87.1%	2,679
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
Cockburn									
2005-06	1,054	12.4%	663	7.8%	704	8.3%	6,108	71.6%	8,529
2006-07	1,044	10.6%	1,486	15.1%	738	7.5%	6,599	66.9%	9,867
2007-08	1,982	18.6%	621	5.8%	1,421	13.3%	6,639	62.3%	10,663
2008-09	1,731	13.6%	1,413	11.1%	3,252	25.6%	6,310	49.7%	12,706
2009-10	2,110	21.0%	752	7.5%	1,446	14.4%	5,717	57.0%	10,025
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
Cottesloe									
2005-06	325	14.4%	406	18.0%	0	0.0%	1,527	67.6%	2,258
2006-07	569	22.7%	352	14.0%	0	0.0%	1,591	63.3%	2,512
2007-08	828	30.1%	775	28.2%	0	0.0%	1,149	41.8%	2,752
2008-09	465	21.3%	166	7.6%	0	0.0%	1,557	71.2%	2,188
2009-10	331	16.1%	135	6.6%	0	0.0%	1,590	77.3%	2,056
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
East Fremantle									
2005-06	86	8.6%	9	0.9%	0	0.0%	908	90.5%	1,003
2006-07	56	6.3%	10	1.1%	0	0.0%	820	92.6%	886
2007-08	219	39.7%	10	1.8%	0	0.0%	323	58.5%	552
2008-09	61	4.6%	150	11.3%	0	0.0%	1,121	84.2%	1,332
2009-10	62	5.2%	10	0.8%	0	0.0%	1,125	94.0%	1,197
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Fremantle									
2005-06	668	10.6%	408	6.5%	69	1.1%	5,130	81.8%	6,275
2006-07	496	7.6%	486	7.4%	125	1.9%	5,440	83.1%	6,547
2007-08	584	10.7%	552	10.1%	55	1.0%	4,263	78.2%	5,454
2008-09	516	8.5%	390	6.4%	0	0.0%	5,198	85.2%	6,104
2009-10	649	10.8%	476	7.9%	0	0.0%	4,878	81.3%	6,003
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
Gosnells									
2005-06	2,030	13.8%	2,638	18.0%	1,116	7.6%	8,889	60.6%	14,673
2006-07	1,982	16.1%	2,356	19.1%	1,118	9.1%	6,862	55.7%	12,318
2007-08	1,557	8.6%	2,451	13.6%	1,093	6.1%	12,901	71.7%	18,002
2008-09	4,381	27.2%	3,349	20.8%	1,260	7.8%	7,096	44.1%	16,086
2009-10	4,254	20.6%	5,397	26.1%	165	0.8%	10,867	52.5%	20,683
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
Joondalup									
2005-06	3,145	21.4%	1,466	10.0%	0	0.0%	10,057	68.6%	14,668
2006-07	3,337	42.4%	1,547	19.6%	0	0.0%	2,989	38.0%	7,873
2007-08	2,684	31.9%	1,570	18.7%	0	0.0%	4,161	49.4%	8,415
2008-09	4,751	24.2%	5,182	26.4%	1	0.0%	9,668	49.3%	19,602
2009-10	5,172	25.6%	3,809	18.9%	0	0.0%	11,223	55.5%	20,204
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
Kalamunda									
2005-06	1,056	31.2%	743	21.9%	0	0.0%	1,591	46.9%	3,390
2006-07	1,495	26.6%	396	7.0%	0	0.0%	3,736	66.4%	5,627
2007-08	2,772	29.3%	857	9.1%	0	0.0%	5,835	61.7%	9,464
2008-09	3,049	41.7%	491	6.7%	0	0.0%	3,766	51.5%	7,306
2009-10	1,232	20.5%	846	14.1%	0	0.0%	3,927	65.4%	6,005
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
Kwinana									
2005-06	613	14.9%	1,101	26.8%	0	0.0%	2,390	58.2%	4,104
2006-07	916	19.3%	763	16.1%	268	5.6%	2,805	59.0%	4,752
2007-08	757	15.1%	864	17.3%	123	2.5%	3,264	65.2%	5,008
2008-09	738	14.1%	469	8.9%	0	0.0%	4,041	77.0%	5,248
2009-10	1,365	18.3%	568	7.6%	40	0.5%	5,471	73.5%	7,444
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Melville									
2005-06	1,398	24.7%	634	11.2%	110	1.9%	3,518	62.2%	5,660
2006-07	1,331	20.7%	993	15.4%	146	2.3%	3,963	61.6%	6,433
2007-08	1,374	20.3%	597	8.8%	117	1.7%	4,680	69.1%	6,768
2008-09	1,498	12.6%	1,053	8.9%	65	0.5%	9,251	78.0%	11,867
2009-10	1,141	12.1%	2,735	29.0%	57	0.6%	5,513	58.4%	9,446
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
Mosman Park									
2005-06	101	13.8%	86	11.8%	42	5.7%	502	68.7%	731
2006-07	104	16.4%	11	1.7%	12	1.9%	509	80.0%	636
2007-08	114	15.2%	12	1.6%	21	2.8%	603	80.4%	750
2008-09	110	12.2%	12	1.3%	0	0.0%	778	86.4%	900
2009-10	142	20.1%	12	1.7%	0	0.0%	554	78.2%	708
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
Mundaring									
2005-06	1,544	35.0%	216	4.9%	10	0.2%	2,647	59.9%	4,417
2006-07	799	16.3%	359	7.3%	0	0.0%	3,744	76.4%	4,902
2007-08	1,118	22.5%	605	12.2%	122	2.5%	3,131	62.9%	4,976
2008-09	1,990	29.4%	707	10.4%	45	0.7%	4,037	59.6%	6,779
2009-10	1,514	25.0%	137	2.3%	80	1.3%	4,314	71.4%	6,045
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
Nedlands									
2005-06	482	9.9%	949	19.6%	0	0.0%	3,421	70.5%	4,852
2006-07	231	5.9%	240	6.1%	0	0.0%	3,447	88.0%	3,918
2007-08	621	10.3%	602	10.0%	0	0.0%	4,827	79.8%	6,050
2008-09	252	3.3%	655	8.5%	0	0.0%	6,826	88.3%	7,733
2009-10	1,182	21.4%	236	4.3%	0	0.0%	4,101	74.3%	5,519
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
Peppermint Grove									
2005-06	14	5.8%	4	1.7%	0	0.0%	222	92.5%	240
2006-07	57	21.3%	5	1.9%	0	0.0%	206	76.9%	268
2007-08	43	20.0%	3	1.4%	0	0.0%	169	78.6%	215
2008-09	17	9.6%	3	1.7%	0	0.0%	158	88.8%	178
2009-10	22	6.6%	3	0.9%	0	0.0%	310	92.5%	335
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Perth									
2005-06	580	7.0%	399	4.8%	0	0.0%	7,331	88.2%	8,310
2006-07	746	7.2%	343	3.3%	0	0.0%	9,280	89.5%	10,369
2007-08	502	3.7%	464	3.5%	0	0.0%	12,479	92.8%	13,445
2008-09	332	1.8%	783	4.2%	0	0.0%	17,664	94.1%	18,779
2009-10	415	1.6%	353	1.4%	0	0.0%	24,825	97.0%	25,593
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
Rockingham									
2005-06	2,133	25.3%	601	7.1%	0	0.0%	5,682	67.5%	8,416
2006-07	1,808	17.5%	388	3.8%	0	0.0%	8,115	78.7%	10,311
2007-08	2,167	23.4%	715	7.7%	435	4.7%	5,931	64.1%	9,248
2008-09	2,705	22.7%	961	8.1%	329	2.8%	7,935	66.5%	11,930
2009-10	2,559	20.7%	2,889	23.3%	110	0.9%	6,833	55.1%	12,391
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
Serpentine - Jarrahdale									
2005-06	1,449	69.7%	243	11.7%	70	3.4%	316	15.2%	2,078
2006-07	957	32.4%	359	12.1%	0	0.0%	1,641	55.5%	2,957
2007-08	915	21.9%	639	15.3%	0	0.0%	2,618	62.8%	4,172
2008-09	1,165	32.6%	706	19.8%	0	0.0%	1,701	47.6%	3,572
2009-10	1,121	31.2%	689	19.2%	0	0.0%	1,780	49.6%	3,590
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
South Perth									
2005-06	559	15.0%	637	17.1%	0	0.0%	2,535	67.9%	3,731
2006-07	550	11.6%	473	10.0%	0	0.0%	3,705	78.4%	4,728
2007-08	651	13.7%	493	10.4%	95	2.0%	3,521	74.0%	4,760
2008-09	846	15.7%	580	10.8%	3	0.1%	3,950	73.4%	5,379
2009-10	818	13.6%	380	6.3%	24	0.4%	4,793	79.7%	6,015
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
Stirling									
2005-06	2,727	12.0%	1,085	4.8%	204	0.9%	18,679	82.3%	22,695
2006-07	2,560	11.7%	791	3.6%	172	0.8%	18,321	83.9%	21,844
2007-08	2,838	12.7%	688	3.1%	202	0.9%	18,621	83.3%	22,349
2008-09	2,791	12.0%	1,734	7.5%	160	0.7%	18,566	79.9%	23,251
2009-10	3,371	13.5%	1,123	4.5%	160	0.6%	20,306	81.4%	24,960
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Subiaco									
2005-06	267	7.4%	589	16.2%	0	0.0%	2,774	76.4%	3,630
2006-07	446	8.5%	1,457	27.9%	0	0.0%	3,315	63.5%	5,218
2007-08	521	8.4%	497	8.0%	0	0.0%	5,211	83.7%	6,229
2008-09	504	8.6%	972	16.6%	0	0.0%	4,376	74.8%	5,852
2009-10	523	9.5%	488	8.8%	0	0.0%	4,514	81.7%	5,525
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
Swan									
2005-06	2,378	23.8%	2,157	21.6%	0	0.0%	5,455	54.6%	9,990
2006-07	2,482	19.2%	2,102	16.2%	0	0.0%	8,370	64.6%	12,954
2007-08	2,484	14.6%	2,973	17.5%	115	0.7%	11,387	67.1%	16,959
2008-09	2,632	11.6%	2,812	12.4%	125	0.6%	17,064	75.4%	22,633
2009-10	3,198	13.1%	2,678	10.9%	0	0.0%	18,623	76.0%	24,499
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
Victoria Park									
2005-06	539	11.7%	529	11.4%	0	0.0%	3,557	76.9%	4,625
2006-07	579	13.0%	601	13.5%	54	1.2%	3,217	72.3%	4,451
2007-08	510	9.7%	387	7.4%	54	1.0%	4,282	81.8%	5,233
2008-09	542	10.7%	449	8.9%	10	0.2%	4,058	80.2%	5,059
2009-10	478	7.8%	681	11.1%	36	0.6%	4,937	80.5%	6,132
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
Vincent									
2005-06	406	10.2%	424	10.6%	51	1.3%	3,106	77.9%	3,987
2006-07	565	14.1%	216	5.4%	50	1.2%	3,173	79.2%	4,004
2007-08	440	7.2%	400	6.6%	208	3.4%	5,027	82.7%	6,075
2008-09	518	9.2%	674	12.0%	135	2.4%	4,278	76.3%	5,605
2009-10	483	9.5%	879	17.2%	113	2.2%	3,629	71.1%	5,104
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
Wanneroo									
2005-06	1,385	14.7%	519	5.5%	2,030	21.5%	5,519	58.4%	9,453
2006-07	2,693	22.7%	5,368	45.3%	0	0.0%	3,780	31.9%	11,841
2007-08	3,089	21.3%	2,323	16.0%	2,352	16.2%	6,755	46.5%	14,519
2008-09	3,019	15.8%	5,563	29.0%	2,984	15.6%	7,596	39.6%	19,162
2009-10	3,403	19.8%	1,295	7.5%	4,900	28.5%	7,609	44.2%	17,207
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Mid West Region									
2005-06	12,947	47.0%	5,588	20.3%	57	0.2%	8,964	32.5%	27,556
2006-07	12,222	39.3%	7,950	25.5%	110	0.4%	10,853	34.9%	31,135
2007-08	13,977	41.5%	8,414	25.0%	278	0.8%	11,029	32.7%	33,698
2008-09	15,973	45.8%	6,740	19.3%	87	0.2%	12,093	34.7%	34,893
2009-10	15,170	37.3%	10,170	25.0%	241	0.6%	15,130	37.2%	40,711
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
Carnamah									
2005-06	359	35.4%	308	30.4%	0	0.0%	347	34.2%	1,014
2006-07	546	44.0%	282	22.7%	0	0.0%	414	33.3%	1,242
2007-08	464	42.2%	281	25.6%	0	0.0%	354	32.2%	1,099
2008-09	620	62.0%	196	19.6%	0	0.0%	184	18.4%	1,000
2009-10	529	47.9%	280	25.4%	0	0.0%	295	26.7%	1,104
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
Chapman Valley									
2005-06	840	43.9%	445	23.2%	25	1.3%	604	31.6%	1,914
2006-07	641	31.7%	529	26.1%	37	1.8%	818	40.4%	2,025
2007-08	1,218	50.8%	309	12.9%	68	2.8%	802	33.5%	2,397
2008-09	625	33.9%	677	36.7%	27	1.5%	517	28.0%	1,846
2009-10	772	32.3%	468	19.6%	112	4.7%	1,040	43.5%	2,392
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
Coorow									
2005-06	621	38.5%	463	28.7%	0	0.0%	531	32.9%	1,615
2006-07	640	36.4%	558	31.7%	0	0.0%	562	31.9%	1,760
2007-08	903	46.7%	1,031	53.3%	0	0.0%	0	0.0%	1,934
2008-09	686	35.2%	592	30.3%	0	0.0%	673	34.5%	1,951
2009-10	718	37.3%	825	42.8%	0	0.0%	383	19.9%	1,926
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
Cue									
2005-06	321	67.3%	114	23.9%	0	0.0%	42	8.8%	477
2006-07	298	39.3%	460	60.7%	0	0.0%	0	0.0%	758
2007-08	279	68.6%	128	31.4%	0	0.0%	0	0.0%	407
2008-09	915	82.7%	191	17.3%	0	0.0%	0	0.0%	1,106
2009-10	694	14.9%	3,470	74.6%	0	0.0%	489	10.5%	4,653
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
City of Greater Geraldton [New City established 1 July 2011]									
2005-06 and 2006-07 - Sum of the former City of Geraldton and the Shires of Greenough and Mullewa									
2007-08 to 2009-10 - Sum of the former City of Geraldton Greenough and the Shire of Mullewa									
2005-06	2,530	33.9%	1,387	18.6%	11	0.1%	3,532	47.3%	7,460
2006-07	2,684	30.4%	1,430	16.2%	5	0.1%	4,711	53.4%	8,830
2007-08	2,164	19.7%	2,802	25.5%	125	1.1%	5,897	53.7%	10,988
2008-09	3,573	33.5%	1,089	10.2%	0	0.0%	5,991	56.2%	10,653
2009-10	2,369	22.3%	720	6.8%	0	0.0%	7,556	71.0%	10,645
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
Irwin									
2005-06	342	23.7%	257	17.8%	0	0.0%	846	58.5%	1,445
2006-07	368	28.8%	205	16.1%	64	5.0%	640	50.1%	1,277
2007-08	381	28.0%	286	21.0%	0	0.0%	693	51.0%	1,360
2008-09	394	31.0%	284	22.3%	0	0.0%	593	46.7%	1,271
2009-10	416	23.1%	383	21.2%	0	0.0%	1,004	55.7%	1,803
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
Meekatharra									
2005-06	1,692	82.2%	273	13.3%	0	0.0%	93	4.5%	2,058
2006-07	942	38.1%	1,048	42.4%	0	0.0%	481	19.5%	2,471
2007-08	1,626	57.1%	740	26.0%	0	0.0%	480	16.9%	2,846
2008-09	1,408	49.6%	353	12.4%	0	0.0%	1,080	38.0%	2,841
2009-10	1,476	55.6%	1,144	43.1%	0	0.0%	36	1.4%	2,656
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
Mingenew									
2005-06	520	49.3%	341	32.3%	0	0.0%	194	18.4%	1,055
2006-07	565	52.9%	318	29.8%	0	0.0%	185	17.3%	1,068
2007-08	366	33.1%	348	31.5%	0	0.0%	391	35.4%	1,105
2008-09	442	35.5%	548	44.0%	0	0.0%	256	20.5%	1,246
2009-10	417	28.1%	435	29.3%	0	0.0%	631	42.5%	1,483
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
Morawa									
2005-06	850	78.3%	134	12.4%	0	0.0%	101	9.3%	1,085
2006-07	603	65.4%	137	14.9%	0	0.0%	182	19.7%	922
2007-08	700	59.9%	239	20.4%	0	0.0%	230	19.7%	1,169
2008-09	732	72.5%	249	24.7%	0	0.0%	29	2.9%	1,010
2009-10	797	62.9%	318	25.1%	0	0.0%	152	12.0%	1,267
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581

Appendix 21

Appendix 21: Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Mount Magnet									
2005-06	380	56.1%	105	15.5%	9	1.3%	183	27.0%	677
2006-07	366	50.4%	89	12.3%	0	0.0%	271	37.3%	726
2007-08	778	138.2%	140	24.9%	0	0.0%	-355	-63.1%	563
2008-09	631	111.7%	117	20.7%	0	0.0%	-183	-32.4%	565
2009-10	758	69.3%	162	14.8%	0	0.0%	174	15.9%	1,094
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
Murchison									
2005-06	896	71.1%	100	7.9%	0	0.0%	264	21.0%	1,260
2006-07	955	43.3%	847	38.4%	0	0.0%	402	18.2%	2,204
2007-08	1,072	59.9%	359	20.0%	0	0.0%	360	20.1%	1,791
2008-09	1,450	71.1%	235	11.5%	0	0.0%	355	17.4%	2,040
2009-10	1,253	67.9%	164	8.9%	0	0.0%	429	23.2%	1,846
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
Northampton									
2005-06	787	33.4%	401	17.0%	12	0.5%	1,153	49.0%	2,353
2006-07	806	27.7%	431	14.8%	4	0.1%	1,673	57.4%	2,914
2007-08	1,066	38.3%	491	17.7%	25	0.9%	1,198	43.1%	2,780
2008-09	912	31.9%	591	20.7%	0	0.0%	1,357	47.4%	2,860
2009-10	1,199	39.8%	500	16.6%	15	0.5%	1,297	43.1%	3,011
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
Perenjori									
2005-06	857	74.4%	269	23.4%	0	0.0%	26	2.3%	1,152
2006-07	903	70.3%	222	17.3%	0	0.0%	159	12.4%	1,284
2007-08	963	67.3%	98	6.8%	0	0.0%	370	25.9%	1,431
2008-09	1,054	76.2%	154	11.1%	0	0.0%	176	12.7%	1,384
2009-10	1,259	74.9%	216	12.8%	0	0.0%	206	12.3%	1,681
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
Sandstone									
2005-06	734	55.8%	420	31.9%	0	0.0%	161	12.2%	1,315
2006-07	764	55.2%	753	54.4%	0	0.0%	-132	-9.5%	1,385
2007-08	778	80.2%	140	14.4%	0	0.0%	52	5.4%	970
2008-09	884	56.6%	419	26.8%	0	0.0%	260	16.6%	1,563
2009-10	1,033	62.7%	292	17.7%	0	0.0%	322	19.6%	1,647
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Three Springs									
2005-06	507	49.1%	181	17.5%	0	0.0%	345	33.4%	1,033
2006-07	419	43.2%	294	30.3%	0	0.0%	258	26.6%	971
2007-08	484	45.7%	310	29.3%	0	0.0%	264	25.0%	1,058
2008-09	711	44.2%	597	37.1%	0	0.0%	299	18.6%	1,607
2009-10	651	41.3%	412	26.1%	0	0.0%	515	32.6%	1,578
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
Yalgoo									
2005-06	711	43.3%	390	23.7%	0	0.0%	542	33.0%	1,643
2006-07	722	55.6%	347	26.7%	0	0.0%	229	17.6%	1,298
2007-08	735	40.8%	712	39.6%	60	3.3%	293	16.3%	1,800
2008-09	936	48.0%	448	23.0%	60	3.1%	506	25.9%	1,950
2009-10	829	43.1%	381	19.8%	114	5.9%	601	31.2%	1,925
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Pilbara Region									
2005-06	5,721	46.0%	2,701	21.7%	150	1.2%	3,868	31.1%	12,440
2006-07	6,824	39.4%	4,250	24.5%	974	5.6%	5,290	30.5%	17,338
2007-08	8,234	47.5%	4,100	23.6%	981	5.7%	4,031	23.2%	17,346
2008-09	6,753	25.1%	3,953	14.7%	10,608	39.4%	5,623	20.9%	26,937
2009-10	7,893	33.3%	5,793	24.5%	1,922	8.1%	8,060	34.1%	23,668
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
Ashburton									
2005-06	1,675	61.3%	363	13.3%	0	0.0%	693	25.4%	2,731
2006-07	1,614	41.9%	1,465	38.0%	0	0.0%	775	20.1%	3,854
2007-08	1,655	61.0%	860	31.7%	0	0.0%	198	7.3%	2,713
2008-09	2,220	17.8%	1,084	8.7%	9,945	79.7%	-765	-6.1%	12,484
2009-10	2,229	30.5%	3,024	41.4%	1,572	21.5%	485	6.6%	7,310
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
East Pilbara									
2005-06	2,117	54.3%	828	21.2%	0	0.0%	952	24.4%	3,897
2006-07	3,611	72.3%	903	18.1%	0	0.0%	481	9.6%	4,995
2007-08	3,320	55.8%	1,028	17.3%	162	2.7%	1,435	24.1%	5,945
2008-09	2,610	48.3%	1,252	23.2%	0	0.0%	1,540	28.5%	5,402
2009-10	3,360	60.6%	1,198	21.6%	100	1.8%	888	16.0%	5,546
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
Karratha [Former Shire of Roebourne, replaced 1 July 2014]									
2005-06	1,005	34.5%	844	29.0%	0	0.0%	1,063	36.5%	2,912
2006-07	973	29.0%	1,280	38.2%	0	0.0%	1,098	32.8%	3,351
2007-08	2,358	59.6%	1,054	26.7%	0	0.0%	542	13.7%	3,954
2008-09	986	27.6%	568	15.9%	0	0.0%	2,015	56.5%	3,569
2009-10	1,248	20.6%	707	11.7%	0	0.0%	4,092	67.7%	6,047
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
Port Hedland									
2005-06	924	31.9%	666	23.0%	150	5.2%	1,160	40.0%	2,900
2006-07	626	12.2%	602	11.7%	974	19.0%	2,936	57.1%	5,138
2007-08	901	19.0%	1,158	24.5%	819	17.3%	1,856	39.2%	4,734
2008-09	937	17.1%	1,049	19.1%	663	12.1%	2,833	51.7%	5,482
2009-10	1,056	22.2%	864	18.1%	250	5.2%	2,595	54.5%	4,765
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
South West Region									
2005-06	16,002	36.0%	8,837	19.9%	97	0.2%	19,560	44.0%	44,496
2006-07	18,438	35.3%	11,240	21.5%	710	1.4%	21,793	41.8%	52,181
2007-08	17,465	30.7%	10,950	19.2%	240	0.4%	28,314	49.7%	56,969
2008-09	18,650	28.8%	14,420	22.3%	548	0.8%	31,049	48.0%	64,667
2009-10	19,276	26.1%	16,033	21.7%	70	0.1%	38,361	52.0%	73,740
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
Augusta-Margaret River									
2005-06	998	30.5%	774	23.6%	0	0.0%	1,501	45.9%	3,273
2006-07	997	44.2%	694	30.8%	0	0.0%	565	25.0%	2,256
2007-08	1,392	49.9%	333	11.9%	0	0.0%	1,066	38.2%	2,791
2008-09	2,569	42.9%	973	16.2%	529	8.8%	1,920	32.0%	5,991
2009-10	1,670	35.4%	767	16.2%	29	0.6%	2,255	47.8%	4,721
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
Boddington									
2005-06	296	51.6%	207	36.1%	0	0.0%	71	12.4%	574
2006-07	221	25.8%	256	29.9%	0	0.0%	380	44.3%	857
2007-08	269	36.1%	203	27.2%	0	0.0%	273	36.6%	745
2008-09	273	19.4%	652	46.4%	0	0.0%	479	34.1%	1,404
2009-10	272	36.4%	230	30.8%	0	0.0%	245	32.8%	747
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
Boyup Brook									
2005-06	829	45.7%	581	32.0%	0	0.0%	404	22.3%	1,814
2006-07	842	48.8%	475	27.5%	0	0.0%	409	23.7%	1,726
2007-08	792	48.9%	467	28.9%	33	2.0%	326	20.1%	1,618
2008-09	903	49.0%	354	19.2%	19	1.0%	567	30.8%	1,843
2009-10	1,031	44.1%	584	25.0%	0	0.0%	724	31.0%	2,339
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
Bridgetown Greenbushes									
2005-06	1,248	80.4%	273	17.6%	7	0.5%	25	1.6%	1,553
2006-07	952	39.4%	804	33.3%	69	2.9%	591	24.5%	2,416
2007-08	1,668	45.8%	1,292	35.4%	26	0.7%	659	18.1%	3,645
2008-09	834	39.5%	407	19.3%	0	0.0%	870	41.2%	2,111
2009-10	882	29.9%	1,063	36.0%	0	0.0%	1,008	34.1%	2,953
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
Bunbury									
2005-06	919	28.3%	662	20.4%	0	0.0%	1,672	51.4%	3,253
2006-07	1,147	39.2%	583	19.9%	0	0.0%	1,195	40.9%	2,925
2007-08	1,090	24.8%	397	9.0%	25	0.6%	2,879	65.6%	4,391
2008-09	809	13.3%	1,465	24.1%	0	0.0%	3,801	62.6%	6,075
2009-10	1,294	15.2%	1,451	17.0%	0	0.0%	5,794	67.9%	8,539
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Busselton									
2005-06	1,924	36.8%	867	16.6%	76	1.5%	2,365	45.2%	5,232
2006-07	1,879	33.0%	831	14.6%	61	1.1%	2,931	51.4%	5,702
2007-08	1,569	24.7%	1,203	18.9%	0	0.0%	3,589	56.4%	6,361
2008-09	1,887	27.5%	768	11.2%	0	0.0%	4,217	61.4%	6,872
2009-10	2,156	32.5%	706	10.6%	0	0.0%	3,774	56.9%	6,636
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
Capel									
2005-06	570	35.7%	182	11.4%	0	0.0%	843	52.9%	1,595
2006-07	546	28.7%	176	9.2%	1	0.1%	1,182	62.0%	1,905
2007-08	1,546	39.2%	436	11.1%	0	0.0%	1,958	49.7%	3,940
2008-09	689	25.9%	142	5.3%	0	0.0%	1,834	68.8%	2,665
2009-10	771	22.1%	938	26.9%	0	0.0%	1,776	51.0%	3,485
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
Collie									
2005-06	581	30.2%	294	15.3%	0	0.0%	1,046	54.5%	1,921
2006-07	1,148	40.8%	415	14.7%	0	0.0%	1,251	44.5%	2,814
2007-08	686	33.0%	337	16.2%	0	0.0%	1,058	50.8%	2,081
2008-09	671	23.7%	402	14.2%	0	0.0%	1,759	62.1%	2,832
2009-10	820	19.4%	2,146	50.9%	0	0.0%	1,250	29.6%	4,216
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
Dardanup									
2005-06	685	37.9%	509	28.2%	0	0.0%	613	33.9%	1,807
2006-07	803	38.6%	616	29.6%	40	1.9%	619	29.8%	2,078
2007-08	465	19.9%	867	37.1%	0	0.0%	1,003	43.0%	2,335
2008-09	570	22.6%	735	29.1%	0	0.0%	1,221	48.3%	2,526
2009-10	615	14.1%	1,874	43.0%	0	0.0%	1,871	42.9%	4,360
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
Donnybrook-Balingup									
2005-06	1,086	57.0%	431	22.6%	0	0.0%	387	20.3%	1,904
2006-07	1,055	39.5%	459	17.2%	118	4.4%	1,037	38.9%	2,669
2007-08	737	34.0%	751	34.7%	28	1.3%	650	30.0%	2,166
2008-09	1,121	45.4%	812	32.9%	0	0.0%	536	21.7%	2,469
2009-10	898	31.1%	1,104	38.3%	41	1.4%	843	29.2%	2,886
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
Harvey									
2005-06	1,982	46.5%	696	16.3%	12	0.3%	1,573	36.9%	4,263
2006-07	1,539	34.6%	986	22.1%	15	0.3%	1,912	42.9%	4,452
2007-08	1,279	21.3%	1,298	21.6%	58	1.0%	3,362	56.1%	5,997
2008-09	1,189	22.2%	1,046	19.5%	0	0.0%	3,125	58.3%	5,360
2009-10	1,817	29.9%	502	8.3%	0	0.0%	3,748	61.8%	6,067
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Mandurah									
2005-06	1,338	16.3%	905	11.0%	0	0.0%	5,957	72.6%	8,200
2006-07	2,224	22.5%	897	9.1%	0	0.0%	6,758	68.4%	9,879
2007-08	1,095	12.2%	1,164	12.9%	0	0.0%	6,747	74.9%	9,006
2008-09	1,232	12.0%	2,644	25.8%	0	0.0%	6,388	62.2%	10,264
2009-10	1,775	13.1%	1,577	11.6%	0	0.0%	10,247	75.4%	13,599
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
Manjimup									
2005-06	1,564	44.7%	825	23.6%	0	0.0%	1,110	31.7%	3,499
2006-07	2,462	42.4%	2,239	38.6%	0	0.0%	1,106	19.0%	5,807
2007-08	1,435	31.0%	836	18.1%	0	0.0%	2,355	50.9%	4,626
2008-09	2,840	40.1%	2,767	39.1%	0	0.0%	1,469	20.8%	7,076
2009-10	1,732	35.1%	1,476	29.9%	0	0.0%	1,728	35.0%	4,936
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
Murray									
2005-06	948	33.5%	586	20.7%	0	0.0%	1,292	45.7%	2,826
2006-07	941	37.5%	505	20.1%	0	0.0%	1,066	42.4%	2,512
2007-08	1,306	39.0%	559	16.7%	70	2.1%	1,411	42.2%	3,346
2008-09	989	29.4%	771	22.9%	0	0.0%	1,607	47.7%	3,367
2009-10	1,328	34.2%	697	18.0%	0	0.0%	1,856	47.8%	3,881
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
Nannup									
2005-06	593	33.4%	816	46.0%	2	0.1%	362	20.4%	1,773
2006-07	796	38.3%	914	44.0%	20	1.0%	347	16.7%	2,077
2007-08	814	43.2%	568	30.1%	0	0.0%	502	26.6%	1,884
2008-09	1,432	61.4%	210	9.0%	0	0.0%	689	29.6%	2,331
2009-10	1,547	55.8%	671	24.2%	0	0.0%	555	20.0%	2,773
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
Waroona									
2005-06	441	43.7%	229	22.7%	0	0.0%	339	33.6%	1,009
2006-07	886	42.1%	390	18.5%	386	18.3%	444	21.1%	2,106
2007-08	1,322	64.9%	239	11.7%	0	0.0%	476	23.4%	2,037
2008-09	642	43.3%	272	18.4%	0	0.0%	567	38.3%	1,481
2009-10	668	41.7%	247	15.4%	0	0.0%	687	42.9%	1,602
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Wheatbelt North Region									
2005-06	18,455	49.2%	8,111	21.6%	362	1.0%	10,618	28.3%	37,546
2006-07	20,336	48.0%	9,999	23.6%	474	1.1%	11,550	27.3%	42,359
2007-08	20,905	47.1%	10,872	24.5%	495	1.1%	12,154	27.4%	44,426
2008-09	24,256	48.5%	9,664	19.3%	412	0.8%	15,670	31.3%	50,002
2009-10	22,970	47.5%	11,192	23.1%	18	0.0%	14,179	29.3%	48,359
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
Chittering									
2005-06	525	32.5%	402	24.9%	8	0.5%	681	42.1%	1,616
2006-07	447	30.3%	224	15.2%	58	3.9%	744	50.5%	1,473
2007-08	317	19.2%	366	22.2%	5	0.3%	964	58.4%	1,652
2008-09	946	38.1%	337	13.6%	191	7.7%	1,009	40.6%	2,483
2009-10	1,442	42.4%	471	13.8%	0	0.0%	1,489	43.8%	3,402
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
Cunderdin									
2005-06	576	55.8%	201	19.5%	0	0.0%	256	24.8%	1,033
2006-07	446	39.9%	242	21.6%	0	0.0%	430	38.5%	1,118
2007-08	633	56.2%	210	18.6%	0	0.0%	284	25.2%	1,127
2008-09	650	44.3%	262	17.9%	0	0.0%	554	37.8%	1,466
2009-10	685	50.5%	265	19.5%	0	0.0%	406	29.9%	1,356
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
Dalwallinu									
2005-06	1,327	53.8%	375	15.2%	0	0.0%	763	31.0%	2,465
2006-07	1,436	54.2%	433	16.4%	0	0.0%	779	29.4%	2,648
2007-08	1,386	47.8%	516	17.8%	0	0.0%	996	34.4%	2,898
2008-09	1,420	47.1%	550	18.3%	0	0.0%	1,043	34.6%	3,013
2009-10	1,752	71.4%	288	11.7%	0	0.0%	413	16.8%	2,453
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
Dandaragan									
2005-06	1,044	49.3%	239	11.3%	0	0.0%	834	39.4%	2,117
2006-07	1,066	23.2%	2,708	59.0%	0	0.0%	819	17.8%	4,593
2007-08	1,150	28.4%	1,901	46.9%	0	0.0%	999	24.7%	4,050
2008-09	1,670	46.4%	460	12.8%	0	0.0%	1,469	40.8%	3,599
2009-10	1,370	52.3%	485	18.5%	0	0.0%	763	29.1%	2,618
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Dowerin									
2005-06	627	65.1%	220	22.8%	0	0.0%	116	12.0%	963
2006-07	418	37.5%	242	21.7%	0	0.0%	456	40.9%	1,116
2007-08	618	62.3%	364	36.7%	0	0.0%	10	1.0%	992
2008-09	940	68.6%	261	19.1%	0	0.0%	169	12.3%	1,370
2009-10	709	58.8%	411	34.1%	0	0.0%	85	7.1%	1,205
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
Gingin									
2005-06	975	41.0%	285	12.0%	231	9.7%	889	37.4%	2,380
2006-07	1,106	43.3%	321	12.6%	253	9.9%	877	34.3%	2,557
2007-08	1,176	40.6%	283	9.8%	10	0.3%	1,430	49.3%	2,899
2008-09	1,207	34.5%	494	14.1%	202	5.8%	1,596	45.6%	3,499
2009-10	1,336	39.0%	1,340	39.1%	0	0.0%	750	21.9%	3,426
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
Goomalling									
2005-06	733	35.8%	428	20.9%	0	0.0%	886	43.3%	2,047
2006-07	428	27.8%	385	25.0%	0	0.0%	728	47.2%	1,541
2007-08	440	24.8%	521	29.4%	0	0.0%	810	45.7%	1,771
2008-09	615	24.4%	1,031	40.9%	0	0.0%	873	34.7%	2,519
2009-10	537	27.9%	485	25.2%	0	0.0%	902	46.9%	1,924
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
Kellerberrin									
2005-06	693	60.4%	270	23.5%	0	0.0%	185	16.1%	1,148
2006-07	667	56.4%	282	23.9%	0	0.0%	233	19.7%	1,182
2007-08	684	61.1%	262	23.4%	0	0.0%	174	15.5%	1,120
2008-09	729	52.3%	296	21.2%	0	0.0%	370	26.5%	1,395
2009-10	738	55.9%	272	20.6%	0	0.0%	310	23.5%	1,320
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
Koorda									
2005-06	761	56.3%	243	18.0%	0	0.0%	347	25.7%	1,351
2006-07	856	59.1%	247	17.0%	0	0.0%	346	23.9%	1,449
2007-08	834	54.7%	310	20.3%	0	0.0%	381	25.0%	1,525
2008-09	850	54.8%	312	20.1%	0	0.0%	390	25.1%	1,552
2009-10	1,042	63.5%	352	21.5%	0	0.0%	247	15.1%	1,641
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Merredin									
2005-06	810	56.9%	549	38.6%	0	0.0%	64	4.5%	1,423
2006-07	948	69.7%	302	22.2%	0	0.0%	110	8.1%	1,360
2007-08	965	67.9%	373	26.2%	0	0.0%	84	5.9%	1,422
2008-09	1,147	51.9%	409	18.5%	0	0.0%	656	29.7%	2,212
2009-10	1,049	55.4%	520	27.5%	0	0.0%	325	17.2%	1,894
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
Moora									
2005-06	725	51.5%	521	37.0%	0	0.0%	161	11.4%	1,407
2006-07	2,432	69.4%	548	15.6%	0	0.0%	524	15.0%	3,504
2007-08	1,809	66.6%	504	18.6%	0	0.0%	403	14.8%	2,716
2008-09	1,599	65.3%	484	19.8%	0	0.0%	366	14.9%	2,449
2009-10	855	34.1%	722	28.8%	0	0.0%	932	37.1%	2,509
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
Mount Marshall									
2005-06	1,025	63.0%	393	24.1%	0	0.0%	210	12.9%	1,628
2006-07	1,135	64.5%	429	24.4%	0	0.0%	196	11.1%	1,760
2007-08	1,393	68.2%	428	21.0%	0	0.0%	221	10.8%	2,042
2008-09	1,195	61.3%	499	25.6%	0	0.0%	256	13.1%	1,950
2009-10	1,204	63.9%	449	23.8%	0	0.0%	230	12.2%	1,883
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
Mukinbudin									
2005-06	616	61.0%	216	21.4%	0	0.0%	178	17.6%	1,010
2006-07	699	66.7%	261	24.9%	0	0.0%	88	8.4%	1,048
2007-08	512	49.5%	450	43.5%	0	0.0%	72	7.0%	1,034
2008-09	734	68.2%	267	24.8%	0	0.0%	76	7.1%	1,077
2009-10	821	67.5%	316	26.0%	0	0.0%	80	6.6%	1,217
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
Shire of Northam [New Shire established 1 July 2007]									
Amalgamation of the former Shire of Northam and the Town of Northam									
The amounts for 2005-06 and 2006-07 are the sums of the amounts for the former Shire of Northam and Town of Northam									
2005-06	1,072	39.9%	394	14.7%	7	0.3%	1,216	45.2%	2,689
2006-07	888	33.7%	397	15.1%	0	0.0%	1,352	51.3%	2,637
2007-08	970	42.8%	414	18.3%	0	0.0%	884	39.0%	2,268
2008-09	932	27.7%	418	12.4%	0	0.0%	2,020	59.9%	3,370
2009-10	1,220	33.7%	641	17.7%	0	0.0%	1,758	48.6%	3,619
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Nungarin									
2005-06	352	64.8%	110	20.3%	0	0.0%	81	14.9%	543
2006-07	399	68.0%	112	19.1%	0	0.0%	76	12.9%	587
2007-08	364	62.5%	127	21.8%	0	0.0%	91	15.6%	582
2008-09	379	63.0%	147	24.4%	0	0.0%	76	12.6%	602
2009-10	377	46.9%	304	37.9%	0	0.0%	122	15.2%	803
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
Tammin									
2005-06	445	82.3%	96	17.7%	0	0.0%	0	0.0%	541
2006-07	266	49.2%	127	23.5%	0	0.0%	148	27.4%	541
2007-08	483	61.7%	157	20.1%	0	0.0%	143	18.3%	783
2008-09	346	75.2%	142	30.9%	0	0.0%	-28	-6.1%	460
2009-10	491	51.3%	271	28.3%	0	0.0%	196	20.5%	958
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
Toodyay									
2005-06	572	38.9%	245	16.6%	84	5.7%	571	38.8%	1,472
2006-07	695	43.1%	308	19.1%	45	2.8%	565	35.0%	1,613
2007-08	1,672	54.9%	449	14.8%	240	7.9%	682	22.4%	3,043
2008-09	2,271	67.7%	543	16.2%	0	0.0%	541	16.1%	3,355
2009-10	732	28.0%	459	17.6%	0	0.0%	1,419	54.4%	2,610
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
Trayning									
2005-06	531	68.0%	182	23.3%	0	0.0%	68	8.7%	781
2006-07	533	66.4%	187	23.3%	0	0.0%	83	10.3%	803
2007-08	567	71.0%	211	26.4%	0	0.0%	21	2.6%	799
2008-09	609	62.0%	228	23.2%	0	0.0%	146	14.9%	983
2009-10	607	65.3%	202	21.7%	0	0.0%	120	12.9%	929
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
Victoria Plains									
2005-06	659	38.8%	550	32.4%	0	0.0%	491	28.9%	1,700
2006-07	779	47.7%	554	33.9%	0	0.0%	300	18.4%	1,633
2007-08	509	28.5%	678	38.0%	0	0.0%	597	33.5%	1,784
2008-09	603	28.2%	305	14.3%	0	0.0%	1,229	57.5%	2,137
2009-10	623	30.2%	778	37.7%	0	0.0%	663	32.1%	2,064
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Westonia									
2005-06	573	59.4%	196	20.3%	0	0.0%	196	20.3%	965
2006-07	617	55.7%	194	17.5%	0	0.0%	296	26.7%	1,107
2007-08	567	58.2%	313	32.1%	0	0.0%	94	9.7%	974
2008-09	600	53.2%	336	29.8%	0	0.0%	192	17.0%	1,128
2009-10	777	69.0%	349	31.0%	0	0.0%	0	0.0%	1,126
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
Wongan - Ballidu									
2005-06	1,058	45.9%	293	12.7%	0	0.0%	953	41.4%	2,304
2006-07	1,401	50.0%	433	15.4%	0	0.0%	969	34.6%	2,803
2007-08	966	38.2%	590	23.4%	0	0.0%	970	38.4%	2,526
2008-09	1,013	42.9%	411	17.4%	0	0.0%	937	39.7%	2,361
2009-10	1,327	50.2%	567	21.5%	0	0.0%	748	28.3%	2,642
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
Wyalkatchem									
2005-06	538	71.3%	178	23.6%	0	0.0%	39	5.2%	755
2006-07	549	66.9%	232	28.3%	0	0.0%	40	4.9%	821
2007-08	536	63.0%	275	32.3%	0	0.0%	40	4.7%	851
2008-09	724	75.0%	201	20.8%	0	0.0%	40	4.1%	965
2009-10	555	71.6%	220	28.4%	0	0.0%	0	0.0%	775
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
Yilgarn									
2005-06	1,352	54.3%	625	25.1%	32	1.3%	482	19.3%	2,491
2006-07	1,377	53.2%	579	22.4%	11	0.4%	621	24.0%	2,588
2007-08	1,609	48.6%	682	20.6%	240	7.2%	781	23.6%	3,312
2008-09	1,797	57.1%	602	19.1%	19	0.6%	729	23.2%	3,147
2009-10	1,538	49.7%	603	19.5%	0	0.0%	952	30.8%	3,093
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
York									
2005-06	866	31.9%	900	33.1%	0	0.0%	951	35.0%	2,717
2006-07	748	39.9%	252	13.4%	107	5.7%	770	41.0%	1,877
2007-08	745	33.0%	488	21.6%	0	0.0%	1,023	45.3%	2,256
2008-09	1,280	44.0%	669	23.0%	0	0.0%	961	33.0%	2,910
2009-10	1,183	40.9%	422	14.6%	18	0.6%	1,269	43.9%	2,892
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wheatbelt South Region									
2005-06	12,572	50.5%	5,950	23.9%	10	0.0%	6,349	25.5%	24,881
2006-07	13,450	48.3%	7,359	26.4%	5	0.0%	7,030	25.2%	27,844
2007-08	13,203	51.1%	5,803	22.5%	5	0.0%	6,818	26.4%	25,829
2008-09	14,015	48.8%	5,904	20.6%	5	0.0%	8,784	30.6%	28,708
2009-10	16,452	50.9%	6,760	20.9%	39	0.1%	9,047	28.0%	32,298
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
Beverley									
2005-06	419	38.9%	243	22.6%	0	0.0%	414	38.5%	1,076
2006-07	593	40.0%	189	12.8%	0	0.0%	700	47.2%	1,482
2007-08	675	36.3%	303	16.3%	0	0.0%	884	47.5%	1,862
2008-09	756	35.2%	401	18.7%	0	0.0%	990	46.1%	2,147
2009-10	745	29.8%	610	24.4%	12	0.5%	1,132	45.3%	2,499
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
Brookton									
2005-06	386	44.1%	220	25.1%	0	0.0%	269	30.7%	875
2006-07	493	70.1%	141	20.1%	5	0.7%	64	9.1%	703
2007-08	283	24.3%	365	31.3%	5	0.4%	514	44.0%	1,167
2008-09	547	43.6%	233	18.6%	5	0.4%	469	37.4%	1,254
2009-10	502	38.3%	270	20.6%	0	0.0%	538	41.1%	1,310
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
Bruce Rock									
2005-06	935	66.4%	188	13.4%	0	0.0%	285	20.2%	1,408
2006-07	959	61.8%	430	27.7%	0	0.0%	164	10.6%	1,553
2007-08	882	66.2%	350	26.3%	0	0.0%	101	7.6%	1,333
2008-09	1,254	79.6%	202	12.8%	0	0.0%	119	7.6%	1,575
2009-10	1,093	67.1%	405	24.8%	0	0.0%	132	8.1%	1,630
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
Corrigin									
2005-06	621	50.9%	276	22.6%	0	0.0%	322	26.4%	1,219
2006-07	831	56.5%	415	28.2%	0	0.0%	225	15.3%	1,471
2007-08	857	81.3%	320	30.4%	0	0.0%	-123	-11.7%	1,054
2008-09	1,158	59.0%	318	16.2%	0	0.0%	487	24.8%	1,963
2009-10	859	65.2%	312	23.7%	0	0.0%	147	11.2%	1,318
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
Cuballing									
2005-06	399	40.9%	215	22.0%	0	0.0%	362	37.1%	976
2006-07	457	47.8%	209	21.8%	0	0.0%	291	30.4%	957
2007-08	895	59.5%	204	13.6%	0	0.0%	406	27.0%	1,505
2008-09	483	38.4%	366	29.1%	0	0.0%	409	32.5%	1,258
2009-10	490	40.0%	389	31.8%	0	0.0%	346	28.2%	1,225
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Dumbleyung									
2005-06	1,050	62.4%	310	18.4%	0	0.0%	323	19.2%	1,683
2006-07	678	51.8%	234	17.9%	0	0.0%	397	30.3%	1,309
2007-08	791	58.0%	204	15.0%	0	0.0%	369	27.1%	1,364
2008-09	731	52.5%	305	21.9%	0	0.0%	356	25.6%	1,392
2009-10	898	58.5%	302	19.7%	0	0.0%	335	21.8%	1,535
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
Kondinin									
2005-06	810	38.8%	310	14.9%	0	0.0%	966	46.3%	2,086
2006-07	832	45.0%	632	34.2%	0	0.0%	384	20.8%	1,848
2007-08	862	50.0%	561	32.5%	0	0.0%	302	17.5%	1,725
2008-09	897	53.1%	381	22.5%	0	0.0%	412	24.4%	1,690
2009-10	1,104	55.3%	483	24.2%	0	0.0%	409	20.5%	1,996
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
Kulin									
2005-06	965	53.6%	509	28.2%	0	0.0%	328	18.2%	1,802
2006-07	836	41.0%	898	44.1%	0	0.0%	304	14.9%	2,038
2007-08	1,138	51.1%	612	27.5%	0	0.0%	478	21.5%	2,228
2008-09	982	47.5%	416	20.1%	0	0.0%	670	32.4%	2,068
2009-10	1,421	50.9%	599	21.5%	0	0.0%	771	27.6%	2,791
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
Lake Grace									
2005-06	1,404	42.5%	1,116	33.8%	0	0.0%	780	23.6%	3,300
2006-07	1,860	35.0%	1,919	36.1%	0	0.0%	1,533	28.9%	5,312
2007-08	1,517	57.4%	365	13.8%	0	0.0%	761	28.8%	2,643
2008-09	1,559	49.8%	570	18.2%	0	0.0%	1,001	32.0%	3,130
2009-10	2,003	55.2%	516	14.2%	0	0.0%	1,112	30.6%	3,631
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
Narembeen									
2005-06	914	65.2%	315	22.5%	0	0.0%	172	12.3%	1,401
2006-07	1,446	72.0%	345	17.2%	0	0.0%	218	10.9%	2,009
2007-08	976	69.2%	338	24.0%	0	0.0%	96	6.8%	1,410
2008-09	952	64.5%	437	29.6%	0	0.0%	86	5.8%	1,475
2009-10	1,408	75.5%	334	17.9%	0	0.0%	123	6.6%	1,865
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
Narrogin Shire									
2005-06	503	36.2%	275	19.8%	0	0.0%	612	44.0%	1,390
2006-07	486	34.5%	228	16.2%	0	0.0%	696	49.4%	1,410
2007-08	766	49.3%	224	14.4%	0	0.0%	565	36.3%	1,555
2008-09	526	33.8%	233	15.0%	0	0.0%	797	51.2%	1,556
2009-10	649	35.9%	344	19.0%	26	1.4%	788	43.6%	1,807
2010-11	585	29.7%	646	32.7%	0	0.0%	742	37.6%	1,973
2011-12	699	34.9%	704	35.2%	0	0.0%	599	29.9%	2,002
2012-13	360	14.3%	1,675	66.5%	0	0.0%	485	19.2%	2,520
2013-14	584	19.7%	1,349	45.6%	0	0.0%	1,028	34.7%	2,961
2014-15	612	15.7%	2,143	54.8%	0	0.0%	1,154	29.5%	3,909

Appendix 21

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Narrogin Town									
2005-06	294	43.8%	112	16.7%	0	0.0%	265	39.5%	671
2006-07	178	30.7%	78	13.4%	0	0.0%	324	55.9%	580
2007-08	130	24.6%	58	11.0%	0	0.0%	341	64.5%	529
2008-09	192	26.9%	53	7.4%	0	0.0%	469	65.7%	714
2009-10	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2010-11	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2011-12	242	36.0%	70	10.4%	0	0.0%	360	53.6%	672
2012-13	63	10.1%	234	37.4%	0	0.0%	329	52.6%	626
2013-14	156	21.5%	370	51.0%	0	0.0%	200	27.5%	726
2014-15	157	26.0%	146	24.2%	0	0.0%	300	49.8%	603
Pingelly									
2005-06	419	44.3%	308	32.6%	0	0.0%	219	23.2%	946
2006-07	528	44.4%	443	37.3%	0	0.0%	217	18.3%	1,188
2007-08	439	38.7%	440	38.8%	0	0.0%	254	22.4%	1,133
2008-09	623	51.7%	287	23.8%	0	0.0%	295	24.5%	1,205
2009-10	489	29.7%	318	19.3%	0	0.0%	840	51.0%	1,647
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
Quairading									
2005-06	966	61.6%	422	26.9%	0	0.0%	180	11.5%	1,568
2006-07	677	69.8%	199	20.5%	0	0.0%	94	9.7%	970
2007-08	690	49.1%	198	14.1%	0	0.0%	517	36.8%	1,405
2008-09	468	42.5%	227	20.6%	0	0.0%	405	36.8%	1,100
2009-10	792	63.3%	225	18.0%	0	0.0%	235	18.8%	1,252
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734
Wagin									
2005-06	556	64.0%	216	24.9%	0	0.0%	97	11.2%	869
2006-07	778	77.5%	198	19.7%	0	0.0%	28	2.8%	1,004
2007-08	611	63.3%	217	22.5%	0	0.0%	137	14.2%	965
2008-09	777	64.2%	369	30.5%	0	0.0%	65	5.4%	1,211
2009-10	862	63.8%	335	24.8%	0	0.0%	155	11.5%	1,352
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438
Wandering									
2005-06	289	33.9%	303	35.6%	0	0.0%	260	30.5%	852
2006-07	253	34.8%	269	37.0%	0	0.0%	206	28.3%	728
2007-08	270	34.3%	336	42.6%	0	0.0%	182	23.1%	788
2008-09	384	50.1%	324	42.3%	0	0.0%	58	7.6%	766
2009-10	427	39.8%	482	45.0%	0	0.0%	163	15.2%	1,072
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461
West Arthur									
2005-06	670	55.6%	276	22.9%	10	0.8%	248	20.6%	1,204
2006-07	595	43.7%	174	12.8%	0	0.0%	592	43.5%	1,361
2007-08	480	35.1%	258	18.9%	0	0.0%	629	46.0%	1,367
2008-09	721	43.6%	311	18.8%	0	0.0%	621	37.6%	1,653
2009-10	658	50.9%	204	15.8%	1	0.1%	431	33.3%	1,294
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442

Sources of road funds - 2005-06 to 2014-15

Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Wickepin									
2005-06	602	69.4%	211	24.3%	0	0.0%	54	6.2%	867
2006-07	615	67.7%	215	23.7%	0	0.0%	78	8.6%	908
2007-08	614	64.4%	214	22.4%	0	0.0%	126	13.2%	954
2008-09	637	50.8%	278	22.2%	0	0.0%	340	27.1%	1,255
2009-10	1,071	60.5%	302	17.1%	0	0.0%	396	22.4%	1,769
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
Williams									
2005-06	370	53.8%	125	18.2%	0	0.0%	193	28.1%	688
2006-07	355	35.0%	143	14.1%	0	0.0%	515	50.8%	1,013
2007-08	327	38.8%	236	28.0%	0	0.0%	279	33.1%	842
2008-09	368	28.4%	193	14.9%	0	0.0%	735	56.7%	1,296
2009-10	729	45.1%	248	15.3%	0	0.0%	641	39.6%	1,618
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
State									
Year	Federal		State		Private		Own resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
2005-06	122,603	29.7%	71,979	17.5%	6,123	1.5%	211,457	51.3%	412,162
2006-07	135,322	30.0%	86,088	19.1%	5,770	1.3%	223,535	49.6%	450,715
2007-08	143,290	28.7%	84,419	16.9%	10,952	2.2%	259,838	52.1%	498,499
2008-09	155,023	27.4%	94,899	16.8%	21,224	3.8%	294,123	52.0%	565,269
2009-10	160,512	26.8%	112,157	18.7%	11,103	1.9%	315,786	52.7%	599,558
2010-11	162,951	26.1%	123,137	19.7%	18,051	2.9%	319,613	51.2%	623,752
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	720,577
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	767,573
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	807,445
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	753,411
10 Years	1,517,587	24.5%	1,240,145	20.0%	155,385	2.5%	3,285,844	53.0%	6,198,961
5 Years	800,837	21.8%	790,603	21.5%	100,213	2.7%	1,981,105	53.9%	3,672,758



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