



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

2012/13





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: Motorbike rider - Clackline - Toodyay Road, Truck - Toodyay Road, Urban street - Fitzgerald Street, North Perth.

Opposite Foreword: Folewood Road, Toodyay

Page 2: Beatrice Road, Dalkeith

Back page: Katrine Road, Northam

Contents

Foreword	1
Conclusions 2012-13 Report	3
Important Statistics	5

2012-13 REPORT

1	Introduction	11
2	The reporting system	11
3	Local Government road and bridge statistics	12
4	Overview of Local Government road assets and expenditure	14
5	Replacement and written down value	14
6	Road asset consumption	15
7	Required expenditure on preservation	16
8	Capacity to fund road preservation needs	18
9	Expenditure on Local Government roads	19
10	Classification of road expenditure	20
11	Analysis of asset renewal performance	22
12	Sustainability of sealed roads	23
13	Road expenditure from Local Governments' own resources	23
14	Expenditure by class of road	28
15	National performance measures	29
16	Road condition surveys	31

APPENDICES

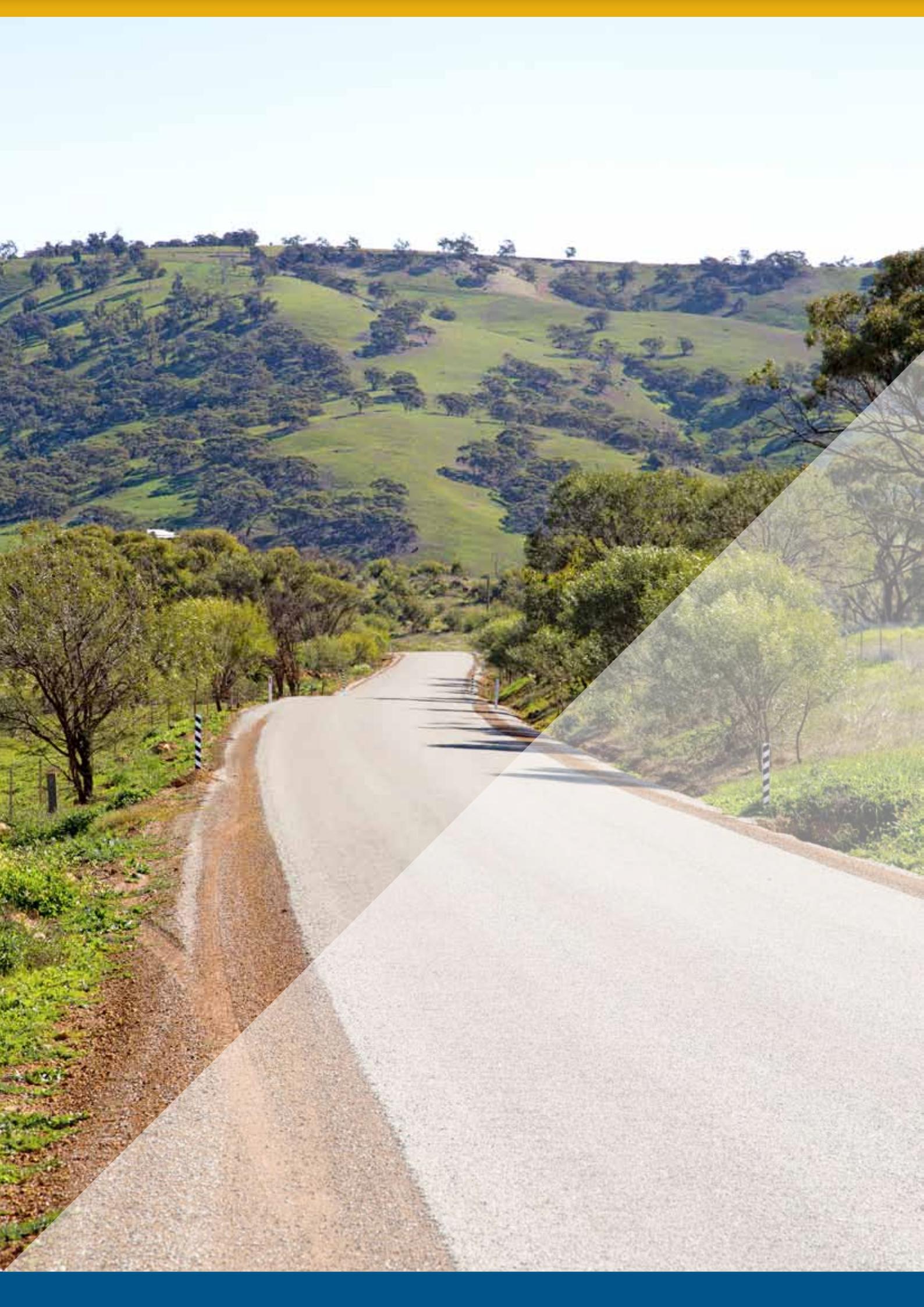
Appendix 1	Costs used in calculating valuations	33
Appendix 2	Standards used in estimating valuations	37
Appendix 3	Formulae used in calculations	39
Appendix 4	Explanation of the terms maintenance, capital renewal, capital upgrade and capital expansion	41

STATISTICS IN APPENDICES 5 TO 14 ARE SORTED IN REGIONAL ROAD GROUPS

Appendix 5	Gascoyne Region	47
Appendix 6	Goldfields Esperance Region	55
Appendix 7	Great Southern Region	63
Appendix 8	Kimberley Region	71
Appendix 9	Metropolitan Region	77
Appendix 10	Mid West Region	85
Appendix 11	Pilbara Region	93
Appendix 12	South West Region	99
Appendix 13	Wheatbelt North Region	107
Appendix 14	Wheatbelt South Region	115

STATISTICS IN APPENDICES 15 TO 20 ARE SORTED IN GROUPS OF LOCAL GOVERNMENTS EACH HAVING SIMILAR CHARACTERISTICS

Appendix 15	Metropolitan Local Governments	123
Appendix 16	South West Country Cities and Towns	129
Appendix 17	Agricultural Shires with Large Towns	135
Appendix 18	Pastoral Local Governments with Large Towns	141
Appendix 19	Agricultural Shires without Large Towns	147
Appendix 20	Pastoral Shires without Large Towns	161
Appendix 21	Sources of road funds 2003-04 to 2012-13 for all Local Governments	167



Foreword



Twenty years ago a Federal Parliamentary Report, *Efficiency of Road Construction and Maintenance – Driving the Dollar Further*, noted the lack of information on State and Local Government road expenditure. It observed that, “Never has so much money been spent by so many people, for so long, with so little information gathered and analysis carried out on how well the money is used.”¹

WALGA and Local Governments in WA responded to this challenge by providing a public statement of how money is being invested in the road network, where funds are coming from and where they are being spent.

Local Government expenditure on roads, including paths and cycle-ways, increased 6.5% in 2012/13 to \$768 million. The \$32.8 million investment increase by Local Governments from own source funding and \$21.5 million increase in State Government funding was partly offset by reduced private (-\$5.6 million) and Federal Government funding (-\$1.7 million). However, there remains a gap of over \$100 million per year between expenditure on maintenance and renewal of the local road network and funds required to maintain roads in their current condition.

Long term strategic community planning is no longer just regarded as good practice; it is a regulatory requirement for WA Local Governments. In developing sound strategic community plans, Local Governments are working to ensure these are underpinned by effective asset management systems, with the required rigour of process and integrity of data. Improved asset information at the local level provides an opportunity to better understand the

investment required in Local Government roads at a network level. Information provided by Local Governments gives a comprehensive picture of the road network in WA, the current level of investment and the level of investment required for the long term sustainability of the network. It is pleasing to see that 65% of the 37,468 kilometres of bitumen or asphalt sealed roads across WA now have a road asset condition survey recorded in the past five years.

I would like to personally thank Local Governments for providing the data for this Report and commend it to you as an assessment of service levels and road investment within local areas and as part of the bigger picture in WA. I wish to acknowledge the funding support received for roads from State and Federal Governments in 2012/13 and highlight the on-going challenge to meet the rapidly growing demand on the State’s transport networks.


Mayor Troy Pickard
President

¹ House of Representatives Standing Committee on Transport, Communications and Infrastructure. December 1993, *Efficiency of Road Construction and Maintenance – Driving the Dollar Further*, page ix.



Conclusions 2012-13 Report

1. Local Government is responsible for 127,995 kilometres of local roads of which 29.4% are sealed. Excluding Forestry and National Park roads, the Local Government roads make up 88% of the WA road network. Local Government roads have a replacement value of \$22.99 billion as at 30 June 2013.
2. The written down value of the road network is \$13.27 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 62% for State highways and main roads in WA.
3. In the five years 2008-09 to 2012-13 total road expenditure on local roads increased by 35.8% to \$767.6 million.
4. The estimated cost of maintaining WA's road network at its current condition in 2012-13 was \$622.6 million. Local Governments spent \$519.9 million on road preservation, a shortfall of \$102.7 million.
5. The shortfall in 2012-13 was the same as the previous year, but has decreased from \$150.9 million in 2008-09.
6. State wide, Local Government provided 52.9% of its total road expenditure from its own resources. The Commonwealth Government provided 21.3%, the State Government 23.8%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 2.0% of the total road expenditure.
7. Roads in the Metropolitan region are in a better state than roads elsewhere. The reason for this is that Metropolitan Local Governments have a much greater revenue capacity to satisfy their road needs from their own resources than other Local Governments. For example:
 - Local Governments in the Metropolitan Region have to spend only 18% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation.
 - Local Governments in Wheatbelt South would have to spend 99% 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 81%.
 - Over the whole State, Local Governments would have to spend 31% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2012-13 Local Governments spent 26.4% of their revenue capacity on roads.
8. Expenditure on Maintenance and renewal of the existing road network [\$548.1 million in 2012-13] has increased 46.5% in the five years from 2008-09 to 2012-13. Expenditure on upgrading and expansion [\$219.4 million in 2012-13] has increased by 14.8%.

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

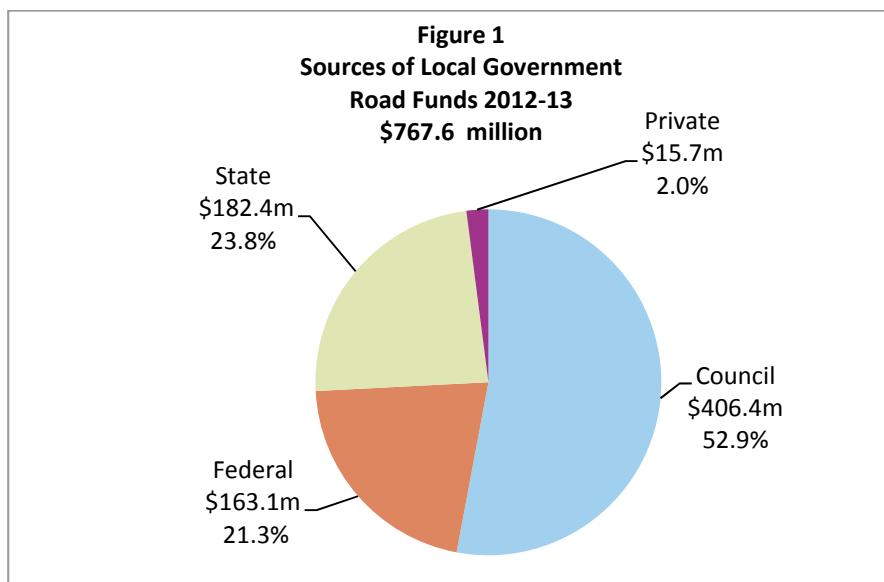
ROAD PRESERVATION EXPENDITURE PER KILOMETRE OF ROAD 2012-13

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	12,761	2,635	2,372	2,860
Goldfields Esperance	10,377	2,079	2,141	729
Great Southern	5,871	2,741	2,111	1,026
Kimberley	8,802	2,810	4,564	1,041
Metropolitan	10,316	3,483	0	0
Mid West	7,681	2,138	1,978	616
Pilbara	12,553	3,226	1,290	1,481
South West	6,711	2,639	2,203	1,500
Wheatbelt North	8,686	2,128	1,343	526
Wheatbelt South	5,245	2,507	1,235	711
STATE	9,572	2,529	1,837	964

Important Statistics

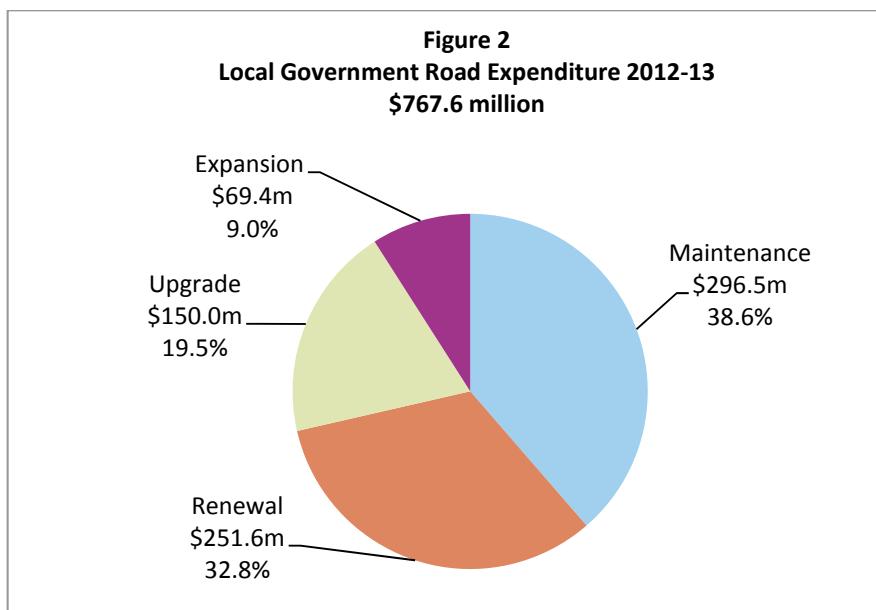
1. SOURCES OF LOCAL GOVERNMENT ROAD FUNDS

Total Local Government expenditure on roads was \$767.6 million in 2012-13, an increase of \$47.0 million over the previous year. Local Governments provided 52.9% of their total road expenditure from their own resources.

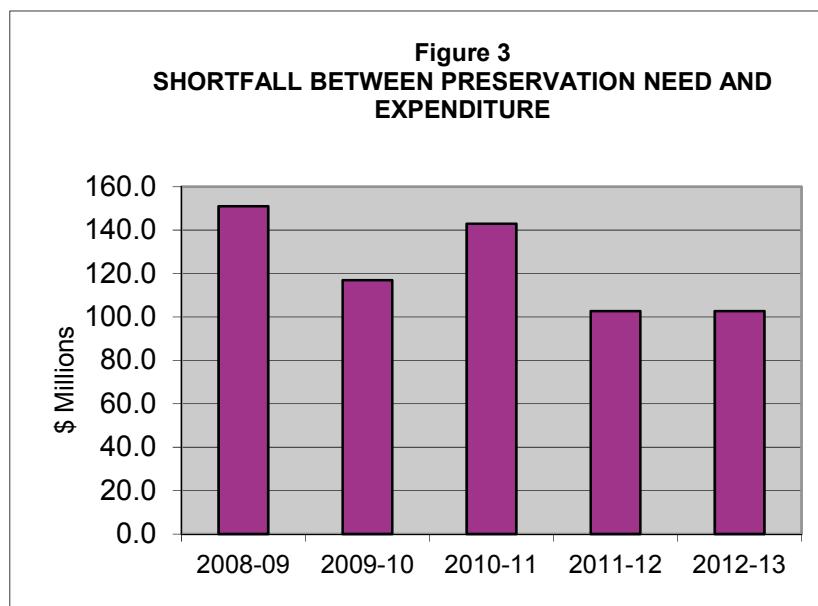


Note: Excludes funds allocated to Local Government roads for expenditure by Main Roads WA.

2. EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADE AND EXPANSION



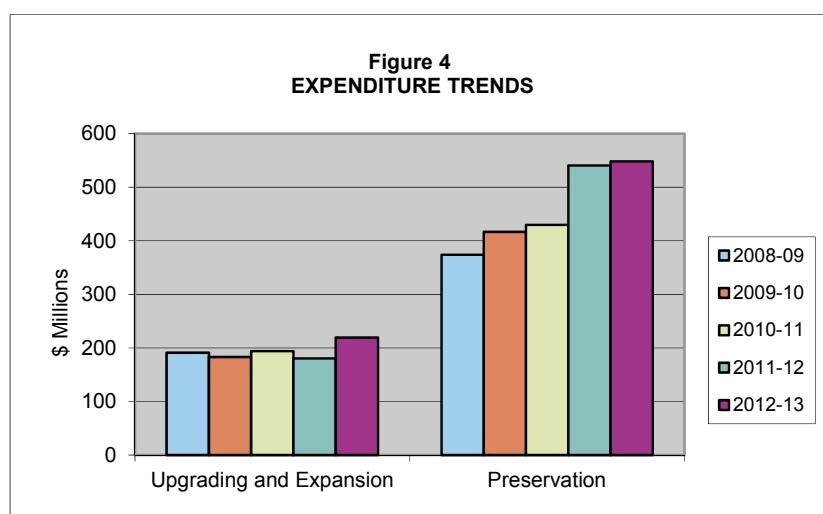
3. SHORTFALL BETWEEN ROAD PRESERVATION NEEDS AND EXPENDITURE



The shortfall has decreased from \$150.9 million in 2008-09 to \$102.7 million in 2012-13.

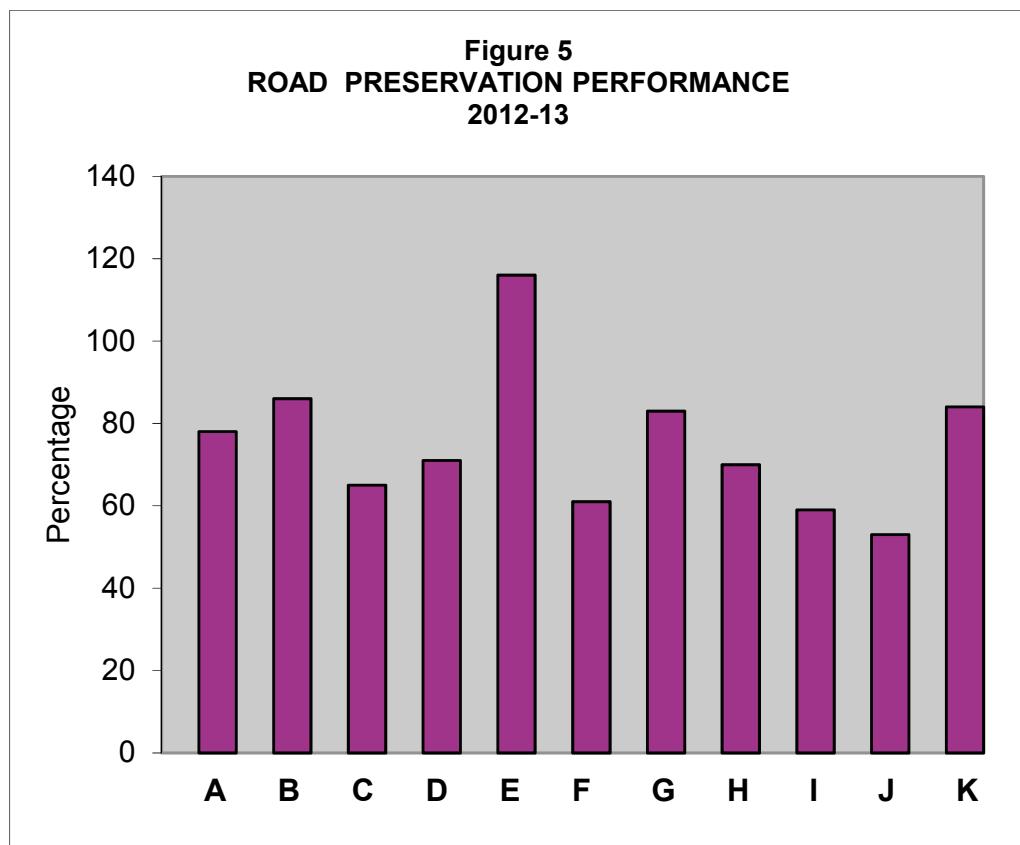
4. EXPENDITURE ON ROAD PRESERVATION AND CAPITAL UPGRADING AND EXPANSION

Expenditure on road preservation has increased by 46.5% over the five years from 2008-09 to 2012-13 while expenditure on upgrading and capital expansion increased by 14.8%.



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.

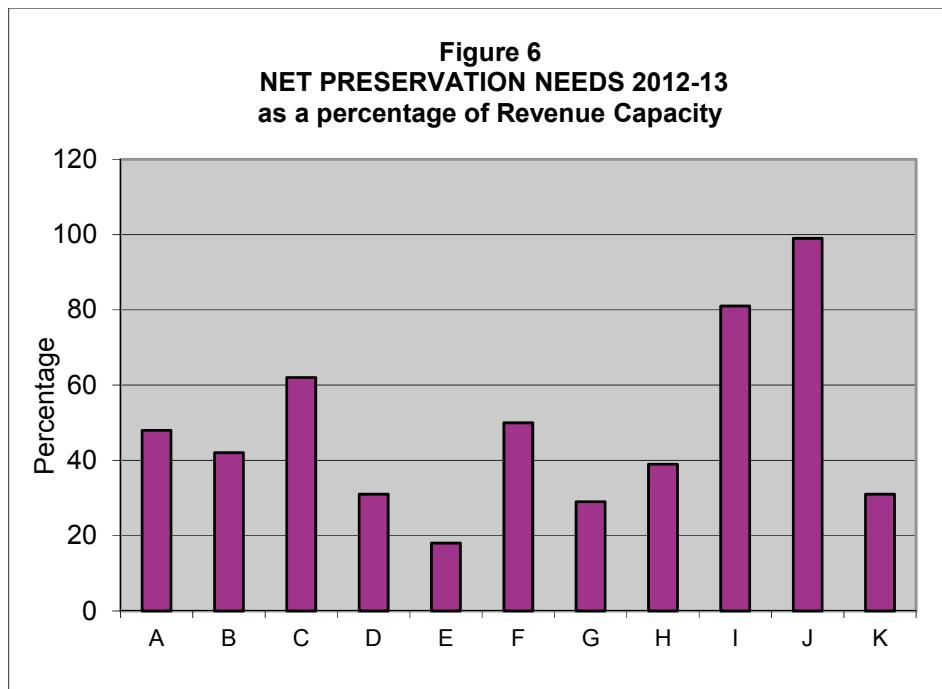


A	Gascoyne	G	Pilbara
B	Goldfields Esperance	H	South West
C	Great Southern	I	Wheatbelt North
D	Kimberley	J	Wheatbelt South
E	Metropolitan	K	State
F	Mid West		

Overall State Performance is 84% [K], which means that Local Governments spent 84% of the amount required to maintain their roads at their current condition. However, this performance is strongly influenced by the Metropolitan Region which had a very high performance of 116%. When the Metroploitan Region is excluded, the average performance for the non-metropolitan regions is 66%.

The preservation performance varies widely between the regions from 116% for the Metropolitan Region [E] to 53% for the Wheat Belt South Region [J] and 59% for the Wheat Belt North Region [I].

6. CAPACITY TO FUND ROAD PRESERVATION NEEDS



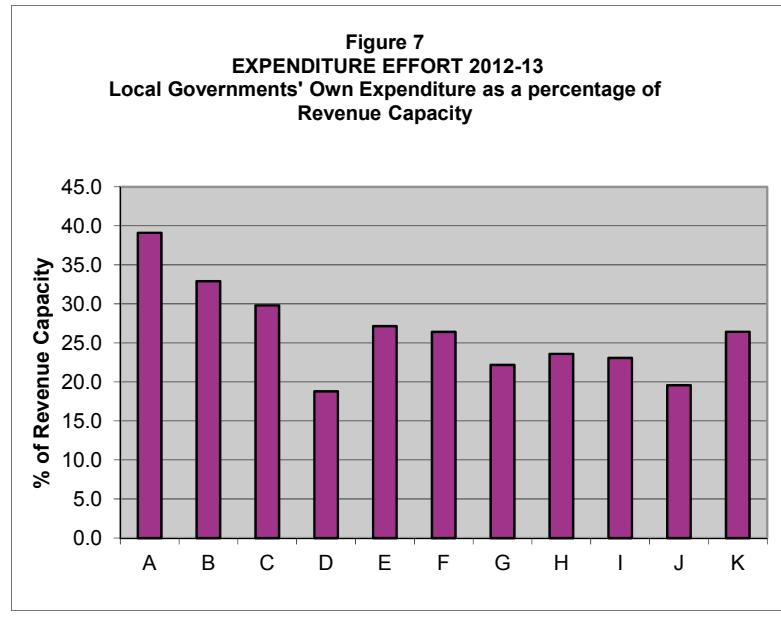
A	Gascoyne	G	Pilbara
B	Goldfields Esperance	H	South West
C	Great Southern	I	Wheatbelt North
D	Kimberley	J	Wheatbelt South
E	Metropolitan	K	State
F	Mid West		

Figure 6 shows that over the whole State [K], Local Governments would have to spend 31% 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 2012-13 Local Governments spent 26.4% of their estimated revenue capacity on road preservation.

Table 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 99% for Wheatbelt South [J].

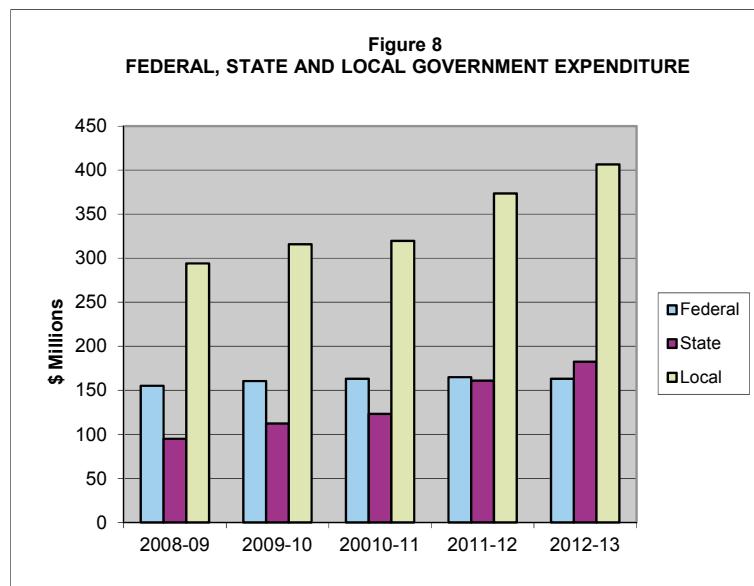
7. LOCAL GOVERNMENT ROAD EXPENDITURE FROM ITS OWN RESOURCES

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity, averages 26.4% for the State [K] and ranges from 39% for the Gascoyne Region [A] to 19% for the Kimberley Region [D] and 20% for the Wheat Belt South Region [J]. This data is presented in Figure 7.



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		

8. TOTAL LOCAL GOVERNMENT ROAD EXPENDITURE 2008-09 TO 2012-13



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

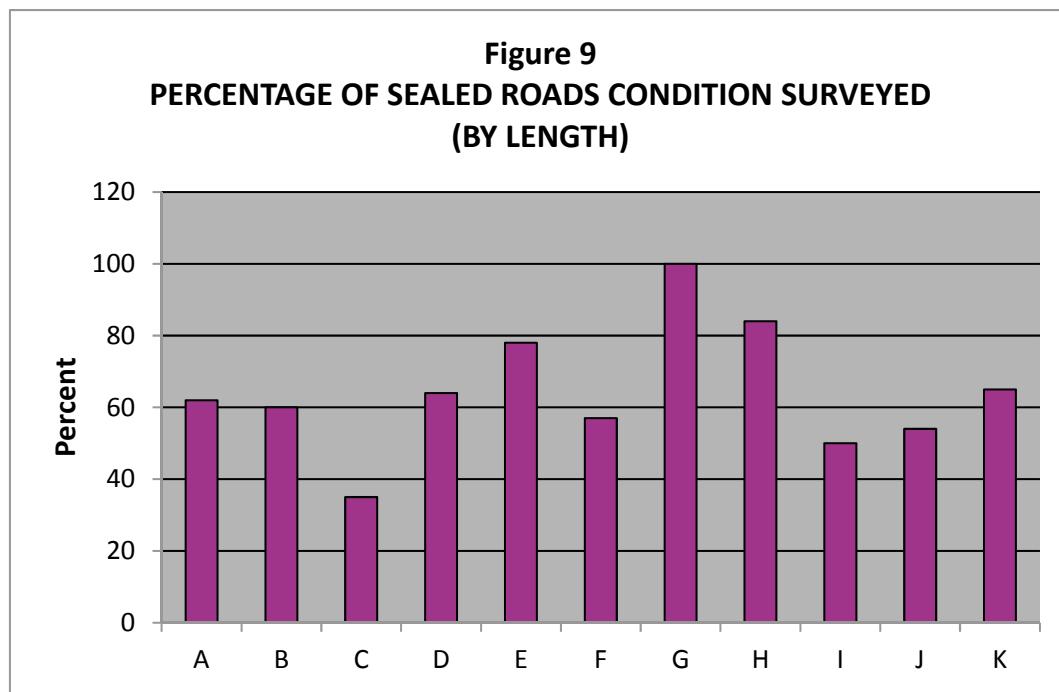
Figure 8 shows that between 2008-09 and 2012-13:

- Total expenditure increased by 35.8%.
- Federal road grants increased by 5.2%.
- State Government grants increased by 92.2%.
- Local Government funds increased by 38.2%.

The big increase in State funds in 2012-13 is because of increased expenditure on flood damage repairs and because an increased proportion of funds allocated under the category of State Initiatives has been spent by local governments. Most of the latter expenditure involves grain haulage routes.

9. ROAD CONDITION SURVEYS ON SEALED ROADS

Road condition data is an essential component in road management. Table 9 shows the percentage of sealed roads (by length) that have had their condition surveyed in the previous 5 years.



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

Source: ROMAN June 2013

Report on Local Government Road Assets and Expenditure 2012/13

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, 133 provided expenditure statistics for this report. The expenditure data for the remaining five 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, 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 format they can use in their consideration of road funding issues.

The regional groupings 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 with others that have broadly similar characteristics. For example, the City of Greater Geraldton is grouped with other South West country Cities and Towns and the Shire of Murchison is grouped with other pastoral shires.

The six groups of Local Governments with similar characteristics are:

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

3. LOCAL GOVERNMENT ROADS

Local Government is responsible for 127,995 kilometres of roads representing 88% of the State's road network, excluding roads in forestry areas and National Parks. An important feature of the Local Government road network is that only 29.4% of the roads are sealed. A total of 90,427 kilometres have a gravel or natural surface. Many of the roads are in remote parts of the State, often far from the Local Government depot. The Shire of Menzies is responsible for roads 800 kilometres from its depot.

TABLE 1: LOCAL ROAD STATISTICS 30 JUNE 2013

Region	Road Lengths – Kilometres					
	Asphalt Seal	Chip Seal	Gravel	Formed	Unformed	Total
Gascoyne	11	457	1,313	1,931	542	4,253
Goldfields	195	1,242	7,301	3,931	5,213	17,882
Great Southern	176	2,731	7,514	1,732	334	12,487
Kimberley	5	592	1,576	1,228	1,508	4,909
Metropolitan	9,393	3,445	222	51	28	13,138
Mid West	156	2,559	7,596	4,978	2,121	17,411
Pilbara	144	464	3,178	1,781	886	6,453
South West	1,093	4,852	3,809	663	156	10,574
Wheatbelt North	68	6,325	11,312	5,264	865	23,834
Wheatbelt South	10	3,651	10,093	2,946	355	17,054
STATE	11,249	26,319	53,912	24,506	12,009	127,995

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 3 metres measured between the faces of piers and or abutments.

Bridge statistics are presented in Table 2.

TABLE 2: LOCAL GOVERNMENT BRIDGE STATISTICS, 30 JUNE 2013

Region	Bridge Area – Square Metres					
	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	1	3,842	0	0	0	3,842
Goldfields Esperance	4	892	0	0	0	892
Great Southern	80	632	7,952	3,076	654	12,314
Kimberley	12	2,544	0	0	0	2,544
Metropolitan	132	20,202	9,439	1,030	1,581	32,253
Mid West	24	5,943	0	230	0	6,172
Pilbara	19	2,008	0	0	0	2,008
South West	288	13,224	27,843	9,157	0	50,224
Wheatbelt North	122	7,790	13,295	2,958	0	24,043
Wheatbelt South	256	7,673	15,508	7,652	181	31,014
STATE	938	64,749	74,038	24,104	2,416	165,307

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

It is worth noting that the area of timber bridges with concrete overlays has increased by 9.2% 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.

TABLE 3: FOOTPATHS AND DUAL USE PATHS, 30 JUNE 2013

Region	Length - Kilometres			All
	Bitumen and Concrete Footpaths	Gravel Footpaths	Dual Use Paths	
Gascoyne	36	26	29	91
Goldfields Esperance	379	19	125	523
Great Southern	197	27	123	347
Kimberley	60	7	69	136
Metropolitan	6,800	10	2,716	9,526
Mid West	122	80	177	378
Pilbara	200	0	92	292
South West	768	88	500	1,356
Wheatbelt North	201	173	99	473
Wheatbelt South	105	106	58	269
STATE	8,868	536	3,987	13,391

Footpath and dual use path statistics for individual Local Governments are included in Appendices 5 to 14. Local Government roads in WA have a replacement value of \$22.99 billion as at 30 June 2013. This is made up of:

	\$Billion
Sealed roads in built up areas	11.96
Sealed roads outside built up areas	5.71
Gravel roads	3.11
Formed roads	0.75
Bridges	1.46
TOTAL	22.99

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

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Changes in the road network since 2008-09 are shown in Table 4.

TABLE 4: CHANGES IN THE LOCAL ROAD NETWORK, 5 YEARS 2008-09 TO 2012-13

Type of Road	Road Length - Kilometres		
	2008-09	2012-13	Increase %
Sealed roads in built up areas			
- Asphalt seals	10,343	11,249	20.2
- Chip seals	3,932	3,777	-7.0
Sealed roads outside built up areas			
- Chip seals	22,415	22,542	5.7
Gravel roads	54,298	53,912	0.8
Formed roads	25,415	24,506	-5.6
Unformed roads	11,836	12,009	7.2
ALL ROADS	128,239	127,995	-0.2

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 5.

TABLE 5: LOCAL GOVERNMENT ROAD ASSETS AND EXPENDITURE: 5 YEARS 2008-09 TO 2012-13

	2008-09	2009-10	2010-11	2011-12	2012-13
Replacement value \$ billions	\$18.96	\$19.01	\$20.57	\$21.91	\$22.99
Written down value \$ billions	\$11.31	\$11.36	\$12.18	\$12.99	\$13.27
Required preservation expenditure \$ millions	\$519.4	\$525.0	\$552.5	\$598.0	\$622.62
Local Government expenditure on preservation of existing roads excluding flood damage \$ millions	\$368.5	\$408.1	\$409.5	\$495.3	\$519.9
Local Government expenditure on flood damage \$ millions	\$5.6	\$8.4	\$20.1	\$45.0	\$28.2
Local Government expenditure on upgrading and building new roads \$ millions	\$191.3	\$183.1	\$194.2	\$180.3	\$219.4
Total Local Government road expenditure \$ millions	\$565.3	\$599.6	\$623.8	\$720.6	\$767.6

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

5. REPLACEMENT AND WRITTEN DOWN VALUE

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

The written down value of \$13.27 billion is 58% of the replacement value of \$22.99 billion. The percentage of written down value over replacement value is a National Performance Measure of the 'state of the road asset' or the 'remaining service potential'. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government and Communities publication, "Asset Management – Framework and Guidelines".

The State average state of the road asset of 58% is similar to the 62% rating for State highways and main roads in WA.

Replacement and written down values for each of the ten regions are provided in Table 6.

TABLE 6: REPLACEMENT AND WRITTEN DOWN VALUE, 30 JUNE 2013

Regional Road Group	Replacement Value	Written Down Value	\$ Millions State of the Road Asset
Gascoyne	386.41	211.22	55%
Goldfields Esperance	1,127.76	556.62	49%
Great Southern	1,438.02	730.84	51%
Kimberley	525.44	270.58	51%
Metropolitan	9,893.92	6,643.86	67%
Mid West	1,506.32	832.11	55%
Pilbara	634.48	344.73	54%
South West	3,179.93	1,750.43	55%
Wheatbelt North	2,545.72	1,151.11	45%
Wheatbelt South	1,755.42	782.34	45%
TOTAL	22,993.43	13,273.84	58%

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

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

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

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.

The State average is 2.6%. The road asset consumption for the ten regions is given in Table 7. The Metropolitan Region has the best performance of 1.7%, while the Gascoyne Region and the Goldfields Esperance Region have the worst performance of 3.8%.

Road asset consumption for the years 2008-09 to 2012-13 is provided in section 15. The State average of 2.6% has reduced from 3.1% in 2008-09 indicating that road assets are being consumed at a lower rate than in 2008-09.

TABLE 7: ROAD ASSET CONSUMPTION 2012-13

Regional Road Group	\$ Thousands		
	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	303,337	11,382	3.8%
Goldfields Esperance	853,962	32,259	3.8%
Great Southern	1,109,427	37,105	3.3%
Kimberley	406,571	14,694	3.6%
Metropolitan	8,516,315	146,367	1.7%
Mid West	1,136,610	41,392	3.6%
Pilbara	502,561	17,351	3.5%
South West	2,669,398	65,758	2.5%
Wheatbelt North	1,954,795	69,415	3.6%
Wheatbelt South	1,349,445	46,863	3.5%
STATE	18,802,422	482,586	2.6%

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 determine if road expenditure on preservation is keeping up with road preservation needs. It does this by comparing actual expenditure on road preservation in a year with the estimated amount needed to maintain the roads at their current condition in that year.

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

The estimated cost of maintaining Western Australia's local road network in its current condition during the 2012-13 financial year was \$622.6 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 \$519.9 million on road preservation. This is \$102.7 million below the \$622.6 million required to maintain roads at their current condition.

TABLE 8: SHORTFALL BETWEEN THE REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2008-09	519,451	368,494	150,957
2009-10	524,972	408,101	116,871
2010-11	552,473	409,534	142,939
2011-12	598,021	495,312	102,709
2012-13	622,616	519,944	102,672
Increase 5 years	19.9%	41.1%	-32.0%

It is evident that since this form of reporting was introduced in 1993, that the Local Government sector in WA does not have the financial resources required to maintain its road network and to keep up with its road improvement needs. The shortfall has decreased from \$151.0 million in 2008-09 to \$102.7 million in 2012-13.

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

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 10 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

Table 10 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 2012-13 a total of \$28.2 million was spent on repairing flood damage. This is about 60% of the expenditure in 2011-12. The largest expenditures on flood damage in 2012-13 were:

TABLE 9: EXPENDITURE ON FLOOD DAMAGE

Local Government	Flood Damage Expenditure \$ million
Meekatharra	\$5.45
Upper Gascoyne	\$4.45
East Pilbara	\$2.57
Halls Creek	\$1.92
Kojonup	\$1.73
Laverton	\$1.13
Denmark	\$1.03
Derby West Kimberley	\$1.00

TABLE 10: REQUIRED EXPENDITURE ON PRESERVATION AND ACTUAL EXPENDITURE 2012-13

Regional Road Group	Required Expenditure on Preservation	\$ Thousands Expenditure [Maintenance + Renewal]	Preservation Performance
Gascoyne	11,015	8,567	78%
Goldfields Esperance	39,704	34,286	86%
Great Southern	47,314	30,611	65%
Kimberley	15,235	10,771	71%
Metropolitan	215,947	251,302	116%
Mid West	48,075	29,362	61%
Pilbara	20,824	17,217	83%
South West	82,541	57,717	70%
Wheatbelt North	83,370	49,298	59%
Wheatbelt South	58,591	30,815	53%
TOTAL	622,616	519,944	84%

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

Overall, the State's performance is 84%. However, this is greatly influenced by the very high performance of the Metropolitan Region. For the non-metropolitan regions the performance is only 66% which means that these regions spent 66% of the amount required to maintain their roads in their current condition. This is slightly better than the performance of 63% in 2011-12.

The preservation performance varies widely between regions. The Metropolitan Region achieved the highest performance of 116%, indicating that it spent 16% more than required to maintain its roads at their current condition. It has maintained a high performance since these records were introduced in 1993. The lowest performances were Wheat Belt South 53% and Wheat Belt North 59%.

8. CAPACITY TO FUND ROAD PRESERVATION NEEDS

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

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

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

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

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

Over the whole State, Local Governments would have to spend 31% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2012-13 they spent 26.4% of their estimated revenue capacity on road preservation.

When the net road preservation needs are compared with revenue capacity for the regions, it shows the burden of maintaining roads varies greatly between the regions as shown in Table 11:

TABLE 11: PERCENTAGE OF REVENUE CAPACITY REQUIRED TO MEET NET ROAD PRESERVATION NEEDS

Region	Percentage of Revenue Capacity
Gascoyne	48
Goldfields Esperance	42
Great Southern	62
Kimberley	31
Metropolitan	18
Mid West	50
Pilbara	29
South West	39
Wheatbelt North	81
Wheatbelt South	99
STATE	31

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

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

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 99% 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 9.

9. EXPENDITURE ON LOCAL GOVERNMENT ROADS

Total Local Government spending on local road infrastructure has increased by 35.8% over the five years from 2008-09 to 2012-13 (Table 12).

The \$806.4 million of Federal road funds spent from 2008-09 to 2012-13 includes \$248.7 million of Roads to Recovery funds and \$23.4 million of Black Spot funds. Roads to Recovery funds are fixed at the same level each year and this explains why the growth of Federal funds over the past five years is much less than for the other sources of funds.

The Commonwealth Government's Roads to Recovery Program covers the five years from 2009-10 to 2013-14. Local Governments in WA will receive \$256 million of Roads to Recovery funds during this program.

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

TABLE 12: SOURCES OF ROAD FUNDS 2008-09 TO 2012-13

Source	\$ Millions						Change over 5 years
	2008-09	2009-10	2010-11	2011-12	2012-13	Total 5 Years	
Local governments' own funds	294.1	315.8	319.6	373.6	406.4	1,709.5	+38.2%
Federal	155.0	160.5	163.0	164.8	163.1	806.4	+5.2%
State	94.9	112.2	123.1	160.9	182.4	673.5	+92.2%
Private	21.2	11.1	18.0	21.3	15.7	87.4	-26.1%
TOTAL	565.3	599.6	623.7	720.6	767.6	3,276.7	+35.8%

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

The sources of road funds for 2012-13 for the ten Regional Road Groups are given in Table 13.

TABLE 13: SOURCES OF LOCAL GOVERNMENT ROAD EXPENDITURE 2012-13

Regional Road Group	\$ Thousands				
	Federal	State	Private	Local Government	Total
Gascoyne	3,395	8,340	178	5,654	17,567
Goldfields Esperance	13,245	12,793	173	20,211	46,422
Great Southern	11,901	13,807	0	16,851	42,559
Kimberley	7,150	9,486	575	6,289	23,500
Metropolitan	41,302	41,653	12,065	264,311	359,331
Mid West	17,504	20,927	1,126	16,895	56,452
Pilbara	7,852	7,819	1,136	10,542	27,349
South West	22,825	28,771	355	39,455	91,406
Wheatbelt North	23,484	18,926	68	17,488	59,966
Wheatbelt South	14,464	19,874	5	8,678	43,021
TOTAL	163,122	182,396	15,681	406,374	767,573
PERCENTAGE	21.3%	23.8%	2.0%	52.9%	100.0%

Note: This table excludes expenditure on local roads by Main Roads WA.

Statistics for individual local governments are provided in Appendix 21.

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

- Local Government provided \$406.46 million from its own resources. This is 52.9% of all Local Government road expenditure.
- The Federal Government provided \$163.1 million, or 21.3% of all Local Government road expenditure. These funds include Blackspot and Roads to Recovery funds.
- The State Government provided \$182.4 million, or 23.8% of all Local Government road expenditure. The State funds include \$15.8 million of Royalties for Regions grants.

10. CLASSIFICATION OF ROAD EXPENDITURE

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

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

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

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

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

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

Table 14 compares the expenditure on maintenance and renewal, and upgrading and expansion for the five years from 2008-09 to 2012-13.

Expenditure on maintenance and renewal has increased by 46.5% in the five years from 2008-09 to 2012-13 while expenditure on upgrading and expansion has increased by 14.8% as shown in Table 14.

TABLE 14: EXPENDITURE ON MAINTENANCE, RENEWAL, UPGRADING AND CAPITAL EXPANSION

	\$ Million					
	2008-09	2009-10	2010-11	2011-12	2012-13	Change over 5 Years
Maintenance and Renewal existing roads	374.0	416.5	429.6	540.3	548.1	+46.5%
Upgrading and capital expansion	191.2	183.1	194.2	180.3	219.4	+14.8%
Total expenditure	565.3	599.6	623.8	720.6	767.6	+35.8%
% upgrading and capital expansion	33.8%	30.5%	31.1%	25.0%	28.5%	

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

TABLE 15: CLASSIFICATION OF ROAD EXPENDITURE 2012-13

REGION	Maintenance	Renewal	Upgrade	Expansion	Total
Gascoyne	3,966	9,257	3,236	1,108	17,5671
Goldfields Esperance	18,837	16,851	8,780	1,954	46,422
Great Southern	19,529	16,557	4,645	1,828	42,559
Kimberley	7,190	7,398	7,687	1,225	23,500
Metropolitan	153,772	97,967	68,409	39,184	359,332
Mid West	14,568	21,014	15,07	5,791	56,452
Pilbara	11,481	8,698	4,968	2,202	27,349
South West	32,908	25,754	21,676	11,068	91,406
Wheatbelt North	20,143	29,516	6,888	3,419	59,966
Wheatbelt South	14,115	18,623	8,672	1,611	43,021
STATE	296,510	251,635	150,040	69,390	767,575
PERCENTAGE	38.6%	32.8%	19.6%	9.0%	100%

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

The Metropolitan and South West Regions accounted for 72.4% of all investment in road expansion. This reflects the strong, population growth and economic activity in these regions.

The \$251.6 million spent on renewal in 2012-13 represents about 1.1% of the Current Replacement Value of the State's local road infrastructure. This is much less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears out a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears out a year.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is \$7,450 a kilometre a year compared to \$2,450 for a kilometre of gravel road.

11. ANALYSIS OF ASSET RENEWAL PERFORMANCE

The current rates of reconstructing and resealing sealed roads and re-sheeting gravel roads have been analysed using data provided by Local Governments for the three years from 2010-11 to 2012-13. Averages for the three years have been used in the following tables:

TABLE 16: RENEWAL OF ROADS WITHIN BUILT UP AREAS

Treatment	Lane Km Treated	% Treated each year	Indicated Life Years	Estimated Life Years
Metropolitan Region				
- Reconstruction of sealed roads	70	0.30%	330	60 to 75
- Resealing	484	2.12%	47	15 to 30
Outside Metropolitan Region				
- Reconstruction of sealed roads	81	0.87%	115	60
- Resealing	183	1.95%	51	12 to 15

The percentage treated is the length treated divided by the total length reported on. For the reconstruction of roads, the indicated 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 indicated road life would be 100 years. If 2% is reconstructed each year the indicated 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 17: RENEWAL OF ROADS OUTSIDE BUILT UP AREAS

Treatment	Length Treated	% Treated each year	Indicated Life Years	Estimated Life Years
Reconstruction of sealed roads	577 lane km	1.50%	67	55
Resealing of sealed roads	1125 lane km	2.93%	34	12 to 15
Re-sheeting of gravel roads	1806 km	3.53%	28	20

The indicated life is considerably higher than the estimated life for all road categories. The estimated life was obtained from available data and widespread consultation with Main Roads and Local Government engineers. It may be that the estimated road life is too conservative and can be increased.

An indication of road lengths that should have been resealed or re-sheeted has been obtained using the standards in Appendix 2. These are compared with the lengths treated in Table 18.

TABLE 18: PERFORMANCE - RESEALING SEALED ROADS AND RE-SHEETING GRAVEL ROADS

Road Type	Indicated Length requiring Treatment	Length Treated	Percentage
Metropolitan Region			
Resealing roads within built up areas - lane km	1,649	484	29%
Outside Metropolitan Region			
Resealing roads within built up areas - lane km	646	183	28%
Outside built up areas			
Resealing - lane km	2,665	1,125	42%
Re-sheeting gravel roads – km	2,695	1,806	67%

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 19.

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 70.4% compared to 52.6% in 2008-09. The performance for the five years from 2008-09 to 2012-13 is provided in Section 15.

TABLE 19: SUSTAINABILITY OF SEALED ROADS

Region	\$ Thousands Annual Life Cycle Cost	Annual Expenditure	Performance
Gascoyne	6,272	3,412	54.4%
Goldfields Esperance	16,110	11,154	69.2%
Great Southern	22,175	12,823	57.8%
Kimberley	10,592	5,860	55.3%
Metropolitan	151,800	124,609	82.1%
Mid West	18,222	13,135	72.1%
Pilbara	10,911	7,569	69.4%
South West	55,853	30,812	55.2%
Wheatbelt North	44,074	27,623	62.7%
Wheatbelt South	23,941	16,521	69.0%
STATE	359,950	253,518	70.4%

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

The Metropolitan Region is spending 82.1% of its annual life cycle cost, the Mid West 72.1%. The remaining regions are spending between 54% and 69% of the annual life cycle cost.

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 it places on its road needs.

The Western Australian Local Government Association uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity (see Section 8). 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 20 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 20: LOCAL GOVERNMENT ROAD EXPENDITURE 2012-13

Regional Road Group	All Local Government Road Expenditure (\$ Thousands)	Road Expenditure from Local Governments Own Resources			
	Road Expenditure (\$ Thousands)	% of All Road Expenditure	% of Councils' Revenue Capacity	Expenditure Per Person (\$)	
Gascoyne	17,567	5,654	32.2%	39.1%	579
Goldfields Esperance	46,422	20,211	43.5%	32.9%	337
Great Southern	42,559	16,851	39.6%	29.8%	281
Kimberley	23,500	6,289	26.8%	18.8%	162
Metropolitan	359,331	264,311	73.6%	27.2%	146
Mid West	56,452	16,895	29.9%	26.4%	305
Pilbara	27,349	10,542	38.5%	22.7%	162
South West	91,406	39,455	43.2%	23.6%	151
Wheatbelt North	59,966	17,488	29.2%	23.1%	343
Wheatbelt South	43,021	8,678	20.2%	19.6%	380
TOTAL	767,573	406,374	52.9%	26.4%	167

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

The main points that can be drawn from Table 20 are:

- Local Governments provided 52.9% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 26.4% of the Local Government revenue capacity over the State.
- Local Governments in the Metropolitan Region provided 73.6% of their total road expenditure from their own resources. It is because of this high expenditure effort by metropolitan Local Governments that their roads are in a better state than roads elsewhere.
- The other Regions provided between 20.2% and 43.5%.
- The Metropolitan Region accounts for \$264.3 million or 65% of the total amount of \$406.4 million spent from Local Governments' own resources.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 21.

TABLE 21: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

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

Regional Road Group	Local Government		% of Revenue Capacity
Gascoyne	Highest	Upper Gascoyne	72
		Carnarvon	44
	Average		35
	Lowest	Exmouth	20
		Shark Bay	4
Goldfields Esperance	Highest	Coolgardie	39
		Kalgoorlie Boulder	38
		Leonora	38
		Esperance	32
	Average		30
		Dundas	26
		Wiluna	26
		Laverton	25
		Ngaanyatjarraku	18
Great Southern	Highest	Jerramungup	64
		Ravensthorpe	38
		Plantagenet	37
		Kent	37
	Average		32
	Lowest	Broomehill Tambellup	31
		Albany (C)	22
		Woodanilling	15
		Cranbrook	9
Kimberley	Highest	Derby West Kimberley	24
		Broome	20
	Average		18
	Lowest	Halls Creek	17
		Wyndham East Kimberley	12
Metropolitan	Highest	Claremont	90
		Perth	58
		Cambridge	42
		East Fremantle	41
		Fremantle	41
	Average		31
	Lowest	Stirling	19
		Vincent	18
		Mosman Park	15
		Wanneroo	14
		Bayswater	14

Continued on next page

TABLE 21: LOCAL GOVERNMENT ROAD EXPENDITURE EFFORT FROM OWN RESOURCES

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

Regional Road Group		Local Government	% of Revenue Capacity
Mid West	Highest	Mingenew Yalgoo Irwin Carnamah Sandstone	69 34 32 31 31
	Average		26
	Lowest	Chapman Valley Meekatharra Mount Magnet Coorow Cue	17 16 16 15 15
	Highest	Port Hedland Roebourne	30 26
	Average		21
	Lowest	Ashburton East Pilbara	20 9
	Highest	Bunbury Nannup Dardanup Harvey Capel	34 32 31 29 29
	Average		24
	Lowest	Manjimup Murray Boddington Bridgetown Greenbushes Mandurah	20 20 18 17 16
Wheatbelt North	Highest	Goomalling Toodyay Nungarin Northam Victoria Plains	87 45 35 31 31
	Average		23
	Lowest	Kellerberrin Trayning Westonia Mount Marshall Cunderdin	11 10 9 7 3
	Highest	Cuballing Williams Wandering West Arthur Beverley	67 51 43 42 38
	Average		22
	Lowest	Narembeen Pingelly Wickepin Kondinin Quairading	6 5 5 5 -1

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

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

- Expenditure averaged 26.4% of Local Government revenue capacity over the State.
- 61 Local Governments spent more than the average [26.4%], while 77 spent less than the average.
- 20 Local Governments spent less than half the average [13.2%] of their revenue capacity on roads.
- One Local Government did not spend any funds from its own resources.

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

Table 22 presents Local Governments' own expenditure between 2008-09 and 2012-13 for each of the Regional Road Groups. Expenditure for the State increased by 38.2% from \$294.1 million in 2008-09 to \$406.4 million in 2012-13.

TABLE 22: ROAD EXPENDITURE FROM LOCAL GOVERNMENTS' OWN

Region	\$ Thousands					Change over 5 Years
	2008-09	2009-10	2010-11	2011-12	2012-13	
Gascoyne	2,535	1,354	1,365	2,471	5,654	123%
Goldfields Esperance	15,143	15,867	16,145	17,940	20,211	33.5%
Great Southern	10,851	10,991	13,980	13,266	16,851	55.3%
Kimberley	5,961	7,021	5,759	6,515	6,289	5.5%
Metropolitan	186,414	195,776	203,635	255,098	264,311	41.8%
Mid West	12,093	15,130	12,347	14,966	16,895	39.7%
Pilbara	5,623	8,060	8,881	5,604	10,542	87.5%
South West	31,049	38,361	35,940	35,662	39,455	27.1%
Wheat Belt North	15,670	14,179	13,809	14,295	17,488	11.6%
Wheat Belt South	8,784	9,047	7,752	7,780	8,678	-1.2%
STATE	294,123	315,786	319,613	373,597	406,374	38.2%

Statistics for individual local governments for the ten years 2003-04 to 2012-13 are provided in Appendix 21.

14. ROAD PRESERVATION EXPENDITURE BY CLASS OF ROAD

Each class of road has its own road preservation expenditure needs. Table 23 shows the average expenditure per kilometre for each class of road for each of the groups. This information is useful for benchmarking purposes.

TABLE 23: ROAD PRESERVATION EXPENDITURE PER KILOMETRE OF ROAD 2012-13

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	12,761	2,635	2,372	2,860
Goldfields Esperance	10,377	2,079	2,141	729
Great Southern	5,871	2,741	2,111	1,026
Kimberley	8,802	2,810	4,564	1,041
Metropolitan	10,316	3,483	10,024	11,840
Mid West	7,681	2,138	1,978	616
Pilbara	12,553	3,226	1,290	1,481
South West	6,711	2,639	2,203	1,500
Wheatbelt North	8,686	2,128	1,343	526
Wheatbelt South	5,245	2,507	1,235	711
STATE	9,572	2,529	1,837	964

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

The very high expenditures in the Gascoyne for gravel and formed roads are due to repairs to flood damaged roads.

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

TABLE 24: EXPENDITURE ON LOCAL GOVERNMENT BRIDGES 2012-13

Regional Road Group	\$ Thousands		
	Preservation	Upgrade and Expansion	Total
Gascoyne	0	0	0
Goldfields Esperance	0	0	0
Great Southern	796	204	1,000
Kimberley	131	0	131
Metropolitan	1,136	3,078	4,214
Mid West	404	2,643	3,047
Pilbara	1,423	2	1,425
South West	4,625	114	4,739
Wheatbelt North	1,361	168	1,529
Wheatbelt South	838	1,049	1,887
STATE	10,714	7,258	17,972

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 \$10.71 million on preservation of bridges is 0.73% of the current replacement value of \$1.46 billion of the State's Local Government bridges.

15. NATIONAL PERFORMANCE MEASURES

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 25 for the years from 2008-09 to 2012-13.

TABLE 25: NATIONAL PERFORMANCE MEASURES WA

	Performance Measure	2008-09	2009-10	2010-11	2011-12	2012-13
A	State of road asset - service potential remaining	60.0	60.0	59.0	59.0	58.0
B	Expenditure on roads and bridges \$ millions	\$565	\$600	\$623.8	\$720.6	\$767.6
C	Expenditure on sealed roads \$ per km	\$8,116	\$8,628	\$8,832	\$10,773	\$11,216
D	Expenditure on unsealed roads \$ per km	\$988	\$1,302	\$1,202	\$1,665	\$1,480
E	Road asset consumption	3.1%	3.1%	2.7%	2.7%	2.6%
F	Sustainability sealed roads	52.6%	57.7%	60.7%	72%	70.4%
G	Road Safety - fatalities per 1000 km/year sealed local roads	1.91	1.97	2.33	1.63	2.10
H	Road Safety - fatalities per 1000 km/year unsealed local roads	0.10	0.19	0.10	0.19	0.13

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

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

- A State of the road asset reflects the service potential remaining. This measure is calculated by dividing the written down value by the replacement cost. WALGA has used this indicator in all its road asset and expenditure reports. It is discussed in section 5.
- B Expenditure on Local Government roads and bridges \$ millions - compares total road expenditure for the States.
- C Expenditure on sealed roads \$ per km - WALGA uses this measure [Table 23], but expresses it in \$ per lane kilometre. This is a more accurate measure than the ALGA measure of \$ per kilometre because it takes account of road width.
- D Expenditure on unsealed roads \$ per km. [Table 23]
- 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 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 divided by the length of unsealed local roads.

16. ROAD CONDITION SURVEYS

Road condition data is an essential component in road management. This data was not previously available. Good progress has been made in collecting this data in the past five years as shown in Table 26.

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

TABLE 26: PERCENTAGE OF SEALED ROADS SURVEYED IN THE LAST FIVE YEARS

Region	% surveyed (by length)
Gascoyne	62
Goldfields Esperance	60
Great Southern	35
Kimberley	64
Metropolitan	78
Mid West	57
Pilbara	100
South West	84
Wheat Belt North	50
Wheat Belt South	54
WA Total	65

Source: ROMAN database June 2013

COSTS USED IN CALCULATING VALUATIONS 2012-2013

REPLACEMENT COSTS

Costs are in 2012-13 prices

Region	Residential Streets		\$ per kilometre	Roads Outside Built up Areas	
	Sealed 7.0 m wide	Sealed 6.0 m wide		Gravel	Formed
Gascoyne	346,780	407,490	314,880	60,000	31,900
Goldfields Esperance	321,050	375,590	298,410	60,720	29,850
Great Southern	314,880	367,360	275,780	55,160	26,760
Kimberley	473,340	549,490	445,560	66,480	36,020
Metropolitan	490,840	527,880	369,420	75,120	37,050
Pilbara	442,470	514,500	424,980	65,240	29,850
Midwest	304,590	356,040	272,690	55,570	26,760
Southwest	382,790	430,130	339,570	60,720	30,870
Wheatbelt North	292,240	344,720	257,250	54,540	26,760
Wheatbelt South	298,410	349,860	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 is \$504,000 per km for a 7.0 m asphalt seal

Appendix 1

ROAD PRESERVATION COSTS Sealed Roads within Built up Areas

Costs are in 2012-13 prices

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

Sealed Roads Outside Built up Areas

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

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

ROAD PRESERVATION COSTS

Unsealed Roads Outside Built up Areas

Costs are in 2012-13 prices

\$ per kilometre

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

STANDARDS USED IN ESTIMATING VALUATIONS 2012-2013

STANDARDS FOR CALCULATING EXPENDITURE REQUIRED TO MAINTAIN CURRENT STANDARDS

Standards are expressed as frequencies for undertaking work

E.g. the standard for reconstructing pavements in the Metropolitan area is once every 60 years

Roads outside built up areas

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

Bridges

Region	Reconstruction Timber Bridges	Reconstruction Concrete Bridges
		Expected life
		100 years
		No annual allowance
		for reconstruction
	60	
	60	

Sealed Roads within built up areas - Residential Streets

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

Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains

Region	Footpaths and Kerbing	Longitudinal Pipe Drains
		Expected life
		100 years
		0.5% annual allowance
		for reconstruction
	75	
	60	
	60	
	60	

Sealed Roads within built up areas - Local Distributor Roads

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

FORMULAE USED IN CALCULATIONS

2012-2013

Formulae Used in this Report

Written Down Value

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

Where:

CRV

Current Replacement Value

RESID

Residual value at the end of the road's useful life

Age

Age of the road in years

Useful life

Estimated useful life of the road in years

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

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

$$\text{Annual Depreciation Expense} = \frac{\text{Depreciable Amount}}{\text{Useful Life}}$$

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

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

Where:

Maintenance

Annual expenditure on maintenance

Renewal

Annual expenditure on renewal

EXPLANATION OF TERMS

2012-2013

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

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

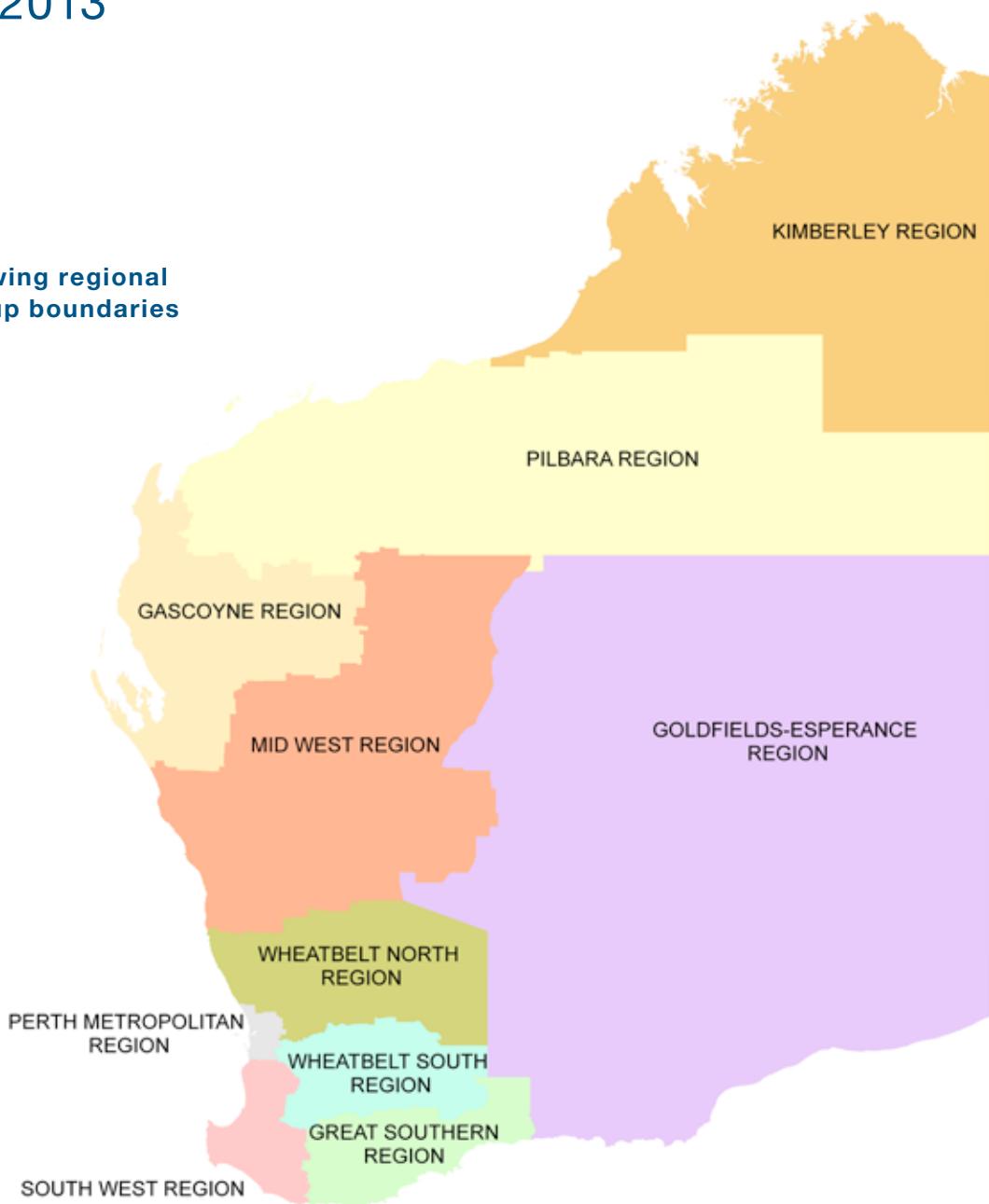
Ancillary

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

2012-2013

Map showing regional road group boundaries



APPENDIX

5

GASCOYNE REGION

2012-2013

- Road assets and expenditure indicators
- Expenditure from Local Governments' own resources
- Road statistics
- Expenditure on Road Preservation
- Road expenditure by work categories
- Bridge statistics and expenditure



Road Assets & Expenditure Indicators 2012-13

Gascoyne Regional Road Group

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
CARNARVON	0.62	3.2%	49%	0.70
EXMOUTH	0.36	3.2%	28%	0.40
SHARK BAY	0.61	4.4%	56%	0.85
UPPER GASCOYNE	0.57	5.5%	198%	1.22
Region Average	0.55	3.8%	54%	0.78
State Average	0.58	v	70%	0.84

Expenditure from Councils' Own Resources 2012-13
Gascoyne Regional Road Group

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's 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]
CARNARVON	5,189	2,989	58%	42%	44%	493
EXMOUTH	2,554	604	24%	62%	20%	238
SHARK BAY	1,489	74	5%	44%	4%	81
UPPER GASCOYNE	8,335	1,987	24%	49%	73%	7702
Region	17,567	5,654	32%	48%	39%	579
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13
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	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNARVON	4	43	190	404	594	295	1,530	15.5	0.0	19.6
EXMOORTH	1	31	117	18	124	0	291	15.1	10.0	7.1
SHARK BAY	5	5	18	352	184	6	572	5.1	16.4	1.5
UPPER GASCOYNE	0	1	51	538	1,029	241	1,860	0.0	0.0	0.5
Region	11	80	377	1,313	1,931	542	4,253	35.7	26.4	28.7
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13
Gascoyne Regional Road Group

COUNCIL	Road Expenditure \$000s				Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
CARNARVON	1,451	782	772	340	3,345	13,537	1,981	1,956
EXMOORTH	992	0	0	0	992	13,834	0	0
SHARK BAY	163	91	851	137	1,242	7,044	2,544	2,421
UPPER GASCOYNE	6	1,125	1,471	5,042	7,644	2,265	11,276	741
Region	2,612	1,998	3,095	5,518	13,223	12,761	2,635	2,372
State	314,822	106,553	94,031	22,024	537,430	9,572	2,529	1,837
								964

Expenditure by Work Categories 2012-13
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	1,480	1,865	1,844	0	5,189	28.5%	35.9%	35.5%	0.0%	4,490	3,141
EXMOORTH	899	93	1,055	507	2,554	35.2%	3.6%	41.3%	19.9%	2,455	992
SHARK BAY	648	594	247	0	1,489	43.5%	39.9%	16.6%	0.0%	1,453	1,242
UPPER GASCOYNE	939	6,705	90	601	8,335	11.3%	80.4%	1.1%	7.2%	2,616	3,192
Region	3,966	9,257	3,236	1,108	17,567	22.6%	52.7%	18.4%	6.3%	11,015	8,567
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13
Gascoyne Regional Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		[3] Concrete and Steel	[4] Timber with Concrete Overlay	[5] Timber without Concrete Overlay	[6] Footbridges	[7] Preservation	[8] Upgrade
CARNARVON	1	3,842	0	0	0	0	0
EXMOUTH	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	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Gascoyne Regional Road Group

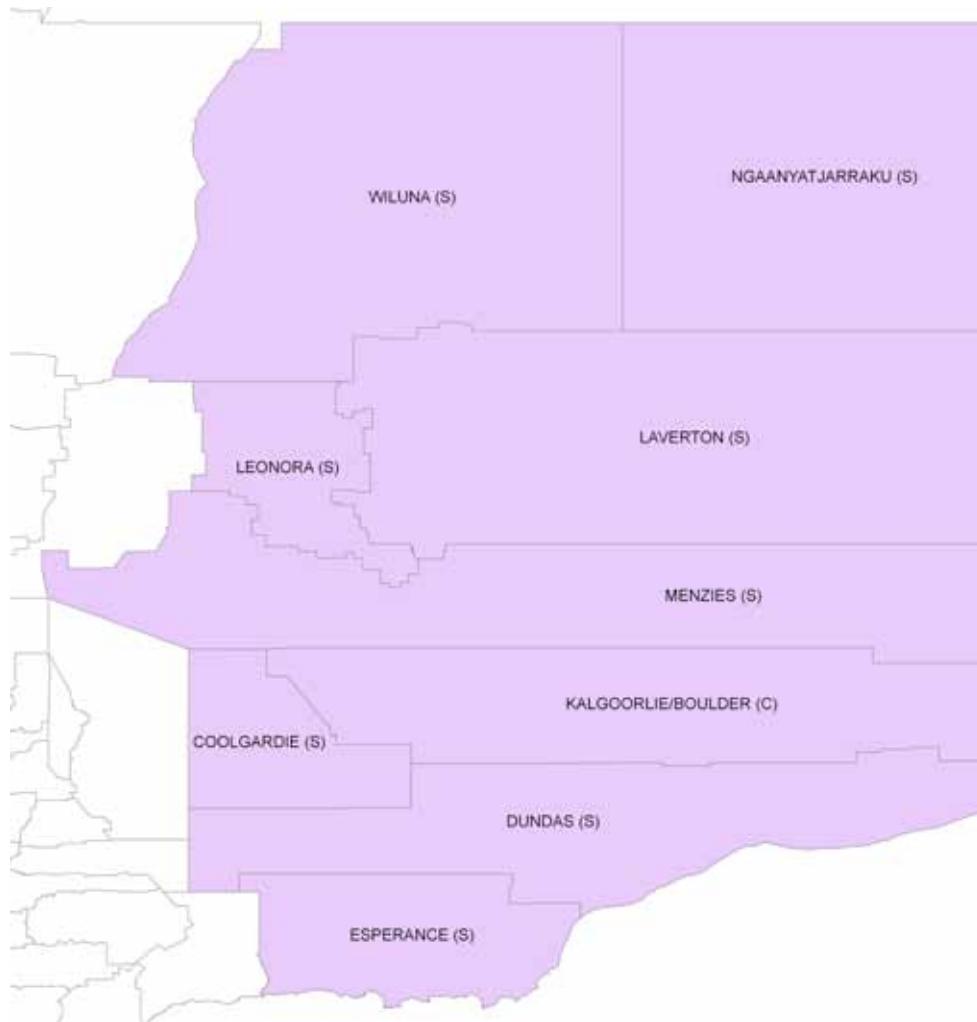
COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNARVON	375	1,338	1,451	782	3.87	0.58
EXMOORTH	251	809	992	0	3.95	0.00
SHARK BAY	81	125	163	91	2.01	0.73
UPPER GASCOYNE	9	349	6	1,125	0.65	3.22
Region	716	2,622	2,612	1,998	3.65	0.76
State	115,662	138,709	314,822	106,553	2.72	0.77

APPENDIX

6

GOLDFIELDS ESPERANCE REGION 2012-2013

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



Road Assets & Expenditure Indicators 2012-13
Goldfields Esperance Road Group

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
COOLGARDIE	0.43	3.4%	144%	1.03
DUNDAS	0.51	4.2%	107%	1.25
ESPERANCE	0.58	3.5%	39%	0.44
KALGOORLIE BOULDER	0.33	2.8%	67%	1.03
LAVERTON	0.49	5.0%	29%	1.49
LEONORA	0.53	4.6%	129%	1.20
MENZIES	0.54	5.6%	0%	1.18
NGAANYATJARRAKU	0.55	5.7%	7%	1.36
WILLUNA	0.54	5.3%	655%	0.94
Region Average	0.49	3.8%	69%	0.86
State Average	0.58	2.6%	70%	0.84

Expenditure from Councils' Own Resources 2012-13
Goldfields Esperance Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
COOLGARDIE	2,857	1,872	66%	40%	39%	441
DUNDAS	1,881	727	39%	20%	26%	611
ESPERANCE	10,779	4,729	44%	73%	32%	336
KALGOORLIE BOULDER	12,384	7,876	64%	30%	38%	238
LAVERTON	6,902	981	14%	31%	25%	717
LEONORA	2,911	1,598	55%	33%	38%	572
MENZIES	3,416	1,037	30%	43%	29%	2434
NGAANYATJARRAKU	3,012	600	20%	33%	18%	375
WILUNA	2,280	791	35%	41%	26%	630
Region	46,422	20,211	44%	42%	33%	337
State	767,573	400,374	53%	31%	26%	167

**Road Statistics 2012-13
Goldfields Esperance Road Group**

COUNCIL	Road Data [kilometres]						Footpaths [km]	Dual Use Paths [km]		
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
COOLGARDIE	3	51	58	414	123	199	847	57.1	10.4	1.7
DUNDAS	1	21	9	289	212	95	627	24.7	1.2	0.0
ESPERANCE	77	43	711	3,013	182	228	4,253	16.4	0.0	68.3
KALGOORLIE BOULDER	112	108	148	476	405	98	1,347	264.0	0.0	51.0
LAVERTON	1	8	25	587	503	3,078	4,200	0.5	1.0	3.0
LEONORA	2	7	21	606	379	271	1,288	13.6	4.5	1.4
MENZIES	0	1	7	753	757	557	2,075	0.3	1.4	0.0
NGAANYATJARRAKU	0	9	0	521	751	41	1,323	0.0	0.0	0.0
WILUNA	0	5	11	642	619	646	1,922	2.2	0.0	0.0
Region	195	252	990	7,301	3,931	5,213	17,882	378.8	18.5	125.4
State	11,249	3,777	22,563	53,912	24,506	12,009	127,995	8868	536	3987

Expenditure on Road Preservation 2012-13
Goldfields Esperance Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
COOLGARDIE	2,550	0	91	17	2,658	16,458	0	220	140
DUNDAS	800	105	642	68	1,615	16,454	6,593	2,238	321
ESPERANCE	1,191	2,041	3,667	58	6,957	4,290	1,547	1,220	324
KALGOORLIE BOULDER	7,377	634	946	165	9,122	10,210	1,811	2,036	423
LAVERTON	202	26	3,649	675	4,552	9,770	250	6,233	1,348
LEONORA	827	61	1,456	567	2,911	40,019	773	2,431	1,512
MENZIES	0	0	2,621	394	3,015	0	0	3,480	521
NGAANYATJARRAKU	101	64	1,917	644	2,726	6,025	0	3,717	866
WILUNA	173	1,153	552	254	2,132	15,909	55,569	859	411
Region	13,221	4,084	15,541	2,842	35,688	10,377	2,079	2,141	729
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

**Expenditure by Work Categories 2012-13
Goldfields Esperance Regional Road Group**

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on				Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
COOLGARDIE	1,284	1,374	199	0	2,857	44.9%	48.1%	7.0%	0.0%	2,585	2,658
DUNDAS	759	856	122	144	1,881	40.4%	45.5%	6.5%	7.7%	1,292	1,615
ESPERANCE	3,645	3,312	3,727	95	10,779	33.8%	30.7%	34.6%	0.9%	15,463	6,798
KALGOORLIE BOULDER	6,302	2,820	3,262	0	12,384	50.9%	22.8%	26.3%	0.0%	8,896	9,122
LAVERTON	2,139	2,413	1,187	1,163	6,902	31.0%	35.0%	17.2%	16.9%	2,303	3,422
LEONORA	1,731	1,180	0	0	2,911	59.5%	40.5%	0.0%	0.0%	2,330	2,798
MENZIES	1,009	2,006	0	401	3,416	29.5%	58.7%	0.0%	11.7%	2,551	3,015
NGAANYATJARRAKU	1,190	1,536	283	3	3,012	39.5%	51.0%	9.4%	0.1%	2,008	2,726
WILUNA	778	1,354	0	148	2,280	34.1%	59.4%	0.0%	6.5%	2,275	2,132
Region	18,837	16,851	8,780	1,954	46,422	40.6%	36.3%	18.9%	4.2%	39,704	34,286
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13
Goldfields Esperance Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
COOLGARDIE	[1] 0	[2] 0	[3] 0	[4] 0	[5] 0	[6] 0	[8] 0
DUNDAS							
ESPERANCE	4	892	0	0	0	0	0
KALGOORLIE BOULDER	0	0	0	0	0	0	0
LAVERTON	0	0	0	0	0	0	0
LEONORA	0	0	0	0	0	0	0
MENZIES	0	0	0	0	0	0	0
NGAANYATJARRAKU	0	0	0	0	0	0	0
WILUNA	0	0	0	0	0	0	0
Region	4	892	0	0	0	0	0
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Goldfields Esperance Road Group

COUNCIL [1]	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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]
COOLGARDIE	542	367	2,550	0	4.70	0.00
DUNDAS	170	56	800	105	4.70	1.88
ESPERANCE	972	4,610	1,191	2,041	1.23	0.44
KALGOORLIE BOULDER	2,529	1,174	7,377	634	2.92	0.54
LAVERTON	72	230	202	26	2.79	0.11
LEONORA	72	166	827	61	11.43	0.37
MENZIES	5	49	0	0	0.00	0.00
NGAANYATJARRAKU	59	0	101	64	1.72	0.00
WILUNA	38	73	173	1,153	4.55	15.88
Region	4,459	6,723	13,221	4,084	2.96	0.61
State	115,662	138,709	314,822	106,553	2.72	0.77

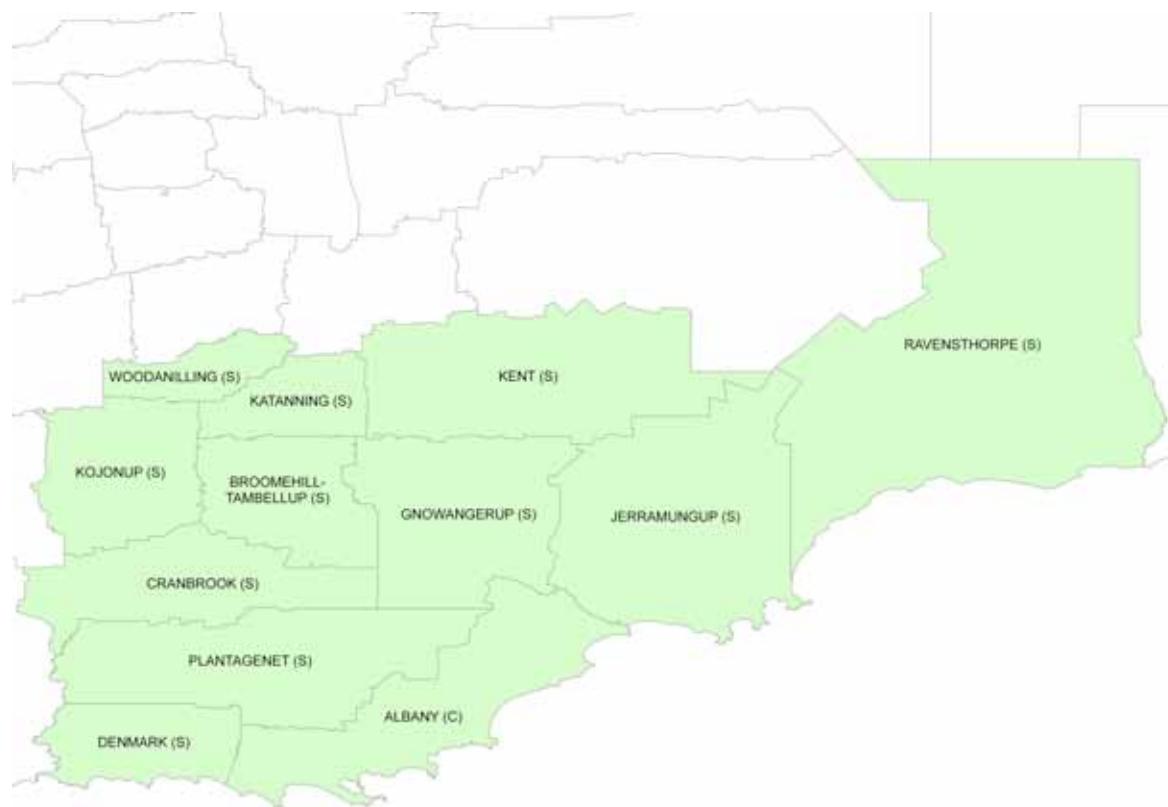
APPENDIX

7

GREAT SOUTHERN REGION

2012-2013

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



Road Assets & Expenditure Indicators 2012-13

Great Southern Regional Road Group

COUNCIL	Indicators				
	[1]	[2]	[3]	[4]	[5]
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
ALBANY (C)	0.56	2.6%	66%	0.80	
BROOMEHILL TAMBELLUP	0.49	3.6%	39%	0.39	
CRANBROOK	0.44	3.4%	45%	0.41	
DENMARK	0.53	3.0%	124%	1.33	
GNOWANGERUP	0.53	3.9%	53%	0.55	
JERRAMUNGUP	0.56	4.2%	23%	0.48	
KATANNING	0.47	3.1%	81%	0.78	
KENT	0.51	4.5%	69%	0.68	
KOJONUP	0.42	3.5%	14%	0.36	
PLANTAGENET	0.47	3.6%	47%	0.72	
RAVENSTHORPE	0.57	4.1%	21%	0.53	
WOODANILLING	0.50	3.9%	74%	0.58	
Region	0.51	3.3%	58%	0.65	
State	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13
Great Southern Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	9,855	4,908	50%	33%	22%	140
BROOMEHILL TAMBELLUP	3,248	820	25%	102%	31%	694
CRANBROOK	2,067	205	10%	137%	9%	184
DENMARK	5,001	1,481	30%	46%	33%	265
GNOWANGERUP	2,224	968	44%	86%	35%	747
JERRAMUNGUP	2,895	1,769	61%	75%	64%	1639
KATANNING	3,064	1,466	48%	55%	36%	340
KENT	2,159	848	39%	100%	37%	1615
KOJONUP	4,195	925	22%	109%	32%	451
PLANTAGENET	4,363	1,798	41%	76%	37%	358
RAVENSTHORPE	2,289	1,487	65%	70%	39%	657
WOODANILLING	1,199	176	15%	110%	15%	410
Region	42,559	16,851	40%	62%	30%	281
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13
Great Southern Regional Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	Paths [km]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ALBANY (C)	154	108	488	638	171	0	1,560	70.5	3.0	76.6
BROOMEHILL TAMBELLUP	0	12	209	609	114	28	971	3.8	0.9	3.6
CRANBROOK	1	8	280	618	75	32	1,014	4.4	4.4	0.5
DENMARK	5	30	162	330	56	35	617	12.3	0.0	17.8
GNOWANGERUP	0	17	176	587	207	24	1,011	7.7	0.0	3.1
JERRAMUNGUP	1	12	89	784	108	87	1,081	2.8	1.0	7.8
KATANNING	8	40	135	447	61	2	693	31.3	11.2	5.7
KENT	0	4	140	791	316	73	1,324	1.6	0.9	0.0
KOJONUP	0	15	243	759	114	4	1,135	2.8	1.6	1.3
PLANTAGENET	1	23	346	611	318	10	1,310	40.5	2.4	1.8
RAVENSTHORPE	6	28	78	990	129	17	1,247	16.1	1.8	2.4
WOODANILLING	0	2	88	350	62	22	524	3.1	0.0	2.0
Region	176	297	2,434	7,514	1,732	334	12,487	197.0	27.2	122.6
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13
Great Southern Regional Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ALBANY (C)	2,315	3,631	2,094	235	8,275	4,361	4,068	3,476	1,508
BROOMEHILL TAMBELLUP	92	552	1,447	151	2,242	3,568	1,527	2,388	1,325
CRANBROOK	0	729	1,281	40	2,050	0	1,593	2,077	525
DENMARK	635	1,657	1,804	154	4,250	9,466	5,589	5,635	3,005
GNOWANGERUP	72	714	830	129	1,745	1,904	2,174	1,471	679
JERRAMUNGUP	179	47	1,207	55	1,488	6,507	189	1,557	546
KATANNING	1,391	507	593	32	2,523	10,300	1,808	1,502	945
KENT	45	570	1,334	210	2,159	5,281	2,328	1,686	664
KOJONUP	196	2,157	675	109	3,137	5,372	3,413	1,682	2,722
PLANTAGENET	855	2,356	943	113	4,267	13,032	2,827	2,273	820
RAVENSTHORPE	205	61	1,804	98	2,168	2,979	350	1,848	772
WOODANILLING	34	442	486	24	986	9,778	2,581	1,390	378
Region	6,019	13,423	14,499	1,349	35,290	5,871	2,741	2,111	1,026
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13 Great Southern Regional Road Group

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Required Expenditure \$000s	Preservation Actual Expenditure \$000s	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY (C)	4,170	4,402	1,119	164	9,855	42.3%	44.7%	11.4%	1.7%	10,573	8,483
BROOMEHILL TAMBELLUP	1,632	610	1,006	0	3,248	50.2%	18.8%	31.0%	0.0%	3,618	1,410
CRANBROOK	592	1,461	0	14	2,067	28.6%	70.7%	0.0%	0.7%	4,024	1,668
DENMARK	2,191	2,483	315	12	5,001	43.8%	49.7%	6.3%	0.2%	2,739	3,641
GNOWANGERUP	953	792	378	101	2,224	42.9%	35.6%	17.0%	4.5%	3,175	1,745
JERRAMUNGUP	895	593	0	1,407	2,895	30.9%	20.5%	0.0%	48.6%	2,863	1,363
KATANNING	1,134	1,397	533	0	3,064	37.0%	45.6%	17.4%	0.0%	2,972	2,318
KENT	777	1,382	0	0	2,159	36.0%	64.0%	0.0%	0.0%	3,152	2,159
KOJONUP	2,830	371	394	0	4,195	67.5%	8.8%	23.7%	0.0%	4,086	1,470
PLANTAGENET	2,517	1,750	96	0	4,363	57.7%	40.1%	2.2%	0.0%	4,833	3,463
RAVENSTHORPE	1,535	633	0	121	2,289	67.1%	27.7%	0.0%	5.3%	3,589	1,905
WOODANILLING	303	683	204	9	1,199	25.3%	57.0%	17.0%	0.8%	1,691	986
Region	19,529	16,557	4,645	1,828	42,559	45.9%	38.9%	10.9%	4.3%	47,314	30,611
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13

Great Southern Regional Road Group

COUNCIL	Number		Bridge Deck Area [sqm]			Expenditure \$000s	
	All Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY (C)	13	47	3,092	262	654	297	0
BROOMEHILL TAMBELLUP	7	0	953	289	0	0	0
CRANBROOK	12	0	1,650	904	0	3	0
DENIMARK	23	221	388	665	0	424	0
GNOWANGERUP	1	0	0	252	0	0	0
JERRAMUNGUP	0	0	0	0	0	0	0
KATANNING	5	268	147	167	0	8	0
KENT	0	0	0	0	0	0	0
KOJONUP	14	0	1,382	537	0	64	0
PLANTAGENET	0	0	0	0	0	0	0
RAVENSTHORPE	1	60	0	0	0	0	0
WOODANILLING	4	36	341	0	0	0	204
Region	80	632	7,952	3,076	654	796	204
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Great Southern Regional Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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)	1,858	3,044	2,315	3,631	1.25	1.19
BROOMEHILL TAMBELLUP	90	1,265	92	552	1.02	0.44
CRANBROOK	64	1,602	0	729	0.00	0.46
DENMARK	235	998	635	1,657	2.70	1.66
GNOWANGERUP	132	1,077	72	714	0.54	0.66
JERRAMUNGUP	96	581	179	47	1.86	0.08
KATANNING	473	784	1,391	507	2.94	0.65
KENT	30	857	45	570	1.51	0.67
KOJONUP	128	1,392	196	2,157	1.53	1.55
PLANTAGENET	230	2,185	855	2,356	3.72	1.08
RAVENSTHORPE	241	566	205	61	0.85	0.11
WOODANILLING	12	599	34	442	2.79	0.74
Region	3,588	14,950	6,019	13,423	1.68	0.90
State	115,662	138,709	314,822	106,553	2.72	0.77

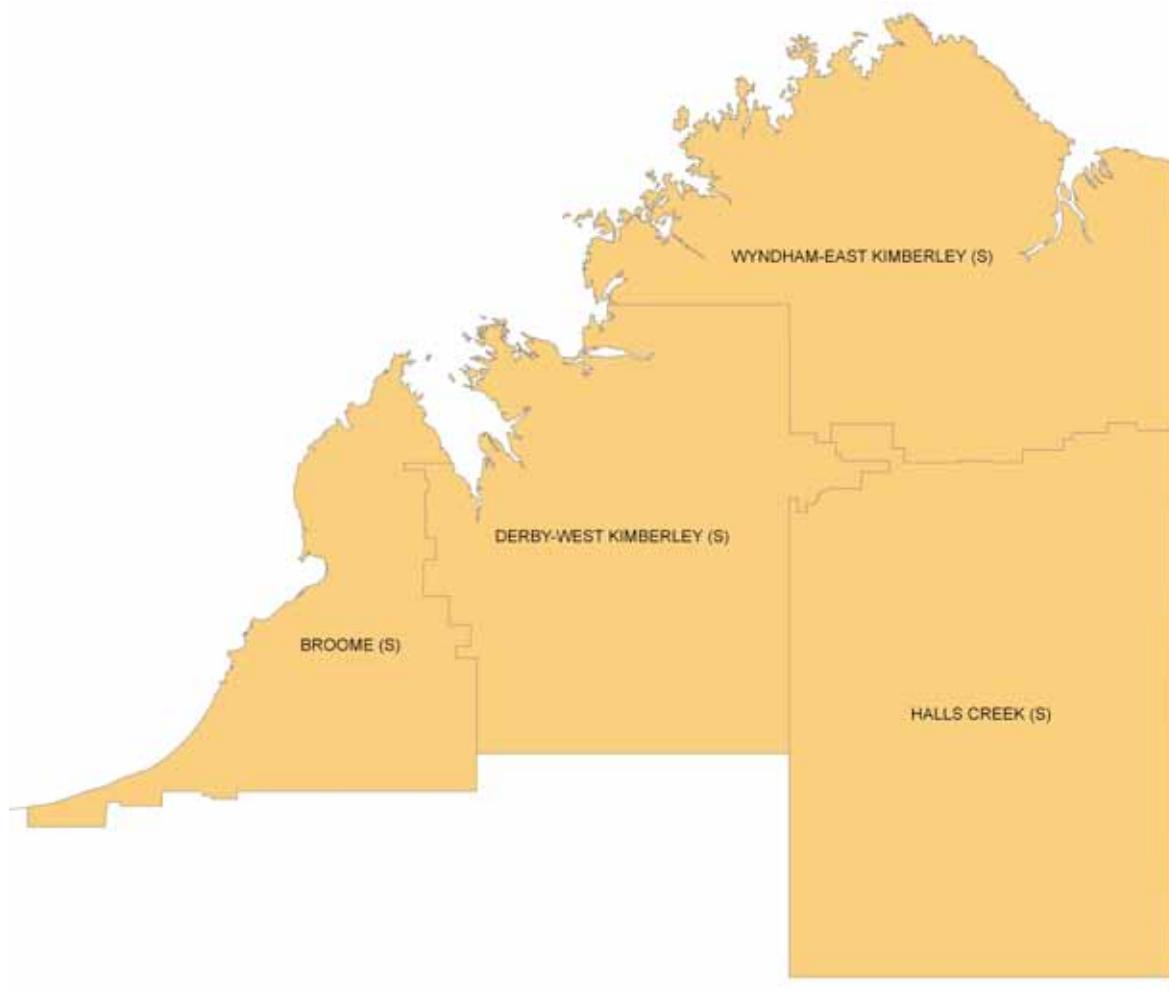
APPENDIX

8

KIMBERLEY REGION

2012-2013

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



Road Assets & Expenditure Indicators 2012-13 Kimberley Road Group

COUNCIL	Indicators			
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
[1]	[2]	[3]	[4]	[5]
BROOME	0.68	3.1%	28%	0.20
DERBY WEST KIMBERLEY	0.49	4.0%	106%	1.18
HALLS CREEK	0.53	4.7%	48%	0.60
WYNDHAM EAST KIMBERLEY	0.37	3.4%	67%	1.02
Region	0.51	3.6%	0.55	0.71
State	0.58	2.6%	0.70	0.84

Expenditure from Councils' Own Resources 2012-13 Kimberley Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
			[4]	[5]	[6]	[7]
[1]	[2]	[3]				
BROOME	5,793	2,400	41%	32%	20%	145
DERBY WEST KIMBERLEY	5,700	2,079	36%	23%	24%	218
HALLS CREEK	5,478	916	17%	38%	17%	223
WYNDHAM EAST KIMBERLEY	6,529	894	14%	35%	12%	103
Region	23,500	6,289	27%	31%	19%	162
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13

Kimberley 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]
BROOME	5	87	172	49	118	133	563	21.7
DERBY WEST KIMBERLEY	0	39	36	482	489	759	1,806	12.2
HALLS CREEK	0	12	18	895	133	359	1,417	4.5
WYNDHAM EAST KIMBERLEY	0	55	172	149	488	258	1,123	21.5
Region	5	194	398	1,576	1,228	1,508	4,909	59.9
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868
								536
								3,987

Expenditure on Road Preservation 2012-13

Kimberley Road Group

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
BROOME	475	727	0	0	1,202	2,325	2,136	0	0
DERBY WEST KIMBERLEY	1,771	0	2,524	462	4,757	20,678	0	5,254	945
HALLS CREEK	383	0	3,124	193	3,700	14,213	0	3,489	1,454
WYNDHAM EAST KIMBERLEY	1,319	1,379	1,489	611	4,798	10,022	4,997	10,386	1,275
Region	3,948	2,106	7,138	1,265	14,457	8,802	2,810	4,564	1,041
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13 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	1,037	165	4,591	0	5,793	17.9%	2.8%	79.3%	0.0%	4,879	953
DERBY WEST KIMBERLEY	1,730	3,027	943	0	5,700	30.4%	53.1%	16.5%	0.0%	3,184	3,754
HALLS CREEK	2,618	1,082	1,778	0	5,478	47.8%	19.8%	32.5%	0.0%	2,991	1,785
WYNDHAM EAST KIMBERLEY	1,805	3,124	375	1,225	6,529	27.6%	47.8%	5.7%	18.8%	4,181	4,279
Region	7,190	7,398	7,687	1,225	23,500	30.6%	31.5%	32.7%	5.2%	15,235	10,771
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13 Kimberley Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
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	131	0
Region	12	2,544	0	0	0	131	0
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Kimberley Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BROOME	715	1,191	475	727	0.66	0.61
DERBY WEST KIMBERLEY	300	293	1,771	0	5.91	0.00
HALLS CREEK	94	146	383	0	4.06	0.00
WYNDHAM EAST KIMBERLEY	461	932	1,319	1,379	2.86	1.48
Region	1,570	2,562	3,948	2,106	2.51	0.82
State	115,662	138,709	314,822	106,553	2.72	0.77



APPENDIX

9

METROPOLITAN REGION

2012-2013

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

Road Assets & Expenditure Indicators 2012-13

Metropolitan Road Group

Appendix 9

COUNCIL	Indicators				
	[1]	[2]	[3]	[4]	[5]
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
ARMADALE	0.75	1.6%	42%	0.49	
BASSENGEAN	0.64	1.6%	74%	1.33	
BAYSWATER	0.64	1.6%	65%	0.88	
BELMONT	0.75	1.6%	182%	1.52	
CAMBRIDGE	0.65	1.6%	118%	1.51	
CANNING	0.70	1.8%	74%	1.04	
CLAREMONT	0.32	1.7%	357%	5.92	
COCKBURN	0.76	1.9%	43%	0.75	
COTTESLOE	0.54	1.7%	91%	1.79	
EAST FREMANTLE	0.09	1.6%	67%	2.30	
FREMANTLE	0.77	1.6%	148%	2.19	
GOSNELL	0.73	1.5%	52%	0.84	
JOONDALUP	0.68	1.6%	63%	0.97	
KALAMUNDA	0.71	1.8%	72%	0.98	
KWINANA	0.70	2.2%	55%	1.09	
MELVILLE	0.59	1.6%	148%	1.63	
MOSMAN PARK	0.67	1.7%	77%	1.50	
MUNDARING	0.60	2.2%	71%	0.97	
NEDLANDS	0.53	1.6%	151%	1.80	
PEPPERMINT GROVE	0.77	1.6%	53%	1.70	
PERTH	0.60	1.6%	166%	9.28	
ROCKINGHAM	0.67	1.9%	56%	1.15	
SERPENTINE JARRAHDALE	0.26	2.7%	73%	0.84	
SOUTH PERTH	0.69	1.6%	97%	1.57	
STIRLING	0.62	1.6%	96%	0.98	
SUBIACO	0.59	1.6%	161%	2.28	
SWAN	0.66	1.9%	86%	1.11	
VICTORIA PARK	0.51	1.7%	91%	1.65	
VINCENT	0.52	1.5%	80%	1.13	
WANNEROO	0.79	1.6%	24%	0.41	
Region	0.67	1.7%	82%	1.16	
State	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13 Metropolitan Regional Road Group

Appendix 9

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	18,215	10,460	57%	29%	34%	151
BASSENGEAN	2,970	2,484	84%	20%	30%	161
BAYSWATER	6,664	4,997	75%	15%	14%	75
BELMONT	7,195	6,152	86%	16%	26%	160
CAMBRIDGE	7,507	6,132	82%	20%	42%	225
CANNING	17,359	12,347	71%	17%	24%	132
CLAREMONT	8,398	6,608	79%	11%	90%	645
COCKBURN	17,846	12,295	69%	19%	25%	124
COTTESLOE	1,783	1,552	87%	12%	26%	186
EAST FREMANTLE	1,913	1,784	93%	14%	41%	235
FREMANTLE	10,592	8,707	82%	15%	41%	295
GOSNELLS	21,954	15,930	73%	23%	31%	137
JOONDALUP	25,778	17,603	68%	19%	21%	107
KALAMUNDA	9,349	6,588	70%	26%	24%	113
KWINANNA	11,735	4,871	46%	20%	28%	149
MELVILLE	17,362	13,697	79%	14%	24%	132
MOSMAN PARK	1,045	841	80%	10%	15%	89
MUNDARING	9,842	7,486	76%	28%	38%	191
NEDLANDS	5,291	4,300	81%	17%	30%	190
PEPPERMINT GROVE	396	363	92%	16%	30%	213
PERTH	26,931	25,526	95%	5%	58%	1340
ROCKINGHAM	23,467	17,600	75%	21%	33%	154
SERPENTINE JARRAHDALE	7,224	3,259	45%	39%	36%	163
SOUTH PERTH	8,373	7,245	87%	12%	27%	160
STIRLING	27,513	22,282	81%	13%	19%	103
SUBIACO	5,262	4,083	78%	11%	28%	213
SWAN	27,665	18,420	67%	25%	31%	154
VICTORIA PARK	7,410	6,513	88%	13%	30%	182
VINCENT	6,402	3,940	62%	12%	18%	112
WANNEROO	15,890	10,246	64%	24%	14%	61
Region	359,331	264,311	74%	18%	27%	146
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13

Metropolitan 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	408	16	222	1	3	1	651	324.6	0.0	175.5
BASSENGEAN	94	1	1	0	0	0	95	71.0	0.0	60.7
BAYSWATER	322	23	0	0	0	0	345	291.0	0.0	8.0
BELMONT	221	6	0	0	0	0	228	141.5	0.0	87.6
CAMBRIDGE	167	3	2	0	0	0	173	138.0	0.0	30.0
CANNING	536	34	3	1	0	0	575	130.0	0.0	227.0
CLAREMONT	47	0	0	0	0	0	47	83.4	2.1	2.5
COCKBURN	565	18	186	2	0	1	772	395.9	0.0	94.7
COTTESLOE	36	11	0	0	0	0	47	66.0	0.3	4.0
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	0.0	2.6
FREMANTLE	167	10	0	0	0	0	177	292.0	0.0	72.0
GOSNELL'S	587	23	107	2	0	1	719	223.0	0.1	348.0
JOONDALUP	968	32	7	0	0	0	1,007	705.0	0.0	95.0
KALAMUNDA	259	172	159	5	10	2	608	321.0	0.0	71.5
KWINANNA	206	33	125	0	0	0	365	65.2	0.0	44.6
MELVILLE	517	7	0	0	0	0	524	453.0	3.0	23.0
MOSMAN PARK	39	3	1	0	0	0	43	38.8	0.0	7.0
MUNDARING	154	124	321	28	22	9	659	21.1	2.4	69.1
NEDLANDS	118	23	0	0	0	0	141	266.0	0.0	35.0
PEPPERMINT GROVE	9	0	0	0	0	0	9	19.0	0.0	13.5
PERTH	86	8	0	0	0	0	94	135.0	0.0	18.0
ROCKINGHAM	666	70	206	6	1	6	956	53.5	0.0	323.8
SERPENTINE JARRAHDALE	50	32	459	115	1	4	661	25.0	0.1	10.0
SOUTH PERTH	188	4	0	0	0	0	192	193.3	1.6	55.0
STIRLING	1,007	21	0	0	0	0	1,028	848.0	0.0	111.0
SUBIACO	86	2	0	0	0	0	88	127.4	0.0	7.1
SWAN	611	87	544	53	14	4	1,312	372.2	0.0	260.0
VICTORIA PARK	157	3	0	0	0	0	160	203.9	0.0	16.2
VINCENT	135	9	0	0	0	0	144	242.0	0.0	11.0
WANNEROO	953	189	135	7	0	0	1,285	495.0	0.0	433.0
Region	9,393	965	2,480	222	51	28	13,138	6800	10	2716
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8868.4	535.5	3986.8

Expenditure on Road Preservation 2012-13

Metropolitan 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	4,746	629	4	1	5,380	5,445	1,489	5,325	246
BASSENGEAN	2,728	0	0	0	2,728	12,341	0	0	0
BAYSWATER	6,023	0	0	0	6,023	7,326	0	0	0
BELMONT	7,147	0	0	0	7,147	13,419	0	0	0
CAMBRIDGE	5,308	0	0	0	5,308	13,048	0	0	0
CANNING	11,131	0	0	0	11,131	8,611	0	0	0
CLAREMONT	5,736	0	0	0	5,736	55,409	0	0	0
COCKBURN	8,089	247	0	0	8,336	6,863	698	0	0
COTTESLOE	1,579	0	0	0	1,579	15,282	0	0	0
EAST FREMANTLE	1,646	0	0	0	1,646	19,751	0	0	0
FREMANTLE	8,437	0	0	0	8,437	20,653	0	0	0
GOSNELL	10,828	856	0	0	11,684	8,268	4,193	0	2,189
JOONDALUP	18,115	0	0	0	18,115	8,024	0	0	0
KALAMUNDA	6,534	1,947	20	27	8,528	7,486	6,778	4,280	2,729
KWINANNA	4,006	1,166	0	0	5,172	8,352	4,493	0	0
MELVILLE	15,727	0	0	0	15,727	13,505	0	0	0
MOSMAN PARK	1,045	0	0	0	1,045	12,504	0	0	0
MUNDARING	4,583	1,872	222	70	6,747	8,672	3,412	9,386	3,237
NEDLANDS	5,141	0	0	0	5,141	17,203	0	0	0
PEPPERMINT GROVE	381	0	0	0	381	17,962	0	0	0
PERTH	26,931	0	0	0	26,931	94,545	0	0	0
ROCKINGHAM	13,802	2,015	0	0	15,817	9,196	4,723	0	552
SERPENTINE JARRAHDALE	1,244	2,782	170	0	4,196	7,505	3,658	1,508	509
SOUTH PERTH	6,095	0	0	0	6,095	13,562	0	0	0
STIRLING	18,902	0	0	0	18,902	8,198	0	0	0
SUBIACO	4,681	0	0	0	4,681	21,544	0	0	0
SWAN	14,475	5,185	260	47	19,967	10,216	5,345	5,279	3,366
VICTORIA PARK	5,514	0	0	0	5,514	13,756	0	0	0
VINCENT	4,051	0	0	0	4,051	10,492	0	0	0
WANNEROO	7,313	1,144	0	0	8,457	3,158	3,385	0	0
Region	231,938	17,843	676	146	250,603	10,316	3,483	10,024	11,840
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Metropolitan Regional Road Group

Appendix 9

Expenditure by Work Categories 2012-13

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	3,735	1,749	9,950	2,781	18,215	20.5%	9.6%	54.6%	15.3%	10,688	5,202
BASSENGEAN	2,179	549	163	79	2,970	73.4%	18.5%	5.5%	2.7%	2,046	2,728
BAYSWATER	3,781	2,242	440	201	6,664	56.7%	33.6%	6.6%	3.0%	6,768	5,943
BELMONT	2,094	5,053	0	48	7,195	29.1%	70.2%	0.0%	0.7%	4,689	7,147
CAMBRIDGE	3,053	2,255	1,739	460	7,507	40.7%	30.0%	23.2%	6.1%	3,512	5,308
CANNING	7,905	3,437	4,249	1,768	17,359	45.5%	19.8%	24.5%	10.2%	10,869	11,342
CLAREMONT	1,539	4,197	41	2,621	8,398	18.3%	50.0%	0.5%	31.2%	969	5,736
COCKBURN	6,635	1,701	4,252	5,258	17,846	37.2%	9.5%	23.8%	29.5%	11,118	8,336
COTTESLOE	1,112	467	55	149	1,783	62.4%	26.2%	3.1%	8.4%	884	1,579
EAST FREMANTLE	1,322	324	267	0	1,913	69.1%	16.9%	14.0%	0.0%	714	1,646
FREMANTLE	5,606	2,831	638	1,517	10,592	52.9%	26.7%	6.0%	14.3%	3,851	8,437
GOSNELLS	9,493	2,488	5,339	4,634	21,954	43.2%	11.3%	24.3%	21.1%	14,323	11,981
JOONDALUP	12,312	6,027	7,439	0	25,778	47.8%	23.4%	28.9%	0.0%	18,954	18,339
KALAMUNDA	5,861	2,673	0	815	9,349	62.7%	28.6%	0.0%	8.7%	8,704	8,534
KWINANA	3,556	1,616	2,727	3,836	11,735	30.3%	13.8%	23.2%	32.7%	4,748	5,172
MELVILLE	7,782	7,945	1,635	0	17,362	44.8%	45.8%	9.4%	0.0%	9,627	15,727
MOSMAN PARK	815	230	0	0	1,045	78.0%	22.0%	0.0%	0.0%	698	1,045
MUNDARING	4,036	2,734	2,015	1,057	9,842	41.0%	27.8%	20.5%	10.7%	6,893	6,694
NEDLANDS	2,820	2,321	150	0	5,291	53.3%	43.9%	2.8%	0.0%	2,858	5,141
PEPPERMINT GROVE	381	0	15	0	396	96.2%	0.0%	3.8%	0.0%	225	381
PERTH	11,449	15,482	0	0	26,931	42.5%	57.5%	0.0%	0.0%	2,900	26,931
ROCKINGHAM	12,462	3,355	1,443	6,207	23,467	53.1%	14.3%	6.1%	26.4%	13,746	15,817
SERPENTINE JARRAHDALE	1,869	2,366	2,989	0	7,224	25.9%	32.8%	41.4%	0.0%	5,020	4,235
SOUTH PERTH	4,145	1,950	1,972	306	8,373	49.5%	23.3%	23.6%	3.7%	3,871	6,095
STIRLING	9,953	8,949	6,516	2,095	27,513	36.2%	32.5%	23.7%	7.6%	19,357	18,902
SUBIACO	2,758	1,923	581	0	5,262	52.4%	36.5%	11.0%	0.0%	2,051	4,681
SWAN	11,855	8,344	2,838	4,628	27,665	42.9%	30.2%	10.3%	16.7%	18,178	20,199
VICTORIA PARK	4,211	1,303	1,896	0	7,410	56.8%	17.6%	25.6%	0.0%	3,348	5,514
VINCENT	2,514	1,537	2,351	0	6,402	39.3%	24.0%	36.7%	0.0%	3,596	4,051
WANNEROO	6,538	1,919	6,709	724	15,890	41.1%	12.1%	42.2%	4.6%	20,741	8,457
Region	153,772	97,967	68,409	39,184	359,332	42.8%	27.3%	19.0%	10.9%	215,947	251,302
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13 Metropolitan Road Group

Appendix 9

COUNCIL	Number All Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	14	2,415	890	313	0	104	129
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	211	0
CLAREMONT	0	0	0	0	0	0	2,471
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'S	10	3,308	3,202	0	0	297	478
JOONDALUP	25	3,234	0	0	220	224	0
KALAMUNDA	4	67	137	0	0	6	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	617	666	0	0	23	0
NEDLANDS	0	0	0	0	0	0	0
PEPPERMINT GROVE	0	0	0	0	0	0	0
PERTH	7	1,014	0	0	448	0	0
ROCKINGHAM	1	688	0	0	0	0	0
SERPENTINE JARRAHDALE	11	1,295	451	36	0	39	0
SOUTH PERTH	2	255	0	0	0	0	0
STIRLING	5	473	0	0	468	0	0
SUBIACO	1	129	0	0	0	0	0
SWAN	26	2,911	3,022	682	160	232	0
VICTORIA PARK	0	0	0	0	0	0	0
VINCENT	3	214	0	0	286	0	0
WANNEROO	6	795	0	0	0	0	0
Region	132	20,202	9,439	1,030	1,581	1,136	3,078
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13

Metropolitan Road Group

Appendix 9

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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	3,051	1,479	4,746	629	1.56	0.43
BASSENDERAN	774	5	2,728	0	3.53	0.00
BAYSWATER	2,878	2	6,023	0	2.09	0.00
BELMONT	1,864	3	7,147	0	3.83	0.00
CAMBRIDGE	1,424	15	5,308	0	3.73	0.00
CANNING	4,524	23	11,131	0	2.46	0.00
CLAREMONT	362	3	5,736	0	15.83	0.00
COCKBURN	4,125	1,238	8,089	247	1.96	0.20
COTTESLOE	362	0	1,579	0	4.37	0.00
EAST FREMANTLE	292	0	1,646	0	5.64	0.00
FREMANTLE	1,430	0	8,437	0	5.90	0.00
GOSNELLS	4,584	715	10,828	856	2.36	1.20
JOONDALUP	7,902	45	18,115	0	2.29	0.00
KALAMUNDA	3,055	1,005	6,534	1,947	2.14	1.94
KWINANA	1,679	908	4,006	1,166	2.39	1.28
MELVILLE	4,076	0	15,727	0	3.86	0.00
MOSMAN PARK	293	10	1,045	0	3.57	0.00
MUNDARING	1,850	1,921	4,583	1,872	2.48	0.97
NEDLANDS	1,046	0	5,141	0	4.92	0.00
PEPPERMINT GROVE	74	0	381	0	5.13	0.00
PERTH	997	0	26,931	0	27.01	0.00
ROCKINGHAM	5,253	1,493	13,802	2,015	2.63	1.35
SERPENTINE JARRAHDALE	580	2,662	1,244	2,782	2.14	1.05
SOUTH PERTH	1,573	0	6,095	0	3.87	0.00
STIRLING	8,070	0	18,902	0	2.34	0.00
SUBIACO	760	0	4,681	0	6.16	0.00
SWAN	4,959	3,396	14,475	5,185	2.92	1.53
VICTORIA PARK	1,403	0	5,514	0	3.93	0.00
VINCENT	1,351	0	4,051	0	3.00	0.00
WANNEROO	8,105	1,183	7,313	1,144	0.90	0.97
Region	78,693	16,105	231,938	17,843	2.95	1.11
State	115,662	138,709	314,822	106,553	2.72	0.77

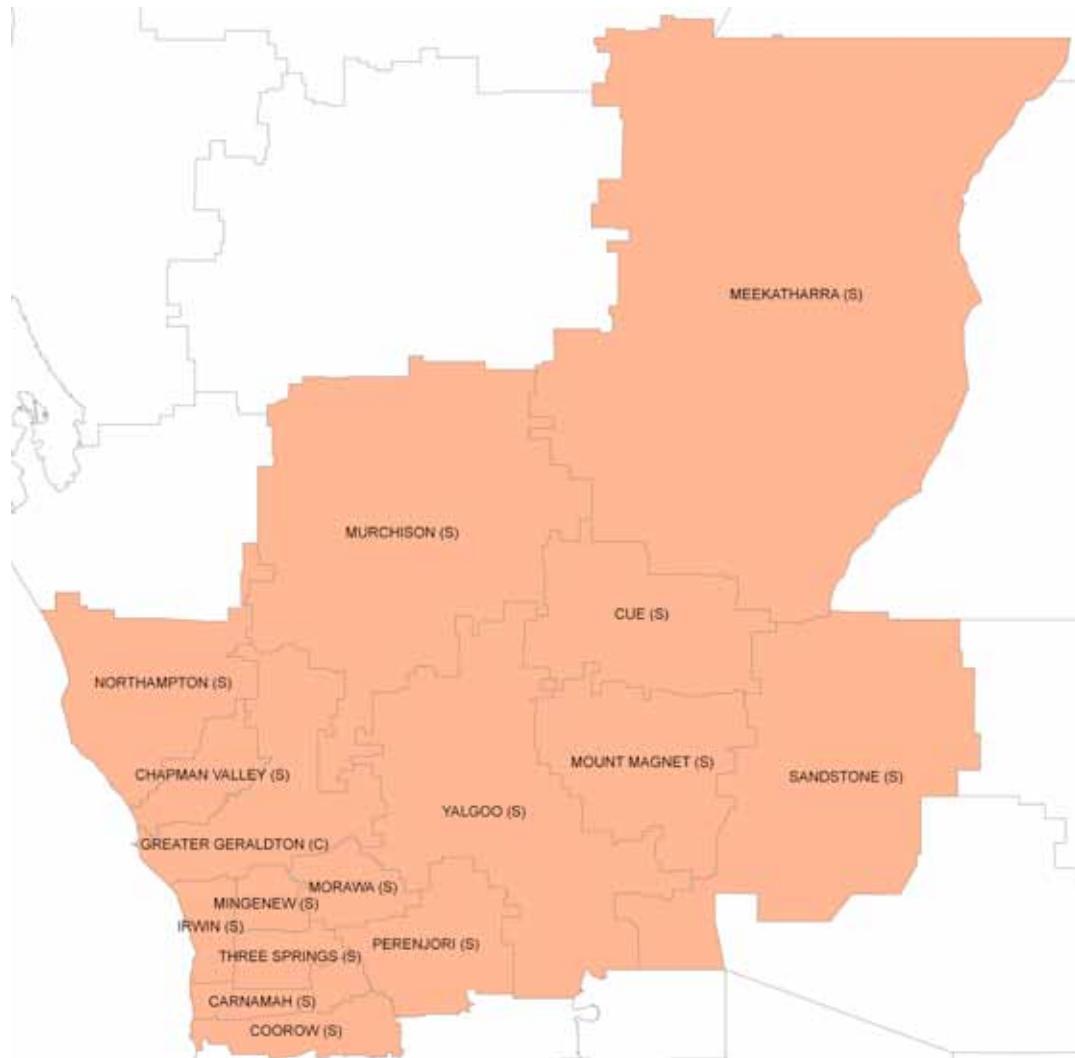
APPENDIX

10

MID WEST REGION

2012-2013

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



Road Assets & Expenditure Indicators 2012-13

Mid West Road Group

COUNCIL	Indicators				
	[1]	[2]	[3]	[4]	[5]
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
CARNAMAH	0.51	3.5%	195%	1.24	
CHAPMAN VALLEY	0.62	3.9%	2%	0.85	
COOROW	0.53	3.6%	60%	0.66	
CUE	0.69	4.4%	1%	0.43	
GREATER GERALDTON	0.55	5.8%	102%	0.59	
IRWIN	0.67	3.1%	89%	0.81	
MEEKATHARRA	0.53	5.0%	19%	-0.35	
MINGEENEW	0.50	3.0%	182%	1.28	
MORAWA	0.48	4.2%	127%	0.72	
MOUNT MAGNET	0.55	4.6%	51%	0.58	
MURCHISON	0.52	5.8%	545%	1.33	
NORTHAMPTON	0.52	3.5%	22%	0.37	
PERENJORI	0.62	4.2%	64%	0.57	
SANDSTONE	0.55	5.5%	12%	1.37	
THREE SPRINGS	0.49	3.8%	29%	0.43	
YALGOO	0.53	4.9%	162%	0.76	
Region	0.55	3.6%	72%	0.61	
State	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13 Mid West Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	2,669	606	23%	77%	31%	1100
CHAPMAN VALLEY	1,833	346	19%	71%	17%	287
COOROW	2,511	437	17%	64%	15%	402
CUE	841	256	30%	78%	15%	874
GREATER GERALDTON	16,606	7,442	45%	36%	29%	188
IRWIN	2,496	1,038	42%	42%	32%	282
MEEKATHARRA	7,232	738	10%	53%	16%	494
MINGE NEW	4,419	898	20%	73%	69%	1844
MORAWA	1,705	442	26%	67%	19%	487
MOUNT MAGNET	861	292	34%	22%	16%	418
MURCHISON	4,539	656	14%	17%	26%	5248
NORTHAMPTON	2,613	1,280	49%	67%	27%	386
PERENJORI	2,453	687	28%	99%	21%	745
SANDSTONE	1,618	639	39%	12%	31%	5605
THREE SPRINGS	1,174	449	38%	85%	26%	709
YALGOO	2,882	689	24%	59%	34%	1577
Region	56,452	16,895	30%	50%	26%	305
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13 Mid West Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CARNAMAH	1	12	161	342	73	54	642	0.4	1.2	9.0
CHAPMAN VALLEY	0	4	131	381	246	102	863	1.5	0.0	0.0
COOROW	1	20	197	511	64	63	856	8.6	2.1	2.2
CUE	0	6	100	192	362	86	746	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	0.5	10.4
MEEKATHARRA	0	12	12	1,328	469	669	2,491	5.0	6.2	1.3
MINGENEW	0	10	134	264	28	20	456	2.2	12.8	1.1
MORAWA	0	13	126	484	294	52	969	13.4	0.0	0.0
MOUNT MAGNET	0	15	12	230	183	181	620	1.1	6.8	1.8
MURCHISON	0	0	11	165	1,313	383	1,872	0.0	0.0	0.0
NORTHHAMPTON	14	33	229	491	272	29	1,068	36.1	36.1	19.0
PERENJORI	0	5	240	849	297	47	1,439	0.4	0.0	1.3
SANDSTONE	0	4	5	302	415	242	968	0.3	0.0	0.7
THREE SPRINGS	0	7	137	490	72	0	707	0.5	4.8	0.9
YALGOO	0	2	107	323	675	73	1,180	0.5	0.0	0.0
Region	156	323	2,236	7,596	4,978	2,121	17,411	122	80	177
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13

Mid West Road Group

COUNCIL	Road Expenditure \$000s				Road Expenditure				
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CARNAMAH	418	1,887	344	20	2,669	15,170	7,258	1,011	270
CHAPMAN VALLEY	5	38	1,076	344	1,463	579	118	2,853	1,412
COOROW	258	781	862	30	1,931	6,240	2,238	1,689	462
CUE	6	0	707	128	841	511	0	3,692	355
GREATER GERALDTON	5,010	416	1,519	111	7,056	7,736	294	1,631	713
IRWIN	1,160	169	302	2	1,633	17,206	736	1,174	120
MEEKATHARRA	61	0	3,558	434	4,053	1,427	0	2,679	924
MINGENEW	147	1,775	183	15	2,120	7,056	8,815	807	892
MORAWA	413	761	449	71	1,694	12,096	3,970	928	242
MOUNT MAGNET	229	0	305	93	627	7,480	0	1,326	510
MURCHISON	0	504	1,176	759	2,439	0	23,271	7,269	583
NORTHAMPTON	250	209	810	274	1,543	2,576	453	1,662	1,010
PERENJORI	77	1,041	1,187	101	2,406	7,392	2,189	1,404	345
SANDSTONE	33	7	1,392	186	1,618	3,853	541	4,607	450
THREE SPRINGS	55	256	660	20	991	4,311	1,061	1,346	281
YALGOO	82	1,275	315	422	2,094	12,261	6,866	1,013	631
Region	8,204	9,119	14,845	3,010	35,178	7,681	2,138	1,978	616
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13
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	460	2,209	0	0	2,669	17.2%	82.8%	0.0%	0.0%	2,145	2,669
CHAPMAN VALLEY	743	1,090	0	0	1,833	40.5%	59.5%	0.0%	0.0%	2,155	1,833
COOROW	879	1,052	580	0	2,511	35.0%	41.9%	23.1%	0.0%	2,928	1,931
CUE	241	600	0	0	841	28.7%	71.3%	0.0%	0.0%	1,972	841
GREATER GERALDTON	3,398	3,692	7,889	1,627	16,606	20.5%	22.2%	47.5%	9.8%	12,035	7,090
IRWIN	479	1,154	136	727	2,496	19.2%	46.2%	5.4%	29.1%	2,005	1,633
MEEKATHARRA	2,419	1,634	0	3,179	7,232	33.4%	22.6%	0.0%	44.0%	4,047	-1,412
MINGENNEW	506	1,614	2,299	0	4,419	11.5%	36.5%	52.0%	0.0%	1,657	2,120
MORAWA	514	1,180	0	11	1,705	30.1%	69.2%	0.0%	0.6%	2,353	1,694
MOUNT MAGNET	506	121	64	170	861	58.8%	14.1%	7.4%	19.7%	1,083	627
MURCHISON	876	1,563	2,100	0	4,539	19.3%	34.4%	46.3%	0.0%	1,504	1,999
NORTHHAMPTON	1,269	274	1,040	30	2,613	48.6%	10.5%	39.8%	1.1%	4,117	1,543
PERENJORI	667	1,739	0	47	2,453	27.2%	70.9%	0.0%	1.9%	4,249	2,406
SANDSTONE	433	1,185	0	0	1,618	26.8%	73.2%	0.0%	0.0%	1,178	1,618
THREE SPRINGS	321	670	183	0	1,174	27.3%	57.1%	15.6%	0.0%	2,301	991
YALGOO	857	1,237	788	0	2,882	29.7%	42.9%	27.3%	0.0%	2,346	1,779
Region	14,568	21,014	15,079	5,791	56,452	25.8%	37.2%	26.7%	10.3%	48,075	29,362
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13

Mid West Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
CARNAMAH	[1] 2	[2] 299	[3] 0	[4] 0	[5] 0	[6] 0	[8] 0
CHAPMAN VALLEY	3	502	0	0	0	0	0
COOROW	2	472	0	0	0	0	370
CUE	0	0	0	0	0	0	321
GREATER GERALDTON	7	2,199	0	141	0	0	0
IRWIN	2	464	0	89	0	0	0
MEEKATHARRA	0	0	0	0	0	0	0
MINGENEW	5	1,351	0	0	0	0	0
MORAWA	0	0	0	0	0	0	0
MOUNT MAGNET	0	0	0	0	0	0	0
MURCHISON	1	356	0	0	0	0	0
NORTHAMPTON	0	0	0	0	0	0	0
PERENJORI	0	0	0	0	0	0	0
SANDSTONE	0	0	0	0	0	0	0
THREE SPRINGS	2	300	0	0	0	0	0
YALGOO	0	0	0	0	0	0	0
Region	24	5,943	0	230	0	404	2,643
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Mid West Road Group

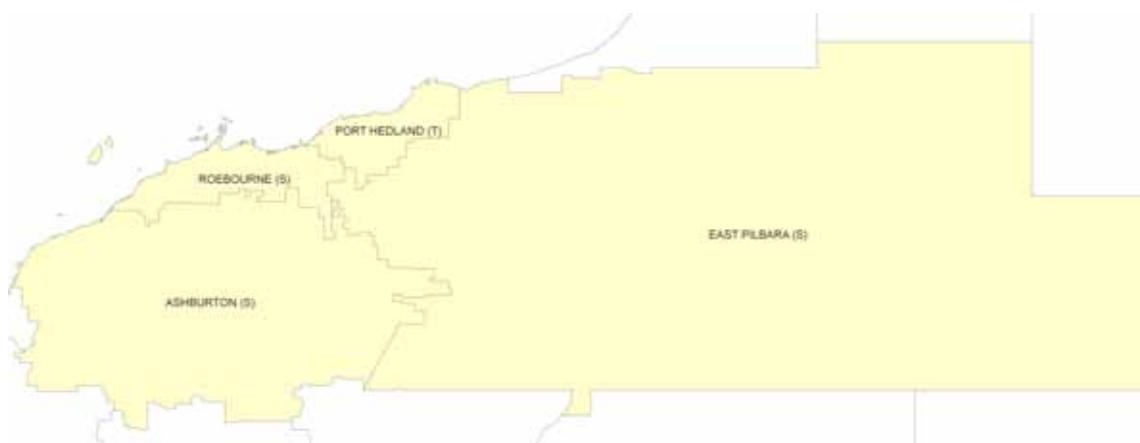
COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	96	910	418	1,887	4.33	2.07
CHAPMAN VALLEY	30	828	5	38	0.17	0.05
COOROW	145	1,222	258	781	1.78	0.64
CUE	41	788	6	0	0.15	0.00
GREATER GERALDTON	2,267	3,639	5,010	416	2.21	0.11
IRWIN	236	804	1,160	169	4.92	0.21
MEEKATHARRA	150	80	61	0	0.41	0.00
MINGENEW	73	689	147	1,775	2.02	2.58
MORAWA	120	671	413	761	3.46	1.13
MOUNT MAGNET	107	90	229	0	2.14	0.00
MURCHISON	0	72	0	504	0.00	7.03
NORTHAMPTON	340	1,615	250	209	0.74	0.13
PERENJORI	36	1,654	77	1,041	2.11	0.63
SANDSTONE	30	35	33	7	1.10	0.20
THREE SPRINGS	45	845	55	256	1.23	0.30
YALGOO	23	642	82	1,275	3.50	1.99
Region	3,739	14,582	8,204	9,119	2.19	0.63
State	115,662	138,709	314,822	106,553	2.72	0.77

APPENDIX

11

PILBARA REGION 2012-2013

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



Road Assets & Expenditure Indicators 2012-13

COUNCIL	Indicators				
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance	
[1]	[2]	[3]	[4]	[5]	
ASHBURTON	0.49	4.0%	18%	0.47	
EAST PILBARA	0.57	4.2%	70%	0.52	
PORT HEDLAND	0.64	2.9%	82%	1.57	
ROEBOURNE	0.49	2.7%	74%	1.10	
Region	0.54	3.5%	69%	0.83	
State	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13 Pilbara Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
				[4]	[5]	[6]
ASHBURTON	5,858	1,671	29%	39%	20%	154
EAST PILBARA	8,542	907	11%	43%	9%	71
PORT HEDLAND	6,315	3,539	56%	23%	30%	216
ROEBOURNE	6,634	4,425	67%	19%	26%	178
Region Average	27,349	10,542	39%	29%	22%	162
State Average	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13 Pilbara 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	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	21	40	55	1,183	604	264	2,168	22.5	0.0	24.0
EAST PILBARA	14	30	69	1,629	912	393	3,048	56.6	0.0	19.2
PORT HEDLAND	27	89	50	150	136	188	639	58.6	0.0	31.7
ROEBOURNE	81	92	40	216	129	40	598	62.5	0.0	16.8
Region	144	251	214	3,178	1,781	886	6,453	200	0	92
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13 Pilbara Road Group

COUNCIL	Road Expenditure \$000s				Road Expenditure				Formed Roads \$ per km
	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]	[10]
ASHBURTON	960	0	1,163	379	2,502	7,053	0	984	627
EAST PILBARA	1,727	561	1,952	1,952	6,192	17,240	3,829	1,198	2,141
PORT HEDLAND	3,883	851	138	225	5,097	15,764	7,863	915	1,659
ROEBOURNE	4,038	0	846	81	4,965	11,142	0	3,939	627
Region	10,608	1,412	4,099	2,637	18,756	12,553	3,226	1,290	1,481
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13

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	2,268	234	2,542	814	5,858	38.7%	4.0%	43.4%	13.9%	5,349	2,502
EAST PILBARA	2,983	3,209	2,350	0	8,542	34.9%	37.6%	27.5%	0.0%	6,985	3,621
PORT HEDLAND	3,270	2,967	76	2	6,315	51.8%	47.0%	1.2%	0.0%	3,762	5,889
ROEBOURNE	2,960	2,288	0	1,386	6,634	44.6%	34.5%	0.0%	20.9%	4,729	5,205
Region Average	11,481	8,698	4,968	2,202	27,349	42.0%	31.8%	18.2%	8.1%	20,824	17,217
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13

Pilbara Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	2	434	0	0	0	0	0
EAST PILBARA	0	0	0	0	0	0	0
PORT HEDLAND	4	311	0	0	0	1,140	2
ROEBOURNE	13	1,264	0	0	0	283	0
Region	19	2,008	0	0	0	1,423	2
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Pilbara Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per Sq m [7]
	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]	
ASHBURTON	476	328	960	0	2.02
EAST PILBARA	351	513	1,727	561	4.93
PORT HEDLAND	862	379	3,883	851	4.50
ROEBOURNE	1,268	312	4,038	0	3.18
Region	2,958	1,532	10,608	1,412	3.59
State	115,662	138,709	314,822	106,553	2.72
					0.77

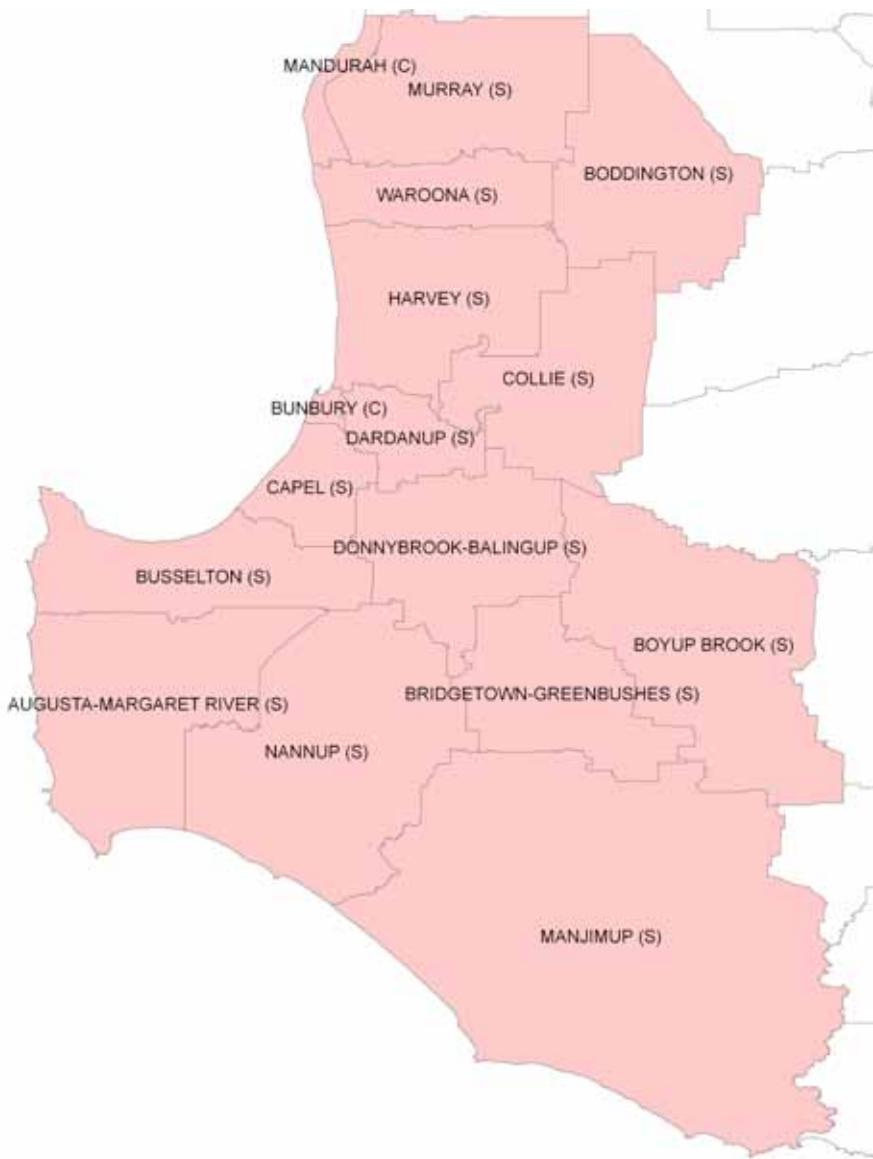
APPENDIX

12

SOUTH WEST REGION

2012-2013

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



Road Assets & Expenditure Indicators 2012-13
South West Road Group

COUNCIL [1]	Indicators				
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]	
AUGUSTA MARGARET RIVER	0.56	2.6%	46%	0.53	
BODDINGTON	0.46	3.1%	40%	0.47	
BOYUP BROOK	0.38	3.2%	42%	0.42	
BRIDGETOWN GREENBUSHES	0.43	3.0%	21%	0.29	
BUNBURY	0.62	1.8%	88%	1.21	
BUSSELTON	0.55	2.4%	48%	0.83	
CAPEL	0.65	2.5%	44%	0.66	
COLLIE	0.47	2.7%	79%	0.88	
DARDANUP	0.64	2.1%	114%	1.48	
DONNYBROOK-BALINGUP	0.47	2.7%	40%	0.48	
HARVEY	0.59	2.5%	63%	0.61	
MANDURAH	0.67	2.0%	58%	0.64	
MANJIMUP	0.43	2.9%	50%	0.67	
MURRAY	0.53	2.5%	55%	0.70	
NANNUP	0.47	3.0%	7%	0.53	
WAROONA	0.56	2.9%	40%	0.51	
Region	0.55	2.5%	55%	0.70	
State	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13
South West Regional Road Group

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's Own Resources \$000s [3]	% of Total Road Expenditure [4]	% Revenue Capacity needed to meet net road preservation needs [5]	% of Revenue Capacity spent on roads [6]	Expenditure \$ per person [7]
AUGUSTA MARGARET RIVER	4,551	1,996	44%	51%	20%	159
BODDINGTON	1,446	401	28%	49%	18%	172
BOYUP BROOK	1,674	498	30%	116%	21%	305
BRIDGETOWN GREENBUSHIES	2,204	672	30%	76%	17%	149
BUNBURY	11,840	6,896	58%	22%	34%	208
BUSSELTON	12,354	5,849	47%	35%	26%	180
CAPEL	3,156	2,328	74%	37%	29%	151
COLLIE	3,273	1,514	46%	41%	24%	161
DARDANUP	6,476	2,177	34%	39%	31%	167
DONNYBROOK-BALINGUP	3,977	1,220	31%	79%	29%	221
HARVEY	7,307	3,999	55%	37%	29%	162
MANDURAH	13,117	6,877	52%	21%	16%	90
MANJIMUP	5,835	1,647	28%	71%	20%	174
MURRAY	4,567	2,019	44%	42%	20%	131
NANNUP	8,008	638	8%	111%	32%	486
WAROONA	1,621	724	45%	58%	21%	196
Region	91,406	39,455	43%	39%	24%	151
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13
South West Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
AUGUSTA MARGARET RIVER	81	28	395	338	47	9	897	15.0	27.0	67.0
BODDINGTON	0	10	76	162	8	0	257	2.6	8.9	1.9
BOYUP BROOK	0	11	201	420	378	15	1,025	8.5	6.0	4.7
BRIDGETOWN GREENBUSHES	8	21	218	431	17	19	713	11.7	0.4	5.9
BUNBURY	146	121	52	2	0	0	321	58.7	0.8	136.0
BUSSELTON	188	68	577	226	22	7	1,089	36.8	12.3	67.2
CAPEL	53	31	226	155	10	17	493	18.2	3.4	23.5
COLLIE	14	56	175	133	1	6	385	40.0	7.0	7.4
DARDANUP	62	15	197	92	12	28	405	3.3	2.2	39.4
DONNYBROOK-BALINGUP	7	21	248	347	28	16	668	10.3	1.6	9.1
HARVEY	72	44	437	277	17	1	848	9.1	3.7	61.8
MANDURAH	404	177	78	5	3	0	666	437.6	14.8	22.0
MANJIMUP	8	61	442	709	66	19	1,305	22.9	0.0	18.6
MURRAY	47	55	350	191	31	0	674	71.4	0.0	23.8
NANNUP	0	7	200	248	17	14	486	7.9	0.1	10.0
WAROONA	2	28	227	75	6	5	343	13.8	0.0	2.0
Region	1,093	752	4,100	3,809	663	156	10,574	768	88	500
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13 South West Road Group

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
AUGUSTA MARGARET RIVER	574	2,180	568	33	3,355	2,751	2,983	2,202	1,940
BODDINGTON	107	619	76	1	803	4,527	3,852	892	2,893
BOYUP BROOK	95	568	660	222	1,545	3,222	1,799	1,623	607
BRIDGETOWN GREENBUSHEES	391	398	448	51	1,288	6,383	971	1,110	3,548
BUNBURY	6,862	0	0	0	6,862	11,660	0	0	0
BUSSELTON	3,630	3,639	233	15	7,517	7,022	3,061	2,906	7,002
CAPEL	1,075	651	567	30	2,323	6,651	1,660	3,812	3,067
COLLIE	1,745	1,021	230	0	2,996	10,372	3,011	1,741	231
DARDANUP	805	3,210	378	20	4,413	5,234	9,226	5,526	5,377
DONNYBROOK-BALINGUP	638	655	695	17	2,005	11,231	1,474	2,091	966
HARVEY	1,739	1,594	762	27	4,122	7,202	2,033	2,750	1,592
MANDURAH	6,793	0	0	0	6,793	5,565	0	0	0
MANJIMUP	177	2,478	1,313	62	4,030	1,119	3,199	2,100	1,787
MURRAY	894	2,820	400	33	4,147	4,251	3,781	3,907	4,643
NANNUP	0	110	431	19	560	0	313	1,749	1,115
WAROONA	510	555	207	6	1,278	8,057	1,427	2,778	942
Region	26,035	20,498	6,968	536	54,037	6,711	2,639	2,203	1,500
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

**Expenditure by Work Categories 2012-13
South West Regional Road Group**

COUNCIL	Expenditure on Roads - \$000s						% Road Expenditure Spent on			Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA MARGARET RIVER	2,134	1,302	907	208	4,551	46.9%	28.6%	19.9%	4.6%	6,461	3,436
BODDINGTON	906	40	37	463	1,446	62.7%	2.8%	2.6%	32.0%	1,373	647
BOYUP BROOK	853	743	78	0	1,674	51.0%	44.4%	4.7%	0.0%	3,809	1,596
BRIDGETOWN GREENBUSHES	1,080	242	855	27	2,204	49.0%	11.0%	38.8%	1.2%	3,958	1,147
BUNBURY	3,572	3,326	1,640	3,302	11,840	30.2%	28.1%	13.9%	27.9%	5,717	6,898
BUSSELTON	6,069	2,139	2,718	1,428	12,354	49.1%	17.3%	22.0%	11.6%	9,855	8,208
CAPEL	1,944	494	718	0	3,156	61.6%	15.7%	22.8%	0.0%	3,670	2,438
COLLIE	1,080	1,964	229	0	3,273	33.0%	60.0%	7.0%	0.0%	3,316	2,922
DARDANUP	1,764	3,449	1,138	125	6,476	27.2%	53.3%	17.6%	1.9%	3,533	5,213
DONNYBROOK-BALINGUP	1,144	981	1,815	37	3,977	28.8%	24.7%	45.6%	0.9%	4,403	2,125
HARVEY	1,808	2,349	2,958	192	7,307	24.7%	32.1%	40.5%	2.6%	6,675	4,057
MANDURAH	4,217	2,614	1,677	4,609	13,117	32.1%	19.9%	12.8%	35.1%	10,654	6,831
MANJIMUP	2,465	2,917	75	378	5,835	42.2%	50.0%	1.3%	6.5%	7,979	5,382
MURRAY	2,430	1,788	50	299	4,567	53.2%	39.2%	1.1%	6.5%	5,679	3,969
NANNUP	592	978	6,438	0	8,008	7.4%	12.2%	80.4%	0.0%	2,941	1,570
WAROONA	850	428	343	0	1,621	52.4%	26.4%	21.2%	0.0%	2,518	1,278
Region	32,908	25,754	21,676	11,068	91,406	36.0%	28.2%	23.7%	12.1%	82,541	57,717
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13
South West Road Group

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA MARGARET RIVER	18	15	1,787	467	0	81	0
BODDINGTON	5	0	1,206	0	0	143	0
BOYUP BROOK	18	0	3,619	823	0	51	0
BRIDGETOWN GREENBUSHES	16	122	2,106	425	0	34	0
BUNBURY	1	655	0	0	0	36	0
BUSSELTON	37	637	2,394	1,204	0	691	0
CAPEL	12	464	1,055	254	0	115	0
COLLIE	7	154	1,408	97	0	48	0
DARDANUP	20	990	1,576	256	0	800	0
DONNYBROOK-BALINGUP	35	418	3,108	1,774	0	120	114
HARVEY	19	2,295	1,889	285	0	35	0
MANDURAH	19	5,085	1,703	0	0	38	0
MANJIMUP	46	348	3,405	1,665	0	1,352	0
MURRAY	20	1,352	1,860	1,067	0	71	0
NANNUP	14	688	387	841	0	1,010	0
WAROONA	1	0	341	0	0	0	0
Region	288	13,224	27,843	9,157	0	4,625	114
State	938	64,749	74,038	24,104	2,416	10,714	7,258

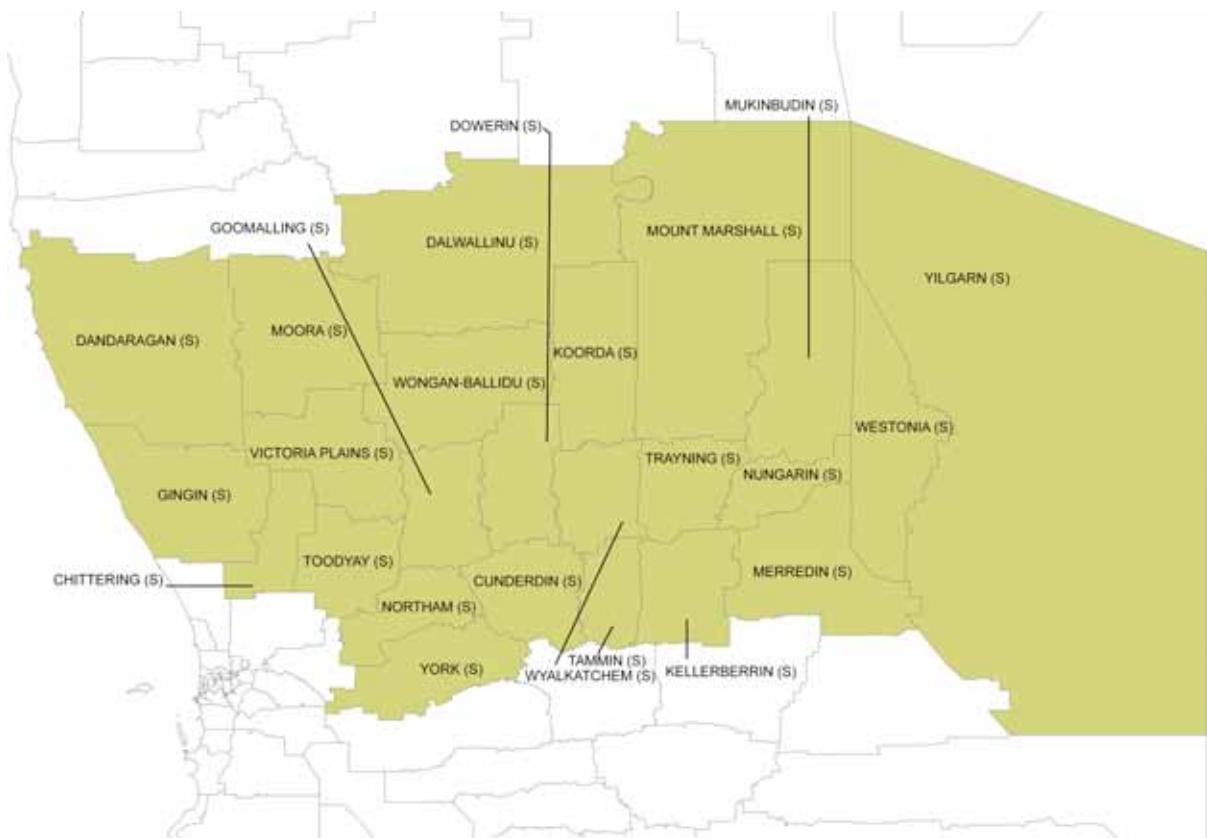
Sealed Road Area Statistics and Expenditure 2012-13
South West Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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	730	2,286	574	2,180	0.79	0.95
BODDINGTON	83	480	107	619	1.29	1.29
BOYUP BROOK	103	1,048	95	568	0.92	0.54
BRIDGETOWN GREENBUSHES	214	1,299	391	398	1.82	0.31
BUNBURY	2,060	370	6,862	0	3.33	0.00
BUSSELTON	1,809	3,518	3,630	3,639	2.01	1.03
CAPEL	566	1,373	1,075	651	1.90	0.47
COLLIE	589	1,187	1,745	1,021	2.96	0.86
DARDANUP	538	1,153	805	3,210	1.50	2.78
DONNYBROOK-BALINGUP	199	1,462	638	655	3.21	0.45
HARVEY	845	2,745	1,739	1,594	2.06	0.58
MANDURAH	4,272	580	6,793	0	1.59	0.00
MANJIMUP	554	2,469	177	2,478	0.32	1.00
MURRAY	736	2,190	894	2,820	1.21	1.29
NANNUP	58	1,229	0	110	0.00	0.09
WAROONA	222	1,361	510	555	2.30	0.41
Region	13,578	24,749	26,035	20,498	1.92	0.83
State	115,662	138,709	314,822	106,553	2.72	0.77

APPENDIX 13

WHEATBELT NORTH REGION 2012-2013

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



Road Assets & Expenditure Indicators 2012-13

Wheatbelt North Road Group

COUNCIL	[1]	[2]	Indicators			Preservation Performance
			Road Asset Consumption	Road Asset Sustainability	[4]	[5]
CHITTERING	0.56	3.2%	47%	0.55		
CUNDERDIN	0.35	3.6%	58%	0.47		
DALWALLINU	0.54	3.9%	36%	0.42		
DANDARAGAN	0.50	3.5%	51%	0.53		
DOWERIN	0.46	4.0%	88%	0.61		
GINGIN	0.49	3.2%	64%	0.80		
GOOMALLING	0.46	3.5%	75%	1.06		
KELLERBERRIN	0.39	3.6%	138%	0.78		
KORDA	0.45	4.0%	48%	0.39		
MERREDIN	0.54	3.5%	81%	0.55		
MOORA	0.28	3.3%	52%	0.47		
MOUNT MARSHALL	0.53	4.3%	70%	0.52		
MUKINBUDIN	0.31	4.0%	98%	0.57		
NORTHAM (S)	0.44	5.6%	94%	0.73		
NUNGARIN	0.37	4.1%	122%	0.87		
TAMMIN	0.40	4.0%	60%	0.64		
TOODYAY	0.47	2.8%	40%	0.73		
TRAYNING	0.39	4.0%	280%	1.16		
VICTORIA PLAINS	0.41	3.7%	32%	0.43		
WESTONIA	0.40	4.3%	17%	0.38		
WONGAN BALLIDU	0.31	3.9%	51%	0.52		
WYALKATCHEM	0.44	4.0%	82%	0.53		
YILGARN	0.53	4.7%	53%	0.48		
YORK	0.51	3.0%	53%	0.48		
Region	0.45	3.6%	63%	0.59		
State	0.58	2.6%	70%	0.84		

Expenditure from Councils' Own Resources 2012-13 Wheatbelt North Regional Road Group

Appendix 13

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CHITTERING	2,093	548	26%	70%	15%	117
CUNDERDIN	2,098	71	3%	95%	3%	53
DALWALLINU	3,380	1,134	34%	115%	30%	866
DANDARAGAN	2,801	1,011	36%	72%	19%	304
DOWERIN	1,563	426	27%	96%	23%	615
GINGIN	4,309	1,248	29%	62%	18%	251
GOOMALLING	2,521	1,562	62%	79%	87%	1551
KELLERBERRIN	4,625	272	6%	86%	11%	222
KORDA	1,748	408	23%	88%	18%	917
MERREDIN	2,716	535	20%	87%	13%	161
MOORA	2,368	719	30%	97%	22%	281
MOUNT MARSHALL	2,218	195	9%	101%	7%	403
MUKINBUDIN	1,620	398	25%	101%	19%	788
NORTHAM (S)	4,853	2,538	52%	51%	31%	228
NUNGARIN	1,423	441	31%	80%	35%	1885
TAMMIN	991	278	28%	86%	21%	670
TODOYAY	3,294	1,754	53%	69%	45%	380
TRAYNING	2,830	158	6%	107%	10%	449
VICTORIA PLAINS	1,746	597	34%	128%	31%	641
WESTONIA	978	138	14%	107%	9%	493
WONGAN BALLIDU	2,645	879	33%	87%	29%	586
WYALKATCHEM	1,228	200	16%	98%	12%	374
YILGARN	3,557	1,082	30%	64%	24%	652
YORK	2,361	896	38%	77%	25%	258
Region	59,966	17,488	29%	81%	23%	343
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13

Wheatbelt North Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
CHITTERING	0	1	281	143	3	6	434	2.2	14.5	3.9
CUNDERDIN	1	17	231	369	154	11	783	7.5	0.0	0.0
DALWALLINU	1	21	456	1,069	337	34	1,918	6.9	0.0	4.5
DANDARAGAN	14	32	339	787	13	10	1,195	13.2	2.9	15.7
DOWERIN	1	6	165	509	192	66	939	6.7	5.8	1.0
GINGIN	17	63	396	353	26	17	872	9.1	0.0	7.5
GOOMALLING	0	7	104	386	81	5	583	8.7	5.0	7.0
KELLERBERRIN	1	17	212	412	293	7	940	26.1	11.7	14.4
KOORDA	0	7	242	476	304	36	1,065	4.3	6.3	0.1
MERREDIN	7	40	368	562	287	23	1,288	26.3	46.4	5.1
MOORA	4	19	301	489	107	20	940	3.8	18.6	4.5
MOUNT MARSHALL	0	8	291	709	683	25	1,716	1.4	0.2	4.6
MUKINBUDIN	0	9	178	579	129	14	908	7.5	4.8	1.1
NORTHAM (S)	15	66	371	250	47	3	753	36.8	0.1	2.7
NUNGARIN	0	3	103	364	23	17	510	1.8	3.0	0.0
TAMMIN	0	6	126	261	85	18	495	0.0	4.5	4.0
TOODYAY	1	11	274	285	28	26	626	1.9	0.5	7.4
TRAYNING	0	9	139	541	43	19	751	6.2	2.5	0.0
VICTORIA PLAINS	0	7	237	420	122	23	809	3.3	0.8	0.3
WESTONIA	0	3	128	517	209	26	883	1.3	2.8	2.0
WONGAN BALLIDU	3	18	321	464	497	19	1,322	5.6	0.0	4.3
WYALKATCHEM	0	11	133	494	61	26	724	1.3	0.2	0.8
YILGARN	0	14	245	665	1,392	398	2,714	0.4	6.4	4.8
YORK	2	36	254	207	151	17	667	19.1	36.2	3.0
Region	68	430	5,896	11,312	5,264	865	23,834	201	173	99
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13

Wheatbelt North Road Group

Appendix 13

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]
CHITTERING	277	953	477	6	1,713	105,871	1,682	3,337	2,128
CUNDERDIN	385	623	375	52	1,435	7,720	1,491	1,052	367
DALWALLINU	378	737	1,235	114	2,464	7,028	1,053	1,181	365
DANDARAGAN	601	874	1,319	7	2,801	5,857	1,366	1,677	508
DOWERIN	225	880	402	56	1,563	11,580	3,063	797	296
GINGIN	715	2,331	1,225	15	4,286	4,363	2,879	3,742	1,774
GOOMALLING	225	551	1,205	94	2,075	14,058	3,084	3,130	1,155
KELLERBERRIN	286	1,689	285	52	2,312	6,317	5,114	693	179
KOORDA	166	598	383	83	1,230	7,450	1,570	808	275
MERREDIN	727	1,628	352	9	2,716	5,496	2,599	627	31
MOORA	729	755	374	62	1,920	12,977	1,422	766	582
MOUNT MARSHALL	38	1,188	498	489	2,213	2,019	2,348	702	716
MUKINBUDIN	204	856	494	66	1,620	9,844	2,723	870	536
NORTHAM (S)	1,569	774	650	346	3,339	68,955	1,156	2,888	7,836
NUNGARIN	0	511	882	30	1,423	0	4,206	2,425	1,318
TAMMIN	121	381	432	57	991	9,122	1,923	1,689	701
TOODYAY	505	528	938	20	1,991	18,840	1,073	3,303	740
TRAYNING	38	2,316	457	19	2,830	1,623	9,980	855	435
VICTORIA PLAINS	51	799	451	63	1,364	3,105	1,571	1,299	772
WESTONIA	10	125	752	42	929	1,453	497	1,457	201
WONGAN BALLIDU	378	831	579	150	1,938	6,657	1,776	1,254	301
WYALKATCHEM	307	459	445	17	1,228	9,202	2,055	913	323
YILGARN	309	868	322	695	2,194	8,941	1,841	485	499
YORK	666	637	303	117	1,723	8,015	1,506	1,473	778
Region	8,910	21,892	14,835	2,661	48,298	8,686	2,128	1,343	526
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13 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	1,016	727	350	0	2,093	48.5%	34.7%	16.7%	0.0%	3,115	1,708
CUNDERDIN	460	982	656	0	2,098	21.9%	46.8%	31.3%	0.0%	2,964	1,396
DALWALLINU	1,121	1,343	908	8	3,380	33.2%	39.7%	26.9%	0.2%	5,879	2,464
DANDARAGAN	1,101	1,700	0	0	2,801	39.3%	60.7%	0.0%	0.0%	5,239	2,801
DOWERIN	564	999	0	0	1,563	36.1%	63.9%	0.0%	0.0%	2,580	1,563
GINGIN	1,460	2,828	21	0	4,309	33.9%	65.6%	0.5%	0.0%	5,380	4,288
GOOMALLING	1,062	1,072	214	173	2,521	42.1%	42.5%	8.5%	6.9%	2,005	2,134
KELLERBERRIN	427	1,893	0	2,305	4,625	9.2%	40.9%	0.0%	49.8%	2,951	2,310
KOORDA	550	680	0	518	1,748	31.5%	38.9%	0.0%	29.6%	3,041	1,201
MERREDIN	558	2,158	0	0	2,716	20.5%	79.5%	0.0%	0.0%	4,910	2,716
MOORA	859	1,061	448	0	2,368	36.3%	44.8%	18.9%	0.0%	4,075	1,920
MOUNT MARSHALL	755	1,458	5	0	2,218	34.0%	65.7%	0.2%	0.0%	4,270	2,213
MUKINBUDIN	398	1,222	0	0	1,620	24.6%	75.4%	0.0%	0.0%	2,821	1,620
NORTHAM (S)	2,528	1,352	616	357	4,853	52.1%	27.9%	12.7%	7.4%	5,350	3,880
NUNGARIN	782	641	0	0	1,423	55.0%	45.0%	0.0%	0.0%	1,461	1,267
TAMMIN	427	564	0	0	991	43.1%	56.9%	0.0%	0.0%	1,543	991
TOODYAY	1,097	1,557	622	18	3,294	33.3%	47.3%	18.9%	0.5%	3,533	2,588
TRAYNING	422	2,408	0	0	2,830	14.9%	85.1%	0.0%	0.0%	2,434	2,830
VICTORIA PLAINS	826	550	370	0	1,746	47.3%	31.5%	21.2%	0.0%	3,176	1,374
WESTONIA	122	807	49	0	978	12.5%	82.5%	5.0%	0.0%	2,436	929
WONGAN BALLIDU	1,011	927	707	0	2,645	38.2%	35.0%	26.7%	0.0%	3,726	1,938
WYALKATCHEM	346	882	0	0	1,228	28.2%	71.8%	0.0%	0.0%	2,270	1,211
YILGARN	1,302	892	1,363	0	3,557	36.6%	25.1%	38.3%	0.0%	4,555	2,194
YORK	949	813	559	40	2,361	40.2%	34.4%	23.7%	1.7%	3,657	1,762
Region	20,143	29,516	6,888	3,419	59,966	33.6%	49.2%	11.5%	5.7%	83,370	49,298
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

Bridge Statistics and Expenditure 2012-13

Wheatbelt North Road Group

Appendix 13

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]			Expenditure \$'000s		
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	12	280	607	446	0	30	168
CUNDERDIN	5	196	409	37	0	7	0
DALWALLINU	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	0	0
DOWERIN	1	69	0	0	0	0	0
GINGIN	7	33	369	715	0	2	0
GOOMALLING	6	30	753	55	0	59	0
KELLERBERRIN	7	379	149	170	0	8	0
KORDA	0	0	0	0	0	0	0
MERREDIN	4	483	0	0	0	0	0
MOORA	8	1,329	501	0	0	0	0
MOUNT MARSHALL	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0
NORTHAM (S)	27	3,053	3,143	1,009	0	541	0
NUNGARIN	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0
TOODYAY	16	1,740	2,983	107	0	663	0
TRAYNING	0	0	0	0	0	0	0
VICTORIA PLAINS	7	0	812	0	0	12	0
WESTONIA	0	0	0	0	0	0	0
WONGAN BALLIDU	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0
YORK	21	198	3,085	418	0	39	0
Region	122	7,790	13,295	2,958	0	1,361	168
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13

Wheatbelt North Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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	1,983	277	953	30.25	0.48
CUNDERDIN	175	1,421	385	623	2.21	0.44
DALWALLINU	188	2,331	378	737	2.01	0.32
DANDARAGAN	359	2,240	601	874	1.67	0.39
DOWERIN	68	1,000	225	880	3.31	0.88
GINGIN	574	2,684	715	2,331	1.25	0.87
GOOMALLING	56	625	225	551	4.02	0.88
KELLERBERRIN	158	1,156	286	1,689	1.80	1.46
KOORDA	78	1,329	166	598	2.13	0.45
MERRIDIN	463	2,192	727	1,628	1.57	0.74
MOORA	197	1,858	729	755	3.71	0.41
MOUNT MARSHALL	66	1,771	38	1,188	0.58	0.67
MUKINBUDIN	73	1,085	204	856	2.81	0.79
NORTHAM (S)	630	2,078	1,569	774	2.49	0.37
NUNGARIN	16	425	0	511	0.00	1.20
TAMMIN	46	677	121	381	2.61	0.56
TOODYAY	94	1,707	505	528	5.38	0.31
TRAYNING	82	812	38	2,316	0.46	2.85
VICTORIA PLAINS	57	1,501	51	799	0.89	0.53
WESTONIA	24	881	10	125	0.42	0.14
WONGAN BALLIDU	199	1,638	378	831	1.90	0.51
WYALKATCHEM	117	767	307	459	2.63	0.60
YILGARN	121	1,650	309	868	2.55	0.53
YORK	291	1,480	666	637	2.29	0.43
Region	4,141	35,294	8,910	21,892	2.15	0.62
State	115,662	138,709	314,822	106,553	2.72	0.77

APPENDIX

14

WHEAT BELT SOUTH REGION 2012-2013

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



Road Assets & Expenditure Indicators 2012-13
Wheatbelt South Road Group

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
BEVERLEY	0.49	2.7%	31%	0.30
BROOKTON	0.47	3.1%	146%	0.71
BRUCE ROCK	0.44	2.8%	150%	1.08
CORRIGIN	0.31	3.7%	27%	0.24
CUBALLING	0.46	3.1%	54%	0.69
DUMBLEYUNG	0.52	3.9%	53%	0.43
KONDININ	0.41	4.3%	27%	0.21
KULIN	0.46	4.3%	31%	0.37
LAKE GRACE	0.59	4.4%	41%	0.44
NAREMBEEN	0.42	4.1%	29%	0.37
NARROGIN (S)	0.31	3.9%	120%	0.98
NARROGIN (T)	0.55	2.1%	71%	0.58
PINGELLY	0.12	3.3%	90%	0.75
QUAIRADING	0.39	3.4%	94%	0.57
WAGIN	0.60	3.4%	44%	0.51
WANDERING	0.41	3.0%	0%	0.32
WEST ARTHUR	0.40	3.2%	44%	0.54
WICKEPIN	0.45	4.0%	231%	0.93
WILLIAMS	0.59	3.3%	10%	0.46
Region	0.45	3.5%	69%	0.53
State	0.58	2.6%	70%	0.84

Expenditure from Councils' Own Resources 2012-13 Wheatbelt South Regional Road Group

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BEVERLEY	2,420	998	41%	118%	38%	624
BROOKTON	1,659	448	27%	107%	26%	458
BRUCE ROCK	4,529	203	4%	109%	7%	209
CORRIGIN	1,934	428	22%	99%	16%	394
CUBBALLING	3,376	991	29%	121%	67%	1112
DUMBLEYUNG	1,829	525	29%	109%	25%	852
KONDININ	1,803	143	8%	99%	5%	135
KULIN	3,169	295	9%	114%	11%	349
LAKE GRACE	2,724	1,186	44%	100%	26%	852
NAREMBEEN	1,793	174	10%	109%	6%	213
NARROGIN (S)	2,520	485	19%	79%	30%	535
NARROGIN (T)	626	329	53%	26%	10%	74
PINGELLY	3,128	101	3%	99%	5%	85
QUAIRADING	1,909	-20	-1%	108%	-1%	-19
WAGIN	1,476	304	21%	69%	11%	159
WANDERING	2,013	417	21%	146%	43%	933
WEST ARTHUR	2,023	807	40%	147%	42%	897
WICKEPIN	2,377	108	5%	79%	5%	142
WILLIAMS	1,713	756	44%	98%	51%	802
Region	43,021	8,678	20%	99%	20%	380
State	767,573	406,374	53%	31%	26%	167

Road Statistics 2012-13
Wheatbelt South Road Group

COUNCIL	Road Data [kilometres]						Footpaths [km]			Dual Use Paths [km]
	Built up Areas Asphalt Seal	Built up Areas Aggregate Seal	Sealed Roads outside Built up Areas	Gravel Roads	Formed Roads	Unformed Roads	Total Length	Concrete	Gravel	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
BEVERLEY	1	12	178	353	138	15	697	10.0	8.0	0.0
BROOKTON	0	10	91	333	90	3	527	4.5	0.0	2.5
BRUCE ROCK	0	14	406	592	145	18	1,175	1.9	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	6.7	0.1	2.6
DUMBLEYUNG	0	7	175	600	192	15	989	5.0	2.6	0.3
KONDININ	0	12	171	987	144	22	1,336	1.6	7.4	1.3
KULIN	0	7	156	1,114	140	19	1,436	11.0	3.7	4.5
LAKE GRACE	0	25	181	1,819	201	61	2,287	2.1	9.0	3.3
NAREMBEEN	0	8	279	912	193	20	1,413	1.7	3.5	5.9
NARROGIN (S)	0	2	169	216	325	12	723	1.0	0.4	0.0
NARROGIN (T)	1	47	10	9	0	0	68	21.5	6.8	17.4
PINGELLY	0	16	172	191	155	31	565	3.3	3.6	6.8
QUAIRADING	5	8	258	405	170	17	863	5.5	1.0	0.0
WAGIN	1	27	145	382	199	29	783	8.2	20.6	3.4
WANDERING	0	3	90	191	66	6	356	2.4	0.5	0.0
WEST ARTHUR	0	6	196	510	138	9	859	4.5	2.4	2.5
WICKEPIN	0	9	152	399	282	33	874	4.6	5.6	2.3
WILLIAMS	0	8	121	288	55	5	476	3.4	5.8	3.1
Region	10	233	3,418	10,093	2,946	355	17,054	105	106	58
State	11,249	3,777	22,542	53,912	24,506	12,009	127,995	8,868	536	3,987

Expenditure on Road Preservation 2012-13

Wheatbelt South Road Group

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas [1]	Sealed Roads outside Built up Areas [2]	Paved Roads [3]	Formed Roads [4]	Total [5]	\$ per lane km [6]	Sealed Roads [7]	Sealed Roads \$ per lane km [8]	Gravel Roads \$ per km [9]
BEVERLEY	107	260	618	135	1,120	2,653	867	1,757	982
BROOKTON	747	419	420	71	1,657	31,095	2,966	1,263	786
BRUCE ROCK	100	3,274	1,035	68	4,477	2,354	5,990	1,754	475
CORRIGIN	259	362	241	39	901	6,682	815	428	282
CUBALLING	167	526	416	440	1,549	77,674	1,888	1,977	2,688
DUMBLEYUNG	0	609	718	69	1,396	0	1,822	1,196	361
KONDININ	93	366	301	35	795	3,141	1,158	317	271
KULIN	182	249	1,344	120	1,895	9,243	856	1,207	855
LAKE GRACE	119	586	1,940	79	2,724	2,207	1,566	1,087	450
NAREMBEEN	40	466	950	85	1,541	1,850	1,047	1,058	466
NARROGIN (S)	19	1,565	365	338	2,287	4,504	5,999	1,709	1,043
NARROGIN (T)	625	0	0	0	625	4,553	0	0	0
PINGELLY	277	987	357	168	1,789	8,502	3,391	1,884	1,083
QUAIRADING	230	1,354	229	65	1,878	7,030	3,175	571	387
WAGIN	188	356	703	68	1,315	2,418	1,664	1,881	363
WANDERING	21	0	1,073	63	1,157	3,944	0	5,613	960
WEST ARTHUR	49	678	717	75	1,519	3,404	1,928	1,442	589
WICKEPIN	12	2,047	174	79	2,312	694	7,660	441	281
WILLIAMS	92	74	736	61	963	4,755	317	2,587	1,125
Region	3,327	14,178	12,336	2,059	31,900	5,245	2,507	1,235	711
State	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13
Wheatbelt South Regional Road Group

COUNCIL	Expenditure on Roads - \$'000s					% Road Expenditure Spent on					Required Expenditure \$'000s	Actual Expenditure \$'000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	[10]	[11]	[12]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
BEVERLEY	685	443	1,292	0	2,420	28.3%	18.3%	53.4%	0.0%	3,808	1,128	
BROOKTON	703	956	0	0	1,659	42.4%	57.6%	0.0%	0.0%	2,336	1,659	
BRUCE ROCK	803	3,675	51	0	4,529	17.7%	81.1%	1.1%	0.0%	4,148	4,478	
CORRIGIN	756	145	1,033	0	1,934	39.1%	7.5%	53.4%	0.0%	3,685	901	
CUBALLING	1,092	504	1,780	0	3,376	32.3%	14.9%	52.7%	0.0%	2,299	1,596	
DUMBLEYUNG	449	947	433	0	1,829	24.5%	51.8%	23.7%	0.0%	3,181	1,361	
KONDININ	719	76	1,008	0	1,803	39.9%	4.2%	55.9%	0.0%	3,739	772	
KULIN	1,427	468	410	864	3,169	45.0%	14.8%	12.9%	27.3%	4,132	1,519	
LAKE GRACE	1,380	1,344	0	0	2,724	50.7%	49.3%	0.0%	0.0%	6,233	2,712	
NAREMBEEN	655	886	252	0	1,793	36.5%	49.4%	14.1%	0.0%	4,128	1,541	
NARROGIN (S)	1,095	1,192	233	0	2,520	43.5%	47.3%	9.2%	0.0%	1,985	1,946	
NARROGIN (T)	311	315	0	0	626	49.7%	50.3%	0.0%	0.0%	1,082	626	
PINGELLY	887	902	1,339	0	3,128	28.4%	28.8%	42.8%	0.0%	2,373	1,789	
QUAIRADING	501	1,408	0	0	1,909	26.2%	73.8%	0.0%	0.0%	3,324	1,909	
WAGIN	491	844	141	0	1,476	33.3%	57.2%	9.6%	0.0%	2,571	1,315	
WANDERING	417	913	631	52	2,013	20.7%	45.4%	31.3%	2.6%	1,717	545	
WEST ARTHUR	760	1,244	19	0	2,023	37.6%	61.5%	0.9%	0.0%	3,540	1,894	
WICKEPIN	258	2,054	0	65	2,377	10.9%	86.4%	0.0%	2.7%	2,425	2,249	
WILLIAMS	726	307	50	630	1,713	42.4%	17.9%	2.9%	36.8%	1,884	876	
Region	14,115	18,623	8,672	1,611	43,021	32.8%	43.3%	20.2%	3.7%	58,591	30,815	
State	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944	

Bridge Statistics and Expenditure 2012-13

Wheatbelt South Road Group

Appendix 14

COUNCIL	Number ALL Bridges	Bridge Deck Area [sqm]				Expenditure \$000s	
		Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	31	143	4,072	1,721	0	8	327
BROOKTON	15	137	808	1,756	0	2	0
BRUCE ROCK	97	5,229	0	0	0	1	0
CORRIGIN	2	0	0	230	0	0	0
CUBALLING	13	0	1,744	582	0	47	504
DUMBLEYUNG	5	70	628	112	0	0	0
KONDININ	0	0	0	0	0	0	0
KULIN	0	0	0	0	0	0	0
LAKE GRACE	0	0	0	0	0	0	0
NAREMBEEN	1	94	0	0	0	0	0
NARROGIN (S)	4	0	507	90	0	0	0
NARROGIN (T)	3	205	112	0	181	1	0
PINGELLY	17	37	269	1,171	0	0	218
QUAIRADING	17	292	829	338	0	31	0
WAGIN	9	553	410	351	0	20	0
WANDERING	14	269	1,504	613	0	173	0
WEST ARTHUR	17	90	3,574	566	0	485	0
WICKEPIN	5	33	274	104	0	0	0
WILLIAMS	6	520	779	20	0	70	0
Region	256	7,673	15,508	7,652	181	838	1,049
State	938	64,749	74,038	24,104	2,416	10,714	7,258

Sealed Road Area Statistics and Expenditure 2012-13
Wheatbelt South Road Group

COUNCIL	Area [Sq m 000s]		Expenditure \$000s		Expenditure \$ per sq m	
	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	1,049	107	260	0.76	0.25
BROOKTON	84	494	747	419	8.88	0.85
BRUCE ROCK	149	1,911	100	3,274	0.67	1.71
CORRIGIN	136	1,507	259	362	1.91	0.24
CUBALLING	8	975	167	526	22.19	0.54
DUMBLEYUNG	73	1,170	0	609	0.00	0.52
KONDININ	104	1,058	93	366	0.90	0.35
KULIN	69	1,019	182	249	2.64	0.24
LAKE GRACE	189	1,204	119	586	0.63	0.49
NAREMBEEN	76	1,491	40	466	0.53	0.31
NARROGIN (S)	15	912	19	1,565	1.29	1.72
NARROGIN (T)	480	66	625	0	1.30	0.00
PINGELLY	114	1,019	277	987	2.43	0.97
QUAIRADING	115	1,490	230	1,354	2.01	0.91
WAGIN	272	717	188	356	0.69	0.50
WANDERING	19	593	21	0	1.13	0.00
WEST ARTHUR	50	1,187	49	678	0.97	0.57
WICKEPIN	60	934	12	2,047	0.20	2.19
WILLIAMS	68	795	92	74	1.36	0.09
Region	2,220	19,590	3,327	14,178	1.50	0.72
State	115,662	138,709	314,822	106,553	2.72	0.77

METROPOLITAN LOCAL GOVERNMENTS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13 Metropolitan Councils

Appendix 15

COUNCIL	Indicators			
	[1]	[2]	[3]	[4]
	State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
ARMADALE	0.75	1.6%	42%	0.49
BASSENGEAN	0.64	1.6%	74%	1.33
BAYSWATER	0.64	1.6%	65%	0.88
BELMONT	0.75	1.6%	182%	1.52
CAMBRIDGE	0.65	1.6%	118%	1.51
CANNING	0.70	1.8%	74%	1.04
CLAREMONT	0.32	1.7%	357%	5.92
COCKBURN	0.76	1.9%	43%	0.75
COTTESLOE	0.54	1.7%	91%	1.79
EAST FREMANTLE	0.09	1.6%	67%	2.30
FREMANTLE	0.77	1.6%	148%	2.19
GOSNELLS	0.73	1.5%	52%	0.84
JOONDALUP	0.68	1.6%	63%	0.97
KALAMUNDA	0.71	1.8%	72%	0.98
KWINANA	0.70	2.2%	55%	1.09
MELVILLE	0.59	1.6%	148%	1.63
MOSMAN PARK	0.67	1.7%	77%	1.50
MUNDARING	0.60	2.2%	71%	0.97
NEDLANDS	0.53	1.6%	151%	1.80
PEPPERMINT GROVE	0.77	1.6%	53%	1.70
PERTH	0.60	1.6%	166%	9.28
ROCKINGHAM	0.67	1.9%	56%	1.15
SERPENTINE JARRAHDALE	0.26	2.7%	73%	0.84
SOUTH PERTH	0.69	1.6%	97%	1.57
STIRLING	0.62	1.6%	96%	0.98
SUBIACO	0.59	1.6%	161%	2.28
SWAN	0.66	1.9%	86%	1.11
VICTORIA PARK	0.51	1.7%	91%	1.65
VINCENT	0.52	1.5%	80%	1.13
WANNEROO	0.79	1.6%	24%	0.41
Region Average	0.67	1.7%	82%	1.16
State Average	0.58	2.6%	70%	0.84

Metropolitan Councils

Appendix 15

Expenditure from Councils' Own Resources 2012-13

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person per roads
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ARMADALE	18,215	10,460	57%	29%	34%	151
BASSENGEAN	2,970	2,484	84%	20%	30%	161
BAYSWATER	6,664	4,997	75%	15%	14%	75
BELMONT	7,195	6,152	86%	16%	26%	160
CAMBRIDGE	7,507	6,132	82%	20%	42%	225
CANNING	17,359	12,347	71%	17%	24%	132
CLAREMONT	8,398	6,608	79%	11%	90%	645
COCKBURN	17,846	12,295	69%	19%	25%	124
COTTESLOE	1,783	1,552	87%	12%	26%	186
EAST FREMANTLE	1,913	1,784	93%	14%	41%	235
FREMANTLE	10,592	8,707	82%	15%	41%	295
GOSNELLS	21,954	15,930	73%	23%	31%	137
JOONDALUP	25,778	17,603	68%	19%	21%	107
KALAMUNDA	9,349	6,588	70%	26%	24%	113
KWINANA	11,735	4,871	46%	20%	28%	149
MELVILLE	17,362	13,697	79%	14%	24%	132
MOSMAN PARK	1,045	841	80%	10%	15%	89
MUNDARING	9,842	7,486	76%	28%	38%	191
NEDLANDS	5,291	4,300	81%	17%	30%	190
PEPPERMINT GROVE	396	363	92%	16%	30%	213
PERTH	26,931	25,526	95%	5%	58%	1340
ROCKINGHAM	23,467	17,600	75%	21%	33%	154
SERPENTINE JARRAHDALE	7,224	3,259	45%	39%	36%	163
SOUTH PERTH	8,373	7,245	87%	12%	27%	160
STIRLING	27,513	22,282	81%	13%	19%	103
SUBIACO	5,262	4,083	78%	11%	28%	213
SWAN	27,665	18,420	67%	25%	31%	154
VICTORIA PARK	7,410	6,513	88%	13%	30%	182
VINCENT	6,402	3,940	62%	12%	18%	112
WANNEROO	15,890	10,246	64%	24%	14%	61
Region Average	359,331	264,311	74%	18%	27%	146
State Average	767,573	406,374	53%	31%	26%	167

Expenditure on Road Preservation 2012-13 Metropolitan Councils

Appendix 15

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]	[11]
ARMADALE	4,746	629	4	1	5,380	5,445	1,489	5,325	246	
BASSENGEAN	2,728	0	0	0	2,728	12,341	0	0	0	
BAYSWATER	6,023	0	0	0	6,023	7,326	0	0	0	
BELMONT	7,147	0	0	0	7,147	13,419	0	0	0	
CAMBRIDGE	5,308	0	0	0	5,308	13,048	0	0	0	
CANNING	11,131	0	0	0	11,131	8,611	0	0	0	
CLAREMONT	5,736	0	0	0	5,736	55,409	0	0	0	
COCKBURN	8,089	247	0	0	8,336	6,863	698	0	0	
COTTESLOE	1,579	0	0	0	1,579	15,282	0	0	0	
EAST FREMANTLE	1,646	0	0	0	1,646	19,751	0	0	0	
FREMANTLE	8,437	0	0	0	8,437	20,653	0	0	0	
GOSNELL S	10,828	856	0	0	11,684	8,268	4,193	0	2,189	
JOONDALUP	18,115	0	0	0	18,115	8,024	0	0	0	
KALAMUNDA	6,534	1,947	20	27	8,528	7,486	6,778	4,280	2,729	
KWINANA	4,006	1,166	0	0	5,172	8,352	4,493	0	0	
MELVILLE	15,727	0	0	0	15,727	13,505	0	0	0	
MOSMAN PARK	1,045	0	0	0	1,045	12,504	0	0	0	
MUNDARING	4,583	1,872	222	70	6,747	8,672	3,412	9,386	3,237	
NEDLANDS	5,141	0	0	0	5,141	17,203	0	0	0	
PEPPERMINT GROVE	381	0	0	0	381	17,962	0	0	0	
PERTH	26,931	0	0	0	26,931	94,545	0	0	0	
ROCKINGHAM	13,802	2,015	0	0	15,817	9,196	4,723	0	552	
SERPENTINE JARRAHDALE	1,244	2,782	170	0	4,196	7,505	3,658	1,508	509	
SOUTH PERTH	6,095	0	0	0	6,095	13,562	0	0	0	
STIRLING	18,902	0	0	0	18,902	8,198	0	0	0	
SUBIACO	4,681	0	0	0	4,681	21,544	0	0	0	
SWAN	14,475	5,185	260	47	19,967	10,216	5,345	5,279	3,366	
VICTORIA PARK	5,514	0	0	0	5,514	13,756	0	0	0	
VINCENT	4,051	0	0	0	4,051	10,492	0	0	0	
WANNEROO	7,313	1,144	0	0	8,457	3,158	3,385	0	0	
Region	231,938	17,843	676	146	250,603	10,316	3,483	10,024	11,840	
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964	

Expenditure by Work Categories 2012-13 Metropolitan Councils

Appendix 15

COUNCIL	Expenditure on Roads - \$'000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	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	3,735	1,749	9,950	2,781	18,215	20.5%	9.6%	54.6%	15.3%	10,688	5,202
BASSENDEN	2,179	549	163	79	2,970	73.4%	18.5%	5.5%	2.7%	2,046	2,728
BAYSWATER	3,781	2,242	440	201	6,664	56.7%	33.6%	6.6%	3.0%	6,768	5,943
BELMONT	2,094	5,053	0	48	7,195	29.1%	70.2%	0.0%	0.7%	4,689	7,147
CAMBRIDGE	3,053	2,255	1,739	460	7,507	40.7%	30.0%	23.2%	6.1%	3,512	5,308
CANNING	7,905	3,437	4,249	1,768	17,359	45.5%	19.8%	24.5%	10.2%	10,869	11,342
CLAREMONT	1,539	4,197	41	2,621	8,398	18.3%	50.0%	0.5%	31.2%	969	5,736
COCKBURN	6,635	1,701	4,252	5,258	17,846	37.2%	9.5%	23.8%	29.5%	11,118	8,336
COTTESLOE	1,112	467	55	149	1,783	62.4%	26.2%	3.1%	8.4%	884	1,579
EAST FREMANTLE	1,322	324	267	0	1,913	69.1%	16.9%	14.0%	0.0%	714	1,646
FREMANTLE	5,606	2,831	638	1,517	10,592	52.9%	26.7%	6.0%	14.3%	3,851	8,437
GOSNELLS	9,493	2,488	5,339	4,634	21,954	43.2%	11.3%	24.3%	21.1%	14,323	11,981
JOONDALUP	12,312	6,027	7,439	0	25,778	47.8%	23.4%	28.9%	0.0%	18,954	18,339
KALAMUNDA	5,861	2,673	0	815	9,349	62.7%	28.6%	0.0%	8.7%	8,704	8,534
KWINANNA	3,556	1,616	2,727	3,836	11,735	30.3%	13.8%	23.2%	32.7%	4,748	5,172
MELVILLE	7,782	7,945	1,635	0	17,362	44.8%	45.8%	9.4%	0.0%	9,627	15,727
MOSMAN PARK	815	230	0	0	1,045	78.0%	22.0%	0.0%	0.0%	698	1,045
MUNDARING	4,036	2,734	2,015	1,057	9,842	41.0%	27.8%	20.5%	10.7%	6,893	6,694
NEDLANDS	2,820	2,321	150	0	5,291	53.3%	43.9%	2.8%	0.0%	2,858	5,141
PEPPERMINT GROVE	381	0	15	0	396	96.2%	0.0%	3.8%	0.0%	225	381
PERTH	11,449	15,482	0	0	26,931	42.5%	57.5%	0.0%	0.0%	2,900	26,931
ROCKINGHAM	12,462	3,355	1,443	6,207	23,467	53.1%	14.3%	6.1%	26.4%	13,746	15,817
SERPENTINE JARRAHDALE	1,869	2,366	2,989	0	7,224	25.9%	32.8%	41.4%	0.0%	5,020	4,235
SOUTH PERTH	4,145	1,950	1,972	306	8,373	49.5%	23.3%	23.6%	3.7%	3,871	6,095
STIRLING	9,953	8,949	6,516	2,095	27,513	36.2%	32.5%	23.7%	7.6%	19,357	18,902
SUBIACO	2,758	1,923	581	0	5,262	52.4%	36.5%	11.0%	0.0%	2,051	4,681
SWAN	11,855	8,344	2,838	4,628	27,665	42.9%	30.2%	10.3%	16.7%	18,178	20,199
VICTORIA PARK	4,211	1,303	1,896	0	7,410	56.8%	17.6%	25.6%	0.0%	3,348	5,514
VINCENT	2,514	1,537	2,351	0	6,402	39.3%	24.0%	36.7%	0.0%	3,596	4,051
WANNEROO	6,538	1,919	6,709	724	15,890	41.1%	12.1%	42.2%	4.6%	20,741	8,457
Region	153,772	97,967	68,409	39,184	359,332	42.8%	27.3%	19.0%	10.9%	215,947	251,302
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

SOUTH WEST COUNTRY CITIES AND TOWNS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13
South West Country Cities and Towns

COUNCIL	[1]	Indicators			
		State of the Road Asset [2]	Road Asset Consumption [3]	Sustainability [4]	Sealed Road Preservation Performance [5]
ALBANY (C)	0.56	2.6%	1.8%	66%	0.80
BUNBURY	0.62	5.8%	88%	88%	1.21
GREATER GERALDTON	0.55	5.8%	102%	102%	0.59
KALGOORLIE BOULDER	0.33	2.8%	67%	67%	1.03
MANDURAH	0.67	2.0%	58%	58%	0.64
NARROGIN (T)	0.55	2.1%	71%	71%	0.58
Region Average	0.56	2.4%	65%	65%	0.80
State Average	0.58	2.6%	70%	70%	0.84

Expenditure from Councils' Own Resources 2012-13
South West Country Cities and Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ALBANY (C)	9,855	4,908	50%	33%	22%	140
BUNBURY	11,840	6,896	58%	22%	34%	208
GREATER GERALDTON	16,606	7,442	45%	36%	29%	188
KALGOORLIE BOULDER	12,384	7,876	64%	30%	38%	238
MANDURAH	13,117	6,877	52%	21%	16%	90
NARROGIN (T)	626	329	53%	26%	10%	74
Region Average	64,428	34,328	53%	28%	25%	155
State Average	767,573	406,374	53%	31%	26%	167

**Expenditure on Road Preservation 2012-13
South West Country Cities and Towns**

COUNCIL	Road Expenditure \$000s					Road Expenditure			
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
ALBANY (C)	2,315	3,631	2,094	235	8,275	4,361	4,068	3,476	1,508
BUNBURY	6,862	0	0	0	6,862	11,660	0	0	0
GREATER GERALDTON	5,010	416	1,519	111	7,056	7,736	294	1,631	713
KALGOORIE BOULDER	7,377	634	946	165	9,122	10,210	1,811	2,036	423
MANDURAH	6,793	0	0	0	6,793	5,565	0	0	0
NARROGIN (T)	625	0	0	0	625	4,553	0	0	0
Region Average	28,982	4,681	4,560	510	38,733	7,533	1,756	2,262	734
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

**Expenditure by Work Categories 2012-13
South West Country Cities and Towns**

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on				Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ALBANY (C)	4,170	4,402	1,119	164	9,855	42.3%	44.7%	11.4%	1.7%	10,573	8,483
BUNBURY	3,572	3,326	1,640	3,302	11,840	30.2%	28.1%	13.9%	27.9%	5,717	6,898
GREATER GERALDTON	3,398	3,692	7,889	1,627	16,606	20.5%	22.2%	47.5%	9.8%	12,035	7,090
KALGOORLIE BOULDER	6,302	2,820	3,262	0	12,384	50.9%	22.8%	26.3%	0.0%	8,896	9,122
MANDURAH	4,217	2,614	1,677	4,609	13,117	32.1%	19.9%	12.8%	35.1%	10,654	6,831
NARROGIN (T)	311	315	0	0	626	49.7%	50.3%	0.0%	0.0%	1,082	626
Region Average	21,970	17,169	15,587	9,702	64,428	34.1%	26.6%	24.2%	15.1%	48,957	39,050
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

AGRICULTURAL SHIRES WITH LARGE TOWNS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13
Agricultural Shires with Large Towns

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
AUGUSTA MARGARET RIVER	0.56	2.6%	46%	0.53
BUSSELTON	0.55	2.4%	48%	0.83
COLLIE	0.47	2.7%	79%	0.88
COOLGARDIE	0.43	3.4%	144%	1.03
ESPERANCE	0.58	3.5%	39%	0.44
HARVEY	0.59	2.5%	63%	0.61
KATANNING	0.47	3.1%	81%	0.78
MANJIMUP	0.43	2.9%	50%	0.67
MURRAY	0.53	2.5%	55%	0.70
NORTHAM (S)	0.44	5.6%	94%	0.73
Region Average	0.52	2.8%	54%	0.66
State Average	0.58	2.6%	70%	0.84

**Expenditure from Councils' Own Resources 2012-13
Agricultural Shires with Large Towns**

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
AUGUSTA MARGARET RIVER	4,551	1,996	44%	51%	20%	159
BUSSELTON	12,354	5,849	47%	35%	26%	180
COLLIE	3,273	1,514	46%	41%	24%	161
COOLGARDIE	2,857	1,872	66%	40%	39%	441
ESPERANCE	10,779	4,729	44%	73%	32%	336
HARVEY	7,307	3,999	55%	37%	29%	162
KATANNING	3,064	1,466	48%	55%	36%	340
MANJIMUP	5,835	1,647	28%	71%	20%	174
MURRAY	4,567	2,019	44%	42%	20%	131
NORTHAM (S)	4,853	2,538	52%	51%	31%	228
Region Average	59,440	27,629	46%	49%	27%	200
State Average	767,573	406,374	53%	31%	26%	167

Expenditure on Road Preservation 2012-13
Agricultural Shires with Large Towns

COUNCIL	Road Expenditure \$000s					Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]
AUGUSTA MARGARET RIVER	574	2,180	568	33	3,355	2,751	2,983	2,202
BUSSELTON	3,630	3,639	233	15	7,517	7,022	3,061	2,906
COLLIE	1,745	1,021	230	0	2,996	10,372	3,011	1,741
COOLGARDIE	2,550	0	91	17	2,658	16,458	0	220
ESPERANCE	1,191	2,041	3,667	58	6,957	4,290	1,547	1,220
HARVEY	1,739	1,594	762	27	4,122	7,202	2,033	2,750
KATANNING	1,391	507	593	32	2,523	10,300	1,808	1,502
MANJIMUP	177	2,478	1,313	62	4,030	1,119	3,199	2,100
MURRAY	894	2,820	400	33	4,147	4,251	3,781	3,907
NORTHAM (S)	1,569	774	650	346	3,339	68,955	1,156	2,888
Region Average	15,460	17,054	8,507	623	41,644	7,382	2,423	1,631
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837
								964

Expenditure by Work Categories 2012-13
Agricultural Shires with Large Towns

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on				Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
AUGUSTA MARGARET RIVER	2,134	1,302	907	208	4,551	46.9%	28.6%	19.9%	4.6%	6,461	3,436
BUSSELTON	6,069	2,139	2,718	1,428	12,354	49.1%	17.3%	22.0%	11.6%	9,855	8,208
COLLIE	1,080	1,964	229	0	3,273	33.0%	60.0%	7.0%	0.0%	3,316	2,922
COOLGARDIE	1,284	1,374	199	0	2,857	44.9%	48.1%	7.0%	0.0%	2,585	2,658
ESPERANCE	3,645	3,312	3,727	95	10,779	33.8%	30.7%	34.6%	0.9%	15,463	6,798
HARVEY	1,808	2,349	2,958	192	7,307	24.7%	32.1%	40.5%	2.6%	6,675	4,057
KATANNING	1,134	1,397	533	0	3,064	37.0%	45.6%	17.4%	0.0%	2,972	2,318
MANJIMUP	2,465	2,917	75	378	5,835	42.2%	50.0%	1.3%	6.5%	7,979	5,382
MURRAY	2,430	1,788	50	299	4,567	53.2%	39.2%	1.1%	6.5%	5,679	3,969
NORTHAM (S)	2,528	1,352	616	357	4,853	52.1%	27.9%	12.7%	7.4%	5,350	3,880
Region Average	24,577	19,894	12,012	2,957	59,440	41.3%	33.5%	20.2%	5.0%	66,336	43,628
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

PASTORAL LOCAL GOVERNMENTS WITH LARGE TOWNS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13
Pastoral Shires with Large Towns

COUNCIL [1]	Indicators			
	State of the Road Asset [2]	Road Asset Consumption [3]	Sealed Road Sustainability [4]	Preservation Performance [5]
ASHBURTON	0.49	4.0%	18%	0.47
BROOME	0.68	3.1%	28%	0.20
CARNARVON	0.62	3.2%	49%	0.70
DERBY WEST KIMBERLEY	0.49	4.0%	106%	1.18
EAST PILBARA	0.57	4.2%	70%	0.52
EXMOUTH	0.36	3.2%	28%	0.40
PORT HEDLAND	0.64	2.9%	82%	1.57
ROEBOURNE	0.49	2.7%	74%	1.10
WYNDHAM EAST KIMBERLEY	0.37	3.4%	67%	1.02
Region Average	0.53	3.4%	58%	0.76
State Average	0.58	2.6%	70%	0.84

**Expenditure from Councils' Own Resources 2012-13
Pastoral Shires with Large Towns**

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	5,858	1,671	29%	39%	20%	154
BROOME	5,793	2,400	41%	32%	20%	145
CARNARVON	5,189	2,989	58%	42%	44%	493
DERBY WEST KIMBERLEY	5,700	2,079	36%	23%	24%	218
EAST PILBARA	8,542	907	11%	43%	9%	71
EXMOORTH	2,554	604	24%	62%	20%	238
PORT HEDLAND	6,315	3,539	56%	23%	30%	216
ROEBOURNE	6,634	4,425	67%	19%	26%	178
WYNDHAM EAST KIMBERLEY	6,529	894	14%	35%	12%	103
Region Average	53,114	19,508	37%	31%	23%	180
State Average	767,573	406,374	53%	31%	26%	167

Expenditure on Road Preservation 2012-13
Pastoral Shires with Large Towns

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]
ASHBURTON	960	0	1,163	379	2,502	7,053	0	984	627
BROOME	475	727	0	0	1,202	2,325	2,136	0	0
CARNARVON	1,451	782	772	340	3,345	13,537	1,981	1,956	582
DERBY WEST KIMBERLEY	1,771	0	2,524	462	4,757	20,678	0	5,254	945
EAST PILBARA	1,727	561	1,952	1,952	6,192	17,240	3,829	1,198	2,141
EXMOORTH	992	0	0	0	992	13,834	0	0	0
PORT HEDLAND	3,883	851	138	225	5,097	15,764	7,863	915	1,659
ROEBOURNE	4,038	0	846	81	4,965	11,142	0	3,939	627
WYNDHAM EAST KIMBERLEY	1,319	1,379	1,489	611	4,798	10,022	4,997	10,386	1,275
Region Average	16,616	4,300	8,885	4,049	33,850	11,495	2,427	2,091	1,132
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

**Expenditure by Work Categories 2012-13
Pastoral Shires with Large Towns**

COUNCIL	Expenditure on Roads - \$000s				% Road Expenditure Spent on				Preservation		
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	2,268	234	2,542	814	5,858	38.7%	4.0%	43.4%	13.9%	5,349	2,502
BROOME	1,037	165	4,591	0	5,793	17.9%	2.8%	79.3%	0.0%	4,879	953
CARNARVON	1,480	1,865	1,844	0	5,189	28.5%	35.9%	35.5%	0.0%	4,490	3,141
DERBY WEST KIMBERLEY	1,730	3,027	943	0	5,700	30.4%	53.1%	16.5%	0.0%	3,184	3,754
EAST PILBARA	2,983	3,209	2,350	0	8,542	34.9%	37.6%	27.5%	0.0%	6,985	3,621
EXMOUTH	899	93	1,055	507	2,554	35.2%	3.6%	41.3%	19.9%	2,455	992
PORT HEDLAND	3,270	2,967	76	2	6,315	51.8%	47.0%	1.2%	0.0%	3,762	5,889
ROEBOURNE	2,960	2,288	0	1,386	6,634	44.6%	34.5%	0.0%	20.9%	4,729	5,205
WYNDHAM EAST KIMBERLEY	1,805	3,124	375	1,225	6,529	27.6%	47.8%	5.7%	18.8%	4,181	4,279
Region Average	18,432	16,972	13,776	3,934	53,114	34.7%	32.0%	25.9%	7.4%	40,013	30,336
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944

AGRICULTURAL SHIRES WITHOUT LARGE TOWNS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13

Agricultural Shires without Large Towns

COUNCIL [1]	State of the Road Asset [2]	Indicators			
		Road Asset Consumption [3]	Sustainability [4]	Sealed Road Preservation [5]	Performance [5]
BEVERLEY	0.49	2.7%	31%	0.30	
BODDINGTON	0.46	3.1%	40%	0.47	
BOYUP BROOK	0.38	3.2%	42%	0.42	
BRIDGETOWN GREENBUSHES	0.43	3.0%	21%	0.29	
BROOKTON	0.47	3.1%	146%	0.71	
BROOMEHILL TAMBELLUP	0.49	3.6%	39%	0.39	
BRUCE ROCK	0.44	2.8%	150%	1.08	
CAPEL	0.65	2.5%	44%	0.66	
CARNAMAH	0.51	3.5%	195%	1.24	
CHAPMAN VALLEY	0.62	3.9%	2%	0.85	
CHITTERING	0.56	3.2%	47%	0.55	
COOROW	0.53	3.6%	60%	0.66	
CORRIGIN	0.31	3.7%	27%	0.24	
CRANBROOK	0.44	3.4%	45%	0.41	
CUBALLING	0.46	3.1%	54%	0.69	
CUNDERDIN	0.35	3.6%	58%	0.47	
DALWALLINU	0.54	3.9%	36%	0.42	
DANDARAGAN	0.50	3.5%	51%	0.53	
DARDANUP	0.64	2.1%	114%	1.48	
DENMARK	0.53	3.0%	124%	1.33	
DONNYBROOK-BALINGUP	0.47	2.7%	40%	0.48	
DOVERIN	0.46	4.0%	88%	0.61	
DUMBLEYUNG	0.52	3.9%	53%	0.43	
GINGIN	0.49	3.2%	64%	0.80	
GNOWANGERUP	0.53	3.9%	53%	0.55	

Road Assets & Expenditure Indicators 2012-13 [continued]

Agricultural Shires without Large Towns

Appendix 19

COUNCIL	Indicators				
	[1]	[2]	[3]	[4]	[5]
State of the Road Asset	Road Asset Consumption	Sustainability	Sealed Road	Preservation Performance	
GOOMALLING	0.46	3.5%	75%	1.06	
IRWIN	0.67	3.1%	89%	0.81	
JERRAMUNGUP	0.56	4.2%	23%	0.48	
KELLERBERRIN	0.39	3.6%	138%	0.78	
KENT	0.51	4.5%	69%	0.68	
KOJONUP	0.42	3.5%	14%	0.36	
KONDININ	0.41	4.3%	27%	0.21	
KORDA	0.45	4.0%	48%	0.39	
KULIN	0.46	4.3%	31%	0.37	
LAKE GRACE	0.59	4.4%	41%	0.44	
MERRIDIN	0.54	3.5%	81%	0.55	
MINGENEW	0.50	3.0%	182%	1.28	
MOORA	0.28	3.3%	52%	0.47	
MORAWA	0.48	4.2%	127%	0.72	
MOUNT MARSHALL	0.53	4.3%	70%	0.52	
MUKINBUDIN	0.31	4.0%	98%	0.57	
NANNUP	0.47	3.0%	7%	0.53	
NAREMBEEN	0.42	4.1%	29%	0.37	
NARROGIN (S)	0.31	3.9%	120%	0.98	
NORTHAMPTON	0.52	3.5%	22%	0.37	
NUNGARIN	0.37	4.1%	122%	0.87	
PERENJORI	0.62	4.2%	64%	0.57	
PINGELLY	0.12	3.3%	90%	0.75	
PLANTAGENET	0.47	3.6%	47%	0.72	
QUAIRADING	0.39	3.4%	94%	0.57	

Road Assets & Expenditure Indicators 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL [1]	State of the Road Asset [2]	Indicators			
		Road Asset Consumption [3]	Sustainability [4]	Sealed Road [5]	Preservation Performance
RAVENSTHORPE	0.57	4.1%	21%	0.53	
TAMMIN	0.40	4.0%	60%	0.64	
THREE SPRINGS	0.49	3.8%	29%	0.43	
TOODYAY	0.47	2.8%	40%	0.73	
TRAYNING	0.39	4.0%	280%	1.16	
VICTORIA PLAINS	0.41	3.7%	32%	0.43	
WAGIN	0.60	3.4%	44%	0.51	
WANDERING	0.41	3.0%	0%	0.32	
WAROONA	0.56	2.9%	40%	0.51	
WEST ARTHUR	0.40	3.2%	44%	0.54	
WESTONIA	0.40	4.3%	17%	0.38	
WICKERIN	0.45	4.0%	231%	0.93	
WILLIAMS	0.59	3.3%	10%	0.46	
WONGAN BALLIDU	0.31	3.9%	51%	0.52	
WOODANILLING	0.50	3.9%	74%	0.58	
WYALKATCHEM	0.44	4.0%	82%	0.53	
YILGARN	0.53	4.7%	53%	0.48	
YORK	0.51	3.0%	53%	0.48	
Region Average	0.48	3.5%	63%	0.58	
State Average	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13 Agricultural Shires without Large Towns

Appendix 19

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council 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	2,420	998	41%	118%	38%	624
BODDINGTON	1,446	401	28%	49%	18%	172
BOYUP BROOK	1,674	498	30%	116%	21%	305
BRIDGETOWN GREENBUSHES	2,204	672	30%	76%	17%	149
BROOKTON	1,659	448	27%	107%	26%	458
BROOMEHILL TAMBELLUP	3,248	820	25%	102%	31%	694
BRUCE ROCK	4,529	203	4%	109%	7%	209
CAPEL	3,156	2,328	74%	37%	29%	151
CARNAMAH	2,669	606	23%	77%	31%	1100
CHAPMAN VALLEY	1,833	346	19%	71%	17%	287
CHITTERING	2,093	548	26%	70%	15%	117
COOROW	2,511	437	17%	64%	15%	402
CORRIGIN	1,934	428	22%	99%	16%	394
CRANBROOK	2,067	205	10%	137%	9%	184
CUBALLING	3,376	991	29%	121%	67%	1112
CUNDERDIN	2,098	71	3%	95%	3%	53
DALWALLINU	3,380	1,134	34%	115%	30%	866
DANDARAGAN	2,801	1,011	36%	72%	19%	304
DARDANUP	6,476	2,177	34%	39%	31%	167
DENMARK	5,001	1,481	30%	46%	33%	265
DONNYBROOK-BALINGUP	3,977	1,220	31%	79%	29%	221
DOWERIN	1,563	426	27%	96%	23%	615
DUMBLEYUNG	1,829	525	29%	109%	25%	852
GINGIN	4,309	1,248	29%	62%	18%	251
GNOWANGERUP	2,224	968	44%	86%	35%	747

Expenditure from Councils' Own Resources 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's Own Resources \$000s [3]	% of Total Road Expenditure [4]	% Revenue Capacity needed to meet net road preservation needs [5]	% Revenue Capacity spent on roads [6]	Expenditure \$ per person [7]
GOOMALLING	2,521	1,562	62%	79%	87%	1551
IRWIN	2,496	1,038	42%	42%	32%	282
JERRAMUNGUP	2,895	1,769	61%	75%	64%	1639
KELLERBERRIN	4,625	272	6%	86%	11%	222
KENT	2,159	848	39%	100%	37%	1615
KOJONUP	4,195	925	22%	109%	32%	451
KONDININ	1,803	143	8%	99%	5%	135
KORDA	1,748	408	23%	88%	18%	917
KULIN	3,169	295	9%	114%	11%	349
LAKE GRACE	2,724	1,186	44%	100%	26%	852
MERREDIN	2,716	535	20%	87%	13%	161
MINGE NEW	4,419	898	20%	73%	69%	1844
MOORA	2,368	719	30%	97%	22%	281
MORAWA	1,705	442	26%	67%	19%	487
MOUNT MARSHALL	2,218	195	9%	101%	7%	403
MUKINBUDIN	1,620	398	25%	101%	19%	788
NANNUP	8,008	638	8%	111%	32%	486
NAREMBEEEN	1,793	174	10%	109%	6%	213
NARROGIN (S)	2,520	485	19%	79%	30%	535
NORTHAMPTON	2,613	1,280	49%	67%	27%	386
NUNGARIN	1,423	441	31%	80%	35%	1885
PERENJORI	2,453	687	28%	99%	21%	745
PINGELLY	3,128	101	3%	99%	5%	85
PLANTAGENET	4,363	1,798	41%	76%	37%	358
QUAIRADING	1,909	-20	-1%	108%	-1%	-19

Expenditure from Councils' Own Resources 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL [1]	Total Council Expenditure \$000s [2]	Expenditure from Council's Own Resources \$000s [3]	% of Total Road Expenditure [4]	% Revenue Capacity needed to meet net road preservation needs [5]	% of Revenue Capacity spent on roads [6]	Expenditure \$ per person [7]
RAVENSTHORPE	2,289	1,487	65%	70%	39%	657
TAMMIN	991	278	28%	86%	21%	670
THREE SPRINGS	1,174	449	38%	85%	26%	709
TOODYAY	3,294	1,754	53%	69%	45%	380
TRAYNING	2,830	158	6%	107%	10%	449
VICTORIA PLAINS	1,746	597	34%	128%	31%	641
WAGIN	1,476	304	21%	69%	11%	159
WANDERING	2,013	417	21%	146%	43%	933
WAROONA	1,621	724	45%	58%	21%	196
WEST ARTHUR	2,023	807	40%	147%	42%	897
WESTONIA	978	138	14%	107%	9%	493
WICKEPIN	2,377	108	5%	79%	5%	142
WILLIAMS	1,713	756	44%	98%	51%	802
WONGAN BALLIDU	2,645	879	33%	87%	29%	586
WOODANILLING	1,199	176	15%	110%	15%	410
WYALKATCHEM	1,228	200	16%	98%	12%	374
YILGARN	3,557	1,082	30%	64%	24%	652
YORK	2,361	896	38%	77%	25%	258
Region Average	177,583	48,617	27%	83%	25%	350
State Average	767,573	406,374	53%	31%	26%	167

Expenditure on Road Preservation 2012-13
Agricultural Shires without Large Towns

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
BEVERLEY	107	260	618	135	1,120	2,653	867	1,757	982
BODDINGTON	107	619	76	1	803	4,527	3,852	892	2,893
BOYUP BROOK	95	568	660	222	1,545	3,222	1,799	1,623	607
BRIDGETOWN GREENBUSHES	391	398	448	51	1,288	6,383	971	1,110	3,548
BROOKTON	747	419	420	71	1,657	31,095	2,966	1,263	786
BROOMEHILL TAMBELLUP	92	552	1,447	151	2,242	3,568	1,527	2,388	1,325
BRUCE ROCK	100	3,274	1,035	68	4,477	2,354	5,990	1,754	475
CAPEL	1,075	651	567	30	2,323	6,651	1,660	3,812	3,067
CARNAMAH	418	1,887	344	20	2,669	15,170	7,258	1,011	270
CHAPMAN VALLEY	5	38	1,076	344	1,463	579	118	2,853	1,412
CHITTERING	277	953	477	6	1,713	105,871	1,682	3,337	2,128
COOROW	258	781	862	30	1,931	6,240	2,238	1,689	462
CORIGIN	259	362	241	39	901	6,682	815	428	282
CRANBROOK	0	729	1,281	40	2,050	0	1,593	2,077	525
CUBALLING	167	526	416	440	1,549	77,674	1,888	1,977	2,688
CUNDERDIN	385	623	375	52	1,435	7,720	1,491	1,052	367
DALWALLINU	378	737	1,235	114	2,464	7,028	1,053	1,181	365
DANDARAGAN	601	874	1,319	7	2,801	5,857	1,366	1,677	508
DARDANUP	805	3,210	378	20	4,413	5,234	9,226	5,526	5,377
DENMARK	635	1,657	1,804	154	4,250	9,466	5,589	5,635	3,005
DONNYBROOK-BALINGUP	638	655	695	17	2,005	11,231	1,474	2,091	966
DOWERIN	225	880	402	56	1,563	11,580	3,063	797	296
DUMBLEYUNG	0	609	718	69	1,396	0	1,822	1,196	361
GINGIN	715	2,331	1,225	15	4,286	4,363	2,879	3,742	1,774
GNOWANGERUP	72	714	830	129	1,745	1,904	2,174	1,471	679

Appendix 19

Expenditure on Road Preservation 2012-13 [continued] Agricultural Shires without Large Towns

COUNCIL	[1]	Road Expenditure \$000s			Road Expenditure				
		Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per km	Gravel Roads \$ per km
GOOMALLING	225	551	1,205	94	2,075	14,058	3,084	3,130	1,155
IRWIN	1,160	169	302	2	1,633	17,206	736	1,174	120
JERRAMUNGUP	179	47	1,207	55	1,488	6,507	189	1,557	546
KELLERBERRIN	286	1,689	285	52	2,312	6,317	5,114	693	179
KENT	45	570	1,334	210	2,159	5,281	2,328	1,686	664
KOJONUP	196	2,157	675	109	3,137	5,372	3,413	1,682	2,722
KONDININ	93	366	301	35	795	3,141	1,158	317	271
KOORDA	166	598	383	83	1,230	7,450	1,570	808	275
KULIN	182	249	1,344	120	1,895	9,243	856	1,207	855
LAKE GRACE	119	586	1,940	79	2,724	2,207	1,566	1,087	450
MERRIDIN	727	1,628	352	9	2,716	5,496	2,599	627	31
MINGENEW	147	1,775	183	15	2,120	7,056	8,815	807	892
MOORA	729	755	374	62	1,920	12,977	1,422	766	582
MORAWA	413	761	449	71	1,694	12,096	3,970	928	242
MOUNT MARSHALL	38	1,188	498	489	2,213	2,019	2,348	702	716
MUKINBUDIN	204	856	494	66	1,620	9,844	2,723	870	536
NANNUP	0	110	431	19	560	0	313	1,749	1,115
NAREMBEEN	40	466	950	85	1,541	1,850	1,047	1,058	466
NARROGIN (S)	19	1,565	365	338	2,287	4,504	5,999	1,709	1,043
NORTHAMPTON	250	209	810	274	1,543	2,576	453	1,662	1,010
NUNGARIN	0	511	882	30	1,423	0	4,206	2,425	1,318
PERENJORI	77	1,041	1,187	101	2,406	7,392	2,189	1,404	345
PINGELLY	277	987	357	168	1,789	8,502	3,391	1,884	1,083
PLANTAGENET	855	2,356	943	113	4,267	13,032	2,827	2,273	820
QUAIRADING	230	1,354	229	65	1,878	7,030	3,175	571	387

Expenditure on Road Preservation 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL [1]	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas [2]	Sealed Roads outside Built up Areas [3]	Paved Roads [4]	Formed Roads [5]	Total [6]	Sealed Roads \$ per lane km [7]	Sealed Roads \$ per lane km [8]	Gravel Roads \$ per km [9]	Formed Roads \$ per km [10]
RAVENSTHORPE	205	61	1,804	98	2,168	2,979	350	1,848	772
TAMMIN	121	381	432	57	991	9,122	1,923	1,689	701
THREE SPRINGS	55	256	660	20	991	4,311	1,061	1,346	281
TOODYAY	505	528	938	20	1,991	18,840	1,073	3,303	740
TRAYNING	38	2,316	457	19	2,830	1,623	9,980	855	435
VICTORIA PLAINS	51	799	451	63	1,364	3,105	1,571	1,299	772
WAGIN	188	356	703	68	1,315	2,418	1,664	1,881	363
WANDERING	21	0	1,073	63	1,157	3,944	0	5,613	960
WARROONA	510	555	207	6	1,278	8,057	1,427	2,778	942
WEST ARTHUR	49	678	717	75	1,519	3,404	1,928	1,442	589
WESTONIA	10	125	752	42	929	1,453	497	1,457	201
WICKEPIN	12	2,047	174	79	2,312	694	7,660	441	281
WILLIAMS	92	74	736	61	963	4,755	317	2,587	1,125
WONGAN BALIDU	378	831	579	150	1,938	6,657	1,776	1,254	301
WOODANILLING	34	442	486	24	986	9,778	2,581	1,390	378
WYALKATCHEM	307	459	445	17	1,228	9,202	2,055	913	323
YILGARN	309	868	322	695	2,194	8,941	1,841	485	499
YORK	666	637	303	117	1,723	8,015	1,506	1,473	778
Region Average	18,760	58,264	47,668	6,699	131,391	6,832	2,369	1,477	636
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

**Expenditure by Work Categories 2012-13
Agricultural Shires without Large Towns**

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on					Required Expenditure \$000s	Actual Expenditure \$000s	Preservation [12]
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	[10]			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
BEVERLEY	685	443	1,292	0	2,420	28.3%	18.3%	53.4%	0.0%	3,808	1,128		
BODDINGTON	906	40	37	463	1,446	62.7%	2.8%	2.6%	32.0%	1,373	647		
BOYUP BROOK	853	743	78	0	1,674	51.0%	44.4%	4.7%	0.0%	3,809	1,596		
BRIDGETOWN GREENBUSHES	1,080	242	855	27	2,204	49.0%	11.0%	38.8%	1.2%	3,958	1,147		
BROOKTON	703	956	0	0	1,659	42.4%	57.6%	0.0%	0.0%	2,336	1,659		
BROOMEHILL TAMBELLUP	1,632	610	1,006	0	3,248	50.2%	18.8%	31.0%	0.0%	3,618	1,410		
BRUCE ROCK	803	3,675	51	0	4,529	17.7%	81.1%	1.1%	0.0%	4,148	4,478		
CAPEL	1,944	494	718	0	3,156	61.6%	15.7%	22.8%	0.0%	3,670	2,438		
CARNAMAH	460	2,209	0	0	2,669	17.2%	82.8%	0.0%	0.0%	2,145	2,669		
CHAPMAN VALLEY	743	1,090	0	0	1,833	40.5%	59.5%	0.0%	0.0%	2,155	1,833		
CHITTERING	1,016	727	350	0	2,093	48.5%	34.7%	16.7%	0.0%	3,115	1,708		
COOROW	879	1,052	580	0	2,511	35.0%	41.9%	23.1%	0.0%	2,928	1,931		
CORRIGIN	756	145	1,033	0	1,934	39.1%	7.5%	53.4%	0.0%	3,685	901		
CRANBROOK	592	1,461	0	14	2,067	28.6%	70.7%	0.0%	0.7%	4,024	1,668		
CUBALLING	1,092	504	1,780	0	3,376	32.3%	14.9%	52.7%	0.0%	2,299	1,596		
CUNDERDIN	460	982	656	0	2,098	21.9%	46.8%	31.3%	0.0%	2,964	1,396		
DALWALLINU	1,121	1,343	908	8	3,380	33.2%	39.7%	26.9%	0.2%	5,879	2,464		
DANDARAGAN	1,101	1,700	0	0	2,801	39.3%	60.7%	0.0%	0.0%	5,239	2,801		
DARDANUP	1,764	3,449	1,138	125	6,476	27.2%	53.3%	17.6%	1.9%	3,533	5,213		
DENMARK	2,191	2,483	315	12	5,001	43.8%	49.7%	6.3%	0.2%	2,739	3,641		
DONNYBROOK-BALINGUP	1,144	981	1,815	37	3,977	28.8%	24.7%	45.6%	0.9%	4,403	2,125		
DOWERIN	564	999	0	0	1,563	36.1%	63.9%	0.0%	0.0%	2,580	1,563		
DUMBLEYUNG	449	947	433	0	1,829	24.5%	51.8%	23.7%	0.0%	3,181	1,361		
GINGIN	1,460	2,828	21	0	4,309	33.9%	65.6%	0.5%	0.0%	5,380	4,288		
GNOWANGERUP	953	792	378	101	2,224	42.9%	35.6%	17.0%	4.5%	3,175	1,745		

Expenditure by Work Categories 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on					Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$00s	Actual Expenditure \$00s	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
GOCMALLING	1,062	1,072	214	173	2,521	42.1%	42.5%	8.5%	6.9%	2,005	2,134	
IRWIN	479	1,154	136	727	2,496	19.2%	46.2%	5.4%	29.1%	2,005	1,633	
JERRAMUNGUP	895	593	0	1,407	2,895	30.9%	20.5%	0.0%	48.6%	2,863	1,363	
KELLERBERRIN	427	1,893	0	2,305	4,625	9.2%	40.9%	0.0%	49.8%	2,951	2,310	
KENT	777	1,382	0	0	2,159	36.0%	64.0%	0.0%	0.0%	3,152	2,159	
KOJONUP	2,830	371	994	0	4,195	67.5%	8.8%	23.7%	0.0%	4,086	1,470	
KONDININ	719	76	1,008	0	1,803	39.9%	4.2%	55.9%	0.0%	3,739	772	
KOORDA	550	680	0	518	1,748	31.5%	38.9%	0.0%	29.6%	3,041	1,201	
KULIN	1,427	468	410	864	3,169	45.0%	14.8%	27.9%	27.3%	4,132	1,519	
LAKE GRACE	1,380	1,344	0	0	2,724	50.7%	49.3%	0.0%	0.0%	6,233	2,712	
MERREDIN	558	2,158	0	0	2,716	20.5%	79.5%	0.0%	0.0%	4,910	2,716	
MINGENEW	506	1,614	2,299	0	4,419	11.5%	36.5%	52.0%	0.0%	1,657	2,120	
MOORA	859	1,061	448	0	2,368	36.3%	44.8%	18.9%	0.0%	4,075	1,920	
MORAWA	514	1,180	0	11	1,705	30.1%	69.2%	0.0%	0.6%	2,353	1,694	
MOUNT MARSHALL	755	1,458	5	0	2,218	34.0%	65.7%	0.2%	0.0%	4,270	2,213	
MUKINBUDIN	398	1,222	0	0	1,620	24.6%	75.4%	0.0%	0.0%	2,821	1,620	
NANNUP	592	978	6,438	0	8,008	7.4%	12.2%	80.4%	0.0%	2,941	1,570	
NAREMBEEN	655	886	252	0	1,793	36.5%	49.4%	14.1%	0.0%	4,128	1,541	
NARROGIN (S)	1,095	1,192	233	0	2,520	43.5%	47.3%	9.2%	0.0%	1,985	1,946	
NORTHAMPTON	1,269	274	1,040	30	2,613	48.6%	10.5%	39.8%	1.1%	4,117	1,543	
NUNGARIN	782	641	0	0	1,423	55.0%	45.0%	0.0%	0.0%	1,461	1,267	
PERENJORI	667	1,739	0	47	2,453	27.2%	70.9%	0.0%	1.9%	4,249	2,406	
PINGELLY	887	902	1,339	0	3,128	28.4%	42.8%	0.0%	2,373	1,789		
PLANTAGENET	2,517	1,750	96	0	4,363	57.7%	40.1%	2.2%	0.0%	4,833	3,463	
QUAIRADING	501	1,408	0	0	1,909	26.2%	73.8%	0.0%	0.0%	3,324	1,909	

Expenditure by Work Categories 2012-13 [continued]
Agricultural Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s						% Road Expenditure Spent on				Preservation	
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Required Expenditure \$000s	Actual Expenditure \$000s	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
RAVENSTHORPE	1,535	633	0	121	2,289	67.1%	27.7%	0.0%	5.3%	3,589	1,905	
TAMMIN	427	564	0	0	991	43.1%	56.9%	0.0%	0.0%	1,543	991	
THREE SPRINGS	321	670	183	0	1,174	27.3%	57.1%	15.6%	0.0%	2,301	991	
TOODYAY	1,097	1,557	622	18	3,294	33.3%	47.3%	18.9%	0.5%	3,533	2,588	
TRAYNING	422	2,408	0	0	2,830	14.9%	85.1%	0.0%	0.0%	2,434	2,830	
VICTORIA PLAINS	826	550	370	0	1,746	47.3%	31.5%	21.2%	0.0%	3,176	1,374	
WAGIN	491	844	141	0	1,476	33.3%	57.2%	9.6%	0.0%	2,571	1,315	
WANDERING	417	913	631	52	2,013	20.7%	45.4%	31.3%	2.6%	1,717	545	
WAROONA	850	428	343	0	1,621	52.4%	26.4%	21.2%	0.0%	2,518	1,278	
WEST ARTHUR	760	1,244	19	0	2,023	37.6%	61.5%	0.9%	0.0%	3,540	1,894	
WESTONIA	122	807	49	0	978	12.5%	82.5%	5.0%	0.0%	2,436	929	
WICKEPIN	258	2,054	0	65	2,377	10.9%	86.4%	0.0%	2.7%	2,425	2,249	
WILLIAMS	726	307	50	630	1,713	42.4%	17.9%	2.9%	36.8%	1,884	876	
WONGAN BALLIDU	1,011	927	707	0	2,645	38.2%	35.0%	26.7%	0.0%	3,726	1,938	
WOODANILLING	303	683	204	9	1,199	25.3%	57.0%	17.0%	0.8%	1,691	986	
WYALKATCHEM	346	882	0	0	1,228	28.2%	71.8%	0.0%	0.0%	2,270	1,211	
YILGARN	1,302	892	1,363	0	3,557	36.6%	25.1%	38.3%	0.0%	4,555	2,194	
YORK	949	813	559	40	2,361	40.2%	34.4%	23.7%	1.7%	3,657	1,762	
Region Average	60,615	75,567	33,597	7,804	177,583	34.1%	42.6%	18.9%	4.4%	219,413	128,250	
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616	519,944	

PASTORAL SHIRES WITHOUT LARGE TOWNS

2012-2013

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

Road Assets & Expenditure Indicators 2012-13

Pastoral Shires without Large Towns

COUNCIL	[1]	Indicators			
		State of the Road Asset	Road Asset Consumption	Sealed Road Sustainability	Preservation Performance
	[2]	[3]	[4]	[5]	
CUE	0.69	4.4%	1%	0.43	
DUNDAS	0.51	4.2%	107%	1.25	
HALLS CREEK	0.53	4.7%	48%	0.60	
LAVERTON	0.49	5.0%	29%	1.49	
LEONORA	0.53	4.6%	129%	1.20	
MEEKATHARRA	0.53	5.0%	19%	-0.35	
MENZIES	0.54	5.6%	0%	1.18	
MOUNT MAGNET	0.55	4.6%	51%	0.58	
MURCHISON	0.52	5.8%	345%	1.33	
NGANYATJARRAKU	0.55	5.7%	7%	1.36	
SANDSTONE	0.55	5.5%	12%	1.37	
SHARK BAY	0.61	4.4%	56%	0.85	
UPPER GASCOYNE	0.57	5.5%	198%	1.22	
WILUNA	0.54	5.3%	655%	0.94	
YALGOO	0.53	4.9%	162%	0.76	
Region Average	0.55	5.1%	104%	0.86	
State Average	0.58	2.6%	70%	0.84	

Expenditure from Councils' Own Resources 2012-13
Pastoral Shires without Large Towns

COUNCIL	Total Council Expenditure \$000s	Expenditure from Council's Own Resources \$000s	% of Total Road Expenditure	% Revenue Capacity needed to meet net road preservation needs	% of Revenue Capacity spent on roads	Expenditure \$ per person	[7]
[1]	[2]	[3]	[4]	[5]	[6]		
CUE	841	256	30%	78%	15%	874	
DUNDAS	1,881	727	39%	20%	26%	611	
HALLS CREEK	5,478	916	17%	38%	17%	223	
LAVERTON	6,902	981	14%	31%	25%	717	
LEONORA	2,911	1,598	55%	33%	38%	572	
MEEKATHARRA	7,232	738	10%	53%	16%	494	
MENZIES	3,416	1,037	30%	43%	29%	2434	
MOUNT MAGNET	861	292	34%	22%	16%	418	
MURCHISON	4,539	656	14%	17%	26%	5248	
NGAANYATJARRAKU	3,012	600	20%	33%	18%	375	
SANDSTONE	1,618	639	39%	12%	31%	5605	
SHARK BAY	1,489	74	5%	44%	4%	81	
UPPER GASCOYNE	8,335	1,987	24%	49%	73%	7702	
WILLUNA	2,280	791	35%	41%	26%	630	
YALGOO	2,882	689	24%	59%	34%	1577	
Region Average	53,677	11,981	22%	38%	26%	702	
State Average	767,573	406,374	53%	31%	26%	167	

Expenditure on Road Preservation 2012-13
Pastoral Shires without Large Towns

COUNCIL	Road Expenditure \$000s						Road Expenditure		
	Sealed Roads in Built up Areas	Sealed Roads outside Built up Areas	Paved Roads	Formed Roads	Total	Sealed Roads \$ per lane km	Sealed Roads \$ per lane km	Gravel Roads \$ per km	Formed Roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CUE	6	0	707	128	841	511	0	3,692	355
DUNDAS	800	105	642	68	1,615	16,454	6,593	2,238	321
HALLS CREEK	383	0	3,124	193	3,700	14,213	0	3,489	1,454
LAVERTON	202	26	3,649	675	4,552	9,770	250	6,233	1,348
LEONORA	827	61	1,456	567	2,911	40,019	773	2,431	1,512
MEEKATHARRA	61	0	3,558	434	4,053	1,427	0	2,679	924
MENZIES	0	0	2,621	394	3,015	0	0	3,480	521
MOUNT MAGNET	229	0	305	93	627	7,480	0	1,326	510
MURCHISON	0	504	1,176	759	2,439	0	23,271	7,269	583
NGANYATJARRAKU	101	64	1,917	644	2,726	6,025	0	3,717	866
SANDSTONE	33	7	1,392	186	1,618	3,853	541	4,607	450
SHARK BAY	163	91	851	137	1,242	7,044	2,544	2,421	741
UPPER GASCOYNE	6	1,125	1,471	5,042	7,644	2,265	11,276	2,733	4,900
WILUNA	173	1,153	552	254	2,132	15,909	55,569	859	411
YALGOO	82	1,275	315	422	2,094	12,261	6,866	1,013	631
Region Average	3,066	4,411	23,736	9,996	41,209	11,270	5,198	3,084	1,255
State Average	314,822	106,553	94,031	22,024	537,431	9,572	2,529	1,837	964

Expenditure by Work Categories 2012-13 Pastoral Shires without Large Towns

COUNCIL	Expenditure on Roads - \$000s					% Road Expenditure Spent on			Required Expenditure \$000s	Actual Expenditure \$000s
	Maintenance	Renewal	Capital Upgrade	Capital Expansion	Total	Maintenance	Renewal	Capital Upgrade		
CUE	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
DUNDAS	241	600	0	841	28.7%	71.3%	0.0%	0.0%	1,972	841
HALLS CREEK	759	856	122	144	1,881	40.4%	45.5%	6.5%	7.7%	1,292
LAVERTON	2,618	1,082	1,778	0	5,478	47.8%	19.8%	32.5%	0.0%	2,991
LEONORA	2,139	2,413	1,187	1,163	6,902	31.0%	35.0%	17.2%	16.9%	2,303
MEEKATHARRA	1,731	1,180	0	0	2,911	59.5%	40.5%	0.0%	0.0%	2,330
MENZIES	2,419	1,634	0	3,179	7,232	33.4%	22.6%	0.0%	44.0%	4,047
MOUNT MAGNET	1,009	2,006	0	401	3,416	29.5%	58.7%	0.0%	11.7%	2,551
MURCHISON	506	121	64	170	861	58.8%	14.1%	7.4%	19.7%	1,083
NGAANYATJARRAKU	876	1,563	2,100	0	4,539	19.3%	34.4%	46.3%	0.0%	1,504
SANDSTONE	1,190	1,536	283	3	3,012	39.5%	51.0%	9.4%	0.1%	2,008
SHARK BAY	433	1,185	0	0	1,618	26.8%	73.2%	0.0%	0.0%	1,178
UPPER GASCOYNE	648	594	247	0	1,489	43.5%	39.9%	16.6%	0.0%	1,453
WILUNA	939	6,705	90	601	8,335	11.3%	80.4%	1.1%	7.2%	2,616
YALGOO	778	1,354	0	148	2,280	34.1%	59.4%	0.0%	6.5%	2,275
Region Average	17,143	24,066	6,659	5,809	53,677	31.9%	44.8%	12.4%	10.8%	31,950
State Average	296,510	251,635	150,040	69,390	767,575	38.6%	32.8%	19.5%	9.0%	622,616
										519,944

LOCAL GOVERNMENT EXPENDITURE SOURCES OF ROAD FUNDING

2003-04 TO 2012-13

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Gascoyne Region									
2003-04	3,078	55.1%	1,331	23.8%	38	0.7%	1,143	20.4%	5,590
2004-05	2,406	42.3%	1,727	30.4%	250	4.4%	1,301	22.9%	5,684
2005-06	3,145	39.5%	3,659	45.9%	24	0.3%	1,142	14.3%	7,970
2006-07	3,550	37.5%	5,119	54.1%	0	0.0%	789	8.3%	9,458
2007-08	3,419	34.1%	4,815	48.0%	0	0.0%	1,795	17.9%	10,029
2008-09	3,414	37.6%	3,140	34.5%	0	0.0%	2,535	27.9%	9,089
2009-10	3,649	44.6%	3,171	38.8%	0	0.0%	1,354	16.6%	8,174
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
Carnarvon									
2003-04	1,214	55.8%	450	20.7%	0	0.0%	512	23.5%	2,176
2004-05	875	53.1%	547	33.2%	0	0.0%	226	13.7%	1,648
2005-06	1,220	29.2%	2,315	55.4%	0	0.0%	641	15.3%	4,176
2006-07	1,283	25.3%	3,546	70.0%	0	0.0%	238	4.7%	5,067
2007-08	1,543	29.3%	3,532	67.0%	0	0.0%	200	3.8%	5,275
2008-09	1,155	28.7%	1,290	32.0%	0	0.0%	1,582	39.3%	4,027
2009-10	1,445	48.8%	583	19.7%	0	0.0%	932	31.5%	2,960
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
Exmouth									
2003-04	382	43.2%	305	34.5%	0	0.0%	198	22.4%	885
2004-05	364	31.1%	495	42.2%	50	4.3%	263	22.4%	1,172
2005-06	434	52.4%	370	44.7%	24	2.9%	0	0.0%	828
2006-07	387	50.9%	373	49.1%	0	0.0%	0	0.0%	760
2007-08	315	38.4%	483	58.9%	0	0.0%	22	2.7%	820
2008-09	943	59.2%	593	37.2%	0	0.0%	58	3.6%	1,594
2009-10	501	34.1%	415	28.3%	0	0.0%	553	37.6%	1,469
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
Shark Bay									
2003-04	468	57.6%	259	31.9%	0	0.0%	86	10.6%	813
2004-05	497	49.5%	279	27.8%	200	19.9%	29	2.9%	1,005
2005-06	481	59.5%	479	59.2%	0	0.0%	-151	-18.7%	809
2006-07	486	47.0%	301	29.1%	0	0.0%	248	24.0%	1,035
2007-08	505	51.7%	468	48.0%	0	0.0%	3	0.3%	976
2008-09	341	37.6%	552	60.8%	0	0.0%	15	1.7%	908
2009-10	831	54.9%	684	45.1%	0	0.0%	0	0.0%	1,515
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
Upper Gascoyne									
2003-04	1,014	59.1%	317	18.5%	38	2.2%	347	20.2%	1,716
2004-05	670	36.0%	406	21.8%	0	0.0%	783	42.1%	1,859
2005-06	1,010	46.8%	495	22.9%	0	0.0%	652	30.2%	2,157
2006-07	1,394	53.7%	899	34.6%	0	0.0%	303	11.7%	2,596
2007-08	1,056	35.7%	332	11.2%	0	0.0%	1,570	53.1%	2,958
2008-09	975	38.1%	705	27.5%	0	0.0%	880	34.4%	2,560
2009-10	872	39.1%	1,489	66.8%	0	0.0%	-131	-5.9%	2,230
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Goldfields - Esperance Region									
2003-04	9,836	39.0%	3,750	14.9%	418	1.7%	11,233	44.5%	25,237
2004-05	10,897	39.6%	4,276	15.5%	334	1.2%	11,995	43.6%	27,502
2005-06	10,275	38.2%	4,962	18.4%	261	1.0%	11,406	42.4%	26,904
2006-07	13,988	39.6%	6,032	17.1%	286	0.8%	14,996	42.5%	35,302
2007-08	13,580	37.3%	7,583	20.8%	354	1.0%	14,935	41.0%	36,452
2008-09	13,023	36.7%	7,224	20.4%	85	0.2%	15,143	42.7%	35,475
2009-10	13,691	36.9%	7,316	19.7%	210	0.6%	15,867	42.8%	37,084
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
Coolgardie									
2003-04	431	36.5%	322	27.3%	0	0.0%	427	36.2%	1,180
2004-05	561	29.7%	326	17.3%	0	0.0%	1,000	53.0%	1,887
2005-06	529	47.0%	451	40.1%	0	0.0%	145	12.9%	1,125
2006-07	371	34.0%	269	24.7%	0	0.0%	450	41.3%	1,090
2007-08	566	64.2%	192	21.8%	0	0.0%	123	14.0%	881
2008-09	608	49.4%	61	5.0%	0	0.0%	562	45.7%	1,231
2009-10	650	35.2%	740	40.0%	0	0.0%	459	24.8%	1,849
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
Dundas									
2003-04	268	38.2%	177	25.2%	112	16.0%	145	20.7%	702
2004-05	475	56.7%	97	11.6%	100	11.9%	166	19.8%	838
2005-06	343	35.3%	237	24.4%	102	10.5%	290	29.8%	972
2006-07	512	52.4%	261	26.7%	113	11.6%	91	9.3%	977
2007-08	370	28.8%	273	21.3%	175	13.6%	465	36.2%	1,283
2008-09	881	50.8%	373	21.5%	75	4.3%	404	23.3%	1,733
2009-10	528	32.3%	571	34.9%	100	6.1%	435	26.6%	1,634
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
Esperance									
2003-04	2,977	39.8%	1,143	15.3%	11	0.1%	3,354	44.8%	7,485
2004-05	3,423	41.9%	1,250	15.3%	21	0.3%	3,483	42.6%	8,177
2005-06	3,128	37.4%	1,438	17.2%	29	0.3%	3,762	45.0%	8,357
2006-07	3,080	30.5%	1,914	18.9%	33	0.3%	5,081	50.3%	10,108
2007-08	3,612	32.8%	2,499	22.7%	29	0.3%	4,858	44.2%	10,998
2008-09	3,587	39.6%	1,545	17.1%	0	0.0%	3,928	43.4%	9,060
2009-10	3,526	34.4%	1,680	16.4%	0	0.0%	5,032	49.2%	10,238
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
Kalgoorlie - Boulder									
2003-04	1,569	23.9%	687	10.5%	132	2.0%	4,174	63.6%	6,562
2004-05	2,148	31.5%	683	10.0%	213	3.1%	3,767	55.3%	6,811
2005-06	1,799	24.0%	882	11.8%	130	1.7%	4,679	62.5%	7,490
2006-07	2,558	27.8%	1,522	16.5%	140	1.5%	4,992	54.2%	9,212
2007-08	2,871	30.7%	1,042	11.2%	150	1.6%	5,281	56.5%	9,344
2008-09	2,300	24.4%	1,248	13.3%	0	0.0%	5,864	62.3%	9,412
2009-10	2,287	23.3%	1,113	11.4%	110	1.1%	6,295	64.2%	9,805
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
Laverton									
2003-04	929	43.1%	206	9.6%	56	2.6%	963	44.7%	2,154
2004-05	1,103	37.2%	635	21.4%	0	0.0%	1,231	41.5%	2,969
2005-06	908	44.0%	693	33.6%	0	0.0%	464	22.5%	2,065
2006-07	1,308	49.3%	564	21.3%	0	0.0%	780	29.4%	2,652
2007-08	1,524	42.2%	1,429	39.6%	0	0.0%	656	18.2%	3,609
2008-09	1,216	35.3%	1,292	37.5%	0	0.0%	937	27.2%	3,445
2009-10	1,622	55.5%	552	18.9%	0	0.0%	748	25.6%	2,922
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Leonora									
2003-04	747	36.9%	84	4.2%	107	5.3%	1,084	53.6%	2,022
2004-05	701	32.0%	158	7.2%	0	0.0%	1,332	60.8%	2,191
2005-06	787	36.6%	115	5.3%	0	0.0%	1,248	58.0%	2,150
2006-07	1,103	35.2%	134	4.3%	0	0.0%	1,893	60.5%	3,130
2007-08	824	32.5%	137	5.4%	0	0.0%	1,576	62.1%	2,537
2008-09	853	33.8%	139	5.5%	0	0.0%	1,532	60.7%	2,524
2009-10	879	45.9%	271	14.2%	0	0.0%	763	39.9%	1,913
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
Menzies									
2003-04	703	57.0%	80	6.5%	0	0.0%	450	36.5%	1,233
2004-05	567	49.3%	153	13.3%	0	0.0%	429	37.3%	1,149
2005-06	584	53.3%	231	21.1%	0	0.0%	280	25.6%	1,095
2006-07	711	40.6%	98	5.6%	0	0.0%	941	53.8%	1,750
2007-08	888	54.7%	519	32.0%	0	0.0%	217	13.4%	1,624
2008-09	1,426	47.2%	913	30.2%	10	0.3%	674	22.3%	3,023
2009-10	1,319	51.5%	760	29.7%	0	0.0%	482	18.8%	2,561
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
Ngaanyayjarraku									
2003-04	1,264	49.4%	933	36.4%	0	0.0%	364	14.2%	2,561
2004-05	1,049	48.1%	744	34.1%	0	0.0%	388	17.8%	2,181
2005-06	1,284	51.1%	691	27.5%	0	0.0%	538	21.4%	2,513
2006-07	3,182	70.2%	937	20.7%	0	0.0%	414	9.1%	4,533
2007-08	1,829	43.2%	1,279	30.2%	0	0.0%	1,123	26.5%	4,231
2008-09	997	32.8%	1,475	48.6%	0	0.0%	565	18.6%	3,037
2009-10	1,856	42.0%	1,480	33.5%	0	0.0%	1,085	24.5%	4,421
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
Wiluna									
2003-04	948	70.9%	118	8.8%	0	0.0%	272	20.3%	1,338
2004-05	870	67.0%	230	17.7%	0	0.0%	199	15.3%	1,299
2005-06	913	80.3%	224	19.7%	0	0.0%	0	0.0%	1,137
2006-07	1,163	62.9%	333	18.0%	0	0.0%	354	19.1%	1,850
2007-08	1,096	56.3%	213	11.0%	0	0.0%	636	32.7%	1,945
2008-09	1,155	57.5%	178	8.9%	0	0.0%	677	33.7%	2,010
2009-10	1,024	58.8%	149	8.6%	0	0.0%	568	32.6%	1,741
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Great Southern Region									
2003-04	9,255	42.8%	3,396	15.7%	0	0.0%	8,974	41.5%	21,625
2004-05	7,736	32.6%	6,346	26.7%	182	0.8%	9,497	40.0%	23,761
2005-06	9,445	34.8%	7,276	26.8%	0	0.0%	10,399	38.3%	27,120
2006-07	9,699	35.8%	6,429	23.8%	304	1.1%	10,629	39.3%	27,061
2007-08	11,103	36.1%	6,733	21.9%	130	0.4%	12,788	41.6%	30,754
2008-09	12,174	39.4%	7,854	25.4%	31	0.1%	10,851	35.1%	30,910
2009-10	12,737	36.7%	10,997	31.7%	0	0.0%	10,991	31.7%	34,725
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
Albany									
2003-04	1,946	26.7%	601	8.3%	0	0.0%	4,732	65.0%	7,279
2004-05	1,483	18.1%	2,072	25.3%	102	1.2%	4,541	55.4%	8,198
2005-06	1,924	20.7%	2,174	23.4%	0	0.0%	5,178	55.8%	9,276
2006-07	2,301	25.3%	1,762	19.4%	140	1.5%	4,877	53.7%	9,080
2007-08	2,180	25.7%	1,120	13.2%	77	0.9%	5,097	60.1%	8,474
2008-09	2,269	29.5%	2,293	29.8%	0	0.0%	3,139	40.8%	7,701
2009-10	3,081	32.6%	2,945	31.1%	0	0.0%	3,438	36.3%	9,464
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
Broomehill [Replaced 1 July 2008]									
2003-04	287	53.0%	57	10.5%	0	0.0%	198	36.5%	542
2004-05	205	28.1%	132	18.1%	0	0.0%	392	53.8%	729
2005-06	464	44.6%	340	32.7%	0	0.0%	237	22.8%	1,041
2006-07	417	50.2%	119	14.3%	0	0.0%	295	35.5%	831
2007-08	336	38.1%	226	25.6%	0	0.0%	320	36.3%	882
2008-09									
2009-10									
2010-11									
2011-12									
Broomehill - Tambellup [Established 1 July 2008]									
2003-04									
2004-05									
2005-06									
2006-07									
2007-08									
2008-09	802	45.2%	449	25.3%	0	0.0%	522	29.4%	1,773
2009-10	705	37.6%	564	30.1%	0	0.0%	604	32.2%	1,873
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
Cranbrook									
2003-04	766	48.8%	575	36.6%	0	0.0%	229	14.6%	1,570
2004-05	881	53.2%	425	25.7%	80	4.8%	270	16.3%	1,656
2005-06	642	37.3%	721	41.8%	0	0.0%	360	20.9%	1,723
2006-07	755	40.8%	850	45.9%	0	0.0%	247	13.3%	1,852
2007-08	774	48.2%	561	34.9%	31	1.9%	241	15.0%	1,607
2008-09	895	58.6%	591	38.7%	0	0.0%	41	2.7%	1,527
2009-10	1,045	50.8%	850	41.3%	0	0.0%	163	7.9%	2,058
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
Denmark									
2003-04	565	36.8%	295	19.2%	0	0.0%	674	43.9%	1,534
2004-05	548	38.9%	452	32.1%	0	0.0%	409	29.0%	1,409
2005-06	479	28.7%	481	28.9%	0	0.0%	707	42.4%	1,667
2006-07	550	40.2%	477	34.8%	17	1.2%	325	23.7%	1,369
2007-08	514	22.3%	630	27.4%	17	0.7%	1,139	49.5%	2,300
2008-09	590	21.2%	350	12.6%	11	0.4%	1,830	65.8%	2,781
2009-10	768	22.8%	625	18.6%	0	0.0%	1,973	58.6%	3,366
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Gnowangerup									
2003-04	665	38.2%	263	15.1%	0	0.0%	815	46.8%	1,743
2004-05	652	45.9%	332	23.3%	0	0.0%	438	30.8%	1,422
2005-06	690	46.1%	544	36.3%	0	0.0%	263	17.6%	1,497
2006-07	806	42.5%	174	9.2%	0	0.0%	916	48.3%	1,896
2007-08	894	52.9%	541	32.0%	0	0.0%	255	15.1%	1,690
2008-09	899	44.3%	661	32.6%	0	0.0%	470	23.2%	2,030
2009-10	952	51.8%	258	14.0%	0	0.0%	627	34.1%	1,837
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
Jerramungup									
2003-04	601	63.1%	153	16.1%	0	0.0%	199	20.9%	953
2004-05	566	51.5%	153	13.9%	0	0.0%	381	34.6%	1,100
2005-06	662	51.3%	260	20.2%	0	0.0%	368	28.5%	1,290
2006-07	591	36.9%	297	18.5%	0	0.0%	714	44.6%	1,602
2007-08	714	39.1%	100	5.5%	0	0.0%	1,014	55.5%	1,828
2008-09	1,036	51.0%	81	4.0%	0	0.0%	916	45.1%	2,033
2009-10	896	45.9%	402	20.6%	0	0.0%	656	33.6%	1,954
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
Katanning									
2003-04	601	59.3%	85	8.4%	0	0.0%	327	32.3%	1,013
2004-05	629	53.4%	300	25.4%	0	0.0%	250	21.2%	1,179
2005-06	598	64.0%	154	16.5%	0	0.0%	182	19.5%	934
2006-07	602	43.6%	528	38.3%	0	0.0%	250	18.1%	1,380
2007-08	613	35.4%	383	22.1%	0	0.0%	738	42.6%	1,734
2008-09	655	43.4%	381	25.3%	0	0.0%	472	31.3%	1,508
2009-10	787	40.9%	662	34.4%	0	0.0%	475	24.7%	1,924
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
Kent									
2003-04	819	86.9%	162	17.2%	0	0.0%	-38	-4.0%	943
2004-05	451	35.9%	197	15.7%	0	0.0%	610	48.5%	1,258
2005-06	687	49.7%	139	10.1%	0	0.0%	556	40.2%	1,382
2006-07	607	39.4%	168	10.9%	0	0.0%	765	49.7%	1,540
2007-08	943	51.2%	273	14.8%	5	0.3%	621	33.7%	1,842
2008-09	869	46.2%	240	12.8%	0	0.0%	771	41.0%	1,880
2009-10	804	44.6%	231	12.8%	0	0.0%	766	42.5%	1,801
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
Kojonup									
2003-04	863	58.7%	484	32.9%	0	0.0%	122	8.3%	1,469
2004-05	723	46.6%	432	27.9%	0	0.0%	396	25.5%	1,551
2005-06	808	40.3%	889	44.4%	0	0.0%	307	15.3%	2,004
2006-07	791	54.0%	292	19.9%	0	0.0%	383	26.1%	1,466
2007-08	839	44.5%	622	33.0%	0	0.0%	426	22.6%	1,887
2008-09	1,446	50.6%	718	25.1%	0	0.0%	692	24.2%	2,856
2009-10	898	32.8%	1,262	46.1%	0	0.0%	577	21.1%	2,737
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
Plantagenet									
2003-04	981	38.2%	513	20.0%	0	0.0%	1,072	41.8%	2,566
2004-05	578	19.0%	1,154	37.9%	0	0.0%	1,310	43.1%	3,042
2005-06	1,193	33.9%	1,058	30.1%	0	0.0%	1,265	36.0%	3,516
2006-07	993	28.9%	1,273	37.1%	0	0.0%	1,165	34.0%	3,431
2007-08	1,387	28.5%	1,352	27.8%	0	0.0%	2,132	43.8%	4,871
2008-09	1,196	29.0%	1,453	35.2%	0	0.0%	1,473	35.7%	4,122
2009-10	1,393	33.6%	1,725	41.6%	0	0.0%	1,030	24.8%	4,148
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Ravensthorpe									
2003-04	467	66.6%	84	12.0%	0	0.0%	150	21.4%	701
2004-05	474	62.5%	84	11.1%	0	0.0%	200	26.4%	758
2005-06	638	61.3%	162	15.6%	0	0.0%	240	23.1%	1,040
2006-07	621	48.2%	260	20.2%	147	11.4%	260	20.2%	1,288
2007-08	1,085	56.9%	503	26.4%	0	0.0%	320	16.8%	1,908
2008-09	859	48.6%	403	22.8%	20	1.1%	485	27.4%	1,767
2009-10	947	41.0%	752	32.6%	0	0.0%	608	26.4%	2,307
2010-11	1,022	46.4%	378	17.2%	0	0.0%	801	36.4%	2,201
2011-12	1,225	43.3%	393	13.9%	0	0.0%	1,209	42.8%	2,827
2012-13	669	29.2%	133	5.8%	0	0.0%	1,487	65.0%	2,289
Tambellup [Replaced 1 July 2008]									
2003-04	361	49.7%	87	12.0%	0	0.0%	279	38.4%	727
2004-05	296	44.4%	141	21.1%	0	0.0%	230	34.5%	667
2005-06	369	46.4%	171	21.5%	0	0.0%	255	32.1%	795
2006-07	370	63.1%	113	19.3%	0	0.0%	103	17.6%	586
2007-08	495	48.6%	163	16.0%	0	0.0%	361	35.4%	1,019
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
Woodanilling									
2003-04	333	56.9%	37	6.3%	0	0.0%	215	36.8%	585
2004-05	250	31.6%	472	59.6%	0	0.0%	70	8.8%	792
2005-06	291	30.5%	183	19.2%	0	0.0%	481	50.4%	955
2006-07	295	39.9%	116	15.7%	0	0.0%	329	44.5%	740
2007-08	329	46.2%	259	36.4%	0	0.0%	124	17.4%	712
2008-09	658	70.6%	234	25.1%	0	0.0%	40	4.3%	932
2009-10	461	36.7%	721	57.4%	0	0.0%	74	5.9%	1,256
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Kimberley Region									
2003-04	4,825	39.0%	2,603	21.1%	0	0.0%	4,931	39.9%	12,359
2004-05	5,341	43.4%	2,875	23.3%	0	0.0%	4,103	33.3%	12,319
2005-06	3,977	29.3%	4,829	35.6%	23	0.2%	4,727	34.9%	13,556
2006-07	4,867	40.5%	2,399	20.0%	19	0.2%	4,730	39.4%	12,015
2007-08	4,047	28.3%	2,400	16.8%	213	1.5%	7,634	53.4%	14,294
2008-09	5,247	37.9%	2,618	18.9%	1	0.0%	5,961	43.1%	13,827
2009-10	5,920	32.9%	5,032	27.9%	33	0.2%	7,021	39.0%	18,006
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
Broome									
2003-04	1,009	24.9%	688	17.0%	0	0.0%	2,351	58.1%	4,048
2004-05	1,230	35.9%	806	23.5%	0	0.0%	1,390	40.6%	3,426
2005-06	1,109	26.7%	1,101	26.5%	0	0.0%	1,946	46.8%	4,156
2006-07	1,610	39.7%	862	21.3%	0	0.0%	1,584	39.1%	4,056
2007-08	1,040	24.6%	718	17.0%	0	0.0%	2,465	58.4%	4,223
2008-09	1,313	26.9%	856	17.5%	0	0.0%	2,711	55.6%	4,880
2009-10	1,797	34.9%	908	17.6%	12	0.2%	2,438	47.3%	5,155
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
Derby West Kimberley									
2003-04	1,287	46.7%	573	20.8%	0	0.0%	897	32.5%	2,757
2004-05	1,466	48.8%	719	24.0%	0	0.0%	817	27.2%	3,002
2005-06	1,102	32.4%	1,032	30.4%	18	0.5%	1,244	36.6%	3,396
2006-07	1,193	36.2%	703	21.3%	19	0.6%	1,380	41.9%	3,295
2007-08	1,194	29.9%	770	19.3%	213	5.3%	1,820	45.5%	3,997
2008-09	1,173	36.2%	663	20.4%	1	0.0%	1,406	43.4%	3,243
2009-10	2,015	36.3%	1,460	26.3%	21	0.4%	2,054	37.0%	5,550
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
Halls Creek									
2003-04	1,281	73.9%	453	26.1%	0	0.0%	0	0.0%	1,734
2004-05	1,348	57.0%	638	27.0%	0	0.0%	380	16.1%	2,366
2005-06	991	37.9%	1,261	48.2%	0	0.0%	365	13.9%	2,617
2006-07	1,231	50.9%	570	23.6%	0	0.0%	616	25.5%	2,417
2007-08	1,029	41.5%	365	14.7%	0	0.0%	1,086	43.8%	2,480
2008-09	1,185	42.2%	586	20.8%	0	0.0%	1,040	37.0%	2,811
2009-10	977	22.3%	2,283	52.1%	0	0.0%	1,125	25.7%	4,385
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
Wyndham - East Kimberley									
2003-04	1,248	32.7%	889	23.3%	0	0.0%	1,683	44.1%	3,820
2004-05	1,297	36.8%	712	20.2%	0	0.0%	1,516	43.0%	3,525
2005-06	775	22.9%	1,435	42.4%	5	0.1%	1,172	34.6%	3,387
2006-07	833	37.1%	264	11.7%	0	0.0%	1,150	51.2%	2,247
2007-08	784	21.8%	547	15.2%	0	0.0%	2,263	63.0%	3,594
2008-09	1,576	54.5%	513	17.7%	0	0.0%	804	27.8%	2,893
2009-10	1,131	38.8%	381	13.1%	0	0.0%	1,404	48.1%	2,916
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Metropolitan Region									
2003-04	28,138	16.3%	21,725	12.6%	2,206	1.3%	120,934	69.9%	173,003
2004-05	25,777	14.3%	28,103	15.5%	3,953	2.2%	123,020	68.0%	180,853
2005-06	30,064	15.8%	20,066	10.6%	5,139	2.7%	134,424	70.9%	189,693
2006-07	31,948	16.3%	25,311	12.9%	2,888	1.5%	135,875	69.3%	196,022
2007-08	37,357	16.3%	22,749	9.9%	8,256	3.6%	160,340	70.1%	228,702
2008-09	41,518	15.3%	33,382	12.3%	9,447	3.5%	186,414	68.8%	270,761
2009-10	42,754	15.1%	35,693	12.6%	8,570	3.0%	195,776	69.2%	282,793
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
Armadale									
2003-04	1,486	19.8%	1,105	14.7%	337	4.5%	4,571	61.0%	7,499
2004-05	845	8.9%	1,390	14.7%	0	0.0%	7,242	76.4%	9,477
2005-06	1,149	9.2%	1,728	13.9%	0	0.0%	9,577	76.9%	12,454
2006-07	1,695	17.7%	927	9.7%	0	0.0%	6,980	72.7%	9,602
2007-08	4,151	31.5%	1,466	11.1%	1,576	12.0%	5,972	45.4%	13,165
2008-09	2,354	16.1%	700	4.8%	491	3.4%	11,067	75.7%	14,612
2009-10	2,569	18.3%	4,264	30.4%	308	2.2%	6,887	49.1%	14,028
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
Bassendean									
2003-04	240	20.0%	26	2.2%	0	0.0%	932	77.8%	1,198
2004-05	299	26.6%	82	7.3%	0	0.0%	744	66.1%	1,125
2005-06	337	39.2%	131	15.3%	8	0.9%	383	44.6%	859
2006-07	286	18.5%	140	9.1%	28	1.8%	1,090	70.6%	1,544
2007-08	318	19.4%	59	3.6%	17	1.0%	1,243	75.9%	1,637
2008-09	470	16.6%	431	15.3%	6	0.2%	1,916	67.9%	2,823
2009-10	313	17.2%	166	9.1%	0	0.0%	1,339	73.7%	1,818
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
Bayswater									
2003-04	962	21.6%	175	3.9%	0	0.0%	3,308	74.4%	4,445
2004-05	550	13.5%	280	6.9%	0	0.0%	3,249	79.7%	4,079
2005-06	1,146	25.3%	280	6.2%	0	0.0%	3,100	68.5%	4,526
2006-07	1,057	23.6%	117	2.6%	0	0.0%	3,301	73.8%	4,475
2007-08	1,017	21.8%	321	6.9%	0	0.0%	3,336	71.4%	4,674
2008-09	915	16.4%	590	10.6%	0	0.0%	4,068	73.0%	5,573
2009-10	1,042	15.8%	651	9.9%	0	0.0%	4,911	74.4%	6,604
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
Belmont									
2003-04	528	10.2%	1,215	23.4%	0	0.0%	3,456	66.5%	5,199
2004-05	618	11.8%	2,329	44.5%	135	2.6%	2,153	41.1%	5,235
2005-06	592	9.4%	115	1.8%	62	1.0%	5,534	87.8%	6,303
2006-07	711	10.9%	215	3.3%	42	0.6%	5,568	85.2%	6,536
2007-08	592	10.5%	138	2.4%	0	0.0%	4,904	87.0%	5,634
2008-09	833	14.3%	236	4.1%	101	1.7%	4,647	79.9%	5,817
2009-10	725	11.2%	1,338	20.7%	123	1.9%	4,273	66.2%	6,459
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
Cambridge									
2003-04	482	20.4%	122	5.2%	0	0.0%	1,762	74.5%	2,366
2004-05	407	12.4%	429	13.0%	0	0.0%	2,457	74.6%	3,293
2005-06	452	10.3%	183	4.2%	16	0.4%	3,733	85.2%	4,384
2006-07	632	12.3%	342	6.7%	0	0.0%	4,165	81.0%	5,139
2007-08	437	6.3%	286	4.1%	87	1.3%	6,109	88.3%	6,919
2008-09	673	11.1%	357	5.9%	0	0.0%	5,007	82.9%	6,037
2009-10	518	8.9%	485	8.4%	93	1.6%	4,696	81.1%	5,792
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Canning									
2003-04	1,136	10.2%	1,301	11.6%	396	3.5%	8,342	74.6%	11,175
2004-05	1,193	9.7%	2,302	18.8%	49	0.4%	8,710	71.1%	12,254
2005-06	1,284	10.6%	1,110	9.2%	647	5.4%	9,020	74.8%	12,061
2006-07	1,609	14.0%	1,949	16.9%	135	1.2%	7,823	67.9%	11,516
2007-08	1,992	14.8%	1,314	9.8%	163	1.2%	9,946	74.1%	13,415
2008-09	1,572	11.4%	1,180	8.6%	480	3.5%	10,542	76.5%	13,774
2009-10	1,904	10.2%	2,011	10.7%	915	4.9%	13,897	74.2%	18,727
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
Claremont									
2003-04	194	13.2%	104	7.1%	0	0.0%	1,170	79.7%	1,468
2004-05	81	5.5%	201	13.7%	0	0.0%	1,186	80.8%	1,468
2005-06	165	11.9%	13	0.9%	0	0.0%	1,213	87.2%	1,391
2006-07	155	7.8%	519	26.0%	0	0.0%	1,320	66.2%	1,994
2007-08	80	6.7%	67	5.6%	0	0.0%	1,053	87.8%	1,200
2008-09	88	3.1%	614	21.4%	0	0.0%	2,172	75.6%	2,874
2009-10	138	5.2%	207	7.7%	0	0.0%	2,334	87.1%	2,679
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
Cockburn									
2003-04	1,647	17.9%	2,149	23.3%	0	0.0%	5,416	58.8%	9,212
2004-05	1,097	13.4%	1,429	17.5%	0	0.0%	5,650	69.1%	8,176
2005-06	1,054	12.4%	663	7.8%	704	8.3%	6,108	71.6%	8,529
2006-07	1,044	10.6%	1,486	15.1%	738	7.5%	6,599	66.9%	9,867
2007-08	1,982	18.6%	621	5.8%	1,421	13.3%	6,639	62.3%	10,663
2008-09	1,731	13.6%	1,413	11.1%	3,252	25.6%	6,310	49.7%	12,706
2009-10	2,110	21.0%	752	7.5%	1,446	14.4%	5,717	57.0%	10,025
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
Cottesloe									
2003-04	132	8.6%	155	10.1%	0	0.0%	1,241	81.2%	1,528
2004-05	74	4.2%	407	23.2%	0	0.0%	1,270	72.5%	1,751
2005-06	325	14.4%	406	18.0%	0	0.0%	1,527	67.6%	2,258
2006-07	569	22.7%	352	14.0%	0	0.0%	1,591	63.3%	2,512
2007-08	828	30.1%	775	28.2%	0	0.0%	1,149	41.8%	2,752
2008-09	465	21.3%	166	7.6%	0	0.0%	1,557	71.2%	2,188
2009-10	331	16.1%	135	6.6%	0	0.0%	1,590	77.3%	2,056
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
East Fremantle									
2003-04	53	5.3%	139	13.9%	0	0.0%	811	80.9%	1,003
2004-05	54	5.4%	52	5.2%	0	0.0%	892	89.4%	998
2005-06	86	8.6%	9	0.9%	0	0.0%	908	90.5%	1,003
2006-07	56	6.3%	10	1.1%	0	0.0%	820	92.6%	886
2007-08	219	39.7%	10	1.8%	0	0.0%	323	58.5%	552
2008-09	61	4.6%	150	11.3%	0	0.0%	1,121	84.2%	1,332
2009-10	62	5.2%	10	0.8%	0	0.0%	1,125	94.0%	1,197
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
Fremantle									
2003-04	514	8.9%	436	7.6%	62	1.1%	4,741	82.4%	5,753
2004-05	325	5.6%	537	9.3%	0	0.0%	4,895	85.0%	5,757
2005-06	668	10.6%	408	6.5%	69	1.1%	5,130	81.8%	6,275
2006-07	496	7.6%	486	7.4%	125	1.9%	5,440	83.1%	6,547
2007-08	584	10.7%	552	10.1%	55	1.0%	4,263	78.2%	5,454
2008-09	516	8.5%	390	6.4%	0	0.0%	5,198	85.2%	6,104
2009-10	649	10.8%	476	7.9%	0	0.0%	4,878	81.3%	6,003
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Gosnells									
2003-04	2,007	17.0%	2,077	17.6%	591	5.0%	7,134	60.4%	11,809
2004-05	1,420	11.0%	2,659	20.6%	2,006	15.5%	6,840	52.9%	12,925
2005-06	2,030	13.8%	2,638	18.0%	1,116	7.6%	8,889	60.6%	14,673
2006-07	1,982	16.1%	2,356	19.1%	1,118	9.1%	6,862	55.7%	12,318
2007-08	1,557	8.6%	2,451	13.6%	1,093	6.1%	12,901	71.7%	18,002
2008-09	4,381	27.2%	3,349	20.8%	1,260	7.8%	7,096	44.1%	16,086
2009-10	4,254	20.6%	5,397	26.1%	165	0.8%	10,867	52.5%	20,683
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
Joondalup									
2003-04	2,271	20.8%	1,345	12.3%	0	0.0%	7,301	66.9%	10,917
2004-05	2,315	18.4%	1,884	14.9%	1,127	8.9%	7,289	57.8%	12,615
2005-06	3,145	21.4%	1,466	10.0%	0	0.0%	10,057	68.6%	14,668
2006-07	3,337	42.4%	1,547	19.6%	0	0.0%	2,989	38.0%	7,873
2007-08	2,684	31.9%	1,570	18.7%	0	0.0%	4,161	49.4%	8,415
2008-09	4,751	24.2%	5,182	26.4%	1	0.0%	9,668	49.3%	19,602
2009-10	5,172	25.6%	3,809	18.9%	0	0.0%	11,223	55.5%	20,204
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
Kalamunda									
2003-04	1,462	24.4%	843	14.0%	0	0.0%	3,698	61.6%	6,003
2004-05	1,062	19.5%	204	3.7%	0	0.0%	4,187	76.8%	5,453
2005-06	1,056	31.2%	743	21.9%	0	0.0%	1,591	46.9%	3,390
2006-07	1,495	26.6%	396	7.0%	0	0.0%	3,736	66.4%	5,627
2007-08	2,772	29.3%	857	9.1%	0	0.0%	5,835	61.7%	9,464
2008-09	3,049	41.7%	491	6.7%	0	0.0%	3,766	51.5%	7,306
2009-10	1,232	20.5%	846	14.1%	0	0.0%	3,927	65.4%	6,005
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
Kwinana									
2003-04	478	16.9%	283	10.0%	209	7.4%	1,866	65.8%	2,836
2004-05	370	13.8%	190	7.1%	30	1.1%	2,097	78.0%	2,687
2005-06	613	14.9%	1,101	26.8%	0	0.0%	2,390	58.2%	4,104
2006-07	916	19.3%	763	16.1%	268	5.6%	2,805	59.0%	4,752
2007-08	757	15.1%	864	17.3%	123	2.5%	3,264	65.2%	5,008
2008-09	738	14.1%	469	8.9%	0	0.0%	4,041	77.0%	5,248
2009-10	1,365	18.3%	568	7.6%	40	0.5%	5,471	73.5%	7,444
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
Melville									
2003-04	1,456	32.1%	688	15.2%	0	0.0%	2,397	52.8%	4,541
2004-05	1,194	24.8%	817	17.0%	0	0.0%	2,807	58.3%	4,818
2005-06	1,398	24.7%	634	11.2%	110	1.9%	3,518	62.2%	5,660
2006-07	1,331	20.7%	993	15.4%	146	2.3%	3,963	61.6%	6,433
2007-08	1,374	20.3%	597	8.8%	117	1.7%	4,680	69.1%	6,768
2008-09	1,498	12.6%	1,053	8.9%	65	0.5%	9,251	78.0%	11,867
2009-10	1,141	12.1%	2,735	29.0%	57	0.6%	5,513	58.4%	9,446
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
Mosman Park									
2002-03	83	8.4%	53	5.4%	0	0.0%	851	86.2%	987
2003-04	59	6.9%	56	6.6%	0	0.0%	736	86.5%	851
2004-05	61	7.0%	224	25.7%	0	0.0%	587	67.3%	872
2005-06	101	13.8%	86	11.8%	42	5.7%	502	68.7%	731
2006-07	104	16.4%	11	1.7%	12	1.9%	509	80.0%	636
2007-08	114	15.2%	12	1.6%	21	2.8%	603	80.4%	750
2008-09	110	12.2%	12	1.3%	0	0.0%	778	86.4%	900
2009-10	142	20.1%	12	1.7%	0	0.0%	554	78.2%	708
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mundaring									
2003-04	1,107	24.9%	286	6.4%	92	2.1%	2,969	66.7%	4,454
2004-05	1,028	21.9%	350	7.4%	81	1.7%	3,245	69.0%	4,704
2005-06	1,544	35.0%	216	4.9%	10	0.2%	2,647	59.9%	4,417
2006-07	799	16.3%	359	7.3%	0	0.0%	3,744	76.4%	4,902
2007-08	1,118	22.5%	605	12.2%	122	2.5%	3,131	62.9%	4,976
2008-09	1,990	29.4%	707	10.4%	45	0.7%	4,037	59.6%	6,779
2009-10	1,514	25.0%	137	2.3%	80	1.3%	4,314	71.4%	6,045
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
Nedlands									
2003-04	389	8.1%	588	12.3%	24	0.5%	3,797	79.1%	4,798
2004-05	249	5.1%	936	19.2%	0	0.0%	3,678	75.6%	4,863
2005-06	482	9.9%	949	19.6%	0	0.0%	3,421	70.5%	4,852
2006-07	231	5.9%	240	6.1%	0	0.0%	3,447	88.0%	3,918
2007-08	621	10.3%	602	10.0%	0	0.0%	4,827	79.8%	6,050
2008-09	252	3.3%	655	8.5%	0	0.0%	6,826	88.3%	7,733
2009-10	1,182	21.4%	236	4.3%	0	0.0%	4,101	74.3%	5,519
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
Peppermint Grove									
2003-04	13	7.8%	4	2.4%	0	0.0%	150	89.8%	167
2004-05	13	4.5%	4	1.4%	0	0.0%	270	94.1%	287
2005-06	14	5.8%	4	1.7%	0	0.0%	222	92.5%	240
2006-07	57	21.3%	5	1.9%	0	0.0%	206	76.9%	268
2007-08	43	20.0%	3	1.4%	0	0.0%	169	78.6%	215
2008-09	17	9.6%	3	1.7%	0	0.0%	158	88.8%	178
2009-10	22	6.6%	3	0.9%	0	0.0%	310	92.5%	335
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
Perth									
2003-04	414	5.3%	583	7.4%	0	0.0%	6,882	87.3%	7,879
2004-05	450	5.5%	529	6.5%	0	0.0%	7,145	87.9%	8,124
2005-06	580	7.0%	399	4.8%	0	0.0%	7,331	88.2%	8,310
2006-07	746	7.2%	343	3.3%	0	0.0%	9,280	89.5%	10,369
2007-08	502	3.7%	464	3.5%	0	0.0%	12,479	92.8%	13,445
2008-09	332	1.8%	783	4.2%	0	0.0%	17,664	94.1%	18,779
2009-10	415	1.6%	353	1.4%	0	0.0%	24,825	97.0%	25,593
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
Rockingham									
2003-04	1,674	18.3%	2,065	22.6%	269	2.9%	5,128	56.1%	9,136
2004-05	1,301	16.1%	1,967	24.4%	0	0.0%	4,799	59.5%	8,067
2005-06	2,133	25.3%	601	7.1%	0	0.0%	5,682	67.5%	8,416
2006-07	1,808	17.5%	388	3.8%	0	0.0%	8,115	78.7%	10,311
2007-08	2,167	23.4%	715	7.7%	435	4.7%	5,931	64.1%	9,248
2008-09	2,705	22.7%	961	8.1%	329	2.8%	7,935	66.5%	11,930
2009-10	2,559	20.7%	2,889	23.3%	110	0.9%	6,833	55.1%	12,391
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
Serpentine - Jarrahdale									
2003-04	938	41.1%	437	19.1%	0	0.0%	909	39.8%	2,284
2004-05	1,170	46.0%	357	14.0%	0	0.0%	1,014	39.9%	2,541
2005-06	1,449	69.7%	243	11.7%	70	3.4%	316	15.2%	2,078
2006-07	957	32.4%	359	12.1%	0	0.0%	1,641	55.5%	2,957
2007-08	915	21.9%	639	15.3%	0	0.0%	2,618	62.8%	4,172
2008-09	1,165	32.6%	706	19.8%	0	0.0%	1,701	47.6%	3,572
2009-10	1,121	31.2%	689	19.2%	0	0.0%	1,780	49.6%	3,590
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
South Perth									
2003-04	483	13.3%	141	3.9%	0	0.0%	3,005	82.8%	3,629
2004-05	482	11.9%	542	13.4%	0	0.0%	3,011	74.6%	4,035
2005-06	559	15.0%	637	17.1%	0	0.0%	2,535	67.9%	3,731
2006-07	550	11.6%	473	10.0%	0	0.0%	3,705	78.4%	4,728
2007-08	651	13.7%	493	10.4%	95	2.0%	3,521	74.0%	4,760
2008-09	846	15.7%	580	10.8%	3	0.1%	3,950	73.4%	5,379
2009-10	818	13.6%	380	6.3%	24	0.4%	4,793	79.7%	6,015
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Stirling									
2003-04	2,528	12.3%	1,704	8.3%	157	0.8%	16,136	78.6%	20,525
2004-05	2,434	11.5%	1,218	5.7%	163	0.8%	17,412	82.0%	21,227
2005-06	2,727	12.0%	1,085	4.8%	204	0.9%	18,679	82.3%	22,695
2006-07	2,560	11.7%	791	3.6%	172	0.8%	18,321	83.9%	21,844
2007-08	2,838	12.7%	688	3.1%	202	0.9%	18,621	83.3%	22,349
2008-09	2,791	12.0%	1,734	7.5%	160	0.7%	18,566	79.9%	23,251
2009-10	3,371	13.5%	1,123	4.5%	160	0.6%	20,306	81.4%	24,960
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
Subiaco									
2003-04	327	11.1%	352	12.0%	0	0.0%	2,265	76.9%	2,944
2004-05	171	5.3%	263	8.1%	0	0.0%	2,823	86.7%	3,257
2005-06	267	7.4%	589	16.2%	0	0.0%	2,774	76.4%	3,630
2006-07	446	8.5%	1,457	27.9%	0	0.0%	3,315	63.5%	5,218
2007-08	521	8.4%	497	8.0%	0	0.0%	5,211	83.7%	6,229
2008-09	504	8.6%	972	16.6%	0	0.0%	4,376	74.8%	5,852
2009-10	523	9.5%	488	8.8%	0	0.0%	4,514	81.7%	5,525
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
Swan									
2003-04	2,442	18.3%	814	6.1%	0	0.0%	10,117	75.7%	13,373
2004-05	3,300	23.0%	3,436	23.9%	0	0.0%	7,612	53.1%	14,348
2005-06	2,378	23.8%	2,157	21.6%	0	0.0%	5,455	54.6%	9,990
2006-07	2,482	19.2%	2,102	16.2%	0	0.0%	8,370	64.6%	12,954
2007-08	2,484	14.6%	2,973	17.5%	115	0.7%	11,387	67.1%	16,959
2008-09	2,632	11.6%	2,812	12.4%	125	0.6%	17,064	75.4%	22,633
2009-10	3,198	13.1%	2,678	10.9%	0	0.0%	18,623	76.0%	24,499
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
Victoria Park									
2003-04	636	17.0%	157	4.2%	0	0.0%	2,958	78.9%	3,751
2004-05	950	23.1%	1,087	26.5%	0	0.0%	2,070	50.4%	4,107
2005-06	539	11.7%	529	11.4%	0	0.0%	3,557	76.9%	4,625
2006-07	579	13.0%	601	13.5%	54	1.2%	3,217	72.3%	4,451
2007-08	510	9.7%	387	7.4%	54	1.0%	4,282	81.8%	5,233
2008-09	542	10.7%	449	8.9%	10	0.2%	4,058	80.2%	5,059
2009-10	478	7.8%	681	11.1%	36	0.6%	4,937	80.5%	6,132
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
Vincent									
2003-04	428	12.7%	356	10.5%	69	2.0%	2,524	74.7%	3,377
2004-05	430	11.5%	327	8.7%	62	1.7%	2,923	78.1%	3,742
2005-06	406	10.2%	424	10.6%	51	1.3%	3,106	77.9%	3,987
2006-07	565	14.1%	216	5.4%	50	1.2%	3,173	79.2%	4,004
2007-08	440	7.2%	400	6.6%	208	3.4%	5,027	82.7%	6,075
2008-09	518	9.2%	674	12.0%	135	2.4%	4,278	76.3%	5,605
2009-10	483	9.5%	879	17.2%	113	2.2%	3,629	71.1%	5,104
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
Wanneroo									
2003-04	1,652	18.6%	2,019	22.7%	0	0.0%	5,212	58.7%	8,883
2004-05	1,834	21.4%	1,671	19.5%	300	3.5%	4,763	55.6%	8,568
2005-06	1,385	14.7%	519	5.5%	2,030	21.5%	5,519	58.4%	9,453
2006-07	2,693	22.7%	5,368	45.3%	0	0.0%	3,780	31.9%	11,841
2007-08	3,089	21.3%	2,323	16.0%	2,352	16.2%	6,755	46.5%	14,519
2008-09	3,019	15.8%	5,563	29.0%	2,984	15.6%	7,596	39.6%	19,162
2009-10	3,403	19.8%	1,295	7.5%	4,900	28.5%	7,609	44.2%	17,207
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mid West Region									
2003-04	11,205	42.8%	3,895	14.9%	103	0.4%	10,949	41.9%	26,152
2004-05	10,102	35.3%	7,254	25.4%	100	0.3%	11,135	38.9%	28,591
2005-06	12,947	47.0%	5,588	20.3%	57	0.2%	8,964	32.5%	27,556
2006-07	12,222	39.3%	7,950	25.5%	110	0.4%	10,853	34.9%	31,135
2007-08	13,977	41.5%	8,414	25.0%	278	0.8%	11,029	32.7%	33,698
2008-09	15,973	45.8%	6,740	19.3%	87	0.2%	12,093	34.7%	34,893
2009-10	15,170	37.3%	10,170	25.0%	241	0.6%	15,130	37.2%	40,711
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
Carnamah									
2003-04	457	50.1%	336	36.8%	0	0.0%	120	13.1%	913
2004-05	279	24.8%	312	27.7%	0	0.0%	534	47.5%	1,125
2005-06	359	35.4%	308	30.4%	0	0.0%	347	34.2%	1,014
2006-07	546	44.0%	282	22.7%	0	0.0%	414	33.3%	1,242
2007-08	464	42.2%	281	25.6%	0	0.0%	354	32.2%	1,099
2008-09	620	62.0%	196	19.6%	0	0.0%	184	18.4%	1,000
2009-10	529	47.9%	280	25.4%	0	0.0%	295	26.7%	1,104
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
Chapman Valley									
2003-04	602	42.8%	167	11.9%	12	0.9%	627	44.5%	1,408
2004-05	614	36.4%	388	23.0%	10	0.6%	676	40.0%	1,688
2005-06	840	43.9%	445	23.2%	25	1.3%	604	31.6%	1,914
2006-07	641	31.7%	529	26.1%	37	1.8%	818	40.4%	2,025
2007-08	1,218	50.8%	309	12.9%	68	2.8%	802	33.5%	2,397
2008-09	625	33.9%	677	36.7%	27	1.5%	517	28.0%	1,846
2009-10	772	32.3%	468	19.6%	112	4.7%	1,040	43.5%	2,392
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
Coorow									
2003-04	607	59.2%	172	16.8%	0	0.0%	247	24.1%	1,026
2004-05	478	36.9%	389	30.1%	0	0.0%	427	33.0%	1,294
2005-06	621	38.5%	463	28.7%	0	0.0%	531	32.9%	1,615
2006-07	640	36.4%	558	31.7%	0	0.0%	562	31.9%	1,760
2007-08	903	46.7%	1,031	53.3%	0	0.0%	0	0.0%	1,934
2008-09	686	35.2%	592	30.3%	0	0.0%	673	34.5%	1,951
2009-10	718	37.3%	825	42.8%	0	0.0%	383	19.9%	1,926
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
Cue									
2003-04	408	52.2%	128	16.4%	0	0.0%	245	31.4%	781
2004-05	294	68.5%	135	31.5%	0	0.0%	0	0.0%	429
2005-06	321	67.3%	114	23.9%	0	0.0%	42	8.8%	477
2006-07	298	39.3%	460	60.7%	0	0.0%	0	0.0%	758
2007-08	279	68.6%	128	31.4%	0	0.0%	0	0.0%	407
2008-09	915	82.7%	191	17.3%	0	0.0%	0	0.0%	1,106
2009-10	694	14.9%	3,470	74.6%	0	0.0%	489	10.5%	4,653
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
Geraldton [Former City replaced 1 July 2007]									
2003-04	693	12.5%	448	8.1%	31	0.6%	4,376	78.9%	5,548
2004-05	647	11.5%	1,368	24.3%	4	0.1%	3,610	64.1%	5,629
2005-06	957	23.1%	588	14.2%	11	0.3%	2,584	62.4%	4,140
2006-07	700	14.7%	825	17.3%	5	0.1%	3,231	67.9%	4,761
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Geraldton Greenough [City established 1 July 2007]									
2003-04									
2004-05									
2005-06									
2006-07									
2007-08	1,445	14.7%	2,547	25.9%	125	1.3%	5,728	58.2%	9,845
2008-09	2,794	31.1%	712	7.9%	0	0.0%	5,489	61.0%	8,995
2009-10	1,497	16.7%	373	4.2%	0	0.0%	7,114	79.2%	8,984
2010-11									
2011-12									
2012-13									
Greater Geraldton [New City established 1 July 2011]									
2003-04									
2004-05									
2005-06									
2006-07									
2007-08									
2008-09									
2009-10									
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
Greenough [Former Shire repaced 1 July 2007]									
2003-04	677	29.3%	161	7.0%	0	0.0%	1,475	63.8%	2,313
2004-05	701	27.5%	530	20.8%	0	0.0%	1,314	51.6%	2,545
2005-06	860	43.9%	325	16.6%	0	0.0%	774	39.5%	1,959
2006-07	1,193	40.0%	395	13.3%	0	0.0%	1,391	46.7%	2,979
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
Irwin									
2003-04	311	28.0%	149	13.4%	0	0.0%	651	58.6%	1,111
2004-05	245	20.8%	447	38.0%	0	0.0%	484	41.2%	1,176
2005-06	342	23.7%	257	17.8%	0	0.0%	846	58.5%	1,445
2006-07	368	28.8%	205	16.1%	64	5.0%	640	50.1%	1,277
2007-08	381	28.0%	286	21.0%	0	0.0%	693	51.0%	1,360
2008-09	394	31.0%	284	22.3%	0	0.0%	593	46.7%	1,271
2009-10	416	23.1%	383	21.2%	0	0.0%	1,004	55.7%	1,803
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
Meekatharra									
2003-04	710	39.4%	326	18.1%	0	0.0%	767	42.5%	1,803
2004-05	705	40.3%	331	18.9%	0	0.0%	712	40.7%	1,748
2005-06	1,692	82.2%	273	13.3%	0	0.0%	93	4.5%	2,058
2006-07	942	38.1%	1,048	42.4%	0	0.0%	481	19.5%	2,471
2007-08	1,626	57.1%	740	26.0%	0	0.0%	480	16.9%	2,846
2008-09	1,408	49.6%	353	12.4%	0	0.0%	1,080	38.0%	2,841
2009-10	1,476	55.6%	1,144	43.1%	0	0.0%	36	1.4%	2,656
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
Mingenew									
2003-04	419	50.1%	141	16.8%	0	0.0%	277	33.1%	837
2004-05	477	45.0%	225	21.2%	82	7.7%	277	26.1%	1,061
2005-06	520	49.3%	341	32.3%	0	0.0%	194	18.4%	1,055
2006-07	565	52.9%	318	29.8%	0	0.0%	185	17.3%	1,068
2007-08	366	33.1%	348	31.5%	0	0.0%	391	35.4%	1,105
2008-09	442	35.5%	548	44.0%	0	0.0%	256	20.5%	1,246
2009-10	417	28.1%	435	29.3%	0	0.0%	631	42.5%	1,483
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
Morawa									
2003-04	625	69.7%	119	13.3%	0	0.0%	153	17.1%	897
2004-05	452	58.7%	247	32.1%	0	0.0%	71	9.2%	770
2005-06	850	78.3%	134	12.4%	0	0.0%	101	9.3%	1,085
2006-07	603	65.4%	137	14.9%	0	0.0%	182	19.7%	922
2007-08	700	59.9%	239	20.4%	0	0.0%	230	19.7%	1,169
2008-09	732	72.5%	249	24.7%	0	0.0%	29	2.9%	1,010
2009-10	797	62.9%	318	25.1%	0	0.0%	152	12.0%	1,267
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mount Magnet									
2003-04	643	85.7%	180	24.0%	0	0.0%	-73	-9.7%	750
2004-05	439	44.8%	374	38.2%	0	0.0%	166	17.0%	979
2005-06	380	56.1%	105	15.5%	9	1.3%	183	27.0%	677
2006-07	366	50.4%	89	12.3%	0	0.0%	271	37.3%	726
2007-08	778	138.2%	140	24.9%	0	0.0%	-355	-63.1%	563
2008-09	631	111.7%	117	20.7%	0	0.0%	-183	-32.4%	565
2009-10	758	69.3%	162	14.8%	0	0.0%	174	15.9%	1,094
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
Mullewa Replaced 1 July 2010									
2003-04	741	59.9%	287	23.2%	0	0.0%	209	16.9%	1,237
2004-05	1,077	64.3%	386	23.0%	0	0.0%	213	12.7%	1,676
2005-06	713	52.4%	474	34.8%	0	0.0%	174	12.8%	1,361
2006-07	791	72.6%	210	19.3%	0	0.0%	89	8.2%	1,090
2007-08	719	62.9%	255	22.3%	0	0.0%	169	14.8%	1,143
2008-09	779	47.0%	377	22.7%	0	0.0%	502	30.3%	1,658
2009-10	872	52.5%	347	20.9%	0	0.0%	442	26.6%	1,661
2010-11									
2011-12									
2012-13									
Murchison									
2003-04	781	65.7%	161	13.6%	0	0.0%	246	20.7%	1,188
2004-05	596	48.2%	332	26.8%	0	0.0%	309	25.0%	1,237
2005-06	896	71.1%	100	7.9%	0	0.0%	264	21.0%	1,260
2006-07	955	43.3%	847	38.4%	0	0.0%	402	18.2%	2,204
2007-08	1,072	59.9%	359	20.0%	0	0.0%	360	20.1%	1,791
2008-09	1,450	71.1%	235	11.5%	0	0.0%	355	17.4%	2,040
2009-10	1,253	67.9%	164	8.9%	0	0.0%	429	23.2%	1,846
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
Northampton									
2003-04	699	30.0%	283	12.2%	0	0.0%	1,347	57.8%	2,329
2004-05	711	27.1%	533	20.3%	4	0.2%	1,376	52.4%	2,624
2005-06	787	33.4%	401	17.0%	12	0.5%	1,153	49.0%	2,353
2006-07	806	27.7%	431	14.8%	4	0.1%	1,673	57.4%	2,914
2007-08	1,066	38.3%	491	17.7%	25	0.9%	1,198	43.1%	2,780
2008-09	912	31.9%	591	20.7%	0	0.0%	1,357	47.4%	2,860
2009-10	1,199	39.8%	500	16.6%	15	0.5%	1,297	43.1%	3,011
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
Perenjori									
2003-04	868	82.5%	153	14.5%	0	0.0%	31	2.9%	1,052
2004-05	722	64.9%	295	26.5%	0	0.0%	95	8.5%	1,112
2005-06	857	74.4%	269	23.4%	0	0.0%	26	2.3%	1,152
2006-07	903	70.3%	222	17.3%	0	0.0%	159	12.4%	1,284
2007-08	963	67.3%	98	6.8%	0	0.0%	370	25.9%	1,431
2008-09	1,054	76.2%	154	11.1%	0	0.0%	176	12.7%	1,384
2009-10	1,259	74.9%	216	12.8%	0	0.0%	206	12.3%	1,681
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
Sandstone									
2003-04	684	62.2%	231	21.0%	0	0.0%	185	16.8%	1,100
2004-05	499	32.6%	552	36.0%	0	0.0%	482	31.4%	1,533
2005-06	734	55.8%	420	31.9%	0	0.0%	161	12.2%	1,315
2006-07	764	55.2%	753	54.4%	0	0.0%	-132	-9.5%	1,385
2007-08	778	80.2%	140	14.4%	0	0.0%	52	5.4%	970
2008-09	884	56.6%	419	26.8%	0	0.0%	260	16.6%	1,563
2009-10	1,033	62.7%	292	17.7%	0	0.0%	322	19.6%	1,647
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Three Springs									
2003-04	581	57.5%	304	30.1%	0	0.0%	126	12.5%	1,011
2004-05	387	57.8%	195	29.1%	0	0.0%	88	13.1%	670
2005-06	507	49.1%	181	17.5%	0	0.0%	345	33.4%	1,033
2006-07	419	43.2%	294	30.3%	0	0.0%	258	26.6%	971
2007-08	484	45.7%	310	29.3%	0	0.0%	264	25.0%	1,058
2008-09	711	44.2%	597	37.1%	0	0.0%	299	18.6%	1,607
2009-10	651	41.3%	412	26.1%	0	0.0%	515	32.6%	1,578
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
Yalgoo									
2003-04	699	82.4%	149	17.6%	60	7.1%	-60	-7.1%	848
2004-05	779	60.2%	215	16.6%	0	0.0%	301	23.2%	1,295
2005-06	711	43.3%	390	23.7%	0	0.0%	542	33.0%	1,643
2006-07	722	55.6%	347	26.7%	0	0.0%	229	17.6%	1,298
2007-08	735	40.8%	712	39.6%	60	3.3%	293	16.3%	1,800
2008-09	936	48.0%	448	23.0%	60	3.1%	506	25.9%	1,950
2009-10	829	43.1%	381	19.8%	114	5.9%	601	31.2%	1,925
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Pilbara Region									
2003-04	5,293	47.6%	3,868	34.8%	415	3.7%	1,533	13.8%	11,109
2004-05	4,822	44.1%	4,175	38.2%	49	0.4%	1,895	17.3%	10,941
2005-06	5,721	46.0%	2,701	21.7%	150	1.2%	3,868	31.1%	12,440
2006-07	6,824	39.4%	4,250	24.5%	974	5.6%	5,290	30.5%	17,338
2007-08	8,234	47.5%	4,100	23.6%	981	5.7%	4,031	23.2%	17,346
2008-09	6,753	25.1%	3,953	14.7%	10,608	39.4%	5,623	20.9%	26,937
2009-10	7,893	33.3%	5,793	24.5%	1,922	8.1%	8,060	34.1%	23,668
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
Ashburton									
2003-04	1,488	35.8%	2,118	51.0%	0	0.0%	545	13.1%	4,151
2004-05	1,079	52.3%	579	28.1%	0	0.0%	404	19.6%	2,062
2005-06	1,675	61.3%	363	13.3%	0	0.0%	693	25.4%	2,731
2006-07	1,614	41.9%	1,465	38.0%	0	0.0%	775	20.1%	3,854
2007-08	1,655	61.0%	860	31.7%	0	0.0%	198	7.3%	2,713
2008-09	2,220	17.8%	1,084	8.7%	9,945	79.7%	-765	-6.1%	12,484
2009-10	2,229	30.5%	3,024	41.4%	1,572	21.5%	485	6.6%	7,310
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
East Pilbara									
2003-04	2,081	58.3%	1,004	28.1%	400	11.2%	87	2.4%	3,572
2004-05	2,071	45.4%	1,888	41.4%	0	0.0%	602	13.2%	4,561
2005-06	2,117	54.3%	828	21.2%	0	0.0%	952	24.4%	3,897
2006-07	3,611	72.3%	903	18.1%	0	0.0%	481	9.6%	4,995
2007-08	3,320	55.8%	1,028	17.3%	162	2.7%	1,435	24.1%	5,945
2008-09	2,610	48.3%	1,252	23.2%	0	0.0%	1,540	28.5%	5,402
2009-10	3,360	60.6%	1,198	21.6%	100	1.8%	888	16.0%	5,546
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
Port Hedland									
2003-04	730	51.4%	285	20.1%	15	1.1%	389	27.4%	1,419
2004-05	902	44.1%	431	21.1%	49	2.4%	665	32.5%	2,047
2005-06	924	31.9%	666	23.0%	150	5.2%	1,160	40.0%	2,900
2006-07	626	12.2%	602	11.7%	974	19.0%	2,936	57.1%	5,138
2007-08	901	19.0%	1,158	24.5%	819	17.3%	1,856	39.2%	4,734
2008-09	937	17.1%	1,049	19.1%	663	12.1%	2,833	51.7%	5,482
2009-10	1,056	22.2%	864	18.1%	250	5.2%	2,595	54.5%	4,765
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
Roebourne									
2003-04	994	50.5%	461	23.4%	0	0.0%	512	26.0%	1,967
2004-05	770	33.9%	1,277	56.2%	0	0.0%	224	9.9%	2,271
2005-06	1,005	34.5%	844	29.0%	0	0.0%	1,063	36.5%	2,912
2006-07	973	29.0%	1,280	38.2%	0	0.0%	1,098	32.8%	3,351
2007-08	2,358	59.6%	1,054	26.7%	0	0.0%	542	13.7%	3,954
2008-09	986	27.6%	568	15.9%	0	0.0%	2,015	56.5%	3,569
2009-10	1,248	20.6%	707	11.7%	0	0.0%	4,092	67.7%	6,047
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
South West Region									
2003-04	15,152	38.3%	6,829	17.3%	993	2.5%	16,610	42.0%	39,584
2004-05	15,337	34.7%	10,007	22.6%	979	2.2%	17,860	40.4%	44,183
2005-06	16,002	36.0%	8,837	19.9%	97	0.2%	19,560	44.0%	44,496
2006-07	18,438	35.3%	11,240	21.5%	710	1.4%	21,793	41.8%	52,181
2007-08	17,465	30.7%	10,950	19.2%	240	0.4%	28,314	49.7%	56,969
2008-09	18,650	28.8%	14,420	22.3%	548	0.8%	31,049	48.0%	64,667
2009-10	19,276	26.1%	16,033	21.7%	70	0.1%	38,361	52.0%	73,740
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
Augusta-Margaret River									
2003-04	1,096	28.9%	1,240	32.7%	6	0.2%	1,455	38.3%	3,797
2004-05	858	31.9%	1,496	55.6%	203	7.5%	135	5.0%	2,692
2005-06	998	30.5%	774	23.6%	0	0.0%	1,501	45.9%	3,273
2006-07	997	44.2%	694	30.8%	0	0.0%	565	25.0%	2,256
2007-08	1,392	49.9%	333	11.9%	0	0.0%	1,066	38.2%	2,791
2008-09	2,569	42.9%	973	16.2%	529	8.8%	1,920	32.0%	5,991
2009-10	1,670	35.4%	767	16.2%	29	0.6%	2,255	47.8%	4,721
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
Boddington									
2003-04	206	33.4%	180	29.2%	0	0.0%	230	37.3%	616
2004-05	571	56.9%	171	17.0%	17	1.7%	245	24.4%	1,004
2005-06	296	51.6%	207	36.1%	0	0.0%	71	12.4%	574
2006-07	221	25.8%	256	29.9%	0	0.0%	380	44.3%	857
2007-08	269	36.1%	203	27.2%	0	0.0%	273	36.6%	745
2008-09	273	19.4%	652	46.4%	0	0.0%	479	34.1%	1,404
2009-10	272	36.4%	230	30.8%	0	0.0%	245	32.8%	747
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
Boypup Brook									
2003-04	1,116	62.6%	280	15.7%	0	0.0%	387	21.7%	1,783
2004-05	1,247	60.7%	368	17.9%	0	0.0%	439	21.4%	2,054
2005-06	829	45.7%	581	32.0%	0	0.0%	404	22.3%	1,814
2006-07	842	48.8%	475	27.5%	0	0.0%	409	23.7%	1,726
2007-08	792	48.9%	467	28.9%	33	2.0%	326	20.1%	1,618
2008-09	903	49.0%	354	19.2%	19	1.0%	567	30.8%	1,843
2009-10	1,031	44.1%	584	25.0%	0	0.0%	724	31.0%	2,339
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
Bridgetown Greenbushes									
2003-04	724	30.5%	426	18.0%	0	0.0%	1,221	51.5%	2,371
2004-05	895	47.5%	734	39.0%	0	0.0%	254	13.5%	1,883
2005-06	1,248	80.4%	273	17.6%	7	0.5%	25	1.6%	1,553
2006-07	952	39.4%	804	33.3%	69	2.9%	591	24.5%	2,416
2007-08	1,668	45.8%	1,292	35.4%	26	0.7%	659	18.1%	3,645
2008-09	834	39.5%	407	19.3%	0	0.0%	870	41.2%	2,111
2009-10	882	29.9%	1,063	36.0%	0	0.0%	1,008	34.1%	2,953
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
Bunbury									
2003-04	1,028	42.0%	519	21.2%	0	0.0%	899	36.8%	2,446
2004-05	1,003	28.9%	785	22.6%	155	4.5%	1,533	44.1%	3,476
2005-06	919	28.3%	662	20.4%	0	0.0%	1,672	51.4%	3,253
2006-07	1,147	39.2%	583	19.9%	0	0.0%	1,195	40.9%	2,925
2007-08	1,090	24.8%	397	9.0%	25	0.6%	2,879	65.6%	4,391
2008-09	809	13.3%	1,465	24.1%	0	0.0%	3,801	62.6%	6,075
2009-10	1,294	15.2%	1,451	17.0%	0	0.0%	5,794	67.9%	8,539
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Busselton									
2003-04	1,382	39.9%	311	9.0%	339	9.8%	1,430	41.3%	3,462
2004-05	2,351	42.0%	608	10.9%	190	3.4%	2,449	43.7%	5,598
2005-06	1,924	36.8%	867	16.6%	76	1.5%	2,365	45.2%	5,232
2006-07	1,879	33.0%	831	14.6%	61	1.1%	2,931	51.4%	5,702
2007-08	1,569	24.7%	1,203	18.9%	0	0.0%	3,589	56.4%	6,361
2008-09	1,887	27.5%	768	11.2%	0	0.0%	4,217	61.4%	6,872
2009-10	2,156	32.5%	706	10.6%	0	0.0%	3,774	56.9%	6,636
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
Capel									
2003-04	539	38.1%	105	7.4%	0	0.0%	769	54.4%	1,413
2004-05	638	35.9%	368	20.7%	0	0.0%	773	43.5%	1,779
2005-06	570	35.7%	182	11.4%	0	0.0%	843	52.9%	1,595
2006-07	546	28.7%	176	9.2%	1	0.1%	1,182	62.0%	1,905
2007-08	1,546	39.2%	436	11.1%	0	0.0%	1,958	49.7%	3,940
2008-09	689	25.9%	142	5.3%	0	0.0%	1,834	68.8%	2,665
2009-10	771	22.1%	938	26.9%	0	0.0%	1,776	51.0%	3,485
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
Collie									
2003-04	640	31.6%	211	10.4%	0	0.0%	1,176	58.0%	2,027
2004-05	702	28.9%	593	24.4%	25	1.0%	1,109	45.7%	2,429
2005-06	581	30.2%	294	15.3%	0	0.0%	1,046	54.5%	1,921
2006-07	1,148	40.8%	415	14.7%	0	0.0%	1,251	44.5%	2,814
2007-08	686	33.0%	337	16.2%	0	0.0%	1,058	50.8%	2,081
2008-09	671	23.7%	402	14.2%	0	0.0%	1,759	62.1%	2,832
2009-10	820	19.4%	2,146	50.9%	0	0.0%	1,250	29.6%	4,216
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
Dardanup									
2003-04	829	43.1%	571	29.7%	0	0.0%	522	27.2%	1,922
2004-05	630	38.7%	377	23.2%	89	5.5%	532	32.7%	1,628
2005-06	685	37.9%	509	28.2%	0	0.0%	613	33.9%	1,807
2006-07	803	38.6%	616	29.6%	40	1.9%	619	29.8%	2,078
2007-08	465	19.9%	867	37.1%	0	0.0%	1,003	43.0%	2,335
2008-09	570	22.6%	735	29.1%	0	0.0%	1,221	48.3%	2,526
2009-10	615	14.1%	1,874	43.0%	0	0.0%	1,871	42.9%	4,360
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
Donnybrook									
2003-04	1,161	59.2%	403	20.6%	8	0.4%	388	19.8%	1,960
2004-05	864	47.0%	381	20.7%	7	0.4%	585	31.8%	1,837
2005-06	1,086	57.0%	431	22.6%	0	0.0%	387	20.3%	1,904
2006-07	1,055	39.5%	459	17.2%	118	4.4%	1,037	38.9%	2,669
2007-08	737	34.0%	751	34.7%	28	1.3%	650	30.0%	2,166
2008-09	1,121	45.4%	812	32.9%	0	0.0%	536	21.7%	2,469
2009-10	898	31.1%	1,104	38.3%	41	1.4%	843	29.2%	2,886
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
Harvey									
2003-04	1,567	34.7%	260	5.8%	456	10.1%	2,231	49.4%	4,514
2004-05	956	25.9%	450	12.2%	183	5.0%	2,097	56.9%	3,686
2005-06	1,982	46.5%	696	16.3%	12	0.3%	1,573	36.9%	4,263
2006-07	1,539	34.6%	986	22.1%	15	0.3%	1,912	42.9%	4,452
2007-08	1,279	21.3%	1,298	21.6%	58	1.0%	3,362	56.1%	5,997
2008-09	1,189	22.2%	1,046	19.5%	0	0.0%	3,125	58.3%	5,360
2009-10	1,817	29.9%	502	8.3%	0	0.0%	3,748	61.8%	6,067
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mandurah									
2003-04	1,140	22.7%	670	13.3%	135	2.7%	3,082	61.3%	5,027
2004-05	890	12.0%	1,356	18.3%	0	0.0%	5,161	69.7%	7,407
2005-06	1,338	16.3%	905	11.0%	0	0.0%	5,957	72.6%	8,200
2006-07	2,224	22.5%	897	9.1%	0	0.0%	6,758	68.4%	9,879
2007-08	1,095	12.2%	1,164	12.9%	0	0.0%	6,747	74.9%	9,006
2008-09	1,232	12.0%	2,644	25.8%	0	0.0%	6,388	62.2%	10,264
2009-10	1,775	13.1%	1,577	11.6%	0	0.0%	10,247	75.4%	13,599
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
Manjimup									
2003-04	1,874	51.2%	691	18.9%	0	0.0%	1,096	29.9%	3,661
2004-05	1,938	53.0%	898	24.5%	0	0.0%	824	22.5%	3,660
2005-06	1,564	44.7%	825	23.6%	0	0.0%	1,110	31.7%	3,499
2006-07	2,462	42.4%	2,239	38.6%	0	0.0%	1,106	19.0%	5,807
2007-08	1,435	31.0%	836	18.1%	0	0.0%	2,355	50.9%	4,626
2008-09	2,840	40.1%	2,767	39.1%	0	0.0%	1,469	20.8%	7,076
2009-10	1,732	35.1%	1,476	29.9%	0	0.0%	1,728	35.0%	4,936
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
Murray									
2003-04	872	38.1%	356	15.6%	0	0.0%	1,059	46.3%	2,287
2004-05	955	34.9%	617	22.6%	0	0.0%	1,164	42.5%	2,736
2005-06	948	33.5%	586	20.7%	0	0.0%	1,292	45.7%	2,826
2006-07	941	37.5%	505	20.1%	0	0.0%	1,066	42.4%	2,512
2007-08	1,306	39.0%	559	16.7%	70	2.1%	1,411	42.2%	3,346
2008-09	989	29.4%	771	22.9%	0	0.0%	1,607	47.7%	3,367
2009-10	1,328	34.2%	697	18.0%	0	0.0%	1,856	47.8%	3,881
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
Nannup									
2003-04	547	42.2%	494	38.1%	0	0.0%	254	19.6%	1,295
2004-05	463	37.9%	472	38.6%	0	0.0%	288	23.5%	1,223
2005-06	593	33.4%	816	46.0%	2	0.1%	362	20.4%	1,773
2006-07	796	38.3%	914	44.0%	20	1.0%	347	16.7%	2,077
2007-08	814	43.2%	568	30.1%	0	0.0%	502	26.6%	1,884
2008-09	1,432	61.4%	210	9.0%	0	0.0%	689	29.6%	2,331
2009-10	1,547	55.8%	671	24.2%	0	0.0%	555	20.0%	2,773
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
Waroona									
2003-04	431	43.0%	112	11.2%	49	4.9%	411	41.0%	1,003
2004-05	376	34.5%	333	30.5%	110	10.1%	272	24.9%	1,091
2005-06	441	43.7%	229	22.7%	0	0.0%	339	33.6%	1,009
2006-07	886	42.1%	390	18.5%	386	18.3%	444	21.1%	2,106
2007-08	1,322	64.9%	239	11.7%	0	0.0%	476	23.4%	2,037
2008-09	642	43.3%	272	18.4%	0	0.0%	567	38.3%	1,481
2009-10	668	41.7%	247	15.4%	0	0.0%	687	42.9%	1,602
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wheatbelt North Region									
2003-04	17,399	49.0%	10,069	28.3%	221	0.6%	7,840	22.1%	35,529
2004-05	16,745	46.8%	8,586	24.0%	334	0.9%	10,082	28.2%	35,747
2005-06	18,455	49.2%	8,111	21.6%	362	1.0%	10,618	28.3%	37,546
2006-07	20,336	48.0%	9,999	23.6%	474	1.1%	11,550	27.3%	42,359
2007-08	20,905	47.1%	10,872	24.5%	495	1.1%	12,154	27.4%	44,426
2008-09	24,256	48.5%	9,664	19.3%	412	0.8%	15,670	31.3%	50,002
2009-10	22,970	47.5%	11,192	23.1%	18	0.0%	14,179	29.3%	48,359
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
Chittering									
2003-04	549	55.3%	151	15.2%	51	5.1%	241	24.3%	992
2004-05	241	15.5%	199	12.8%	34	2.2%	1,077	69.4%	1,551
2005-06	525	32.5%	402	24.9%	8	0.5%	681	42.1%	1,616
2006-07	447	30.3%	224	15.2%	58	3.9%	744	50.5%	1,473
2007-08	317	19.2%	366	22.2%	5	0.3%	964	58.4%	1,652
2008-09	946	38.1%	337	13.6%	191	7.7%	1,009	40.6%	2,483
2009-10	1,442	42.4%	471	13.8%	0	0.0%	1,489	43.8%	3,402
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
Cunderdin									
2003-04	564	50.9%	187	16.9%	0	0.0%	356	32.2%	1,107
2004-05	563	38.4%	297	20.2%	0	0.0%	607	41.4%	1,467
2005-06	576	55.8%	201	19.5%	0	0.0%	256	24.8%	1,033
2006-07	446	39.9%	242	21.6%	0	0.0%	430	38.5%	1,118
2007-08	633	56.2%	210	18.6%	0	0.0%	284	25.2%	1,127
2008-09	650	44.3%	262	17.9%	0	0.0%	554	37.8%	1,466
2009-10	685	50.5%	265	19.5%	0	0.0%	406	29.9%	1,356
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
Dalwallinu									
2003-04	1,287	57.7%	320	14.4%	0	0.0%	622	27.9%	2,229
2004-05	1,206	50.8%	488	20.6%	0	0.0%	678	28.6%	2,372
2005-06	1,327	53.8%	375	15.2%	0	0.0%	763	31.0%	2,465
2006-07	1,436	54.2%	433	16.4%	0	0.0%	779	29.4%	2,648
2007-08	1,386	47.8%	516	17.8%	0	0.0%	996	34.4%	2,898
2008-09	1,420	47.1%	550	18.3%	0	0.0%	1,043	34.6%	3,013
2009-10	1,752	71.4%	288	11.7%	0	0.0%	413	16.8%	2,453
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
Dandaragan									
2003-04	755	39.7%	287	15.1%	0	0.0%	861	45.2%	1,903
2004-05	1,321	60.0%	483	22.0%	0	0.0%	396	18.0%	2,200
2005-06	1,044	49.3%	239	11.3%	0	0.0%	834	39.4%	2,117
2006-07	1,066	23.2%	2,708	59.0%	0	0.0%	819	17.8%	4,593
2007-08	1,150	28.4%	1,901	46.9%	0	0.0%	999	24.7%	4,050
2008-09	1,670	46.4%	460	12.8%	0	0.0%	1,469	40.8%	3,599
2009-10	1,370	52.3%	485	18.5%	0	0.0%	763	29.1%	2,618
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
Dowerin									
2003-04	625	58.4%	247	23.1%	0	0.0%	198	18.5%	1,070
2004-05	625	66.7%	258	27.5%	0	0.0%	54	5.8%	937
2005-06	627	65.1%	220	22.8%	0	0.0%	116	12.0%	963
2006-07	418	37.5%	242	21.7%	0	0.0%	456	40.9%	1,116
2007-08	618	62.3%	364	36.7%	0	0.0%	10	1.0%	992
2008-09	940	68.6%	261	19.1%	0	0.0%	169	12.3%	1,370
2009-10	709	58.8%	411	34.1%	0	0.0%	85	7.1%	1,205
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Gingin									
2003-04	768	29.8%	881	34.2%	0	0.0%	924	35.9%	2,573
2004-05	1,080	50.4%	311	14.5%	22	1.0%	731	34.1%	2,144
2005-06	975	41.0%	285	12.0%	231	9.7%	889	37.4%	2,380
2006-07	1,106	43.3%	321	12.6%	253	9.9%	877	34.3%	2,557
2007-08	1,176	40.6%	283	9.8%	10	0.3%	1,430	49.3%	2,899
2008-09	1,207	34.5%	494	14.1%	202	5.8%	1,596	45.6%	3,499
2009-10	1,336	39.0%	1,340	39.1%	0	0.0%	750	21.9%	3,426
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
Goomalling									
2003-04	486	25.0%	1,262	64.9%	0	0.0%	196	10.1%	1,944
2004-05	370	18.4%	840	41.7%	0	0.0%	802	39.9%	2,012
2005-06	733	35.8%	428	20.9%	0	0.0%	886	43.3%	2,047
2006-07	428	27.8%	385	25.0%	0	0.0%	728	47.2%	1,541
2007-08	440	24.8%	521	29.4%	0	0.0%	810	45.7%	1,771
2008-09	615	24.4%	1,031	40.9%	0	0.0%	873	34.7%	2,519
2009-10	537	27.9%	485	25.2%	0	0.0%	902	46.9%	1,924
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
Kellerberrin									
2003-04	648	74.4%	177	20.3%	0	0.0%	46	5.3%	871
2004-05	711	55.5%	309	24.1%	0	0.0%	261	20.4%	1,281
2005-06	693	60.4%	270	23.5%	0	0.0%	185	16.1%	1,148
2006-07	667	56.4%	282	23.9%	0	0.0%	233	19.7%	1,182
2007-08	684	61.1%	262	23.4%	0	0.0%	174	15.5%	1,120
2008-09	729	52.3%	296	21.2%	0	0.0%	370	26.5%	1,395
2009-10	738	55.9%	272	20.6%	0	0.0%	310	23.5%	1,320
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
Koorda									
2003-04	738	58.9%	196	15.6%	0	0.0%	320	25.5%	1,254
2004-05	693	53.0%	285	21.8%	0	0.0%	330	25.2%	1,308
2005-06	761	56.3%	243	18.0%	0	0.0%	347	25.7%	1,351
2006-07	856	59.1%	247	17.0%	0	0.0%	346	23.9%	1,449
2007-08	834	54.7%	310	20.3%	0	0.0%	381	25.0%	1,525
2008-09	850	54.8%	312	20.1%	0	0.0%	390	25.1%	1,552
2009-10	1,042	63.5%	352	21.5%	0	0.0%	247	15.1%	1,641
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
Merredin									
2003-04	1,084	68.7%	494	31.3%	0	0.0%	0	0.0%	1,578
2004-05	915	76.7%	278	23.3%	0	0.0%	0	0.0%	1,193
2005-06	810	56.9%	549	38.6%	0	0.0%	64	4.5%	1,423
2006-07	948	69.7%	302	22.2%	0	0.0%	110	8.1%	1,360
2007-08	965	67.9%	373	26.2%	0	0.0%	84	5.9%	1,422
2008-09	1,147	51.9%	409	18.5%	0	0.0%	656	29.7%	2,212
2009-10	1,049	55.4%	520	27.5%	0	0.0%	325	17.2%	1,894
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
Moora									
2003-04	739	43.0%	311	18.1%	0	0.0%	668	38.9%	1,718
2004-05	859	48.6%	359	20.3%	0	0.0%	548	31.0%	1,766
2005-06	725	51.5%	521	37.0%	0	0.0%	161	11.4%	1,407
2006-07	2,432	69.4%	548	15.6%	0	0.0%	524	15.0%	3,504
2007-08	1,809	66.6%	504	18.6%	0	0.0%	403	14.8%	2,716
2008-09	1,599	65.3%	484	19.8%	0	0.0%	366	14.9%	2,449
2009-10	855	34.1%	722	28.8%	0	0.0%	932	37.1%	2,509
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Mount Marshall									
2003-04	1,020	68.8%	387	26.1%	0	0.0%	76	5.1%	1,483
2004-05	1,198	67.1%	421	23.6%	0	0.0%	166	9.3%	1,785
2005-06	1,025	63.0%	393	24.1%	0	0.0%	210	12.9%	1,628
2006-07	1,135	64.5%	429	24.4%	0	0.0%	196	11.1%	1,760
2007-08	1,393	68.2%	428	21.0%	0	0.0%	221	10.8%	2,042
2008-09	1,195	61.3%	499	25.6%	0	0.0%	256	13.1%	1,950
2009-10	1,204	63.9%	449	23.8%	0	0.0%	230	12.2%	1,883
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
Mukinbudin									
2003-04	545	74.1%	190	25.9%	0	0.0%	0	0.0%	735
2004-05	468	63.4%	270	36.6%	0	0.0%	0	0.0%	738
2005-06	616	61.0%	216	21.4%	0	0.0%	178	17.6%	1,010
2006-07	699	66.7%	261	24.9%	0	0.0%	88	8.4%	1,048
2007-08	512	49.5%	450	43.5%	0	0.0%	72	7.0%	1,034
2008-09	734	68.2%	267	24.8%	0	0.0%	76	7.1%	1,077
2009-10	821	67.5%	316	26.0%	0	0.0%	80	6.6%	1,217
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
Northam Shire [Former Shire replaced 1 July 2007]									
2003-04	864	47.4%	259	14.2%	0	0.0%	699	38.4%	1,822
2004-05	395	25.9%	364	23.8%	0	0.0%	768	50.3%	1,527
2005-06	657	44.9%	251	17.2%	0	0.0%	554	37.9%	1,462
2006-07	647	47.4%	371	27.2%	0	0.0%	348	25.5%	1,366
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
Northam Town [Former Town replaced 1 July 2007]									
2003-04	250	20.5%	108	8.9%	0	0.0%	861	70.6%	1,219
2004-05	223	16.0%	107	7.7%	35	2.5%	1,027	73.8%	1,392
2005-06	415	33.8%	143	11.7%	7	0.6%	662	54.0%	1,227
2006-07	241	19.0%	26	2.0%	0	0.0%	1,004	79.0%	1,271
2007-08									
2008-09									
2009-10									
2010-11									
2011-12									
2012-13									
Northam [New Shire established 1 July 2007]									
2003-04									
2004-05									
2005-06									
2006-07									
2007-08	970	42.8%	414	18.3%	0	0.0%	884	39.0%	2,268
2008-09	932	27.7%	418	12.4%	0	0.0%	2,020	59.9%	3,370
2009-10	1,220	33.7%	641	17.7%	0	0.0%	1,758	48.6%	3,619
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
Nungarin									
2003-04	346	74.9%	89	19.3%	0	0.0%	27	5.8%	462
2004-05	336	61.4%	129	23.6%	0	0.0%	82	15.0%	547
2005-06	352	64.8%	110	20.3%	0	0.0%	81	14.9%	543
2006-07	399	68.0%	112	19.1%	0	0.0%	76	12.9%	587
2007-08	364	62.5%	127	21.8%	0	0.0%	91	15.6%	582
2008-09	379	63.0%	147	24.4%	0	0.0%	76	12.6%	602
2009-10	377	46.9%	304	37.9%	0	0.0%	122	15.2%	803
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Tammin									
2003-04	337	76.9%	95	21.7%	0	0.0%	6	1.4%	438
2004-05	326	52.0%	115	18.3%	0	0.0%	186	29.7%	627
2005-06	445	82.3%	96	17.7%	0	0.0%	0	0.0%	541
2006-07	266	49.2%	127	23.5%	0	0.0%	148	27.4%	541
2007-08	483	61.7%	157	20.1%	0	0.0%	143	18.3%	783
2008-09	346	75.2%	142	30.9%	0	0.0%	-28	-6.1%	460
2009-10	491	51.3%	271	28.3%	0	0.0%	196	20.5%	958
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
Toodyay									
2003-04	749	42.8%	210	12.0%	119	6.8%	673	38.4%	1,751
2004-05	372	27.6%	198	14.7%	224	16.6%	556	41.2%	1,350
2005-06	572	38.9%	245	16.6%	84	5.7%	571	38.8%	1,472
2006-07	695	43.1%	308	19.1%	45	2.8%	565	35.0%	1,613
2007-08	1,672	54.9%	449	14.8%	240	7.9%	682	22.4%	3,043
2008-09	2,271	67.7%	543	16.2%	0	0.0%	541	16.1%	3,355
2009-10	732	28.0%	459	17.6%	0	0.0%	1,419	54.4%	2,610
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
Trayning									
2003-04	520	74.8%	147	21.2%	0	0.0%	28	4.0%	695
2004-05	429	52.1%	217	26.3%	0	0.0%	178	21.6%	824
2005-06	531	68.0%	182	23.3%	0	0.0%	68	8.7%	781
2006-07	533	66.4%	187	23.3%	0	0.0%	83	10.3%	803
2007-08	567	71.0%	211	26.4%	0	0.0%	21	2.6%	799
2008-09	609	62.0%	228	23.2%	0	0.0%	146	14.9%	983
2009-10	607	65.3%	202	21.7%	0	0.0%	120	12.9%	929
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
Victoria Plains									
2003-04	429	18.9%	1,373	60.6%	0	0.0%	465	20.5%	2,267
2004-05	372	29.5%	578	45.9%	0	0.0%	310	24.6%	1,260
2005-06	659	38.8%	550	32.4%	0	0.0%	491	28.9%	1,700
2006-07	779	47.7%	554	33.9%	0	0.0%	300	18.4%	1,633
2007-08	509	28.5%	678	38.0%	0	0.0%	597	33.5%	1,784
2008-09	603	28.2%	305	14.3%	0	0.0%	1,229	57.5%	2,137
2009-10	623	30.2%	778	37.7%	0	0.0%	663	32.1%	2,064
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
Westonia									
2003-04	576	65.7%	175	20.0%	0	0.0%	126	14.4%	877
2004-05	613	72.0%	230	27.0%	0	0.0%	8	0.9%	851
2005-06	573	59.4%	196	20.3%	0	0.0%	196	20.3%	965
2006-07	617	55.7%	194	17.5%	0	0.0%	296	26.7%	1,107
2007-08	567	58.2%	313	32.1%	0	0.0%	94	9.7%	974
2008-09	600	53.2%	336	29.8%	0	0.0%	192	17.0%	1,128
2009-10	777	69.0%	349	31.0%	0	0.0%	0	0.0%	1,126
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
Wongan - Ballidu									
2003-04	901	64.3%	416	29.7%	0	0.0%	84	6.0%	1,401
2004-05	1,006	55.5%	488	26.9%	0	0.0%	319	17.6%	1,813
2005-06	1,058	45.9%	293	12.7%	0	0.0%	953	41.4%	2,304
2006-07	1,401	50.0%	433	15.4%	0	0.0%	969	34.6%	2,803
2007-08	966	38.2%	590	23.4%	0	0.0%	970	38.4%	2,526
2008-09	1,013	42.9%	411	17.4%	0	0.0%	937	39.7%	2,361
2009-10	1,327	50.2%	567	21.5%	0	0.0%	748	28.3%	2,642
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wyalkatchem									
2003-04	492	64.3%	273	35.7%	0	0.0%	0	0.0%	765
2004-05	467	69.0%	210	31.0%	0	0.0%	0	0.0%	677
2005-06	538	71.3%	178	23.6%	0	0.0%	39	5.2%	755
2006-07	549	66.9%	232	28.3%	0	0.0%	40	4.9%	821
2007-08	536	63.0%	275	32.3%	0	0.0%	40	4.7%	851
2008-09	724	75.0%	201	20.8%	0	0.0%	40	4.1%	965
2009-10	555	71.6%	220	28.4%	0	0.0%	0	0.0%	775
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
Yilgarn									
2003-04	1,340	42.7%	1,455	46.4%	45	1.4%	299	9.5%	3,139
2004-05	1,295	47.3%	976	35.7%	19	0.7%	445	16.3%	2,735
2005-06	1,352	54.3%	625	25.1%	32	1.3%	482	19.3%	2,491
2006-07	1,377	53.2%	579	22.4%	11	0.4%	621	24.0%	2,588
2007-08	1,609	48.6%	682	20.6%	240	7.2%	781	23.6%	3,312
2008-09	1,797	57.1%	602	19.1%	19	0.6%	729	23.2%	3,147
2009-10	1,538	49.7%	603	19.5%	0	0.0%	952	30.8%	3,093
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
York									
2003-04	787	63.7%	379	30.7%	6	0.5%	64	5.2%	1,236
2004-05	661	47.6%	176	12.7%	0	0.0%	553	39.8%	1,390
2005-06	866	31.9%	900	33.1%	0	0.0%	951	35.0%	2,717
2006-07	748	39.9%	252	13.4%	107	5.7%	770	41.0%	1,877
2007-08	745	33.0%	488	21.6%	0	0.0%	1,023	45.3%	2,256
2008-09	1,280	44.0%	669	23.0%	0	0.0%	961	33.0%	2,910
2009-10	1,183	40.9%	422	14.6%	18	0.6%	1,269	43.9%	2,892
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wheatbelt South Region									
2003-04	12,340	59.5%	4,006	19.3%	48	0.2%	4,338	20.9%	20,732
2004-05	11,142	51.9%	4,089	19.1%	5	0.0%	6,225	29.0%	21,461
2005-06	12,572	50.5%	5,950	23.9%	10	0.0%	6,349	25.5%	24,881
2006-07	13,450	48.3%	7,359	26.4%	5	0.0%	7,030	25.2%	27,844
2007-08	13,203	51.1%	5,803	22.5%	5	0.0%	6,818	26.4%	25,829
2008-09	14,015	48.8%	5,904	20.6%	5	0.0%	8,784	30.6%	28,708
2009-10	16,452	50.9%	6,760	20.9%	39	0.1%	9,047	28.0%	32,298
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
Beverley									
2003-04	886	76.6%	266	23.0%	5	0.4%	0	0.0%	1,157
2004-05	627	49.7%	245	19.4%	0	0.0%	389	30.8%	1,261
2005-06	419	38.9%	243	22.6%	0	0.0%	414	38.5%	1,076
2006-07	593	40.0%	189	12.8%	0	0.0%	700	47.2%	1,482
2007-08	675	36.3%	303	16.3%	0	0.0%	884	47.5%	1,862
2008-09	756	35.2%	401	18.7%	0	0.0%	990	46.1%	2,147
2009-10	745	29.8%	610	24.4%	12	0.5%	1,132	45.3%	2,499
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
Brookton									
2003-04	418	47.3%	166	18.8%	25	2.8%	275	31.1%	884
2004-05	277	37.0%	201	26.8%	5	0.7%	266	35.5%	749
2005-06	386	44.1%	220	25.1%	0	0.0%	269	30.7%	875
2006-07	493	70.1%	141	20.1%	5	0.7%	64	9.1%	703
2007-08	283	24.3%	365	31.3%	5	0.4%	514	44.0%	1,167
2008-09	547	43.6%	233	18.6%	5	0.4%	469	37.4%	1,254
2009-10	502	38.3%	270	20.6%	0	0.0%	538	41.1%	1,310
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
Bruce Rock									
2003-04	1,226	80.9%	244	16.1%	0	0.0%	46	3.0%	1,516
2004-05	553	63.3%	243	27.8%	0	0.0%	78	8.9%	874
2005-06	935	66.4%	188	13.4%	0	0.0%	285	20.2%	1,408
2006-07	959	61.8%	430	27.7%	0	0.0%	164	10.6%	1,553
2007-08	882	66.2%	350	26.3%	0	0.0%	101	7.6%	1,333
2008-09	1,254	79.6%	202	12.8%	0	0.0%	119	7.6%	1,575
2009-10	1,093	67.1%	405	24.8%	0	0.0%	132	8.1%	1,630
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
Corrigin									
2003-04	806	69.8%	194	16.8%	0	0.0%	154	13.3%	1,154
2004-05	700	66.1%	318	30.0%	0	0.0%	41	3.9%	1,059
2005-06	621	50.9%	276	22.6%	0	0.0%	322	26.4%	1,219
2006-07	831	56.5%	415	28.2%	0	0.0%	225	15.3%	1,471
2007-08	857	81.3%	320	30.4%	0	0.0%	-123	-11.7%	1,054
2008-09	1,158	59.0%	318	16.2%	0	0.0%	487	24.8%	1,963
2009-10	859	65.2%	312	23.7%	0	0.0%	147	11.2%	1,318
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
Cuballing									
2003-04	484	40.6%	219	18.4%	0	0.0%	490	41.1%	1,193
2004-05	308	31.9%	142	14.7%	0	0.0%	516	53.4%	966
2005-06	399	40.9%	215	22.0%	0	0.0%	362	37.1%	976
2006-07	457	47.8%	209	21.8%	0	0.0%	291	30.4%	957
2007-08	895	59.5%	204	13.6%	0	0.0%	406	27.0%	1,505
2008-09	483	38.4%	366	29.1%	0	0.0%	409	32.5%	1,258
2009-10	490	40.0%	389	31.8%	0	0.0%	346	28.2%	1,225
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Dumbleyung									
2003-04	732	60.6%	336	27.8%	0	0.0%	139	11.5%	1,207
2004-05	651	54.4%	293	24.5%	0	0.0%	253	21.1%	1,197
2005-06	1,050	62.4%	310	18.4%	0	0.0%	323	19.2%	1,683
2006-07	678	51.8%	234	17.9%	0	0.0%	397	30.3%	1,309
2007-08	791	58.0%	204	15.0%	0	0.0%	369	27.1%	1,364
2008-09	731	52.5%	305	21.9%	0	0.0%	356	25.6%	1,392
2009-10	898	58.5%	302	19.7%	0	0.0%	335	21.8%	1,535
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
Kondinin									
2003-04	636	59.8%	178	16.7%	0	0.0%	249	23.4%	1,063
2004-05	842	67.5%	183	14.7%	0	0.0%	222	17.8%	1,247
2005-06	810	38.8%	310	14.9%	0	0.0%	966	46.3%	2,086
2006-07	832	45.0%	632	34.2%	0	0.0%	384	20.8%	1,848
2007-08	862	50.0%	561	32.5%	0	0.0%	302	17.5%	1,725
2008-09	897	53.1%	381	22.5%	0	0.0%	412	24.4%	1,690
2009-10	1,104	55.3%	483	24.2%	0	0.0%	409	20.5%	1,996
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
Kulin									
2003-04	681	78.2%	190	21.8%	0	0.0%	0	0.0%	871
2004-05	887	71.8%	207	16.8%	0	0.0%	141	11.4%	1,235
2005-06	965	53.6%	509	28.2%	0	0.0%	328	18.2%	1,802
2006-07	836	41.0%	898	44.1%	0	0.0%	304	14.9%	2,038
2007-08	1,138	51.1%	612	27.5%	0	0.0%	478	21.5%	2,228
2008-09	982	47.5%	416	20.1%	0	0.0%	670	32.4%	2,068
2009-10	1,421	50.9%	599	21.5%	0	0.0%	771	27.6%	2,791
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
Lake Grace									
2003-04	1,307	61.3%	355	16.7%	0	0.0%	469	22.0%	2,131
2004-05	1,257	64.5%	360	18.5%	0	0.0%	333	17.1%	1,950
2005-06	1,404	42.5%	1,116	33.8%	0	0.0%	780	23.6%	3,300
2006-07	1,860	35.0%	1,919	36.1%	0	0.0%	1,533	28.9%	5,312
2007-08	1,517	57.4%	365	13.8%	0	0.0%	761	28.8%	2,643
2008-09	1,559	49.8%	570	18.2%	0	0.0%	1,001	32.0%	3,130
2009-10	2,003	55.2%	516	14.2%	0	0.0%	1,112	30.6%	3,631
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
Narembeen									
2003-04	834	73.5%	218	19.2%	0	0.0%	82	7.2%	1,134
2004-05	551	38.9%	337	23.8%	0	0.0%	528	37.3%	1,416
2005-06	914	65.2%	315	22.5%	0	0.0%	172	12.3%	1,401
2006-07	1,446	72.0%	345	17.2%	0	0.0%	218	10.9%	2,009
2007-08	976	69.2%	338	24.0%	0	0.0%	96	6.8%	1,410
2008-09	952	64.5%	437	29.6%	0	0.0%	86	5.8%	1,475
2009-10	1,408	75.5%	334	17.9%	0	0.0%	123	6.6%	1,865
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
Narrogin Shire									
2003-04	485	36.7%	149	11.3%	0	0.0%	687	52.0%	1,321
2004-05	484	32.9%	209	14.2%	0	0.0%	776	52.8%	1,469
2005-06	503	36.2%	275	19.8%	0	0.0%	612	44.0%	1,390
2006-07	486	34.5%	228	16.2%	0	0.0%	696	49.4%	1,410
2007-08	766	49.3%	224	14.4%	0	0.0%	565	36.3%	1,555
2008-09	526	33.8%	233	15.0%	0	0.0%	797	51.2%	1,556
2009-10	649	35.9%	344	19.0%	26	1.4%	788	43.6%	1,807
2010-11	585	29.7%	646	32.7%	0	0.0%	742	37.6%	1,973
2011-12	699	34.9%	704	35.2%	0	0.0%	599	29.9%	2,002
2012-13	360	14.3%	1,675	66.5%	0	0.0%	485	19.2%	2,520

Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Narrogin Town									
2003-04	249	47.1%	74	14.0%	18	3.4%	188	35.5%	529
2004-05	116	15.7%	84	11.4%	0	0.0%	539	72.9%	739
2005-06	294	43.8%	112	16.7%	0	0.0%	265	39.5%	671
2006-07	178	30.7%	78	13.4%	0	0.0%	324	55.9%	580
2007-08	130	24.6%	58	11.0%	0	0.0%	341	64.5%	529
2008-09	192	26.9%	53	7.4%	0	0.0%	469	65.7%	714
2009-10	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2010-11	252	36.7%	82	11.9%	0	0.0%	353	51.4%	687
2011-12	242	36.0%	70	10.4%	0	0.0%	360	53.6%	672
2012-13	63	10.1%	234	37.4%	0	0.0%	329	52.6%	626
Pingelly									
2003-04	425	51.7%	235	28.6%	0	0.0%	162	19.7%	822
2004-05	364	42.6%	219	25.6%	0	0.0%	272	31.8%	855
2005-06	419	44.3%	308	32.6%	0	0.0%	219	23.2%	946
2006-07	528	44.4%	443	37.3%	0	0.0%	217	18.3%	1,188
2007-08	439	38.7%	440	38.8%	0	0.0%	254	22.4%	1,133
2008-09	623	51.7%	287	23.8%	0	0.0%	295	24.5%	1,205
2009-10	489	29.7%	318	19.3%	0	0.0%	840	51.0%	1,647
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
Quairading									
2003-04	664	55.1%	213	17.7%	0	0.0%	327	27.2%	1,204
2004-05	489	51.5%	156	16.4%	0	0.0%	304	32.0%	949
2005-06	966	61.6%	422	26.9%	0	0.0%	180	11.5%	1,568
2006-07	677	69.8%	199	20.5%	0	0.0%	94	9.7%	970
2007-08	690	49.1%	198	14.1%	0	0.0%	517	36.8%	1,405
2008-09	468	42.5%	227	20.6%	0	0.0%	405	36.8%	1,100
2009-10	792	63.3%	225	18.0%	0	0.0%	235	18.8%	1,252
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
Wagin									
2003-04	552	57.4%	142	14.8%	0	0.0%	268	27.9%	962
2004-05	532	47.2%	211	18.7%	0	0.0%	383	34.0%	1,126
2005-06	556	64.0%	216	24.9%	0	0.0%	97	11.2%	869
2006-07	778	77.5%	198	19.7%	0	0.0%	28	2.8%	1,004
2007-08	611	63.3%	217	22.5%	0	0.0%	137	14.2%	965
2008-09	777	64.2%	369	30.5%	0	0.0%	65	5.4%	1,211
2009-10	862	63.8%	335	24.8%	0	0.0%	155	11.5%	1,352
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
Wandering									
2003-04	434	45.8%	353	37.2%	0	0.0%	161	17.0%	948
2004-05	194	38.9%	116	23.2%	0	0.0%	189	37.9%	499
2005-06	289	33.9%	303	35.6%	0	0.0%	260	30.5%	852
2006-07	253	34.8%	269	37.0%	0	0.0%	206	28.3%	728
2007-08	270	34.3%	336	42.6%	0	0.0%	182	23.1%	788
2008-09	384	50.1%	324	42.3%	0	0.0%	58	7.6%	766
2009-10	427	39.8%	482	45.0%	0	0.0%	163	15.2%	1,072
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
West Arthur									
2003-04	590	55.8%	200	18.9%	0	0.0%	267	25.3%	1,057
2004-05	1,584	75.1%	211	10.0%	0	0.0%	315	14.9%	2,110
2005-06	670	55.6%	276	22.9%	10	0.8%	248	20.6%	1,204
2006-07	595	43.7%	174	12.8%	0	0.0%	592	43.5%	1,361
2007-08	480	35.1%	258	18.9%	0	0.0%	629	46.0%	1,367
2008-09	721	43.6%	311	18.8%	0	0.0%	621	37.6%	1,653
2009-10	658	50.9%	204	15.8%	1	0.1%	431	33.3%	1,294
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023

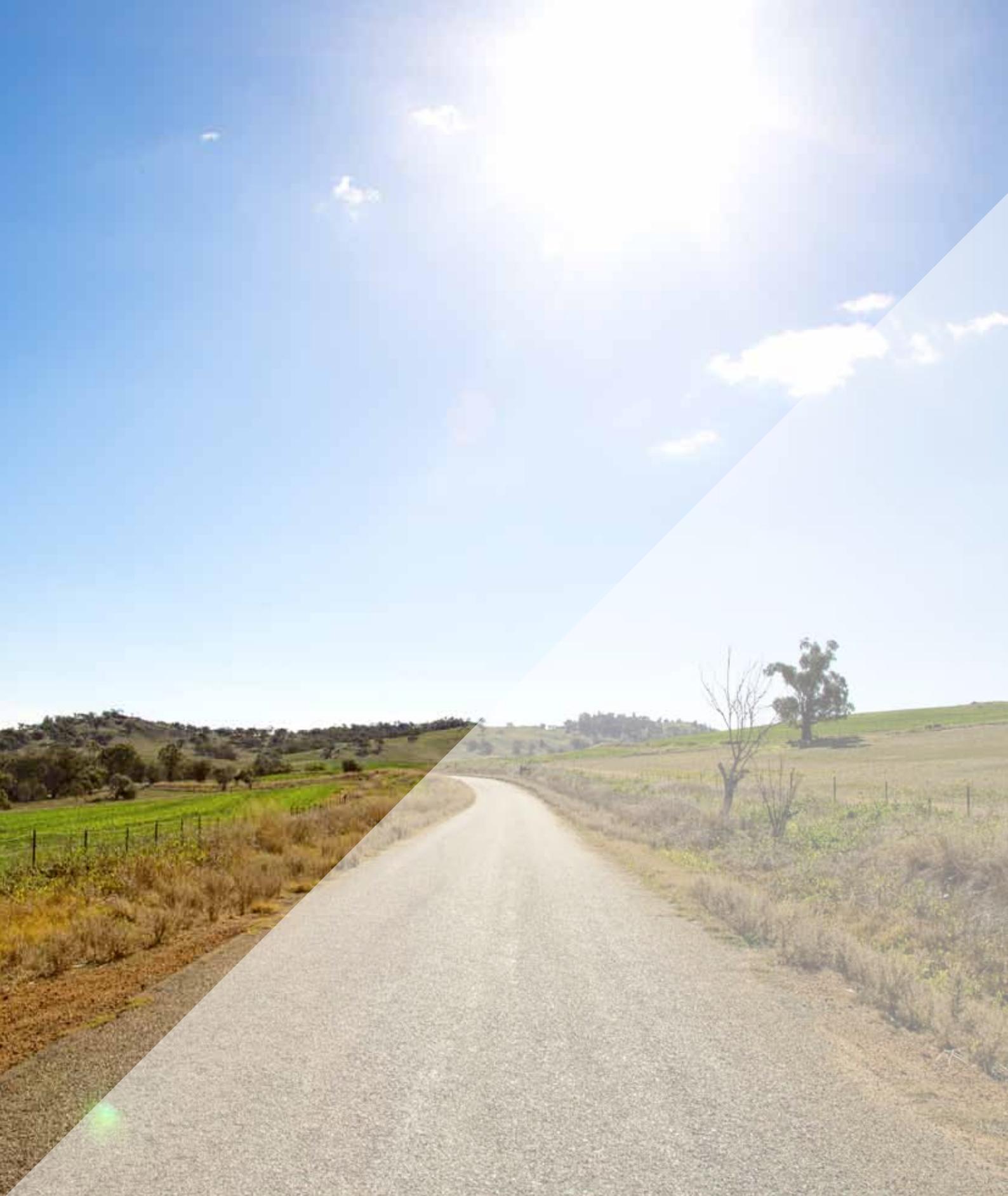
Appendix 21

Sources of Road Funds - 2003-04 to 2012-13

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
Wickepin									
2003-04	586	68.3%	177	20.6%	0	0.0%	95	11.1%	858
2004-05	435	52.2%	177	21.2%	0	0.0%	222	26.6%	834
2005-06	602	69.4%	211	24.3%	0	0.0%	54	6.2%	867
2006-07	615	67.7%	215	23.7%	0	0.0%	78	8.6%	908
2007-08	614	64.4%	214	22.4%	0	0.0%	126	13.2%	954
2008-09	637	50.8%	278	22.2%	0	0.0%	340	27.1%	1,255
2009-10	1,071	60.5%	302	17.1%	0	0.0%	396	22.4%	1,769
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377

Williams									
Year	\$000s	%	\$000s	%	\$000s	%	\$000s	%	Total \$000s
2003-04	345	47.9%	97	13.5%	0	0.0%	279	38.7%	721
2004-05	291	31.4%	177	19.1%	0	0.0%	458	49.5%	926
2005-06	370	53.8%	125	18.2%	0	0.0%	193	28.1%	688
2006-07	355	35.0%	143	14.1%	0	0.0%	515	50.8%	1,013
2007-08	327	38.8%	236	28.0%	0	0.0%	279	33.1%	842
2008-09	368	28.4%	193	14.9%	0	0.0%	735	56.7%	1,296
2009-10	729	45.1%	248	15.3%	0	0.0%	641	39.6%	1,618
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713

State									
Year	\$000s	%	\$000s	%	\$000s	%	\$000s	%	Total \$000s
2003-04	116,521	31.4%	61,472	16.6%	4,442	1.2%	188,485	50.8%	370,920
2004-05	110,305	28.2%	77,438	19.8%	6,186	1.6%	197,113	50.4%	391,042
2005-06	122,603	29.7%	71,979	17.5%	6,123	1.5%	211,457	51.3%	412,162
2006-07	135,322	30.0%	86,088	19.1%	5,770	1.3%	223,535	49.6%	450,715
2007-08	143,290	28.7%	84,419	16.9%	10,952	2.2%	259,838	52.1%	498,499
2008-09	155,023	27.4%	94,899	16.8%	21,224	3.8%	294,123	52.0%	565,269
2009-10	160,512	26.8%	112,157	18.7%	11,103	1.9%	315,786	52.7%	599,558
2010-11	162,951	26.1%	123,137	19.7%	18,051	2.9%	319,613	51.2%	623,752
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	720,577
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	767,573
10 Years	1,434,414	26.6%	1,054,866	19.5%	120,866	2.2%	2,789,921	51.7%	5,400,067
5 Years	806,373	24.6%	673,470	20.6%	87,393	2.7%	1,709,493	52.2%	3,276,729



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