



# Councillor Information Bulletin

For the Ordinary Council  
Meeting held on Thursday 1st  
July 2021

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# SHIRE OF WESTONIA

## May, June, July 2021

<b>Date &amp; Time</b>	<b>What</b>	<b>Where</b>	<b>Who</b>
Tuesday 4 <sup>th</sup> May	Ramelius Visit – Mark Zeptner, Duncan Coutts, Richard Jones	Westonia	CEO, President
Wednesday 12 <sup>th</sup> May	CMCA Motorhome WA Group	Westonia	CEO
Tuesday 18 <sup>th</sup> May	Ramelius – Natilie Orr	Westonia	CEO
Wednesday 19 <sup>th</sup> May	Audit Entrance Meeting – Auditors & OAG	Teams	CEO, President, MCS
Thursday 20 <sup>th</sup> May	Council Meeting	Westonia	CEO, Councillors
Tuesday 25 <sup>th</sup> May	CEACA Board Meeting	Kellerberrin	CEO, Louis Geier
Thursday 27 <sup>th</sup> May	LEMC	Southern Cross	CEO, Cr Geier
Friday 11 <sup>th</sup> June	Infrastructure Australia Zoom Conference	Zoom	CEO
Thursday 17 <sup>th</sup> June	Council Meeting	Westonia	CEO, Councillors
Wednesday 23 <sup>rd</sup> June	WALGA Catchup Craig Grant	Westonia	CEO
Wednesday 23 <sup>rd</sup> June	WEROC Board Meeting	Bruce Rock	CEO, President
Thursday 1 <sup>st</sup> July	Dept Sport & Rec CSRFF Zoom Meeting	Zoom	CEO
Thursday 15 <sup>th</sup> July	Council Meeting	Westonia	CEO, Councillors

# Western Australian Auditor General's Report



## Regulation and Support of the Local Government Sector



Report 21: 2020-21

30 April 2021



**Office of the Auditor General  
Western Australia**

**Audit team:**

Jason Beeley  
Andrew Harris

National Relay Service TTY: 133 677  
(to assist people with hearing and voice impairment)

We can deliver this report in an alternative format for those with visual impairment.

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***The Office of the Auditor General acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures, and to Elders both past and present.***

WESTERN AUSTRALIAN AUDITOR GENERAL'S REPORT

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**Regulation and Support of the Local  
Government Sector**

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Report 21: 2020-21  
April 2021



**THE PRESIDENT  
LEGISLATIVE COUNCIL**

**THE SPEAKER  
LEGISLATIVE ASSEMBLY**

### **REGULATION AND SUPPORT OF THE LOCAL GOVERNMENT SECTOR**

This report has been prepared for submission to Parliament under the provisions of section 25 of the *Auditor General Act 2006*.

Performance audits are an integral part of my Office's overall program of audit and assurance for Parliament. They seek to provide Parliament and the people of WA with assessments of the effectiveness and efficiency of public sector programs and activities, and identify opportunities for improved performance.

This audit assessed whether the Department of Local Government, Sport and Cultural Industries effectively regulates and supports the local government sector.

I wish to acknowledge the Department's staff for their cooperation with this audit.

A handwritten signature in black ink, appearing to read 'C Spencer'.

CAROLINE SPENCER  
AUDITOR GENERAL  
30 April 2021

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## Auditor General's overview

The local government (LG) sector provides a range of essential and valued services to the Western Australian community – more than simply “roads, rates and rubbish”.

Good governance and transparency are central to LG entities performing well and maintaining the confidence and support of the community, and have been a focus of attention as the legislative framework that establishes and supports the LG sector has been reviewed and reformed.



Given the diversity of LG entities across Western Australia – ranging from large city councils to very small remote shires – there is a range of maturity in governance and administration, and there are varying risks to service delivery and resource management. We see those risks in the interactions and findings from our financial, information systems and performance audits, and in the complaints and referrals my Office receives about the sector. The Parliament too sees those risks in the submissions to its Inquiries, and the issues raised with Members on a daily basis in their electorates.

While each LG entity is responsible for its own good governance, the Department of Local Government, Sport and Cultural Industries (Department) is charged with regulating and supporting the LG sector. It has a role for the LG sector that is similar to central agencies such as the Departments of Treasury and Finance in the State sector, which includes for example advising on, promulgating and overseeing the financial framework.

Like all State government entities, the Department has limited resources, and implementing the legislative reform agenda has been both a priority and significant workload. However, as this report shows, the Department's use of its limited resources is not underpinned by a good understanding of risk and clear objectives for the LG sector. Moreover, its performance in regulating and supporting the sector does not currently reflect the expectations of LG entities and their communities.

One impact of this has been an increase in reactive regulation – investigations and inquiries – which has absorbed resources at the expense of preventative earlier interventions such as education, guidance and monitoring. This is not cost-effective, and the Department needs to rebalance its regulatory activities if it is to make a significant contribution to improving good governance in LG entities.

I am pleased that the Department has already commenced steps to address some of the findings from this audit. Our recommendations will help the Department establish a more effective LG regulatory framework and help it to target resources to areas of greatest risk and impact.

# Executive summary

## Introduction

This audit assessed whether the Department of Local Government, Sport and Cultural Industries (Department) effectively regulates and supports the local government (LG) sector.

It focused on how the Department fulfils its regulatory functions under the *Local Government Act 1995 (Act)* and the support activities it provides to Western Australian local governments and regional councils (LG entities).

## Background

The Department is established by legislation and funded by Parliament to regulate and support the LG sector. It has a statutory role to assist the Minister for Local Government in administering the Act and its associated regulations. In 2019-20, the Department allocated \$14.4 million to LG regulation and support activities.

Western Australia (WA) has 148 LG entities for a population of approximately 2.5 million people. LG entities make a significant contribution to the State's economy and provide a wide range of services and facilities to their communities. They spend more than \$4 billion a year, employ around 17,000 staff and administer approximately \$45 billion in assets.

LG entities range in size, governance capacity and levels of risk. For example, the City of Stirling has a population of more than 200,000 people and an operating expenditure of more than \$230 million. Whereas the Shire of Sandstone has a population of under 100 people and around \$7 million of operating expenditure. The Shire of Peppermint Grove is widely acknowledged as the smallest and wealthiest LG area in Australia.

The Department's stated strategic objective is to support the sector through a fit for purpose, sound legislative framework, that enables efficient and effective services to communities, good governance and compliance.

A full list of the Department's regulatory and support responsibilities is in Appendix 1. These include:

- advising the Minister in exercising functions under the Act
- processing of statutory approvals
- conducting authorised inquiries into LG entity operations and affairs
- developing policy and legislation
- advising the LG sector on the operation of the Act
- supporting the WA LG Grants Commission, the LG Advisory Board and the LG Standards Panel
- managing the State LG Partnership Agreement.

An effective and efficient LG policy agency and regulator provides timely advice and assistance to build capacity and conducts early intervention to prevent governance or relationship breakdowns. When there are breaches in the Act, the Department needs to investigate them in a timely way. Figure 1 summarises the key elements of a standard good practice regulatory framework, which we have adapted to suit the regulation and support of LG.



Source: OAG

**Figure 1: Key elements of a good practice regulatory framework**

## Audit conclusion

We recognise that there has been a significant LG reform agenda in recent years. However, the Department is not providing efficient and effective regulation and support to the LG sector and lacks fundamental aspects of a good regulatory framework.

It is not effectively using the information it has available to assess the risk of non-compliance in the LG sector or to identify the areas where support is most required. Internally the Department is not addressing risks to its own delivery of regulatory and support services, some of which were identified as having significant gaps in a 2018 internal audit report and remain unresolved. It does not have a plan that links its regulatory and support activities for LG entities into achieving its overall objectives for the sector and does not have targets and measures in place to track its delivery and performance.

This means that the Department's regulatory intervention is largely reactive to emerging issues, rather than preventing breakdowns in governance. Not providing timely advice or effective capability-building increases the risk that LG entities will not provide good government and services to their communities.

## Key findings

### The Department is not targeting its regulation and support activities to key risks

*It does not have a structured approach to gathering intelligence and using it to understand key risks in the sector*

The Department is not using internal and annually reported information about the sector and individual LG entities effectively, and is not gathering external intelligence and linking it into its risk assessment. The Department's LG risk assessment register, developed in 2017, has not been maintained since 2018.

The Department is therefore missing opportunities to identify and target areas of regulatory and support risk and inform its strategic and operational planning. This impacts its ability to provide effective and efficient proactive regulation and support and allocate resources to where they are most needed. This increases the risk that non-compliance and poor governance will not be addressed.

The Department has advised us that it has undertaken extensive consultations with the LG sector on legislative reform and that it has worked with a consultant over the last 6 months to develop a risk analysis tool for the LG sector that will be finalised in May 2021.

*Internal risks to effective and efficient delivery of regulation and support have not been addressed*

Significant risks to the delivery of regulation and support were identified in a 2018 internal audit of LG enforcement, investigations and authorised inquiries. Fourteen of the 17 audit recommendations to reduce these risks have not been fully implemented. This includes not finalising the Department's LG strategic priorities and draft Capacity Building and Compliance Framework. This increases the risk that:

- investigations will not be completed in a proactive manner
- serious breaches of the Act will not be identified and actioned in a timely manner
- education, advice and support may not provide appropriate support to the sector.

The Department has advised us that it will complete the outstanding recommendations by 30 June 2021.

*There is a lack of proactive input into financial framework matters, including timely guidance on a key financial reporting matter*

The Department does not effectively manage the LG financial framework, contributing to reporting uncertainty and inefficiency in the sector. For example, it has not updated financial management guidance for some years to address emerging reporting concerns and capability to support fit-for-purpose financial reporting.

Furthermore, it was recently very slow in providing guidance following changes to Australian Accounting Standards. The result of which meant that there was a risk that 2019-20 financial reporting of some assets by LG entities would not comply with the treatment of leases. Failure to comply with the new accounting standard would have a material impact on the financial statements of some LG entities. The lack of timely guidance has contributed to a delay in the finalisation of financial statements and audits for a significant number of LG entities. Although the changes were made in December 2018, the relevant Local Government (Financial Management) Amendment Regulations 2020 were not gazetted until 6 November 2020.

*There is no strategic plan for regulation and support activities that links into the achievement of overall objectives for LG entities or usefully guides departmental actions*

The Department's responsibilities for the regulation and support of LG entities are described in legislation and strategic documents available on its website. Although its *Strategic Directions: 2020-2023* document lists several programs in the LG sector, we found that the Department does not have a plan that links its LG regulation and support activities into the achievement of its overall objectives. Consequently, the Department cannot demonstrate how it prioritises its regulatory and support activities, determines what resources it needs and show how it allocated the more than \$14 million it spent on these functions in 2019-20.

The Department has advised us that a specific LG statement of purpose with key outcomes will be developed based on risk profiling by 30 June 2021.



## The Department does not effectively measure its performance in supporting and regulating LG entities

The Department has not set measures and targets to effectively assess how well it delivers its regulatory and support functions. This makes it hard for the Department and stakeholders to know how well it is doing and understand operational performance.

### *The level of early intervention has reduced as resources were directed to other more reactive and high-profile activities*

Regulatory activities include proactive early intervention and reactive activities including authorised inquiries and investigations responding to minor and serious breach complaints. We found that:

- the level of early intervention has reduced in the last few years, in part because resources were directed to minor and serious breaches and authorised inquiries
- the trends in minor and serious breach complaints and authorised inquiries illustrate the imbalance between preventative and reactive regulatory activities
- finalising authorised inquiries and investigations into minor and serious breach complaints can take a long time.

This indicates that the Department's regulation has become more reactive and less preventative. Increased numbers of complaints and inquiries are both an indicator that standards in LG governance may not be being maintained and greater education and support is required.

In the absence of time targets and performance measures it is also hard to assess if these regulatory functions are managed efficiently and effectively. The Department has advised us that it has focused on completing long-standing authorised inquiries and minor and serious breach matters, reducing the resources available for preventative activities like guidance and support.

### *The Department has limited understanding of how effectively its LG support functions build capability within the sector*

Support is provided through the LG advisory hotline, guidance documents and several projects to build capability within the sector. But the Department does not analyse which of these approaches is effective in supporting and improving good governance in LG entities. For example, a significant fall in the number of calls to the LG advisory hotline since 2015 could reflect improved capability within LG entities or it could indicate that LG entities believe they can no longer rely on the Department. Understanding the reasons for fewer calls could help improve the support provided to the sector.

The Department told us that it must manage expectations about the level of support it provides, as most of its resourcing is used for reactive regulation, resolving complaints and minor and serious breach investigations. It also told us that it intends to reallocate resources towards capacity building in the LG sector once the legislative reform process is completed. At the time of reporting, a new LG Act is expected to be completed in 2021.

### *Audited key performance indicators only provide a limited view of the Department's regulation and support activities*

The Department's 3 audited key performance indicators (KPIs) that measure performance against LG business objectives provide high-level insights into operational aspects. Although the Department has discussed future KPIs with our Office and has proposed changes, that the Department believes would provide a more effective measurement of activities and functions, the KPIs need to be supported by robust performance measures and analysis to

examine the impact of the Department's LG activities. On their own, the KPIs do not inform where the Department should focus its strategies and resources, and rarely provide sufficient information for sound internal decision-making.

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## Recommendations

The Department should:

1. review how it gathers, records and reports information to maintain an up to date LG sector risk assessment

**Department response:** Agree

**Implementation timeframe:** by 31 August 2021

2. target its regulation and support activities to areas of highest risk, with regard to the potential benefits to improved outcomes across the LG sector

**Department response:** Agree

**Timeframe for implementation:** by 31 August 2021

3. clearly define its LG regulation and support objectives, deliverables, and targets. This should include robust performance monitoring measures and reporting that are communicated to staff, LG entities and other key stakeholders.

**Department response:** Agree

**Implementation timeframe:** by 31 August 2021

## **Response from the Department of Local Government, Sport and Cultural Industries**

The Department is currently updating a risk-based approach to be able to align regulatory and compliance frameworks, and to direct resources, support and guidance towards the greatest threats to local government's ability to govern and function effectively in the interests of the community.

The updated risk analysis tool will be completed by May 2021. In addition, the Department's operational plan for 2020/21 includes all outstanding audit items which will be completed by 30 June 2021.

As part of normal operations, the Department monitors the local government sector through environmental scanning (including print and social media and intelligence from various sources), industry reviews and audits. This has informed the development of the risk analysis tool to better guide the prioritisation of targeted proactive regulation.

## Audit focus and scope

This audit assessed whether the Department of Local Government, Sport and Cultural Industries (Department) effectively regulates and supports the local government (LG) sector.

Our specific criteria were:

- Does the Department effectively regulate LG entities?
- Does the Department effectively support LG entities?

We focused on how the Department fulfils its regulatory functions under the *Local Government Act 1995* (Act), and the support activities it provides to LG entities.

During the audit we:

- reviewed relevant Department policies, procedures, strategic and operational planning documents, including its *Local Government Compliance Framework* and its draft *Capacity Building and Compliance Framework*
- interviewed key Department staff involved in regulation and support functions
- analysed calls to the LG advisory hotline over the period 2014 to 2020 and reviewed minor and serious breach complaints received from 2017 to 2020
- assessed the implementation status (on 6 October 2020) of recommendations from the Department's internal audit of enforcement, investigations and authorised inquiries
- met with the WA Local Government Association (WALGA) and Local Government Professionals Australia WA (LG Pro WA), the peak LG industry and representative bodies in the State, to discuss and examine the Department's role and responsibilities in regulating and supporting the LG sector from the perspective of key stakeholders
- drew on results of other OAG audit work in the LG sector.

We did not review as part of this audit:

- the assessment and outcomes of individual LG entity complaints, investigations and authorised inquiries
- the Department's role in managing other legislation within the LG portfolio, which includes the control and management of domestic animals and the regulation of caravanning, camping and off-road vehicle use
- the activities of the other oversight agencies (such as the Corruption and Crime Commission, Public Sector Commission and Ombudsman Western Australia) and the peak LG industry and representative bodies in the State.

This was an independent performance audit, conducted under Section 18 of the *Auditor General Act 2006*, in accordance with Australian Standard on Assurance Engagements ASAE 3500 *Performance Engagements*. We complied with the independence and other ethical requirements related to assurance engagements. Performance audits focus primarily on the effective management and operations of entity programs and activities. The approximate cost of undertaking the audit and reporting was \$341,000.

## Audit findings

### The Department is not targeting its regulation and support activities to key risks

#### The Department does not have a structured approach to gathering intelligence and using it to understand key risks in the LG sector

Information about the sector and individual LG entities is not being used effectively and the Department is not actively gathering external intelligence and linking it into its risk assessment. This increases the risk that LG entities' non-compliance and poor governance will not be addressed.

The Department's LG risk assessment register, developed in 2017, has not been maintained since 2018. The Department is therefore missing opportunities to identify areas of regulatory and support risk and use this to inform its strategic and operational planning. This impacts its ability to provide effective and efficient regulation and support and allocate resources to where they are most needed.

There is a range of information that could be used more effectively to maintain the risk assessment. For example:

- the Department's complaints database
- requests for advice received by the LG advisory hotline and other staff within the Department
- LG entity compliance audit returns
- non-compliance and control weaknesses identified in the Office of the Auditor General's (OAG) annual financial audits of LG entities
- information reported and able to be shared by various integrity agencies, who receive a significant number of minor misconduct allegations from the LG sector.

This information and intelligence can provide important insights into risks across the sector and identify areas where the Department's regulatory and support activities are needed most.

In 2018-19, OAG financial audits of 112 LG entities identified:

- 111 material matters of non-compliance at 52 entities such as non-compliance with specific sections of the Act or associated regulations. These included 11 instances where LG entities had not completed reviews of their systems and procedures for financial management or risk management, internal control and compliance as required at least once every 3 years under LG regulations
- 857 significant or moderate control weaknesses in financial management and information systems controls such as weak controls over accounting journal entries, bank reconciliation, procurement, financial ratios, changes to master files and management review.

The Department advised us that it is aware of these issues and that it will follow-up non-compliance where necessary. It also told us that it:

- has undertaken extensive consultations with the LG sector on legislative reform

- has worked with a consultant over the last 6 months to develop a risk analysis tool for the LG sector that will be finalised in May 2021. By updating the risk-based regulatory approach, the Department advised that it would understand the key risks and direct resources towards the greatest threats to the LG sector's ability to govern and function effectively in the interests of the community. The completed analysis tool will enable the Department to ensure that (staffing) structures and resources are effectively allocated to the key sector risks
- established a new Executive Director LG position in August 2020 to integrate the Department's 5 LG function areas to achieve cohesion and efficiencies, whilst retaining the separation between complaint investigations and general support and compliance.

### **Internal risks to effective and efficient delivery of regulation and support have not been addressed**

Significant risks to the delivery of regulation and support were identified in a 2018 internal audit of the Department's LG enforcement, investigations and authorised inquiries.<sup>1</sup> Three risks required immediate management action:

- the functional structure was under review and the overall objectives of its compliance program, structure and resourcing requirements had not been defined
- a draft Capacity Building and Compliance Framework had been prepared but had not been endorsed
- only limited resources had been allocated to LG advice, education and support.

Fourteen of the 17 audit recommendations to reduce these risks have not been fully implemented (Appendix 2 details the 17 recommendations and their implementation status). This increases the risk that:

- investigations will not be completed in a proactive manner
- serious breaches of the Act will not be identified and actioned in a timely manner
- education and advice may not provide appropriate support to the sector.

One of the recommendations was to finalise the Capacity Building and Compliance Framework that was drafted in August 2017. The new framework has not been approved or published. The draft framework:

- described the Department's proposed risk-based regulatory approach
- provided guidelines for LG entities to understand the Department's approach to improve the sector's performance
- acted as a diagnostic tool for the Department to identify and implement the most appropriate capacity building and compliance strategies for each LG entity.

Had it been finalised, the framework would have informed the LG sector of the Department's approach and helped target support to known capability, accountability and legislative compliance risks.

The Department has advised us that it will complete all 14 outstanding recommendations by 30 June 2021. Completing these should be a management priority.

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<sup>1</sup> Department of Local Government, Sport and Cultural Industries internal audit report *Enforcement, Investigations & Authorised Inquiries*, June 2018.

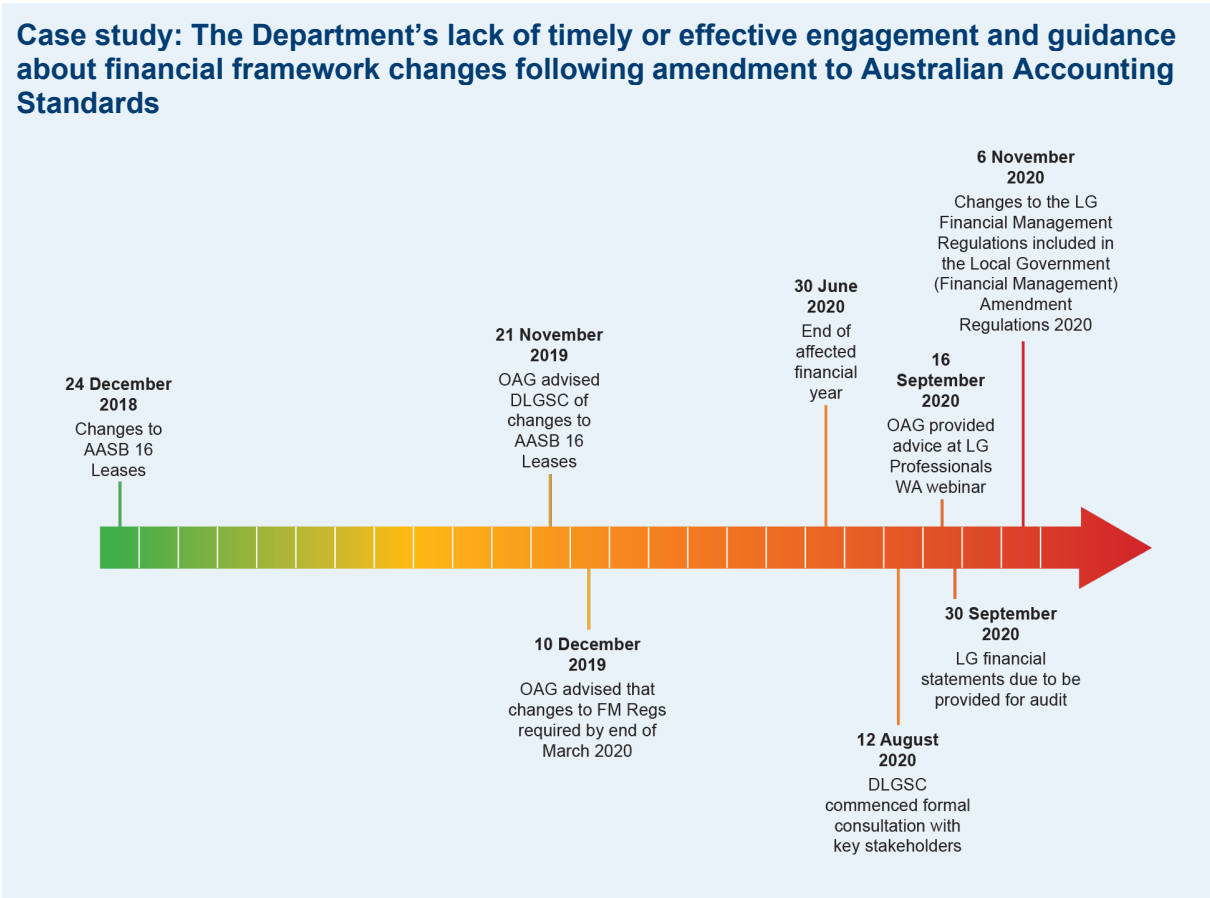
**There is a lack of proactive input into financial framework matters, including timely guidance on a key financial reporting matter**

The Department does not effectively manage the LG financial framework, contributing to reporting uncertainty and inefficiency in the sector. For example, it has not updated financial management guidance for some years to address emerging reporting concerns or to build capability to support fit-for-purpose financial reporting for LG entities.

The Department is responsible for advising the Minister and sector on the financial framework, but it has been largely absent from this space in recent years. The LG accounting manual for the sector has not been fully updated and 2 sections have been under review since 2012. Furthermore, the Department was recently very slow in determining its position and amending regulations following changes to Australian Accounting Standards.<sup>2</sup> The result of which meant that there was a risk that 2019-20 financial reporting of some assets by LG entities, if they complied with the LG financial management regulations, would not comply with Australian Accounting Standards.

Failure to comply with the new accounting standard would have a material impact on many LG entities' reported asset values, and therefore financial statements and compliance status. The lack of timely guidance and appropriate regulatory change by the Department has contributed to a delay in the finalisation of financial statements and audits for a significant number of LG entities for the year ended 30 June 2020. Moreover, the level of effort required by the OAG in supporting the Department on this matter strongly indicated a lack of capability and engagement by the Department in routine financial framework matters affecting the LG sector. Further information on this matter is highlighted in the case study below.

**Case study: The Department's lack of timely or effective engagement and guidance about financial framework changes following amendment to Australian Accounting Standards**



<sup>2</sup> Australian Accounting Standard AASB 16 *Leases* dated February 2016, Australian Accounting Standard AASB 2018-8 *Amendments to Australian Accounting Standards – Right-of-Use Assets of Not-for-Profit Entities* dated December 2018.



Following the change to the accounting standard, key stakeholders and LG entities contacted the OAG for advice and cited a lack of guidance and support from the Department, and uncertainty as to the impact on their financial reporting obligations. These extensive inquiries were not just an impost on OAG audit planning resources for the 2019-20 LG financial audit cycle but, more concerning, demonstrated an absence of participation in these matters by the Department.

During the 2019 audit season, we advised the Department that there had been a change to the financial reporting (accounting) standards. We asked whether it had considered the impact of the change on LG entities' reporting of assets, and the possibility of amending the Local Government (Financial Management) Regulations 1996 (FM Regulations) to reduce the reporting requirements relating to the change.

Ultimately, the Department did not commence formal consultation with the sector, through WALGA and LG Pro WA, about proposed changes to the FM Regulations until 12 August 2020, after the end of the relevant financial year. Our Office was then asked to present at a LG Pro WA webinar to explain the proposed changes and how they might apply to LG 2019-20 financial statements. We also distributed a draft position paper to assist LG entities understand the issues and facilitate discussion.

The relevant changes to the FM Regulations were included in the Local Government (Financial Management) Amendment Regulations 2020 which were gazetted on 6 November 2020, over 4 months after the end of the relevant financial year. We issued a position paper to provide guidance to LG entities on the application of the changes to the FM Regulations.

While we are working actively to support enhanced financial management and capability across the LG sector, the level of OAG involvement required to progress this particular financial framework matter was surprising, and we would consider excessive for the independent auditor. The momentum and action on this should more appropriately have been driven by the central policy agency for the sector, the Department, as part of the regulation and support role for which it is funded.

## **The Department does not have a LG strategic plan to guide its regulatory and support functions**

The Department's responsibilities for the regulation and support of the LG sector are described in legislation, its strategic intent and a *Local Government Compliance Framework* which are available on its website.

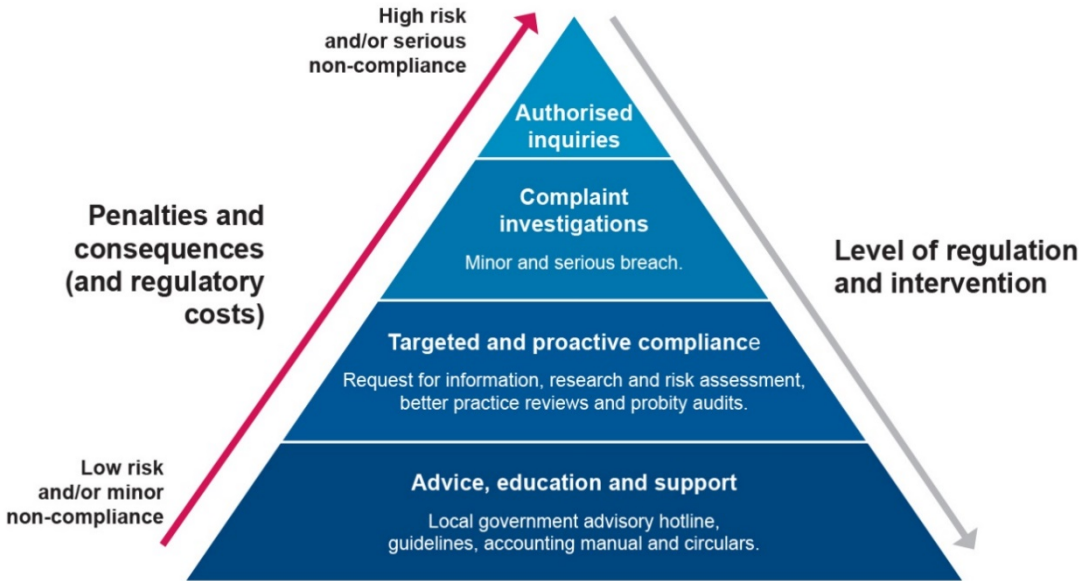
Although the Department's *Strategic Directions: 2020-2023* document lists several programs in the LG sector, the Department does not have a LG plan that sets out how it will achieve its overall objectives for LG and guide its regulatory and support functions. Consequently, the Department cannot demonstrate how it prioritises its regulatory and support activities, how it determines what resources it needs to deliver those functions, or show the appropriateness and outcomes of the more than \$14 million allocated to these functions in 2019-20.

The Department has advised us that a specific LG statement of purpose with key outcomes will be developed based on risk profiling by 30 June 2021.

The Department's *Strategic Intent 2019-21* and *Local Government Compliance Framework* outlined the Department's overall objectives and approach to the regulation and support of LG. The strategic intent focused on improving LG capability and outcomes and listed 8 LG initiatives. These included LG Act reform, developing a risk assessment model, performance framework and vision for LG, and conducting better practice reviews.

In October 2020, the Department published its new *Strategic Directions 2020-2023* document which reiterates a focus on improving LG capability and outcomes. The Department has also recently established a *Local Government Operational Plan 2020-2021*. Although the plan provides transparency over the delivery of 65 projects, it is not clear how the projects link to the achievement of its overall objectives for the sector.

The *Local Government Compliance Framework* was established in 2011. It provides a summary of how the Department aims to ensure a high-level of integrity in the LG sector, structured around 4 key strategies (Figure 2). The compliance framework’s pyramid approach is consistent with recognised risk management frameworks, which apply higher levels of intervention and treatments to escalating risks.



Source: OAG and the Department

**Figure 2: The Department’s compliance framework’s pyramid approach, with examples of regulatory and support activities**

## The Department does not effectively measure its performance in supporting and regulating LG entities

Apart from 3 high-level KPIs the Department has not set measures and targets to assess how well it delivers its regulatory and support functions. This makes it hard for the Department and stakeholders to know how well it is doing and understand operational performance. It also limits informed operational and strategic decision-making.

LG entity regulation involves proactive early intervention and reactive activities including authorised inquiries and investigations in response to minor and serious breach complaints. In the absence of time targets and performance measures, it is hard to assess if these regulatory functions are managed efficiently and effectively.

Key stakeholders WALGA and LG Pro WA have publicly raised concerns regarding the Department’s regulation and support of LG entities in submissions to Parliament’s recent Select Committee into Local Government.<sup>3</sup> Among the issues raised were the Department’s ability to respond to issues and the time it takes to complete authorised inquiries. We have

<sup>3</sup> WALGA’s submission to the 40th Parliament’s Select Committee into Local Government dated September 2019 and LG Pro WA’s submission to the 40th Parliament’s Select Committee into Local Government dated 19 August 2019.

also received several responses through the Have Your Say form on our website indicating concerns about the management of minor breach complaints.

**The level of early intervention has reduced as resources were directed to other more reactive activities**

Early intervention is an effective and efficient way to prevent breakdowns in governance and help build capability within the sector. We found that the level of early intervention by the Department has reduced in the last few years, in part because resources were directed to minor and serious breaches and authorised inquiries. This indicates that the Department’s regulation is becoming more reactive and less preventative.

Between 2015 and 2017, 18 better practice reviews were completed. The Department also previously conducted probity audits at LG entities. We found that no better practice reviews have been conducted since 2017 and no probity audits have been conducted since the 2018-19 financial year.

Better practice reviews and probity audits are important elements of proactive regulation. If these activities are not carried out there is a risk that breakdowns in governance will not be addressed. Early intervention through targeted proactive compliance and capacity building is also likely to be more cost efficient and effective than reactive regulation involving lengthy investigations and authorised inquiries.

The Department advised us that expectation of the levels of support that can be provided need to be considered in the context of resourcing and priorities, specifically much of the Department’s support and capacity building resources being applied to the resolution of complaints and minor and serious breaches.

**The trends in minor and serious breach complaints and authorised inquiries illustrate the imbalance between preventative and reactive regulatory activities**

Increased numbers of complaints and inquiries are both an indicator that standards in LG entity governance may not be being maintained and greater education and support is required. In addition, increased complaints also require a greater proportion of regulatory resources to try and provide timely resolution. This presents the risk of a negative cycle as growing complaints absorb preventative capacity building resources leading to continued higher levels of complaints. There are strong indications that this risk is being realised.

The number of minor breach complaints referred to the LG Standards Panel<sup>4</sup> has increased significantly since 2017. However, we recognise that the Department has reduced the time it takes to finalise minor breach complaints (Table 1). This is in part because the panel has been meeting more frequently than it did in the past but is also because resources have been diverted from education and support to reactive complaint resolution.

Calendar year	Number of minor breach complaints received	Number of minor breach complaints finalised	Median time taken (days)	Shortest (days)	Longest (days)
2017	62	78	205	37	513
2018	133	68	183	8	280
2019	125	168	156	0	346
2020	154	119	112	0	873

Source: OAG using Department data

**Table 1: Number of minor breach complaints received and the length of time to finalise**

<sup>4</sup> The [LG Standards Panel](#) makes binding decisions to resolve allegations of minor misconduct submitted by a LG.

The pattern with serious breach complaints is less clear, but the overall trend is for increasing numbers of complaints and time taken to resolve them. Again, this absorbs increased resources, and reduces the Department’s capacity to deliver preventative activity. Table 2 shows how many serious breach complaints were received in the last 4 years and how long it took to finalise investigations.

Calendar year	Number of serious breach complaints received	Number of serious breach complaints finalised	Median time taken (days)	Shortest (days)	Longest (days)
2017	46	34	54	0	197
2018	78	36	109	0	336
2019	36	70	357	0	665
2020	57	59	184	8	736

Source: OAG using Department data

**Table 2: Number of serious breach complaints received and the length of time to finalise**

The most resource intensive part of complaint resolution are authorised inquiries. The 6 authorised inquiries finalised in the last 2 years took between 13 and 32 months to complete. There are 5 authorised inquiries into LG entities underway that have been ongoing for between 10 and 27 months.

Lengthy authorised inquiries and investigations into minor and serious breach complaints increase the risk that poor governance will continue and generally involve significant costs to the Department and LG entities. We recognise that the time to complete authorised inquiries, and minor and serious breach complaints can depend on the complexity of issues and the need to provide LG entities with time to respond to information requests and recommendations. An example of this is an inquiry under Part 8 Division 1 of the Act where the Department is required to provide LG entities up to 35 days (or longer if the Minister allows) to respond to report recommendations.

However, the Department does not currently have timeliness targets for complaints and inquiries. Setting targets would manage stakeholder expectations and enable the Department to identify the levels of resources it needs to meet its reactive regulatory obligations. In turn this would also allow it to identify the level of resource needed for preventative activities and potentially demonstrate the impact of those activities.

Other regulatory and oversight entities have timeliness targets which measure the time taken to complete investigations. The Department also has targets and performance indicators that measure the time it takes to approve applications processed under delegation from the Minister for Local Government. These include applications under the Act to determine the method of valuation of land to be used by a LG entity as the basis for a rate and for differential general rates.

We have recommended that the Department should clearly define its LG regulation and support objectives, deliverables and targets. This should include robust performance monitoring measures. The Department has advised that the development of a risk analysis tool for the LG sector will help it define objectives, deliverables and targets.

**The Department has limited understanding of how effectively its LG support functions build capability within the sector**

Support is provided through the LG advisory hotline, guidance documents, and several projects to build capability within the sector. But the Department does not analyse which of these approaches to build capability is effective in supporting and improving good governance in LG. This means the Department and the LG sector do not understand if the level of support provided is adequate.

There are varying perceptions and trends around the Department's effectiveness, some of which were highlighted in WALGA and LG Pro WA's submissions to the recent Select Committee into Local Government. Without good measures and analysis, it is hard for Parliament and other stakeholders to understand if the sector is improving or not.

The Department told us that it must manage expectations about the level of support it provides, as most of its resourcing is used for reactive regulation, resolving complaints and minor and serious breach investigations. It also told us that it intends to reallocate resources towards capacity building in the LG sector once the legislative reform process is completed. At the time of reporting, a new LG Act is expected to be completed in 2021.

Examples of the support the Department provides include:

- guidance, advice, and support on legislative changes through governance bulletins, operational guidelines, and the *WA Local Government Accounting Manual*
- operation of the LG advisory hotline to support LG officers and elected members
- online LG council candidate induction
- attendance at meetings and workshops with WALGA, LG Pro WA and LG entities
- providing administrative support to the WA LG Grants Commission under the *Local Government Grants Act 1978*, the LG Advisory Board and managing the WA State LG Agreement.

The Department also provides funding to support several WALGA and LG Pro WA activities. In 2019-20 these included:

- \$133,250 payment to WALGA to build capability within the LG sector supporting the LG Corporate Partnership Agreement. This helped delivery of key outcomes relating to State Government priorities. The funding supported the promotion of diversity within councils, research, and delivery of capacity building strategies, and the 2019 LG Convention
- \$169,000 to LG Pro WA to improve content and performance of LG integrated planning and reporting. The agreement was increased by an additional \$100,000 in response to COVID-19
- a total of \$104,100 to LG Pro WA to support the Corporate Partnership Agreement and CEO Support Program, Emerging Leader Award and Standardised Chart of Accounts.

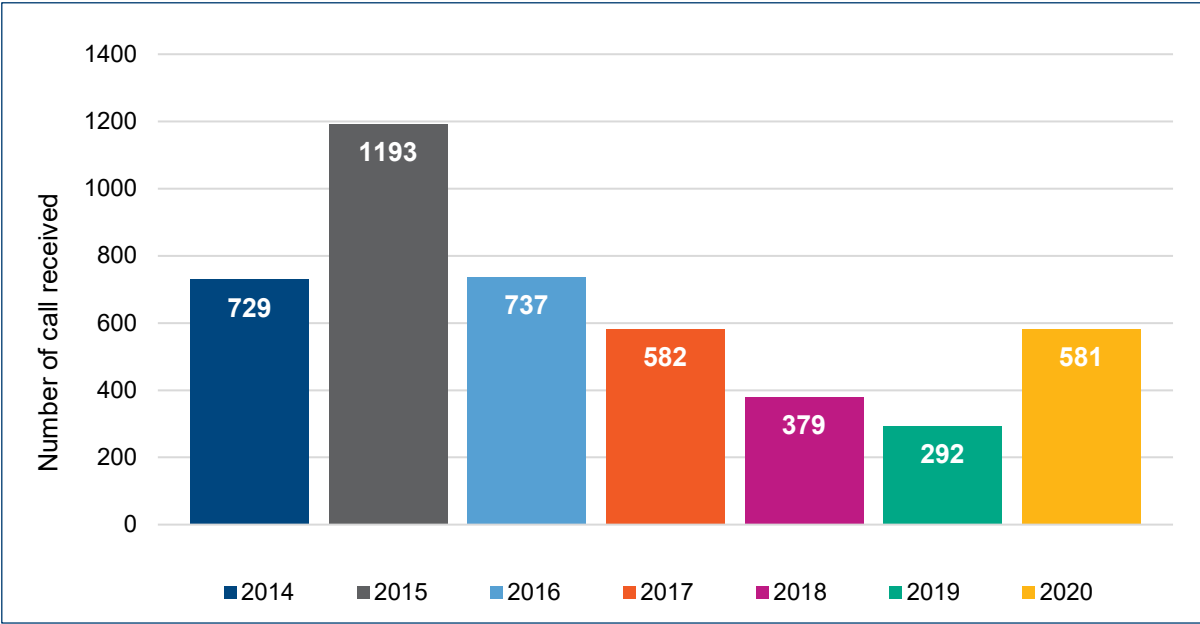
### **There has been a decrease in the number of calls to the LG advisory hotline, but the Department is not clear if this indicates improved LG capability**

There has been an overall decline in the number of calls to the LG advisory hotline. For example, in 2015, the hotline received approximately 4 times as many calls as it did in 2019. There was then an increase in calls in 2020, albeit at a level lower than during 2014-17 (Figure 3).

The overall downward trend in requests for advice and support could reflect improved capability within LG entities, or it could indicate that LG entities believe they can no longer rely on the Department. The Department's Legislative Reform team informed us they also receive calls from LG entities seeking advice, however these calls are not recorded in the hotline register.

We saw no evidence that the Department had sought to identify the reasons for the significant fall in the number of calls received. Understanding the reasons for fewer calls could help improve the support provided.

The Department advised that a sector education and capability building framework is due to be completed by the end of April 2021. This framework will guide the development of sector educational materials and includes a toolkit of proactive strategies (e.g. revised better practice reviews and governance health checks).



Source: OAG using the Department’s data

**Figure 3: LG advisory hotline calls received 2014 to 2020**

**Audited KPIs only provide a limited view of the Department’s regulation and support activities**

The Department’s 3 audited KPIs that measure performance against LG business objectives provide high-level insights into operational aspects. Although the Department has discussed future KPIs with our Office and has proposed changes, that the Department believes would provide a more effective measurement of activities and functions, the KPIs need to be supported by robust performance measures and analysis to examine the impact of the Department’s LG activities. On their own, the KPIs do not inform where the Department should focus its strategies and resources, and rarely provide sufficient information for sound internal decision-making.

In 2019-20, the Department achieved its target in 2 of the 3 KPIs (Table 3).

KPI	Description	2018-19 actual	2019-20 target	2019-20 actual	Variance 2019-20
<b>Effectiveness Measure LG1</b>	Percentage of LG entities that did not have an action taken against them under the Department’s framework	49%	55%	61%	6%
<b>Effectiveness Measure LG2</b>	Percentage of LG entities with integrated planning and reporting plans reviewed	87%	25%	100%	75%
<b>Efficiency Measure 1.1</b>	Average cost per LG entity for regulation and support	\$76,743	\$90,129	\$99,795	\$9,666

Source: OAG

**Table 3: The Department’s performance against its LG KPIs in 2019-20**



We considered what the 3 KPIs reveal about the operational performance of the Department in the context of what we found during this audit.

The first KPI (Effectiveness Measure LG1) provides a high-level indication of how LG entities perform in fulfilling their statutory requirements. This measure is designed to allow the Department to understand how LG entities are performing their governance to fulfil their statutory requirements. The KPI shows that in 2019-20, 61% of LG entities did not have an action taken against them under the Department's regulatory framework. The Department reports that the increase in KPI performance in 2019-20 has been attributed to some compliance actions not being undertaken in 2019-20, as well as an overall decrease in the number of new complaints.

By itself, the KPI provides limited insights into where the Department should focus its resources to build capability in the sector. Other information could be used to inform decision-making. For example, how long the actions took, if LG entities had multiple actions, or if there were common issues within or across LG entities. This information is critical to target proactive regulation and support and build capacity within the sector. This in turn, should contribute to increasing good governance and a fall in the number of minor breach complaints, investigations, and authorised inquiries.

We reviewed the actions that made up the 2019-20 KPI (Effectiveness Measure LG1). In total, 122 actions were taken against 54 LG entities (Table 4). Some LG entities had several different actions taken against them.

Category	Number of actions
Authorised inquiries	9
Serious breach investigations	85
Recurrent breach	3
General non-compliance	14
Offence (non-elected member)	5
Other	6
<b>Total</b>	<b>122</b>

Source: OAG using Department information

**Table 4: Actions taken against LG entities in 2019-20**

The second KPI (Effectiveness Measure LG2) provides information about the support provided by the Department to review LG entities' integrated planning and reporting plans. This measure allows the Department to assess the level and currency of LG integrated planning. Although the Department reviewed all LG entity plans in 2019-20, there is no evidence that the Department used this review process to inform its approach to regulatory and support strategies for the sector, and we note this KPI provides limited insights into the Department's performance against its regulatory and support strategies.

The third KPI (Efficiency Measure 1.1) assesses the efficiency of the Department's resources. It is calculated by dividing the total cost allocation to regulatory and other services for LG by the total number of WA LG entities.<sup>5</sup> In 2019-20, the cost was \$9,666 (11%) higher than the target. The Department has attributed this to its continued focus to support and build the capacity of the sector, however the efficiency and effectiveness of delivery of specific actions for the LG sector, and any improvements over time, remains undemonstrated by the Department.

<sup>5</sup> 137 – the number of WA LG entities used to calculate the cost. It excludes the 2 Indian Ocean Territory LGs and 9 regional LGs.

## Appendix 1: The Department's responsibilities to regulate and support LG entities

During our audit, the Department provided us with the following description of its roles and responsibilities to regulate and support LG entities. It is included in this report to help inform the LG sector and other stakeholders.

Area of responsibility	Function	Roles and responsibilities
<b>Administration and management of LG system</b>	Legislative interpretation and advice	<p>Departmental interpretation only (not legal advice) on legislation within the LG portfolio, provided to the Minister, sector stakeholders and the general public, in the form of:</p> <ul style="list-style-type: none"> <li>• responses to telephone, email and written enquiries or complaints</li> <li>• Ministerial briefing notes and draft correspondence</li> <li>• guidelines and other advisory publications</li> <li>• information bulletins and circulars</li> <li>• website content on portfolio legislation</li> <li>• in person seminars and workshops with sector stakeholders</li> <li>• presentations including live and recorded online seminars (webinars).</li> </ul> <p>Special support is also provided to the Indian Ocean Territory Shires of Christmas Island and Cocos (Keeling) Islands under a Service Delivery Agreement between the State and Commonwealth Governments.</p>
	Legislative development	<p>Ongoing review and amendment of Acts (and associated regulations) in the LG portfolio, including the following:</p> <ul style="list-style-type: none"> <li>• <i>Local Government Act 1995</i> and <i>Local Government (Miscellaneous Provisions) Act 1960</i></li> <li>• <i>Local Government Grants Act 1978</i></li> <li>• <i>City of Perth Act 2016</i></li> <li>• <i>Caravan Parks and Camping Grounds Act 1995</i></li> <li>• <i>Cat Act 2011</i></li> <li>• <i>Cemeteries Act 1986</i></li> <li>• <i>Control of Vehicles (Off-road Areas) Act 1978</i></li> <li>• <i>Dog Act 1976</i> (and <i>Dog Amendment Act 2013</i>).</li> </ul> <p>The Department is currently in Phase 2 of the review to develop a new LG Act.</p>
	Legislative assistance to LG entities	<p>Assessment of draft local laws, providing advice and assistance on correct drafting, and statutory processes for consultation and gazettal.</p>
	Policy advice	<p>Policy advice provided to the Minister on all portfolio legislation, and proactive engagement with the LG sector to achieve the Act's intent and objectives.</p>
	Data collection and performance reporting	<p>Collation of data from strategic plans for the future prepared under the Act and Local Government (Administration) Regulations 1996, as well as annual budgets, budget reviews and annual financial reports prepared under the Act and Local Government (Financial Management) Regulations 1996.</p>



Area of responsibility	Function	Roles and responsibilities
		<p>The Department collates this data from its online Smart Hub portal and assesses it for the purposes of advising the Minister on issues of interest or concern. It also uses the information to provide comparative data for LG entities on the MyCouncil website.</p>
	Active role in local government elections	<p>Provision only of a support role in elections, as Part 4 of the Act gives each LG entity direct authority to conduct its own council elections or to engage the Western Australian Electoral Commission to conduct them. Departmental support has traditionally included:</p> <ul style="list-style-type: none"> <li>• telephone, email and written advice on compliance with legislative requirements for the electoral process</li> <li>• presentations at LG entity induction sessions for prospective candidates and newly elected councillors</li> <li>• elections fact sheets and timetables, including information for prospective candidates</li> <li>• promotional publications and website content</li> <li>• CEO support materials, including bulletins and a regularly revised manual for returning officers</li> <li>• Ministerial reports and briefing notes on vacancies, nominations, voter participation and final results.</li> </ul>
<b>Investigation and compliance</b>	Compliance audits	<p>Assessment of compliance audit returns lodged on the online Smart Hub portal in accordance with the Local Government (Audit) Regulations 1996, to assess general legislative compliance in the sector.</p> <p>The Department periodically conducts probity audits into individual LG entities. These are not mandated by legislation but are sometimes prompted by ongoing Departmental monitoring of the sector in areas such as legislative compliance and financial management. They can sometimes be requested by the Minister for a particular LG entity, or by the council of a LG entity itself, to assist in achieving good governance.</p>
	Investigation of councils	<p>Under Parts 8 and 9 of the Act, the Minister and Department have authority to inquire into the affairs and performance of LG entities, suspend or dismiss council members, and hold employees accountable for misapplication of LG funds or property. The Minister and Department have power to:</p> <ul style="list-style-type: none"> <li>• order a LG entity, council member, CEO or employee to provide any information concerning the LG entity or its operations or affairs</li> <li>• inquire into any aspect of a LG or its operations or affairs</li> <li>• prosecute for any offence under the Act.</li> </ul>
	Support of other (external) review mechanisms	<p>The Department liaises as necessary with, and monitors the findings of, a number of other government agencies including:</p>

Area of responsibility	Function	Roles and responsibilities
	Advice and implementation on findings from external bodies	<ul style="list-style-type: none"> <li>• Western Australian Ombudsman (for complaints regarding LG administrative processes and customer service)</li> <li>• Public Sector Commission (for complaints regarding minor misconduct by LG employees)</li> <li>• Corruption and Crime Commission (for investigation of serious misconduct by LG elected members or employees)</li> <li>• Office of the Auditor General (for issues arising from LG audits and legislative compliance).</li> </ul> <p>Findings by these agencies inform the Department in planning sector wide education and, where warranted, Departmental or Ministerial intervention.</p>
	Investigation of council members (including code of conduct complaints)	<p>Departmental jurisdiction over the general conduct of council members derives from the Local Government (Model Code of Conduct) Regulations 2021. Departmental investigative functions include:</p> <ul style="list-style-type: none"> <li>• investigation of minor breaches of the Act and enforceable provisions of the Local Government (Model Code of Conduct) Regulations 2021</li> <li>• investigation of recurrent and serious breaches of the Act</li> <li>• administrative support for the Minister's Local Government Standards Panel.</li> </ul>
	Training and education (sector wide)	<p>Part of the Department's role in assisting with the administration of the Act is to build capacity in the sector. The Department generally facilitates training rather than providing it directly, engaging external providers to provide training sessions and programs on both a metropolitan and regional basis. In the case of elected members, some training is a regulatory requirement, and must be undertaken with approved providers.</p>
	Training and education (individual councils)	<p>Departmental training for individual LG entities tends to target those with identified issues or problems. Depending on the content, external parties may be engaged to provide the service because of relevant expertise in problem areas. The Department also facilitates mentors for LG CEOs as part of the CEO Support Program.</p>
	Direct involvement in council management (e.g. placement of an officer in a council)	<p>The Department does not become directly involved in LG administration, but Departmental officers may work closely with a particular LG entity's elected members and employees when conducting targeted probity audits or better practice reviews.</p>
<b>Grants management</b>	State Local Government Grants Commission	<p>The Department provides administrative support to the Western Australian Grants Commission under the <i>Local Government Grants Act 1978</i> and is also responsible for review or amendment of that legislation.</p>
	Grants to councils	<p>Grants are allocated to LG entities by the Western Australian Grants Commission.</p>

Area of responsibility	Function	Roles and responsibilities
<b>Functional responsibilities</b>	Administration of other legislation	<p>In addition to statutory approvals (see below), the Department performs administrative functions under other legislation in the LG portfolio including:</p> <ul style="list-style-type: none"> <li>• administrative support when required to the Minister's Caravan Parks and Camping Grounds Advisory Committee - <i>Caravan Parks and Camping Grounds Act 1995</i></li> <li>• administrative support to the Minister on the constitution and appointment of members to cemetery boards - <i>Cemeteries Act 1986</i></li> <li>• establishment and closure of off-road vehicle permitted and prohibited areas - <i>Control of Vehicles (Off-road Areas) Act 1978</i></li> <li>• administrative support when required to the Minister's Off-road Vehicle Advisory Committee - <i>Control of Vehicles (Off-road Areas) Act</i>.</li> </ul>
	Statutory approvals	<p>Processing of statutory approvals includes:</p> <ul style="list-style-type: none"> <li>• approvals to reduce requirements for quorums and majority votes at council and committee meetings in particular cases, to allow participation by someone declaring an interest, or to exempt someone from declaring an interest</li> <li>• approvals for LGs to change land valuation methods for rates, or impose certain differential rates or minimum payments</li> <li>• granting of exemptions from rates</li> <li>• revestment of land in the Crown</li> <li>• granting of exemptions from requirements of the Caravan Parks and Camping Grounds Regulations</li> <li>• approvals for burials outside proclaimed cemeteries and orders for exhumations</li> <li>• variations to off-road vehicle registration requirements and approvals for off-road vehicle use outside permitted areas</li> <li>• appointment of authorised officers for off-road vehicle enforcement</li> <li>• approvals for assistance dogs, and appointment of public access test assessors.</li> </ul>
<b>Other</b>	Management of council boundaries and representation	<p>The Department provides administrative support to the LG Advisory Board which monitors and makes recommendations to the Minister on LG boundaries, ward structures and representation numbers.</p> <p>It also processes applications for Ministerial approvals for regional LG entities and regional subsidiaries, and amendments to their establishment agreements or charters.</p>
	Management of council information website	<p>The Department maintains the MyCouncil website, which collates data from sources including LG budgets, budget reviews, annual reports and annual financial reports, to provide comparative data for all LG entities in WA.</p>

Source: Department and OAG

## Appendix 2: Status of the Department’s 2018 internal audit recommendations

The table below provides a status update for the recommendations from the Department’s 2018 internal audit of processes and practices for managing LG enforcement, investigations and authorised inquiries. The status was provided by the Department and represents the position in late 2020. The Department has advised us that all outstanding recommendations will be completed by 30 June 2021.

Recommendations	Risk rating	Implementation status
<p>The Department should finalise its draft capacity building and compliance framework, should establish strategic priorities for the compliance function and should use this to establish resourcing requirements and structure. This should include allocating appropriate resources to ensure the Department:</p> <ul style="list-style-type: none"> <li>• has an effective, responsive LG education function that ensures common areas of risk are identified and supported, advice and education is provided to LG entities in those key areas</li> <li>• has an effective sector monitoring and compliance function that proactively monitors CARs (compliance audit returns) and LG financial reporting to identify and report risks of non-compliance</li> <li>• has an effective investigations functions that ensures all investigations and inquiries commence and conclude in a timely manner</li> <li>• should ensure staff members in the Department’s compliance function have appropriate training to ensure they have contemporary skills and knowledge to ensure best practice in investigation, monitoring and education.</li> </ul>	Extreme	Open
<p>The Department should review and update existing policies and procedures and should consolidate these into a comprehensive manual for LG legislative compliance, covering all aspects of the compliance framework providing a full policy and procedure guide. This should include the process involved in issuing show-cause notices, including the roles and responsibilities of the Department in pre-assessment prior to decisions being made, collecting evidence to support the case, processes involved during the show-cause notice period, and processes to be followed after the show-cause-notice is issued.</p>	High	Open
<p>The end-to-end policy and procedures should also capture the process for authorised inquiries, including timelines, key stakeholders, escalation processes, evidence gathering, reporting and follow up and enforcement.</p>	High	Closed
<p>The Department should develop a mechanism for rating compliance risks based on data derived from the CAR. This should include allocating a compliance risk rating of high, medium or low which could be used as an input to the LG entity’s overall risk assessment. This could be included as a function of the SMART Hub portal used by LG entities to report CAR data.</p>	High	Open
<p>The Department should issue a non-compliance risk rating report or letter to the CEO of the respective LG entities where high or medium</p>	High	Open

Recommendations	Risk rating	Implementation status
overall risk ratings are established. The Department should also make recommendations to LGs to manage compliance risks.		
The Department should use the risk ratings derived from CARs to escalate compliance risks to complete probity audits, integrity audits and investigations.	High	Open
The Department should monitor CAR data trends to determine the improvements in LG compliance and identify key risk areas.	High	Open
The Department should establish a process for random audits of LG entities to validate CAR data reported by LG entities.	High	Open
The Department should ensure decisions taken whether to investigate complaints are reviewed and endorsed by a second officer before the investigation commences.	High	Open
The Department should promote the need for a formal, agreed information sharing framework with other regulatory bodies including the CCC, WA Police and the OAG.	High	Open
A formal and documented conflict of interest process should be performed for each investigation. This could be incorporated in the investigation database, as part of a mandatory checklist prior to commencement of investigations by the respective investigations officer.	Moderate	Open
The Department should establish achievable target driven KPIs that are aligned to the objectives of the LG compliance function. KPI based performance reporting should be established and this should be regularly reported and reviewed.	Moderate	Open
The Department should ensure investigations are allocated in a timely manner to ensure there are no undue delays in the investigation process. Any investigations that are not allocated in a timely manner should be reported to management.	Moderate	Closed
The Department should also establish a more stringent screening process for complaints made by members of the public. This should include developing criteria for the escalation of complaints to the Manager Sector Governance and the initiation of an investigation.	Moderate	Open
The Department should introduce a mechanism for complainant feedback, including a short survey containing questions asking the complainant to rate the Department's service on a scale of 1-10.	Low	Open
A target timeframe for completion of each investigation should be established within the CRM. Investigations that remain open past that target time frame should be highlighted to management to reassess resourcing requirements for the investigation. Statistics on average hours taken for investigations should be used to inform broader resourcing requirements for the LG compliance function.	Low	Open
The Department should promote a mediation process between the complainant and the LG entities prior to complaint lodgement with the Department. At the end of the mediation process, the complainant would have the option to decide whether to lodge their complaint with the Department.	Low	Closed
<b>Risk rating (defined by the internal audit report)</b>		
Extreme – immediate management action required.	Moderate – management action required.	
High – urgent management action required.	Low – some management action required.	

Source: Department and OAG

## Auditor General's 2021-22 reports

Number	Title	Date tabled
20	Opinions on Ministerial Notifications – Policing Information	28 April 2021
19	Opinion on Ministerial Notification – Bennett Brook Disability Justice Centre	8 April 2021
18	Regulation of Consumer Food Safety by the Department of Health	1 April 2021
17	Department of Communities' Administration of Family and Domestic Violence Support Services	11 March 2021
16	Application Controls Audits 2021	8 March 2021
15	Opinions on Ministerial Notifications – Tax and Funding Information Relating to Racing and Wagering Western Australia	26 February 2021
14	Opinion on Ministerial Notification – Hotel Perth Campaign Reports	24 February 2021
13	Opinion on Ministerial Notification – Release of Schedule of Stumpage Rates	24 February 2021
12	Grants Administration	28 January 2021
11	COVID-19 Relief Fund	21 December 2020
10	COVID-19: Status of WA Public Testing Systems	9 December 2020
9	Western Australian Registry System – Application Controls Audit	26 November 2020
8	Regulating Minor Pollutants	26 November 2020
7	Audit Results Report – Annual 2019-20 Financial Audits of State Government Entities	11 November 2020
6	Transparency Report: Major Projects	29 October 2020
5	Transparency Report: Current Status of WA Health's COVID-19 Response Preparedness	24 September 2020
4	Managing the Impact of Plant and Animal Pests: Follow-up	31 August 2020
3	Waste Management – Service Delivery	20 August 2020
2	Opinion on Ministerial Notification – Agriculture Digital Connectivity Report	30 July 2020
1	Working with Children Checks – Managing Compliance	15 July 2020

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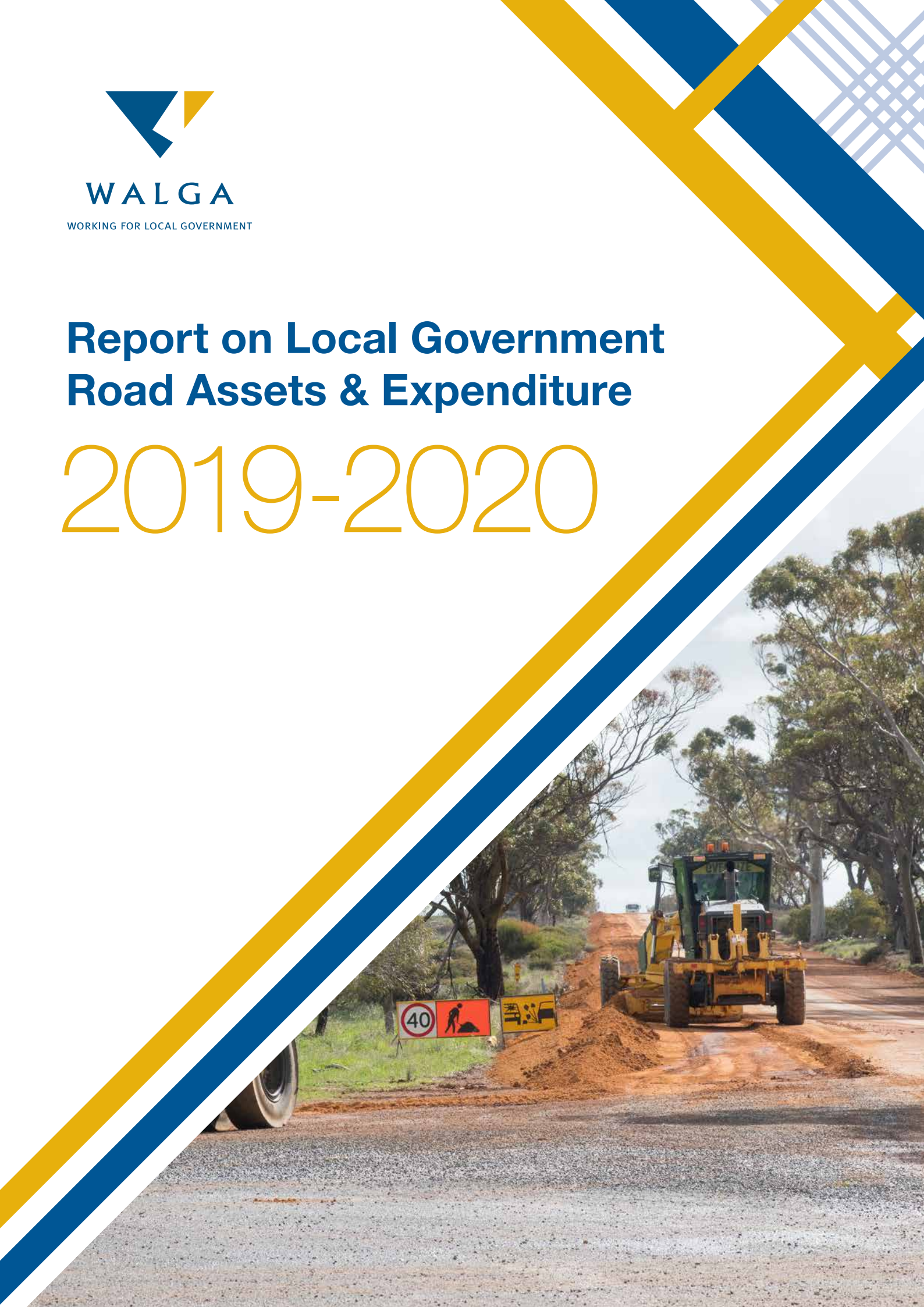


**WALGA**

WORKING FOR LOCAL GOVERNMENT

# Report on Local Government Road Assets & Expenditure

# 2019-2020





# Acknowledgements

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

## Photograph

Front Cover

- O'Loughlin Road, North Tammin

**Photography by Audra de Pina**



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# Foreword



**Local Governments in Western Australia trace their origins to the Roads Districts overseen by an elected council first established 150 years ago. Each Roads District had a sole focus on building and maintaining roads and bridges to support communication in the developing Swan River Colony. Today community expectations of Local Government are much broader and even expectations of the road network are diverse, increasing and at times seemingly conflicting.**

Roads remain a critical part of the way in which communications and delivery of goods and services are maintained. COVID19 control measures restricted physical travel through 2020 and, as a community, we adapted by working from home and socialising locally. However, despite reduced travel, roads remained an essential lifeline for movement of goods and to enable access to services.

Western Australians are dependent on roads. Some 95% of the population over the age of 20 years hold a driver's licence and there are around 1.2 vehicles registered per person in this age bracket. Roads are not just infrastructure to allow people and goods to move from place to place, in urban areas roads are increasingly seen as a place, whether this be a safe suburban place where people can walk, cycle and meet for recreation, or an activity centre for shopping, dining and entertainment. Industry and business see roads as

a critical component of the supply chain and Local Governments have an important role contributing to the efficiency and international competitiveness of businesses through efficient freight. The never-ending drive for efficiency continues to see longer and heavy freight vehicles used across the network, which impacts on the costs of providing and maintaining roads. Roads are also seen as a place of conservation, in parts of the State much of the remaining native vegetation occurs only in road reserves.

In 2019/20 Local Governments spent nearly \$926 million on roads and paths. The \$208 million provided by the Federal Government and \$216 million from the State Government, including disaster reconstruction funding, were critically important. Local Governments acknowledge this funding and look forward to continuing strong partnerships with Federal and State Governments to fund the road network. Councils across the State continue to make difficult and important decisions about how to best prioritise the available funding to provide adequate maintenance as well as address the need to expand and improve network safety, capacity, efficiency and reliability.

Every road user has a reasonable expectation that they will not be injured or killed on the road. The physical road environment is one important part of the system that

is needed to keep road users safe. 58% of road fatalities and serious injuries in Western Australia occur on roads under the management of Local Governments and improvement of the safety provided by the road network needs to continue to receive increasing focus.

The extent of the path network for walking, cycling and other micro mobility vehicles has grown by over 10% in the past five years, while the length of the road network remained largely unchanged. In 2019/20 there was a \$194 million shortfall between actual expenditure on maintenance and that required to preserve the network in its current condition. This annual shortfall continues to grow, despite a 4.5% increase in maintenance expenditure over the past five years, as the cost of required maintenance activities grew at a faster rate.

This report is designed as a resource for all those with a stake in the Western Australian road network. I would like to acknowledge and thank the diligence of Local Governments in the provision of roads and related infrastructure and for providing the data that underpins this analysis and report.

A handwritten signature in black ink that reads "Tracey Roberts".

**Tracey Roberts JP**  
President

# 150 Years of Local Government Road Making

## 2021 marks the 150<sup>th</sup> anniversary of the establishment of Local Government in Western Australia.

The needs of the developing colony for some form of localised government was first recognised in the 1838 *'Act to provide for the Management of Roads, Streets, and other Internal Communications, within the Settlement of Western Australia'*, reflecting the importance of communications in the fledgling colony. This was the first in series of legislative experiments in how roads should be funded and provided. Town trusts and a general road trust were formed, the forerunners of our first Councils, but these were heavily constrained and had limited success.

They were replaced in 1871 with eight municipalities and 21 road districts overseen by an elected Council.

Municipalities had broad responsibilities while the role of the roads boards was rather limited: 'the conservation, improvement, and making of all roads, and the erection, preservation, and repairs of new or existing bridges within the district'.

Roads boards had power to license all vehicles in a district from the *Cart Licensing Act 1873 and Cart and Carriage Act 1876*. This is the origin of the user pays road funding system whereby Local Governments collected license fees and issued licence plates for their district. In the early years, all entities struggled to make much progress in building decent roads, for want of funds, as much as material, labour and expertise. Roads boards were never enthusiastic about levying property rates, preferring to subsist on

government grants and cart licences. It was only in 1906-7 that all boards were levying a rate.

The first roads tend to follow existing bush tracks, made by local Aboriginal people, and then the graziers, prospectors, and woodcutters, with their horse teams and wagons. Tracks were graded and gravelled into roads. New roads were cleared with a pick and shovel to a width of 24 feet and the tree stumps grubbed out. The work was largely done by contractors, mainly farmers who lived in the locality. Board members often secured this work as a valuable off-farm income, but this later became impossible under legislative amendments.

At Federation all roads in the new State of Western Australia, including main roads, were under the jurisdiction and



Motoring under difficulties between Northam and Merredin 1913  
Courtesy SLWA ref 8956B/2137



Roadworks, St George's Terrace, 1924  
Courtesy SLWA ref BA533/104





Winfield Street, Morawa, under construction, 1929  
 Courtesy SLWA ref BA1772/118-119



Roadworks in Victoria Street, Bunbury, 1924  
 Courtesy SLWA ref 8956B/457-458

control of Local Government. All the while it was becoming increasingly evident that the upkeep of main roads was beyond the capacity of Local Governments. 'Width of tires' legislation was passed 'to minimise the wear and tear of the roads, by limiting the weights to be carried and by regulating the width of tires of vehicles using such road'. As ownership of private motor vehicles increased, motoring enthusiasts formed the Automobile Club of Western Australia in 1905. They had an interest in improved roads, offering a gold watch prize in 1917 to the road board officer with the best-kept roads.

The *Roads Act 1902* broke new ground, providing for the annual licensing of bicycles and motor cars, but as many owners were not

electors, there was concern about taxation without representation. The Perth Roads Board adopted by-laws providing for licensing for motor vehicles (fee £2) and drivers (5s) in 1908. Only one of each was licensed in the first year.

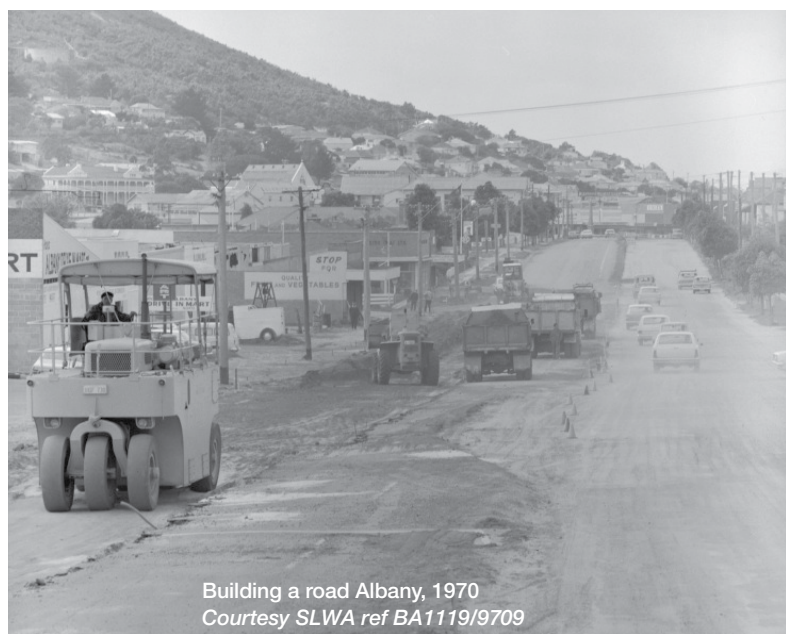
Districts would compete with each other to collect licence fees. One district would reduce its fees, and vehicle owners would rush to that district to take out licenses. Motor traffic originating from Perth often raised the hackles of other Councils, as Perth collected most of the licence revenue. The Government proposed to take over all vehicle licensing in a defined metropolitan area, with the fees to be provided back to the Local Governments as subsidies, provided they maintained

the roads. Western Australia was the only State in the Commonwealth where Local Governments collected traffic fees. Problems with different Local Government requirements led to the *Traffic Act 1919* to provide for state-wide licensing of drivers and registration of vehicles, and standardised speed limits.

Meanwhile Local Government road making practices were evolving, increasingly employing their own road crews and owning their own road plant. In the developing Wheatbelt, road making was a primitive business, initially being an unformed cleared strip of land, with gravel tipped on bad spots and spread with a shovel. Road work was typically managed via a system where local members supervised or authorised urgent work.



Metal surfacing Johnstone Street, Boddington, 1948  
 Courtesy SLWA ref BA2366/139-144



Building a road Albany, 1970  
 Courtesy SLWA ref BA1119/9709

## 150 Years of Local Government Road Making

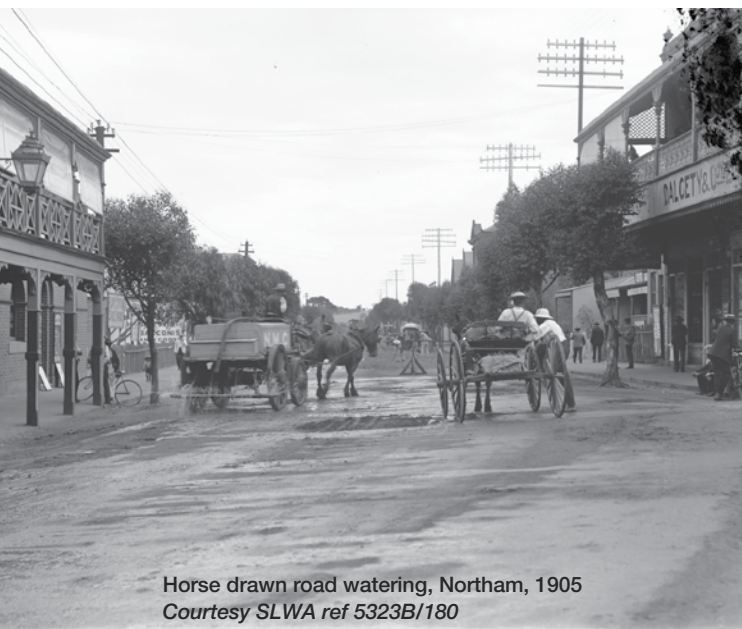
By the 1920s modernity was evident in the change to motor driven machines. As it was with vehicles using the roads, so it was with vehicles making the roads, a change from horsepower to machine power which rapidly became the predominant mode. Light power graders started to come into general use, keeping the roads in reasonable condition despite the rapidly increasing intensity of traffic.

By this time there were about 30,000 miles of surveyed road - main, minor, and cart tracks. Coupled with the change in motorised transport were increasing community expectations and a need for new funding arrangements. The Commonwealth provided road funding for the first time, a breakthrough of sorts, though it was funding for State Governments, not

Local Governments. It was a catalyst for the formation of the Main Roads Board in July 1926. It worked in cooperation with Local Governments, taking over the development of significant roads, and providing assistance for others.

As always it was a challenge to get sufficient funds to maintain and improve the roads. Settlers arranged working bees to patch up the roads. Capel's ladies raised money by selling jams and pickles to help fund road improvements. It was clear that the upkeep of main roads had gone beyond the means of Local Government and in 1928 the State declared all main roads to be Government roads to relieve Local Governments of the obligation for their upkeep.

In the 1930's only three of the engineers employed by Local Government were members of the Institute of Engineers. Maintaining roads was a challenge during the years of Depression and World War Two, but after the war heavy machinery came into use and the contributory bitumen scheme introduced in 1954 had a huge impact on increasing the length of bitumen roads serving rural communities. It also played a major role in developing a strong relationship between Local Government and the Main Roads Department.

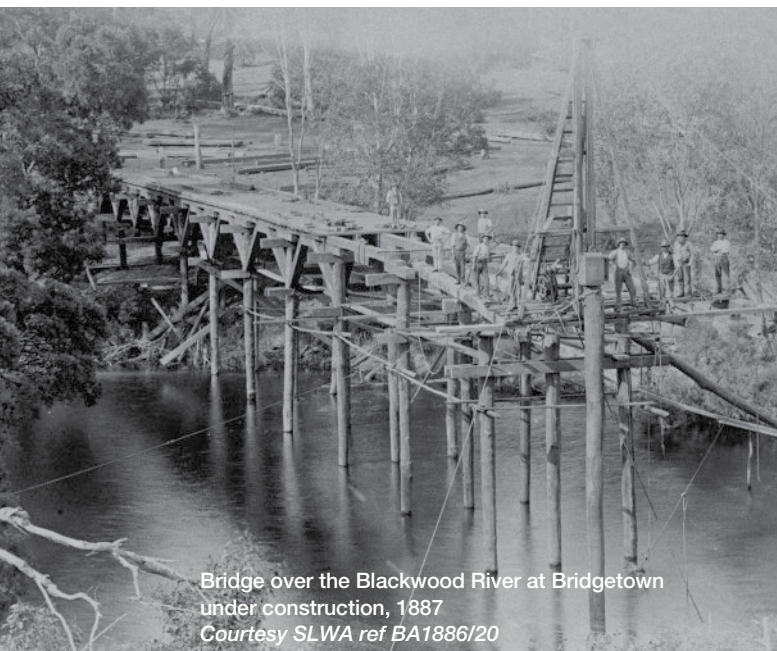


Horse drawn road watering, Northam, 1905  
Courtesy SLWA ref 5323B/180



Crossroads at Ongerup, 1958  
Courtesy SLWA ref BA1686/366





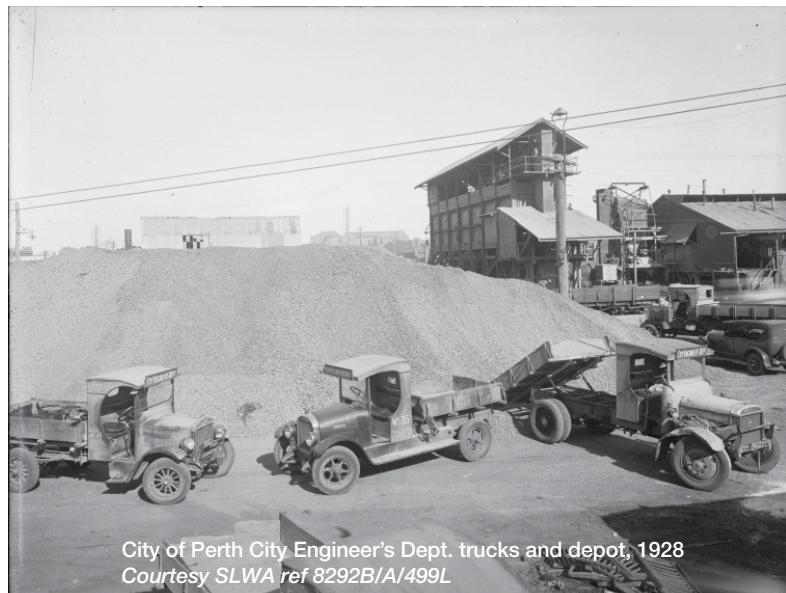
Bridge over the Blackwood River at Bridgetown under construction, 1887  
Courtesy SLWA ref BA1886/20



Road grading using Wehr power grader Collie, 1925  
Courtesy SLWA ref BA579/77 8292B/A/260L-262L



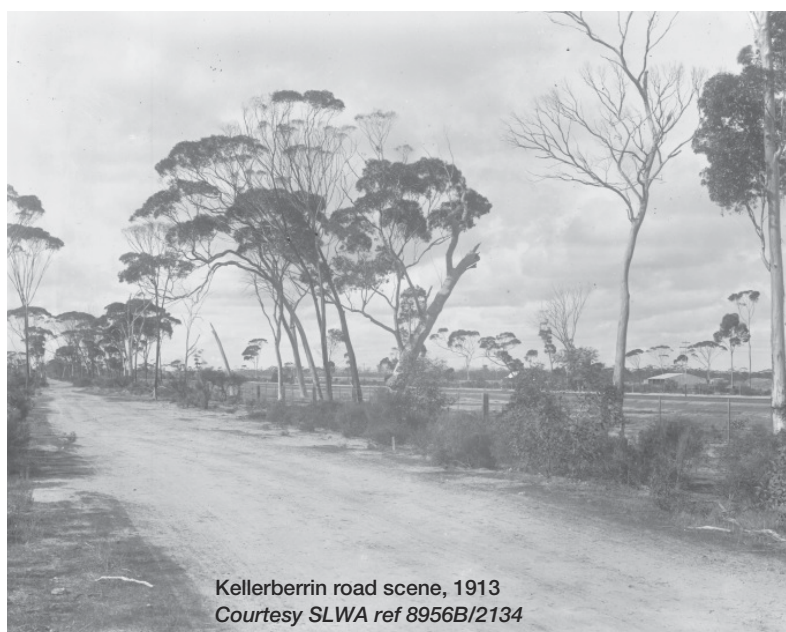
Perth City Council's new steam roller , 1904  
Courtesy SLWA ref BA1200/348



City of Perth City Engineer's Dept. trucks and depot, 1928  
Courtesy SLWA ref 8292B/A/499L



Perth Road Board's new Dennis Truck at Maylands, 1923  
Courtesy SLWA ref 8292B/A/524-1,2



Kellerberrin road scene, 1913  
Courtesy SLWA ref 8956B/2134



# Conclusions

## 2019-2020 Report



Addis Street, Kalgoorlie

1. Local Government maintains approximately 127,000 kilometres of roads of which 31.8% are sealed. Local Government roads make up 87.2% of the WA public road network, excluding roads in National Parks and on other land managed by the Department of Biodiversity, Conservation and Attractions. Local Government roads have a replacement value of \$30.26 billion as at 30 June 2020.
2. The written down value of the road network is \$16.72 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 55.3% for local roads compared to 62.9% for State highways and main roads in WA.
3. In 2019-20 the total expenditure on local roads was \$925.9 million, \$46.0 million less than in 2018-19, due to a significant drop in flood related expenditure, reflected also in the drop in State road funding (\$49.9 million). Expenditure from Local Government's own-source revenue also reduced by \$18.7 million.
4. In the five years 2015-16 to 2019-20 total road expenditure increased by 6.6% from \$868.9 million to \$925.9 million.

## Conclusions 2019-2020 Report

5. Statewide, Local Government provided 52.8% of its total road expenditure from its own resources. The Commonwealth Government provided 22.4%, the State Government 23.3%, excluding funds allocated for expenditure by Main Roads WA. Various private sources contributed 1.5% of the total road expenditure.
6. Metropolitan Local Governments received approximately 30% of Federal and State funds while non-Metropolitan Local Governments received almost 70%.
7. Expenditure on maintenance and renewal of the existing road network (\$607.11 million in 2019-20; net of flood damage reinstatement) has increased 4.5% in the five years from 2015-16 to 2019-20. Expenditure on upgrading and expansion (\$278.95 million in 2019-20) has increased by 17.2% since 2015-16.
8. The estimated cost of maintaining WA's road network in its current condition in 2019-20 was \$800.8 million. Local Governments spent \$607.1 million on road preservation, a shortfall of \$193.7 million.
9. The \$193.7 million shortfall in 2019-20 was \$37.9 million more than in 2018-19 and \$86.2 million more than in 2015-16.
10. Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 Local Governments spent 19.2% of their revenue capacity on roads, with 14.4% exclusively on preservation.
11. Local Governments in the Metropolitan Region have to spend only 9.0% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 they spent 12.5% of their revenue capacity on preservation, significantly more than the required percentage. Because of their relatively higher revenue raising capacity metropolitan roads are generally in a better condition than roads elsewhere.
12. Local Governments in the Wheatbelt South and Gascoyne Regions have the lowest capacity in the State to satisfy their road maintenance needs. Collectively, Local Governments in these regions would have to spend 103.1% and 97.9% respectively of their entire estimated revenue capacity on road preservation to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 the Gascoyne was able to spend only 6.9% of their revenue capacity, well short of the required percentage. In general, the roads in regions with low revenue raising capacity are more likely to be in poorer condition.
13. Every measure considered in this report leads to the conclusion that current funding arrangements do not properly recognise the road needs of the Wheatbelt South and Wheatbelt North Regions. Roads in these two regions are in a worse state than roads elsewhere. The analysis suggests that these regions have the lowest preservation performance, the oldest roads in the State, poor performance in road asset consumption and low capacity to fund their road needs.

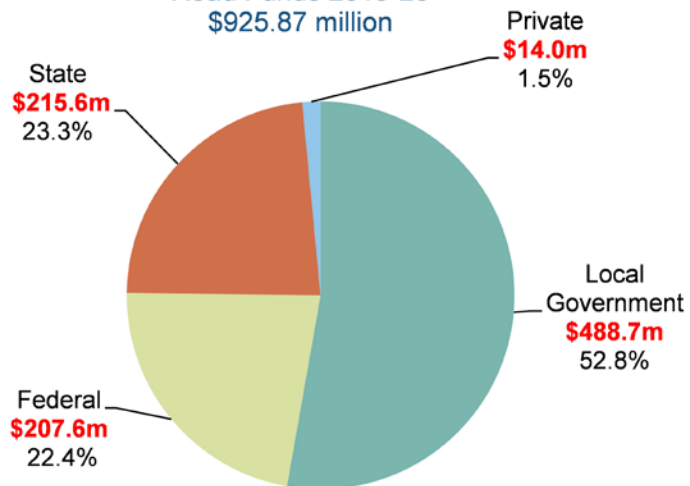
*Important statistics are presented graphically in the following pages.*

# Important Statistics

## 1. Sources of Local Government Road Funds

Total funding for Local Government roads was \$925.9 million in 2019-20, a reduction of \$46 million from the previous year. Local Governments provided 52.8% of their total road expenditure from their own resources (Figure 1). The Federal funds are primarily provided through the Financial Assistance Grants (untied road component) and include \$74.1 million of Roads to Recovery funds and \$7.6 million of Federal Black Spot funds. The State funds are mainly provided through the State Road Funds to Local Government Agreement and for reconstruction of assets through Disaster Recovery Arrangements. State funding also includes \$9.95 million of Black Spot funds.

**Figure 1**  
Sources of Local Government Road Funds 2019-20  
\$925.87 million



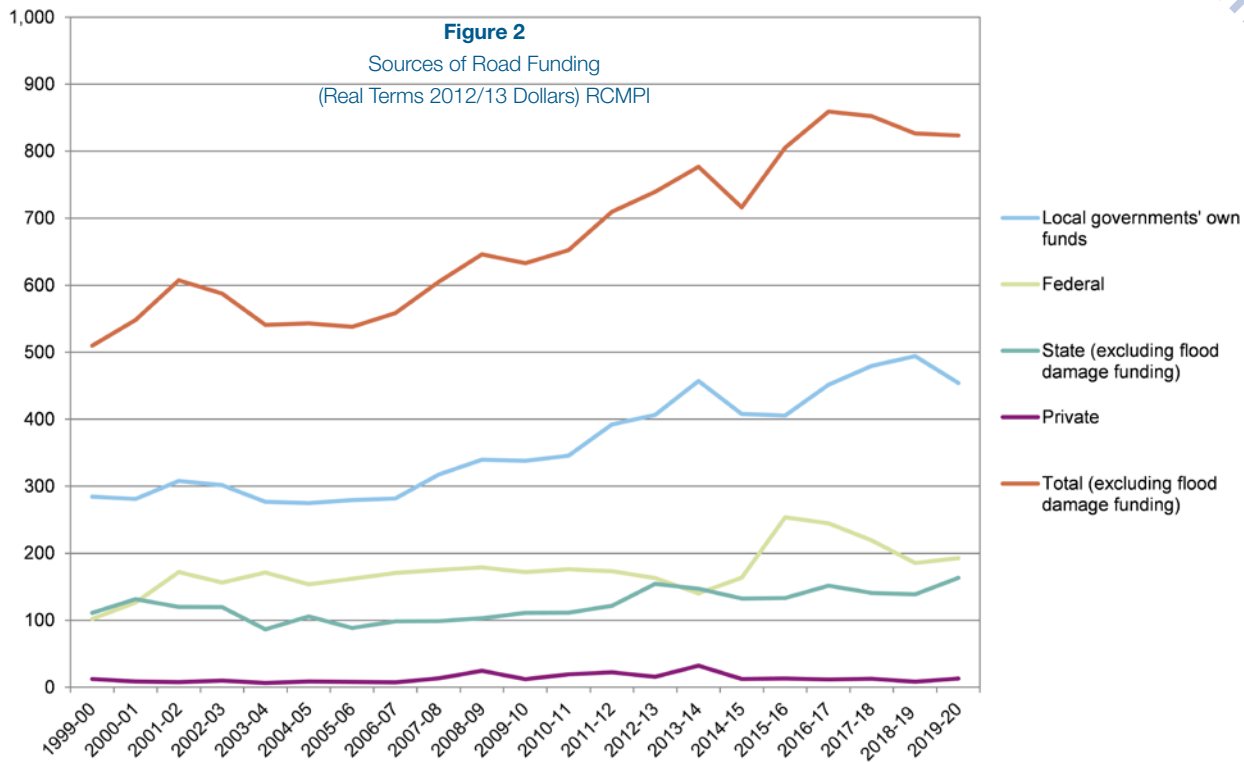
*These figures include flood damage funding but excludes funds allocated to Local Government roads for expenditure by Main Roads WA.*

Road funding levels for the past 20 years are presented in Figure 2. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI). The contribution of all sectors to the road funding task has increased over the long term, although there has been a slight drop in real term in the last year.

Local Government's contribution has increased significantly over the past 20 years. State Government contributions have increased too, in generally a flatter trajectory. The increase in Commonwealth funding in 2001-2 reflects the introduction of Roads to Recovery funding, with the increased funding from 2015-16 being particularly evident, with a further slight increase in 2019-20.



### Important Statistics



State and Total funds excludes repair of flood damage.







Julimar Road, Julimar



## 2. Expenditure on Maintenance, Renewal, Upgrade and Expansion

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

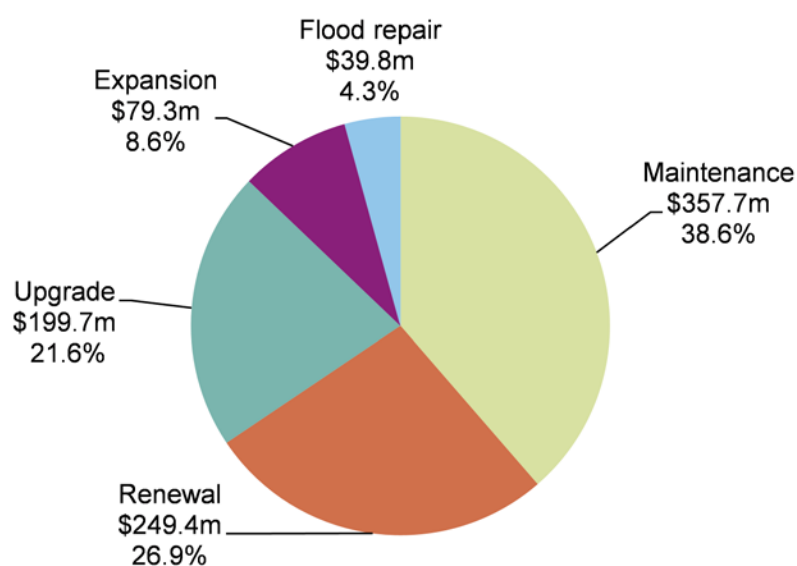
The \$249.4 million spent on renewal in 2019-20 represents about 0.82% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96%.

## 3. Types of Roads

Local Government is responsible for 126,993 kilometres of roads representing 87.2% of the State's public road network.

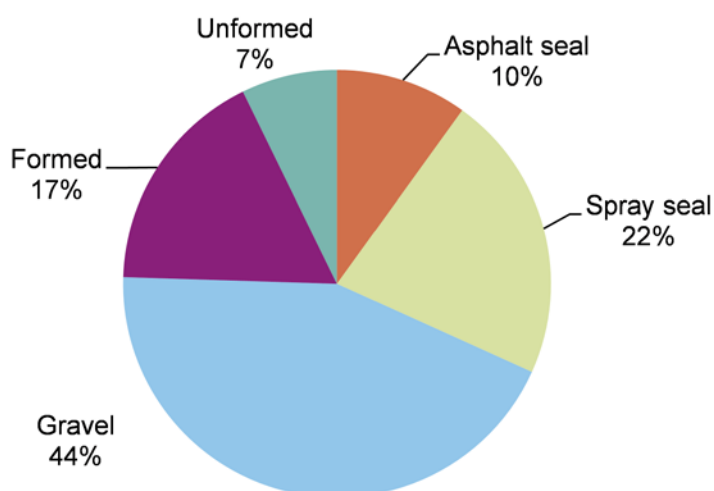
Only 31.8% of the roads are sealed. The remaining 68.2% (86,652 kilometres) have a gravel or natural surface.

**Figure 3**  
Local Government Road Expenditure 2019-20  
\$925.83 million



Road expenditure includes bridges.

**Figure 4**  
Types of Local Government Roads 2019-20  
(Total Length 126,993km)





**Important Statistics**

**4. Shortfall Between Road Preservation Needs and Expenditure**

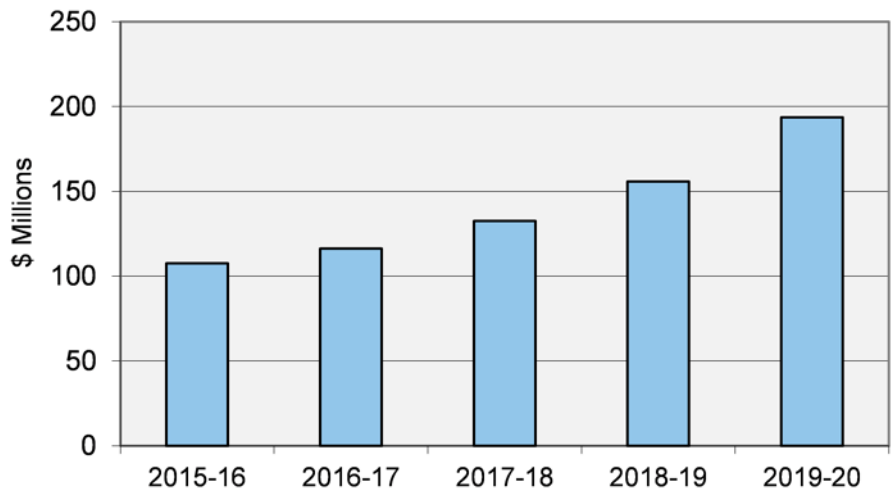
Excluding expenditure on repairing flood damage (\$39.8 million), Local Governments spent \$607.1 million on road preservation. This is \$193.7 million less than the \$800.8 million required to maintain roads at their current condition (Figure 5). The \$193.7 million shortfall in 2019-20 is \$37.9 million more than in 2018-19 and \$86.2 million greater than in 2015-16.

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

**5. Expenditure on Road Preservation and Capital Upgrading and Expansion**

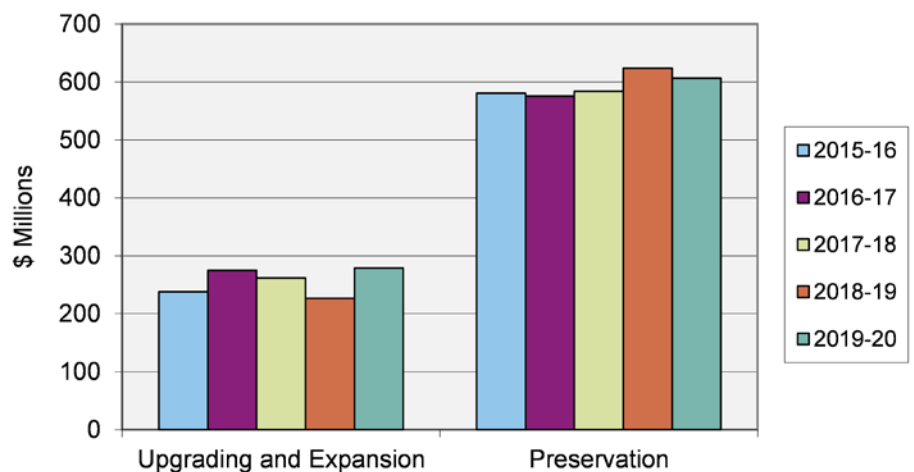
Expenditure on road preservation has increased by 4.5% over the five years from 2015-16 to 2019-20 while expenditure on upgrading and capital expansion has increased by 17.2% (Figure 6). Expenditure on upgrading and expansion has risen to its highest level, while there was a slight reduction in preservation effort.

**Figure 5**  
Shortfall between Preservation Need and Expenditure



*The shortfall has increased from \$155.74 million in 2018-19 to \$193.7 million in 2019-20 and is \$86.2 million more than in 2015-16.*

**Figure 6**  
Expenditure Trends



*Excludes flood damage funding.*

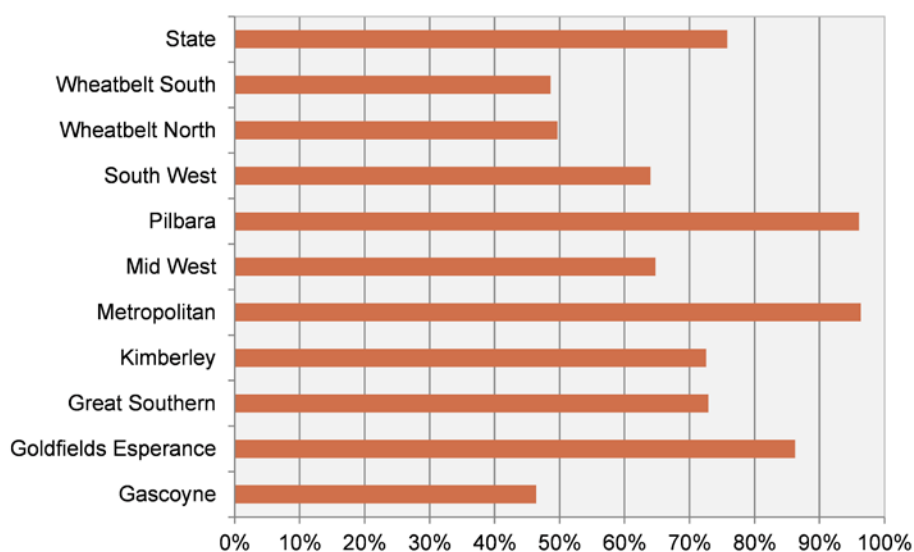


## 6. Road Preservation Performance

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

Overall State Performance is 75.8%, which means that Local Governments spent 75.8% of the amount required to maintain their roads at their current condition. However, this performance is heavily influenced by the Metropolitan Region which had a very high performance of 96.4%. When the Metropolitan Region is excluded, the average performance for the non-metropolitan regions is 63.6%. The preservation performance varies widely between the regions from 96.4% for the Metropolitan Region to 46.4% for the Gascoyne Region and 48.6% for the Wheatbelt South Region. Preservation performance has improved in the Pilbara to 96.1%, almost at the same level as the Metropolitan region.

**Figure 7**  
Road Preservation Performance  
2019-20



**Important Statistics**

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

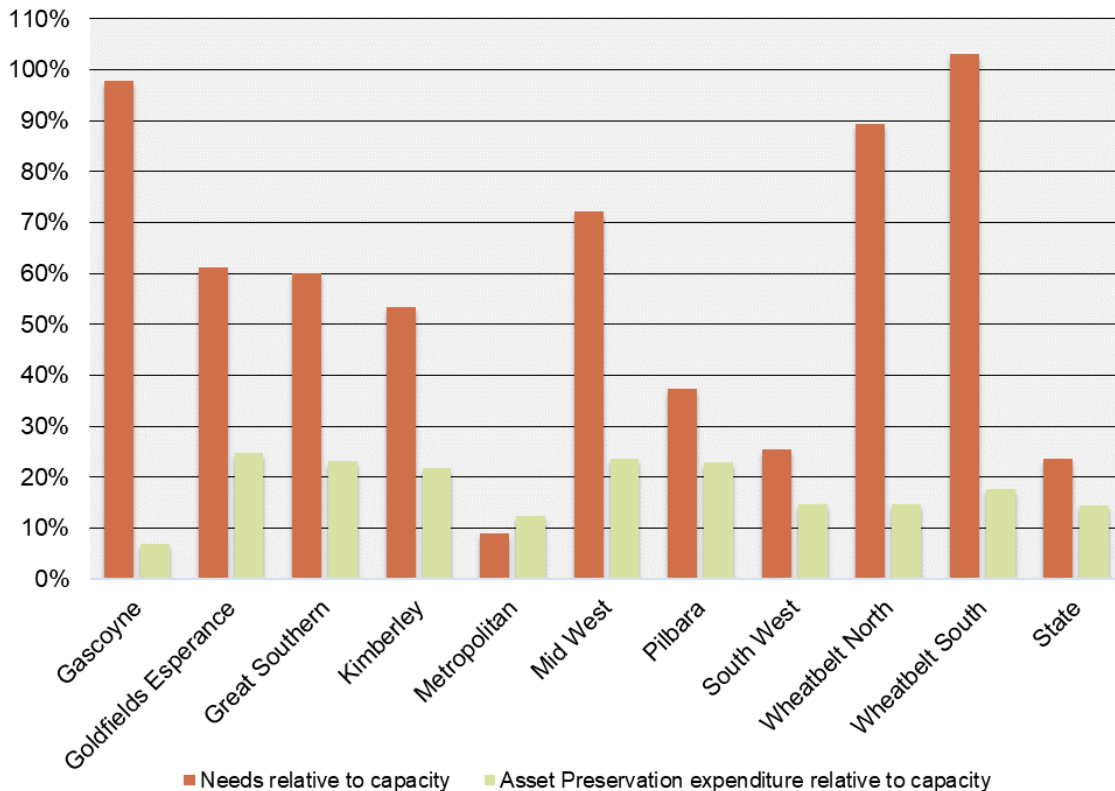
Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity from their own resources to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 Local Governments spent 14.4% of their estimated revenue capacity on road preservation, about 9% less than the required 23.7%.

The percentage that Local Governments would have to spend varies widely between the regions (Figure 8) from 9% for the Metropolitan Region to 103% for Wheatbelt South.

Local Government expenditure on roads from its own resources, expressed as a percentage of estimated revenue capacity (Figure 8), averages 14.4% for the State and ranges from 6.9% for the Gascoyne Region to 24.8% for Goldfields Esperance.

Figure 8 also highlights the differences in the capacity of Local Governments to meet their road preservation needs. Local Governments in the Wheatbelt South Region would have to spend 103% of their revenue capacity to meet their road preservation needs but were able to spend only 17.7%. Local Governments in the Metropolitan Region would have to spend only 9.0% of their revenue capacity to meet their preservation needs but spent 12.5%.

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







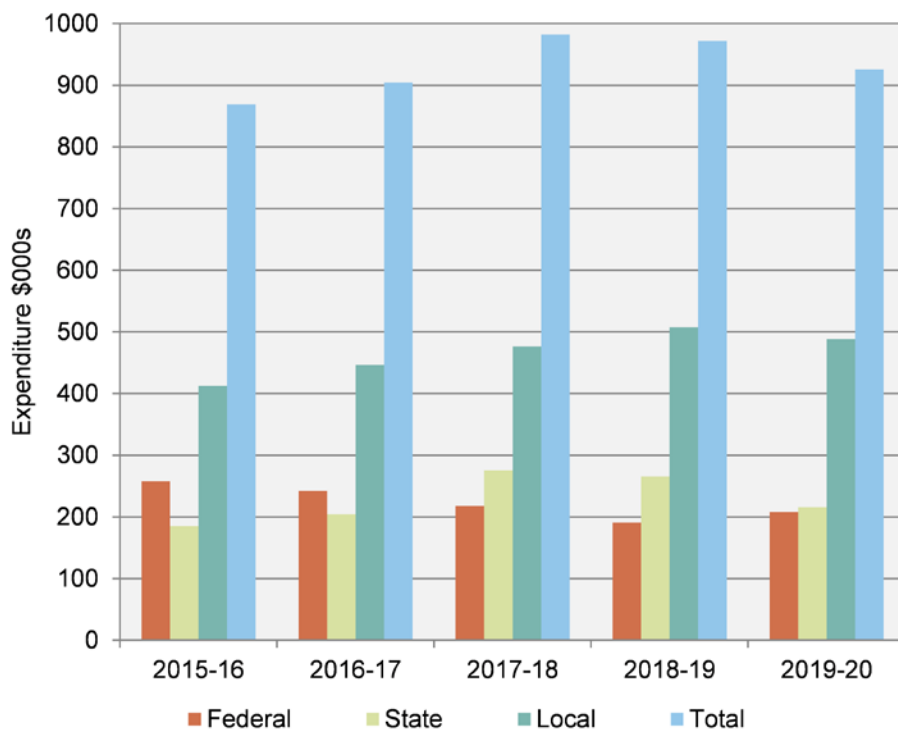
Farina Road, Elachbutting

### 8. Total Local Government Road Expenditure 2015-16 to 2019-20

Figure 9 shows that:

- Total funding increased by 6.6% between 2015-16 and 2019-20, but was \$46 million less than in 2018-19, largely due to reduced requirement for flood damage reinstatement.
- Local Government funds increased by 18.4% between 2015-16 and 2019-20, but in 2019-20 was \$18.7 million less than in 2018-19.
- Federal road funds in 2019-20 were 19.6% less than five years previously, reflective somewhat of Local Government preferences for timing of roads to recovery funding.
- State Government funding including disaster reconstruction work increased by 16.4% over the last five years.

**Figure 9**  
Federal State and Local Government Funds



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

Important Statistics

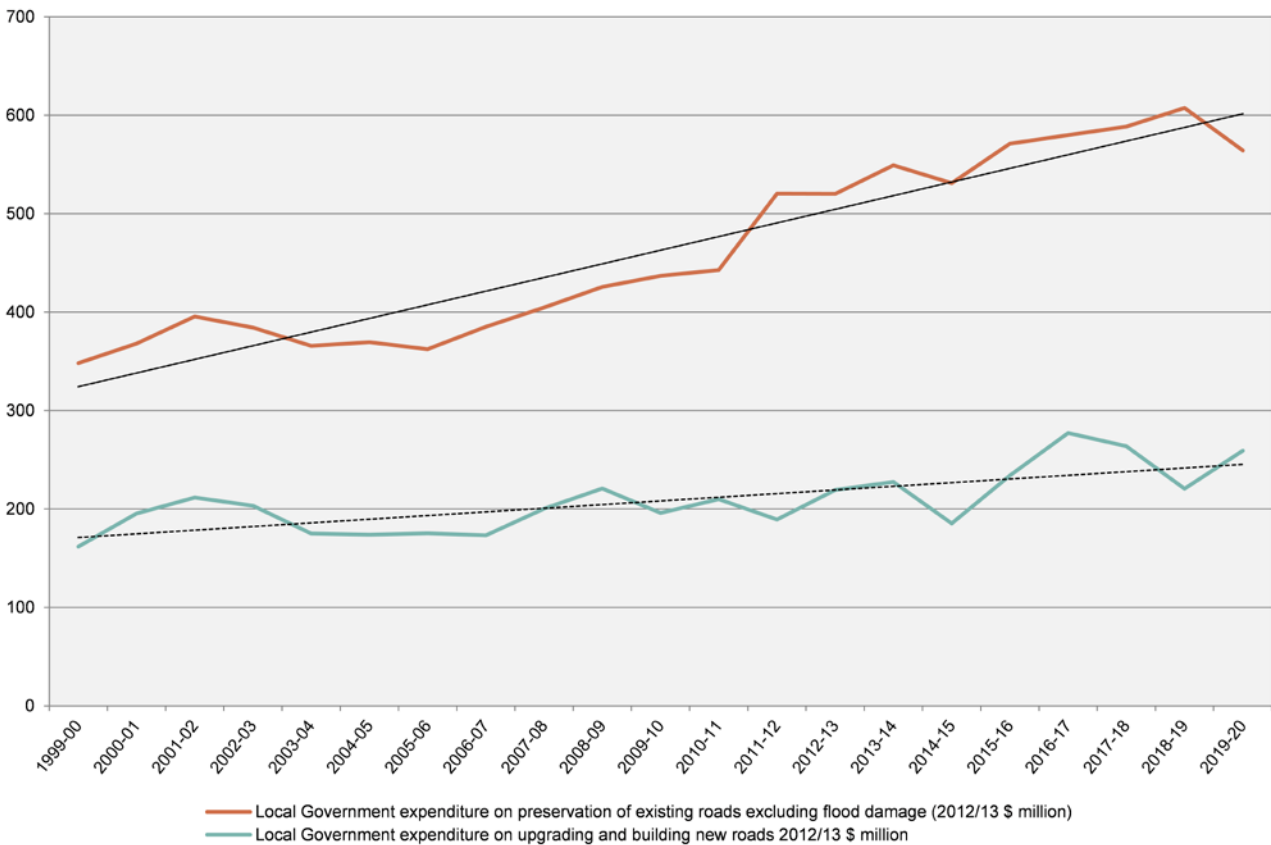
**9. Change in expenditure  
20 years 2000-01 to 2019-20**

Figure 10 shows the expenditure trend over 20 years 2000-01 to 2019-20. Note that funding has been indexed to 2012/13 dollars using the BITRE Road Construction Cost Index (RCMPI).

Expenditure on both preservation and upgrade and expansion has increased significantly over

the long term. Expenditure on preservation has increased 53%, from \$367.9m to \$561.30m over the period. Expenditure on upgrade and expansion of the network has increased to a lesser degree (32%), from \$195.4m to \$257.9m. Over the same period, the State's population has increased by 40.7% and the number of licenced motor vehicles by 67.5%.

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







- Orange Spring Road, Orange Springs
- Priority 4 listed Flora, *Dodonaea hackettina* protected during the works



# Report on Local Government Road Assets and Expenditure 2019-2020

## 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.<sup>1</sup>

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, paths and dual use paths. The road asset valuations include traffic management devices, kerbs, paths, verge improvements and drainage within the road reserve. They do not include the value of land.

### The Local Government Road Task

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

Local Government in WA maintains about 127,000km of roads connecting to around 18,600km of State or National highways and other main roads managed by the State Government. Additionally there is 38,000km of roads and tracks in National Parks and State forests managed by the Department of Biodiversity, Conservation and Attractions of which 1% are sealed roads.<sup>2</sup>

The roads serve the State's population of over 2.66 million and are used by the 2.28 million vehicles driven by more than 1.86 million licence holders. Collectively these vehicles travelled an estimated 27.4 billion kilometres in 2019-20, including 18.0 billion kilometres in the Perth metropolitan region, representing a reduction in kilometres travelled of more than 6% on the previous year despite an increase in the number of vehicles and licence holders. This is likely influenced by COVID19 related community lockdown measures commencing in March 2020.

**Table 1: Key User Statistics**

	2018-19	2019-20	Change
Resident population	2,621,509	2,661,936	1.5%
Registered motor vehicles	2,245,000	2,278,000	1.5%
Licence holders	1,847,963	1,864,453	0.9%
Vehicle kilometres travelled, WA (Billion)	28.57	27.35	-6.0%
Vehicle kilometres travelled, Perth (Billion)	18.71	17.97	-5.9%

Source: ABS, Bureau of Infrastructure, Transport and Regional Economics 2020

### Local Government Roads around Australia – an overview

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

<sup>1</sup> 136 Local Governments provided data and estimates were made for the remaining one.

<sup>2</sup> <https://annualreports.mainroads.wa.gov.au/AR-2020/appendices/road-facts-summary-sheet.html>



## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 2: Local Government Roads in Australia**

	NSW	Vic	Qld	SA	WA	Tas	NT	Australia
Population (30 June 2020)	8,164,128	6,694,884	5,174,437	1,769,319	2,661,936	540,569	245,980	25,687,041
Per cent of National	31.8%	26.1%	20.1%	6.9%	10.4%	2.1%	1.0%	100.0%
Local Road Length (km)	146,530	131,184	149,278	78,198	127,977	14,162	13,268	660,597
Per cent of National Local Road Length	22.18%	19.86%	22.60%	11.84%	19.37%	2.14%	2.01%	100.0%
Population per km	55.7	51.0	34.7	22.6	20.8	38.2	18.5	38.9

Source: Based on Bureau of Infrastructure, Transport and Regional Economics 2020.

Note: The ACT is not included as all local roads are managed by the Territory government.

## 2. The Reporting System

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

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

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

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

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

The unit costs used in estimating the current replacement value and the required preservation expenditure are provided in Appendix 1. The standards are provided in Appendix 2 and the formulae used in the valuations are provided in Appendix 3. Appendix 4 provides an explanation of terms. The statistics presented in this report in Appendices 5 to 14 are grouped into the ten Local Government Regional Road Groups that are responsible for recommending allocations of State funds to the State Road Funds to Local Government Advisory Committee. This provides the Regional Road Groups with key information for use in their consideration of road funding issues.

The Regional Road Groups are not suitable for benchmarking because of the wide diversity in the Local Governments in each Road Group. For example, the City of Greater Geraldton is in the same Regional Road Group as the Shire of Murchison. To provide better information for benchmarking,

another set of statistics is presented in Appendices 15 to 20 in which non-Metropolitan Local Governments are grouped into six groups each made up of Local Governments with broadly similar populations. The City of Greater Geraldton is grouped with other Country Cities and the Shire of Murchison is grouped with Pastoral Shires.

The six groups of Local Governments with similar characteristics are:

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

## Report on Local Government Road Assets and Expenditure 2019-2020

### 3. Local Government Roads and Bridges

Local Government is responsible for 126,993 kilometres of roads representing 87.2% of the State's road network (excluding roads in forestry areas and National Parks). An important feature of the Local Government road network is that only 31.8% of the roads are sealed. A total of 86,652 kilometres have a gravel or natural surface.

Total road length has reduced slightly (0.9%) over the last ten years. Change in the network has not been consistent across all regions. The metropolitan network has grown by 9.4%, while six regions have had reductions in road length. These reductions reflect rationalisation of Local Government road inventories and some reclassification of roads. Statistics for individual Local Governments are provided

in Appendices 5 to 14. Road area statistics are provided in the appendices for sealed roads.

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

**Table 3: Local Road Statistics 30 June 2020 (road lengths - kilometres)**

Region	Asphalt Seal	Sprayed Seal	Gravel	Formed	Unformed	Total
Gascoyne	12	526	1,898	1,412	369	4,218
Goldfields Esperance	201	1,404	7,379	3,693	4,410	17,086
Great Southern	196	2,941	7,462	1,549	337	12,485
Kimberley	10	648	1,837	1,066	1,019	4,579
Metropolitan	10,415	3,396	202	49	22	14,085
Mid West	168	2,985	7,999	4,481	1,347	16,980
Pilbara	217	511	2,054	2,587	557	5,927
South West	1,310	4,826	3,723	648	156	10,663
Wheatbelt North	87	6,581	12,877	3,744	649	23,938
Wheatbelt South	19	3,890	10,106	2,682	337	17,033
<b>State Total</b>	<b>12,634</b>	<b>27,708</b>	<b>55,538</b>	<b>21,911</b>	<b>9,203</b>	<b>126,993</b>
<b>As % of total length</b>	<b>9.9%</b>	<b>21.8%</b>	<b>43.7%</b>	<b>17.3%</b>	<b>7.2%</b>	<b>100%</b>

**Table 4: Local Government Bridge Statistics 30 June 2020 (bridge area - square metres)**

Region	Number of Bridges	Concrete and Steel	Timber with Concrete Overlay	Timber without Concrete Overlay	Foot Bridges	All Bridges
Gascoyne	5	6,590	0	0	272	6,862
Goldfields Esperance	4	892	0	0	0	892
Great Southern	69	1,316	8,950	1,359	654	12,279
Kimberley	12	2,627	0	0	0	2,627
Metropolitan	142	21,725	9,274	1,030	1,443	33,473
Mid West	22	5,027	0	230	0	5,256
Pilbara	28	5,707	0	0	0	5,707
South West	283	26,109	28,749	4,821	278	59,957
Wheatbelt North	112	7,758	14,369	2,525	0	24,652
Wheatbelt South	223	6,866	16,967	5,638	181	29,652
<b>State</b>	<b>900</b>	<b>84,618</b>	<b>78,309</b>	<b>15,603</b>	<b>2,828</b>	<b>181,358</b>

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

## Report on Local Government Road Assets and Expenditure 2019-2020

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

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

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

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

**Table 6: Changes in the Local Road Network, 5 Years 2015-16 to 2019-20 (road lengths - kilometres)**

Type of Road	2015-16	2019-20	Change
Sealed roads in built up areas			
- asphalt seals	11,973	12,634	5.5%
- sprayed seals	3,746	3,692	-1.4%
Sealed roads outside built up areas			
- sprayed seals	23,430	24,015	2.5%
Gravel roads	54,060	55,538	2.7%
Formed roads	23,301	21,911	-6.0%
Unformed roads	10,994	9,203	-16.3%
<b>All roads</b>	<b>127,504</b>	<b>126,993</b>	<b>-0.4%</b>

Each year new roads are constructed, gravel roads are sealed, formed roads are gravelled and unformed roads are upgraded to a formed standard. Some roads are reclassified as State roads and some are closed. Changes in the road network since 2015-16 are shown in Table 6.



## Report on Local Government Road Assets and Expenditure 2019-2020

Changes in bridge statistics since 2015-16 are shown in Table 7.

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

Changes in path statistics since 2015-16 are shown in Table 8.

In 2016 legislation was changed to allow cycling on footpaths. This is likely to have resulted in the redesignation of some dual use paths to footpaths.

**Table 7: Changes in Bridge Statistics, 5 Years 2015-16 to 2019-20 (bridge area - square metres)**

Type of Bridge	2015-16	2019-20	Change
Number of bridges	907	900	-0.8%
Concrete and steel bridges	66,576	84,618	27.1%
Timber bridges with concrete overlay	77,503	78,309	1.0%
Timber bridges without concrete overlay	18,687	15,603	-16.5%
Foot bridges	2,462	2,828	14.9%
<b>All bridges</b>	<b>165,228</b>	<b>178,530</b>	<b>8.1%</b>

**Table 8: Changes in Paths Statistics  
5 years 2015-16 to 2019-20 (path lengths - kilometres)**

Type of Path	2015-16	2019-20	Change
Bitumen and concrete footpaths	9,401	10,940	16.4%
Gravel footpaths	483	993	105.5%
Dual use paths	4,959	4,418	-10.9%
<b>All paths</b>	<b>14,844</b>	<b>16,350</b>	<b>10.1%</b>







Lockyer Road, Clackline

#### 4. Expenditure on Local Government Roads and Bridges

In 2019-20 total spending on local road infrastructure was \$925.8 million. This is \$46 million lower than the previous year, due to a significant drop in flood related expenditure, reflected also in the drop in State road funding (\$49.9 million). Expenditure from Local Government's own-source revenue also reduced (\$18.7 million). Federal funds increased by \$17 million, as a Roads to Recovery program (2019-2024) was commenced.

Over the five years 2015-16 to 2019-20 the annual total road expenditure has increased by 6.6% from \$868.9 million to \$925.9 million. Excluding expenditure on flood repairs, road expenditure by Local Government increased 8.2%.

2019-20 was the first year of the Federal Government's five year extension to the Roads to Recovery Program (2019-20 to 2023-2024) which is expected to provide \$370.55 million for local roads in WA. Under current policy 7% of these funds are reserved for bridges and access roads to remote Aboriginal communities.

Note that the State Government grants excludes funds allocated to Local Government roads for expenditure by Main Roads WA. Table 9 includes Roads to Recovery, Royalties for Regions and Black Spot funds.

A more detailed breakdown of these funds is shown in Table 10.

Table 9: Sources of Road Funds 2015-16 to 2019-20 (\$ millions)

Source	2015-16	2016-17	2017-18	2018-19	2019-20	Total 5 years	Change over 5 years
Local Governments' own funds	412.6	446.3	476.4	507.4	488.7	2,331.3	18.4%
Federal	258.1	242.4	217.7	190.5	207.5	1,116.3	-19.6%
State	185.2	204.2	275.6	265.5	215.6	1,146.0	16.4%
Private	13.1	11.5	12.5	8.5	14.0	59.5	7.1%
<b>Total</b>	<b>868.9</b>	<b>904.3</b>	<b>982.2</b>	<b>971.8</b>	<b>925.9</b>	<b>4,653.1</b>	<b>6.6%</b>
<b>Total (net of flood funding)</b>	<b>819.1</b>	<b>850.7</b>	<b>846.2</b>	<b>850.6</b>	<b>886.1</b>	<b>4,252.6</b>	<b>8.2%</b>

## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 10: Roads to Recovery, Royalties for Regions and Black Spot Funds 2015-16 to 2019-20 (\$ millions)**

Year	Roads to Recovery	Royalties for Regions	Black Spot Federal	Black Spot State
2015-16	131.82	16.71	12.05	9.92
2016-17	120.85	21.03	9.06	9.36
2017-18	98.31	5.18	7.70	10.52
2018-19	66.08	0.32	6.78	9.16
2019-20	74.11	0.87	7.63	9.95
<b>Total</b>	<b>491.17</b>	<b>44.10</b>	<b>43.21</b>	<b>48.92</b>

The sources of road funds in 2019-20 for the ten Regional Road Groups are listed in Table 11.

**Table 11: Sources of Local Government Road Expenditure 2019-20 (\$ thousands)**

Region	Federal	State	Private	Local Government	Total
Gascoyne	5,392	15,769	13	1,450	22,624
Goldfields Esperance	20,326	13,947	1,821	27,478	63,572
Great Southern	15,099	14,275	341	20,959	50,674
Kimberley	8,554	5,409	0	13,078	27,041
Metropolitan	56,576	73,049	7,264	295,467	432,356
Mid West	19,084	18,176	156	24,308	61,724
Pilbara	9,782	16,555	839	20,905	48,081
South West	25,450	21,758	635	51,987	99,830
Wheatbelt North	27,424	25,699	2,783	20,438	76,344
Wheatbelt South	19,861	10,986	185	12,587	43,619
<b>Total</b>	<b>207,548</b>	<b>215,623</b>	<b>14,037</b>	<b>488,657</b>	<b>925,865</b>
<b>Percentage</b>	<b>22.4%</b>	<b>23.3%</b>	<b>1.5%</b>	<b>52.8%</b>	<b>100.0%</b>
Rural Total	150,972	142,574	6,773	193,190	493,509
Rural: Source of funds as % of Total funds	30.6%	28.9%	1.4%	39.1%	100%
Metropolitan Total	56,576	73,049	7,264	295,467	432,356
Metropolitan: Source of funds as % of Total funds	13.1%	16.9%	1.7%	68.3%	100%

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

## Report on Local Government Road Assets and Expenditure 2019-2020

The main points that can be drawn from Table 11 are:

- Local Government provided \$488.7 million from its own resources. This is 52.8% of all Local Government road expenditure.
- The Federal Government provided \$207.5 million, representing 22.4% of all Local Government road expenditure. These funds include Roads to Recovery grants, Black Spot funds and road component grants allocated through the WA Local Government Grants Commission.
- The State Government provided \$215.6 million, or 23.3% of all Local Government road expenditure. State funds include Royalties for Regions grants, Black Spot grants and funding for reinstatement of flood damage.
- Rural Local Governments have a greater dependency on State and Federal funds. Rural Local Governments received 59.5% of funds from State and Federal sources compared with 30.0% for the Metropolitan Region.
- Dependency on State and Federal funds was highest in the Gascoyne (93.5%) (largely due to flood damage reinstatement) and Wheatbelt North (70.7%) regions.
- Federal funding as a percentage of expenditure is highest in Wheatbelt South, lowest in the Metropolitan region. For Carnarvon, it was 73% of expenditure, and highest in absolute terms in Busselton (\$5.65 million). Federal funding was least important for Subiaco (4.2%).
- State funding as a percentage of expenditure is highest in the Gascoyne region (largely flood damage reinstatement), lowest in the Metropolitan region. Wanneroo was the largest recipient (\$24.7m; Marmion Ave dual carriageway); Upper Gascoyne had the highest percentage of expenditure (81.7%); State funding was least important for Claremont (1.2%).
- Private funding as a percentage of expenditure is highest in Wheatbelt North (resource company provided); there was no private funding reported in the Kimberley region (and in 106 Local Governments). Wanneroo (\$6m) and Westonia (\$2.7m) were the two largest beneficiaries.
- Own source funding as a percentage of expenditure is highest for Metropolitan Local Governments, lowest in the Gascoyne region. Swan was the highest in absolute terms (\$33.4m), and Perth in percentage terms (93.3%).
- Wanneroo had the highest overall expenditure (\$49m); Peppermint Grove (\$0.275m) and Cottesloe were the lowest in the metropolitan area, while Nungarin

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

and Mount Magnet had the lowest expenditure of non- metropolitan Local Governments (all less than \$1 million).

### 5. Classification of Road Expenditure

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

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

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

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

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

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



## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 12: Expenditure on Maintenance, Renewal, Upgrading and Capital Expansion (\$ millions)**

	2015-16	2016-17	2017-18	2018-19	2019-20	Change (2015-16 to 2019-20)
Maintenance and renewal of existing roads	581.01	575.54	584.28	623.89	607.11	4.5%
Upgrading and capital expansion	238.10	275.08	261.94	226.67	278.95	17.2%
<b>Total expenditure</b>	<b>819.11</b>	<b>850.62</b>	<b>846.21</b>	<b>850.56</b>	<b>886.06</b>	<b>8.2%</b>
% upgrading and capital expansion	29.1%	32.3%	31.0%	26.6%	31.5%	8.3%

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

Almost \$12.76 billion has been expended on the road network by Local Governments in the 20 years since 2000-2001, including \$8.44 billion on maintenance and renewal. It also includes \$3.74 billion on upgrades and new roads as the network continues to expand and improve across the State.

The expenditure on maintenance and renewal compared to upgrading and expansion for the five years 2015-16 to 2019-20 is shown in

Table 12. Note that expenditure on reinstatement of flood damaged roads has been netted out of these figures. Expenditure on maintenance and renewal has increased by 4.5% in the five years between 2015-16 to 2019-20 while expenditure on upgrading and expansion has increased by 17.2%.

Expenditure on upgrading and capital expansion consistently accounts for more than a quarter of total road expenditure. This level of expenditure

on upgrading and capital expansion is expected to continue to meet the needs of new development and increased traffic. Expenditures on maintenance, capital renewal, capital upgrade and capital expansion for the ten regions are listed in Table 13. Expenditures on capital upgrade and capital expansion appear to be higher in years with lower flood damage reinstatement requirements.

**Table 13: Classification of Road Expenditure 2019-20 (\$ millions)**

Region	Maintenance	Renewal	Upgrade	Expansion	Total
Gascoyne	3.34	3.68	1.30	0.30	8.63
Goldfields Esperance	22.02	19.66	15.43	3.77	60.89
Great Southern	23.97	16.95	4.74	3.04	48.70
Kimberley	12.32	3.00	8.40	1.17	24.88
Metropolitan	172.48	114.43	99.53	45.74	432.18
Mid West	24.22	15.73	13.13	2.80	55.88
Pilbara	21.29	3.27	10.25	2.61	37.42
South West	36.13	30.11	19.50	14.09	99.83
Wheatbelt North	23.94	26.75	18.79	4.65	74.14
Wheatbelt South	17.95	15.86	8.62	1.08	43.51
<b>State</b>	<b>357.67</b>	<b>249.43</b>	<b>199.68</b>	<b>79.27</b>	<b>886.06</b>
<b>Percentage</b>	<b>40.37%</b>	<b>28.15%</b>	<b>22.54%</b>	<b>8.95%</b>	<b>100%</b>

Expenditure on renewal excludes repair of flood damage.

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

## Report on Local Government Road Assets and Expenditure 2019-2020

The Metropolitan Region accounted for 57.7% (\$45.7 million) of the \$79.3 million expenditure on road expansion while the South West (\$14.1 million) was second highest region for expansion, accounting for 17.8%. This reflects the strong population growth and economic activity in these regions.

The \$249.4 million spent on renewal in 2019-20 represents about 0.82% of the Current Replacement Value of the State's local road infrastructure. This is less than the 1.5% [based on a road life of 60 to 75 years] that sealed road infrastructure wears in a year and the 5% [based on a road life of 20 years] of unsealed road infrastructure that wears in a year. However, there is a significant expenditure on repair of flood damage which by its nature includes an element of renewal, so the situation is likely to be somewhat better than these figures indicate. For example, if flood damage expenditure is included in the renewal expenditure, the figure increases to 0.96% as a percentage of Replacement Value.

Local Governments should consider the whole of life costs when making decisions about sealing rural roads. The whole of life cost for a sealed rural road is typically \$9,638 a kilometre a year compared to \$3,499 for a kilometre of gravel road. [WA Local Government Grants Commission Asset Preservation Model 2019-20]

### 6. Flood Damage

In 2019-20 a total of \$39.8 million was spent on repairing flood damage, the lowest amount since 2015-6, and

significantly lower than in the previous two years. The Local Governments with significant expenditures on flood damage in 2019-20 were widely dispersed around the State. The Local Governments with the largest expenditures included Upper Gascoyne, Port Hedland, Karratha, Murchison, and Laverton which together accounted for 72.1% of flood damage expenditure (\$28.7 million) (Table 14). Most of the flood damage repair was reimbursed through DRFAWA but there is also a small component funded from Local Government own source revenue.

**Table 14: Largest Expenditures on Flood Damage 2019-20 (\$ millions)**

Local Government	Flood Damage Expenditure
Upper Gascoyne	13.99
Port Hedland	6.73
Karratha	2.68
Murchison	2.65
Laverton	2.63
Cue	1.76
Northam	1.49
Plantagenet	1.47
Derby-West Kimberley	1.27
Yalgoo	1.14
Ashburton	0.95
Broome	0.76
Ravensthorpe	0.50
Dowerin	0.36
East Pilbara	0.30
Other Local Governments	1.10
<b>State Total</b>	<b>39.78</b>



## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 15: Regional Expenditures on Flood Damage 2015-16 to 2019-20 (\$ millions)**

Region	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Gascoyne	0.00	0.13	8.82	16.21	13.99	39.15
Goldfields Esperance	5.35	2.97	5.55	8.11	2.63	24.61
Great Southern	2.43	7.83	31.93	20.12	1.98	64.29
Kimberley	5.17	0.94	18.91	11.61	2.16	38.79
Metropolitan	1.01	0.21	0.41	0.15	0.17	1.95
Mid West	17.94	30.16	31.36	27.46	5.86	112.77
Pilbara	0.98	2.64	4.46	15.24	10.66	33.97
South West	0.14	1.02	0.11	0.52	0.00	1.80
Wheatbelt North	4.48	4.87	6.50	5.53	2.22	23.60
Wheatbelt South	0.56	2.89	27.88	16.35	0.11	47.78
<b>State</b>	<b>38.06</b>	<b>53.67</b>	<b>135.93</b>	<b>121.28</b>	<b>39.78</b>	<b>388.72</b>

Over the last five years \$388 million has been spent reinstating flood damage. The Mid-West region has been the worst affected region during this period (Table 15), while the South West and Metropolitan regions are consistently the least affected. The Gascoyne and Pilbara were the worst affected regions in 2019-20.

### 7. Required Expenditure on Preservation

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

Estimates of the amount needed to maintain roads at their current condition would ideally require comprehensive road condition data. As this is not available, the estimates have been made using standards

derived through consultation with Local Government engineers. The standards are for reconstructing and resealing sealed roads and resheeting gravel roads. The costs and standards used in this report are listed in Appendices 1 and 2.

The estimated cost of maintaining Western Australia's local road network in its current condition (the Status Quo cost) during the 2019-20 financial year was \$800.77 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 \$607.11 million on road preservation. This is \$193.66 million below the \$800.77 million required to maintain roads at their current condition. This represents a gap of 24.2%, a gap which has grown from 15.6% in 2015-16.

While there was a reduction in preservation expenditure in 2019-20, there was an increase in capital expenditure (upgrade and expansion).

**Table 16: Shortfall Between the Required Expenditure on Preservation and Actual Expenditure (\$ thousands)**

Year	Required Expenditure on Preservation	Actual Expenditure	Shortfall
2015-16	688.50	581.01	107.49
2016-17	691.79	575.54	116.25
2017-18	716.73	584.28	132.45
2018-19	779.63	623.89	155.74
2019-20	800.77	607.11	193.66
<b>Increase 5 Years</b>	<b>16.3%</b>	<b>4.5%</b>	<b>80.2%</b>

*Expenditure on preservation excludes repair of flood damage.*



## Report on Local Government Road Assets and Expenditure 2019-2020

The \$193.7 million shortfall in 2019-20 is \$37.9 million more than in 2018-19. It is clear that with the increasing shortfall the Local Government sector in WA does not have the financial resources required to fully maintain its road network and to keep up with its road improvement needs. This position has been evident since this form of reporting was introduced in 1993. The reasons why most Local Governments do not have sufficient funds to meet their road preservation needs are discussed in Section 8.

The percentage of actual expenditure on preservation over the required expenditure is a measure of preservation performance. Table 17 compares actual expenditure with the required preservation expenditure and shows the preservation performance for the ten regions.

*Updated costs: As was outlined in last year's report, a review of unit rates for road replacement and road preservation was conducted in 2019 in conjunction with the WA Local Government Grants Commission.*

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

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





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Table 17 does not include the cost of repairing flood damage. Flood damage is excluded from the estimated required expenditure on preservation because it cannot be estimated due to its unpredictable nature. It is therefore also excluded from the actual expenditure.

Table 17 shows the preservation performance of the Regions. Overall, the State's performance has again reduced to 75.8% which means that Local Governments spent 75.8% of the amount required to maintain their roads in their current condition. The State performance is greatly influenced by the high performance of the Metropolitan Region, although this has dropped below 100% (to 96.4%) for the second year in a row. The preservation performance varies widely between the regions. The Metropolitan Region again achieved the highest performance, having maintained a high performance since these records were introduced in 1993. With the highest performance for 2019-20 of 96.4%, this indicates that 3.6% less than what was required to maintain the roads in their current condition was spent. Preservation performance deteriorated in all regions with the exception of the Goldfields Esperance and Pilbara regions. For the non-metropolitan regions collectively the average performance dropped down to 63.6%. According to this data, the Gascoyne Region had the lowest performance at 46.4%, a significant drop on the previous year (84.1%),

**Table 17: Required Expenditure on Preservation and Actual Expenditure 2019-20 (\$ millions)**

Region	Required Expenditure on Preservation	Actual Expenditure on Preservation	Preservation Performance
Gascoyne	15.138	7.025	46.4%
Goldfields Esperance	48.316	41.687	86.3%
Great Southern	56.132	40.919	72.9%
Kimberley	21.106	15.312	72.5%
Metropolitan	297.698	286.906	96.4%
Mid West	61.699	39.953	64.8%
Pilbara	25.563	24.559	96.1%
South West	103.501	66.237	64.0%
Wheatbelt North	102.033	50.696	49.7%
Wheatbelt South	69.580	33.812	48.6%
<b>Total</b>	<b>800.765</b>	<b>607.106</b>	<b>75.8%</b>

*Preservation performance is a measure derived from comparing the actual expenditure on road preservation with the expenditure required for preservation. Note expenditure on preservation excludes repair of flood damage. Preservation performance for individual Local Governments is provided in Appendices 5 to 14. See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.*

although this is likely to have been influenced by the high requirement for flood damage reinstatement.

Despite high preservation performance in the Metropolitan Region, road lengths reconstructed and resealed are less than indicated by the expected road life in Table 20. The situation, however, is slightly better when it is considered that work reported as preservation sometimes includes an element of upgrading.

Changes in preservation performance over the longer term between 2015-16 and 2019-20 are set out in Table 18. In 2015-16 the rural regions had a preservation performance of 69.2%; this has reduced to 63.6% in 2019-20. The Metropolitan Region

remains high but has decreased from 110.2% to 96.4%. Three of the nine non-metropolitan regions show increased performance over the long term, however the reduction in metropolitan performance contributed to a reduction in the State preservation performance from 84.4% to 75.8% over the five-year period. The Pilbara is currently the second best performing region, and the Goldfields Esperance region is the most improved. Preservation performance has deteriorated to the greatest degree in the Gascoyne and Kimberley, although performance appears to be somewhat variable from year to year.

## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 18: Preservation Performance 2015-16 to 2019-20**

Region	2015-16	2016-17	2017-18	2018-19	2019-20	Change
Gascoyne	86.2%	57.6%	77.2%	84.1%	46.4%	-39.8%
Goldfields Esperance	76.4%	81.8%	81.4%	82.6%	86.3%	9.9%
Great Southern	69.6%	72.0%	78.7%	76.1%	72.9%	3.3%
Kimberley	94.2%	99.4%	86.2%	85.4%	72.5%	-21.7%
Metropolitan	110.2%	108.7%	102.0%	97.6%	96.4%	-13.8%
Mid West	78.2%	81.3%	75.7%	79.8%	64.8%	-13.4%
Pilbara	87.8%	74.7%	84.2%	82.4%	96.1%	8.3%
South West	72.5%	73.6%	78.4%	71.3%	64.0%	-8.5%
Wheatbelt North	57.3%	56.9%	53.7%	53.9%	49.7%	-7.6%
Wheatbelt South	50.9%	46.3%	43.7%	52.2%	48.6%	-2.3%
<b>Total</b>	<b>84.4%</b>	<b>83.20%</b>	<b>81.52%</b>	<b>80.02%</b>	<b>75.8%</b>	<b>-8.6%</b>
<b>Metropolitan</b>	<b>110.2%</b>	<b>108.7%</b>	<b>102.0%</b>	<b>97.6%</b>	<b>96.4%</b>	<b>-13.8%</b>
<b>Non Metropolitan</b>	<b>69.20%</b>	<b>68.54%</b>	<b>69.07%</b>	<b>69.28%</b>	<b>63.6%</b>	<b>-5.6%</b>

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

*See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.*

### 8. Capacity to Fund Road Preservation Needs

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

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

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

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

<sup>3</sup> Historically, 63% of the Roads to Recovery funds have been allocated to maintenance and renewal State wide.

## Report on Local Government Road Assets and Expenditure 2019-2020

For this analysis, Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity. The revenue capacity provides a datum against which a Local Government's road preservation needs can be compared. Over the whole State, Local Governments would have to spend 23.7% of their estimated revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. In 2019-20 they spent 19.2% of their estimated revenue capacity on roads generally, with 14.4% exclusively on preservation (maintenance and renewal). When the net road preservation needs are compared with revenue capacity for the regions, it is found that the burden of maintaining roads varies greatly between the regions as shown in Table 19.

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

The table shows that Local Governments in Wheatbelt South would have to spend 103.1% of their

**Table 19: Percentage of Revenue Capacity Required to Meet Net Preservation Needs Compared to Actual Expenditure Percentage 2019-20**

Region	Percentage of Revenue Capacity Required to Meet Net Road Preservation Needs	Total Road Expenditure (from own resources) on Preservation as % of Revenue Capacity	Total Road Expenditure (from own resources) as % of Revenue Capacity
Gascoyne	97.9%	6.9%	7.9%
Goldfields Esperance	61.1%	24.8%	31.9%
Great Southern	59.9%	23.1%	26.1%
Kimberley	53.5%	21.8%	32.9%
Metropolitan	9.0%	12.5%	17.0%
Mid West	72.1%	23.7%	28.0%
Pilbara	37.3%	23.0%	29.4%
South West	25.5%	14.6%	19.4%
Wheatbelt North	89.2%	14.6%	20.1%
Wheatbelt South	103.1%	17.7%	21.9%
<b>State</b>	<b>23.7%</b>	<b>14.4%</b>	<b>19.2%</b>

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

total revenue capacity to make up the difference between their road preservation needs and the road grants they receive for preservation. They were able to spend only 17.7% of their total revenue capacity on preservation. In the Gascoyne, preservation expenditure equated to only 6.9% of revenue capacity, as these Local Governments spent relatively little of their own funds on preservation. Local Governments in the Metropolitan Region would have to spend only 9.0% to preserve the road network at the current standard; their total road expenditure accounted for 12.5% of revenue capacity. Prior to 2018-19 it was the only region where expenditure on preservation from own

resources exceeded the requirement for preservation, but that was not the case in 2019-20 (Table 17).

The large differences in the table explain some of the variations in the preservation performance in Table 17.

## Report on Local Government Road Assets and Expenditure 2019-2020

### 9. Analysis of Asset Renewal Performance

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

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

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

has improved since 2015-16 in all categories of roads outside built up areas, while it has deteriorated in all categories of roads within built up areas. In the Metropolitan Region, the low percentage of roads treated means it would take 474 years to reconstruct the complete network (whereas the estimated life is only 75 years) and 56.6 years to reseal the network (estimated life 15 to 30 years).

These estimates are paradoxical given that Table 17 indicates that expenditure is almost at the level required for asset preservation. Roads are possibly lasting longer than assumed in the asset preservation model, although it is possible that the data collected on roads treated by Local Governments is not complete.

Further, much preservation work has an element of improvement, and this would be inflating the preservation expenditure to a slight degree.

**Table 20: Renewal of Roads within Built Up Areas 2019-20**

Treatment	Lane km Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Metropolitan Region				
- reconstruction of sealed roads	53.4	0.21%	474.5	75
- resealing	447.4	1.77%	56.6	15 to 30
Outside Metropolitan Region				
- reconstruction of sealed roads	56.1	0.55%	181.8	60
- resealing	277.7	2.72%	36.7	12 to 15

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

**Table 21: Renewal of Roads Outside Built Up Areas 2019-20**

Treatment	Length Treated	% Treated Each Year	Implied Life Years	Estimated Life Years
Reconstruction of sealed roads (lane km)	652	1.50%	66.8	60
Resealing of sealed roads (lane km)	1,722	4.00%	25.0	12 to 15
Resheeting of gravel roads (km)	1,785	3.22%	31.1	20



## Report on Local Government Road Assets and Expenditure 2019-2020

**Table 22: Average Age of Sealed Local Roads 2019-20**

Region	Roads in built up areas				Roads outside built up areas		
	Length Km	Pavement Age Years	Sprayed Seal Age Years	Asphalt Seal Age Years	Length Km	Pavement Age Years	Sprayed Seal Age Years
Gascoyne	101	31	13	13	437	21	12
Goldfields Esperance	463	31	20	21	1,142	26	20
Great Southern	511	33	23	26	2,626	32	19
Kimberley	223	40	21	12	435	30	16
Metropolitan	11,355	42	22	23	2,456	33	22
Mid West	489	30	17	17	2,664	23	15
Pilbara	460	33	37	16	268	29	22
South West	1,985	34	24	17	4,151	32	22
Wheatbelt North	506	36	24	17	6,162	39	23
Wheatbelt South	234	43	28	17	3,675	33	21
Estimated road life		60-75	15-20	20-25		55	15-20
Optimal age		30-37.5	7.5-10	10-12.5		27.5	7.5-10

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

### 10. Road Age

Main Roads WA maintains records of road ages for all sealed local roads in WA. Ages are recorded separately for pavements, sprayed seals and asphalt seals. The summarised data is presented in Table 22. Road ages are used in calculating the written down values in this report.

The road ages provided by Main Roads WA are based on historical records, some of which are very old. The optimal ages in Table 22 have been taken as half the expected serviceable life. For example the expected serviceable life of a sprayed seal is 15-20 years so the optimal age is taken as 7.5-10 years.

The pavement ages of roads in built up areas are close to the optimal range. It must be noted, however, that some Local Governments have

much higher ages than the averages in the table. For example the average age for the City of Perth is 53 years and for the City of Vincent 62 years compared to the Metropolitan average of 42 years in Table 22. For the Shire of Serpentine-Jarrahdale, the average age is only 21 years.

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

### 11. 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 23.

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

The state-wide performance is 59.4%, a reduction on the previous year (62.3%), and lower than five years ago (70.9% in 2015-16). The Metropolitan Region, the best performing region, is spending 72.8% of its annual life cycle cost. The worst performing regions, according to this data, are Gascoyne (26.6%) and Kimberley (38.2%).

## Report on Local Government Road Assets and Expenditure 2019-2020

Table 23: Sustainability of Sealed Roads 2019-20 (\$ thousands)

Region	Annual life cycle cost	Annual Preservation Expenditure	Performance
Gascoyne	7,163	1,902	26.6%
Goldfields Esperance	18,340	10,623	57.9%
Great Southern	28,807	18,095	62.8%
Kimberley	14,366	5,483	38.2%
Metropolitan	187,940	136,904	72.8%
Mid West	29,917	8,487	28.4%
Pilbara	16,356	10,425	63.7%
South West	69,074	38,262	55.4%
Wheatbelt North	51,755	25,368	49.0%
Wheatbelt South	31,035	14,508	46.7%
<b>State</b>	<b>454,755</b>	<b>270,057</b>	<b>59.4%</b>

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

Table 24: Percentage of Sealed Roads Surveyed in the Preceding 5 Years (percentage by length)

Region	Percentage Surveyed					
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Gascoyne	44	46	46	36	89	75
Goldfields Esperance	38	35	40	69	44	74
Great Southern	72	71	71	73	54	50
Kimberley	75	75	74	53	76	24
Metropolitan	81	84	72	78	74	77
Mid West	70	67	62	37	68	43
Pilbara	94	92	100	100	100	50
South West	82	74	71	68	74	64
Wheatbelt North	62	86	83	80	83	72
Wheatbelt South	59	66	62	62	90	89
<b>State</b>	<b>71</b>	<b>75</b>	<b>70</b>	<b>65</b>	<b>77</b>	<b>71</b>

Source: RAMM database November 2020

Note data excludes 20 non RAMM subscriber Local Governments.



Julimar Road, Chittering

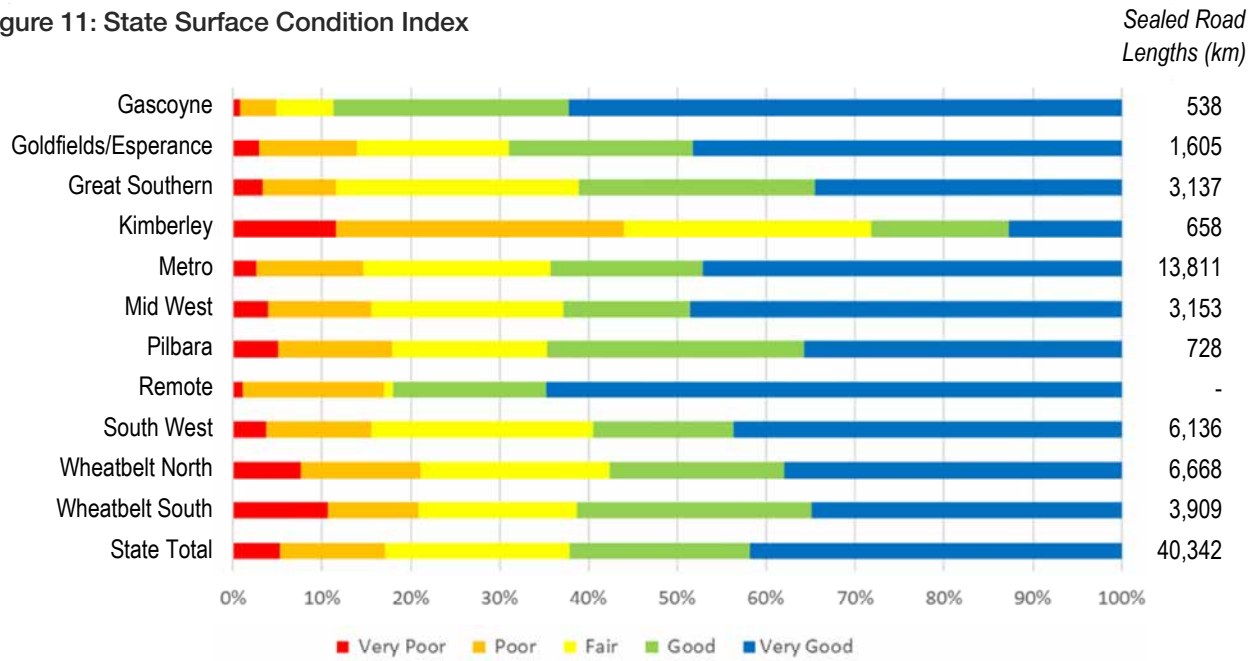
## 12. Road Condition Surveys

Road condition data is an essential requirement in road management. This data was not previously available, but good progress continues to be made in collecting this data as shown in Table 21. The table shows the length of sealed roads for which road condition data is now available. Local Governments now have access to current road condition data for more than two thirds of their sealed local roads.

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

Report on Local Government Road Assets and Expenditure 2019-2020

Figure 11: State Surface Condition Index



13. Road Expenditure from Local Government's Own Resources

Expenditure on roads from Local Governments' own resources comprises:

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

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



Warrachuppin Road, Westonia



## Report on Local Government Road Assets and Expenditure 2019-2020

The Western Australian Local Government Association (WALGA) uses a measure of Local Government road expenditure effort in which a Local Government's own expenditure is expressed as a percentage of its revenue capacity. Local Governments' revenue capacity is taken to be the sum of the Financial Assistance Grants and the Grants Commission's assessments of revenue capacity (see section 8). This notional measure of revenue capacity provides a datum against which a Local Government's own road expenditure can be compared.

Table 25 shows the road expenditure effort for the ten Regional Road Groups using this measure and compares Local Governments' own expenditure with total road expenditure.

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

- Local Governments provided 55.1% of their road expenditure from their own resources.
- Local Government expenditure from its own resources averaged 19.2% of Local Government revenue capacity over the State, although this was markedly lower in the Gascoyne region (7.9%) (see Table 25).
- Local Governments in the Metropolitan Region provided 68.4% of their total road expenditure from their own resources. It is because of this high expenditure effort by Metropolitan Local Governments that their roads are in a generally better state than roads elsewhere.
- The Metropolitan Region accounts for \$295.47 million or 68.4% of the total amount of \$488.66 million spent from Local Governments' own resources.
- The lower expenditure per person in the Metropolitan and South West Regions reflects the larger population base within these regions, effectively an indication of economies of scale.
- The low expenditure per person in the Gascoyne reflects the low level of expenditure from their own resources.

Local Governments with the highest and lowest road expenditure effort in each group are listed in Table 26. More detail is included Appendix 21.

**Table 25: Local Government Road Expenditure 2019-20**

Region	Total Local Government Road Expenditure (\$ millions)	Road expenditure from Local Government's own resources			
		Road expenditure (\$ millions)	% of total road expenditure	% of Councils' revenue capacity	Expenditure per person (\$)
Gascoyne	8.63	1.45	16.8%	7.9%	157
Goldfields Esperance	60.94	27.48	45.1%	31.9%	518
Great Southern	48.70	20.96	43.0%	26.1%	333
Kimberley	24.88	13.08	52.6%	32.9%	363
Metropolitan	432.18	295.47	68.4%	17.0%	146
Mid West	55.87	24.31	43.5%	28.0%	467
Pilbara	37.42	20.91	55.9%	29.4%	333
South West	99.83	51.99	52.1%	19.4%	177
Wheatbelt North	74.12	20.44	27.6%	20.1%	395
Wheatbelt South	43.51	12.59	28.9%	21.8%	574
<b>State</b>	<b>886.09</b>	<b>488.66</b>	<b>55.1%</b>	<b>19.2%</b>	<b>183</b>

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



## Report on Local Government Road Assets and Expenditure 2019-2020

Table 26: Local Government Road Expenditure Effort from Own Resources

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

Region		Local Government	% of revenue capacity
Gascoyne	Highest	Upper Gascoyne	31.3%
		Exmouth	7.1%
	Average		7.9%
	Lowest	Shark Bay	1.6%
		Carnarvon	0.0%
Goldfields Esperance	Highest	Esperance	44.1%
		Laverton	43.8%
	Average		31.9%
	Lowest	Dundas	4.6%
		Ngaanyatjarraku	1.6%
		Wiluna	No data
Great Southern	Highest	Cranbrook	41.4%
		Gnowangerup	36.5%
		Plantagenet	31.9%
		Kojonup	30.6%
	Average		26.1%
	Lowest	Katanning	16.7%
		Woodanilling	13.5%
		Denmark	8.6%
Kimberley	Highest	Derby West Kimberley	48.0%
		Broome	38.5%
	Average		32.9%
	Lowest	Wyndham East Kimberley	26.6%
		Halls Creek	2.5%

## Report on Local Government Road Assets and Expenditure 2019-2020

Table 26 continued: Local Government Road Expenditure Effort from Own Resources

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

Region		Local Government	% of revenue capacity	
Metropolitan	Highest	Subiaco	29.5%	
		Kalamunda	27.9%	
		Victoria Park	27.2%	
		Swan	26.9%	
		East Fremantle	26.5%	
	Average			17.0%
		Joondalup	12.7%	
		Fremantle	8.0%	
		Wanneroo	8.0%	
		Cottesloe	3.6%	
Lowest	Peppermint Grove	1.9%		
Mid West	Highest	Murchison	54.3%	
		Mingenew	53.2%	
		Three Springs	42.3%	
		Sandstone	38.1%	
	Average			28.0%
		Northampton	14.2%	
		Meekatharra	12.5%	
	Lowest	Mount Magnet	7.9%	
		Perenjori	5.4%	
Pilbara	Highest	Ashburton	46.5%	
		Port Hedland	33.8%	
	Average			29.4%
		Karratha	28.9%	
	Lowest	East Pilbara	9.2%	

## Report on Local Government Road Assets and Expenditure 2019-2020

Table 26 continued: Local Government Road Expenditure Effort from Own Resources

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

Region		Local Government	% of revenue capacity
South West	Highest	Augusta Margaret River	34.0%
		Harvey	31.7%
		Busselton	25.8%
		Boyup Brook	23.5%
	Average		19.4%
	Lowest	Mandurah	12.9%
		Bridgetown Greenbushes	12.6%
		Waroona	11.3%
	Collie	10.2%	
Wheatbelt North	Highest	Toodyay	35.4%
		Victoria Plains	33.8%
		Chittering	31.5%
		York	31.0%
		Wongan Ballidu	30.2%
		Goomalling	29.7%
	Average		20.1%
	Lowest	Gingin	11.4%
		Cunderdin	11.1%
		Dowerin	7.5%
		Mount Marshall	6.4%
		Yilgarn	1.4%
		Nungarin	0.0%
Wheatbelt South	Highest	Wandering	50.2%
		Beverley	35.4%
		Narrogin	35.3%
		Wickepin	32.7%
		Williams	32.4%
		Brookton	29.0%
		Average	
	Lowest	Bruce Rock	16.8%
		Wagin	14.5%
		Lake Grace	13.4%
		Kulin	13.3%
		Kondinin	13.3%
		Narembeen	7.2%

## Report on Local Government Road Assets and Expenditure 2019-2020

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

- Expenditure averaged 19.2% of Local Government revenue capacity over the State.
- Murchison (54.3%) and Mingenew (53.2%) expended the highest proportion of their notional revenue capacity on roads.
- 19 Local Governments spent less than 10% of their revenue capacity on roads (up from 18 in 2018-19).

Virtually every Local Government has managed to spend some of their own-source revenue on roads, although two Local Governments reported no own-source revenue

expenditure (and data was missing for another). The Roads to Recovery Program requires Local Governments to maintain their own road expenditure effort. The State Road Funds to Local Government Advisory Committee is concerned when some Local Governments lower their previous good expenditure record.

Table 27 presents Local Governments' own source road expenditure between 2015-16 and 2019-20 for each of the Regional Road Groups. Statewide expenditure increased by 18.4% from \$412.55 million in 2015-16 to \$488.66 million in 2019-20. The expenditure increased in all regions except Gascoyne, where road expenditure from own resources decreased by 44.1%. A significant increase in

own source road expenditure in the Kimberley region is noted, which reflected an increased commitment to maintenance and renewal by the Shires of Broome and Derby-West Kimberley in particular.

Local Governments provide data on expenditure according to its purpose (i.e. maintenance, renewal, upgrade or expansion) by type of road (i.e. sealed, gravel, formed etc). Local Governments also provided data to indicate to what purposes they were allocating their own source funds (Table 28).

**Table 27: Total Road Expenditure from Local Governments' Own Resources 2015-16 to 2019-20 (\$ millions)**

Region	2015-16	2016-17	2017-18	2018-19	2019-20	Change 5 years
Gascoyne	2.59	1.90	1.87	0.51	1.45	-44.1%
Goldfields Esperance	16.87	18.42	24.35	25.90	27.48	62.9%
Great Southern	13.98	22.18	22.47	23.36	20.96	49.9%
Kimberley	5.29	7.64	7.59	12.18	13.08	147.5%
Metropolitan	279.11	290.54	287.38	303.58	295.47	5.9%
Mid West	19.24	18.44	24.58	29.53	24.31	26.3%
Pilbara	10.72	12.52	17.43	19.49	20.91	95.1%
South West	37.54	44.91	52.90	53.42	51.99	38.5%
Wheatbelt North	16.97	19.29	23.97	22.37	20.44	20.4%
Wheatbelt South	10.24	10.42	13.89	17.05	12.59	22.9%
<b>State</b>	<b>412.55</b>	<b>446.26</b>	<b>476.43</b>	<b>507.39</b>	<b>488.66</b>	<b>18.4%</b>

*The change is calculated over the 5 years 2015-16 to 2019-20.*

*Statistics for individual Local Governments for thirteen years 2007-08 to 2019-20 are provided in Appendix 21.*



## Report on Local Government Road Assets and Expenditure 2019-2020

The majority of Local Government's own source funds are spent on maintenance and renewal (74.7%). Only 9.8% was used in expanding the network by building new roads or bridges.

Own source funds accounted for 69.1% of all Local Government maintenance expenditure, and 49.4% of renewal expenditure. Own source funds account for lower percentages of expenditure on upgrade works, as these are largely funded via State and Federal funds, often on a two-third/one-third basis.

**Table 28: Road Expenditure from Local Government's Own Resources 2019-20 (\$ thousands)**

	Maintenance	Renewal	Upgrade	Expansion	Total
Expenditure of Local Government funds	247,328	123,188	73,841	47,549	488,679
% share of Local Government funds	50.1%	24.6%	15.5%	9.8%	100.0%
% share of Category expenditure	69.1%	49.4%	37.0%	60.0%	55.2%
Total Category expenditure	357,672	249,435	199,684	79,266	886,056

*Expenditure excludes flood damage.*

**Table 29: Expenditure on Preservation per Kilometre of Road 2019-20**

Region	Built up areas	Outside built up areas		
	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
Gascoyne	11,795	868	9,565	1,010
Goldfields Esperance	12,370	948	2,980	1,098
Great Southern	8,916	2,814	2,590	299
Kimberley	13,109	409	4,110	2,586
Metropolitan	11,008	3,095	6,979	3,792
Mid West	13,310	956	3,007	570
Pilbara	16,446	1,786	5,538	50
South West	7,797	2,983	2,746	674
Wheatbelt North	5,929	2,220	1,388	770
Wheatbelt South	7,536	1,776	1,685	158
<b>State</b>	<b>10,653</b>	<b>2,057</b>	<b>2,766</b>	<b>798</b>

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

## 14. Expenditure by Class of Road

Each class of road has its own expenditure needs. Table 29 shows the actual expenditure on preservation per kilometre for each class of road for each of the Regional Road Groups. This information is useful for benchmarking purposes.

Local Governments provided expenditure data for bridges on local roads (Table 30). The expenditure is mainly sourced from Commonwealth Financial Assistance Grants (FAG) Special Project allocations and Roads to Recovery grants and Main Roads WA grants. The expenditure on preservation comprises major maintenance and rehabilitation projects.

## Report on Local Government Road Assets and Expenditure 2019-2020

The expenditure of \$8.08 million on bridge preservation is a significant reduction, down from \$16.3 million in 2018-19. There was a reduction in expenditure in both bridge maintenance and bridge renewal, although the latter reflects a reduction in government funding for bridge renewal projects, which is in itself a reflection of the timing and scheduling of bridge projects. This level of expenditure represents 0.45% of the current replacement value of \$1.789 billion for Local Government bridges in the State.

**Table 30: Expenditure on Local Government Bridges 2019-20**

Region	Preservation	Upgrade and expansion	Total
	\$	\$	\$
Gascoyne	0	98,000	98,000
Goldfields Esperance	0	0	0
Great Southern	210,000	1,036,000	1,246,000
Kimberley	3,000	47,000	50,000
Metropolitan	3,877,000	2,503,000	6,380,000
Mid West	14,000	0	14,000
Pilbara	20,000	139,000	159,000
South West	2,108,000	6,738,000	8,846,000
Wheatbelt North	1,264,000	0	1,264,000
Wheatbelt South	584,000	728,000	1,312,000
<b>State</b>	<b>8,080,000</b>	<b>11,289,000</b>	<b>19,369,000</b>

*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.*



## Report on Local Government Road Assets and Expenditure 2019-2020

### 15. Bridge Age and Condition

Main Roads WA undertakes structural bridge inspections on behalf of Local Government and this information is used to prioritise funding for remedial and replacement works. Table 31 provides a guide to the condition of bridges across WA. While the majority of the bridges are in good to very good condition, a significant number of timber bridges in the South West and Wheatbelt regions are in a poor to fair condition.

Nearly 77% of bridges (for which an age is known) are more than 30 years old (Table 32). Incredibly 39% are more than 50 years old. The situation is somewhat worse in the Wheatbelt with 98% of timber bridges more than 30 years old, and 64% of timber bridges in the Wheatbelt more than 50 years old. The figures in the South-West are only slightly better, at 96% and 44% respectively.

Table 31: Bridge Condition 2020

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

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

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

## Report on Local Government Road Assets and Expenditure 2019-2020

Figure 12: Age of Local Government Bridges 2020 (years)

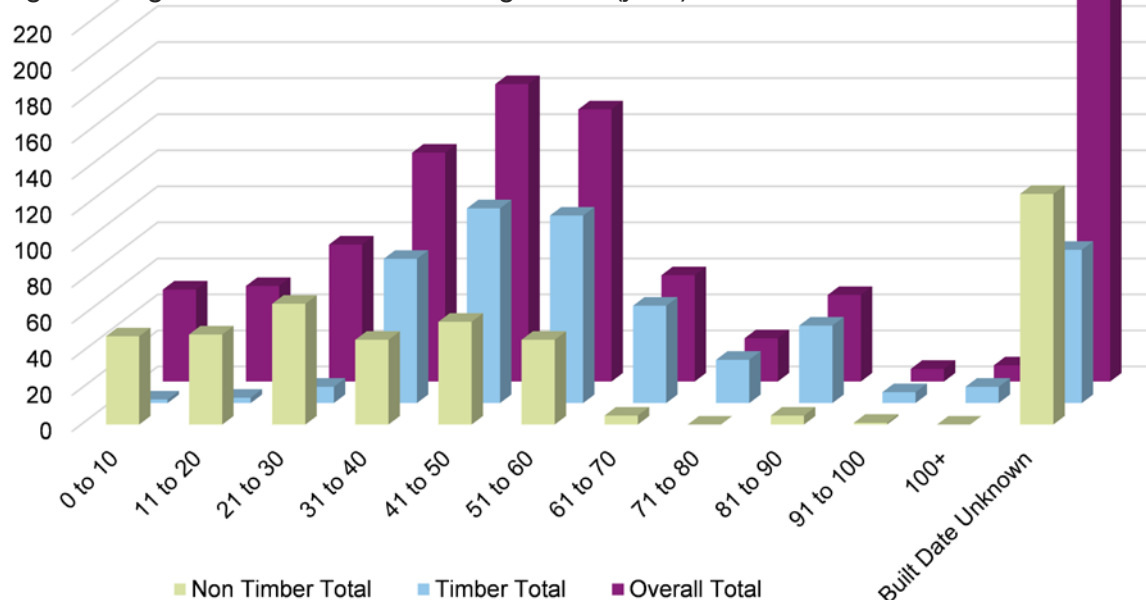


Table 32: Bridge Age (years) (November 2020 data)

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

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

The number of bridges is different to that reported in Table 4, and includes, for example, footbridges over waterways and other bridges not part of the local road network.



## Report on Local Government Road Assets and Expenditure 2019-2020

### 16. Overview of Local Government Road Assets and Expenditure

An overview of Local Government road assets and expenditure for the State is provided in Table 33.

Total preservation expenditure on existing roads (excluding flood damage) reduced by \$16.8 million in 2019-20. Flood damage expenditure is discussed in Section 6.

### 17. Replacement and Written Down Value

Local Government roads in WA had an estimated replacement value of \$30.26 billion as at 30 June 2020.

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

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

The written down value of \$16.72 billion is 55.3% of the replacement value of \$30.26 billion. It is lower than the 57% rating for 2018-19. The written down value over replacement value is a National Performance Measure termed: 'state of the road asset' or the 'remaining service potential'. This ratio is referred to as the Asset Consumption Ratio in the Western Australian Department of Local Government, Sports and Cultural Industries publication "Asset Management – Framework and Guidelines".<sup>4</sup> The State average of 55.3% is less than the 62.9% rating

**Table 33: Local Government Road Assets and Expenditure: 5 Years 2015-16 to 2019-20**

	2015-16	2016-17	2017-18	2018-19	2019-20
Replacement value <b>\$ billions</b>	\$26.24	\$25.11	\$27.18	\$29.57	\$30.26
Written down value <b>\$ billions</b>	\$15.31	\$15.11	\$15.45	\$16.84	\$16.72
Required preservation expenditure <b>\$ millions</b>	\$688.50	\$691.79	\$716.73	\$779.63	\$800.77
Local Government expenditure on preservation of existing roads excluding flood damage <b>\$ millions</b>	\$581.01	\$575.54	\$584.28	\$623.89	\$607.11
Local Government expenditure on flood damage <b>\$ millions</b>	\$49.85	\$53.67	\$135.93	\$121.28	\$39.78
Local Government expenditure on upgrading and building new roads <b>\$ millions</b>	\$238.09	\$275.08	\$261.94	\$226.67	\$278.95
<b>Total Local Government road expenditure \$ millions</b>	<b>\$868.95</b>	<b>\$904.29</b>	<b>\$982.14</b>	<b>\$971.84</b>	<b>\$925.83</b>

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

*Note that corrections to longitudinal pipe drain data has resulted in adjustments to the 2018-19 figures for replacement value and written down value.*

for State highways and main roads in WA, and less than the 59.7% rating for local roads ten years ago (2009-10) and the 66% rating of twenty years ago (1999-00).

Replacement and written down values for each of the ten regions are provided in Table 35. The table suggests that roads in the Metropolitan Region are in a better state (road state factor 64.3%) than in all other regions, while roads in

the Wheatbelt North (41.0%) and Wheatbelt South (43.4%) are in a worse state than elsewhere. The State factor (55.3%) has declined slightly since 2015-16 when it was 58%.

<sup>4</sup> [https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.pdf?sfvrsn=d6c24373\\_3](https://www.dlgsc.wa.gov.au/docs/default-source/local-government/integrated-planning-and-reporting/integrated-planning-and-reporting-asset-management-framework-guidelines.pdf?sfvrsn=d6c24373_3)

## Report on Local Government Road Assets and Expenditure 2019-2020

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

<sup>5</sup> *ibid*

**Table 34: Replacement Value  
30 June 2020 (\$ billions)**

Road type	Replacement Value
Sealed roads in built up areas	17.02
Sealed roads outside built up areas	7.08
Gravel roads	3.63
Formed roads	0.76
Bridges	1.79
<b>Total</b>	<b>30.26</b>

*See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.*

**Table 35: Replacement and written down value 30 June 2020 (\$ millions)**

Region	Replacement Value	Written Down Value	State of the Road Asset
Gascoyne	526.06	300.12	57.1%
Goldfields Esperance	1,404.04	647.63	46.1%
Great Southern	1,710.27	779.53	45.6%
Kimberley	715.10	341.51	47.8%
Metropolitan	13,634.14	8,762.21	64.3%
Mid West	1,978.71	1,038.16	52.5%
Pilbara	855.87	493.28	57.6%
South West	4,287.29	2,198.42	51.3%
Wheatbelt North	3,073.58	1,258.66	41.0%
Wheatbelt South	2,079.23	901.55	43.4%
<b>Total</b>	<b>30,264.27</b>	<b>16,721.07</b>	<b>55.3%</b>

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

*See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.*



**Orange Spring Road, Orange Springs**



## Report on Local Government Road Assets and Expenditure 2019-2020

### 18. Road Asset Consumption

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

Road asset consumption for the ten regions is given in Table 36. The State average is 2.38%. The Metropolitan Region has the best performance (1.61%), while the Goldfields Esperance Region has the poorest performance (3.55%), with Wheatbelt North (3.49%) close behind.

Road asset consumption for the years 2015-16 to 2019-20 are provided in Table 39 in section 21. The State

Table 36: Road Asset Consumption 2019-20 (\$ millions)

Region	Depreciable Amount	Annual Depreciation Expense	Performance
Gascoyne	418.18	14.50	3.47%
Goldfields Esperance	1,091.12	38.71	3.55%
Great Southern	1,334.42	43.89	3.29%
Kimberley	570.16	19.59	3.44%
Metropolitan	12,102.39	194.27	1.61%
Mid West	1,541.34	52.08	3.38%
Pilbara	708.65	22.15	3.13%
South West	3,746.08	83.22	2.22%
Wheatbelt North	2,379.26	82.97	3.49%
Wheatbelt South	1,604.11	55.61	3.47%
<b>State</b>	<b>25,495.70</b>	<b>606.99</b>	<b>2.38%</b>

Performance data for individual Local Governments is provided in Appendices 5 to 14. See Note on page 33 regarding impact of cost updates on calculated 2019-20 values.

average of 2.38% is about the same as in 2015-16 (2.4%) indicating that road assets are being consumed at a consistent rate.



### 19. Heavy Vehicle Access to the Road Network




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

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



Campbell Street, Kalgoorlie  
PMB road surface

Table 37: Heavy Vehicle Access to the Road Network

Network	Description	Length of Local Government roads (km)	Percent of Local Government road network (%)	Percent of the total road network (excl. roads in National Parks)
All roads		126,993	100	87.2
Tandem Drive Network 7 (with and without conditions)	<= 36.5m long Up to 107.5 tonnes	31,950	25.2	32.1
				
Tandem Drive Network 4 (with and without conditions)	<= 27.5m long Up to 87.5 tonnes	72,269	56.9	62.2
				
Tandem Drive Network 3 (with and without conditions)	<= 27.5m long Up to 84.0 tonnes	73,487	57.9	63.0
				
Tandem and Tri-Drive Concessional Level 3 (AMMS Level 3) – All networks	Additional 3.5 tonnes per tri-axle group Additional 1.0 tonnes per tandem axle group	11,182	8.8	18.1



Report on Local Government Road Assets and Expenditure 2019-2020

**20. Regional and Local Government Road Safety Statistics**

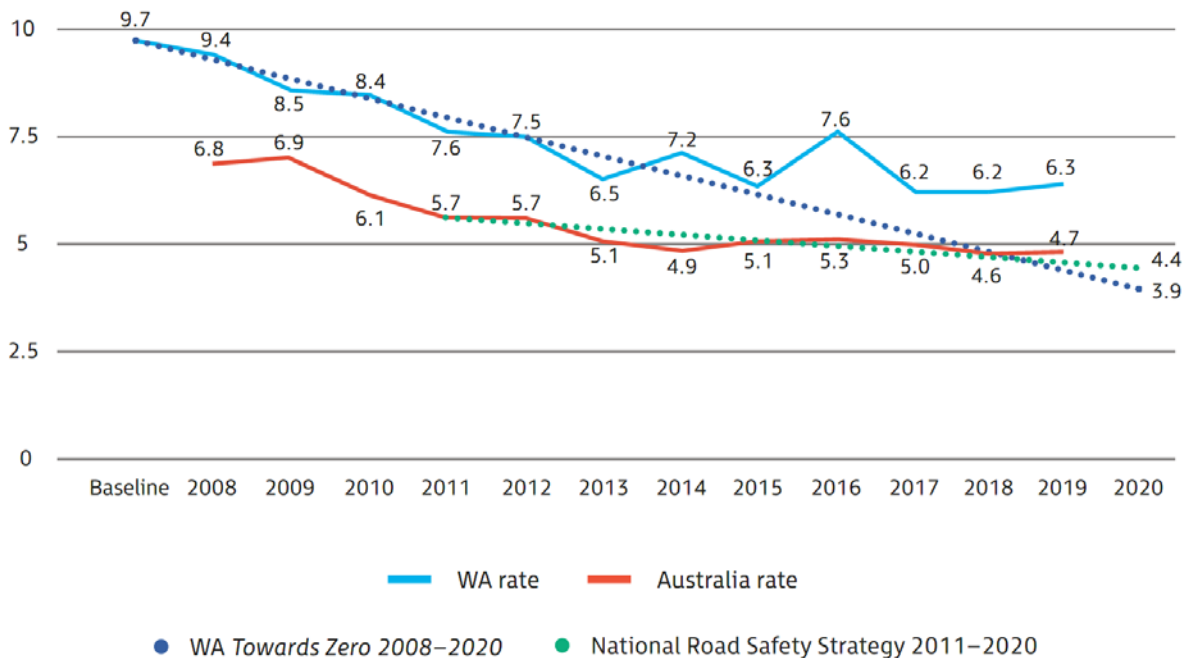
In 2019, there were 164 fatalities in reported road crashes in Western Australia with 65 in the metropolitan area and 99 in regional areas. This represents a 3% increase compared to the 2018 total of 159, but a 4% reduction compared with the preceding five-year average of 172. The reduction has occurred despite ongoing increases in population and the number of registered motor vehicles and licensed drivers and riders.

Key statistics from 2019 are:

- 20-29 years of age was the most common age group for fatalities (23%, 38)
- 74% of fatalities were male (122)
- most motorcycle fatalities were in metropolitan Perth (59%, 19)
- 32% of fatalities were in speed related crashes (52).

The WA fatality rate per 100,000 population in 2019 was 6.3. This was lower than the baseline rate (2005-2007 average: 9.7) before implementation of the State Government’s Road Safety Strategy *Towards Zero 2008-2020*.

Figure 13: Fatality Rates per 100,000 Population <sup>6,7</sup>



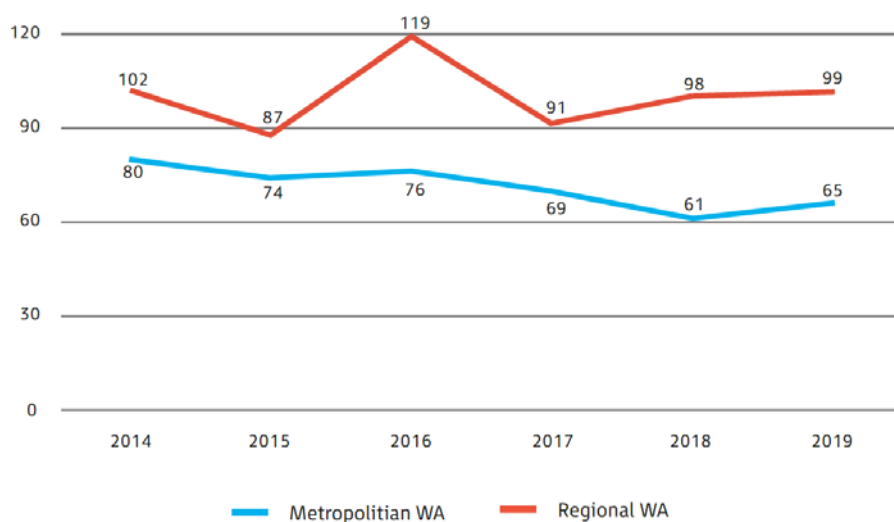
<sup>6</sup> Denominators from Australian Bureau of Statistics. (2019). *Australian demographic statistics, Australia, June 2019* (Catalogue No. 3101.0). Retrieved from <http://www.abs.gov.au/ausstats/abs@.nsf/mf/3101.0>

<sup>7</sup> Department of Infrastructure, Regional Development and Cities (BITRE). *Australian Road Deaths Database, December 2019*. Retrieved from [https://www.bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database](https://www.bitre.gov.au/statistics/safety/fatal_road_crash_database) (Source: 2019 Preliminary summary of fatalities on Western Australian roads, p. 10, Road Safety Commission, 8 April 2020)

## Report on Local Government Road Assets and Expenditure 2019-2020

Consistent with historical trends, the majority (60%, 99) of 2019 road fatalities were a result of crashes in regional WA. This is equal to the preceding five-year average (99). Metropolitan WA had 65 fatalities and showed a reduction in fatalities compared with the preceding five-year average (72). The increase in the total number of fatalities for 2019 compared to 2018, was driven by a 7% increase in fatalities in the metropolitan area (4).

**Figure 14: Fatality Counts by Region**



(Source: 2019 Preliminary summary of fatalities on Western Australian roads, p. 12, Road Safety Commission, 8 April 2020)

**Table 38: Number of People Killed and Seriously Injured (KSI) in Road Crashes on Local Government Roads 2014 to 2018**

Region	Killed	Seriously injured	Killed and seriously injured	Population	Average annual fatality rate per 100,000	Average annual KSI rate per 100,000
Gascoyne	3	23	26	9,277	56.1	280.3
Goldfields-Esperance	18	137	155	53,489	58.0	289.8
Great Southern	17	101	118	62,551	37.7	188.6
Kimberley	13	84	97	35,901	54.0	270.2
Metropolitan	220	3140	3360	1,982,315	33.9	169.5
Mid West	13	84	97	52,257	37.1	185.6
Pilbara	6	123	129	62,093	41.6	207.8
South West	71	442	513	290,189	35.4	176.8
Wheatbelt North	35	172	207	51,569	80.3	401.4
Wheatbelt South	28	102	130	21,868	118.9	594.5
<b>State</b>	<b>424</b>	<b>4408</b>	<b>4832</b>	<b>2,621,509</b>	<b>36.9</b>	<b>184.3</b>

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

For the five-year period 2014-2018, the average annual killed and seriously injured rate per 100,000 population on Local Government roads was lowest in the Metropolitan Region followed by the South West Region and Mid West Region. The average annual fatality rate per 100,000 population was lowest in the Metropolitan Region at 33.9.

## Report on Local Government Road Assets and Expenditure 2019-2020

### 21. National Performance Measures

The Australian Local Government Association has developed eight national performance measures. These are presented in Table 39 for five years 2015-16 to 2019-20.

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 29], but expresses it in \$ per lane kilometre. This is a more accurate measure than the Australian Local Government Association (ALGA) measure of \$ per kilometre because it takes account of road width.
- D.** Expenditure on unsealed roads \$ per km. [Table 29]

Table 39: National Performance Measures WA

	Performance measure	2015-16	2016-17	2017-18	2018-19	2019-20
A	State of road asset – service potential remaining %	58.0	60.0	57.0	57.0	55.3
B	Expenditure on roads and bridges \$ millions	\$868.9	\$904.3	\$982.15	\$971.84	\$925,865
C	Expenditure on sealed roads \$ per km	\$11,768	\$11,814	\$11,804	\$11,711	\$11,704
D	Expenditure on unsealed roads \$ per km	\$2,094	\$1,963	\$3,041	\$3,305	\$2,224
E	Road asset consumption	2.4%	2.5%	2.38%	2.37%	2.38%
F	Sustainability sealed roads	70.9%	68.5%	66.4%	62.3%	59.4%
G	Road safety sealed roads –fatalities per 1000 km per year	1.81	2.13	1.73	1.58	1.69
H	Road safety unsealed roads – fatalities per 1000 km per year	0.06	0.13	0.05	0.09	0.17

- E.** Road asset consumption - this is the annual depreciation expense divided by the depreciable amount. The depreciation expense is the systematic allocation of the depreciable amount over its useful life. The depreciable amount is the current replacement cost less residual value.
- F.** Sustainability of sealed roads - this is the sum of annual maintenance and renewal expenditure divided by the life cycle cost. Life cycle cost is the average annual asset consumption represented by the annual depreciation expense plus current road maintenance expenditure.
- G.** Road Safety - fatalities per 1000 km of sealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of sealed local roads.
- H.** Road Safety - fatalities per 1000 km of unsealed local roads. Fatalities, obtained from Main Roads WA - Asset Geospatial Information Branch, divided by the length of unsealed local roads.

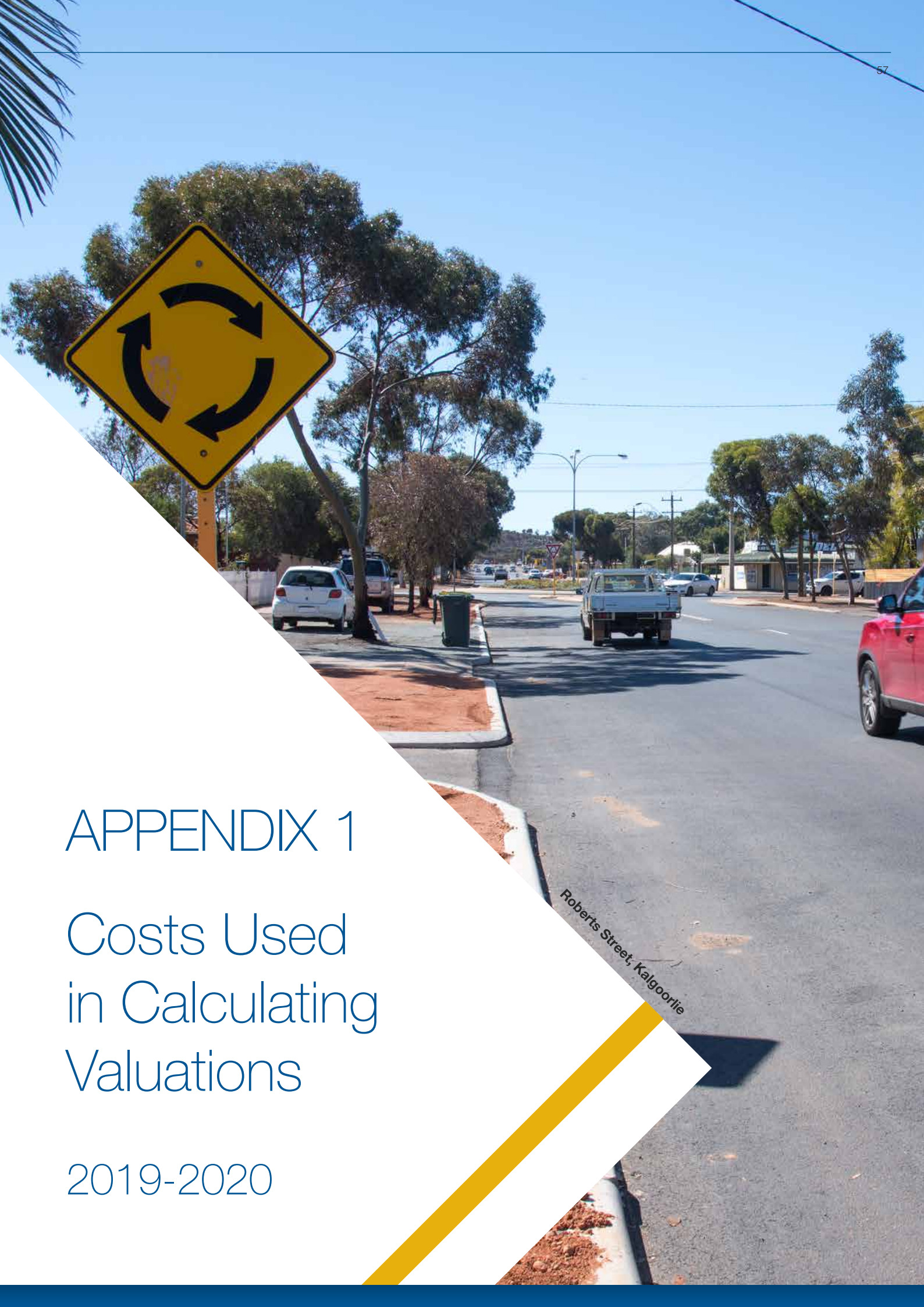


# APPENDIX 1

## Costs Used in Calculating Valuations

2019-2020

Roberts Street, Kalgoorlie





## Appendix 1: Costs Used in Calculating Valuations

### Replacement Costs: Costs are in 2019-20 prices (\$ per kilometre)

Region	Residential streets	Roads outside built up areas		
	Sealed 7.0m wide	Sealed 6.0m wide	Gravel	Formed
Gascoyne	393,000 - 460,000	356,064	67,838	36,072
Goldfields Esperance	363,000 - 425,000	337,446	68,653	33,745
Great Southern	356,000 - 416,000	311,847	62,369	30,254
Kimberley	535,000 - 622,000	503,842	75,169	40,726
Metropolitan	555,000 - 596,000	417,735	84,943	41,890
Mid West	344,000 - 402,000	308,356	62,835	30,254
Pilbara	500,000 - 581,000	480,570	73,773	33,745
South West	433,000 - 486,000	383,991	68,653	34,908
Wheatbelt North	330,000 - 390,000	290,902	61,671	30,254
Wheatbelt South	337,000 - 396,000	295,556	60,508	30,254

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 \$48,500 to \$69,500 per kilometre, increasing up to \$86,800 in the north of the State.

Concrete footpaths cost \$102,000 to \$116,000 per kilometre, increasing up to \$151,000 in the north of the State.

Dual use paths cost \$111,000 to \$132,000, increasing up to \$175,000 in the north of the State.

#### Local distributor roads

The replacement cost in the Metropolitan Region is \$570,000 per km for a 7.0 m asphalt seal.

### Road Preservation Costs: Costs are in 2019-20 prices Sealed Roads within Built Up Areas (\$ per kilometre)

Region	Residential streets sealed 7.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	3,142	69,666	303,000 - 367,000
Goldfields Esperance	2,869	50,660 - 71,048	272,000 - 334,000
Great Southern	2,555	47,747	247,000 - 308,000
Kimberley	3,524	84,595	356,000 - 448,000
Metropolitan	3,183	45,022	225,000 - 260,000
Mid West	2,514	47,747	247,000 - 308,000
Pilbara	3,388	69,903	340,000 - 422,000
South West	3,142	45,022	272,000 - 326,000
Wheatbelt North	2,514	47,747	241,000 - 299,000
Wheatbelt South	2,637	47,747	244,000 - 303,000

## Appendix 1: Costs Used in Calculating Valuations

**Sealed Roads Outside Built Up Areas: Costs are in 2019-20 prices (\$ per kilometre)**

Region	Roads sealed 6.0m wide		
	Routine maintenance	Reseal	Reconstruction
Gascoyne	2,334	59,714	312,787
Goldfields Esperance	2,144	43,100 - 69,600	276,059
Great Southern	1,896	40,994	263,026
Kimberley	2,607	72,510	377,951
Metropolitan	2,370	38,388	345,962
Mid West	1,872	40,994	252,363
Pilbara	2,524	59,714	383,875
South West	2,334	38,388	311,603
Wheatbelt North	1,872	40,994	246,439
Wheatbelt South	1,955	40,994	248,808

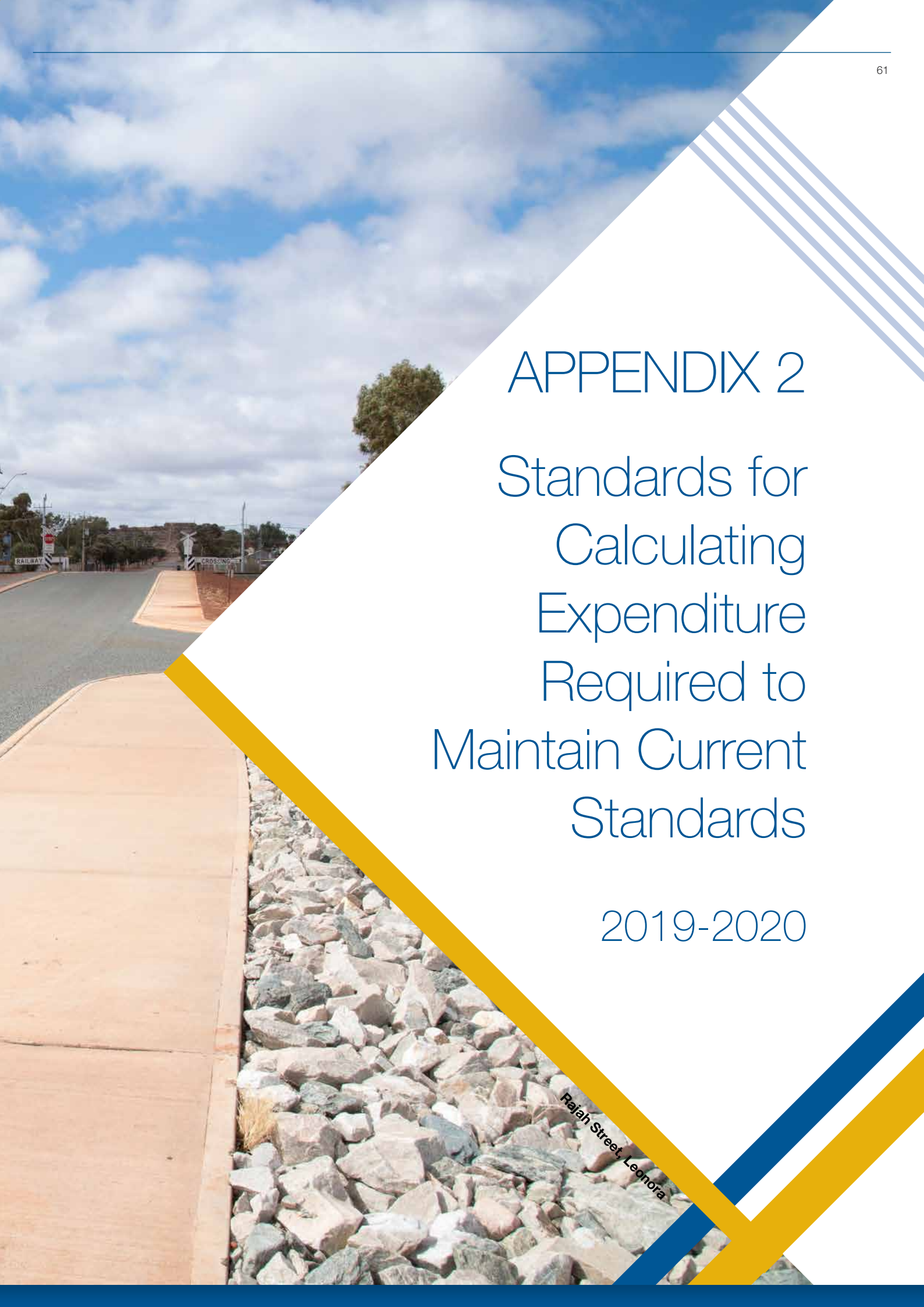
*The costs for reconstruction are based on partial replacement of the existing pavement.*

**Unsealed Roads Outside Built Up Areas: Costs are in 2019-20 prices (\$ per kilometre)**

Region	Gravel roads		Formed roads	
	Routine maintenance annual	Resheeting every 20 years	Routine maintenance annual	Reformation every 5 years
Gascoyne	1,256	32,582	758	9,241
Goldfields Esperance	1,149	33,174	723	7,227
Great Southern	1,096	30,805	699	4,858
Kimberley	1,327	32,701	948	10,782
Metropolitan	1,422	36,729	948	5,924
Mid West	1,149	31,516	723	4,858
Pilbara	1,280	38,388	806	9,952
South West	1,366	30,805	865	6,042
Wheatbelt North	1,149	30,331	723	4,858
Wheatbelt South	1,244	29,146	723	4,858



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APPENDIX 2

Standards for  
Calculating  
Expenditure  
Required to  
Maintain Current  
Standards

2019-2020

Rajah Street, Leonora



## Appendix 2: Standards for Calculating Expenditure Required to Maintain Current Standards

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

### Roads Outside Built Up Areas

Region	Sealed Roads		Gravel roads	Formed roads
	Reconstruction pavement	Reseal sprayed seal	Resheet	Reform
Metropolitan	55	15	20	15
Agricultural	55	15	20	15
Pastoral	55	15	20	15
Pilbara	55	12	20	15
Kimberley	55	12	20	15

### Bridges

Region	Reconstruction timber bridges	Reconstruction concrete bridges
Metropolitan	60	Expected life 100 years No annual allowance for reconstruction
Agricultural	60	
Pastoral		
Pilbara		
Kimberley		

### Reconstruction Footpaths, Kerbing and Longitudinal Pipe Drains

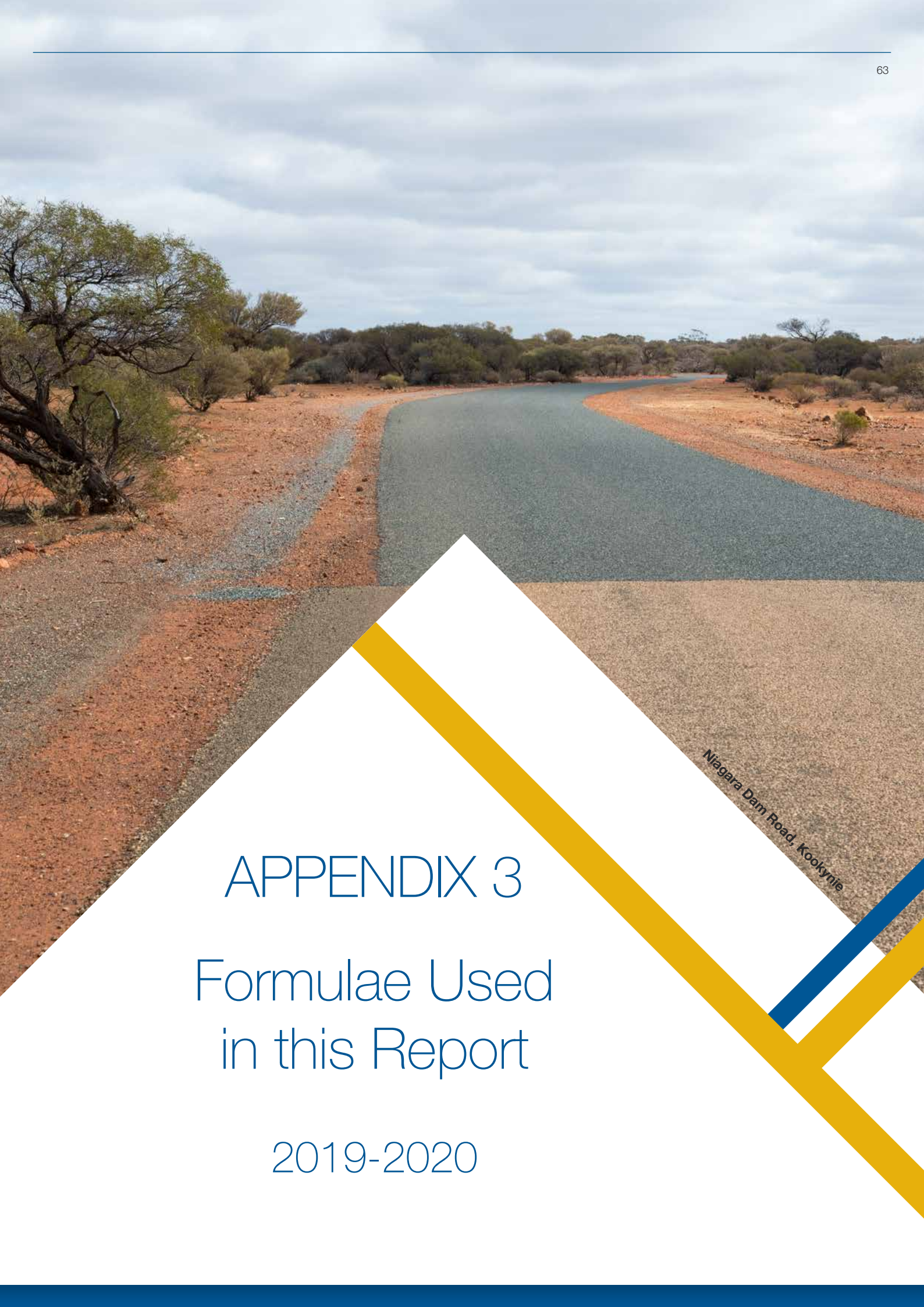
Region	Footpaths and kerbing	Longitudinal pipe drains
Metropolitan	75	Expected life 100 years 0.5% annual allowance for reconstruction
Agricultural	60	
Pastoral	60	
Pilbara	60	
Kimberley	60	

### Sealed Roads Within Built Up Areas - Residential Streets

Region	Reconstruction pavement	Reseal sprayed seal	Reseal asphalt seal
Metropolitan	75	15	25
Agricultural	60	15	25
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	

### Sealed Roads Within Built Up Areas - Local Distributor Roads

Region	Reconstruction pavement	Reseal sprayed seal	Reseal asphalt seal
Metropolitan	60	15	20
Agricultural	60	15	20
Pastoral	60	15	
Pilbara	60	12	
Kimberley	60	12	



Niagara Dam Road, Koolyrie

APPENDIX 3  
Formulae Used  
in this Report  
2019-2020



### Appendix 3: Formulae Used in this Report

#### Written Down Value

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

#### Road Asset Consumption

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

#### Sealed Road sustainability

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

#### Explanation of Terms:

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





# APPENDIX 4

## Explanation of Terms

2019-2020

Brockman Street, Manjimup





## Appendix 4: Explanation of Terms

### Maintenance, Capital Renewal, Capital Upgrade, and Capital Expansion

**Unformed Road** - Cleared and flat bladed with minimum construction.

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

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

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

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

Expenditure in this category includes:

#### Roads

Grading unsealed roads

Grading shoulders on sealed roads

Patching potholes

Repairing seal edges

Repairing culverts and end walls

Repairing drainage associated with a road

Clearing culverts and drainage systems associated with a road

Painting and replacing guide posts

Sweeping pavements

#### Bridges

Repairs to bridge components and surface

Clearing firebreaks

White ant protection

Tightening bolts

Painting handrails

Bridge inspection

#### Ancillary

Lighting including power costs

Road signals and signs including street signs

Road marking

All other traffic management devices

Footpaths and dual use paths

Road verges (including care and watering of trees)

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

Expenditure in this category includes:

#### Roads

Resealing aggregate and asphalt seals

Regravelling existing gravel roads

Reforming existing formed roads

Reconstructing roads to existing standards (may include widening less than lane width)

Reconstructing shoulders on sealed roads

Replacing cattle grids

Replacing culverts

Replacing kerbs

## Appendix 4: Explanation of Terms

### **Bridges**

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

### **Ancillary**

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

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

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

Expenditure in this category includes:

#### **Roads**

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

#### **Bridges**

- Widening a bridge
- Strengthening a bridge to accommodate higher axle loads

#### **Ancillary**

Upgrading or adding to existing:

- Street lighting
- Road signals and signs including street signs
- Road marking
- All other traffic management devices
- Footpaths including dual use paths

**Capital Expansion** - Extending the road network.

Expenditure in this category includes:

#### **Roads**

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

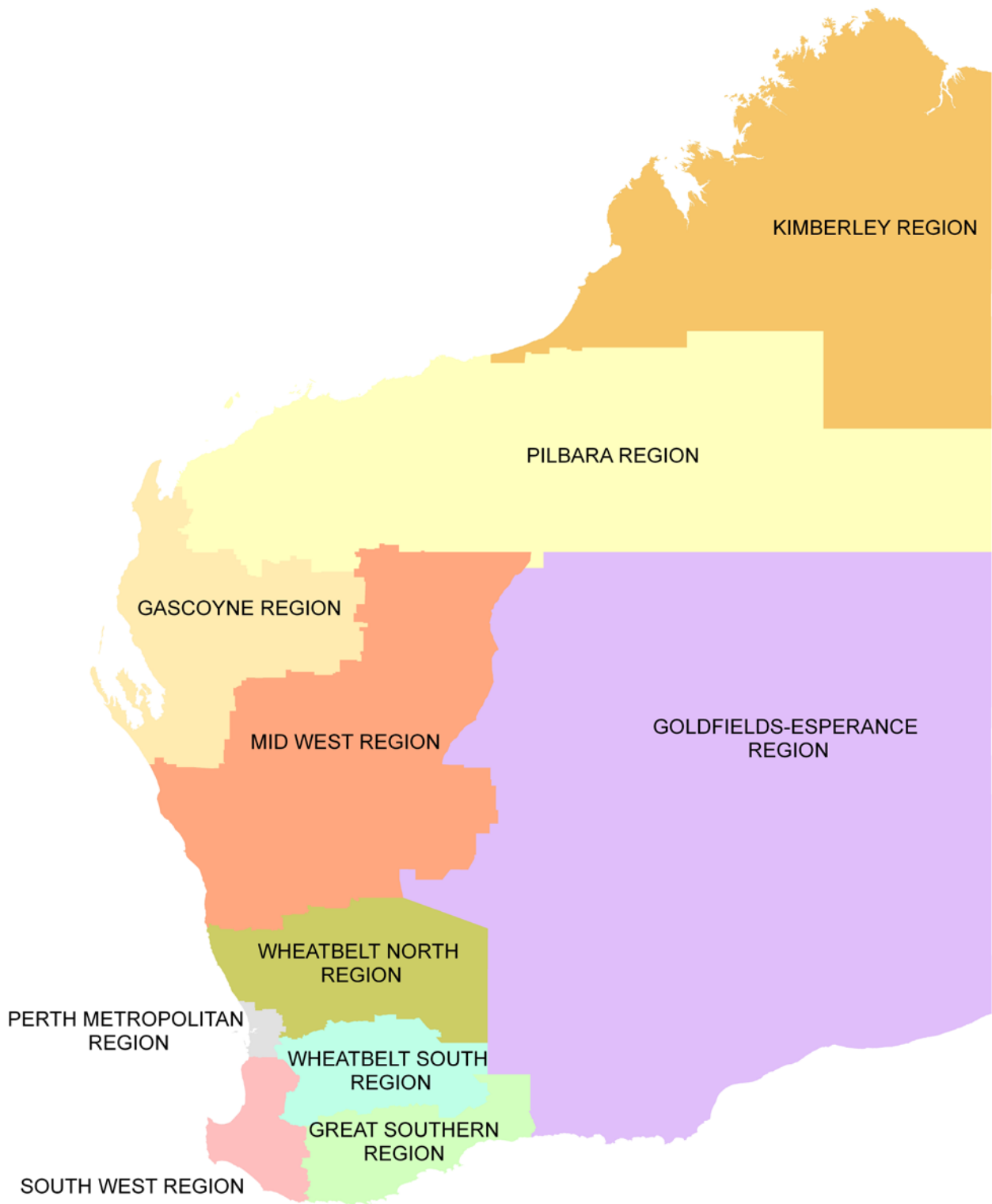
#### **Bridges**

Constructing a bridge where none existed previously

#### **Ancillary**

Provision of the following on new roads:

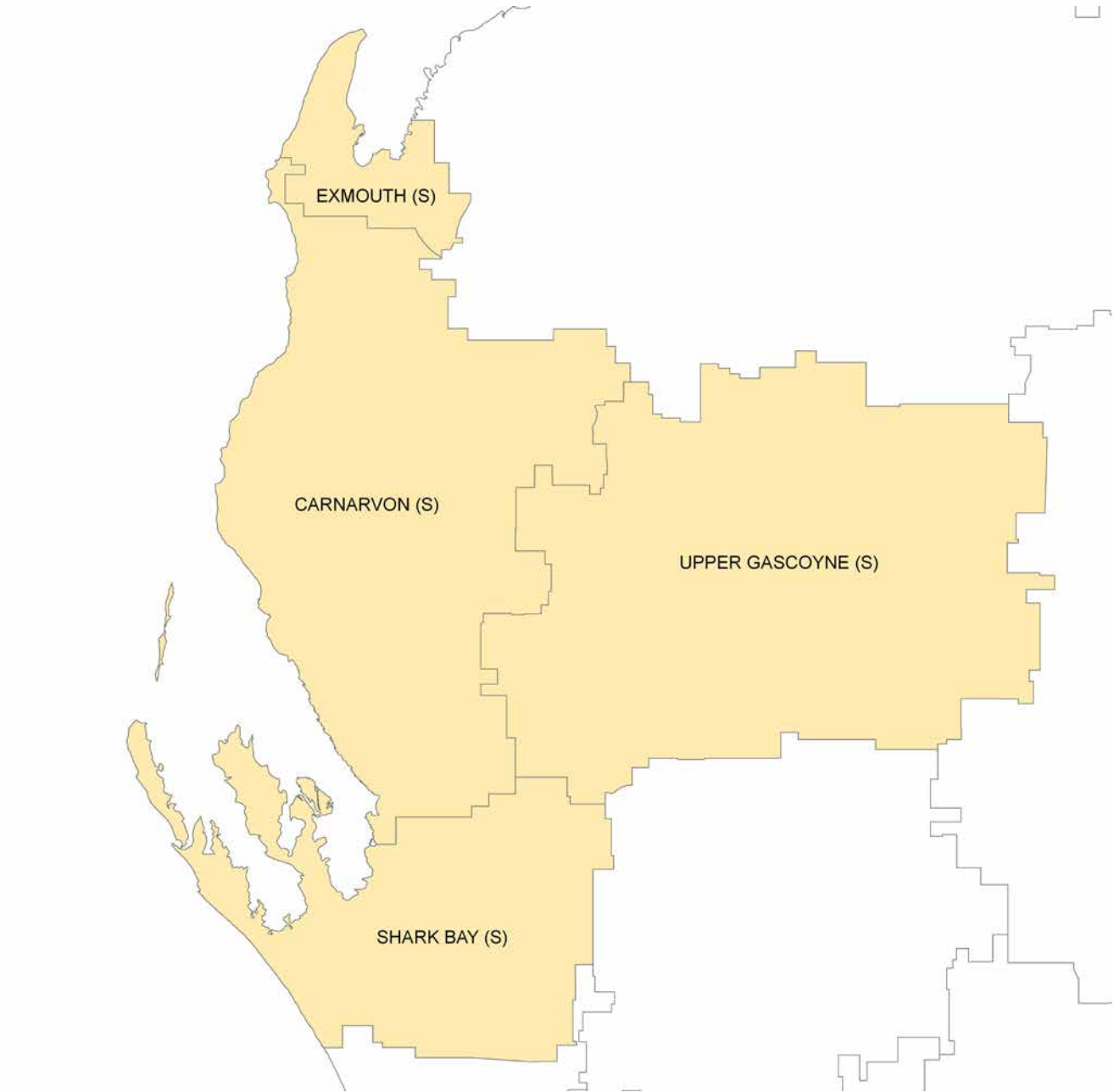
- Street lighting
- Road signals and signs including street signs
- Road marking
- All other traffic management devices
- Footpaths including dual use paths

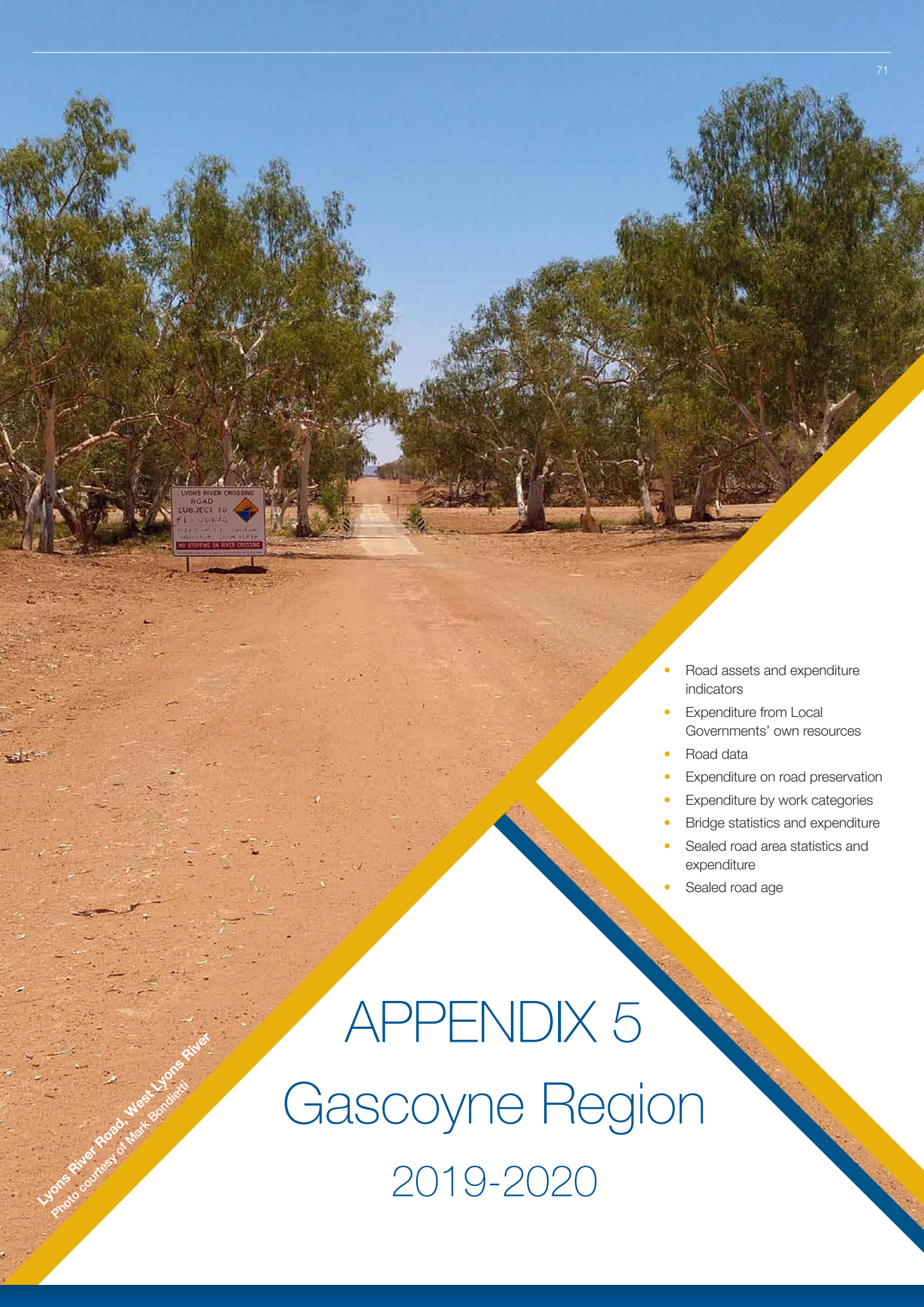


# Road Assets and Expenditure Indicators and Expenditure Statistics

2019-2020







LYONS RIVER CROSSING  
ROAD  
SUBJECT TO  
FLOODING  
NO STOPPING ON RIVER CROSSING

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

# APPENDIX 5

## Gascoyne Region

### 2019-2020

Lyons River Road, West Lyons River  
Photo courtesy of Mark Bondielli

## Appendix 5

Road assets & expenditure indicators 2019-20  
Gascoyne Regional Road Group

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
CARNARVON	0.56	3.2%	23%	0.40	
EXMOUTH	0.52	2.9%	21%	0.36	
SHARK BAY	0.55	4.2%	100%	0.79	
UPPER GASCOYNE	0.62	4.1%	5%	0.48	
Region Average	0.57	3.5%	27%	0.46	
State Average	0.55	2.4%	59%	0.76	

Expenditure from Local Governments' own resources 2019-20  
Gascoyne Regional Road Group

Council	Total Council expenditure \$'000s	Expenditure from Councils' own resources \$'000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	2,531	0	0%	92%	0.0%	0%	0
EXMOUTH	1,296	321	25%	54%	7.1%	3%	109
SHARK BAY	1,505	40	3%	106%	1.6%	2%	42
UPPER GASCOYNE	17,292	1,089	6%	162%	31.3%	31%	3755
Region	22,624	1,450	6%	98%	7.9%	7%	157
State	925,865	488,657	53%	24%	19.2%	14%	183

Total Expenditure includes flood damage.



## Gascoyne Regional Road Group

Council	Road data [kilometres]										Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]			
CARNARVON	4	44	221	541	525	181	1,515	31.5	0.0	20.2			
EXMOUTH	1	38	116	15	43	23	236	21.3	10.0	10.0			
SHARK BAY	7	5	28	374	165	6	585	9.0	9.0	9.1			
UPPER GASCOYNE	0	2	73	968	679	159	1,881	0.7	0.6	0.0			
Region	12	89	437	1,898	1,412	369	4,218	62.5	19.6	39.3			
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418			

## Expenditure on road preservation 2019-20

## Gascoyne Regional Road Group

Council	Preservation expenditure \$/km									
	Preservation expenditure \$000s					Preservation expenditure \$/km				
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
CARNARVON	1,073	242	952	114	2,380	9,767	541	1,761	216	
EXMOUTH	923	184	0	0	1,107	10,779	754	0	0	
SHARK BAY	647	0	0	858	1,505	24,073	0	0	5,209	
UPPER GASCOYNE	41	119	15,071	795	16,026	7,886	943	20,325	943	
Region	2,684	545	16,023	1,767	21,018	11,795	868	9,565	1,010	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

Excludes expenditure on bridges; includes expenditure on flood damage.



## Appendix 5

Expenditure by work categories 2019-20  
Gascoyne Regional Road Group

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]
CARNARVON	1,348	1,032	24	127	2,531	53.3%	40.8%	0.9%	5.0%	5,982	2,380
EXMOUTH	574	533	13	176	1,296	44.3%	41.1%	1.0%	13.6%	3,051	1,107
SHARK BAY	667	838	0	0	1,505	44.3%	55.7%	0.0%	0.0%	1,899	1,505
UPPER GASCOYNE	755	15,271	1,266	0	17,292	4.4%	88.3%	7.3%	0.0%	4,205	2,033
Region	3,344	17,674	1,303	303	22,624	14.8%	78.1%	5.8%	1.3%	15,138	7,025
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

Bridge statistics and expenditure 2019-20  
Gascoyne Regional Road Group

Council	Number	Bridge deck area [sq metres]					Expenditure \$000s		
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
CARNARVON	1	3,849	0	0	0	0	98		
EXMOUTH	2	327	0	0	272	0	0		
SHARK BAY	0	0	0	0	0	0	0		
UPPER GASCOYNE	2	2,414	0	0	0	0	0		
Region	5	6,590	0	0	272	0	98		
State	900	84,618	78,309	15,603	2,828	8,080	11,289		

**Sealed road area statistics and expenditure 2019-20**  
**Gascoyne Regional Road Group**

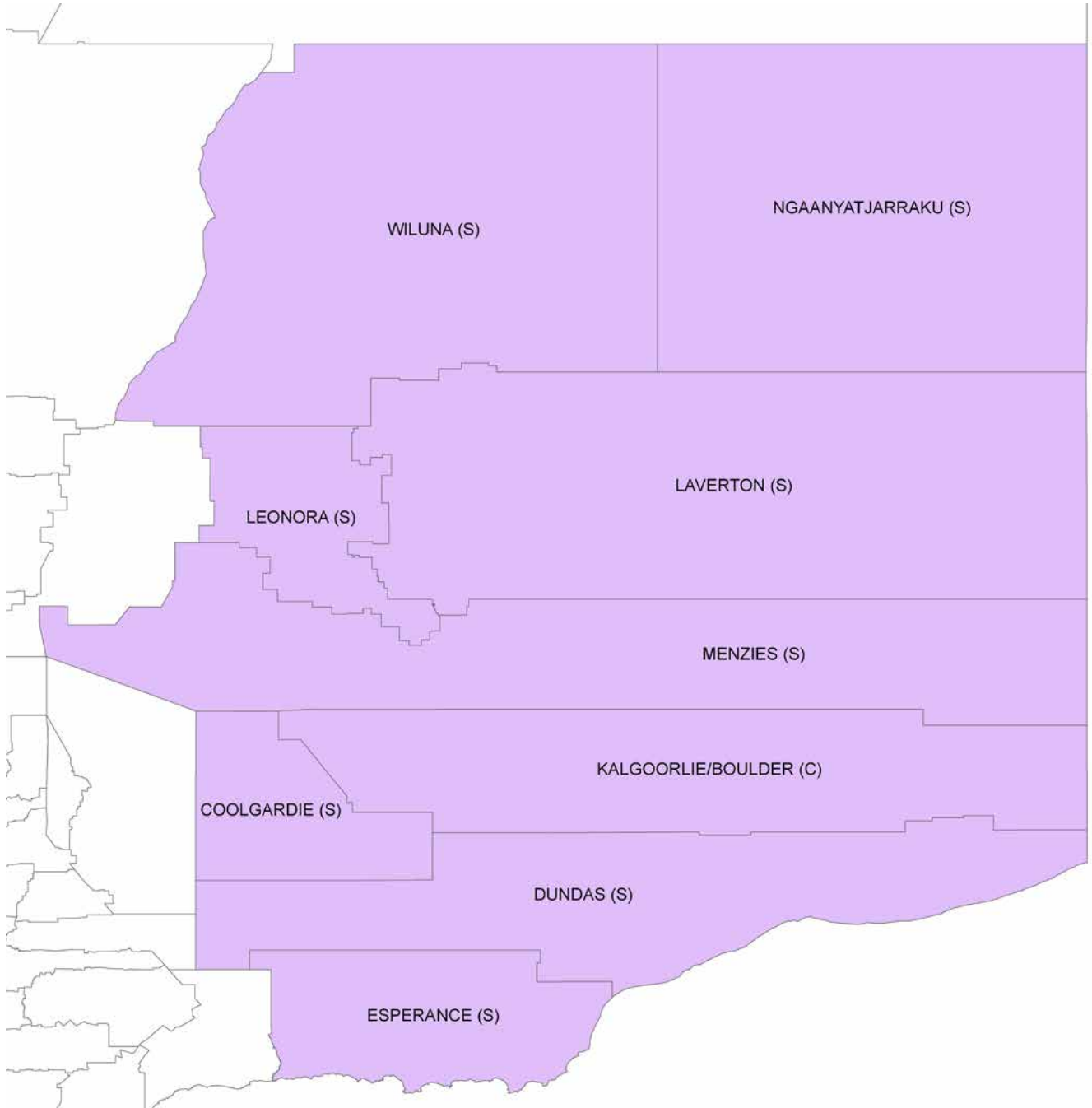
**Appendix 5**

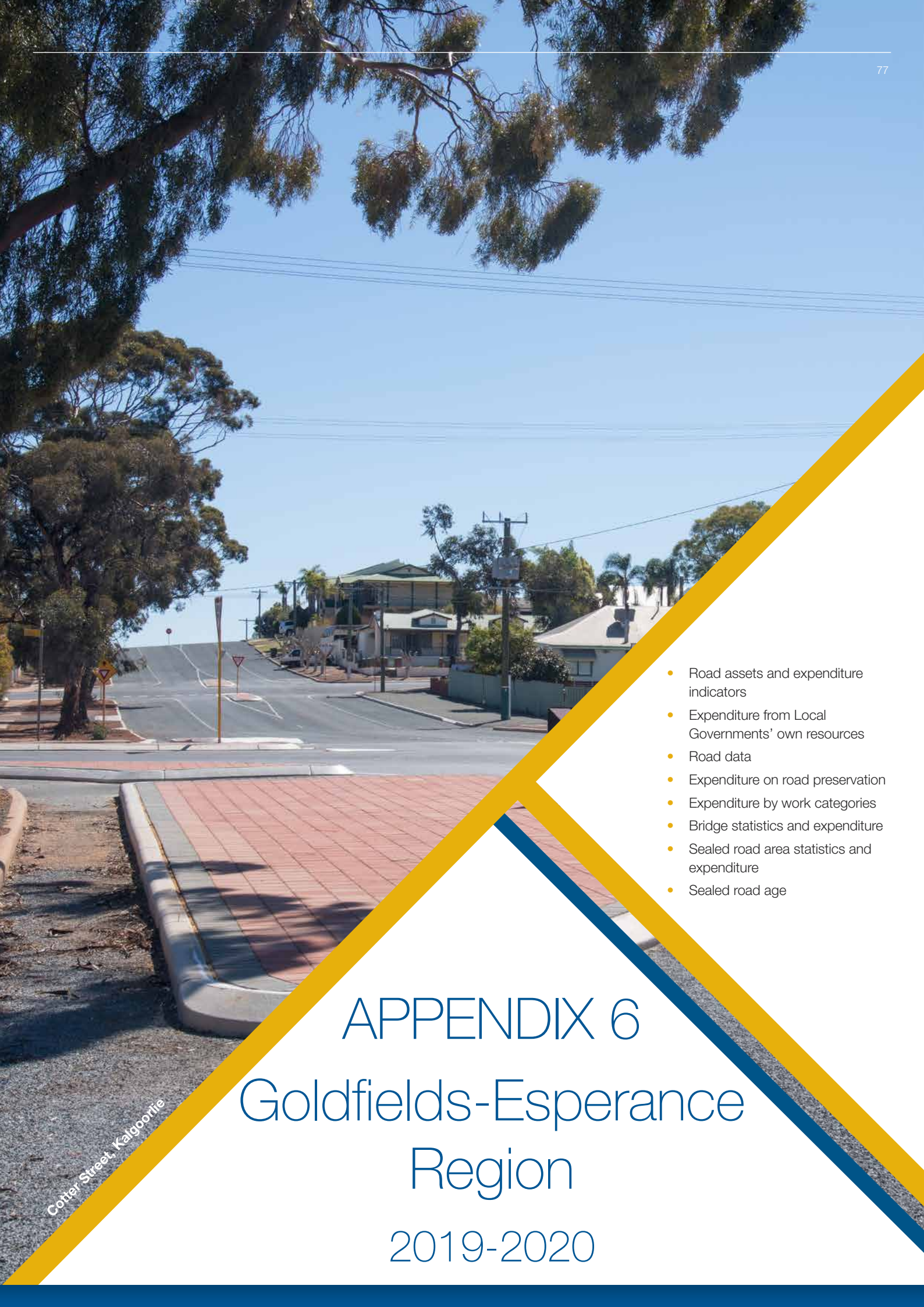
Council	Area [sq metres]			Expenditure \$000s			Expenditure \$ per square metre		
	Sealed roads in built up areas	Sealed roads outside built up areas	[3]	Sealed roads in built up areas	Sealed roads outside built up areas	[5]	Sealed roads in built up areas	Sealed roads outside built up areas	[7]
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
CARNARVON	384,490	1,564,368	1,073	242	2.79	0.15			
EXMOUTH	299,702	854,209	923	184	3.08	0.22			
SHARK BAY	94,069	198,585	647	0	6.88	0.00			
UPPER GASCOYNE	18,369	529,258	41	119	2.23	0.22			
Region	796,629	3,146,420	2,684	545	3.37	0.17			
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62			

**Sealed road age 2019-20**

**Gascoyne Regional Road Group**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Asphalt seal age years	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	48	42	16	221	19	22	13
EXMOUTH	39	32	17	116	15	26	16
SHARK BAY	12	31	16	28	5	19	14
UPPER GASCOYNE	2	17	4	73	0	15	5
Region	101	31	13	437	13	21	12





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

# APPENDIX 6

## Goldfields-Esperance Region

### 2019-2020

Cotter Street, Kalgoorlie





## Appendix 6

Road assets & expenditure indicators 2019-20  
Goldfields-Esperance Regional Road Group

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
COOLGARDIE	0.39	3.0%	51%	0.63	
DUNDAS	0.53	4.0%	81%	0.50	
ESPERANCE	0.53	3.3%	27%	0.52	
KALGOORLIE-BOULDER	0.29	2.7%	101%	1.27	
LAVERTON	0.50	4.8%	33%	0.97	
LEONORA	0.54	4.5%	34%	0.59	
MENZIES	0.55	5.2%	5%	1.06	
NGAANYATJARRAKU	0.54	5.2%	0%	1.71	
WILUNA	0.53	5.2%	134%	1.09	
Region Average	0.46	3.5%	57.9%	0.86	
State Average	0.55	2.4%	59.4%	0.76	

**Expenditure from Local Governments' own resources 2019-20  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	2,706	1,101	41%	42%	15%	12%	329
DUNDAS	1,588	157	10%	63%	5%	5%	221
ESPERANCE	16,975	8,936	53%	84%	44%	31%	630
KALGOORLIE-BOULDER	16,208	11,661	72%	31%	41%	37%	401
LAVERTON	11,504	2,546	22%	96%	44%	21%	2095
LEONORA	2,958	1,407	48%	50%	19%	14%	909
MENZIES	3,181	748	24%	76%	14%	14%	1425
NGAANYATJARRAKU	5,349	55	1%	100%	2%	2%	31
WILUNA	3,103	867	28%	100%	17%	13%	1268
Region	63,572	27,478	43%	61%	32%	25%	518
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.



**Expenditure on road preservation 2019-20  
Goldfields-Esperance Regional Road Group**

**Appendix 6**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	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	
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
[1]										
COOLGARDIE	1,227	0	721	0	1,948	7,919	0	1,750	0	
DUNDAS	254	217	345	0	816	5,207	4,948	1,174	0	
ESPERANCE	1,226	1,480	6,769	27	9,502	4,427	1,073	2,251	138	
KALGOORLIE-BOULDER	12,445	243	1,490	0	14,178	16,551	662	2,734	0	
LAVERTON	256	113	5,357	0	5,726	12,285	916	8,153	0	
LEONORA	425	4	650	496	1,576	20,312	90	1,075	1,308	
MENZIES	196	0	1,169	1,817	3,182	42,996	0	1,705	3,055	
NGAANYATJARRAKU	0	0	3,964	552	4,516	0	0	8,003	742	
WILUNA	128	151	1,568	1,027	2,874	11,945	7,277	2,345	1,774	
Region	16,157	2,208	22,033	3,920	44,318	12,370	948	2,980	1,098	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*



## Expenditure by work categories 2019-20

### Goldfields-Esperance Regional Road Group

## Appendix 6

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
[1]													
COOLGARDIE	1,196	752	757	0	2,705		44.2%	27.8%	28.0%	0.0%	3,084	1,948	
DUNDAS	233	583	38	734	1,588		14.7%	36.7%	2.4%	46.2%	1,643	816	
ESPERANCE	4,528	4,974	5,254	2,219	16,975		26.7%	29.3%	31.0%	13.1%	18,320	9,500	
KALGOORLIE- BOULDER	7,856	6,322	1,846	184	16,208		48.5%	39.0%	11.4%	1.1%	11,135	14,178	
LAVERTON	2,266	3,460	5,599	179	11,504		19.7%	30.1%	48.7%	1.6%	3,191	3,098	
LEONORA	932	644	1,382	0	2,958		31.5%	21.8%	46.7%	0.0%	2,661	1,576	
MENZIES	1,001	2,181	0	0	3,182		31.5%	68.5%	0.0%	0.0%	3,011	3,182	
NGAANYATJARRAKU	1,778	2,738	342	435	5,293		33.6%	51.7%	6.5%	8.2%	2,635	4,516	
WILUNA	2,235	639	210	19	3,103		72.0%	20.6%	6.8%	0.6%	2,637	2,874	
Region	22,025	22,293	15,428	3,770	63,516		34.7%	35.1%	24.3%	5.9%	48,316	41,687	
State	357,672	289,212	199,684	79,265	925,833		38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on  
flood damage

**Bridge statistics and expenditure 2019-20**  
**Goldfields-Esperance Regional Road Group**

**Appendix 6**

Council	Number	Bridge deck area [sq metres]				Expenditure \$000s		
	All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
COOLGARDIE	0	0	0	0	0	0	0	
DUNDAS	0	0	0	0	0	0	0	
ESPERANCE	4	892	0	0	0	0	0	
KALGOORLIE-BOULDER	0	0	0	0	0	0	0	
LAVERTON	0	0	0	0	0	0	0	
LEONORA	0	0	0	0	0	0	0	
MENZIES	0	0	0	0	0	0	0	
NGAANYATJARRAKU	0	0	0	0	0	0	0	
WILUNA	0	0	0	0	0	0	0	
Region	4	892	78,309	15,603	2,828	8,080	11,289	
State	900	84,618	78,309	15,603	2,828	8,080	11,289	

## Appendix 6

Sealed road area statistics and expenditure 2019-20  
Goldfields-Esperance Regional Road Group

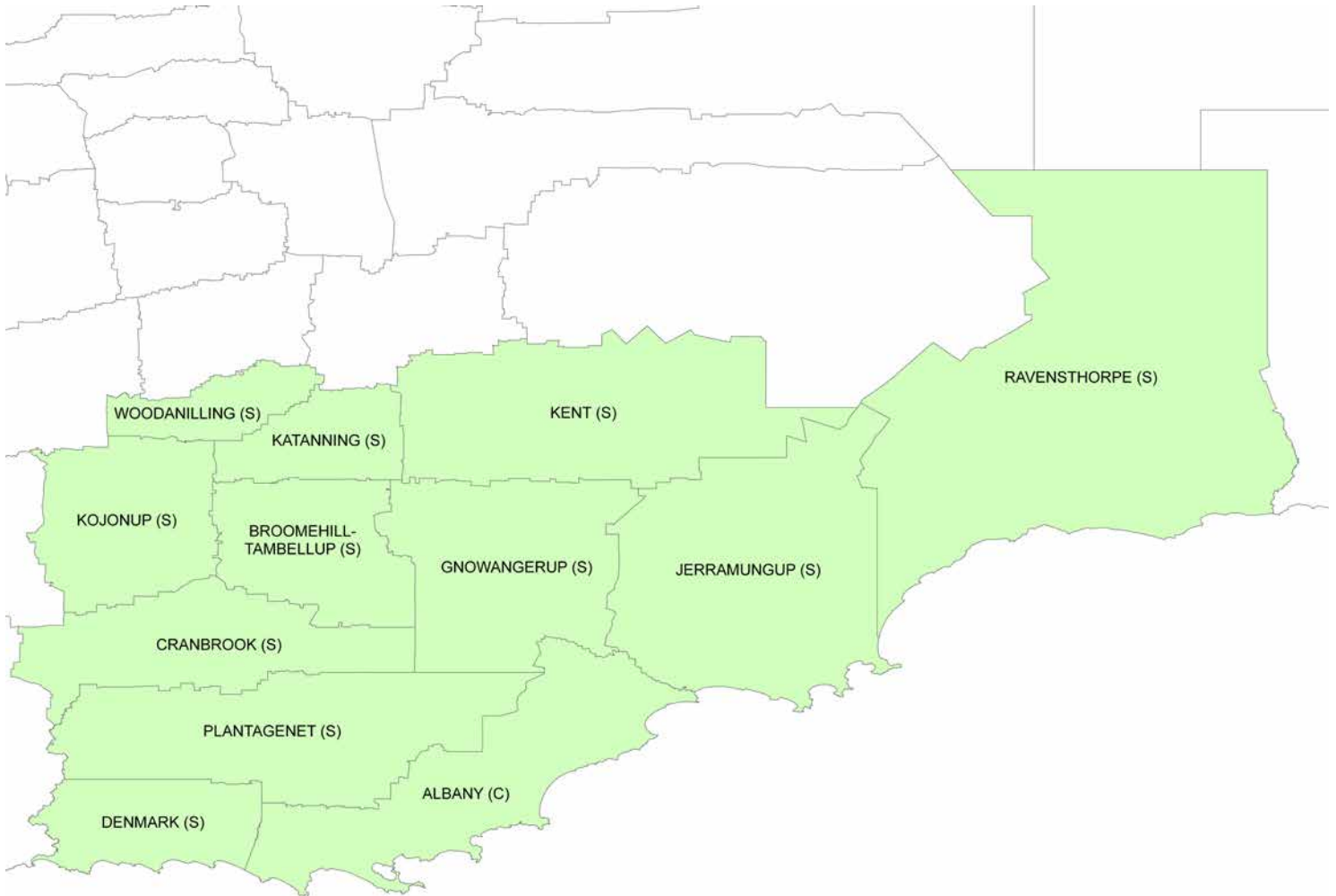
Council	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
COOLGARDIE	542,280	366,589	1,227	0	2.26	0.00	
DUNDAS	170,726	153,488	254	217	1.49	1.41	
ESPERANCE	969,246	4,829,068	1,226	1,480	1.26	0.31	
KALGOORLIE-BOULDER	2,631,745	1,283,790	12,445	243	4.73	0.19	
LAVERTON	72,932	431,754	256	113	3.51	0.26	
LEONORA	73,234	170,026	425	4	5.80	0.03	
MENZIES	15,955	311,913	196	0	12.28	0.00	
NGAANYATJARRAKU	58,030	264,317	0	0	0.00	0.00	
WILUNA	37,450	72,468	128	151	3.41	2.08	
Region	4,571,598	7,883,413	16,157	2,208	3.53	0.28	
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62	

**Sealed road age 2019-20  
Goldfields-Esperance Road Group**

**Appendix 6**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
COOLGARDIE	53	44	29	26	58	45	35
DUNDAS	22	36	21	21	21	22	14
ESPERANCE	120	31	22	22	724	26	21
KALGOORLIE-BOULDER	233	52	31	33	164	34	26
LAVERTON	8	38	26	24	62	28	17
LEONORA	10	31	14	11	21	25	18
MENZIES	2	27	8	0	42	20	12
NGAANYATJARRAKU	10	15	15	0	39	15	15
WILUNA	5	22	22	0	11	27	25
Region	463	33	21	23	1,142	27	20







Crellin Street, Denmark

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

# APPENDIX 7

## Great Southern Region

### 2019-2020



# Appendix 7

## Road assets & expenditure indicators 2019-20 Great Southern Regional Road Group

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ALBANY	0.44	2.6%	65%	0.99	
BROOMEHILL-TAMBELLUP	0.50	3.6%	68%	0.49	
CRANBROOK	0.39	3.4%	27%	0.49	
DENMARK	0.53	2.8%	84%	1.02	
GNOWANGERUP	0.53	3.8%	52%	0.61	
JERRAMUNGUP	0.51	3.8%	60%	0.70	
KATANNING	0.39	3.2%	41%	0.60	
KENT	0.52	4.4%	102%	0.71	
KOJONUP	0.37	3.5%	36%	0.47	
PLANTAGENET	0.39	3.6%	66%	0.70	
RAVENSTHORPE	0.60	3.7%	75%	0.84	
WOODANILLING	0.41	3.9%	108%	0.63	
Region	0.46	3.3%	63%	0.73	
State	0.55	2.4%	59%	0.76	

**Expenditure from Local Governments' own resources 2019-20  
Great Southern Regional Road Group**

**Appendix 7**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	15,271	9,322	61%	31%	28%	24%	243
BROOMEHILL-TAMBELLUP	2,893	796	28%	88%	24%	19%	732
CRANBROOK	3,070	1,274	41%	114%	41%	41%	1220
DENMARK	4,131	578	14%	34%	9%	9%	91
GNOWANGERUP	2,846	1,334	47%	106%	37%	26%	1112
JERRAMUNGUP	2,688	839	31%	83%	21%	21%	742
KATANNING	2,360	836	35%	57%	17%	17%	207
KENT	2,809	787	28%	128%	23%	22%	1408
KOJONUP	2,982	1,190	40%	90%	31%	27%	622
PLANTAGENET	6,329	2,196	35%	73%	32%	26%	416
RAVENSTHORPE	4,076	1,604	39%	82%	30%	30%	1024
WOODANILLING	1,219	203	17%	114%	13%	13%	472
Region	50,674	20,959	41%	60%	26%	23%	333
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.



## Road data 2019-20

## Great Southern Regional Road Group

## Appendix 7

Council	Road data [kilometres]											Footpaths [km]		Dual use	
	Built up areas asphalt seal [2]	Built up areas sprayed seal [3]	Sealed roads outside built up areas [4]	Gravel roads [5]	Formed roads [6]	Unformed roads [7]	Total length [8]	Bitumen / concrete [9]	Gravel [10]	Paths [km] [11]					
[1]															
ALBANY	160	113	499	768	50	12	1,602	103.0	5.0	60.0					
BROOMEHILL-TAMBELLUP	0	12	220	598	114	28	971	10.0	1.0	7.5					
CRANBROOK	1	8	292	607	75	32	1,014	5.0	4.4	2.7					
DENMARK	18	39	161	326	49	32	625	40.2	1.9	0.0					
GNOWANGERUP	0	17	209	618	160	23	1,027	6.4	0.0	0.0					
JERRAMUNGUP	3	12	190	656	108	88	1,057	13.6	1.5	4.2					
KATANNING	8	41	139	442	61	1	692	21.2	11.2	5.7					
KENT	0	6	143	786	316	73	1,324	1.6	0.9	0.5					
KOJONUP	0	15	234	729	131	3	1,112	6.1	0.0	2.1					
PLANTAGENET	1	24	353	624	301	10	1,312	34.7	0.2	2.4					
RAVENSTHORPE	6	29	98	960	121	13	1,227	22.5	6.1	1.8					
WOODANILLING	0	2	87	350	62	21	522	2.3	0.0	0.0					
Region	196	315	2,626	7,462	1,549	337	12,485	266.6	32.2	86.8					
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418					

**Expenditure on road preservation 2019-20**  
**Great Southern Regional Road Group**

**Appendix 7**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
ALBANY	5,612	2,924	3,901	75	12,512	10,203	3,248	5,196	1,492	
BROOMEHILL-TAMBELLUP	113	1,316	590	56	2,075	4,378	3,203	993	494	
CRANBROOK	0	525	1,807	0	2,332	0	1,042	2,981	0	
DENMARK	328	1,526	1,508	24	3,386	3,230	5,266	4,843	462	
GNOWANGERUP	55	770	1,590	0	2,415	1,434	1,997	2,574	0	
JERRAMUNGUP	375	693	1,529	0	2,597	12,252	2,115	2,338	0	
KATANNING	1,068	110	851	4	2,033	7,836	465	1,933	66	
KENT	103	1,073	1,379	25	2,580	8,584	4,124	1,754	80	
KOJONUP	392	655	961	63	2,070	11,384	1,617	1,322	478	
PLANTAGENET	1,047	2,442	1,750	159	5,398	15,608	3,801	2,815	531	
RAVENSTHORPE	567	772	2,737	0	4,076	7,876	3,917	2,890	0	
WOODANILLING	68	688	457	0	1,213	18,349	3,979	1,305	0	
Region	9,728	13,493	19,059	407	42,687	8,916	2,814	2,590	299	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

## Expenditure by work categories 2019-20 Great Southern Regional Road Group

## Appendix 7

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation				
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[2]	[3]	[4]	[5]	[6]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]					
ALBANY	7,935	4,679	319	2,338	15,271	52.0%	30.6%	2.1%	15.3%	12,780	12,614					
BROOMEHILL-TAMBELLUP	986	1,101	806	0	2,893	34.1%	38.1%	27.9%	0.0%	4,261	2,087					
CRANBROOK	1,274	1,058	738	0	3,070	41.5%	34.5%	24.0%	0.0%	4,716	2,332					
DENMARK	1,278	2,134	720	0	4,132	30.9%	51.6%	17.4%	0.0%	3,346	3,412					
GNOWANGERUP	1,385	1,032	429	0	2,846	48.7%	36.3%	15.1%	0.0%	3,971	2,417					
JERRAMUNGUP	746	1,851	91	0	2,688	27.8%	68.9%	3.4%	0.0%	3,716	2,597					
KATANNING	1,310	723	327	0	2,360	55.5%	30.6%	13.9%	0.0%	3,384	2,033					
KENT	1,125	1,455	176	53	2,809	40.0%	51.8%	6.3%	1.9%	3,639	2,580					
KOJONUP	1,571	561	853	0	2,985	52.6%	18.8%	28.6%	0.0%	4,501	2,132					
PLANTAGENET	3,483	1,915	278	652	6,328	55.0%	30.3%	4.4%	10.3%	5,623	3,930					
RAVENSTHORPE	2,518	1,558	0	0	4,076	61.8%	38.2%	0.0%	0.0%	4,275	3,578					
WOODANILLING	362	857	0	0	1,219	29.7%	70.3%	0.0%	0.0%	1,921	1,207					
Region	23,973	18,924	4,737	3,043	50,677	47.3%	37.3%	9.3%	6.0%	56,132	40,919					
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106					

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

**Bridge statistics and expenditure 2019-20**  
**Great Southern Regional Road Group**

**Appendix 7**

Council	Number	Bridge deck area [sq metres]						Expenditure \$000s		
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]			
ALBANY	13	487	3,046	107	654	102	0			
BROOMEHILL-TAMBELLUP	6	67	1,044	74	0	12	0			
CRANBROOK	12	0	1,931	674	0	0	270			
DENMARK	16	283	584	282	0	26	720			
GNOWANGERUP	2	49	252	0	0	2	0			
JERRAMUNGUP	0	0	0	0	0	0	0			
KATANNING	3	271	147	0	0	0	0			
KENT	0	0	0	0	0	0	0			
KOJONUP	14	158	1,582	222	0	62	46			
PLANTAGENET	0	0	0	0	0	0	0			
RAVENSTHORPE	0	0	0	0	0	0	0			
WOODANILLING	3	0	365	0	0	6	0			
Region	69	1,316	8,950	1,359	654	210	1,036			
State	900	84,618	78,309	15,603	2,828	8,080	11,289			



## Sealed road area statistics and expenditure 2019-20

### Great Southern Regional Road Group

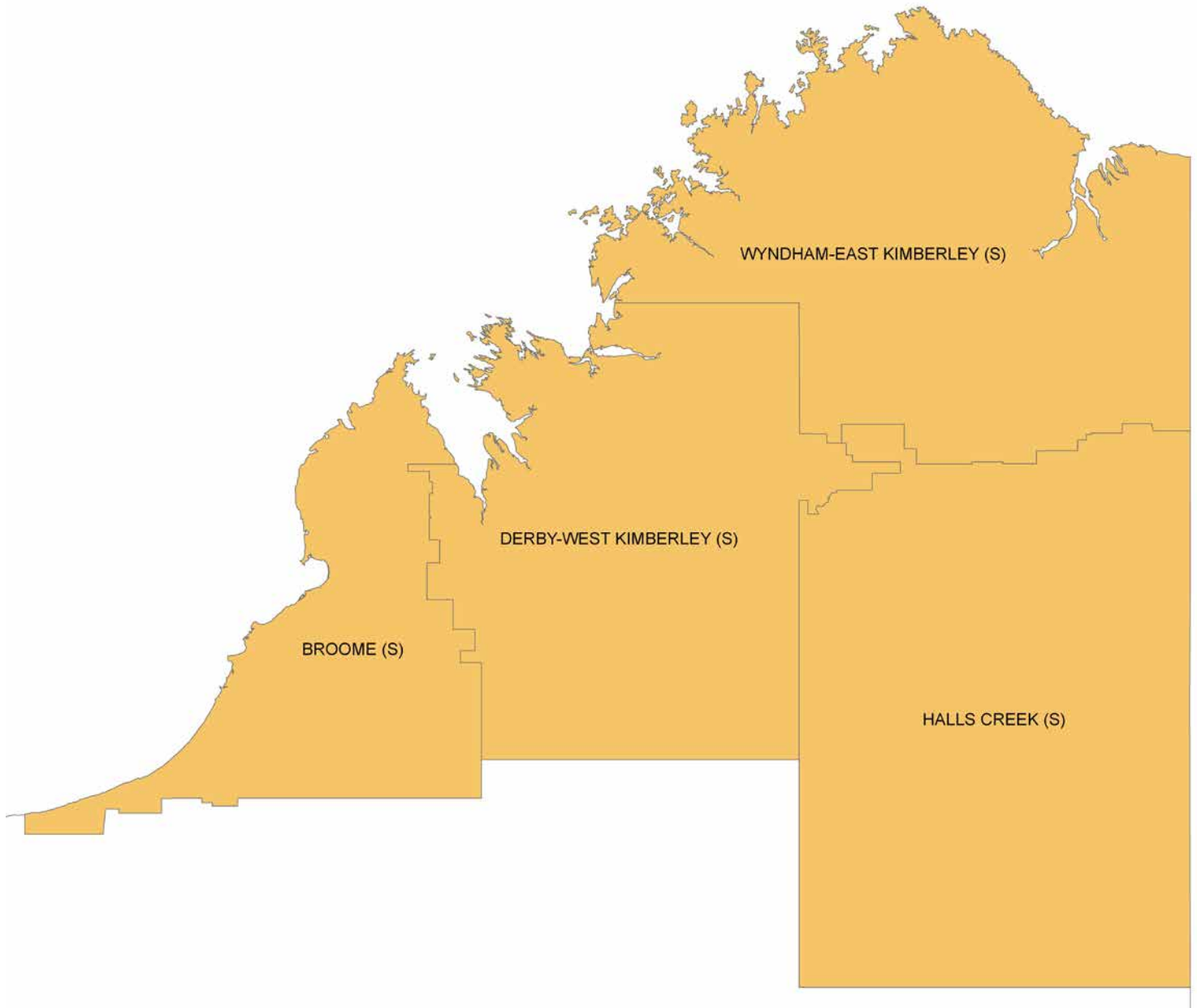
## Appendix 7

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
ALBANY	1,925,092	3,150,691	5,612	2,924	2.92	0.93
BROOMEHILL-TAMBELLUP	90,333	1,437,690	113	1,316	1.25	0.92
CRANBROOK	67,261	1,762,752	0	525	0.00	0.30
DENMARK	365,227	992,506	328	1,526	0.90	1.54
GNOWANGERUP	134,248	1,349,577	55	770	0.41	0.57
JERRAMUNGUP	107,124	1,146,932	375	693	3.50	0.60
KATANNING	477,043	825,594	1,068	110	2.24	0.13
KENT	41,998	910,587	103	1,073	2.45	1.18
KOJONUP	120,524	1,416,724	392	655	3.25	0.46
PLANTAGENET	234,785	2,248,270	1,047	2,442	4.46	1.09
RAVENSTHORPE	251,976	689,822	567	772	2.25	1.12
WOODANILLING	12,971	605,191	68	688	5.24	1.14
Region	3,828,582	16,536,337	9,728	13,493	2.54	0.82
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

**Sealed road age 2019-20  
Great Southern Regional Road Group**

**Appendix 7**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]	[8]
ALBANY	273	33	19	499	29	19	19
BROOMEHILL-TAMBELLUP	12	35	27	220	31	13	13
CRANBROOK	8	38	22	292	36	22	22
DENMARK	56	27	23	161	28	18	18
GNOWANGERUP	17	35	12	209	31	11	11
JERRAMUNGUP	14	30	29	190	30	16	16
KATANNING	49	40	24	139	40	27	27
KENT	6	33	27	143	25	17	17
KOJONUP	15	36	23	234	43	25	25
PLANTAGENET	25	48	32	353	35	22	22
RAVENSTHORPE	35	17	16	98	18	17	17
WOODANILLING	2	25	22	87	37	23	23
Region	511	33	23	2,626	32	19	19



Roebuck Bay Lookout, Broome  
Photo courtesy Dr Chris Berry

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

# APPENDIX 8

## Kimberley Region

### 2019-2020



# Appendix 8

## Road assets and expenditure indicators 2019-20 Kimberley Regional Road Group

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
BROOME	0.58	3.0%	35%	0.67	
DERBY-WEST KIMBERLEY	0.49	4.1%	94%	1.30	
HALLS CREEK	0.50	4.6%	0%	0.91	
WYNDHAM-EAST KIMBERLEY	0.38	3.1%	21%	0.34	
Region	0.48	3.4%	38%	0.73	
State	0.55	2.4%	59%	0.76	

## Expenditure from Local Governments' own resources 2019-20 Kimberley Regional Road Group

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BROOME	9,460	6,117	65%	32%	39%	23%	360
DERBY-WEST KIMBERLEY	8,987	4,301	48%	76%	48%	42%	524
HALLS CREEK	3,167	134	4%	84%	2%	2%	38
WYNDHAM-EAST KIMBERLEY	5,427	2,526	47%	51%	27%	12%	343
Region	27,041	13,078	48%	53%	33%	22%	363
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Kimberley Regional Road Group

Council	Road data [kilometres]							Footpaths [km]			Dual use Paths [km]
	Built up areas asphalt seal [2]	Built up areas sprayed seal [3]	Sealed roads outside built up areas [4]	Gravel roads [5]	Formed roads [6]	Unformed roads [7]	Total length [8]	Bitumen / concrete [9]	Gravel [10]		
[1] BROOME	4	105	173	10	146	125	562	98.4	0.0	24.4	
DERBY-WEST KIMBERLEY	0	43	58	454	766	418	1,739	16.8	0.0	8.4	
HALLS CREEK	0	12	21	895	133	359	1,420	7.4	5.0	1.9	
WYNDHAM-EAST KIMBERLEY	6	53	183	478	23	116	857	25.6	4.2	15.7	
Region	10	213	435	1,837	1,066	1,019	4,579	148.2	9.2	50.4	
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418	

## Expenditure on road preservation 2019-20

## Kimberley Regional Road Group

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [5]	Total [6]	Built up areas Sealed roads \$ per lane km [7]	Outside built up areas			
							Sealed roads \$ per lane km [8]	Gravel roads \$ per km [9]	Formed roads \$ per km [10]	
[1] BROOME	3,438	57	0	1,491	4,986	14,011	168	0	10,243	
DERBY-WEST KIMBERLEY	1,982	302	4,556	0	6,840	21,142	2,595	10,071	0	
HALLS CREEK	0	0	1,900	1,267	3,167	0	0	2,122	9,554	
WYNDHAM-EAST KIMBERLEY	1,380	20	1,074	0	2,474	9,039	47	2,260	0	
Region	6,800	379	7,530	2,758	17,467	13,109	409	4,110	2,586	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

## Expenditure by work categories 2019-20 Kimberley Regional Road Group

## Appendix 8

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]
BROOME	4,416	570	3,301	1,173	9,460		46.7%	6.0%	34.9%	12.4%	6,321	4,222
DERBY-WEST KIMBERLEY	5,098	1,742	2,147	0	8,987		56.7%	19.4%	23.9%	0.0%	4,283	5,566
HALLS CREEK	1,125	2,042	0	0	3,167		35.5%	64.5%	0.0%	0.0%	3,427	3,132
WYNDHAM-EAST KIMBERLEY	1,676	801	2,950	0	5,427		30.9%	14.8%	54.4%	0.0%	7,075	2,392
Region	12,315	5,155	8,398	1,173	27,041		45.5%	19.1%	31.1%	4.3%	21,106	15,312
State	357,672	289,212	199,684	79,265	925,833		38.6%	31.2%	21.6%	8.6%	800,765	607,106

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Bridge statistics and expenditure 2019-20 Kimberley Regional Road Group

Council	Number	Bridge deck area [sq metres]						Expenditure \$000s		
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]			
BROOME	0	0	0	0	0	0	0			
DERBY-WEST KIMBERLEY	1	746	0	0	0	0	0			
HALLS CREEK	0	0	0	0	0	0	0			
WYNDHAM-EAST KIMBERLEY	11	1,881	0	0	0	3	47			
Region	12	2,627	0	0	0	3	47			
State	900	84,618	78,309	15,603	2,828	8,080	11,289			

## Sealed road area statistics and expenditure 2019-20 Kimberley Regional Road Group

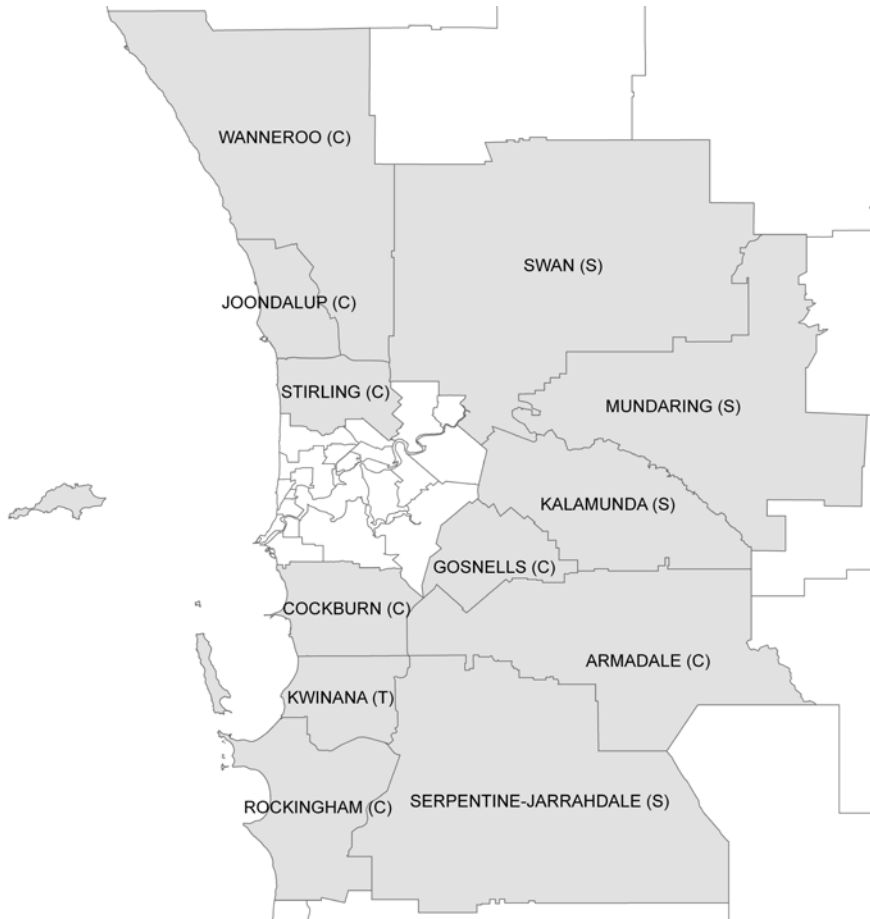
## Appendix 8

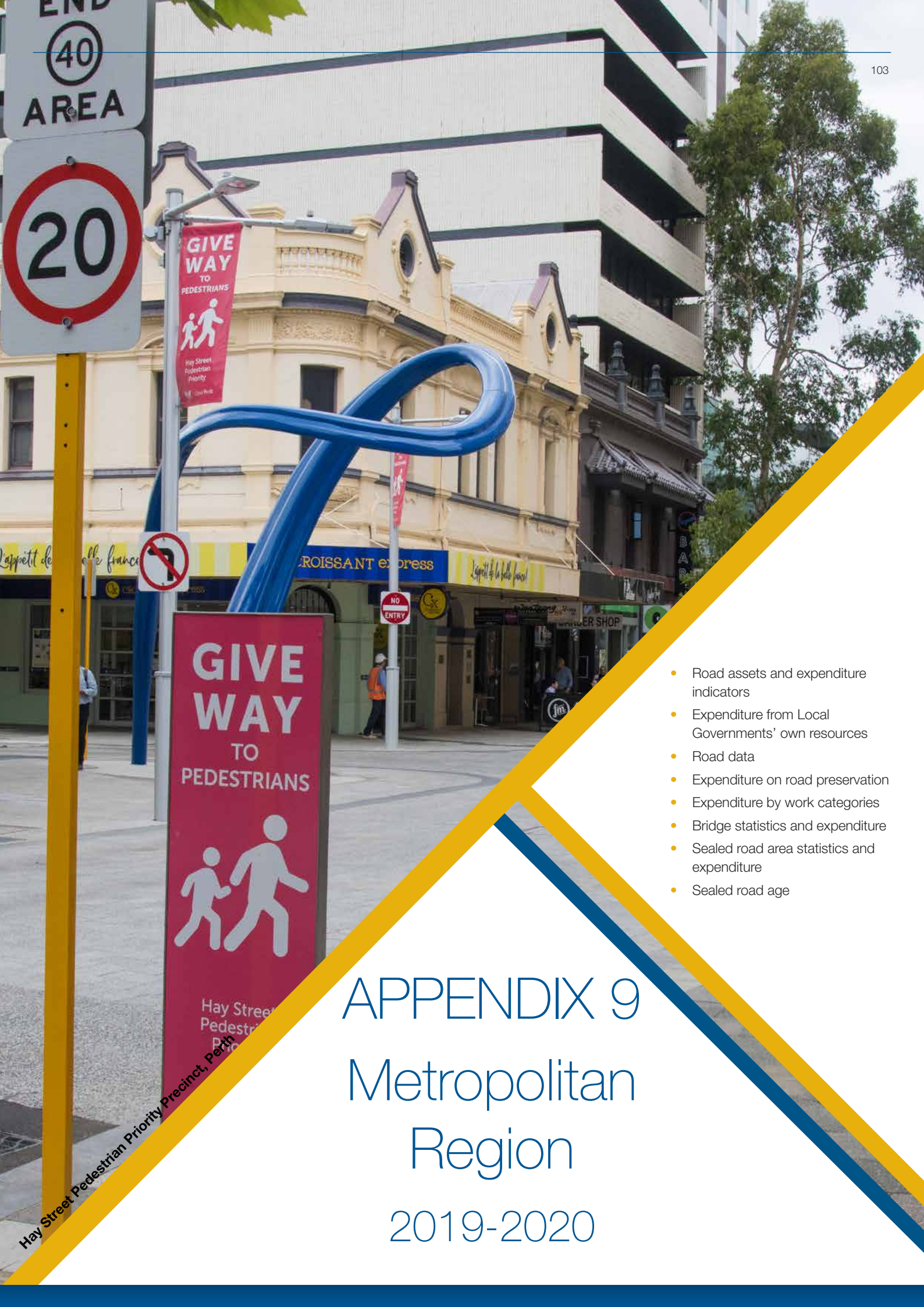
Council	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
BROOME	858,802	1,185,904	3,438	57	4.00	0.05	
DERBY-WEST KIMBERLEY	328,114	407,320	1,982	302	6.04	0.74	
HALLS CREEK	94,313	145,798	0	0	0.00	0.00	
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,380	20	2.58	0.01	
Region	1,815,562	3,244,160	6,800	379	3.75	0.12	
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62	

## Sealed road age 2019-20 Kimberley Regional Road Group

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Asphalt seal age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[5]	[8]
BROOME	109	27	17	173	18	14	13
DERBY-WEST KIMBERLEY	43	36	23	58	24	17	18
HALLS CREEK	12	48	23	21	45	0	10
WYNDHAM-EAST KIMBERLEY	58	47	22	183	34	6	23
Region	223	40	21	435	30	12	16







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

# APPENDIX 9

## Metropolitan Region

### 2019-2020

Hay Street Pedestrian Priority Precinct, Perth

Appendix 9

Road assets & expenditure indicators 2019-20  
Metropolitan Regional Road Group

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ARMADALE	0.70	1.7%	44%	0.58	
BASSEDEAN	0.55	1.7%	58%	1.41	
BAYSWATER	0.66	1.3%	48%	0.89	
BELMONT	0.69	1.9%	213%	1.71	
CAMBRIDGE	0.62	1.4%	95%	0.92	
CANNING	0.64	1.6%	77%	1.01	
CLAREMONT	0.28	1.5%	133%	1.55	
COCKBURN	0.68	1.8%	35%	0.48	
COTTESLOE	0.47	1.7%	64%	0.50	
EAST FREMANTLE	0.08	1.4%	340%	2.87	
FREMANTLE	0.71	1.7%	78%	1.00	
GOSNELLS	0.71	1.4%	99%	1.14	
JOONDALUP	0.66	1.3%	51%	0.66	
KALAMUNDA	0.61	1.7%	98%	1.16	
KWINANA	0.70	2.0%	63%	1.05	
MELVILLE	0.60	1.3%	92%	1.18	
MOSMAN PARK	0.62	1.6%	69%	1.39	
MUNDARING	0.53	2.1%	68%	1.06	

**Road assets & expenditure indicators 2019-20 [continued]**  
**Metropolitan Regional Road Group**

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
NEDLANDS	0.51	1.7%	191%	1.52	
PEPPERMINT GROVE	0.72	1.4%	189%	0.99	
PERTH	0.51	1.6%	107%	4.35	
ROCKINGHAM	0.74	1.5%	56%	0.96	
SERPENTINE-JARRAHDALE	0.46	2.3%	17%	0.29	
SOUTH PERTH	0.65	1.3%	99%	1.29	
STIRLING	0.51	1.8%	99%	1.08	
SUBIACO	0.54	1.4%	220%	2.80	
SWAN	0.65	1.7%	45%	0.82	
VICTORIA PARK	0.46	1.5%	135%	1.82	
VINCENT	0.48	1.4%	79%	1.19	
WANNEROO	0.75	1.7%	46%	0.51	
Region	0.64	1.6%	73%	0.96	
State	0.55	2.4%	59%	0.76	



## Expenditure from Local Governments' own resources 2019-20 Metropolitan Regional Road Group

## Appendix 9

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ARMADALE	13,869	9,136	66%	13%	14%	8%	97
BASSEDEAN	3,572	2,745	77%	8%	21%	20%	172
BAYSWATER	10,290	8,297	81%	8%	15%	13%	120
BELMONT	10,512	6,686	64%	6%	13%	11%	156
CAMBRIDGE	5,687	4,315	76%	6%	15%	12%	147
CANNING	21,456	13,395	62%	7%	15%	12%	142
CLAREMONT	2,175	1,705	78%	2%	13%	12%	155
COCKBURN	21,524	15,800	73%	9%	15%	7%	135
COTTESLOE	535	354	66%	6%	4%	4%	42
EAST FREMANTLE	2,950	1,897	64%	6%	26%	26%	240
FREMANTLE	4,340	2,950	68%	5%	8%	8%	94
GOSNELLS	26,232	18,956	72%	11%	22%	19%	151
JOONDALUP	21,974	15,774	72%	10%	13%	10%	98
KALAMUNDA	17,613	12,629	72%	15%	28%	20%	213
KWINANA	8,496	5,692	46%	20%	18%	15%	122
MELVILLE	18,007	14,780	82%	7%	17%	15%	143
MOSMAN PARK	1,448	1,284	89%	4%	15%	14%	141
MUNDARING	10,426	6,949	67%	22%	25%	21%	178

Total Expenditure includes flood damage.

**Expenditure from Local Governments' own resources 2019-20 [continued]**  
**Metropolitan Regional Road Group**

**Appendix 9**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
NEDLANDS	4,585	3,578	78%	6%	15%	15%	156
PEPPERMINT GROVE	273	42	15%	3%	2%	2%	24
PERTH	17,838	16,648	93%	3%	18%	17%	538
ROCKINGHAM	26,989	20,025	74%	12%	21%	17%	145
SERPENTINE-JARRAHDALE	12,906	5,563	43%	25%	24%	3%	164
SOUTH PERTH	10,379	8,363	81%	5%	21%	15%	190
STIRLING	34,768	29,157	84%	6%	15%	10%	130
SUBIACO	7,466	6,406	86%	3%	29%	27%	367
SWAN	48,015	33,364	69%	12%	27%	14%	219
VICTORIA PARK	11,590	9,762	84%	5%	27%	20%	258
VINCENT	7,454	6,163	83%	5%	17%	12%	165
WANNEROO	48,987	13,052	27%	11%	8%	5%	61
Region	432,356	295,467	68%	9%	17%	12%	146
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Road data 2019-20

## Metropolitan Regional Road Group

## Appendix 9

Council	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
ARMADALE	485	54	217	1	5	1	762	246.0	0.0					
BASSEDEAN	94	1	1	0	0	0	96	100.8	0.5				1.7	
BAYSWATER	347	1	2	0	0	0	350	123.2	0.0				225.8	
BELMONT	223	5	0	0	0	0	228	86.0	0.0				147.0	
CAMBRIDGE	167	3	2	0	0	0	173	166.2	23.7				34.8	
CANNING	539	34	3	1	0	0	578	146.0	0.0				219.0	
CLAREMONT	47	0	0	0	0	0	47	85.8	4.9				4.5	
COCKBURN	672	17	163	2	0	0	854	554.7	0.0				134.2	
COTTESLOE	36	11	0	0	0	0	47	70.4	0.0				0.0	
EAST FREMANTLE	36	1	0	0	0	0	37	59.3	2.6				0.0	
FREMANTLE	167	9	0	0	0	0	176	287.0	0.3				0.0	
GOSNELLS	663	18	104	1	0	0	786	303.0	2.0				339.0	
JOONDALUP	972	31	8	0	0	0	1,011	687.0	19.0				207.0	
KALAMUNDA	312	139	154	9	3	0	616	296.0	11.0				74.0	
KWINANA	268	44	111	1	1	0	425	271.7	2.7				25.7	
MELVILLE	520	7	0	0	0	0	528	381.0	4.0				98.0	
MOSMAN PARK	40	3	1	0	0	0	44	53.0	0.9				0.0	
MUNDARING	172	110	334	25	21	9	671	108.5	4.1				2.6	

**Road data 2019-20 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

Council	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
NEDLANDS	119	19	0	0	0	0	137	141.7	0.0	10.9				
PEPPERMINT GROVE	9	0	0	0	0	0	9	17.0	0.0	0.0				
PERTH	99	8	0	0	0	0	106	210.0	4.0	0.0				
ROCKINGHAM	760	86	202	4	1	4	1,056	640.0	0.0	33.0				
SERPENTINE-JARRAHDALE	129	36	468	108	1	4	747	140.7	5.5	4.6				
SOUTH PERTH	188	4	0	0	0	0	192	261.2	2.6	9.5				
STIRLING	1,008	21	0	0	0	0	1,029	948.0	0.0	0.0				
SUBIACO	75	2	0	0	0	0	77	133.9	3.3	0.0				
SWAN	786	80	556	44	11	3	1,480	424.5	0.0	380.8				
VICTORIA PARK	161	3	0	2	0	0	166	213.0	1.7	21.0				
VINCENT	139	7	0	0	0	0	146	244.0	0.0	0.0				
WANNEROO	1,183	185	131	6	5	0	1,510	644.0	0.0	630.0				
Region	10,415	940	2,456	202	49	22	14,085	8044	93	2867				
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418				



## Expenditure on road preservation 2019-20 Metropolitan Regional Road Group

## Appendix 9

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
ARMADALE	8,184	126	0	0	8,310	7,436	303	0	0	
BASSEDEAN	3,194	0	0	0	3,194	14,331	0	0	0	
BAYSWATER	9,070	0	0	0	9,070	11,017	0	0	0	
BELMONT	8,885	0	0	0	8,885	16,580	0	0	0	
CAMBRIDGE	4,615	0	0	0	4,615	11,344	0	0	0	
CANNING	13,803	0	0	0	13,803	10,633	0	0	0	
CLAREMONT	2,015	0	0	0	2,015	19,375	0	0	0	
COCKBURN	10,063	0	0	0	10,063	7,253	0	0	0	
COTTESLOE	535	0	0	0	535	5,203	0	0	0	
EAST FREMANTLE	2,950	0	0	0	2,950	35,399	0	0	0	
FREMANTLE	4,340	0	0	0	4,340	10,641	0	0	0	
GOSNELLS	17,719	2,342	0	0	20,061	12,485	11,097	0	0	
JOONDALUP	17,757	0	0	0	17,757	7,843	0	0	0	
KALAMUNDA	9,530	3,282	130	81	13,023	10,439	11,902	22,078	28,959	
KWINANA	6,791	559	0	2	7,352	11,447	2,459	0	1,975	
MELVILLE	16,441	0	0	0	16,441	14,011	0	0	0	
MOSMAN PARK	1,312	0	0	0	1,312	15,324	0	0	0	
MUNDARING	5,525	2,267	246	79	8,116	10,329	4,006	12,399	3,733	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

**Expenditure on road preservation 2019-20 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
NEDLANDS	4,585	0	0	0	4,585	15,807	0	0	0	
PEPPERMINT GROVE	273	0	0	0	273	12,853	0	0	0	
PERTH	16,616	0	0	0	16,616	51,638	0	0	0	
ROCKINGHAM	20,514	82	1	0	20,597	11,928	193	193	193	
SERPENTINE-JARRAHDALE	1,309	433	417	0	2,159	4,218	514	3,943	158	
SOUTH PERTH	7,067	0	0	0	7,067	15,723	0	0	0	
STIRLING	23,364	0	0	0	23,364	10,126	0	0	0	
SUBIACO	6,861	0	0	0	6,861	36,520	0	0	0	
SWAN	15,319	4,895	458	45	20,716	8,920	4,847	10,634	3,757	
VICTORIA PARK	8,226	0	0	0	8,226	20,238	0	0	0	
VINCENT	5,643	0	0	0	5,643	14,574	0	0	0	
WANNEROO	14,855	395	0	1	15,251	5,476	1,282	0	211	
Region	267,361	14,380	1,250	208	283,200	11,008	3,095	6,979	3,792	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

## Expenditure by work categories 2019-20 Metropolitan Regional Road Group

## Appendix 9

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)		
ARMADALE	4,712	3,651	5,506	0	13,869	34.0%	26.3%	39.7%	0.0%	14,364	8,363		
BASSEDEAN	2,854	340	278	100	3,572	79.9%	9.5%	7.8%	2.8%	2,262	3,194		
BAYSWATER	6,833	2,237	105	1,115	10,290	66.4%	21.7%	1.0%	10.8%	10,136	9,070		
BELMONT	2,842	6,043	549	1,078	10,512	27.0%	57.5%	5.2%	10.3%	5,185	8,885		
CAMBRIDGE	2,119	2,496	758	314	5,687	37.3%	43.9%	13.3%	5.5%	5,013	4,615		
CANNING	8,978	5,235	6,070	1,171	21,454	41.8%	24.4%	28.3%	5.5%	14,062	14,213		
CLAREMONT	515	1,500	160	0	2,175	23.7%	69.0%	7.4%	0.0%	1,298	2,015		
COCKBURN	7,598	2,465	3,496	7,964	21,523	35.3%	11.5%	16.2%	37.0%	20,657	9,892		
COTTESLOE	397	138	0	0	535	74.2%	25.8%	0.0%	0.0%	1,068	535		
EAST FREMANTLE	968	1,982	0	0	2,950	32.8%	67.2%	0.0%	0.0%	1,029	2,950		
FREMANTLE	3,305	1,035	0	0	4,340	76.2%	23.8%	0.0%	0.0%	4,330	4,340		
GOSNELLS	11,239	10,703	3,430	858	26,230	42.8%	40.8%	13.1%	3.3%	19,238	21,942		
JOONDALUP	8,224	9,690	4,060	0	21,974	37.4%	44.1%	18.5%	0.0%	27,301	17,914		
KALAMUNDA	7,538	5,485	3,775	815	17,613	42.8%	31.1%	21.4%	4.6%	11,206	13,023		
KWINANA	5,608	1,744	158	986	8,496	66.0%	20.5%	1.9%	11.6%	6,991	7,352		
MELVILLE	9,839	6,602	507	1,059	18,007	54.6%	36.7%	2.8%	5.9%	13,925	16,441		
MOSMAN PARK	903	409	136	0	1,448	62.4%	28.2%	9.4%	0.0%	941	1,312		
MUNDARING	5,202	3,619	912	693	10,426	49.9%	34.7%	8.7%	6.6%	8,291	8,821		

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

**Expenditure by work categories 2019-20 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	[7]	[8]	[9]	[10]	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
NEDLANDS	944	3,641	0	0	4,585	20.6%	79.4%	0.0%	0.0%	3,008	4,585		
PEPPERMINT GROVE	39	234	0	0	273	14.3%	85.7%	0.0%	0.0%	274	273		
PERTH	9,288	7,681	869	0	17,838	52.1%	43.1%	4.9%	0.0%	3,899	16,969		
ROCKINGHAM	15,328	5,269	5,718	674	26,989	56.8%	19.5%	21.2%	2.5%	21,489	20,597		
SERPENTINE-JARRAHDALE	1,970	217	6,399	4,320	12,906	15.3%	1.7%	49.6%	33.5%	7,618	2,187		
SOUTH PERTH	4,414	2,653	592	2,721	10,380	42.5%	25.6%	5.7%	26.2%	5,477	7,067		
STIRLING	12,847	10,517	5,330	6,074	34,768	37.0%	30.2%	15.3%	17.5%	21,651	23,364		
SUBIACO	3,402	3,459	249	356	7,466	45.6%	46.3%	3.3%	4.8%	2,447	6,861		
SWAN	16,104	4,902	14,792	12,218	48,016	33.5%	10.2%	30.8%	25.4%	25,554	21,006		
VICTORIA PARK	4,842	3,384	1,541	1,823	11,590	41.8%	29.2%	13.3%	15.7%	4,521	8,226		
VINCENT	3,839	1,804	1,558	253	7,454	51.5%	24.2%	20.9%	3.4%	4,736	5,643		
WANNEROO	9,786	5,465	32,585	1,151	48,987	20.0%	11.2%	66.5%	2.3%	29,730	15,251		
Region	172,477	114,600	99,533	45,743	432,353	39.9%	26.5%	23.0%	10.6%	297,698	286,906		
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106		

*Renewal and Total Expenditure includes flood damage.*

*Excludes expenditure on flood damage*



## Bridge statistics and expenditure 2019-20 Metropolitan Regional Road Group

## Appendix 9

Council	Number		Bridge deck area [sq metres]					Expenditure \$000s		
	All bridges	[2]	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade		
[1]			[3]	[4]	[5]	[6]	[7]	[8]		
ARMADALE	14	2,431	890	313	0	53	0			
BASSEDEAN	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	410	0			
CLAREMONT	0	0	0	0	0	0	0			
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			
GOSNELLS	17	3,887	3,303	0	0	1,881	0			
JOONDALUP	25	3,234	0	0	220	157	0			
KALAMUNDA	3	69	84	0	0	0	2			
KWINANA	0	0	0	0	0	0	0			
MELVILLE	0	0	0	0	0	0	0			
MOSMAN PARK	0	0	0	0	0	0	0			
MUNDARING	7	620	666	0	0	705	0			

**Bridge statistics and expenditure 2019-20 [continued]**  
**Metropolitan Regional Road Group**

**Appendix 9**

Council	Number All bridges	Bridge deck area [sq metres]					Expenditure \$000s		
		Concrete and steel [3]	Timber with concrete overlay [4]	Timber without concrete overlay [5]	Footbridges [6]	Preservation [7]	Upgrade [8]		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]		
NEDLANDS	0	0	0	0	0	0	0	0	
PEPPERMINT GROVE	0	0	0	0	0	0	0	0	
PERTH	9	1,032	0	0	449	353	0	0	
ROCKINGHAM	1	688	0	0	0	0	0	0	
SERPENTINE-JARRAHDALE	12	1,549	249	36	0	28	0	0	
SOUTH PERTH	2	255	0	0	0	0	0	0	
STIRLING	4	183	0	0	329	0	0	0	
SUBIACO	1	129	0	0	0	0	0	0	
SWAN	28	3,853	3,009	682	160	290	2,501		
VICTORIA PARK	0	0	0	0	0	0	0	0	
VINCENT	3	214	0	0	286	0	0	0	
WANNEROO	6	795	0	0	0	0	0	0	
Region	142	21,725	9,274	1,030	1,443	3,877	2,503		
State	900	84,618	78,309	15,603	2,828	8,080	11,289		

## Sealed road area statistics and expenditure 2019-20 Metropolitan Regional Road Group

## Appendix 9

Council	Area [Sq metres]		Expenditure \$000s				Expenditure \$ per square metre					
	Sealed roads in built up areas	[2]	Sealed roads outside built up areas	[3]	Sealed roads in built up areas	[4]	Sealed roads outside built up areas	[5]	Sealed roads in built up areas	[6]	Sealed roads outside built up areas	[7]
[1]												
ARMADALE	3,852,019	1,455,428	8,184	126	2.12	0.09						
BASSEDEAN	780,064	5,455	3,194	0	4.09	0.00						
BAYSWATER	2,881,350	16,292	9,070	0	3.15	0.00						
BELMONT	1,875,622	2,624	8,885	0	4.74	0.00						
CAMBRIDGE	1,423,862	15,408	4,615	0	3.24	0.00						
CANNING	4,543,332	23,319	13,803	0	3.04	0.00						
CLAREMONT	364,007	0	2,015	0	5.54	0.00						
COCKBURN	6,760,844	1,543,043	10,063	0	1.49	0.00						
COTTESLOE	359,906	0	535	0	1.49	0.00						
EAST FREMANTLE	291,675	0	2,950	0	10.11	0.00						
FREMANTLE	1,425,429	0	4,340	0	3.04	0.00						
GOSNELLS	5,040,151	730,125	17,719	2,342	3.52	3.21						
JOONDALUP	7,924,510	54,837	17,757	0	2.24	0.00						
KALAMUNDA	3,202,357	977,754	9,530	3,282	2.98	3.36						
KWINANA	2,094,034	814,368	6,791	559	3.24	0.69						
MELVILLE	4,107,121	0	16,441	0	4.00	0.00						
MOSMAN PARK	299,664	9,849	1,312	0	4.38	0.00						
MUNDARING	1,872,078	1,980,373	5,525	2,267	2.95	1.14						

Sealed road area statistics and expenditure 2019-20 [continued]  
Metropolitan Regional Road Group

Appendix 9

Council	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre			
	Sealed roads in built up areas	[2]	Sealed roads outside built up areas	[3]	Sealed roads in built up areas	[4]	Sealed roads outside built up areas	[5]	[6]
NEDLANDS	1,015,188	0	4,585	0	4.52	0.00	0.00		
PEPPERMINT GROVE	74,340	0	273	0	3.67	0.00	0.00		
PERTH	1,125,922	0	16,616	0	14.76	0.00	0.00		
ROCKINGHAM	6,015,236	1,487,885	20,514	82	3.41	0.06	0.06		
SERPENTINE-JARRAHDALE	1,093,139	2,953,864	1,309	433	1.20	0.15	0.15		
SOUTH PERTH	1,573,145	0	7,067	0	4.49	0.00	0.00		
STIRLING	8,075,772	0	23,364	0	2.89	0.00	0.00		
SUBIACO	657,536	0	6,861	0	10.43	0.00	0.00		
SWAN	6,018,805	3,487,912	15,319	4,895	2.55	1.40	1.40		
VICTORIA PARK	1,422,615	0	8,226	0	5.78	0.00	0.00		
VINCENT	1,355,170	0	5,643	0	4.16	0.00	0.00		
WANNEROO	9,494,708	1,073,495	14,855	395	1.56	0.37	0.37		
Region	87,019,596	16,632,029	267,361	14,380	3.07	0.86	0.86		
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62	0.62		



## Sealed road age 2019-20 Metropolitan Regional Road Group

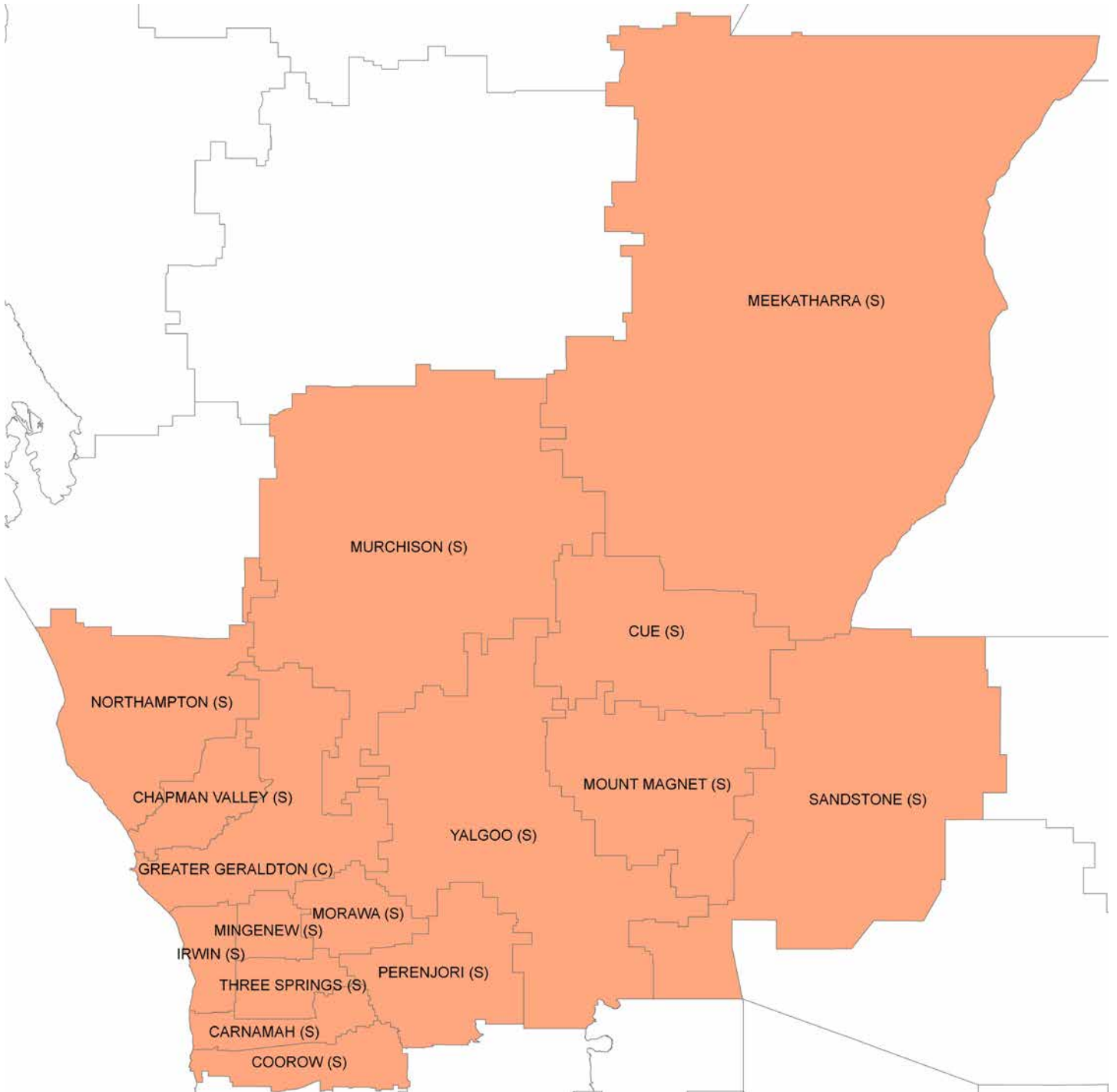
## Appendix 9

Council	Roads in built up areas			Roads outside built up areas			
	Length km [2]	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km [6]	Pavement age years [7]	Sprayed seal age years [8]
[1]							
ARMADALE	539	23	29	19	217	28	20
BASSEDEAN	96	42	0	28	1	36	13
BAYSWATER	348	41	0	19	2	27	27
BELMONT	228	28	0	20	0	25	25
CAMBRIDGE	170	42	16	24	2	45	41
CANNING	573	37	25	20	3	24	23
CLAREMONT	47	79	0	40	0	0	0
COCKBURN	689	29	0	17	163	37	21
COTTESLOE	47	54	25	26	0	0	0
EAST FREMANTLE	37	115	0	42	0	0	0
FREMANTLE	176	26	19	20	0	0	0
GOSNELLS	680	30	24	18	104	29	20
JOONDALUP	1,003	37	0	26	8	23	18
KALAMUNDA	451	41	13	14	154	48	15
KWINANA	313	24	28	15	111	31	21
MELVILLE	528	43	0	30	0	0	0
MOSMAN PARK	43	40	18	22	1	35	19
MUNDARING	282	37	25	23	334	31	23

**Sealed road age 2019-20 [continued]  
Metropolitan Regional Road Group**

**Appendix 9**

Council	Roads in built up areas				Roads outside built up areas			
	Length km	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km	Pavement age years [7]	Sprayed seal age years [8]	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
NEDLANDS	137	57	0	20	0	0	0	
PEPPERMINT GROVE	9	30	0	23	0	0	0	
PERTH	106	53	0	27	0	0	0	
ROCKINGHAM	846	24	18	16	202	36	21	
SERPENTINE-JARRAHDALE	166	21	24	11	468	48	23	
SOUTH PERTH	192	38	0	27	0	0	0	
STIRLING	1,029	49	18	24	0	0	0	
SUBIACO	77	50	0	31	0	0	0	
SWAN	866	26	24	20	556	35	25	
VICTORIA PARK	164	60	24	29	0	0	0	
VINCENT	146	62	27	26	0	0	0	
WANNEROO	1,368	22	22	18	131	24	20	
Region	11,355	42	22	23	2,456	33	22	





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

West End Revitalisation, Geraldton

# APPENDIX 10

## Mid West Region

### 2019-2020



Appendix 10

Road assets & expenditure indicators 2019-20  
Mid West Regional Road Group

Council	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1]					
CARNAMAH	0.45	3.5%	13%	0.51	
CHAPMAN VALLEY	0.61	3.8%	0%	0.43	
COOROW	0.45	3.6%	40%	0.41	
CUE	0.59	4.3%	35%	0.55	
GREATER GERALDTON	0.50	2.3%	23%	0.96	
IRWIN	0.58	2.8%	40%	0.88	
MEEKATHARRA	0.53	4.7%	100%	0.58	
MINGENEW	0.61	2.9%	7%	0.25	
MORAWA	0.45	4.1%	4%	0.49	
MOUNT MAGNET	0.53	4.5%	40%	0.54	
MURCHISON	0.58	4.7%	54%	0.92	
NORTHAMPTON	0.45	3.3%	37%	0.40	
PERENJORI	0.57	4.1%	11%	0.19	
SANDSTONE	0.56	5.3%	0%	1.47	
THREE SPRINGS	0.56	3.8%	49%	0.70	
YALGOO	0.57	4.7%	9%	0.50	
Region	0.52	3.4%	28%	0.65	
State	0.55	2.4%	59%	0.76	

**Expenditure from Local Governments' own resources 2019-20**  
**Mid West Regional Road Group**

**Appendix 10**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	3,177	709	22%	96%	30%	26%	1345
CHAPMAN VALLEY	3,153	964	31%	94%	33%	19%	626
COOROW	2,774	1,268	46%	83%	33%	32%	1319
CUE	3,278	928	28%	109%	32%	30%	6629
GREATER GERALDTON	17,621	10,952	62%	32%	31%	25%	286
IRWIN	2,123	1,305	61%	40%	29%	29%	363
MEEKATHARRA	3,476	829	24%	114%	13%	12%	856
MINGENEW	2,998	846	28%	105%	53%	31%	2024
MORAWA	2,354	856	36%	112%	30%	18%	1295
MOUNT MAGNET	975	203	21%	75%	8%	6%	452
MURCHISON	6,403	1,807	28%	161%	54%	54%	11154
NORTHAMPTON	3,463	879	25%	68%	14%	12%	306
PERENJORI	2,300	191	8%	151%	5%	4%	337
SANDSTONE	2,095	892	43%	124%	38%	38%	11436
THREE SPRINGS	2,390	1,004	42%	107%	42%	41%	1790
YALGOO	3,144	675	21%	104%	20%	17%	1923
Region	61,724	24,308	39%	72%	28%	24%	467
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Road data 2019-20

## Mid West Regional Road Group

## Appendix 10

Council	Road data [kilometres]											Footpaths [km]		Dual use Paths [km]
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	[9]	[10]	[11]		
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
CARNAMAH	3	10	161	341	74	54	643	0.9	9.0	1.2				
CHAPMAN VALLEY	0	7	180	348	257	75	866	1.7	0.0	0.0				
COOROW	1	22	196	512	66	59	856	9.0	3.3	3.1				
CUE	0	6	100	341	233	49	730	0.7	0.2	5.4				
GREATER GERALDTON	136	155	532	967	202	93	2,084	165.0	35.0	32.0				
IRWIN	8	24	116	258	13	27	445	12.0	1.0	12.0				
MEEKATHARRA	0	12	72	1,450	495	393	2,423	4.6	12.2	12.2				
MINGENEW	1	10	133	253	52	4	451	4.6	8.7	8.5				
MORAWA	1	12	126	515	271	46	971	17.3	12.7	2.3				
MOUNT MAGNET	1	14	12	202	200	150	579	1.1	6.8	4.8				
MURCHISON	0	0	170	498	943	35	1,647	0.5	0.9	0.0				
NORTHAMPTON	15	33	242	481	272	30	1,073	18.9	5.6	6.7				
PERENJORI	0	5	259	918	247	43	1,472	4.1	0.0	1.8				
SANDSTONE	1	3	12	306	388	204	914	1.5	0.9	0.0				
THREE SPRINGS	1	7	168	453	33	31	692	2.1	0.0	2.3				
YALGOO	0	2	187	155	737	53	1,133	0.5	0.0	0.0				
Region	168	321	2,664	7,999	4,481	1,347	16,980	244	96	92				
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418				

**Expenditure on road preservation 2019-20**  
**Mid West Regional Road Group**

**Appendix 10**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[7]	[8]	[9]	[10]	
CARNAMAH	28	226	977	26	1,257	935	831	2,865	346	
CHAPMAN VALLEY	0	0	1,220	0	1,220	0	0	3,213	0	
COOROW	1,449	0	0	0	1,449	30,692	0	0	0	
CUE	527	255	2,377	4	3,163	42,312	1,151	6,978	15	
GREATER GERALDTON	10,013	1,199	3,219	18	14,450	15,397	1,134	3,342	95	
IRWIN	861	31	1,230	2	2,124	12,771	136	4,774	136	
MEEKATHARRA	224	869	1,906	337	3,336	5,013	5,956	1,317	680	
MINGENEW	37	32	428	1	499	1,658	152	1,696	25	
MORAWA	285	0	1,096	0	1,381	8,496	0	2,132	0	
MOUNT MAGNET	224	0	492	0	716	7,445	0	2,435	0	
MURCHISON	6	764	5,539	88	6,397	87,500	2,427	11,118	93	
NORTHAMPTON	468	613	442	403	1,926	4,689	1,256	925	1,482	
PERENJORI	130	135	828	154	1,247	11,525	247	902	627	
SANDSTONE	0	0	2,095	0	2,095	0	0	6,848	0	
THREE SPRINGS	34	672	1,362	3	2,071	2,075	1,911	3,006	84	
YALGOO	113	2	940	1,408	2,464	14,814	10	6,078	1,912	
Region	14,399	4,800	24,152	2,444	45,795	13,310	956	3,007	570	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*



## Expenditure by work categories 2019-20 Mid West Regional Road Group

## Appendix 10

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	[6]	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
CARNAMAH	1,004	254	1,877	42	3,177	31.6%	8.0%	59.1%	1.3%	2,489	1,258		
CHAPMAN VALLEY	527	693	1,933	0	3,153	16.7%	22.0%	61.3%	0.0%	2,811	1,220		
COOROW	1,449	0	19	1,306	2,774	52.2%	0.0%	0.7%	47.1%	3,513	1,449		
CUE	2,471	692	115	0	3,278	75.4%	21.1%	3.5%	0.0%	2,550	1,407		
GREATER GERALDTON	5,068	9,389	2,173	990	17,620	28.8%	53.3%	12.3%	5.6%	15,025	14,457		
IRWIN	1,147	977	0	0	2,124	54.0%	46.0%	0.0%	0.0%	2,410	2,124		
MEEKATHARRA	813	2,523	143	0	3,479	23.4%	72.5%	4.1%	0.0%	5,738	3,336		
MINGENEW	499	0	2,499	0	2,998	16.6%	0.0%	83.4%	0.0%	1,975	499		
MORAWA	1,071	310	973	0	2,354	45.5%	13.2%	41.3%	0.0%	2,811	1,381		
MOUNT MAGNET	529	187	259	0	975	54.3%	19.2%	26.6%	0.0%	1,190	641		
MURCHISON	3,675	2,728	0	0	6,403	57.4%	42.6%	0.0%	0.0%	4,067	3,758		
NORTHAMPTON	1,253	673	1,404	133	3,463	36.2%	19.4%	40.5%	3.8%	4,785	1,926		
PERENJORI	650	597	1,053	0	2,300	28.3%	26.0%	45.8%	0.0%	5,272	1,017		
SANDSTONE	930	1,165	0	0	2,095	44.4%	55.6%	0.0%	0.0%	1,418	2,085		
THREE SPRINGS	674	1,397	0	329	2,400	28.1%	58.2%	0.0%	13.7%	2,980	2,071		
YALGOO	2,464	0	680	0	3,144	78.4%	0.0%	21.6%	0.0%	2,665	1,324		
Region	24,224	21,585	13,128	2,800	61,737	39.2%	35.0%	21.3%	4.5%	61,699	39,953		
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106		

*Renewal and Total Expenditure includes flood damage.*

*Excludes expenditure on flood damage*

**Bridge statistics and expenditure 2019-20**  
**Mid West Regional Road Group**

**Appendix 10**

Council	Number All bridges	Bridge deck area [sq metres]						Expenditure \$000s	
		Concrete and steel [3]	Timber with concrete overlay [4]	Timber without concrete overlay [5]	Footbridges	Preservation	Upgrade		
[1] CAPNAMAH	[2] 2	295	0	0	[6] 0	[7] 1	[8] 0	0	
CHAPMAN VALLEY	3	502	0	0	0	0	0	0	
COOROW	2	480	0	0	0	0	0	0	
CUE	0	0	0	0	0	0	0	0	
GREATER GERALDTON	5	1,112	0	141	0	7	0	0	
IRWIN	2	464	0	89	0	0	0	0	
MEEKATHARRA	0	0	0	0	0	0	0	0	
MINGENEW	6	1,679	0	0	0	0	0	0	
MORAWA	0	0	0	0	0	0	0	0	
MOUNT MAGNET	0	0	0	0	0	0	0	0	
MURCHISON	1	374	0	0	0	6	0	0	
NORTHAMPTON	0	0	0	0	0	0	0	0	
PERENJORI	0	0	0	0	0	0	0	0	
SANDSTONE	0	0	0	0	0	0	0	0	
THREE SPRINGS	1	122	0	0	0	0	0	0	
YALGOO	0	0	0	0	0	0	0	0	
Region	22	5,027	0	230	0	14	0	0	
State	900	84,618	78,309	15,603	2,828	8,080	11,289		

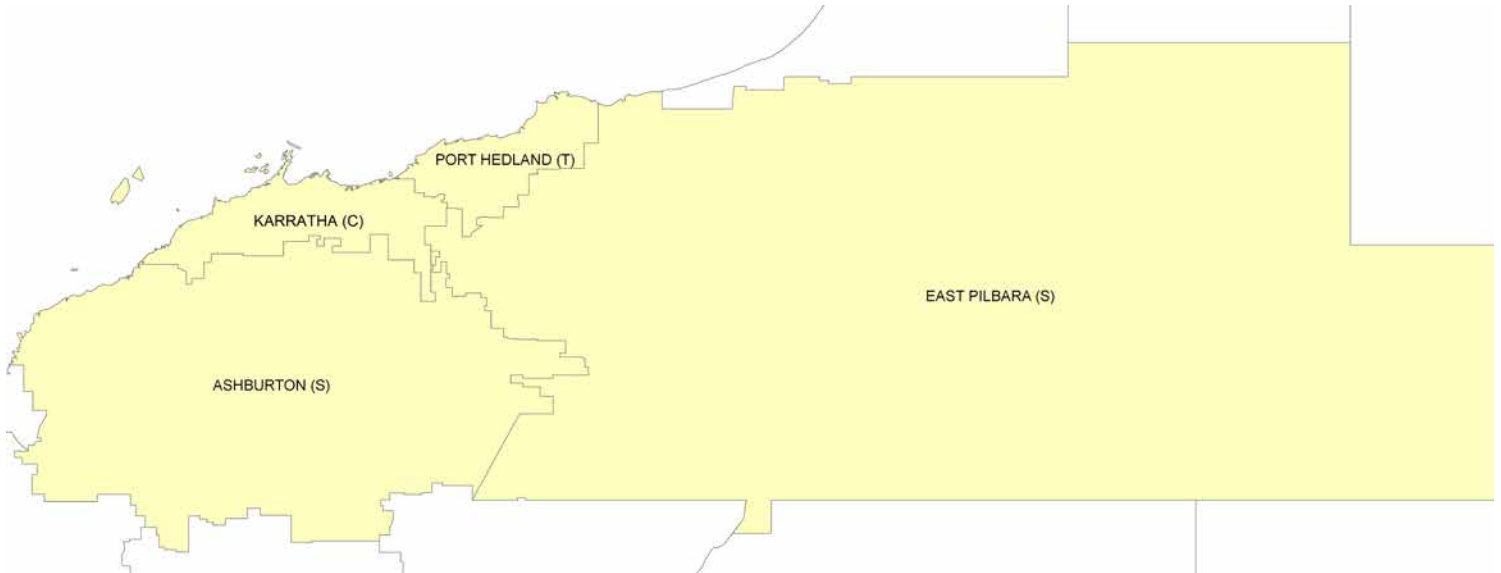
## Sealed road area statistics and expenditure 2019-20 Mid West Regional Road Group

## Appendix 10

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
CARNAMAH	104,832	953,063	28	226	0.27	0.24
CHAPMAN VALLEY	46,930	1,144,034	0	0	0.00	0.00
COOROW	165,237	1,331,674	1,449	0	8.77	0.00
CUE	43,593	776,166	527	255	12.09	0.33
GREATER GERALDTON	2,276,166	3,694,030	10,013	1,199	4.40	0.32
IRWIN	235,965	804,021	861	31	3.65	0.04
MEEKATHARRA	156,407	510,986	224	869	1.43	1.70
MINGENEW	78,102	744,753	37	32	0.47	0.04
MORAWA	117,411	695,848	285	0	2.43	0.00
MOUNT MAGNET	105,304	96,252	224	0	2.13	0.00
MURCHISON	240	1,101,130	6	764	25.0	0.69
NORTHAMPTON	349,344	1,708,525	468	613	1.34	0.36
PERENJORI	39,480	1,905,795	130	135	3.29	0.07
SANDSTONE	33,847	85,391	0	0	0.00	0.00
THREE SPRINGS	57,363	1,231,633	34	672	0.59	0.55
YALGOO	26,698	885,385	113	2	4.23	0.00
Region	3,836,918	17,668,686	14,399	4,800	3.75	0.27
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNAMAH	13	30	15	22	161	36	20
CHAPMAN VALLEY	7	12	13	0	180	20	11
COOROW	23	41	22	15	196	29	22
CUE	6	25	12	0	100	14	13
GREATER GERALDTON	290	43	21	20	532	30	20
IRWIN	32	31	21	14	116	20	18
MEEKATHARRA	13	49	20	19	72	22	11
MINGENEW	10	35	17	18	133	25	13
MORAWA	13	46	22	14	126	40	18
MOUNT MAGNET	15	28	18	0	12	20	19
MURCHISON	0	8	8	0	170	13	13
NORTHAMPTON	48	34	26	29	242	33	21
PERENJORI	5	27	14	0	259	24	11
SANDSTONE	4	14	14	11	12	10	8
THREE SPRINGS	7	24	16	12	168	23	14
YALGOO	2	25	10	0	187	16	13
Region	489	30	17	17	2,664	23	15





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

# APPENDIX 11

## Pilbara Region

### 2019-2020

Karratha  
Photo courtesy Sebastian Davies-Slate

# Appendix 11

## Road assets & expenditure indicators 2019-20 Pilbara Regional Road Group

Council	Indicators			
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance
[1]	[2]	[3]	[4]	[5]
ASHBURTON	0.46	4.3%	75%	1.72
EAST PILBARA	0.49	4.0%	53%	0.41
KARRATHA	0.77	2.5%	59%	1.00
PORT HEDLAND	0.47	2.5%	75%	1.15
Region	0.58	3.1%	64%	0.96
State	0.55	2.4%	59%	0.76

## Expenditure from Local Governments' own resources 2019-20 Pilbara Regional Road Group

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	10,835	6,718	62%	42%	46%	35%	504
EAST PILBARA	7,699	1,445	19%	63%	9%	5%	132
KARRATHA	13,293	6,438	48%	28%	29%	25%	278
PORT HEDLAND	16,254	6,304	39%	22%	34%	27%	407
Region Average	48,081	20,905	43%	37%	29%	23%	333
State Average	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Pilbara Regional Road Group

Council	Road data [kilometres]										Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]			
ASHBURTON	7	55	76	0	1,573	0	1,711	25.6	0.0	9.6			
EAST PILBARA	19	28	83	1,528	1,014	438	3,110	67.1	0.0	2.9			
KARRATHA	148	68	49	320	0	63	648	89.9	0.0	65.5			
PORT HEDLAND	42	92	61	206	0	57	458	29.9	0.0	96.1			
Region	217	243	268	2,054	2,587	557	5,927	213	0	174			
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418			

## Expenditure on road preservation 2019-20

## Pilbara Regional Road Group

Council	Preservation expenditure \$000s										Preservation expenditure \$/km			
	Sealed roads in built up areas		Sealed roads outside built up areas		Gravel roads		Formed roads		Total		Built up areas		Outside built up areas	
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km		
ASHBURTON	2,338	10	5,442	24	7,814	18,298	75	5,263	75					
EAST PILBARA	1,966	300	1,317	0	3,583	18,742	1,914	862	0					
KARRATHA	6,665	694	3,347	0	10,706	13,514	5,898	8,852	0					
PORT HEDLAND	5,756	0	7,341	0	13,097	19,775	0	35,714	0					
Region	16,725	1,005	17,446	24	35,200	16,446	1,786	5,538	50					
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798					

Excludes expenditure on bridges; includes expenditure on flood damage.



## Expenditure by work categories 2019-20 Pilbara Regional Road Group

## Appendix 11

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
ASHBURTON	3,483	4,331	2,256	765	10,835	32.1%	40.0%	20.8%	7.1%	3,997	6,863	
EAST PILBARA	2,994	589	4,116	0	7,699	38.9%	7.7%	53.5%	0.0%	8,007	3,283	
KARRATHA	8,762	1,964	990	1,577	13,293	65.9%	14.8%	7.4%	11.9%	8,014	8,042	
PORT HEDLAND	6,047	7,050	2,887	271	16,255	37.2%	43.4%	17.8%	1.7%	5,545	6,371	
Region Average	21,286	13,934	10,249	2,613	48,082	44.3%	29.0%	21.3%	5.4%	25,563	24,559	
State Average	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Bridge statistics and expenditure 2019-20 Pilbara Regional Road Group

Council	Number	Bridge deck area [sq metres]					Expenditure \$000s	
		All bridges	Concrete and steel	Timber with concrete overlay	Timber without concrete overlay	Footbridges	Preservation	Upgrade
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
ASHBURTON	2	444	0	0	0	0	0	
EAST PILBARA	0	0	0	0	0	0	0	
KARRATHA	19	2,879	0	0	0	20	139	
PORT HEDLAND	7	2,385	0	0	0	0	0	
Region	28	5,707	0	0	0	20	139	
State	900	84,618	78,309	15,603	2,828	8,080	11,289	

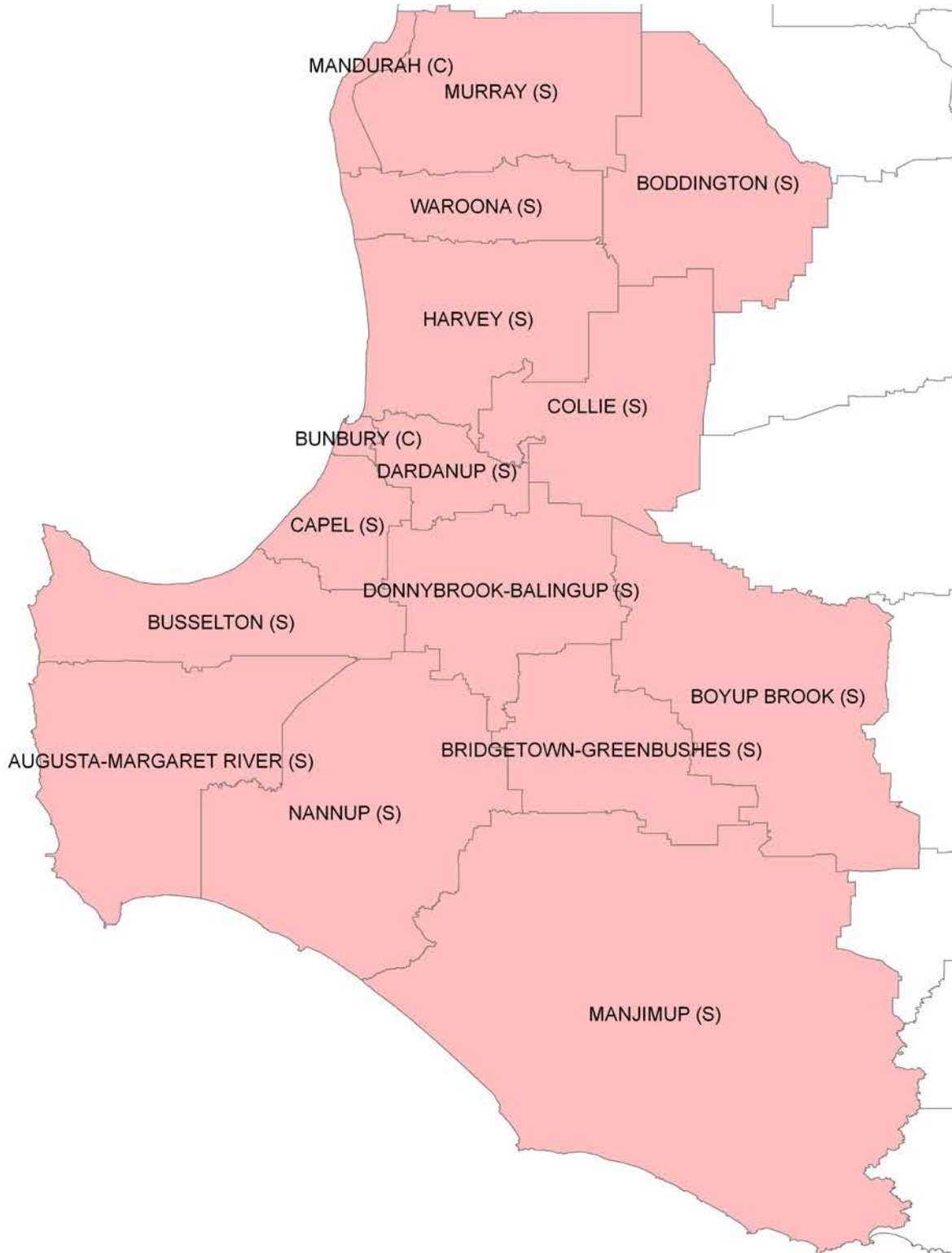
**Sealed road area statistics and expenditure 2019-20**  
**Pilbara Regional Road Group**

**Appendix 11**

Council	Area [sq metres]			Expenditure \$000s			Expenditure \$ per square metre		
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads 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]	[7]	[6]	[7]
ASHBURTON	445,894	572,083	2,338	10	5.24	0.02		5.24	0.02
EAST PILBARA	367,137	548,618	1,966	300	5.35	0.55		5.35	0.55
KARRATHA	1,726,631	411,212	6,665	694	3.86	1.69		3.86	1.69
PORT HEDLAND	1,018,786	502,706	5,756	0	5.65	0.00		5.65	0.00
Region	3,558,448	2,034,618	16,725	1,005	4.70	0.49		4.70	0.49
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62		2.99	0.62

**Sealed road age 2019-20**  
**Pilbara Regional Road Group**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Asphalt seal age years	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	63	23	36	76	13	34	11
EAST PILBARA	47	39	34	83	27	21	20
KARRATHA	216	35	44	49	5	36	35
PORT HEDLAND	135	36	34	61	19	24	22
Region	460	33	37	268	16	29	22



- Road assets and expenditure indicators
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- Sealed road age

Giblett Street, Manjimup

# APPENDIX 12

## South West Region

### 2019-2020



## Appendix 12

Road assets & expenditure indicators 2019-20  
South West Regional Road Group

Council	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1] AUGUSTA-MARGARET RIVER	0.49	2.7%	86%	0.88	
BODDINGTON	0.42	3.1%	34%	0.47	
BOYUP BROOK	0.42	3.1%	15%	0.40	
BRIDGETOWN-GREENBUSHES	0.44	3.1%	24%	0.44	
BUNBURY	0.54	1.8%	60%	0.77	
BUSSELTON	0.31	2.0%	54%	0.74	
CAPEL	0.61	2.4%	52%	0.72	
COLLIE	0.45	2.7%	28%	0.45	
DARDANUP	0.63	2.1%	84%	0.95	
DONNYBROOK-BALINGUP	0.39	2.7%	63%	0.58	
HARVEY	0.55	2.2%	77%	0.86	
MANDURAH	0.68	1.5%	62%	0.61	
MANJIMUP	0.37	2.8%	63%	0.58	
MURRAY	0.63	2.3%	18%	0.36	
NANNUP	0.39	2.9%	26%	0.49	
WAROONA	0.47	2.8%	32%	0.34	
Region	0.51	2.2%	55%	0.64	
State	0.55	2.4%	59%	0.76	

**Expenditure from Local Governments' own resources 2019-20**  
**South West Regional Road Group**

**Appendix 12**

Council	Total Council expenditure \$'000s	Expenditure from Councils' own resources \$'000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	10,837	5,543	51%	33%	34%	25%	332
BODDINGTON	2,154	670	31%	31%	20%	12%	380
BOYUP BROOK	2,538	850	33%	100%	23%	15%	480
BRIDGETOWN-GREENBUSHES	2,309	797	35%	59%	13%	10%	168
BUNBURY	8,903	4,982	56%	16%	17%	11%	157
BUSSELTON	18,135	10,500	58%	19%	26%	15%	260
CAPEL	5,596	2,216	40%	28%	17%	17%	120
COLLIE	3,109	850	27%	32%	10%	10%	99
DARDANUP	5,016	2,283	46%	25%	21%	18%	157
DONNYBROOK-BALINGUP	3,192	1,270	40%	52%	19%	16%	206
HARVEY	9,671	6,974	72%	25%	32%	23%	246
MANDURAH	12,437	9,165	74%	10%	13%	12%	104
MANJIMUP	5,919	1,957	33%	62%	16%	12%	215
MURRAY	5,710	2,721	48%	30%	17%	15%	149
NANNUP	1,770	641	36%	104%	23%	22%	451
WAROONA	2,534	568	22%	38%	11%	5%	133
Region	99,830	51,987	52%	25%	19%	15%	177
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Road data 2019-20

## South West Regional Road Group

## Appendix 12

Council	Road data [kilometres]											Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]				
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]				
AUGUSTA-MARGARET RIVER	96	29	392	338	43	9	907	12.0	40.0	86.0				
BODDINGTON	2	10	86	156	12	0	265	5.8	0.0	8.3				
BOYUP BROOK	0	10	207	429	359	15	1,020	9.5	6.0	4.5				
BRIDGETOWN-GREENBUSHES	7	22	226	394	19	17	686	5.4	11.5	0.4				
BUNBURY	147	121	52	1	0	0	321	221.0	0.2	180.2				
BUSSELTON	204	63	582	215	24	8	1,095	218.2	2.9	39.1				
CAPEL	101	44	179	155	6	17	502	37.0	3.4	63.0				
COLLIE	24	48	188	117	3	10	389	15.4	26.4	9.0				
DARDANUP	77	5	213	88	11	28	422	21.5	13.0	59.0				
DONNYBROOK-BALINGUP	10	20	257	337	28	17	669	18.5	2.9	1.8				
HARVEY	74	45	437	280	17	1	854	16.2	9.8	124.7				
MANDURAH	481	133	78	5	0	0	696	410.7	13.5	128.2				
MANJIMUP	10	59	444	704	66	19	1,302	42.9	1.0	2.4				
MURRAY	76	34	381	181	33	0	706	92.4	73.0	2.5				
NANNUP	0	7	200	247	22	14	490	7.9	10.0	0.5				
WAROONA	2	28	229	76	4	2	340	14.0	0.2	7.2				
Region	1,310	675	4,151	3,723	648	156	10,663	1,149	214	717				
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418				

**Expenditure on road preservation 2019-20**  
**South West Regional Road Group**

**Appendix 12**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Paved roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]							[8]	[9]	[10]	
AUGUSTA-MARGARET RIVER	958	4,508	1,115	44	6,625	4,019	6,859	3,313	1,022	
BODDINGTON	278	210	261	0	749	10,745	1,361	1,682	19	
BOYUP BROOK	96	170	1,346	0	1,612	3,409	528	3,142	0	
BRIDGETOWN-GREENBUSHES	355	675	843	9	1,882	5,811	1,664	2,160	490	
BUNBURY	5,701	0	0	0	5,701	9,669	0	0	0	
BUSSELTON	5,203	2,996	877	128	9,204	10,110	2,951	4,097	5,242	
CAPEL	1,530	877	851	111	3,369	5,591	2,788	5,541	17,526	
COLLIE	611	376	251	1	1,239	3,615	1,042	2,167	421	
DARDANUP	1,411	2,382	462	6	4,262	8,955	6,801	5,234	586	
DONNYBROOK-BALINGUP	386	1,563	732	7	2,688	6,450	3,547	2,199	258	
HARVEY	2,987	3,342	565	3	6,898	12,152	4,271	2,018	194	
MANDURAH	9,973	0	0	0	9,973	7,788	0	0	0	
MANJIMUP	1,176	2,530	1,378	14	5,098	7,518	3,567	1,967	212	
MURRAY	810	1,004	607	20	2,441	3,659	1,426	3,376	622	
NANNUP	138	478	779	1	1,396	8,573	1,360	3,188	45	
WAROONA	361	538	77	16	992	5,743	1,372	1,017	4,190	
Region	31,974	21,649	10,145	361	64,129	7,797	2,983	2,746	674	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*



## Expenditure by work categories 2019-20 South West Regional Road Group

## Appendix 12

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]
[1]												
AUGUSTA-MARGARET RIVER	2,721	4,025	3,617	473	10,836	25.1%	37.1%	33.4%	4.4%	7,677	6,746	
BODDINGTON	588	190	828	548	2,154	27.3%	8.8%	38.4%	25.4%	1,665	778	
BOYUP BROOK	1,283	451	738	63	2,535	50.6%	17.8%	29.1%	2.5%	4,299	1,734	
BRIDGETOWN- GREENBUSHES	1,289	668	315	37	2,309	55.8%	28.9%	13.6%	1.6%	4,473	1,957	
BUNBURY	3,663	2,040	2,196	1,004	8,903	41.1%	22.9%	24.7%	11.3%	7,399	5,703	
BUSSELTON	5,791	3,599	2,792	5,952	18,134	31.9%	19.8%	15.4%	32.8%	12,717	9,390	
CAPEL	2,594	841	335	1,826	5,596	46.4%	15.0%	6.0%	32.6%	4,773	3,435	
COLLIE	744	1,079	26	1,260	3,109	23.9%	34.7%	0.8%	40.5%	4,045	1,823	
DARDANUP	1,944	2,362	550	160	5,016	38.8%	47.1%	11.0%	3.2%	4,543	4,306	
DONNYBROOK-BALINGUP	1,386	1,480	135	191	3,192	43.4%	46.4%	4.2%	6.0%	4,901	2,866	
HARVEY	3,503	3,455	1,706	1,007	9,671	36.2%	35.7%	17.6%	10.4%	8,093	6,958	
MANDURAH	4,332	5,669	2,081	355	12,437	34.8%	45.6%	16.7%	2.9%	16,440	10,001	
MANJIMUP	2,935	2,372	238	374	5,919	49.6%	40.1%	4.0%	6.3%	9,076	5,307	
MURRAY	1,648	965	2,257	840	5,710	28.9%	16.9%	39.5%	14.7%	7,163	2,613	
NANNUP	1,028	600	142	0	1,770	58.1%	33.9%	8.0%	0.0%	3,312	1,628	
WAROONA	683	309	1,542	0	2,534	27.0%	12.2%	60.9%	0.0%	2,925	992	
Region	36,132	30,105	19,498	14,090	99,825	36.2%	30.2%	19.5%	14.1%	103,501	66,237	
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on  
flood damage

**Bridge statistics and expenditure 2019-20**  
**South West Regional Road Group**

**Appendix 12**

Council	Number		Bridge deck area [sq metres]				Expenditure \$000s						
	All bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
AUGUSTA-MARGARET RIVER	15	17	1,724	400	0	121	0	0	0	0	0	0	0
BODDINGTON	5	0	1,206	0	0	29	0	0	0	0	29	828	0
BOYUP BROOK	18	762	3,781	287	0	122	0	0	0	0	122	0	0
BRIDGETOWN-GREENBUSHES	15	196	2,186	255	0	75	0	0	0	0	75	0	0
BUNBURY	1	655	0	0	0	2	0	0	0	0	2	0	0
BUSSELTON	41	1,225	3,270	680	0	186	0	0	0	0	186	3,192	0
CAPEL	13	960	889	254	0	66	0	0	0	0	66	1,826	0
COLLIE	6	154	1,468	0	0	584	0	0	0	0	584	0	0
DARDANUP	19	941	1,705	127	0	44	0	0	0	0	44	0	0
DONNYBROOK-BALINGUP	33	1,078	3,614	872	0	178	0	0	0	0	178	0	0
HARVEY	19	5,573	1,812	253	0	60	0	0	0	0	60	0	0
MANDURAH	22	10,718	0	0	0	28	278	0	0	0	28	355	0
MANJIMUP	42	491	3,533	1,284	0	209	0	0	0	0	209	0	0
MURRAY	18	2,327	1,860	245	0	172	0	0	0	0	172	537	0
NANNUP	13	688	1,361	165	0	232	0	0	0	0	232	0	0
WAROONA	3	326	341	0	0	0	0	0	0	0	0	0	0
Region	283	26,109	28,749	4,821	0	2,108	278	0	0	0	2,108	6,738	0
State	900	84,618	78,309	15,603	0	8,080	2,828	0	0	0	8,080	11,289	0

## Sealed road area statistics and expenditure 2019-20

### South West Regional Road Group

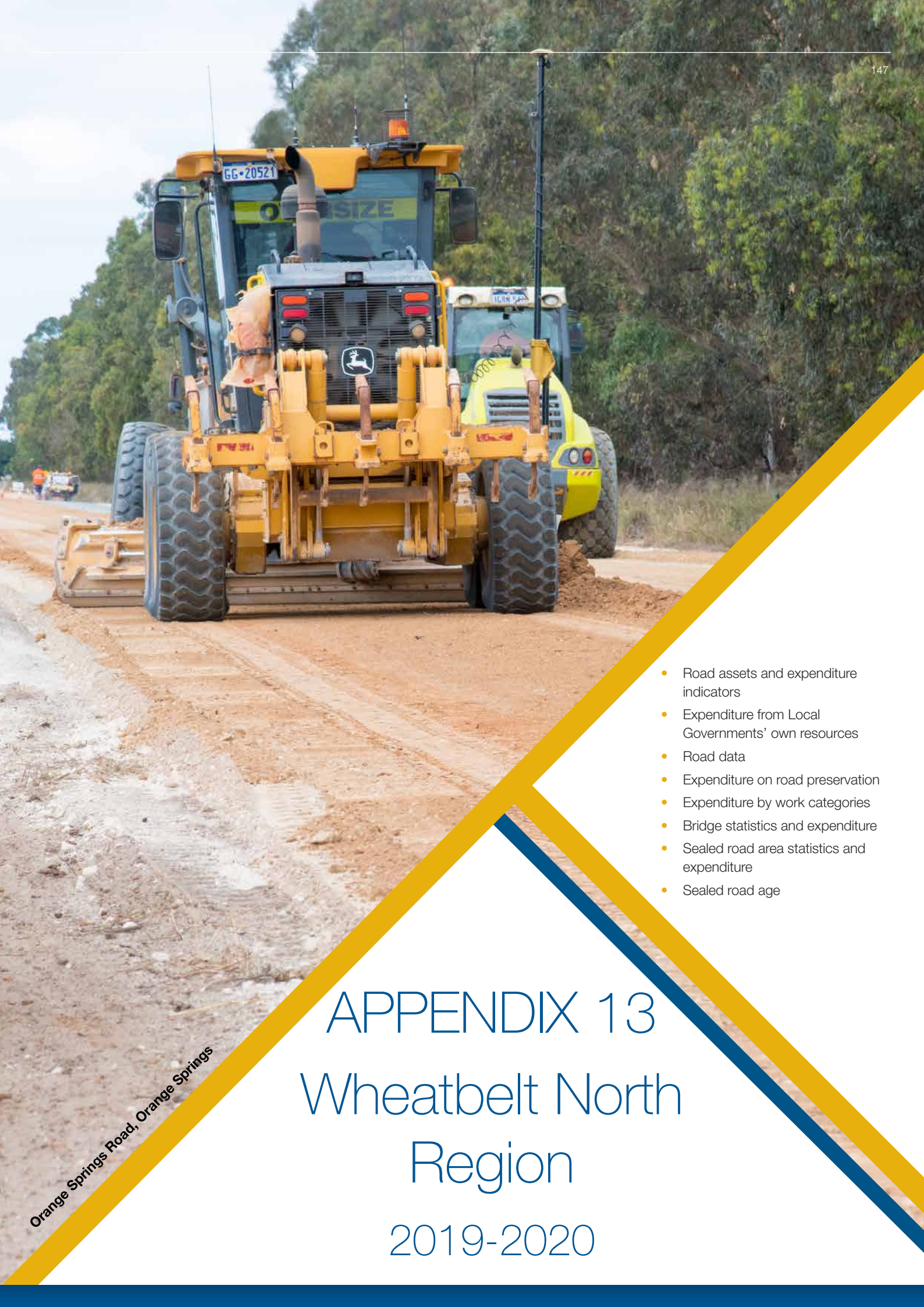
## Appendix 12

Council	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
AUGUSTA-MARGARET RIVER	834,270	2,300,051	958	4,508	1.15	1.96	
BODDINGTON	90,555	539,810	278	210	3.07	0.39	
BOYUP BROOK	98,685	1,141,989	96	170	0.97	0.15	
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	355	675	1.66	0.47	
BUNBURY	2,063,571	366,909	5,701	0	2.76	0.00	
BUSSELTON	1,801,283	3,552,974	5,203	2,996	2.89	0.84	
CAPEL	957,710	1,101,015	1,530	877	1.60	0.80	
COLLIE	604,271	1,342,937	611	376	1.01	0.28	
DARDANUP	569,056	1,314,998	1,411	2,382	2.48	1.81	
DONNYBROOK-BALINGUP	209,467	1,541,901	386	1,563	1.84	1.01	
HARVEY	863,192	2,743,087	2,987	3,342	3.46	1.22	
MANDURAH	4,483,367	573,127	9,973	0	2.22	0.00	
MANJIMUP	547,212	2,482,594	1,176	2,530	2.15	1.02	
MURRAY	775,061	2,464,725	810	1,004	1.05	0.41	
NANNUP	56,339	1,229,883	138	478	2.45	0.39	
WAROONA	219,990	1,372,517	361	538	1.64	0.39	
Region	14,387,833	25,489,879	31,974	21,649	2.22	0.85	
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62	

Council	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]
AUGUSTA-MARGARET RIVER	125	28	29	392	30	22
BODDINGTON	11	26	23	86	29	24
BOYUP BROOK	10	37	28	207	36	25
BRIDGETOWN-GREENBUSHES	29	39	26	226	31	20
BUNBURY	267	38	24	52	30	25
BUSSELTON	266	60	32	582	60	21
CAPEL	145	21	14	179	27	17
COLLIE	72	40	19	188	29	20
DARDANUP	81	24	14	213	24	17
DONNYBROOK-BALINGUP	30	31	28	257	40	25
HARVEY	119	28	25	437	29	23
MANDURAH	613	28	25	78	29	24
MANJIMUP	69	38	36	444	37	31
MURRAY	111	25	16	381	23	15
NANNUP	7	46	30	200	35	27
WAROONA	30	37	22	229	28	20
Region	1,985	34	24	4,151	32	22







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

# APPENDIX 13

## Wheatbelt North Region

### 2019-2020

Orange Springs Road, Orange Springs

## Road assets & expenditure indicators 2019-20 Wheatbelt North Regional Road Group

## Appendix 13

Council	Indicators			
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]
[1]				
CHITTERING	0.51	3.2%	13%	0.50
CUNDERDIN	0.29	3.6%	46%	0.47
DALWALLINU	0.49	3.9%	47%	0.41
DANDARAGAN	0.51	3.2%	15%	0.36
DOWERIN	0.41	4.0%	102%	0.64
GINGIN	0.41	3.3%	115%	1.05
GOOMALLING	0.38	3.6%	30%	0.37
KELLERBERRIN	0.30	3.8%	145%	0.88
KOORDA	0.45	4.0%	38%	0.40
MERREDIN	0.46	3.3%	51%	0.53
MOORA	0.25	3.2%	80%	0.59
MOUNT MARSHALL	0.44	4.3%	19%	0.29
MUKINBUDIN	0.28	3.6%	71%	0.43
NORTHAM	0.36	2.6%	32%	0.68
NUNGARIN	0.32	4.0%	64%	0.55
TAMMIN	0.33	3.9%	19%	0.25
TOODYAY	0.43	2.9%	23%	0.40
TRAYNING	0.34	4.0%	74%	0.55
VICTORIA PLAINS	0.33	3.7%	69%	0.63
WESTONIA	0.29	4.4%	34%	0.20
WONGAN-BALLIDU	0.40	3.8%	25%	0.52
WYALKATCHEM	0.48	3.9%	19%	0.35
YILGARN	0.55	4.3%	36%	0.29
YORK	0.43	2.9%	31%	0.39
Region	0.41	3.5%	49%	0.50
State	0.55	2.4%	59%	0.76



**Expenditure from Local Governments' own resources 2019-20**  
**Wheatbelt North Regional Road Group**

**Appendix 13**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CHITTERING	3,907	1,792	46%	46%	32%	22%	298
CUNDERDIN	1,619	314	19%	103%	11%	11%	223
DALWALLINU	3,616	1,001	28%	148%	21%	14%	717
DANDARAGAN	4,380	1,208	28%	74%	15%	7%	364
DOWERIN	2,342	179	8%	132%	7%	7%	268
GINGIN	6,495	1,044	16%	51%	11%	11%	195
GOOMALLING	2,009	700	35%	88%	30%	13%	706
KELLERBERRIN	4,209	520	12%	109%	17%	8%	439
KOORDA	2,127	617	29%	135%	24%	22%	1535
MERREDIN	3,097	1,160	37%	92%	22%	22%	344
MOORA	3,560	690	19%	83%	15%	10%	289
MOUNT MARSHALL	2,617	228	9%	141%	6%	6%	445
MUKINBUDIN	1,971	516	26%	120%	21%	19%	985
NORTHAM	7,302	3,226	44%	39%	27%	21%	293
NUNGARIN	908	0	0%	115%	0%	0%	0
TAMMIN	1,236	360	29%	105%	23%	5%	916
TOODYAY	4,003	1,971	49%	58%	35%	18%	442
TRAYNING	1,573	403	26%	126%	19%	19%	1161
VICTORIA PLAINS	2,979	934	31%	109%	34%	34%	1019
WESTONIA	4,276	442	10%	145%	22%	22%	1449
WONGAN-BALLIDU	3,369	1,159	34%	121%	30%	30%	900
WYALKATCHEM	1,399	282	20%	111%	13%	8%	573
YILGARN	4,004	89	2%	127%	1%	1%	77
YORK	3,346	1,603	48%	72%	31%	12%	442
Region	76,344	20,438	27%	89%	20%	15%	395
State	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.



## Road data 2019-20

## Wheatbelt North Regional Road Group

## Appendix 13

Council	Road data [kilometres]											Footpaths [km]		Dual use Paths [km]
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	[8]	[9]	[10]	[11]	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	
CHITTERING	1	1	292	118	22	5	440	8.1	0.0	0.0				
CUNDERDIN	3	15	230	373	150	11	783	6.5	0.0	0.0				
DALWALLINU	1	21	465	1,055	309	60	1,912	13.2	0.3	0.9				
DANDARAGAN	21	24	463	766	13	7	1,295	46.6	2.2	10.1				
DOWERIN	1	6	165	509	192	66	939	7.1	1.0	3.4				
GINGIN	14	69	402	348	26	17	875	12.5	0.0	2.2				
GOOMALLING	0	7	104	392	81	5	589	9.5	7.0	1.5				
KELLERBERRIN	1	17	216	418	287	7	945	3.6	0.7	11.6				
KOORDA	0	7	242	480	302	36	1,067	4.8	4.0	5.0				
MERREDIN	11	38	370	564	286	23	1,291	28.1	21.3	41.7				
MOORA	2	22	313	564	20	13	935	8.4	2.0	21.1				
MOUNT MARSHALL	0	8	292	725	632	19	1,676	3.4	0.2	6.3				
MUKINBUDIN	0	9	179	579	126	13	905	0.1	303.0	7.8				
NORTHAM	20	61	387	245	49	1	764	55.6	0.5	4.2				
NUNGARIN	0	3	103	364	23	17	510	3.9	1.2	0.0				
TAMMIN	0	6	126	262	83	18	495	5.5	4.0	3.1				
TOODYAY	6	7	300	269	33	20	635	10.7	0.2	2.0				
TRAYNING	0	8	139	544	41	20	752	5.4	0.4	5.7				
VICTORIA PLAINS	0	7	246	414	118	23	807	5.2	0.1	2.7				
WESTONIA	0	3	115	527	209	26	880	0.0	0.0	0.0				
WONGAN-BALLIDU	3	19	331	483	466	19	1,320	8.9	4.3	0.0				
WYALKATCHEM	0	11	133	494	61	26	724	3.8	0.0	1.0				
YILGARN	0	14	287	2,184	57	188	2,731	6.3	7.9	7.0				
YORK	2	36	261	201	158	9	667	19.6	36.2	3.0				
Region	87	419	6,162	12,877	3,744	649	23,938	277	396	140				
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418				

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [5]	Total [6]	Sealed roads \$ per lane km [7]	Sealed roads \$ per lane km [8]	Gravel roads \$ per km [9]	Formed roads \$ per km [10]	
[1]										
CHITTING	226	602	605	15	1,448	47,638	1,007	5,131	676	
CUNDERDIN	301	582	734	0	1,617	5,950	1,381	1,967	0	
DALWALLINU	453	1,222	1,053	24	2,753	8,430	1,783	999	79	
DANDARAGAN	264	318	1,973	58	2,613	2,619	354	2,576	4,371	
DOWERIN	48	1,337	888	0	2,273	2,473	4,466	1,746	0	
GINGIN	482	4,979	1,025	9	6,496	2,923	6,291	2,955	367	
GOOMALLING	180	200	360	40	780	11,246	1,120	922	492	
KELLERBERRIN	318	1,897	562	109	2,886	6,766	5,444	1,348	380	
KOORDA	137	663	644	20	1,464	5,936	1,560	1,343	66	
MERREDIN	1,308	611	315	863	3,097	9,827	948	560	3,017	
MOORA	379	2,013	461	48	2,902	6,446	3,687	820	2,421	
MOUNT MARSHALL	39	301	685	355	1,380	2,399	601	945	562	
MUKINBUDIN	208	902	559	7	1,676	10,206	2,908	966	55	
NORTHAM	1,285	3,698	505	102	5,590	7,168	5,896	2,088	2,088	
NUNGARIN	0	307	601	0	908	0	2,527	1,652	0	
TAMMIN	80	83	294	0	457	5,718	411	1,126	0	
TOODYAY	144	632	413	2	1,191	4,931	1,170	1,537	70	
TRAYNING	0	688	898	0	1,586	0	2,882	1,672	0	
VICTORIA PLAINS	121	1,417	666	111	2,316	7,368	3,124	1,613	941	
WESTONIA	0	278	244	0	522	0	1,223	463	0	
WONGAN-BALLIDU	428	506	1,402	24	2,360	7,405	953	2,915	51	
WYALKATCHEM	70	175	676	0	921	2,038	787	1,368	8	
YILGARN	132	731	791	810	2,464	3,810	1,438	365	10,943	
YORK	460	694	729	72	1,955	5,526	1,578	3,669	457	
Region	7,063	24,837	17,083	2,672	51,655	5,929	2,220	1,388	770	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*

## Expenditure by work categories 2019-20 Wheatbelt North Regional Road Group

## Appendix 13

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
CHITTERING	1,084	721	1,508	594	3,907	27.7%	18.5%	38.6%	15.2%	3,582	1,805	
CUNDERDIN	443	1,177	0	0	1,620	27.3%	72.7%	0.0%	0.0%	3,453	1,620	
DALWALLINU	1,552	1,201	863	0	3,616	42.9%	33.2%	23.9%	0.0%	6,686	2,753	
DANDARAGAN	1,524	1,094	1,765	0	4,383	34.8%	25.0%	40.3%	0.0%	7,320	2,618	
DOWERIN	1,098	1,175	0	69	2,342	46.9%	50.2%	0.0%	2.9%	2,988	1,910	
GINGIN	2,165	4,331	0	0	6,496	33.3%	66.7%	0.0%	0.0%	6,179	6,496	
GOOMALLING	650	180	1,179	0	2,009	32.4%	9.0%	58.7%	0.0%	2,274	830	
KELLERBERRIN	461	2,435	1,231	82	4,209	11.0%	57.9%	29.2%	1.9%	3,306	2,896	
KOORDA	682	782	652	11	2,127	32.1%	36.8%	30.7%	0.5%	3,656	1,464	
MERREDIN	1,350	1,747	0	0	3,097	43.6%	56.4%	0.0%	0.0%	5,857	3,097	
MOORA	881	2,036	644	0	3,561	24.7%	57.2%	18.1%	0.0%	4,936	2,917	
MOUNT MARSHALL	790	590	1,237	0	2,617	30.2%	22.5%	47.3%	0.0%	4,818	1,380	
MUJINBUDIN	593	1,083	295	0	1,971	30.1%	54.9%	15.0%	0.0%	3,818	1,629	
NORTHAM	2,683	3,205	1,370	44	7,302	36.7%	43.9%	18.8%	0.6%	6,466	4,397	
NUNGARIN	378	530	0	0	908	41.6%	58.4%	0.0%	0.0%	1,658	908	
TAMMIN	399	58	779	0	1,236	32.3%	4.7%	63.0%	0.0%	1,800	457	
TOODYAY	1,092	587	2,324	0	4,003	27.3%	14.7%	58.1%	0.0%	4,220	1,679	
TRAYNING	658	928	0	0	1,586	41.5%	58.5%	0.0%	0.0%	2,795	1,550	
VICTORIA PLAINS	1,038	1,304	637	0	2,979	34.8%	43.8%	21.4%	0.0%	3,701	2,342	
WESTONIA	244	278	20	3,734	4,276	5.7%	6.5%	0.5%	87.3%	2,656	522	
WONGAN-BALLIDU	1,319	1,041	1,009	0	3,369	39.2%	30.9%	29.9%	0.0%	4,521	2,360	
WYALKATCHEM	687	234	478	0	1,399	49.1%	16.7%	34.2%	0.0%	2,595	921	
YILGARN	1,266	1,198	1,423	117	4,004	31.6%	29.9%	35.5%	2.9%	8,463	2,464	
YORK	905	1,062	1,379	0	3,346	27.0%	31.7%	41.2%	0.0%	4,286	1,681	
Region	23,942	28,977	18,793	4,651	76,363	31.4%	37.9%	24.6%	6.1%	102,033	50,696	
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Excludes expenditure on flood damage

Renewal and Total Expenditure includes flood damage.

**Bridge statistics and expenditure 2019-20**  
**Wheatbelt North Regional Road Group**

**Appendix 13**

Council	Number		Bridge deck area [sq metres]					Expenditure \$000s					
	All Bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
CHITTERING	11	276	681	331	0	357	0	0	0	0	0	0	0
CUNDERDIN	5	196	409	37	0	3	0	0	0	0	0	0	0
DALWALLINU	0	0	0	0	0	0	0	0	0	0	0	0	0
DANDARAGAN	1	0	484	0	0	5	0	0	0	0	0	0	0
DOWERIN	1	69	0	0	0	0	0	0	0	0	0	0	0
GINGIN	5	0	369	620	0	0	0	0	0	0	0	0	0
GOOMALLING	6	30	753	55	0	50	0	0	0	0	0	0	0
KELLERBERRIN	4	379	149	0	0	10	0	0	0	0	0	0	0
KOORDA	0	0	0	0	0	0	0	0	0	0	0	0	0
MERREDIN	4	485	0	0	0	0	0	0	0	0	0	0	0
MOORA	8	1,329	579	0	0	15	0	0	0	0	0	0	0
MOUNT MARSHALL	0	0	0	0	0	0	0	0	0	0	0	0	0
MUKINBUDIN	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHAM	26	3,056	4,228	1,009	0	298	0	0	0	0	0	0	0
NUNGARIN	0	0	0	0	0	0	0	0	0	0	0	0	0
TAMMIN	0	0	0	0	0	0	0	0	0	0	0	0	0
TOODYAY	15	1,740	2,865	107	0	488	0	0	0	0	0	0	0
TRAYNING	0	0	0	0	0	0	0	0	0	0	0	0	0
VICTORIA PLAINS	7	0	812	0	0	26	0	0	0	0	0	0	0
WESTONIA	0	0	0	0	0	0	0	0	0	0	0	0	0
WONGAN-BALLIDU	0	0	0	0	0	0	0	0	0	0	0	0	0
WYALKATCHEM	0	0	0	0	0	0	0	0	0	0	0	0	0
YILGARN	0	0	0	0	0	0	0	0	0	0	0	0	0
YORK	19	198	3,041	365	0	12	0	0	0	0	0	0	0
Region	112	7,758	14,369	2,525	0	1,264	0	0	0	0	0	0	0
State	900	84,618	78,309	15,603	2,828	8,080	11,289						



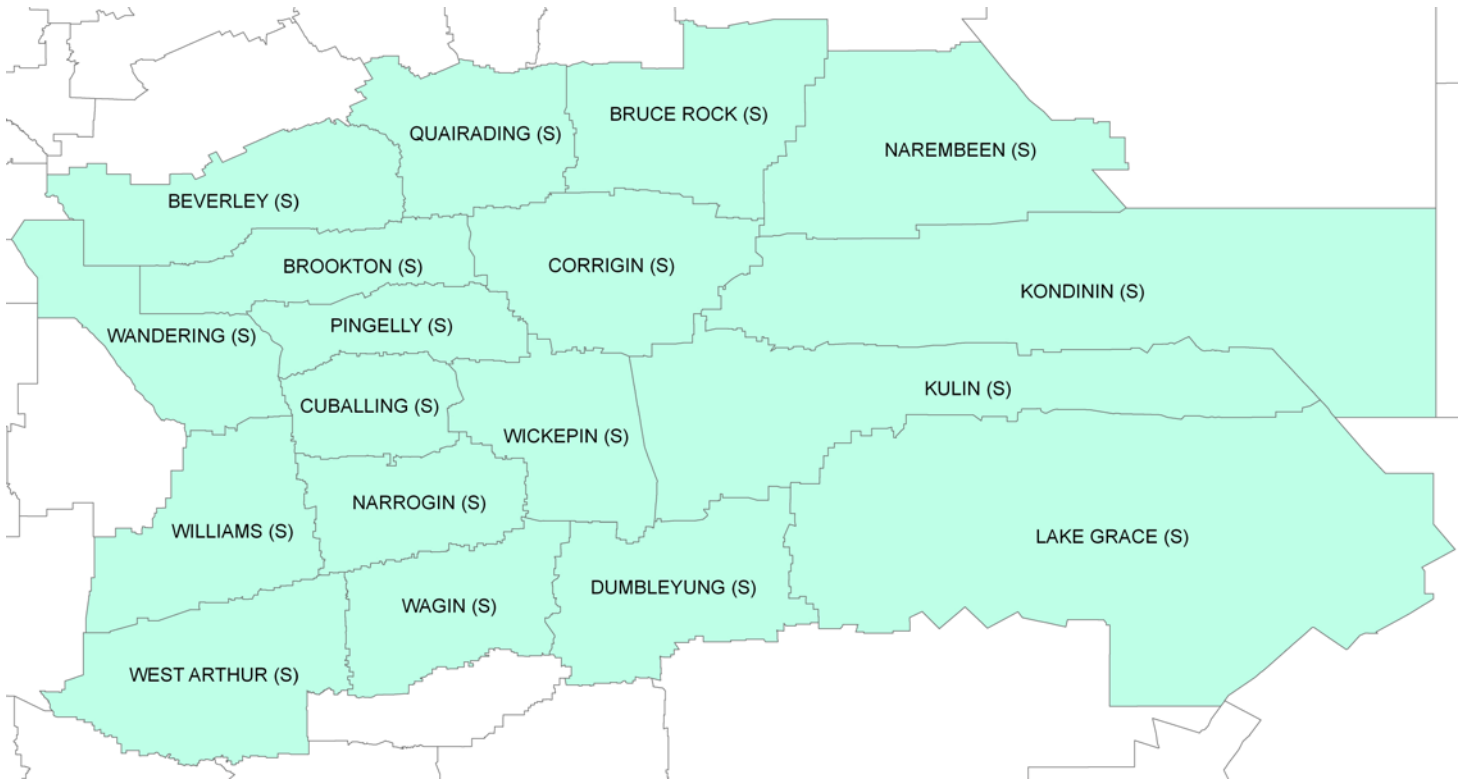
## Sealed road area statistics and expenditure 2019-20

### Wheatbelt North Regional Road Group

## Appendix 13

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
CHITTERING	16,604	2,092,899	226	602	13.61	0.29
CUNDERDIN	177,057	1,474,755	301	582	1.70	0.39
DALWALLINU	187,928	2,399,187	453	1,222	2.41	0.51
DANDARAGAN	352,770	3,144,436	264	318	0.75	0.10
DOWERIN	67,933	1,047,793	48	1,337	0.71	1.28
GINGIN	577,227	2,770,240	482	4,979	0.84	1.80
GOOMALLING	56,018	625,142	180	200	3.21	0.32
KELLERBERRIN	164,491	1,219,607	318	1,897	1.93	1.56
KOORDA	80,781	1,487,596	137	663	1.70	0.45
MERREDIN	465,842	2,254,086	1,308	611	2.81	0.27
MOORA	205,506	1,911,197	379	2,013	1.84	1.05
MOUNT MARSHALL	56,899	1,752,673	39	301	0.69	0.17
MUKINBUDIN	71,332	1,086,167	208	902	2.92	0.83
NORTHAM	627,476	2,194,934	1,285	3,698	2.05	1.68
NUNGARIN	16,227	425,267	0	307	0.00	0.72
TAMMIN	48,967	706,030	80	83	1.63	0.12
TOODYAY	102,216	1,890,949	144	632	1.41	0.33
TRAYNING	76,785	835,450	0	688	0.00	0.82
VICTORIA PLAINS	57,482	1,588,109	121	1,417	2.11	0.89
WESTONIA	24,039	794,340	0	278	0.00	0.35
WONGAN-BALLIDU	202,288	1,858,948	428	506	2.12	0.27
WYALKATCHEM	120,199	776,578	70	175	0.58	0.22
YILGARN	123,525	1,911,391	132	731	1.07	0.38
YORK	291,349	1,539,141	460	694	1.58	0.45
Region	4,170,942	37,786,914	7,063	24,837	1.69	0.66
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

Council	Roads in built up areas			Roads outside built up areas			
	Length km [2]	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km [6]	Pavement age years [7]	Sprayed seal age years [8]
[1]							
CHITTERING	2	22	23	11	292	24	16
CUNDERDIN	19	41	21	7	230	48	25
DALWALLINU	22	38	17	15	465	33	14
DANDARAGAN	44	26	23	14	463	28	17
DOWERIN	7	36	28	22	165	41	20
GINGIN	83	34	25	16	402	30	21
GOOMALLING	7	47	26	0	104	44	24
KELLERBERRIN	18	42	23	11	216	42	32
KOORDA	7	31	17	0	242	40	15
MERREDIN	49	28	21	17	370	31	23
MOORA	24	59	31	31	313	60	25
MOUNT MARSHALL	8	26	23	0	292	34	21
MUKINBUDIN	9	56	34	0	179	58	33
NORTHAM	81	52	27	18	387	44	23
NUNGARIN	3	0	0	0	103	50	35
TAMMIN	6	36	30	21	126	39	27
TOODYAY	13	33	16	8	300	33	21
TRAYNING	9	14	15	6	139	45	32
VICTORIA PLAINS	7	54	27	0	246	46	20
WESTONIA	3	37	37	0	115	48	35
WONGAN-BALLIDU	22	31	26	30	331	33	24
WYALKATCHEM	11	28	26	0	133	28	20
YILGARN	14	37	13	0	287	23	13
YORK	38	27	21	21	261	29	23
Region	506	36	24	17	6,162	39	23





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

# APPENDIX 14

## Wheatbelt South Region

### 2019-2020

Campbell Street, Corrigin



## Road assets & expenditure indicators 2019-20 Wheatbelt South Regional Road Group

## Appendix 14

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
BEVERLEY	0.50	2.7%	61%	0.47	
BROOKTON	0.39	3.1%	96%	0.60	
BRUCE ROCK	0.50	2.9%	42%	0.50	
CORRIGIN	0.23	3.6%	91%	0.63	
CUBALLING	0.47	3.2%	34%	0.31	
DUMBLEYUNG	0.55	3.7%	53%	0.49	
KONDININ	0.43	4.2%	85%	0.53	
KULIN	0.45	4.1%	18%	0.40	
LAKE GRACE	0.54	4.4%	19%	0.38	
NAREMBEEN	0.34	4.1%	31%	0.47	
NAPROGIN	0.46	3.4%	54%	0.72	
PINGELLY	0.50	3.2%	55%	0.63	
QUAIRADING	0.29	3.4%	15%	0.26	
WAGIN	0.52	3.2%	40%	0.39	
WANDERING	0.41	3.0%	15%	0.51	
WEST ARTHUR	0.32	3.2%	50%	0.35	
WICKEPIN	0.47	3.9%	27%	0.79	
WILLIAMS	0.39	3.2%	38%	0.50	
Region	0.43	3.5%	47%	0.49	
State	0.55	2.4%	59%	0.76	

**Expenditure from Local Governments' own resources 2019-20  
Wheatbelt South Regional Road Group**

**Appendix 14**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	2,483	1,213	49%	55%	35%	30%	686
BROOKTON	1,632	668	41%	81%	29%	29%	697
BRUCE ROCK	2,701	582	22%	132%	17%	17%	613
CORRIGIN	4,409	736	17%	121%	23%	15%	650
CUBALLING	1,598	394	25%	96%	21%	12%	462
DUMBLEYUNG	2,154	644	30%	129%	23%	23%	955
KONDININ	2,484	532	21%	118%	13%	11%	610
KULIN	2,610	492	19%	140%	13%	10%	635
LAKE GRACE	3,035	798	26%	129%	13%	9%	621
NAREMBEEN	2,496	242	10%	143%	7%	7%	285
NARROGIN	3,933	2,153	55%	51%	35%	26%	436
PINGELLY	1,962	453	23%	73%	18%	18%	394
QUAIRADING	2,515	542	22%	104%	18%	9%	549
WAGIN	2,184	487	22%	82%	15%	13%	274
WANDERING	1,479	669	45%	90%	50%	41%	1578
WEST ARTHUR	1,959	448	23%	113%	18%	12%	573
WICKEPIN	2,431	875	36%	110%	33%	33%	1204
WILLIAMS	1,554	659	42%	82%	32%	23%	649
Region	43,619	12,587	29%	103%	22%	18%	574
State	925,865	488,657	53%	24%	19.2%	14.4%	183

Total Expenditure includes flood damage.

## Road data 2019-20

## Wheatbelt South Regional Road Group

## Appendix 14

Council	Road data [kilometres]										Footpaths [km]		Dual use
	Built up areas asphalt seal	Built up areas sprayed seal	Sealed roads outside built up areas	Gravel roads	Formed roads	Unformed roads	Total length	Bitumen / concrete	Gravel	Paths [km]			
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]			
BEVERLEY	0	12	204	328	137	15	697	12.8	0.0	1.7			
BROOKTON	0	10	95	330	93	1	529	5.2	0.0	3.1			
BRUCE ROCK	0	13	430	582	131	16	1,173	5.6	14.4	2.1			
CORRIGIN	1	13	317	568	148	12	1,059	10.0	0.0	4.9			
CUBALLING	0	1	162	209	164	19	555	2.2	2.6	0.0			
DUMBLEYUNG	0	7	226	639	112	10	993	6.7	3.1	2.6			
KONDININ	4	8	181	1,004	119	21	1,337	3.2	5.0	7.5			
KULIN	0	7	216	1,091	101	19	1,434	3.8	0.7	6.3			
LAKE GRACE	0	15	193	1,811	200	61	2,281	0.3	0.0	0.0			
NAREMBEEN	0	8	284	907	193	16	1,410	1.7	5.4	5.2			
NARROGIN	6	43	194	300	247	10	800	7.7	0.0	0.0			
PINGELLY	0	16	180	188	153	31	569	13.8	3.4	4.1			
QUAIRADING	5	8	257	406	170	17	863	8.5	0.0	0.1			
WAGIN	1	27	143	392	190	29	783	10.0	68.5	31.8			
WANDERING	0	3	89	191	66	6	355	2.9	0.3	0.4			
WEST ARTHUR	0	6	221	488	122	17	855	7.4	2.7	2.2			
WICKEPIN	0	9	156	390	281	33	868	13.5	2.3	0.0			
WILLIAMS	0	8	126	282	55	3	473	7.6	3.1	4.5			
Region	19	215	3,675	10,106	2,682	337	17,033	123	111	76			
State	12,634	3,692	24,015	55,538	21,911	9,203	126,993	10,940	993	4,418			

**Expenditure on road preservation 2019-20  
Wheatbelt South Regional Road Group**

**Appendix 14**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	
BEVERLEY	274	930	644	79	1,927	6,776	2,690	1,971	578	
BROOKTON	377	503	747	0	1,627	15,508	3,148	2,265	0	
BRUCE ROCK	283	1,350	688	68	2,389	6,617	1,990	1,182	522	
CORRIGIN	389	1,979	367	7	2,742	9,979	4,184	646	50	
CUBALLING	84	392	311	0	787	35,383	1,357	1,488	0	
DUMBLEYUNG	329	711	844	143	2,027	16,970	1,627	1,345	1,117	
KONDININ	384	693	1,282	0	2,360	12,473	2,077	1,285	1	
KULIN	223	200	1,647	0	2,070	11,325	603	1,506	0	
LAKE GRACE	188	283	2,194	8	2,673	5,327	739	1,212	41	
NAREMBEEN	19	647	1,691	0	2,357	884	1,327	1,865	0	
NARROGIN	1,037	669	938	4	2,648	7,447	1,805	3,172	16	
PINGELLY	353	704	714	0	1,771	10,872	2,179	3,897	0	
QUAIRADING	165	241	530	1	937	5,043	567	1,307	5	
WAGIN	268	390	565	1	1,224	3,465	1,854	1,449	5	
WANDERING	54	101	803	36	995	8,217	579	4,207	552	
WEST ARTHUR	47	879	484	53	1,463	3,067	2,239	993	431	
WICKEPIN	87	222	1,930	0	2,239	4,911	737	4,947	0	
WILLIAMS	88	407	587	17	1,099	4,400	1,728	2,105	305	
Region	4,649	11,301	16,967	418	33,335	7,536	1,776	1,685	158	
State	377,540	94,597	151,688	14,978	638,804	10,653	2,057	2,766	798	

*Excludes expenditure on bridges; includes expenditure on flood damage.*



## Expenditure by work categories 2019-20

### Wheatbelt South Regional Road Group

## Appendix 14

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
BEVERLEY	966	1,038	444	35	2,483	38.9%	41.8%	17.9%	1.4%	4,275	2,002	
BROOKTON	620	1,012	0	0	1,632	38.0%	62.0%	0.0%	0.0%	2,712	1,632	
BRUCE ROCK	1,300	1,329	72	0	2,701	48.1%	49.2%	2.7%	0.0%	5,205	2,614	
CORRIGIN	1,033	1,709	1,664	0	4,406	23.4%	38.8%	37.8%	0.0%	4,357	2,742	
CUBALLING	704	107	787	0	1,598	44.1%	6.7%	49.2%	0.0%	2,577	811	
DUMBLEYUNG	480	1,551	123	0	2,154	22.3%	72.0%	5.7%	0.0%	4,179	2,031	
KONDININ	784	1,576	0	124	2,484	31.6%	63.4%	0.0%	5.0%	4,444	2,360	
KULIN	974	1,096	526	14	2,610	37.3%	42.0%	20.2%	0.5%	5,150	2,070	
LAKE GRACE	1,538	1,135	153	209	3,035	50.7%	37.4%	5.0%	6.9%	7,069	2,673	
NAREMBEEN	1,749	608	139	0	2,496	70.1%	24.4%	5.6%	0.0%	4,893	2,319	
NARROGIN	1,823	881	1,035	194	3,933	46.4%	22.4%	26.3%	4.9%	3,753	2,704	
PINGELLY	909	862	191	0	1,962	46.3%	43.9%	9.7%	0.0%	2,809	1,771	
QUAIRADING	720	276	1,518	0	2,514	28.6%	11.0%	60.4%	0.0%	3,780	994	
WAGIN	586	658	940	0	2,184	26.8%	30.1%	43.0%	0.0%	3,143	1,225	
WANDERING	789	221	469	0	1,479	53.3%	14.9%	31.7%	0.0%	1,967	995	
WEST ARTHUR	666	832	461	0	1,959	34.0%	42.5%	23.5%	0.0%	4,197	1,482	
WICKEPIN	1,688	590	0	153	2,431	69.4%	24.3%	0.0%	6.3%	2,874	2,278	
WILLIAMS	625	484	95	350	1,554	40.2%	31.1%	6.1%	22.5%	2,196	1,109	
Region	17,954	15,965	8,617	1,079	43,615	41.2%	36.6%	19.8%	2.5%	69,580	33,812	
State	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

**Bridge statistics and expenditure 2019-20**  
**Wheatbelt South Regional Road Group**

**Appendix 14**

Council	Number		Bridge deck area [sq metres]					Expenditure \$000s					
	All Bridges	[2]	Concrete and steel	[3]	Timber with concrete overlay	[4]	Timber without concrete overlay	[5]	Footbridges	[6]	Preservation	[7]	Upgrade
BEVERLEY	26	112	4,983	658	0	77	143						
BROOKTON	15	137	1,011	1,570	0	5	0						
BRUCE ROCK	80	4,531	0	0	240	0	0						
CORRIGIN	2	0	0	230	0	0	0						
CUBALLING	12	0	1,889	373	0	24	31						
DUMBLEYUNG	5	70	628	112	0	4	0						
KONDININ	0	0	0	0	0	0	0						
KULIN	0	0	0	0	0	0	0						
LAKE GRACE	0	0	0	0	0	0	0						
NAREMBEEN	1	94	0	0	0	0	0						
NARROGIN	6	0	530	90	181	56	19						
PINGELLY	15	42	591	846	0	0	100						
QUAIRADING	14	222	797	338	0	59	0						
WAGIN	8	553	410	240	0	20	435						
WANDERING	14	457	1,502	580	0	15	0						
WEST ARTHUR	16	90	3,574	547	0	35	0						
WICKEPIN	4	33	274	54	0	39	0						
WILLIAMS	5	525	779	0	0	10	0						
Region	223	6,866	16,967	5,638	181	584	728						
State	900	84,618	78,309	15,603	2,828	8,080	11,289						

## Sealed road area statistics and expenditure 2019-20

### Wheatbelt South Regional Road Group

## Appendix 14

Council	Area [sq metres]		Expenditure \$000s			Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	
BEVERLEY	141,533	1,210,057	274	930	1.94	0.77	
BROOKTON	85,086	559,273	377	503	4.43	0.90	
BRUCE ROCK	149,701	2,374,132	283	1,350	1.89	0.57	
CORRIGIN	136,438	1,655,246	389	1,979	2.85	1.20	
CUBALLING	8,309	1,010,871	84	392	10.11	0.39	
DUMBLEYUNG	67,747	1,574,675	329	711	4.86	0.45	
KONDININ	107,743	1,175,294	384	693	3.56	0.59	
KULIN	68,357	1,456,618	223	200	3.26	0.14	
LAKE GRACE	123,532	1,339,042	188	283	1.52	0.21	
NAREMBEEN	75,240	1,704,280	19	647	0.25	0.38	
NARROGIN	487,409	1,297,350	1,037	669	2.13	0.52	
PINGELLY	113,641	1,130,911	353	704	3.11	0.62	
QUAIRADING	114,511	1,488,290	165	241	1.44	0.16	
WAGIN	270,681	736,224	268	390	0.99	0.53	
WANDERING	23,001	612,035	54	101	2.35	0.17	
WEST ARTHUR	53,628	1,374,224	47	879	0.88	0.64	
WICKEPIN	62,004	1,054,106	87	222	1.40	0.21	
WILLIAMS	69,997	824,328	88	407	1.26	0.49	
Region	2,158,558	22,576,953	4,649	11,301	2.15	0.50	
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62	

Council	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]
BEVERLEY	13	23	14	204	24	16
BROOKTON	10	29	29	95	31	31
BRUCE ROCK	14	52	19	430	34	20
CORRIGIN	13	55	61	317	43	33
CUBALLING	1	29	17	162	27	16
DUMBLEYUNG	7	47	32	226	28	9
KONDININ	12	43	19	181	38	24
KULIN	7	47	31	216	34	20
LAKE GRACE	16	46	33	193	20	14
NAREMBEEN	9	58	28	284	44	25
NARROGIN	49	39	20	194	30	16
PINGELLY	16	52	36	180	19	15
QUAIRADING	13	16	17	257	48	30
WAGIN	28	26	24	143	25	20
WANDERING	3	39	37	89	34	22
WEST ARTHUR	6	39	27	221	45	27
WICKEPIN	9	37	27	156	31	17
WILLIAMS	8	101	32	126	35	19
Region	234	43	28	3,675	33	21





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# APPENDIX 15

## Country Cities

(populations over 20,000)

### 2019-2020

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

*Campbell Street, Kalgoorlie*

## Road assets & expenditure indicators 2019-20 Country cities (populations over 20,000)

## Appendix 15

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ALBANY	0.44	2.6%	65%	0.99	
BUNBURY	0.54	1.8%	60%	0.77	
BUSSELTON	0.31	2.0%	54%	0.74	
GREATER GERALDTON	0.50	2.3%	23%	0.96	
HARVEY	0.55	2.2%	77%	0.86	
KALGOORLIE-BOULDER	0.29	2.7%	101%	1.27	
KARRATHA	0.77	2.5%	59%	1.00	
MANDURAH	0.68	1.5%	62%	0.61	
Group Average	0.52	2.1%	61%	0.88	
State Average	0.55	2.4%	59%	0.75	

**Expenditure from Local Governments' own resources 2019-20  
Country cities (populations over 20,000)**

**Appendix 15**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ALBANY	15,271	9,322	61%	31%	28%	24%	243
BUNBURY	8,903	4,982	56%	16%	17%	11%	157
BUSSELTON	18,135	10,500	58%	19%	26%	15%	260
GREATER GERALDTON	17,621	10,952	62%	32%	31%	25%	286
HARVEY	9,671	6,974	72%	25%	32%	23%	246
KALGOORLIE-BOULDER	16,208	11,661	72%	31%	41%	37%	401
KARRATHA	13,293	6,438	48%	28%	29%	25%	278
MANDURAH	12,437	9,165	74%	10%	13%	12%	104
Group Average	111,539	69,994	63%	22%	25%	20%	221
State Average	925,865	488,657	53%	24%	19%	14%	183



## Expenditure on road preservation 2019-20 Country cities (populations over 20,000)

## Appendix 15

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	Built up areas	
	[2]	[3]	[4]	[6]	[7]				[8]	[9]
ALBANY	5,612	2,924	3,901	75	12,512	10,203	5,196	1,492		
BUNBURY	5,701	0	0	0	5,701	9,669	0	0		
BUSSELTON	5,203	2,996	877	128	9,204	10,110	2,951	5,242		
GREATER GERALDTON	10,013	1,199	3,219	18	14,450	15,397	1,134	95		
HARVEY	2,987	3,342	565	3	6,898	12,152	4,271	194		
KALGOORLIE-BOULDER	12,445	243	1,490	0	14,178	16,551	662	0		
KARRATHA	6,665	694	3,347	0	10,706	13,514	5,898	0		
MANDURAH	9,973	0	0	0	9,973	7,788	0	0		
Group Average	58,599	11,400	13,399	224	83,622	11,544	2,536	550		
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	21,063		

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2019-20  
Country cities (populations over 20,000)**

**Appendix 15**

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]
ALBANY	7,935	4,679	319	2,338	15,271		52.0%	30.6%	2.1%	15.3%	12,780	12,614
BUNBURY	3,663	2,040	2,196	1,004	8,903		41.1%	22.9%	24.7%	11.3%	7,399	5,703
BUSSELTON	5,791	3,599	2,792	5,952	18,134		31.9%	19.8%	15.4%	32.8%	12,717	9,390
GREATER GERALDTON	5,068	9,389	2,173	990	17,620		28.8%	53.3%	12.3%	5.6%	15,025	14,457
HARVEY	3,503	3,455	1,706	1,007	9,671		36.2%	35.7%	17.6%	10.4%	8,093	6,958
KALGOORLIE BOULDER	7,856	6,322	1,846	184	16,208		48.5%	39.0%	11.4%	1.1%	11,135	14,178
KARRATHA	8,762	1,964	990	1,577	13,293		65.9%	14.8%	7.4%	11.9%	8,014	8,042
MANDURAH	4,332	5,669	2,081	355	12,437		34.8%	45.6%	16.7%	2.9%	16,440	10,001
Group Average	46,910	37,117	14,103	13,407	111,537		42.1%	33.3%	12.6%	12.0%	91,603	81,343
State Average	357,672	289,212	199,684	79,265	925,833		38.6%	31.2%	21.6%	8.6%	800,765	607,106

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Sealed road area statistics and expenditure 2019-20 Country cities (populations over 20,000)

## Appendix 15

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
ALBANY	1,925,092	3,150,691	5,612	2,924	2.92	0.93
BUNBURY	2,063,571	366,909	5,701	0	2.76	0.00
BUSSELTON	1,801,283	3,552,974	5,203	2,996	2.89	0.84
GREATER GERALDTON	2,276,166	3,694,030	10,013	1,199	4.40	0.32
HARVEY	863,192	2,743,087	2,987	3,342	3.46	1.22
KALGOORLIE-BOULDER	2,631,745	1,283,790	12,445	243	4.73	0.19
KARRATHA	1,726,631	411,212	6,665	694	3.86	1.69
MANDURAH	4,483,367	573,127	9,973	0	2.22	0.00
Group	17,771,046	15,775,821	58,599	11,400	3.30	0.72
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

**Sealed road age 2019-20  
Country cities (populations over 20,000)**

**Appendix 15**

Council	Roads in built up areas				Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
ALBANY	273	33	19	24	499	29	19	
BUNBURY	267	38	24	22	52	30	25	
BUSSELTON	266	60	32	18	582	60	21	
GREATER GERALDTON	290	43	21	20	532	30	20	
HARVEY	119	28	25	20	437	29	23	
KALGOORLIE-BOULDER	233	52	31	33	164	34	26	
KARRATHA	216	35	44	5	49	36	35	
MANDURAH	613	28	25	24	78	29	24	
Group		40	28	21		35	24	



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# APPENDIX 16

## Large Country Towns

(populations 10,000 to 20,000)

2019-2020

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

Manari Road, Broome  
Photo courtesy of Dr Chris Berry

**Road assets & expenditure indicators 2019-20**  
**Large country towns (populations 10,000 to 20,000)**

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
ASHBURTON	0.46	4.3%	75%	1.72	
AUGUSTA MARGARET RIVER	0.49	2.7%	86%	0.88	
BROOME	0.58	3.0%	35%	0.67	
CAPEL	0.61	2.4%	52%	0.72	
DARDANUP	0.63	2.1%	84%	0.95	
EAST PILBARA	0.49	4.0%	53%	0.41	
ESPERANCE	0.53	3.3%	27%	0.52	
MURRAY	0.63	2.3%	18%	0.36	
NORTHAM (S)	0.36	2.6%	32%	0.68	
PORT HEDLAND	0.47	2.5%	75%	1.15	
Group Average	0.52	2.9%	50%	0.70	
State Average	0.55	2.4%	59%	0.75	

**Expenditure from Local Governments' own resources 2019-20  
Large country towns (populations 10,000 to 20,000)**

**Appendix 16**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of Total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
ASHBURTON	10,835	6,718	62%	42%	46%	35%	504
AUGUSTA MARGARET RIVER	10,837	5,543	51%	33%	34%	25%	332
BROOME	9,460	6,117	65%	32%	39%	23%	360
CAPEL	5,596	2,216	40%	28%	17%	17%	120
DARDANUP	5,016	2,283	46%	25%	21%	18%	157
EAST PILBARA	7,699	1,445	19%	63%	9%	5%	132
ESPERANCE	16,975	8,936	53%	84%	44%	31%	630
MURRAY	5,710	2,721	48%	30%	17%	15%	149
NORTHAM (S)	7,302	3,226	44%	39%	27%	21%	293
PORT HEDLAND	16,254	6,304	39%	22%	34%	27%	407
Group Average	95,684	45,509	48%	42%	30%	22%	304
State Average	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.



## Appendix 16

Expenditure on road preservation 2019-20  
Large country towns (populations 10,000 to 20,000)

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	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	
	[2]	[3]	[4]	[6]	[7]	[8]	[9]	[10]	[11]	
ASHBURTON	2,338	10	5,442	24	7,814	18,298	75	5,263	75	
AUGUSTA MARGARET RIVER	958	4,508	1,115	44	6,625	4,019	6,859	3,313	1,022	
BROOME	3,438	57	0	1,491	4,986	14,011	168	0	10,243	
CAPEL	1,530	877	851	111	3,369	5,591	2,788	5,541	17,526	
DARDANUP	1,411	2,382	462	6	4,262	8,955	6,801	5,234	586	
EAST PILBARA	1,966	300	1,317	0	3,583	18,742	1,914	862	0	
ESPERANCE	1,226	1,480	6,769	27	9,502	4,427	1,073	2,251	138	
MURRAY	810	1,004	607	20	2,441	3,659	1,426	3,376	622	
NORTHAM (S)	1,285	3,698	505	102	5,590	7,168	5,896	2,088	2,088	
PORT HEDLAND	5,756	0	7,341	0	13,097	19,775	0	35,714	0	
Group Average	20,718	14,316	24,408	1,827	61,269	9,790	2,967	3,573	1,122	
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	36,859	21,063	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2019-20**  
**Large country towns (populations 10,000 to 20,000)**

**Appendix 16**

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on				Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]
ASHBURTON	3,483	4,331	2,256	765	10,835		32.1%	40.0%	20.8%	7.1%	3,997	6,863
AUGUSTA MARGARET RIVER	2,721	4,025	3,617	473	10,836		25.1%	37.1%	33.4%	4.4%	7,677	6,746
BROOME	4,416	570	3,301	1,173	9,460		46.7%	6.0%	34.9%	12.4%	6,321	4,222
CAPEL	2,594	841	335	1,826	5,596		46.4%	15.0%	6.0%	32.6%	4,773	3,435
DARDANUP	1,944	2,362	550	160	5,016		38.8%	47.1%	11.0%	3.2%	4,543	4,306
EAST PILBARA	2,994	589	4,116	0	7,699		38.9%	7.7%	53.5%	0.0%	8,007	3,283
ESPERANCE	4,528	4,974	5,254	2,219	16,975		26.7%	29.3%	31.0%	13.1%	18,320	9,500
MURRAY	1,648	965	2,257	840	5,710		28.9%	16.9%	39.5%	14.7%	7,163	2,613
NORTHAM	2,683	3,205	1,370	44	7,302		36.7%	43.9%	18.8%	0.6%	6,466	4,397
PORT HEDLAND	6,047	7,050	2,887	271	16,255		37.2%	43.4%	17.8%	1.7%	5,545	6,371
Group Average	33,058	28,912	25,943	7,771	95,684		34.5%	30.2%	27.1%	8.1%	72,812	51,736
State Average	357,672	289,212	199,684	79,265	925,833		38.6%	31.2%	21.6%	8.6%	800,765	607,106

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Appendix 16

Sealed road area statistics and expenditure 2019-20  
Large country towns (populations 10,000 to 20,000)

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1] ASHBURTON	445,894	572,083	2,338	10	5.24	0.02
AUGUSTA MARGARET RIVER	834,270	2,300,051	958	4,508	1.15	1.96
BROOME	858,802	1,185,904	3,438	57	4.00	0.05
CAPEL	957,710	1,101,015	1,530	877	1.60	0.80
DARDANUP	569,056	1,314,998	1,411	2,382	2.48	1.81
EAST PILBARA	367,137	548,618	1,966	300	5.35	0.55
ESPERANCE	969,246	4,829,068	1,226	1,480	1.26	0.31
MURRAY	775,061	2,464,725	810	1,004	1.05	0.41
NORTHAM (S)	627,476	2,194,934	1,285	3,698	2.05	1.68
PORT HEDLAND	1,018,786	502,706	5,756	0	5.65	0.00
Group	7,423,438	17,014,099	20,718	14,316	2.79	0.84
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

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

Council	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]
ASHBURTON	63	23	36	13	76	34
AUGUSTA MARGARET RIVER	125	28	29	20	392	30
BROOME	109	27	17	14	173	18
CAPEL	145	21	14	15	179	27
DARDANUP	81	24	14	15	213	24
EAST PILBARA	47	39	34	27	83	21
ESPERANCE	120	31	22	22	724	26
MURRAY	111	25	16	14	381	23
NORTHAM (S)	81	52	27	18	387	44
PORT HEDLAND	135	36	34	19	61	24
Group		31	24	18		27
						18



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# APPENDIX 17

## Country Towns

(populations 5,000 to 10,000)

2019-2020

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

Orange Springs Road, Orange Springs

## Road assets & expenditure indicators 2019-20 Country towns (populations 5,000 to 10,000)

## Appendix 17

Council	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
CARNARVON	0.56	3.2%	23%	0.40	
CHITTERING	0.51	3.2%	13%	0.50	
COLLIE	0.45	2.7%	28%	0.45	
DENMARK	0.53	2.8%	84%	1.02	
DERBY-WEST KIMBERLEY	0.49	4.1%	94%	1.30	
DONNYBROOK-BALINGUP	0.39	2.7%	63%	0.58	
GINGIN	0.41	3.3%	115%	1.05	
MANJIMUP	0.37	2.8%	63%	0.58	
PLANTAGENET	0.39	3.6%	66%	0.70	
WYNDHAM-EAST KIMBERLEY	0.38	3.1%	21%	0.34	
Group Average	0.44	3.1%	56%	0.64	
State Average	0.55	2.4%	59%	0.75	

**Expenditure from Local Governments' own resources 2019-20  
Country towns (populations 5,000 to 10,000)**

**Appendix 17**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CARNARVON	2,531	0	0%	92%	0%	0%	0
CHITTERING	3,907	1,792	46%	46%	32%	22%	298
COLLIE	3,109	850	27%	32%	10%	10%	99
DENMARK	4,131	578	14%	34%	9%	9%	91
DERBY-WEST KIMBERLEY	8,987	4,301	48%	76%	48%	42%	524
DONNYBROOK-BALINGUP	3,192	1,270	40%	52%	19%	16%	206
GINGIN	6,495	1,044	16%	51%	11%	11%	195
MANJIMUP	5,919	1,957	33%	62%	16%	12%	215
PLANTAGENET	6,329	2,196	35%	73%	32%	26%	416
WYNDHAM-EAST KIMBERLEY	5,427	2,526	47%	51%	27%	12%	343
Group Average	50,027	16,514	33%	57%	20%	16%	245
State Average	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Expenditure on road preservation 2019-20 Country towns (populations 5,000 to 10,000)

## Appendix 17

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas		Outside built up areas		
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Gravel roads \$ per km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km
[1]							[8]	[9]	[10]	[11]
CARNARVON	1,073	242	952	114	2,380	9,767	541	1,761	216	
CHITTERING	226	602	605	15	1,448	47,638	1,007	5,131	676	
COLLIE	611	376	251	1	1,239	3,615	1,042	2,167	421	
DENMARK	328	1,526	1,508	24	3,386	3,230	5,266	4,843	462	
DERBY-WEST KIMBERLEY	1,982	302	4,556	0	6,840	21,142	2,595	10,071	0	
DONNYBROOK-BALINGUP	386	1,563	732	7	2,688	6,450	3,547	2,199	258	
GINGIN	482	4,979	1,025	9	6,496	2,923	6,291	2,955	367	
MANJIMUP	1,176	2,530	1,378	14	5,098	7,518	3,567	1,967	212	
PLANTAGENET	1,047	2,442	1,750	159	5,398	15,608	3,801	2,815	531	
WYNDHAM-EAST KIMBERLEY	1,380	20	1,074	0	2,474	9,039	47	2,260	0	
Group Average	8,691	14,582	13,830	344	37,447	8,049	3,029	3,425	216	
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	36,859	21,063	

*Excludes expenditure on bridges; includes expenditure on flood damage.*



**Expenditure by work categories 2019-20  
Country towns (populations 5,000 to 10,000)**

**Appendix 17**

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]		
CAPNARVON	1,348	1,032	24	127	2,531	53.3%	40.8%	0.9%	5.0%	5,982	2,380		
CHITTERING	1,084	721	1,508	594	3,907	27.7%	18.5%	38.6%	15.2%	3,582	1,805		
COLLIE	744	1,079	26	1,260	3,109	23.9%	34.7%	0.8%	40.5%	4,045	1,823		
DENMARK	1,278	2,134	720	0	4,132	30.9%	51.6%	17.4%	0.0%	3,346	3,412		
DERBY-WEST KIMBERLEY	5,098	1,742	2,147	0	8,987	56.7%	19.4%	23.9%	0.0%	4,283	5,566		
DONNYBROOK-BALINGUP	1,386	1,480	135	191	3,192	43.4%	46.4%	4.2%	6.0%	4,901	2,866		
GINGIN	2,165	4,331	0	0	6,496	33.3%	66.7%	0.0%	0.0%	6,179	6,496		
MANJIMUP	2,935	2,372	238	374	5,919	49.6%	40.1%	4.0%	6.3%	9,076	5,307		
PLANTAGENET	3,483	1,915	278	652	6,328	55.0%	30.3%	4.4%	10.3%	5,623	3,930		
WYNDHAM-EAST KIMBERLEY	1,676	801	2,950	0	5,427	30.9%	14.8%	54.4%	0.0%	7,075	2,392		
Group Average	21,197	17,607	8,026	3,198	50,028	42.4%	35.2%	16.0%	6.4%	54,093	35,977		
State Average	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106		

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Sealed road area statistics and expenditure 2019-20 Country towns (populations 5,000 to 10,000)

## Appendix 17

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
CARNARVON	384,490	1,564,368	1,073	242	2.79	0.15
CHITTERING	16,604	2,092,899	226	602	13.61	0.29
COLLIE	604,271	1,342,937	611	376	1.01	0.28
DENMARK	365,227	992,506	328	1,526	0.90	1.54
DERBY-WEST KIMBERLEY	328,114	407,320	1,982	302	6.04	0.74
DONNYBROOK-BALINGUP	209,467	1,541,901	386	1,563	1.84	1.01
GINGIN	577,227	2,770,240	482	4,979	0.84	1.80
MANJIMUP	547,212	2,482,594	1,176	2,530	2.15	1.02
PLANTAGENET	234,785	2,248,270	1,047	2,442	4.46	1.09
WYNDHAM-EAST KIMBERLEY	534,333	1,505,139	1,380	20	2.58	0.01
Group	3,801,730	16,948,173	8,691	14,582	2.29	0.86
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

**Sealed road age 2019-20  
Country towns (populations 5,000 to 10,000)**

**Appendix 17**

Council	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]
CARNARVON	48	42	16	221	22	13
CHITTERING	2	22	23	292	24	16
COLLIE	72	40	19	188	29	20
DENMARK	56	27	23	161	28	18
DERBY-WEST KIMBERLEY	43	36	23	58	24	18
DONNYBROOK-BALINGUP	30	31	28	257	40	25
GINGIN	83	34	25	402	30	21
MANJIMUP	69	38	36	444	37	31
PLANTAGENET	25	48	32	353	35	22
WYNDHAM-EAST KIMBERLEY	58	47	22	183	34	23
Group		37	25		30	21

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# APPENDIX 18

## Country Shires

(populations 2,000 to 5,000)

### 2019-2020

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

Lady Loch Truck Bay, Coolgardie



# Appendix 18

## Road assets & expenditure indicators 2019-20 Country shires (populations 2,000 to 5,000)

Council	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1] BRIDGETOWN-GREENBUSHES	0.44	3.1%	24%	0.44	
COOLGARDIE	0.39	3.0%	51%	0.63	
DANDARAGAN	0.51	3.2%	15%	0.36	
EXMOUTH	0.52	2.9%	21%	0.36	
HALLS CREEK	0.50	4.6%	0%	0.91	
IRWIN	0.58	2.8%	40%	0.88	
KATANNING	0.39	3.2%	41%	0.60	
MERREDIN	0.46	3.3%	51%	0.53	
MOORA	0.25	3.2%	80%	0.59	
NARROGIN	0.46	3.4%	54%	0.72	
NORTHAMPTON	0.45	3.3%	37%	0.40	
TOODYAY	0.43	2.9%	23%	0.40	
WAROONA	0.47	2.8%	32%	0.34	
YORK	0.43	2.9%	31%	0.39	
Group Average	0.45	3.2%	37%	0.51	
State Average	0.55	2.4%	59%	0.75	

**Expenditure from Local Governments' own resources 2019-20  
Country shires (populations 2,000 to 5,000)**

**Appendix 18**

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BRIDGETOWN-GREENBUSHES	2,309	797	35%	59%	13%	10%	168
COOLGARDIE	2,706	1,101	41%	42%	15%	12%	329
DANDARAGAN	4,380	1,208	28%	74%	15%	7%	364
EXMOUTH	1,296	321	25%	54%	7%	3%	109
HALLS CREEK	3,167	134	4%	84%	2%	2%	38
IRWIN	2,123	1,305	61%	40%	29%	29%	363
KATANNING	2,360	836	35%	57%	17%	17%	207
MERREDIN	3,097	1,160	37%	92%	22%	22%	344
MOORA	3,560	690	19%	83%	15%	10%	289
NARROGIN	3,933	2,153	55%	51%	35%	26%	436
NORTHAMPTON	3,463	879	25%	68%	14%	12%	306
TOODYAY	4,003	1,971	49%	58%	35%	18%	442
WAROONA	2,534	568	22%	38%	11%	5%	133
YORK	3,346	1,603	48%	72%	31%	12%	442
Group Average	42,277	14,726	35%	62%	19%	13%	286
State Average	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Expenditure on road preservation 2019-20 Country shires (populations 2,000 to 5,000)

## Appendix 18

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km	
[1]						[8]	[9]	[10]	[11]	
BRIDGETOWN-GREENBUSHES	355	675	843	9	1,882	5,811	1,664	2,160	490	
COOLGARDIE	1,227	0	721	0	1,948	7,919	0	1,750	0	
DANDARAGAN	264	318	1,973	58	2,613	2,619	354	2,576	4,371	
EXMOUTH	923	184	0	0	1,107	10,779	754	0	0	
HALLS CREEK	0	0	1,900	1,267	3,167	0	0	2,122	9,554	
IRWIN	861	31	1,230	2	2,124	12,771	136	4,774	136	
KATANNING	1,068	110	851	4	2,033	7,836	465	1,933	66	
MERREDIN	1,308	611	315	863	3,097	9,827	948	560	3,017	
MOORA	379	2,013	461	48	2,902	6,446	3,687	820	2,421	
NARROGIN	1,037	669	938	4	2,648	7,447	1,805	3,172	16	
NORTHAMPTON	468	613	442	403	1,926	4,689	1,256	925	1,482	
TOODYAY	144	632	413	2	1,191	4,931	1,170	1,537	70	
WAROONA	361	538	77	16	992	5,743	1,372	1,017	4,190	
YORK	460	694	729	72	1,955	5,526	1,578	3,669	457	
Group Average	8,855	7,088	10,894	2,748	29,585	7,145	1,284	1,924	1,934	
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	36,859	21,063	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2019-20  
Country shires (populations 2,000 to 5,000)**

**Appendix 18**

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total		Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]		[7]	[8]	[9]	[10]	[11]	[12]	
BRIDGETOWN-GREENBUSHES	1,289	668	315	37	2,309		55.8%	28.9%	13.6%	1.6%	4,473	1,957	
COOLGARDIE	1,196	752	757	0	2,705		44.2%	27.8%	28.0%	0.0%	3,084	1,948	
DANDARAGAN	1,524	1,094	1,765	0	4,383		34.8%	25.0%	40.3%	0.0%	7,320	2,618	
EXMOUTH	574	533	13	176	1,296		44.3%	41.1%	1.0%	13.6%	3,051	1,107	
HALLS CREEK	1,125	2,042	0	0	3,167		35.5%	64.5%	0.0%	0.0%	3,427	3,132	
IRWIN	1,147	977	0	0	2,124		54.0%	46.0%	0.0%	0.0%	2,410	2,124	
KATANNING	1,310	723	327	0	2,360		55.5%	30.6%	13.9%	0.0%	3,384	2,033	
MERREDIN	1,350	1,747	0	0	3,097		43.6%	56.4%	0.0%	0.0%	5,857	3,097	
MOORA	881	2,036	644	0	3,561		24.7%	57.2%	18.1%	0.0%	4,936	2,917	
NARROGIN	1,823	881	1,035	194	3,933		46.4%	22.4%	26.3%	4.9%	3,753	2,704	
NORTHAMPTON	1,253	673	1,404	133	3,463		36.2%	19.4%	40.5%	3.8%	4,785	1,926	
TOODYAY	1,092	587	2,324	0	4,003		27.3%	14.7%	58.1%	0.0%	4,220	1,679	
WAROONA	683	309	1,542	0	2,534		27.0%	12.2%	60.9%	0.0%	2,925	992	
YORK	905	1,062	1,379	0	3,346		27.0%	31.7%	41.2%	0.0%	4,286	1,681	
Group Average	16,152	14,084	11,505	540	42,281		38.2%	33.3%	27.2%	1.3%	57,911	29,915	
State Average	357,672	289,212	199,684	79,265	925,833		38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage

## Sealed road area statistics and expenditure 2019-20 Country shires (populations 2,000 to 5,000)

## Appendix 18

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
BRIDGETOWN-GREENBUSHES	213,804	1,421,362	355	675	1.66	0.47
COOLGARDIE	542,280	366,589	1,227	0	2.26	0.00
DANDARAGAN	352,770	3,144,436	264	318	0.75	0.10
EXMOUTH	299,702	854,209	923	184	3.08	0.22
HALLS CREEK	94,313	145,798	0	0	0.00	0.00
IRWIN	235,965	804,021	861	31	3.65	0.04
KATANNING	477,043	825,594	1,068	110	2.24	0.13
MERREDIN	465,842	2,254,086	1,308	611	2.81	0.27
MOORA	205,506	1,911,197	379	2,013	1.84	1.05
NARROGIN	487,409	1,297,350	1,037	669	2.13	0.52
NORTHAMPTON	349,344	1,708,525	468	613	1.34	0.36
TOODYAY	102,216	1,890,949	144	632	1.41	0.33
WAROONA	219,990	1,372,517	361	538	1.64	0.39
YORK	291,349	1,539,141	460	694	1.58	0.45
Group	4,337,533	19,535,775	8,855	7,088	2.04	0.36
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62



**Sealed road age 2019-20  
Country shires (populations 2,000 to 5,000)**

**Appendix 18**

Council	Roads in built up areas			Roads outside built up areas		
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[6]	[7]	[8]
BRIDGETOWN-GREENBUSHES	29	39	26	226	31	20
COOLGARDIE	53	44	29	58	45	35
DANDARAGAN	44	26	23	463	28	17
EXMOUTH	39	32	17	116	26	16
HALLS CREEK	12	48	23	21	45	10
IRWIN	32	31	21	116	20	18
KATANNING	49	40	24	139	40	27
MERREDIN	49	28	21	370	31	23
MOORA	24	59	31	313	60	25
NARROGIN	49	39	20	194	30	16
NORTHAMPTON	48	34	26	242	33	21
TOODYAY	13	33	16	300	33	21
WAROONA	30	37	22	229	28	20
YORK	38	27	21	261	29	23
Group		37	23		34	21

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# APPENDIX 19

## Small Country Shires

(populations less than 2,000)

2019-2020

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

Echo Valley Road, Warralakin

**Road assets & expenditure indicators 2019-20  
Small country shires (populations less than 2,000)**

Council	Indicators				
	State of the road asset [2]	Road asset consumption [3]	Sealed road sustainability [4]	Preservation performance [5]	
[1]					
BEVERLEY	0.50	2.7%	61%	0.47	
BODDINGTON	0.42	3.1%	34%	0.47	
BOYUP BROOK	0.42	3.1%	15%	0.40	
BROOKTON	0.39	3.1%	96%	0.60	
BROOMEHILL-TAMBELLUP	0.50	3.6%	68%	0.49	
BRUCE ROCK	0.50	2.9%	42%	0.50	
CARNAMAH	0.45	3.5%	13%	0.51	
CHAPMAN VALLEY	0.61	3.8%	0%	0.43	
COOROW	0.45	3.6%	40%	0.41	
CORRIGIN	0.23	3.6%	91%	0.63	
CRANBROOK	0.39	3.4%	27%	0.49	
CUBALLING	0.47	3.2%	34%	0.31	
CUNDERDIN	0.29	3.6%	46%	0.47	
DALWALLINU	0.49	3.9%	47%	0.41	
DOWERIN	0.41	4.0%	102%	0.64	
DUMBLEYUNG	0.55	3.7%	53%	0.49	
GNOWANGERUP	0.53	3.8%	52%	0.61	
GOOMALLING	0.38	3.6%	30%	0.37	
JERRAMUNGUP	0.51	3.8%	60%	0.70	
KELLERBERRIN	0.30	3.8%	145%	0.88	
KENT	0.52	4.4%	102%	0.71	
KOJONUP	0.37	3.5%	36%	0.47	
KONDININ	0.43	4.2%	85%	0.53	
KOORDA	0.45	4.0%	38%	0.40	
KULIN	0.45	4.1%	18%	0.40	

**Road assets & expenditure indicators 2019-20 [continued]  
Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
LAKE GRACE	0.54	4.4%	19%	0.38	
MINGENEW	0.61	2.9%	7%	0.25	
MORAWA	0.45	4.1%	4%	0.49	
MOUNT MARSHALL	0.44	4.3%	19%	0.29	
MUKINBUDIN	0.28	3.6%	71%	0.43	
NANNUP	0.39	2.9%	26%	0.49	
NAREMBEEN	0.34	4.1%	31%	0.47	
NUNGARIN	0.32	4.0%	64%	0.55	
PERENJORI	0.57	4.1%	11%	0.19	
PINGELLY	0.50	3.2%	55%	0.63	
QUAIRADING	0.29	3.4%	15%	0.26	
RAVENSTHORPE	0.60	3.7%	75%	0.84	
TAMMIN	0.33	3.9%	19%	0.25	
THREE SPRINGS	0.56	3.8%	49%	0.70	
TRAYNING	0.34	4.0%	74%	0.55	
VICTORIA PLAINS	0.33	3.7%	69%	0.63	
WAGIN	0.52	3.2%	40%	0.39	
WANDERING	0.41	3.0%	15%	0.51	
WEST ARTHUR	0.32	3.2%	50%	0.35	
WESTONIA	0.29	4.4%	34%	0.20	
WICKEPIN	0.47	3.9%	27%	0.79	
WILLIAMS	0.39	3.2%	38%	0.50	
WONGAN-BALLIDU	0.40	3.8%	25%	0.52	
WOODANILLING	0.41	3.9%	108%	0.63	



## Appendix 19

Road assets & expenditure indicators 2019-20 [continued]  
Small country shires (populations less than 2,000)

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
WYALKATCHEM	0.48	3.9%	19%	0.35	
YILGARN	0.55	4.3%	36%	0.29	
Group Average	0.44	3.6%	45%	0.47	
State Average	0.55	2.4%	59%	0.75	

## Expenditure from Local Governments' own resources 2019-20 Small country shires (populations less than 2,000)

### Appendix 19

Council	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	2,483	1,213	49%	55%	35%	30%	686
BODDINGTON	2,154	670	31%	31%	20%	12%	380
BOYUP BROOK	2,538	850	33%	100%	23%	15%	480
BROOKTON	1,632	668	41%	81%	29%	29%	697
BROOMEHILL-TAMBELLUP	2,893	796	28%	88%	24%	19%	732
BRUCE ROCK	2,701	582	22%	132%	17%	17%	613
CARNAMAH	3,177	709	22%	96%	30%	26%	1,345
CHAPMAN VALLEY	3,153	964	31%	94%	33%	19%	626
COOROW	2,774	1,268	46%	83%	33%	32%	1,319
CORRIGIN	4,409	736	17%	121%	23%	15%	650
CRANBROOK	3,070	1,274	41%	114%	41%	41%	1,220
CUBALLING	1,598	394	25%	96%	21%	12%	462
CUNDERDIN	1,619	314	19%	103%	11%	11%	223
DALWALLINU	3,616	1,001	28%	148%	21%	14%	717
DOWERIN	2,342	179	8%	132%	7%	7%	268
DUMBLEYUNG	2,154	644	30%	129%	23%	23%	955
GNOWANGERUP	2,846	1,334	47%	106%	37%	26%	1,112
GOOMALLING	2,009	700	35%	88%	30%	13%	706
JERRAMUNGUP	2,688	839	31%	83%	21%	21%	742
KELLERBERRIN	4,209	520	12%	109%	17%	8%	439
KENT	2,809	787	28%	128%	23%	22%	1,408
KOJONUP	2,982	1,190	40%	90%	31%	27%	622
KONDININ	2,484	532	21%	118%	13%	11%	610
KOORDA	2,127	617	29%	135%	24%	22%	1,535
KULIN	2,610	492	19%	140%	13%	10%	635

Total Expenditure includes flood damage.

## Expenditure from Local Governments' own resources 2019-20 [continued] Small country shires (populations less than 2,000)

## Appendix 19

Council	[1]	Total Council expenditure \$'000s	[2]	Expenditure from Councils' own resources \$'000s	[3]	% of total road Expenditure	[4]	% Revenue capacity needed to meet net road preservation needs	[5]	Total road expenditure (from own resources) as % of revenue capacity	[6]	Total road preservation expenditure (from own resources) as % of revenue capacity	[7]	Expenditure \$ per person	[8]
LAKE GRACE		3,035	798	26%	129%	13%	9%	621							
MINGENEW		2,998	846	28%	105%	53%	31%	2,024							
MORAWA		2,354	856	36%	112%	30%	18%	1,295							
MOUNT MARSHALL		2,617	228	9%	141%	6%	6%	445							
MUKINBUDIN		1,971	516	26%	120%	21%	19%	985							
NANNUP		1,770	641	36%	104%	23%	22%	451							
NAREMBEEN		2,496	242	10%	143%	7%	7%	285							
NUNGARIN		908	0	0%	115%	0%	0%	0							
PERENJORI		2,300	191	8%	151%	5%	4%	337							
PINGELLY		1,962	453	23%	73%	18%	18%	394							
QUAIRADING		2,515	542	22%	104%	18%	9%	549							
RAVENSTHORPE		4,076	1,604	39%	82%	30%	30%	1,024							
TAMMIN		1,236	360	29%	105%	23%	5%	916							
THREE SPRINGS		2,390	1,004	42%	107%	42%	41%	1,790							
TRAYNING		1,573	403	26%	126%	19%	19%	1,161							
VICTORIA PLAINS		2,979	934	31%	109%	34%	34%	1,019							
WAGIN		2,184	487	22%	82%	15%	13%	274							
WANDERING		1,479	669	45%	90%	50%	41%	1,578							
WEST ARTHUR		1,959	448	23%	113%	18%	12%	573							
WESTONIA		4,276	442	10%	145%	22%	22%	1,449							
WICKEPIN		2,431	875	36%	110%	33%	33%	1,204							
WILLIAMS		1,554	659	42%	82%	32%	23%	649							
WONGAN-BALLIDU		3,369	1,159	34%	121%	30%	30%	900							
WOODANILLING		1,219	203	17%	114%	13%	13%	472							

Total Expenditure includes flood damage.

**Expenditure from Local Governments' own resources 2019-20 [continued]  
Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Total Council expenditure \$'000s	Expenditure from Councils' own resources \$'000s	% of total road Expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total Road Preservation Expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
WYALKATCHEM	1,399	282	20%	111%	13%	8%	573
YILGARN	4,004	89	2%	127%	1%	1%	77
Group Average	128,131	34,204	27%	109%	22%	18%	708
State Average	925,865	488,657	53%	24%	19%	14%	183

Total Expenditure includes flood damage.

## Expenditure on road preservation 2019-20 Small country shires (populations less than 2,000)

## Appendix 19

Council	Preservation expenditure \$000s						Preservation expenditure \$/km													
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	[7]	Built up areas			Outside built up areas										
							[2]	[3]	[4]	[6]	[8]	[9]	[10]	[11]						
[1]																				
BEVERLEY	274	930	644	79	1,927	6,776	2,690	1,971	578											
BODDINGTON	278	210	261	0	749	10,745	1,361	1,682	19											
BOYUP BROOK	96	170	1,346	0	1,612	3,409	528	3,142	0											
BROOKTON	377	503	747	0	1,627	15,508	3,148	2,265	0											
BROOMEHILL-TAMBELLUP	113	1,316	590	56	2,075	4,378	3,203	993	494											
BRUCE ROCK	283	1,350	688	68	2,389	6,617	1,990	1,182	522											
CARNAMAH	28	226	977	26	1,257	935	831	2,865	346											
CHAPMAN VALLEY	0	0	1,220	0	1,220	0	0	3,213	0											
COOROW	1,449	0	0	0	1,449	30,692	0	0	0											
CORRIGIN	389	1,979	367	7	2,742	9,979	4,184	646	50											
CRANBROOK	0	525	1,807	0	2,332	0	1,042	2,981	0											
CUBALLING	84	392	311	0	787	35,383	1,357	1,488	0											
CUNDERDIN	301	582	734	0	1,617	5,950	1,381	1,967	0											
DALWALLINU	453	1,222	1,053	24	2,753	8,430	1,783	999	79											
DOWERIN	48	1,337	888	0	2,273	2,473	4,466	1,746	0											
DUMBLEYUNG	329	711	844	143	2,027	16,970	1,627	1,345	1,117											
GNOWANGERUP	55	770	1,590	0	2,415	1,434	1,997	2,574	0											
GOOMALLING	180	200	360	40	780	11,246	1,120	922	492											
JERRAMUNGUP	375	693	1,529	0	2,597	12,252	2,115	2,338	0											
KELLERBERRIN	318	1,897	562	109	2,886	6,766	5,444	1,348	380											
KENT	103	1,073	1,379	25	2,580	8,584	4,124	1,754	80											
KOJONUP	392	655	961	63	2,070	11,384	1,617	1,322	478											
KONDININ	384	693	1,282	0	2,360	12,473	2,077	1,285	1											
KOORDA	137	663	644	20	1,464	5,936	1,560	1,343	66											
KULIN	223	200	1,647	0	2,070	11,325	603	1,506	0											

Excludes expenditure on bridges; includes expenditure on flood damage.



**Expenditure on road preservation 2019-20 [continued]  
Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Preservation expenditure \$000s						Preservation expenditure \$/km				
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas	Outside built up areas			Formed road \$ per km	
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	[10]		
[1]							[8]	[9]	[10]	[11]	
LAKE GRACE	188	283	2,194	8	2,673	5,327	739	1,212	41		
MINGENEW	37	32	428	1	499	1,658	152	1,696	25		
MORAWA	285	0	1,096	0	1,381	8,496	0	2,132	0		
MOUNT MARSHALL	39	301	685	355	1,380	2,399	601	945	562		
MUKINBUDIN	208	902	559	7	1,676	10,206	2,908	966	55		
NANNUP	138	478	779	1	1,396	8,573	1,360	3,188	45		
NAREMBEEN	19	647	1,691	0	2,357	884	1,327	1,865	0		
NUNGARIN	0	307	601	0	908	0	2,527	1,652	0		
PERENJORI	130	135	828	154	1,247	11,525	247	902	627		
PINGELLY	353	704	714	0	1,771	10,872	2,179	3,897	0		
QUAIRADING	165	241	530	1	937	5,043	567	1,307	5		
RAVENSTHORPE	567	772	2,737	0	4,076	7,876	3,917	2,890	0		
TAMMIN	80	83	294	0	457	5,718	411	1,126	0		
THREE SPRINGS	34	672	1,362	3	2,071	2,075	1,911	3,006	84		
TRAYNING	0	688	898	0	1,586	0	2,882	1,672	0		
VICTORIA PLAINS	121	1,417	666	111	2,316	7,368	3,124	1,613	941		
WAGIN	268	390	565	1	1,224	3,465	1,854	1,449	5		
WANDERING	54	101	803	36	995	8,217	579	4,207	552		
WEST ARTHUR	47	879	484	53	1,463	3,067	2,239	993	431		
WESTONIA	0	278	244	0	522	0	1,223	463	0		
WICKEPIN	87	222	1,930	0	2,239	4,911	737	4,947	0		
WILLIAMS	88	407	587	17	1,099	4,400	1,728	2,105	305		
WONGAN-BALLIDU	428	506	1,402	24	2,360	7,405	953	2,915	51		
WOODANILLING	68	688	457	0	1,213	18,349	3,979	1,305	0		

*Excludes expenditure on bridges; includes expenditure on flood damage.*

## Expenditure on road preservation 2019-20 [continued] Small country shires (populations less than 2,000)

## Appendix 19

Council	Preservation expenditure \$000s						Preservation expenditure \$/km				
	Sealed roads in built up areas	Sealed roads outside built up areas	Gravel roads	Formed roads	Total	Built up areas		Outside built up areas			
	[2]	[3]	[4]	[6]	[7]	Sealed roads \$ per lane km	Sealed roads \$ per lane km	Gravel roads \$ per km	Formed roads \$ per km		
[1]											
WYALKATCHEM	70	175	676	0	921	2,038	787	1,368	8		
YILGARN	132	731	791	810	2,464	3,810	1,438	365	10,943		
Group Average	10,275	30,337	46,433	2,245	89,289	7,390	1,780	1,583	270		
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	36,859	21,063		

Excludes expenditure on bridges; includes expenditure on flood damage.

## Expenditure by work categories 2019-20

### Small country shires (populations less than 2,000)

## Appendix 19

Council	Expenditure on roads and bridges - \$000s						% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]		Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
[1]													
BEVERLEY	966	1,038	444	35	2,483	38.9%	41.8%	17.9%	1.4%	4,275	2,002		
BODDINGTON	588	190	828	548	2,154	27.3%	8.8%	38.4%	25.4%	1,665	778		
BOYUP BROOK	1,283	451	738	63	2,535	50.6%	17.8%	29.1%	2.5%	4,299	1,734		
BROOKTON	620	1,012	0	0	1,632	38.0%	62.0%	0.0%	0.0%	2,712	1,632		
BROOMEHILL-TAMBELLUP	986	1,101	806	0	2,893	34.1%	38.1%	27.9%	0.0%	4,261	2,087		
BRUCE ROCK	1,300	1,329	72	0	2,701	48.1%	49.2%	2.7%	0.0%	5,205	2,614		
CARNAMAH	1,004	254	1,877	42	3,177	31.6%	8.0%	59.1%	1.3%	2,489	1,258		
CHAPMAN VALLEY	527	693	1,933	0	3,153	16.7%	22.0%	61.3%	0.0%	2,811	1,220		
COOROW	1,449	0	19	1,306	2,774	52.2%	0.0%	0.7%	47.1%	3,513	1,449		
CORRIGIN	1,033	1,709	1,664	0	4,406	23.4%	38.8%	37.8%	0.0%	4,357	2,742		
CRANBROOK	1,274	1,058	738	0	3,070	41.5%	34.5%	24.0%	0.0%	4,716	2,332		
CUBALLING	704	107	787	0	1,598	44.1%	6.7%	49.2%	0.0%	2,577	811		
CUNDERDIN	443	1,177	0	0	1,620	27.3%	72.7%	0.0%	0.0%	3,453	1,620		
DALWALLINU	1,552	1,201	863	0	3,616	42.9%	33.2%	23.9%	0.0%	6,686	2,753		
DOWERIN	1,098	1,175	0	69	2,342	46.9%	50.2%	0.0%	2.9%	2,988	1,910		
DUMBLEYUNG	480	1,551	123	0	2,154	22.3%	72.0%	5.7%	0.0%	4,179	2,031		
GNOWANGERUP	1,385	1,032	429	0	2,846	48.7%	36.3%	15.1%	0.0%	3,971	2,417		
GOOMALLING	650	180	1,179	0	2,009	32.4%	9.0%	58.7%	0.0%	2,274	830		
JERRAMUNGUP	746	1,851	91	0	2,688	27.8%	68.9%	3.4%	0.0%	3,716	2,597		
KELLERBERRIN	461	2,435	1,231	82	4,209	11.0%	57.9%	29.2%	1.9%	3,306	2,896		
KENT	1,125	1,455	176	53	2,809	40.0%	51.8%	6.3%	1.9%	3,639	2,580		
KOJONUP	1,571	561	853	0	2,985	52.6%	18.8%	28.6%	0.0%	4,501	2,132		
KONDIRIN	784	1,576	0	124	2,484	31.6%	63.4%	0.0%	5.0%	4,444	2,360		
KOORDA	682	782	652	11	2,127	32.1%	36.8%	30.7%	0.5%	3,656	1,464		
KULIN	974	1,096	526	14	2,610	37.3%	42.0%	20.2%	0.5%	5,150	2,070		

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on  
flood damage

## Expenditure by Work Categories 2019-20 [continued] Small country shires (populations less than 2,000)

## Appendix 19

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
[1]												
LAKE GRACE	1,538	1,135	153	209	3,035	50.7%	37.4%	5.0%	6.9%	7,069	2,673	
MINGENEW	499	0	2,499	0	2,998	16.6%	0.0%	83.4%	0.0%	1,975	499	
MORAWA	1,071	310	973	0	2,354	45.5%	13.2%	41.3%	0.0%	2,811	1,381	
MOUNT MARSHALL	790	590	1,237	0	2,617	30.2%	22.5%	47.3%	0.0%	4,818	1,380	
MUKINBUDIN	593	1,083	295	0	1,971	30.1%	54.9%	15.0%	0.0%	3,818	1,629	
NANNUP	1,028	600	142	0	1,770	58.1%	33.9%	8.0%	0.0%	3,312	1,628	
NAREMBEEN	1,749	608	139	0	2,496	70.1%	24.4%	5.6%	0.0%	4,893	2,319	
NUNGARIN	378	530	0	0	908	41.6%	58.4%	0.0%	0.0%	1,658	908	
PERENJORI	650	597	1,053	0	2,300	28.3%	26.0%	45.8%	0.0%	5,272	1,017	
PINGELLY	909	862	191	0	1,962	46.3%	43.9%	9.7%	0.0%	2,809	1,771	
QUAIRADING	720	276	1,518	0	2,514	28.6%	11.0%	60.4%	0.0%	3,780	994	
RAVENSTHORPE	2,518	1,558	0	0	4,076	61.8%	38.2%	0.0%	0.0%	4,275	3,578	
TAMMIN	399	58	779	0	1,236	32.3%	4.7%	63.0%	0.0%	1,800	457	
THREE SPRINGS	674	1,397	0	329	2,400	28.1%	58.2%	0.0%	13.7%	2,980	2,071	
TRAYNING	658	928	0	0	1,586	41.5%	58.5%	0.0%	0.0%	2,795	1,550	
VICTORIA PLAINS	1,038	1,304	637	0	2,979	34.8%	43.8%	21.4%	0.0%	3,701	2,342	
WAGIN	586	658	940	0	2,184	26.8%	30.1%	43.0%	0.0%	3,143	1,225	
WANDERING	789	221	469	0	1,479	53.3%	14.9%	31.7%	0.0%	1,967	995	
WEST ARTHUR	666	832	461	0	1,959	34.0%	42.5%	23.5%	0.0%	4,197	1,482	
WESTONIA	244	278	20	3,734	4,276	5.7%	6.5%	0.5%	87.3%	2,656	522	
WICKEPIN	1,688	590	0	153	2,431	69.4%	24.3%	0.0%	6.3%	2,874	2,278	
WILLIAMS	625	484	95	350	1,554	40.2%	31.1%	6.1%	22.5%	2,196	1,109	
WONGAN-BALLIDU	1,319	1,041	1,009	0	3,369	39.2%	30.9%	29.9%	0.0%	4,521	2,360	
WOODANILLING	362	857	0	0	1,219	29.7%	70.3%	0.0%	0.0%	1,921	1,207	

*Renewal and Total Expenditure includes flood damage.*

*Excludes expenditure on flood damage*

**Expenditure by work categories 2019-20 [continued]  
Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance	Renewal	Capital upgrade	Capital expansion	Total	Maintenance	Renewal	Capital upgrade	Capital expansion	Required expenditure \$000s	Actual expenditure \$000s (excl. flood damage)	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	
WYALKATCHEM	687	234	478	0	1,399	49.1%	16.7%	34.2%	0.0%	2,595	921	
YILGARN	1,266	1,198	1,423	117	4,004	31.6%	29.9%	35.5%	2.9%	8,463	2,464	
Group Average	47,129	43,243	30,540	7,239	128,151	36.8%	33.7%	23.8%	5.6%	187,137	89,078	
State Average	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

Renewal and Total Expenditure includes flood damage.

Excludes expenditure on flood damage



## Sealed Road Area statistics and expenditure 2019-20 Small country shires (populations less than 2,000)

## Appendix 19

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
BEVERLEY	141,533	1,210,057	274	930	1.94	0.77
BODDINGTON	90,555	539,810	278	210	3.07	0.39
BOYUP BROOK	98,685	1,141,989	96	170	0.97	0.15
BROOKTON	85,086	559,273	377	503	4.43	0.90
BROOMEHILL-TAMBELLUP	90,333	1,437,690	113	1,316	1.25	0.92
BRUCE ROCK	149,701	2,374,132	283	1,350	1.89	0.57
CARNAMAH	104,832	953,063	28	226	0.27	0.24
CHAPMAN VALLEY	46,930	1,144,034	0	0	0.00	0.00
COOROW	165,237	1,331,674	1,449	0	8.77	0.00
CORRIGIN	136,438	1,655,246	389	1,979	2.85	1.20
CRANBROOK	67,261	1,762,752	0	525	0.00	0.30
CUBALLING	8,309	1,010,871	84	392	10.11	0.39
CUNDERDIN	177,057	1,474,755	301	582	1.70	0.39
DALWALLINU	187,928	2,399,187	453	1,222	2.41	0.51
DOWERIN	67,933	1,047,793	48	1,337	0.71	1.28
DUMBLEYUNG	67,747	1,574,675	329	711	4.86	0.45
GNOWANGERUP	134,248	1,349,577	55	770	0.41	0.57
GOOMALLING	56,018	625,142	180	200	3.21	0.32
JERRAMUNGUP	107,124	1,146,932	375	693	3.50	0.60
KELLERBERRIN	164,491	1,219,607	318	1,897	1.93	1.56
KENT	41,998	910,587	103	1,073	2.45	1.18
KOJONUP	120,524	1,416,724	392	655	3.25	0.46
KONDININ	107,743	1,175,294	384	693	3.56	0.59
KOORDA	80,781	1,487,596	137	663	1.70	0.45
KULIN	68,357	1,456,618	223	200	3.26	0.14

**Sealed Road Area statistics and expenditure 2019-20 [continued]**  
**Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas	Sealed roads in built up areas	Sealed roads outside built up areas
[1]	[2]	[3]	[4]	[5]	[6]	[7]
LAKE GRACE	123,532	1,339,042	188	283	1.52	0.21
MINGENEW	78,102	744,753	37	32	0.47	0.04
MORAWA	117,411	695,848	285	0	2.43	0.00
MOUNT MARSHALL	56,899	1,752,673	39	301	0.69	0.17
MUKINBUDIN	71,332	1,086,167	208	902	2.92	0.83
NANNUP	56,339	1,229,883	138	478	2.45	0.39
NAREMBEEN	75,240	1,704,280	19	647	0.25	0.38
NUNGARIN	16,227	425,267	0	307	0.00	0.72
PERENJORI	39,480	1,905,795	130	135	3.29	0.07
PINGELLY	113,641	1,130,911	353	704	3.11	0.62
QUAIRADING	114,511	1,488,290	165	241	1.44	0.16
RAVENSTHORPE	251,976	689,822	567	772	2.25	1.12
TAMMIN	48,967	706,030	80	83	1.63	0.12
THREE SPRINGS	57,363	1,231,633	34	672	0.59	0.55
TRAYNING	76,785	835,450	0	688	0.00	0.82
VICTORIA PLAINS	57,482	1,588,109	121	1,417	2.11	0.89
WAGIN	270,681	736,224	268	390	0.99	0.53
WANDERING	23,001	612,035	54	101	2.35	0.17
WEST ARTHUR	53,628	1,374,224	47	879	0.88	0.64
WESTONIA	24,039	794,340	0	278	0.00	0.35
WICKEPIN	62,004	1,054,106	87	222	1.40	0.21
WILLIAMS	69,997	824,328	88	407	1.26	0.49
WONGAN-BALLIDU	202,288	1,858,948	428	506	2.12	0.27
WOODANILLING	12,971	605,191	68	688	5.24	1.14

## Sealed Road Area statistics and expenditure 2019-20 [continued] Small country shires (populations less than 2,000)

### Appendix 19

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
WYALKATCHEM	120,199	776,578	70	175	0.58	0.22
YILGARN	123,525	1,911,391	132	731	1.07	0.38
Group	4,884,468	61,506,394	10,275	30,337	2.10	0.49
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

**Sealed road age 2019-20**  
**Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Length km	Pavement age years	Sprayed seal age years	
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
BEVERLEY	13	23	14	23	204	24	16
BODDINGTON	11	26	23	14	86	29	24
BOYUP BROOK	10	37	28	0	207	36	25
BROOKTON	10	29	29	0	95	31	31
BROOMEHILL-TAMBELLUP	12	35	27	0	220	31	13
BRUCE ROCK	14	52	19	5	430	34	20
CARNAMAH	13	30	15	22	161	36	20
CHAPMAN VALLEY	7	12	13	0	180	20	11
COOROW	23	41	22	15	196	29	22
CORRIGIN	13	55	61	46	317	43	33
CRANBROOK	8	38	22	33	292	36	22
CUBALLING	1	29	17	0	162	27	16
CUNDERDIN	19	41	21	7	230	48	25
DALWALLINU	22	38	17	15	465	33	14
DOWERIN	7	36	28	22	165	41	20
DUMBLEYUNG	7	47	32	0	226	28	9
GNOWANGERUP	17	35	12	0	209	31	11
GOOMALLING	7	47	26	0	104	44	24
JERRAMUNGUP	14	30	29	16	190	30	16
KELLERBERRIN	18	42	23	11	216	42	32
KENT	6	33	27	0	143	25	17
KOJONUP	15	36	23	57	234	43	25
KONDININ	12	43	19	0	181	38	24
KOORDA	7	31	17	0	242	40	15
KULIN	7	47	31	0	216	34	20

## Sealed road age 2019-20 [continued] Small country shires (populations less than 2,000)

## Appendix 19

Council	Roads in built up areas				Roads outside built up areas			
	Length km [2]	Pavement age years [3]	Sprayed seal age years [4]	Asphalt seal age years [5]	Length km [6]	Pavement age years [7]	Sprayed seal age years [8]	
[1]								
LAKE GRACE	16	46	33	0	193	20	14	
MINGENEW	10	35	17	18	133	25	13	
MORAWA	13	46	22	14	126	40	18	
MOUNT MARSHALL	8	26	23	0	292	34	21	
MUKINBUDIN	9	56	34	0	179	58	33	
NANNUP	7	46	30	0	200	35	27	
NAREMBEEN	9	58	28	18	284	44	25	
NUNGARIN	3	0	0	0	103	50	35	
PERENJORI	5	27	14	0	259	24	11	
PINGELLY	16	52	36	0	180	19	15	
QUAIRADING	13	16	17	15	257	48	30	
RAVENSTHORPE	35	17	16	14	98	18	17	
TAMMIN	6	36	30	21	126	39	27	
THREE SPRINGS	7	24	16	12	168	23	14	
TRAYNING	9	14	15	6	139	45	32	
VICTORIA PLAINS	7	54	27	0	246	46	20	
WAGIN	28	26	24	24	143	25	20	
WANDERING	3	39	37	0	89	34	22	
WEST ARTHUR	6	39	27	9	221	45	27	
WESTONIA	3	37	37	0	115	48	35	
WICKEPIN	9	37	27	0	156	31	17	
WILLIAMS	8	101	32	5	126	35	19	
WONGAN-BALLIDU	22	31	26	30	331	33	24	
WOODANILLING	2	25	22	0	87	37	23	



**Sealed road age 2019-20 [continued]  
Small country shires (populations less than 2,000)**

**Appendix 19**

Council	Roads in built up areas				Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	
WYALKATCHEM	11	28	26	0	133	28	20	
YILGARN	14	37	13	0	287	23	13	
Group		37	24	19		35	21	

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# APPENDIX 20

## Pastoral Shires

(populations less than 2,000)

### 2019-2020

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

Menzies-Sandstone Road, Menzies



## Road assets & expenditure indicators 2019-20 Pastoral shires (populations less than 2,000)

## Appendix 20

Council	Indicators				
	State of the road asset	Road asset consumption	Sealed road sustainability	Preservation performance	
[1]	[2]	[3]	[4]	[5]	
CUE	0.59	4.3%	35%	0.55	
DUNDAS	0.53	4.0%	81%	0.50	
LAVERTON	0.50	4.8%	33%	0.97	
LEONORA	0.54	4.5%	34%	0.59	
MEEKATHARRA	0.53	4.7%	100%	0.58	
MENZIES	0.55	5.2%	5%	1.06	
MOUNT MAGNET	0.53	4.5%	40%	0.54	
MURCHISON	0.58	4.7%	54%	0.92	
NGAANYATJARRAKU	0.54	5.2%	0%	1.71	
SANDSTONE	0.56	5.3%	0%	1.47	
SHARK BAY	0.55	4.2%	100%	0.79	
UPPER GASCOYNE	0.62	4.1%	5%	0.48	
WILUNA	0.53	5.2%	134%	1.09	
YALGOO	0.57	4.7%	9%	0.50	
Group Average	0.56	4.6%	44%	0.81	
State Average	0.55	2.4%	59%	0.75	

**Expenditure from Local Governments' own resources 2019-20  
Pastoral shires (populations less than 2,000)**

**Appendix 20**

Council	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	Total Council expenditure \$000s	Expenditure from Councils' own resources \$000s	% of total road expenditure	% Revenue capacity needed to meet net road preservation needs	Total road expenditure (from own resources) as % of revenue capacity	Total road preservation expenditure (from own resources) as % of revenue capacity	Expenditure \$ per person	
CUE	3,278	928	28%	109%	32%	30%	6,629	
DUNDAS	1,588	157	10%	63%	5%	5%	221	
LAVERTON	11,504	2,546	22%	96%	44%	21%	2,095	
LEONORA	2,958	1,407	48%	50%	19%	14%	909	
MEEKATHARRA	3,476	829	24%	114%	13%	12%	856	
MENZIES	3,181	748	24%	76%	14%	14%	1,425	
MOUNT MAGNET	975	203	21%	75%	8%	6%	452	
MURCHISON	6,403	1,807	28%	161%	54%	54%	11,154	
NGAANYATJARRAKU	5,349	55	1%	100%	2%	2%	31	
SANDSTONE	2,095	892	43%	124%	38%	38%	11,436	
SHARK BAY	1,505	40	3%	106%	2%	2%	42	
UPPER GASCOYNE	17,292	1,089	6%	162%	31%	31%	3,755	
WILUNA	3,103	867	28%	100%	17%	13%	1,268	
YALGOO	3,144	675	21%	104%	20%	17%	1,923	
Group Average	65,851	12,243	19%	99%	21%	18%	1,243	
State Average	925,865	488,657	53%	24%	19%	14%	183	

Total Expenditure includes flood damage.



## Expenditure on road preservation 2019-20 Pastoral shires (populations less than 2,000)

## Appendix 20

Council	Preservation expenditure \$000s						Preservation expenditure \$/km			
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Gravel roads [4]	Formed roads [6]	Total [7]	Sealed roads \$ per lane km [8]	Sealed roads \$ per lane km [9]	Gravel roads \$ per km [10]	Formed roads \$ per km [11]	
CUE	527	255	2,377	4	3,163	42,312	1,151	6,978	15	
DUNDAS	254	217	345	0	816	5,207	4,948	1,174	0	
LAVERTON	256	113	5,357	0	5,726	12,285	916	8,153	0	
LEONORA	425	4	650	496	1,576	20,312	90	1,075	1,308	
MEEKATHARRA	224	869	1,906	337	3,336	5,013	5,956	1,317	680	
MENZIES	196	0	1,169	1,817	3,182	42,996	0	1,705	3,055	
MOUNT MAGNET	224	0	492	0	716	7,445	0	2,435	0	
MURCHISON	6	764	5,539	88	6,397	87,500	2,427	11,118	93	
NGAANYATJARRAKU	0	0	3,964	552	4,516	0	0	8,003	742	
SANDSTONE	0	0	2,095	0	2,095	0	0	6,848	0	
SHARK BAY	647	0	0	858	1,505	24,073	0	0	5,209	
UPPER GASCOYNE	41	119	15,071	795	16,026	7,886	943	20,325	943	
WILUNA	128	151	1,568	1,027	2,874	11,945	7,277	2,345	1,774	
YALGOO	113	2	940	1,408	2,464	14,814	10	6,078	1,912	
Group Average	3,041	2,495	41,474	7,382	54,392	12,193	2,221	5,512	952	
State Average	377,540	94,597	151,688	14,978	638,804	10,653	2,169	36,859	21,063	

Excludes expenditure on bridges; includes expenditure on flood damage.

**Expenditure by work categories 2019-20  
Pastoral shires (populations less than 2,000)**

**Appendix 20**

Council	Expenditure on roads and bridges - \$000s					% Road expenditure spent on					Preservation	
	Maintenance [2]	Renewal [3]	Capital upgrade [4]	Capital expansion [5]	Total [6]	Maintenance [7]	Renewal [8]	Capital upgrade [9]	Capital expansion [10]	Required expenditure \$000s [11]	Actual expenditure \$000s (excl. flood damage) [12]	
CUE	2,471	692	115	0	3,278	75.4%	21.1%	3.5%	0.0%	2,550	1,407	
DUNDAS	233	583	38	734	1,588	14.7%	36.7%	2.4%	46.2%	1,643	816	
LAVERTON	2,266	3,460	5,599	179	11,504	19.7%	30.1%	48.7%	1.6%	3,191	3,098	
LEONORA	932	644	1,382	0	2,958	31.5%	21.8%	46.7%	0.0%	2,661	1,576	
MEEKATHARRA	813	2,523	143	0	3,479	23.4%	72.5%	4.1%	0.0%	5,738	3,336	
MENZIES	1,001	2,181	0	0	3,182	31.5%	68.5%	0.0%	0.0%	3,011	3,182	
MOUNT MAGNET	529	187	259	0	975	54.3%	19.2%	26.6%	0.0%	1,190	641	
MURCHISON	3,675	2,728	0	0	6,403	57.4%	42.6%	0.0%	0.0%	4,067	3,758	
NGAANYATJARRAKU	1,778	2,738	342	435	5,293	33.6%	51.7%	6.5%	8.2%	2,635	4,516	
SANDSTONE	930	1,165	0	0	2,095	44.4%	55.6%	0.0%	0.0%	1,418	2,085	
SHARK BAY	667	838	0	0	1,505	44.3%	55.7%	0.0%	0.0%	1,899	1,505	
UPPER GASCOYNE	755	15,271	1,266	0	17,292	4.4%	88.3%	7.3%	0.0%	4,205	2,033	
WILUNA	2,235	639	210	19	3,103	72.0%	20.6%	6.8%	0.6%	2,637	2,874	
YALGOO	2,464	0	680	0	3,144	78.4%	0.0%	21.6%	0.0%	2,665	1,324	
Group Average	20,749	33,649	10,034	1,367	65,799	31.5%	51.1%	15.2%	2.1%	39,511	32,151	
State Average	357,672	289,212	199,684	79,265	925,833	38.6%	31.2%	21.6%	8.6%	800,765	607,106	

*Renewal and Total Expenditure includes flood damage.*

*Excludes expenditure on  
flood damage*

## Sealed road area statistics and expenditure 2019-20 Pastoral shires (populations less than 2,000)

## Appendix 20

Council	Area [sq metres]		Expenditure \$000s		Expenditure \$ per square metre	
	Sealed roads in built up areas [2]	Sealed roads outside built up areas [3]	Sealed roads in built up areas [4]	Sealed roads outside built up areas [5]	Sealed roads in built up areas [6]	Sealed roads outside built up areas [7]
[1]						
CUE	43,593	776,166	527	255	12.09	0.33
DUNDAS	170,726	153,488	254	217	1.49	1.41
LAVERTON	72,932	431,754	256	113	3.51	0.26
LEONORA	73,234	170,026	425	4	5.80	0.03
MEEKATHARRA	156,407	510,986	224	869	1.43	1.70
MENZIES	15,955	311,913	196	0	12.28	0.00
MOUNT MAGNET	105,304	96,252	224	0	2.13	0.00
MURCHISON	240	1,101,130	6	764	25.00	0.69
NGAANYATJARRAKU	58,030	264,317	0	0	0.00	0.00
SANDSTONE	33,847	85,391	0	0	0.00	0.00
SHARK BAY	94,069	198,585	647	0	6.88	0.00
UPPER GASCOYNE	18,369	529,258	41	119	2.23	0.22
WILUNA	37,450	72,468	128	151	3.41	2.08
YALGOO	26,698	885,385	113	2	4.23	0.00
Group	906,853	5,587,118	3,041	2,495	3.35	0.45
State	126,144,665	152,999,408	377,540	94,597	2.99	0.62

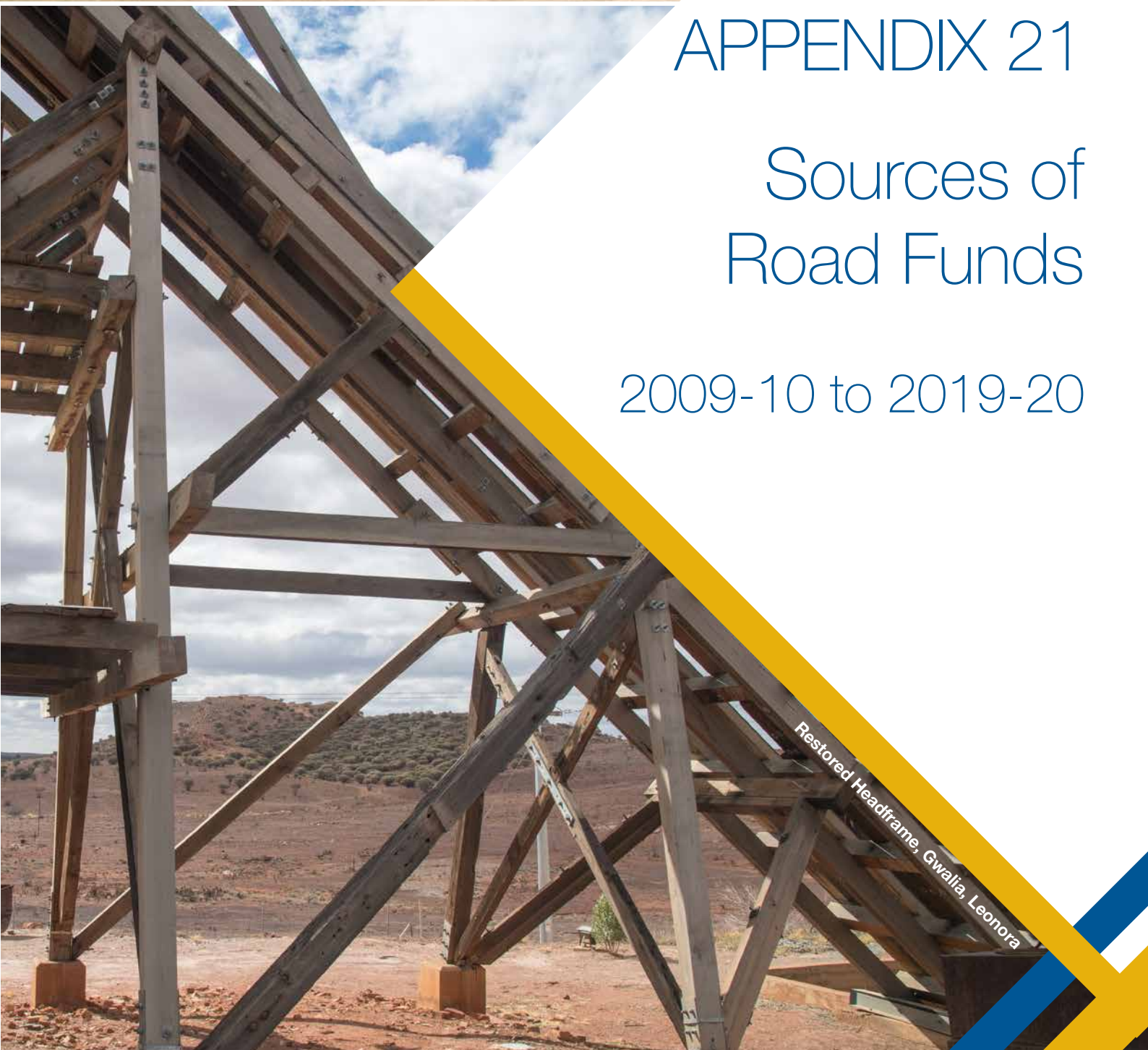
**Sealed road age 2019-20  
Pastoral shires (populations less than 2,000)**

**Appendix 20**

Council	Roads in built up areas			Roads outside built up areas			
	Length km	Pavement age years	Sprayed seal age years	Asphalt seal age years	Length km	Pavement age years	Sprayed seal age years
[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
CUE	6	25	12	0	100	14	13
DUNDAS	22	36	21	21	21	22	14
LAVERTON	8	38	26	24	62	28	17
LEONORA	10	31	14	11	21	25	18
MEEKATHARRA	13	49	20	19	72	22	11
MENZIES	2	27	8	0	42	20	12
MOUNT MAGNET	15	28	18	0	12	20	19
MURCHISON	0	8	8	0	170	13	13
NGAANYATJARRAKU	10	15	15	0	39	15	15
SANDSTONE	4	14	14	11	12	10	8
SHARK BAY	12	31	16	5	28	19	14
UPPER GASCOYNE	2	17	4	0	73	15	5
WILUNA	5	22	22	0	11	27	25
YALGOO	2	25	10	0	187	16	13
Group		26	15	15		19	14

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# APPENDIX 21

## Sources of Road Funds

2009-10 to 2019-20

Restored Headframe, Gwalia, Leonora

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Gascoyne Region</b>									
2009-10	3,649	44.6%	3,171	38.8%	0	0.0%	1,354	16.6%	8,174
2010-11	4,170	23.3%	12,354	68.9%	30	0.2%	1,365	7.6%	17,919
2011-12	3,931	13.5%	22,765	77.9%	44	0.2%	2,471	8.5%	29,211
2012-13	3,395	19.3%	8,340	47.5%	178	1.0%	5,654	32.2%	17,567
2013-14	3,165	32.1%	3,160	32.0%	35	0.4%	3,514	35.6%	9,874
2014-15	3,286	38.9%	2,552	30.2%	8	0.1%	2,607	30.8%	8,453
2015-16	4,594	39.5%	4,426	38.1%	8	0.1%	2,594	22.3%	11,622
2016-17	4,679	26.5%	11,053	62.6%	34	0.2%	1,901	10.8%	17,667
2017-18	6,705	33.0%	11,742	57.8%	9	0.0%	1,866	9.2%	20,322
2018-19	7,000	22.8%	21,519	70.0%	1,731	5.6%	510	1.7%	30,760
2019-20	5,392	23.8%	15,769	69.7%	13	0.1%	1,450	6.4%	22,624
<b>Carnarvon</b>									
2009-10	1,445	48.8%	583	19.7%	0	0.0%	932	31.5%	2,960
2010-11	1,381	13.3%	8,542	82.1%	0	0.0%	486	4.7%	10,409
2011-12	1,649	9.7%	13,919	81.9%	0	0.0%	1,422	8.4%	16,990
2012-13	1,406	27.1%	794	15.3%	0	0.0%	2,989	57.6%	5,189
2013-14	1,503	43.4%	867	25.0%	0	0.0%	1,093	31.6%	3,463
2014-15	1,132	46.9%	879	36.4%	0	0.0%	401	16.6%	2,412
2015-16	1,100	37.2%	884	29.9%	0	0.0%	973	32.9%	2,957
2016-17	1,132	52.6%	760	35.3%	0	0.0%	260	12.1%	2,152
2017-18	2,962	66.0%	947	21.1%	0	0.0%	581	12.9%	4,490
2018-19	4,345	78.2%	978	17.6%	0	0.0%	236	4.2%	5,559
2019-20	1,848	73.0%	683	27.0%	0	0.0%	0	0.0%	2,531
<b>Exmouth</b>									
2009-10	501	34.1%	415	28.3%	0	0.0%	553	37.6%	1,469
2010-11	560	34.6%	359	22.2%	0	0.0%	699	43.2%	1,618
2011-12	675	24.8%	1,668	61.3%	0	0.0%	376	13.8%	2,719
2012-13	567	22.2%	1,383	54.2%	0	0.0%	604	23.6%	2,554
2013-14	361	15.2%	541	22.8%	0	0.0%	1,471	62.0%	2,373
2014-15	484	18.2%	515	19.3%	0	0.0%	1,663	62.5%	2,662
2015-16	672	19.6%	1,935	56.5%	0	0.0%	819	23.9%	3,426
2016-17	847	51.6%	441	26.9%	0	0.0%	353	21.5%	1,641
2017-18	797	52.0%	344	22.5%	0	0.0%	391	25.5%	1,532
2018-19	615	18.6%	2,671	80.6%	0	0.0%	29	0.9%	3,315
2019-20	692	53.4%	283	21.8%	0	0.0%	321	24.8%	1,296
<b>Shark Bay</b>									
2009-10	831	54.9%	684	45.1%	0	0.0%	0	0.0%	1,515
2010-11	436	46.7%	595	63.8%	30	3.2%	-128	-13.7%	933
2011-12	573	33.1%	787	45.4%	44	2.5%	329	19.0%	1,733
2012-13	227	15.2%	1,010	67.8%	178	12.0%	74	5.0%	1,489
2013-14	507	33.8%	758	50.5%	35	2.3%	202	13.4%	1,502
2014-15	422	38.9%	640	59.0%	8	0.7%	15	1.4%	1,085
2015-16	698	41.9%	608	36.5%	8	0.5%	353	21.2%	1,667
2016-17	891	42.2%	1,046	49.6%	8	0.4%	164	7.8%	2,109
2017-18	1,039	48.9%	827	39.0%	9	0.4%	248	11.7%	2,123
2018-19	670	49.3%	668	49.1%	9	0.7%	13	1.0%	1,360
2019-20	783	52.0%	669	44.5%	13	0.9%	40	2.7%	1,505

### Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Upper Gascoyne									
2009-10	872	39.1%	1,489	66.8%	0	0.0%	-131	-5.9%	2,230
2010-11	1,793	36.2%	2,858	57.6%	0	0.0%	308	6.2%	4,959
2011-12	1,034	13.3%	6,391	82.3%	0	0.0%	344	4.4%	7,769
2012-13	1,195	14.3%	5,153	61.8%	0	0.0%	1,987	23.8%	8,335
2013-14	794	31.3%	994	39.2%	0	0.0%	748	29.5%	2,536
2014-15	1,248	54.4%	518	22.6%	0	0.0%	528	23.0%	2,294
2015-16	2,124	59.5%	999	28.0%	0	0.0%	449	12.6%	3,572
2016-17	1,809	15.4%	8,806	74.8%	26	0.2%	1,124	9.6%	11,765
2017-18	1,907	15.7%	9,624	79.0%	0	0.0%	646	5.3%	12,177
2018-19	1,370	6.7%	17,202	83.8%	1,722	8.4%	232	1.1%	20,526
2019-20	2,069	12.0%	14,134	81.7%	0	0.0%	1,089	6.3%	17,292



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Goldfields - Esperance Region</b>									
2009-10	13,691	36.9%	7,316	19.7%	210	0.6%	15,867	42.8%	37,084
2010-11	14,270	34.7%	9,642	23.4%	1,100	2.7%	16,145	39.2%	41,157
2011-12	12,762	32.7%	7,998	20.5%	314	0.8%	17,940	46.0%	39,014
2012-13	13,245	28.5%	12,793	27.6%	173	0.4%	20,211	43.5%	46,422
2013-14	12,615	28.4%	9,097	20.4%	165	0.4%	22,610	50.8%	44,487
2014-15	12,331	26.0%	14,088	29.8%	0	0.0%	20,929	44.2%	47,348
2015-16	23,610	36.8%	23,159	36.1%	130	0.2%	17,326	27.0%	64,225
2016-17	17,584	36.3%	12,459	25.7%	40	0.1%	18,423	38.0%	48,506
2017-18	20,008	27.5%	28,351	39.0%	0	0.0%	24,348	33.5%	72,707
2018-19	19,489	28.9%	21,892	32.4%	258	0.4%	25,902	38.4%	67,541
2019-20	20,326	32.0%	13,947	21.9%	1,821	2.9%	27,478	43.2%	63,572
<b>Coolgardie</b>									
2009-10	650	35.2%	740	40.0%	0	0.0%	459	24.8%	1,849
2010-11	696	42.9%	292	18.0%	0	0.0%	634	39.1%	1,622
2011-12	813	49.9%	237	14.6%	0	0.0%	578	35.5%	1,628
2012-13	638	22.3%	347	12.1%	0	0.0%	1,872	65.5%	2,857
2013-14	789	42.2%	238	12.7%	165	8.8%	678	36.3%	1,870
2014-15	606	32.5%	860	46.1%	0	0.0%	400	21.4%	1,866
2015-16	905	53.8%	284	16.9%	94	5.6%	400	23.8%	1,683
2016-17	1,203	47.6%	592	23.4%	40	1.6%	694	27.4%	2,529
2017-18	1,441	51.3%	679	24.2%	0	0.0%	691	24.6%	2,811
2018-19	1,435	34.5%	631	15.2%	258	6.2%	1,833	44.1%	4,157
2019-20	860	31.8%	745	27.5%	0	0.0%	1,101	40.7%	2,706
<b>Dundas</b>									
2009-10	528	32.3%	571	34.9%	100	6.1%	435	26.6%	1,634
2010-11	795	44.2%	395	21.9%	0	0.0%	610	33.9%	1,800
2011-12	781	45.5%	235	13.7%	0	0.0%	701	40.8%	1,717
2012-13	557	29.6%	597	31.7%	0	0.0%	727	38.6%	1,881
2013-14	395	22.5%	466	26.6%	0	0.0%	894	50.9%	1,755
2014-15	376	15.5%	1,179	48.7%	0	0.0%	865	35.7%	2,420
2015-16	868	44.7%	645	33.2%	0	0.0%	428	22.1%	1,941
2016-17	666	55.0%	546	45.0%	0	0.0%	0	0.0%	1,212
2017-18	515	86.6%	80	13.4%	0	0.0%	0	0.0%	595
2018-19	884	56.7%	307	19.7%	0	0.0%	368	23.6%	1,559
2019-20	667	42.0%	764	48.1%	0	0.0%	157	9.9%	1,588
<b>Esperance</b>									
2009-10	3,526	34.4%	1,680	16.4%	0	0.0%	5,032	49.2%	10,238
2010-11	4,367	42.6%	1,753	17.1%	0	0.0%	4,136	40.3%	10,256
2011-12	4,493	41.3%	1,989	18.3%	0	0.0%	4,405	40.5%	10,887
2012-13	3,941	36.6%	2,109	19.6%	0	0.0%	4,729	43.9%	10,779
2013-14	2,525	22.8%	2,133	19.2%	0	0.0%	6,423	58.0%	11,081
2014-15	3,975	33.6%	2,185	18.5%	0	0.0%	5,660	47.9%	11,820
2015-16	6,502	47.7%	1,856	13.6%	0	0.0%	5,275	38.7%	13,633
2016-17	6,015	38.3%	3,501	22.3%	0	0.0%	6,194	39.4%	15,710
2017-18	5,517	34.2%	3,083	19.1%	0	0.0%	7,535	46.7%	16,135
2018-19	4,269	24.6%	3,008	17.3%	0	0.0%	10,065	58.0%	17,342
2019-20	5,070	29.9%	2,969	17.5%	0	0.0%	8,936	52.6%	16,975

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kalgoorlie-Boulder</b>									
2009-10	2,287	23.3%	1,113	11.4%	110	1.1%	6,295	64.2%	9,805
2010-11	2,336	20.2%	1,845	16.0%	50	0.4%	7,332	63.4%	11,563
2011-12	1,714	13.9%	1,705	13.8%	75	0.6%	8,839	71.7%	12,333
2012-13	2,245	18.1%	2,090	16.9%	173	1.4%	7,876	63.6%	12,384
2013-14	2,998	22.6%	2,202	16.6%	0	0.0%	8,076	60.8%	13,276
2014-15	2,336	19.0%	2,131	17.3%	0	0.0%	7,841	63.7%	12,308
2015-16	6,149	39.3%	1,881	12.0%	0	0.0%	7,611	48.7%	15,641
2016-17	3,527	26.6%	2,523	19.0%	0	0.0%	7,200	54.3%	13,250
2017-18	4,298	24.0%	6,948	38.7%	0	0.0%	6,688	37.3%	17,934
2018-19	2,318	18.6%	1,656	13.3%	0	0.0%	8,501	68.1%	12,475
2019-20	3,093	19.1%	1,454	9.0%	0	0.0%	11,661	71.9%	16,208
<b>Laverton</b>									
2009-10	1,622	55.5%	552	18.9%	0	0.0%	748	25.6%	2,922
2010-11	802	16.2%	2,503	50.6%	1,050	21.2%	593	12.0%	4,948
2011-12	1,150	30.2%	2,074	54.4%	137	3.6%	450	11.8%	3,811
2012-13	1,244	18.0%	4,677	67.8%	0	0.0%	981	14.2%	6,902
2013-14	1,089	25.7%	894	21.1%	0	0.0%	2,248	53.1%	4,231
2014-15	911	21.1%	2,599	60.3%	0	0.0%	800	18.6%	4,310
2015-16	1,969	28.9%	3,961	58.2%	28	0.4%	847	12.4%	6,805
2016-17	1,199	25.3%	2,855	60.2%	0	0.0%	689	14.5%	4,743
2017-18	2,358	12.4%	11,789	62.0%	0	0.0%	4,868	25.6%	19,015
2018-19	1,491	10.4%	10,286	72.1%	0	0.0%	2,491	17.5%	14,268
2019-20	3,456	30.0%	3,681	32.0%	1,821	15.8%	2,546	22.1%	11,504
<b>Leonora</b>									
2009-10	879	45.9%	271	14.2%	0	0.0%	763	39.9%	1,913
2010-11	1,117	45.1%	453	18.3%	0	0.0%	904	36.5%	2,474
2011-12	1,019	37.9%	322	12.0%	102	3.8%	1,244	46.3%	2,687
2012-13	874	30.0%	439	15.1%	0	0.0%	1,598	54.9%	2,911
2013-14	593	23.0%	413	16.0%	0	0.0%	1,568	60.9%	2,574
2014-15	881	20.0%	1,648	37.3%	0	0.0%	1,887	42.7%	4,416
2015-16	1,402	46.5%	432	14.3%	8	0.3%	1,171	38.9%	3,013
2016-17	1,528	43.8%	444	12.7%	0	0.0%	1,516	43.5%	3,488
2017-18	1,181	23.0%	1,517	29.5%	0	0.0%	2,443	47.5%	5,141
2018-19	638	27.1%	1,429	60.6%	0	0.0%	291	12.3%	2,358
2019-20	1,138	38.5%	413	14.0%	0	0.0%	1,407	47.6%	2,958
<b>Menzies</b>									
2009-10	1,319	51.5%	760	29.7%	0	0.0%	482	18.8%	2,561
2010-11	1,263	52.5%	485	20.1%	0	0.0%	659	27.4%	2,407
2011-12	952	55.0%	481	27.8%	0	0.0%	298	17.2%	1,731
2012-13	1,552	45.4%	827	24.2%	0	0.0%	1,037	30.4%	3,416
2013-14	1,216	42.1%	628	21.8%	0	0.0%	1,041	36.1%	2,885
2014-15	1,139	37.7%	794	26.2%	0	0.0%	1,092	36.1%	3,025
2015-16	1,739	38.1%	1,701	37.3%	0	0.0%	1,126	24.7%	4,566
2016-17	1,075	64.0%	178	10.6%	0	0.0%	428	25.5%	1,681
2017-18	1,681	49.1%	1,260	36.8%	0	0.0%	481	14.1%	3,422
2018-19	1,420	26.6%	2,622	49.1%	0	0.0%	1,303	24.4%	5,345
2019-20	1,429	44.9%	1,004	31.6%	0	0.0%	748	23.5%	3,181



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Ngaanyatjarraku</b>									
2009-10	1,856	42.0%	1,480	33.5%	0	0.0%	1,085	24.5%	4,421
2010-11	1,765	44.5%	1,686	42.5%	0	0.0%	512	12.9%	3,963
2011-12	1,291	43.3%	692	23.2%	0	0.0%	1,000	33.5%	2,983
2012-13	1,092	36.3%	1,320	43.8%	0	0.0%	600	19.9%	3,012
2013-14	1,825	46.2%	1,829	46.3%	0	0.0%	300	7.6%	3,954
2014-15	1,198	31.3%	2,296	59.9%	0	0.0%	338	8.8%	3,832
2015-16	2,368	55.8%	1,411	33.2%	0	0.0%	468	11.0%	4,247
2016-17	1,555	43.1%	1,510	41.9%	0	0.0%	541	15.0%	3,606
2017-18	1,208	25.0%	2,307	47.7%	0	0.0%	1,324	27.4%	4,839
2018-19	4,719	73.5%	1,516	23.6%	0	0.0%	183	2.9%	6,418
2019-20	3,176	59.4%	2,118	39.6%	0	0.0%	55	1.0%	5,349
<b>Wiluna</b>									
2009-10	1,024	58.8%	149	8.6%	0	0.0%	568	32.6%	1,741
2010-11	1,129	53.2%	230	10.8%	0	0.0%	765	36.0%	2,124
2011-12	549	44.4%	263	21.3%	0	0.0%	425	34.4%	1,237
2012-13	1,102	48.3%	387	17.0%	0	0.0%	791	34.7%	2,280
2013-14	1,185	41.4%	294	10.3%	0	0.0%	1,382	48.3%	2,861
2014-15	909	27.1%	396	11.8%	0	0.0%	2,046	61.1%	3,351
2015-16	1,708	13.5%	10,988	86.5%	0	0.0%	0	0.0%	12,696
2016-17	816	35.7%	310	13.6%	0	0.0%	1,161	50.8%	2,287
2017-18	1,809	64.3%	688	24.4%	0	0.0%	318	11.3%	2,815
2018-19	2,315	64.0%	437	12.1%	0	0.0%	867	24.0%	3,619
2019-20	1,437	46.3%	799	25.7%	0	0.0%	867	27.9%	3,103

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Great Southern Region</b>									
2009-10	12,737	36.7%	10,997	31.7%	0	0.0%	10,991	31.7%	34,725
2010-11	12,577	34.4%	10,016	27.4%	0	0.0%	13,980	38.2%	36,573
2011-12	13,529	36.9%	9,862	26.9%	0	0.0%	13,266	36.2%	36,657
2012-13	11,901	28.0%	13,807	32.4%	0	0.0%	16,851	39.6%	42,559
2013-14	11,158	23.4%	17,096	35.8%	0	0.0%	19,483	40.8%	47,737
2014-15	11,964	32.9%	8,673	23.9%	152	0.4%	15,540	42.8%	36,329
2015-16	20,602	47.2%	9,041	20.7%	0	0.0%	13,984	32.1%	43,627
2016-17	18,604	33.7%	14,345	26.0%	1	0.0%	22,183	40.2%	55,133
2017-18	17,043	21.1%	41,124	51.0%	34	0.0%	22,468	27.9%	80,669
2018-19	16,622	23.4%	31,138	43.8%	0	0.0%	23,359	32.8%	71,119
2019-20	15,099	29.8%	14,275	28.2%	341	0.7%	20,959	41.4%	50,674
<b>Albany</b>									
2009-10	3,081	32.6%	2,945	31.1%	0	0.0%	3,438	36.3%	9,464
2010-11	2,931	22.8%	3,547	27.6%	0	0.0%	6,368	49.6%	12,846
2011-12	2,810	30.4%	2,204	23.9%	0	0.0%	4,221	45.7%	9,235
2012-13	2,744	27.8%	2,203	22.4%	0	0.0%	4,908	49.8%	9,855
2013-14	2,722	20.4%	5,299	39.7%	0	0.0%	5,341	40.0%	13,362
2014-15	2,552	28.3%	1,697	18.8%	0	0.0%	4,761	52.8%	9,010
2015-16	4,956	54.6%	1,538	16.9%	0	0.0%	2,586	28.5%	9,080
2016-17	3,933	29.5%	1,466	11.0%	0	0.0%	7,951	59.6%	13,350
2017-18	3,106	20.4%	2,394	15.8%	0	0.0%	9,689	63.8%	15,189
2018-19	3,040	21.3%	1,426	10.0%	0	0.0%	9,815	68.7%	14,281
2019-20	3,052	20.0%	2,598	17.0%	299	2.0%	9,322	61.0%	15,271
<b>Broomehill-Tambellup</b>									
2009-10	705	37.6%	564	30.1%	0	0.0%	604	32.2%	1,873
2010-11	947	46.1%	414	20.1%	0	0.0%	695	33.8%	2,056
2011-12	847	45.7%	494	26.7%	0	0.0%	511	27.6%	1,852
2012-13	740	22.8%	1,688	52.0%	0	0.0%	820	25.2%	3,248
2013-14	1,253	28.8%	2,021	46.4%	0	0.0%	1,079	24.8%	4,353
2014-15	813	25.9%	1,297	41.3%	0	0.0%	1,034	32.9%	3,144
2015-16	1,421	46.3%	871	28.4%	0	0.0%	776	25.3%	3,068
2016-17	1,189	27.5%	2,255	52.1%	0	0.0%	881	20.4%	4,325
2017-18	1,228	24.2%	3,021	59.7%	0	0.0%	815	16.1%	5,064
2018-19	1,687	31.6%	2,824	52.8%	0	0.0%	835	15.6%	5,346
2019-20	1,059	36.6%	1,038	35.9%	0	0.0%	796	27.5%	2,893
<b>Cranbrook</b>									
2009-10	1,045	50.8%	850	41.3%	0	0.0%	163	7.9%	2,058
2010-11	904	42.0%	1,027	47.7%	0	0.0%	221	10.3%	2,152
2011-12	1,139	49.6%	851	37.0%	0	0.0%	308	13.4%	2,298
2012-13	1,223	59.2%	639	30.9%	0	0.0%	205	9.9%	2,067
2013-14	596	26.0%	800	34.8%	0	0.0%	900	39.2%	2,296
2014-15	1,138	55.1%	661	32.0%	0	0.0%	265	12.8%	2,064
2015-16	2,113	43.1%	1,213	24.8%	0	0.0%	1,575	32.1%	4,901
2016-17	941	35.5%	669	25.3%	0	0.0%	1,038	39.2%	2,648
2017-18	1,215	33.8%	1,237	34.5%	0	0.0%	1,138	31.7%	3,590
2018-19	1,484	42.1%	816	23.2%	0	0.0%	1,224	34.7%	3,524
2019-20	1,069	34.8%	727	23.7%	0	0.0%	1,274	41.5%	3,070

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Denmark</b>									
2009-10	768	22.8%	625	18.6%	0	0.0%	1,973	58.6%	3,366
2010-11	635	23.9%	517	19.4%	0	0.0%	1,509	56.7%	2,661
2011-12	776	25.0%	751	24.2%	0	0.0%	1,573	50.7%	3,100
2012-13	906	18.1%	2,614	52.3%	0	0.0%	1,481	29.6%	5,001
2013-14	411	10.0%	1,415	34.3%	0	0.0%	2,300	55.7%	4,126
2014-15	576	16.5%	1,308	37.5%	0	0.0%	1,604	46.0%	3,488
2015-16	572	19.6%	809	27.8%	0	0.0%	1,534	52.6%	2,915
2016-17	1,260	32.2%	1,033	26.4%	0	0.0%	1,617	41.4%	3,910
2017-18	1,631	32.3%	1,917	38.0%	0	0.0%	1,500	29.7%	5,048
2018-19	1,122	18.8%	3,746	62.7%	0	0.0%	1,109	18.6%	5,977
2019-20	1,444	35.0%	2,109	51.1%	0	0.0%	578	14.0%	4,131
<b>Gnowangerup</b>									
2009-10	952	51.8%	258	14.0%	0	0.0%	627	34.1%	1,837
2010-11	850	48.2%	319	18.1%	0	0.0%	593	33.7%	1,762
2011-12	713	33.9%	235	11.2%	0	0.0%	1,156	54.9%	2,104
2012-13	861	38.7%	395	17.8%	0	0.0%	968	43.5%	2,224
2013-14	948	20.9%	1,447	31.9%	0	0.0%	2,148	47.3%	4,543
2014-15	899	47.9%	153	8.2%	0	0.0%	825	44.0%	1,877
2015-16	1,428	59.1%	251	10.4%	0	0.0%	737	30.5%	2,416
2016-17	1,255	23.7%	2,283	43.1%	0	0.0%	1,763	33.3%	5,301
2017-18	1,184	11.5%	7,793	75.4%	0	0.0%	1,352	13.1%	10,329
2018-19	897	17.5%	3,085	60.0%	0	0.0%	1,156	22.5%	5,138
2019-20	1,056	37.1%	456	16.0%	0	0.0%	1,334	46.9%	2,846
<b>Jerramungup</b>									
2009-10	896	45.9%	402	20.6%	0	0.0%	656	33.6%	1,954
2010-11	950	40.2%	787	33.3%	0	0.0%	629	26.6%	2,366
2011-12	993	26.6%	1,981	53.0%	0	0.0%	765	20.5%	3,739
2012-13	654	22.6%	472	16.3%	0	0.0%	1,769	61.1%	2,895
2013-14	518	18.3%	608	21.5%	0	0.0%	1,699	60.1%	2,825
2014-15	875	29.6%	642	21.7%	0	0.0%	1,440	48.7%	2,957
2015-16	1,394	46.2%	622	20.6%	0	0.0%	1,004	33.2%	3,020
2016-17	1,110	31.2%	680	19.1%	0	0.0%	1,766	49.7%	3,556
2017-18	1,176	20.9%	3,343	59.5%	0	0.0%	1,100	19.6%	5,619
2018-19	1,052	36.8%	753	26.4%	0	0.0%	1,050	36.8%	2,855
2019-20	1,045	38.9%	762	28.3%	42	1.6%	839	31.2%	2,688
<b>Katanning</b>									
2009-10	787	40.9%	662	34.4%	0	0.0%	475	24.7%	1,924
2010-11	857	47.8%	436	24.3%	0	0.0%	499	27.8%	1,792
2011-12	820	42.8%	350	18.3%	0	0.0%	744	38.9%	1,914
2012-13	525	17.1%	1,073	35.0%	0	0.0%	1,466	47.8%	3,064
2013-14	1,011	27.3%	1,879	50.7%	0	0.0%	815	22.0%	3,705
2014-15	704	36.4%	605	31.3%	0	0.0%	624	32.3%	1,933
2015-16	1,170	44.2%	745	28.2%	0	0.0%	731	27.6%	2,646
2016-17	914	21.8%	2,193	52.4%	0	0.0%	1,080	25.8%	4,187
2017-18	888	22.2%	2,276	56.8%	34	0.8%	807	20.1%	4,005
2018-19	843	35.9%	342	14.6%	0	0.0%	1,160	49.5%	2,345
2019-20	829	35.1%	695	29.4%	0	0.0%	836	35.4%	2,360

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kent</b>									
2009-10	804	44.6%	231	12.8%	0	0.0%	766	42.5%	1,801
2010-11	862	48.8%	314	17.8%	0	0.0%	590	33.4%	1,766
2011-12	1,305	61.5%	266	12.5%	0	0.0%	550	25.9%	2,121
2012-13	955	44.2%	356	16.5%	0	0.0%	848	39.3%	2,159
2013-14	660	35.5%	270	14.5%	0	0.0%	931	50.0%	1,861
2014-15	691	38.4%	257	14.3%	0	0.0%	850	47.3%	1,798
2015-16	1,622	54.9%	303	10.3%	0	0.0%	1,028	34.8%	2,953
2016-17	1,498	56.5%	376	14.2%	0	0.0%	779	29.4%	2,653
2017-18	1,466	27.0%	3,035	55.9%	0	0.0%	930	17.1%	5,431
2018-19	1,235	33.4%	2,046	55.4%	0	0.0%	414	11.2%	3,695
2019-20	1,211	43.1%	811	28.9%	0	0.0%	787	28.0%	2,809
<b>Kojonup</b>									
2009-10	898	32.8%	1,262	46.1%	0	0.0%	577	21.1%	2,737
2010-11	943	37.0%	905	35.5%	0	0.0%	700	27.5%	2,548
2011-12	1,322	50.5%	621	23.7%	0	0.0%	676	25.8%	2,619
2012-13	929	22.1%	2,341	55.8%	0	0.0%	925	22.1%	4,195
2013-14	650	19.2%	1,439	42.5%	0	0.0%	1,300	38.4%	3,389
2014-15	1,009	38.8%	721	27.7%	0	0.0%	870	33.5%	2,600
2015-16	1,757	55.7%	878	27.9%	0	0.0%	517	16.4%	3,152
2016-17	2,159	64.1%	421	12.5%	0	0.0%	786	23.4%	3,366
2017-18	1,749	54.3%	1,034	32.1%	0	0.0%	436	13.5%	3,219
2018-19	1,749	32.6%	1,098	20.5%	0	0.0%	2,521	47.0%	5,368
2019-20	1,082	36.3%	710	23.8%	0	0.0%	1,190	39.9%	2,982
<b>Plantagenet</b>									
2009-10	1,393	33.6%	1,725	41.6%	0	0.0%	1,030	24.8%	4,148
2010-11	1,160	32.7%	1,068	30.1%	0	0.0%	1,315	37.1%	3,543
2011-12	1,277	33.1%	991	25.7%	0	0.0%	1,589	41.2%	3,857
2012-13	1,288	29.5%	1,277	29.3%	0	0.0%	1,798	41.2%	4,363
2013-14	766	18.8%	1,171	28.8%	0	0.0%	2,131	52.4%	4,068
2014-15	1,247	35.5%	494	14.1%	0	0.0%	1,768	50.4%	3,509
2015-16	1,974	37.3%	643	12.2%	0	0.0%	2,675	50.5%	5,292
2016-17	2,122	38.0%	1,513	27.1%	0	0.0%	1,943	34.8%	5,578
2017-18	1,387	25.0%	596	10.7%	0	0.0%	3,574	64.3%	5,557
2018-19	1,644	30.5%	1,962	36.4%	0	0.0%	1,787	33.1%	5,393
2019-20	1,540	24.3%	2,593	41.0%	0	0.0%	2,196	34.7%	6,329
<b>Ravensthorpe</b>									
2009-10	947	41.0%	752	32.6%	0	0.0%	608	26.4%	2,307
2010-11	1,022	46.4%	378	17.2%	0	0.0%	801	36.4%	2,201
2011-12	1,225	43.3%	393	13.9%	0	0.0%	1,209	42.8%	2,827
2012-13	669	29.2%	133	5.8%	0	0.0%	1,487	65.0%	2,289
2013-14	1,172	57.6%	132	6.5%	0	0.0%	732	36.0%	2,036
2014-15	1,020	36.2%	303	10.8%	152	5.4%	1,339	47.6%	2,814
2015-16	1,498	50.8%	748	25.4%	0	0.0%	703	23.8%	2,949
2018-19	1,673	31.5%	1,063	20.0%	1	0.0%	2,579	48.5%	5,316
2017-18	1,357	9.0%	13,243	88.2%	0	0.0%	415	2.8%	15,015
2018-19	1,203	7.7%	12,878	82.3%	0	0.0%	1,576	10.1%	15,657
2019-20	1,261	30.9%	1,211	29.7%	0	0.0%	1,604	39.4%	4,076

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Woodanilling</b>									
2009-10	461	36.7%	721	57.4%	0	0.0%	74	5.9%	1,256
2010-11	516	58.6%	304	34.5%	0	0.0%	60	6.8%	880
2011-12	302	30.5%	725	73.2%	0	0.0%	-36	-3.6%	991
2012-13	407	33.9%	616	51.4%	0	0.0%	176	14.7%	1,199
2013-14	451	38.4%	615	52.4%	0	0.0%	107	9.1%	1,173
2014-15	440	38.8%	535	47.1%	0	0.0%	160	14.1%	1,135
2015-16	697	56.4%	420	34.0%	0	0.0%	118	9.6%	1,235
2016-17	550	58.3%	393	41.7%	0	0.0%	0	0.0%	943
2017-18	656	25.2%	1,235	47.4%	0	0.0%	712	27.4%	2,603
2018-19	666	43.2%	162	10.5%	0	0.0%	712	46.2%	1,540
2019-20	451	37.0%	565	46.3%	0	0.0%	203	16.7%	1,219



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kimberley Region</b>									
2009-10	5,920	32.9%	5,032	27.9%	33	0.2%	7,021	39.0%	18,006
2010-11	5,054	37.2%	2,710	19.9%	76	0.6%	5,759	42.3%	13,599
2011-12	5,676	30.9%	5,555	30.2%	648	3.5%	6,515	35.4%	18,394
2012-13	7,150	30.4%	9,486	40.4%	575	2.4%	6,289	26.8%	23,500
2013-14	3,787	21.7%	6,338	36.4%	174	1.0%	7,133	40.9%	17,432
2014-15	6,162	33.8%	5,375	29.5%	276	1.5%	6,433	35.3%	18,246
2015-16	9,997	39.3%	9,984	39.3%	149	0.6%	5,285	20.8%	25,415
2016-17	8,255	39.6%	4,940	23.7%	0	0.0%	7,636	36.7%	20,831
2017-18	7,535	20.2%	22,234	59.5%	22	0.1%	7,589	20.3%	37,380
2018-19	11,526	32.2%	12,064	33.7%	0	0.0%	12,177	34.0%	35,767
2019-20	8,554	31.6%	5,409	20.0%	0	0.0%	13,078	48.4%	27,041
<b>Broome</b>									
2009-10	1,797	34.9%	908	17.6%	12	0.2%	2,438	47.3%	5,155
2010-11	1,153	31.1%	644	17.4%	53	1.4%	1,856	50.1%	3,706
2011-12	1,107	34.0%	706	21.7%	12	0.4%	1,433	44.0%	3,258
2012-13	1,818	31.4%	1,575	27.2%	0	0.0%	2,400	41.4%	5,793
2013-14	471	7.1%	1,548	23.5%	0	0.0%	4,574	69.4%	6,593
2014-15	1,733	28.0%	751	12.1%	0	0.0%	3,710	59.9%	6,194
2015-16	3,259	43.8%	744	10.0%	0	0.0%	3,432	46.2%	7,435
2016-17	2,003	27.3%	959	13.0%	0	0.0%	4,387	59.7%	7,349
2017-18	1,687	21.1%	2,711	34.0%	0	0.0%	3,586	44.9%	7,984
2018-19	1,854	16.6%	3,358	30.1%	0	0.0%	5,962	53.4%	11,174
2019-20	2,454	25.9%	889	9.4%	0	0.0%	6,117	64.7%	9,460
<b>Derby-West Kimberley</b>									
2009-10	2,015	36.3%	1,460	26.3%	21	0.4%	2,054	37.0%	5,550
2010-11	1,477	28.4%	1,435	27.6%	23	0.4%	2,269	43.6%	5,204
2011-12	1,087	16.1%	2,312	34.3%	164	2.4%	3,178	47.1%	6,741
2012-13	1,454	25.5%	2,167	38.0%	0	0.0%	2,079	36.5%	5,700
2013-14	955	23.6%	2,323	57.5%	0	0.0%	762	18.9%	4,040
2014-15	1,081	20.1%	1,918	35.6%	0	0.0%	2,383	44.3%	5,382
2015-16	2,792	45.0%	2,784	44.9%	0	0.0%	624	10.1%	6,200
2016-17	2,711	47.6%	1,522	26.7%	0	0.0%	1,462	25.7%	5,695
2017-18	912	9.8%	7,161	77.0%	22	0.2%	1,203	12.9%	9,298
2018-19	2,247	20.8%	4,267	39.6%	0	0.0%	4,267	39.6%	10,781
2019-20	2,029	22.6%	2,657	29.6%	0	0.0%	4,301	47.9%	8,987
<b>Halls Creek</b>									
2009-10	977	22.3%	2,283	52.1%	0	0.0%	1,125	25.7%	4,385
2010-11	1,358	77.2%	247	14.0%	0	0.0%	155	8.8%	1,760
2011-12	1,511	42.1%	1,066	29.7%	0	0.0%	1,014	28.2%	3,591
2012-13	1,349	24.6%	3,213	58.7%	0	0.0%	916	16.7%	5,478
2013-14	1,455	53.2%	1,144	41.8%	0	0.0%	137	5.0%	2,736
2014-15	1,763	54.5%	1,306	40.4%	0	0.0%	163	5.0%	3,232
2015-16	2,189	33.7%	3,516	54.2%	0	0.0%	782	12.1%	6,487
2016-17	2,024	51.0%	1,541	38.9%	0	0.0%	401	10.1%	3,966
2017-18	2,010	34.0%	3,432	58.0%	0	0.0%	476	8.0%	5,918
2018-19	1,511	33.6%	2,416	53.7%	0	0.0%	568	12.6%	4,495
2019-20	1,484	46.9%	1,549	48.9%	0	0.0%	134	4.2%	3,167

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Wyndham-East Kimberley</b>									
2009-10	1,131	38.8%	381	13.1%	0	0.0%	1,404	48.1%	2,916
2010-11	1,066	36.4%	384	13.1%	0	0.0%	1,479	50.5%	2,929
2011-12	1,971	41.0%	1,471	30.6%	472	9.8%	890	18.5%	4,804
2012-13	2,529	38.7%	2,531	38.8%	575	8.8%	894	13.7%	6,529
2013-14	906	22.3%	1,323	32.6%	174	4.3%	1,660	40.9%	4,063
2014-15	1,585	46.1%	1,400	40.7%	276	8.0%	177	5.1%	3,438
2015-16	1,757	33.2%	2,940	55.5%	149	2.8%	447	8.4%	5,293
2016-17	1,517	39.7%	918	24.0%	0	0.0%	1,386	36.3%	3,821
2017-18	2,926	20.6%	8,930	63.0%	0	0.0%	2,324	16.4%	14,180
2018-19	5,914	63.5%	2,023	21.7%	0	0.0%	1,380	14.8%	9,317
2019-20	2,587	47.7%	314	5.8%	0	0.0%	2,526	46.5%	5,427

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Metropolitan Region</b>									
2009-10	42,754	15.1%	35,693	12.6%	8,570	3.0%	195,776	69.2%	282,793
2010-11	42,701	14.4%	35,363	11.9%	15,374	5.2%	203,635	68.5%	297,073
2011-12	42,819	12.3%	34,708	9.9%	16,250	4.7%	255,098	73.1%	348,875
2012-13	41,302	11.5%	41,653	11.6%	12,065	3.4%	264,311	73.6%	359,331
2013-14	37,530	9.8%	35,881	9.4%	10,376	2.7%	299,160	78.1%	382,947
2014-15	41,330	11.6%	42,781	12.0%	7,535	2.1%	265,473	74.3%	357,119
2015-16	65,614	16.8%	34,253	8.8%	11,417	2.9%	279,413	71.5%	390,697
2016-17	63,209	15.4%	47,436	11.6%	8,324	2.0%	290,831	71.0%	409,800
2017-18	60,273	15.2%	45,497	11.5%	2,103	0.5%	287,381	72.7%	395,254
2018-19	47,887	11.8%	50,546	12.4%	4,014	1.0%	303,578	74.8%	406,025
2019-20	56,576	13.1%	73,049	16.9%	7,264	1.7%	295,467	68.3%	432,356
<b>Armadale</b>									
2009-10	2,569	18.3%	4,264	30.4%	308	2.2%	6,887	49.1%	14,028
2010-11	1,624	15.3%	2,506	23.6%	2,455	23.1%	4,049	38.1%	10,634
2011-12	1,414	7.8%	1,833	10.2%	5,222	28.9%	9,587	53.1%	18,056
2012-13	2,234	12.3%	527	2.9%	4,994	27.4%	10,460	57.4%	18,215
2013-14	2,833	16.0%	2,485	14.0%	2,017	11.4%	10,425	58.7%	17,760
2014-15	3,526	24.6%	1,789	12.5%	1,728	12.1%	7,277	50.8%	14,320
2015-16	4,173	29.3%	930	6.5%	249	1.8%	8,876	62.4%	14,228
2016-17	3,162	23.0%	1,302	9.5%	15	0.1%	9,252	67.4%	13,731
2017-18	2,676	33.0%	2,126	26.2%	9	0.1%	3,310	40.8%	8,121
2018-19	2,119	20.0%	1,690	16.0%	0	0.0%	6,763	64.0%	10,572
2019-20	2,547	18.4%	2,186	15.8%	0	0.0%	9,136	65.9%	13,869
<b>Bassendean</b>									
2009-10	313	17.2%	166	9.1%	0	0.0%	1,339	73.7%	1,818
2010-11	288	18.0%	361	22.6%	0	0.0%	949	59.4%	1,598
2011-12	406	18.0%	99	4.4%	0	0.0%	1,755	77.7%	2,260
2012-13	395	13.3%	91	3.1%	0	0.0%	2,484	83.6%	2,970
2013-14	99	4.0%	180	7.2%	0	0.0%	2,227	88.9%	2,506
2014-15	320	9.3%	333	9.7%	0	0.0%	2,782	81.0%	3,435
2015-16	496	11.9%	814	19.6%	67	1.6%	2,784	66.9%	4,161
2016-17	522	14.6%	521	14.5%	116	3.2%	2,426	67.7%	3,585
2017-18	356	9.0%	308	7.8%	43	1.1%	3,255	82.2%	3,962
2018-19	265	7.8%	50	1.5%	81	2.4%	2,994	88.3%	3,390
2019-20	359	10.1%	410	11.5%	58	1.6%	2,745	76.8%	3,572
<b>Bayswater</b>									
2009-10	1,042	15.8%	651	9.9%	0	0.0%	4,911	74.4%	6,604
2010-11	1,343	22.1%	149	2.5%	0	0.0%	4,574	75.4%	6,066
2011-12	1,146	17.7%	398	6.1%	0	0.0%	4,948	76.2%	6,492
2012-13	1,008	15.1%	659	9.9%	0	0.0%	4,997	75.0%	6,664
2013-14	1,031	11.7%	807	9.2%	252	2.9%	6,699	76.2%	8,789
2014-15	1,096	12.6%	659	7.6%	294	3.4%	6,617	76.4%	8,666
2015-16	1,697	17.0%	487	4.9%	180	1.8%	7,628	76.3%	9,992
2016-17	1,536	13.7%	1,719	15.3%	710	6.3%	7,283	64.7%	11,248
2017-18	1,502	16.2%	919	9.9%	287	3.1%	6,537	70.7%	9,245
2018-19	1,142	11.0%	813	7.8%	290	2.8%	8,169	78.4%	10,414
2019-20	1,323	12.9%	370	3.6%	300	2.9%	8,297	80.6%	10,290

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Belmont</b>									
2009-10	725	11.2%	1,338	20.7%	123	1.9%	4,273	66.2%	6,459
2010-11	757	11.1%	765	11.2%	69	1.0%	5,234	76.7%	6,825
2011-12	870	11.5%	473	6.2%	103	1.4%	6,139	80.9%	7,585
2012-13	722	10.0%	289	4.0%	32	0.4%	6,152	85.5%	7,195
2013-14	506	6.9%	448	6.1%	0	0.0%	6,376	87.0%	7,330
2014-15	802	11.0%	497	6.8%	0	0.0%	5,986	82.2%	7,285
2015-16	1,599	22.5%	305	4.3%	0	0.0%	5,218	73.3%	7,122
2016-17	2,412	29.7%	423	5.2%	0	0.0%	5,275	65.0%	8,110
2017-18	1,694	18.1%	1,232	13.2%	0	0.0%	6,421	68.7%	9,347
2018-19	2,249	26.4%	1,783	20.9%	0	0.0%	4,502	52.8%	8,534
2019-20	2,810	26.7%	1,016	9.7%	0	0.0%	6,686	63.6%	10,512
<b>Cambridge</b>									
2009-10	518	8.9%	485	8.4%	93	1.6%	4,696	81.1%	5,792
2010-11	615	12.9%	707	14.9%	135	2.8%	3,297	69.4%	4,754
2011-12	763	8.0%	596	6.3%	84	0.9%	8,054	84.8%	9,497
2012-13	536	7.1%	819	10.9%	20	0.3%	6,132	81.7%	7,507
2013-14	790	9.5%	555	6.6%	0	0.0%	7,004	83.9%	8,349
2014-15	661	7.0%	1,133	12.0%	14	0.1%	7,619	80.8%	9,427
2015-16	727	9.7%	417	5.6%	251	3.3%	6,114	81.4%	7,509
2016-17	779	11.5%	743	10.9%	-22	-0.3%	5,290	77.9%	6,790
2017-18	747	12.1%	698	11.3%	0	0.0%	4,748	76.7%	6,193
2018-19	553	8.6%	667	10.3%	90	1.4%	5,142	79.7%	6,452
2019-20	505	8.9%	867	15.2%	0	0.0%	4,315	75.9%	5,687
<b>Canning</b>									
2009-10	1,904	10.2%	2,011	10.7%	915	4.9%	13,897	74.2%	18,727
2010-11	2,296	15.6%	2,139	14.6%	140	1.0%	10,099	68.8%	14,674
2011-12	2,026	16.2%	2,062	16.5%	106	0.8%	8,336	66.5%	12,530
2012-13	2,507	14.4%	1,606	9.3%	899	5.2%	12,347	71.1%	17,359
2013-14	1,162	6.0%	3,676	18.9%	155	0.8%	14,467	74.3%	19,460
2014-15	2,064	12.4%	1,927	11.6%	169	1.0%	12,503	75.0%	16,663
2015-16	3,621	18.2%	2,713	13.6%	143	0.7%	13,459	67.5%	19,936
2016-17	3,310	15.4%	3,753	17.5%	1,991	9.3%	12,444	57.9%	21,498
2017-18	2,751	12.8%	3,672	17.1%	65	0.3%	14,989	69.8%	21,477
2018-19	1,337	6.0%	2,467	11.1%	930	4.2%	17,454	78.7%	22,188
2019-20	2,219	10.3%	5,746	26.8%	96	0.4%	13,395	62.4%	21,456
<b>Claremont</b>									
2009-10	138	5.2%	207	7.7%	0	0.0%	2,334	87.1%	2,679
2010-11	139	4.9%	23	0.8%	0	0.0%	2,669	94.3%	2,831
2011-12	165	3.5%	30	0.6%	0	0.0%	4,530	95.9%	4,725
2012-13	291	3.5%	1,499	17.8%	0	0.0%	6,608	78.7%	8,398
2013-14	61	1.4%	202	4.5%	0	0.0%	4,228	94.1%	4,491
2014-15	103	4.1%	248	9.8%	0	0.0%	2,175	86.1%	2,526
2015-16	548	19.0%	172	6.0%	0	0.0%	2,162	75.0%	2,882
2016-17	100	4.2%	221	9.3%	0	0.0%	2,067	86.6%	2,388
2017-18	218	10.0%	568	26.1%	0	0.0%	1,390	63.9%	2,176
2018-19	106	3.1%	786	23.1%	0	0.0%	2,504	73.7%	3,396
2019-20	444	20.4%	26	1.2%	0	0.0%	1,705	78.4%	2,175

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Cockburn</b>									
2009-10	2,110	21.0%	752	7.5%	1,446	14.4%	5,717	57.0%	10,025
2010-11	1,631	13.5%	2,943	24.4%	362	3.0%	7,117	59.0%	12,053
2011-12	2,628	14.4%	3,804	20.8%	1,340	7.3%	10,522	57.5%	18,294
2012-13	2,466	13.8%	2,104	11.8%	981	5.5%	12,295	68.9%	17,846
2013-14	695	3.9%	3,998	22.3%	1,263	7.0%	11,984	66.8%	17,940
2014-15	1,738	9.3%	2,302	12.4%	58	0.3%	14,516	78.0%	18,614
2015-16	3,542	21.3%	1,807	10.8%	49	0.3%	11,267	67.6%	16,665
2016-17	3,032	13.2%	5,643	24.5%	4,172	18.1%	10,152	44.1%	22,999
2017-18	3,103	16.4%	2,631	13.9%	143	0.8%	13,096	69.0%	18,973
2018-19	5,440	20.2%	3,900	14.5%	290	1.1%	17,248	64.2%	26,878
2019-20	3,951	18.4%	1,709	7.9%	64	0.3%	15,800	73.4%	21,524
<b>Cottesloe</b>									
2009-10	331	16.1%	135	6.6%	0	0.0%	1,590	77.3%	2,056
2010-11	165	11.3%	15	1.0%	0	0.0%	1,281	87.7%	1,461
2011-12	125	7.5%	26	1.6%	0	0.0%	1,525	91.0%	1,676
2012-13	96	5.4%	135	7.6%	0	0.0%	1,552	87.0%	1,783
2013-14	275	11.0%	237	9.4%	0	0.0%	1,999	79.6%	2,511
2014-15	102	9.4%	20	1.8%	0	0.0%	968	88.8%	1,090
2015-16	101	11.5%	19	2.2%	15	1.7%	743	84.6%	878
2016-17	100	15.2%	24	3.6%	0	0.0%	534	81.2%	658
2017-18	103	6.5%	14	0.9%	0	0.0%	1,457	92.6%	1,574
2018-19	549	48.8%	24	2.1%	0	0.0%	552	49.1%	1,125
2019-20	156	29.2%	25	4.7%	0	0.0%	354	66.2%	535
<b>East Fremantle</b>									
2009-10	62	5.2%	10	0.8%	0	0.0%	1,125	94.0%	1,197
2010-11	262	8.8%	155	5.2%	0	0.0%	2,553	86.0%	2,970
2011-12	70	3.1%	286	12.6%	391	17.2%	1,531	67.2%	2,278
2012-13	87	4.5%	42	2.2%	0	0.0%	1,784	93.3%	1,913
2013-14	33	1.6%	103	4.9%	0	0.0%	1,969	93.5%	2,105
2014-15	73	3.8%	14	0.7%	0	0.0%	1,831	95.5%	1,918
2015-16	72	3.9%	13	0.7%	0	0.0%	1,766	95.4%	1,851
2016-17	71	6.1%	17	1.5%	0	0.0%	1,070	92.4%	1,158
2017-18	142	12.9%	15	1.4%	7	0.6%	936	85.1%	1,100
2018-19	222	16.2%	34	2.5%	0	0.0%	1,115	81.3%	1,371
2019-20	313	10.6%	740	25.1%	0	0.0%	1,897	64.3%	2,950
<b>Fremantle</b>									
2009-10	649	10.8%	476	7.9%	0	0.0%	4,878	81.3%	6,003
2010-11	977	10.1%	1,135	11.8%	0	0.0%	7,536	78.1%	9,648
2011-12	689	6.9%	868	8.6%	0	0.0%	8,479	84.5%	10,036
2012-13	557	5.3%	1,311	12.4%	17	0.2%	8,707	82.2%	10,592
2013-14	374	3.9%	916	9.5%	0	0.0%	8,359	86.6%	9,649
2014-15	553	5.6%	1,159	11.7%	0	0.0%	8,188	82.7%	9,900
2015-16	1,151	11.7%	752	7.6%	175	1.8%	7,778	78.9%	9,856
2016-17	996	12.4%	1,511	18.8%	0	0.0%	5,534	68.8%	8,041
2017-18	881	21.1%	1,253	30.0%	0	0.0%	2,043	48.9%	4,177
2018-19	576	13.0%	452	10.2%	0	0.0%	3,398	76.8%	4,426
2019-20	674	15.5%	716	16.5%	0	0.0%	2,950	68.0%	4,340



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Gosnells</b>									
2009-10	4,254	20.6%	5,397	26.1%	165	0.8%	10,867	52.5%	20,683
2010-11	2,166	12.3%	5,144	29.3%	41	0.2%	10,195	58.1%	17,546
2011-12	2,677	12.9%	4,743	22.9%	0	0.0%	13,287	64.2%	20,707
2012-13	2,151	9.8%	3,760	17.1%	113	0.5%	15,930	72.6%	21,954
2013-14	1,442	6.9%	2,853	13.6%	0	0.0%	16,739	79.6%	21,034
2014-15	2,779	12.6%	4,220	19.1%	0	0.0%	15,143	68.4%	22,142
2015-16	4,566	20.0%	1,555	6.8%	0	0.0%	16,704	73.2%	22,825
2016-17	3,142	11.9%	1,912	7.3%	136	0.5%	21,178	80.3%	26,368
2017-18	3,539	13.6%	2,863	11.0%	23	0.1%	19,635	75.3%	26,060
2018-19	2,722	10.4%	5,448	20.7%	0	0.0%	18,119	68.9%	26,289
2019-20	2,915	11.1%	4,361	16.6%	0	0.0%	18,956	72.3%	26,232
<b>Joondalup</b>									
2009-10	5,172	25.6%	3,809	18.9%	0	0.0%	11,223	55.5%	20,204
2010-11	2,692	11.7%	4,475	19.5%	1	0.0%	15,759	68.7%	22,927
2011-12	3,604	17.7%	1,604	7.9%	1	0.0%	15,173	74.4%	20,382
2012-13	3,146	12.2%	5,028	19.5%	1	0.0%	17,603	68.3%	25,778
2013-14	2,401	12.0%	1,681	8.4%	1	0.0%	15,931	79.6%	20,014
2014-15	3,207	18.0%	2,500	14.0%	139	0.8%	11,957	67.2%	17,803
2015-16	5,325	22.6%	5,507	23.3%	95	0.4%	12,685	53.7%	23,612
2016-17	4,863	17.0%	2,853	10.0%	30	0.1%	20,854	72.9%	28,600
2017-18	5,051	23.1%	2,823	12.9%	54	0.2%	13,895	63.7%	21,823
2018-19	1,940	8.1%	3,156	13.1%	345	1.4%	18,579	77.3%	24,020
2019-20	3,890	17.7%	2,150	9.8%	160	0.7%	15,774	71.8%	21,974
<b>Kalamunda</b>									
2009-10	1,232	20.5%	846	14.1%	0	0.0%	3,927	65.4%	6,005
2010-11	2,277	40.6%	1,050	18.7%	0	0.0%	2,280	40.7%	5,607
2011-12	1,778	28.5%	2,093	33.6%	0	0.0%	2,360	37.9%	6,231
2012-13	1,655	17.7%	1,059	11.3%	47	0.5%	6,588	70.5%	9,349
2013-14	868	8.1%	1,401	13.1%	122	1.1%	8,324	77.7%	10,715
2014-15	1,210	15.0%	809	10.0%	15	0.2%	6,032	74.8%	8,066
2015-16	2,856	26.4%	390	3.6%	40	0.4%	7,546	69.7%	10,832
2016-17	2,662	24.5%	780	7.2%	6	0.1%	7,423	68.3%	10,871
2017-18	2,414	18.2%	619	4.7%	6	0.0%	10,211	77.1%	13,250
2018-19	2,707	20.3%	1,219	9.1%	1	0.0%	9,427	70.6%	13,354
2019-20	2,449	13.9%	2,495	14.2%	40	0.2%	12,629	71.7%	17,613
<b>Kwinana</b>									
2009-10	1,365	18.3%	568	7.6%	40	0.5%	5,471	73.5%	7,444
2010-11	1,090	10.6%	1,404	13.6%	198	1.9%	7,600	73.8%	10,292
2011-12	959	12.3%	1,177	15.1%	138	1.8%	5,509	70.8%	7,783
2012-13	884	7.5%	3,397	28.9%	2,583	22.0%	4,871	41.5%	11,735
2013-14	853	8.3%	1,077	10.5%	301	2.9%	8,034	78.3%	10,265
2014-15	999	7.8%	4,497	35.0%	0	0.0%	7,344	57.2%	12,840
2015-16	1,854	15.4%	2,577	21.4%	24	0.2%	7,571	63.0%	12,026
2016-17	1,326	16.7%	1,483	18.6%	44	0.6%	5,099	64.1%	7,952
2017-18	1,457	17.0%	1,087	12.7%	0	0.0%	6,015	70.3%	8,559
2018-19	1,214	14.2%	1,030	12.0%	98	1.1%	6,207	72.6%	8,549
2019-20	1,255	14.8%	1,549	18.2%	0	0.0%	5,692	67.0%	8,496

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Melville</b>									
2009-10	1,141	12.1%	2,735	29.0%	57	0.6%	5,513	58.4%	9,446
2010-11	1,733	12.7%	1,332	9.7%	55	0.4%	10,559	77.2%	13,679
2011-12	1,760	11.9%	1,316	8.9%	7	0.0%	11,734	79.2%	14,817
2012-13	1,904	11.0%	1,703	9.8%	58	0.3%	13,697	78.9%	17,362
2013-14	980	6.1%	898	5.6%	20	0.1%	14,111	88.1%	16,009
2014-15	1,932	11.0%	2,413	13.7%	0	0.0%	13,291	75.4%	17,636
2015-16	2,587	16.0%	1,248	7.7%	1	0.0%	12,363	76.3%	16,199
2016-17	3,597	18.9%	3,227	17.0%	0	0.0%	12,190	64.1%	19,014
2017-18	2,373	12.8%	1,899	10.2%	15	0.1%	14,314	77.0%	18,601
2018-19	1,776	9.1%	2,259	11.5%	13	0.1%	15,523	79.3%	19,571
2019-20	1,876	10.4%	1,351	7.5%	0	0.0%	14,780	82.1%	18,007
<b>Mosman Park</b>									
2009-10	142	20.1%	12	1.7%	0	0.0%	554	78.2%	708
2010-11	114	14.5%	12	1.5%	0	0.0%	660	84.0%	786
2011-12	58	7.6%	15	2.0%	0	0.0%	687	90.4%	760
2012-13	190	18.2%	14	1.3%	0	0.0%	841	80.5%	1,045
2013-14	86	11.2%	15	2.0%	0	0.0%	664	86.8%	765
2014-15	122	14.0%	16	1.8%	0	0.0%	732	84.1%	870
2015-16	81	12.0%	15	2.2%	0	0.0%	580	85.8%	676
2016-17	131	12.0%	19	1.7%	0	0.0%	941	86.3%	1,091
2017-18	85	4.9%	483	27.8%	0	0.0%	1,167	67.3%	1,735
2018-19	87	5.5%	20	1.3%	0	0.0%	1,467	93.2%	1,574
2019-20	143	9.9%	21	1.5%	0	0.0%	1,284	88.7%	1,448
<b>Mundaring</b>									
2009-10	1,514	25.0%	137	2.3%	80	1.3%	4,314	71.4%	6,045
2010-11	1,166	21.8%	274	5.1%	6	0.1%	3,907	73.0%	5,353
2011-12	2,051	31.6%	255	3.9%	55	0.8%	4,129	63.6%	6,490
2012-13	1,672	17.0%	591	6.0%	93	0.9%	7,486	76.1%	9,842
2013-14	1,451	18.3%	831	10.5%	130	1.6%	5,525	69.6%	7,937
2014-15	1,692	20.5%	1,069	12.9%	180	2.2%	5,325	64.4%	8,266
2015-16	2,974	32.5%	679	7.4%	94	1.0%	5,415	59.1%	9,162
2016-17	1,904	24.6%	705	9.1%	143	1.8%	4,978	64.4%	7,730
2017-18	2,436	25.8%	691	7.3%	47	0.5%	6,262	66.4%	9,436
2018-19	1,540	16.8%	911	9.9%	84	0.9%	6,649	72.4%	9,184
2019-20	2,303	22.1%	1,118	10.7%	56	0.5%	6,949	66.7%	10,426
<b>Nedlands</b>									
2009-10	1,182	21.4%	236	4.3%	0	0.0%	4,101	74.3%	5,519
2010-11	286	5.4%	534	10.1%	0	0.0%	4,479	84.5%	5,299
2011-12	286	5.4%	805	15.1%	0	0.0%	4,227	79.5%	5,318
2012-13	459	8.7%	532	10.1%	0	0.0%	4,300	81.3%	5,291
2013-14	125	2.1%	206	3.5%	0	0.0%	5,538	94.4%	5,869
2014-15	293	7.1%	101	2.4%	0	0.0%	3,759	90.5%	4,153
2015-16	946	29.2%	104	3.2%	0	0.0%	2,195	67.6%	3,245
2016-17	953	11.1%	569	6.6%	0	0.0%	7,075	82.3%	8,597
2017-18	541	7.2%	759	10.0%	0	0.0%	6,256	82.8%	7,556
2018-19	292	4.3%	429	6.3%	0	0.0%	6,059	89.4%	6,780
2019-20	483	10.5%	524	11.4%	0	0.0%	3,578	78.0%	4,585

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Peppermint Grove</b>									
2009-10	22	6.6%	3	0.9%	0	0.0%	310	92.5%	335
2010-11	18	3.7%	3	0.6%	0	0.0%	467	95.7%	488
2011-12	17	4.5%	3	0.8%	0	0.0%	356	94.7%	376
2012-13	30	7.6%	3	0.8%	0	0.0%	363	91.7%	396
2013-14	9	2.2%	4	1.0%	0	0.0%	397	96.8%	410
2014-15	30	5.2%	4	0.7%	0	0.0%	540	94.1%	574
2015-16	20	3.5%	4	0.7%	0	0.0%	550	95.8%	574
2016-17	42	10.7%	42	10.7%	0	0.0%	307	78.5%	391
2017-18	49	10.1%	69	14.2%	0	0.0%	367	75.7%	485
2018-19	20	4.5%	86	19.4%	0	0.0%	338	76.1%	444
2019-20	85	31.1%	146	53.5%	0	0.0%	42	15.4%	273
<b>Perth</b>									
2009-10	415	1.6%	353	1.4%	0	0.0%	24,825	97.0%	25,593
2010-11	757	3.8%	719	3.6%	0	0.0%	18,637	92.7%	20,113
2011-12	586	1.4%	714	1.7%	0	0.0%	41,304	96.9%	42,604
2012-13	809	3.0%	596	2.2%	0	0.0%	25,526	94.8%	26,931
2013-14	371	0.9%	1,355	3.2%	0	0.0%	40,340	95.9%	42,066
2014-15	475	2.3%	917	4.3%	0	0.0%	19,713	93.4%	21,105
2015-16	1,013	3.2%	759	2.4%	0	0.0%	29,530	94.3%	31,302
2016-17	771	3.2%	662	2.7%	0	0.0%	23,012	94.1%	24,445
2017-18	1,190	5.2%	438	1.9%	0	0.0%	21,453	92.9%	23,081
2018-19	462	2.0%	404	1.8%	0	0.0%	21,704	96.2%	22,570
2019-20	759	4.3%	431	2.4%	0	0.0%	16,648	93.3%	17,838
<b>Rockingham</b>									
2009-10	2,559	20.7%	2,889	23.3%	110	0.9%	6,833	55.1%	12,391
2010-11	2,804	19.6%	1,277	8.9%	26	0.2%	10,216	71.3%	14,323
2011-12	2,488	14.0%	2,288	12.9%	7	0.0%	12,991	73.1%	17,774
2012-13	4,143	17.7%	1,724	7.3%	0	0.0%	17,600	75.0%	23,467
2013-14	6,291	19.1%	2,397	7.3%	2	0.0%	24,218	73.6%	32,908
2014-15	2,659	10.5%	990	3.9%	2	0.0%	21,575	85.5%	25,226
2015-16	3,230	12.4%	2,416	9.3%	203	0.8%	20,206	77.6%	26,055
2016-17	3,911	15.3%	2,248	8.8%	379	1.5%	18,960	74.4%	25,498
2017-18	3,740	14.5%	1,813	7.0%	66	0.3%	20,259	78.3%	25,878
2018-19	3,177	12.5%	1,814	7.1%	89	0.4%	20,310	80.0%	25,390
2019-20	3,706	13.7%	3,169	11.7%	89	0.3%	20,025	74.2%	26,989
<b>Serpentine-Jarrahdale</b>									
2009-10	1,121	31.2%	689	19.2%	0	0.0%	1,780	49.6%	3,590
2010-11	1,349	33.3%	908	22.4%	0	0.0%	1,788	44.2%	4,045
2011-12	1,567	37.3%	993	23.6%	0	0.0%	1,644	39.1%	4,204
2012-13	1,451	20.1%	1,712	23.7%	802	11.1%	3,259	45.1%	7,224
2013-14	1,444	27.0%	1,098	20.5%	470	8.8%	2,333	43.6%	5,345
2014-15	1,650	26.1%	1,210	19.1%	722	11.4%	2,750	43.4%	6,332
2015-16	2,094	28.0%	791	10.6%	730	9.8%	3,868	51.7%	7,483
2016-17	1,967	26.8%	1,589	21.6%	0	0.0%	3,785	51.6%	7,341
2017-18	3,705	30.9%	1,930	16.1%	0	0.0%	6,353	53.0%	11,988
2018-19	4,083	38.4%	1,241	11.7%	0	0.0%	5,320	50.0%	10,644
2019-20	4,519	35.0%	2,824	21.9%	0	0.0%	5,563	43.1%	12,906

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>South Perth</b>									
2009-10	818	13.6%	380	6.3%	24	0.4%	4,793	79.7%	6,015
2010-11	700	11.8%	460	7.8%	105	1.8%	4,660	78.6%	5,925
2011-12	713	11.5%	471	7.6%	64	1.0%	4,926	79.8%	6,174
2012-13	615	7.3%	389	4.6%	124	1.5%	7,245	86.5%	8,373
2013-14	860	10.2%	555	6.6%	240	2.9%	6,751	80.3%	8,406
2014-15	720	9.5%	140	1.8%	286	3.8%	6,453	84.9%	7,599
2015-16	1,213	13.4%	357	3.9%	143	1.6%	7,355	81.1%	9,068
2016-17	1,124	11.9%	614	6.5%	87	0.9%	7,585	80.6%	9,410
2017-18	1,540	15.2%	258	2.5%	119	1.2%	8,201	81.1%	10,118
2018-19	559	7.7%	631	8.7%	0	0.0%	6,062	83.6%	7,252
2019-20	681	6.6%	1,335	12.9%	0	0.0%	8,363	80.6%	10,379
<b>Stirling</b>									
2009-10	3,371	13.5%	1,123	4.5%	160	0.6%	20,306	81.4%	24,960
2010-11	2,986	11.6%	1,781	6.9%	178	0.7%	20,844	80.8%	25,789
2011-12	2,302	8.7%	1,460	5.5%	161	0.6%	22,576	85.2%	26,499
2012-13	3,418	12.4%	1,631	5.9%	182	0.7%	22,282	81.0%	27,513
2013-14	3,274	11.9%	1,162	4.2%	70	0.3%	23,083	83.7%	27,589
2014-15	3,243	11.5%	1,969	7.0%	2	0.0%	22,876	81.4%	28,090
2015-16	4,471	15.3%	1,540	5.3%	382	1.3%	22,759	78.1%	29,152
2016-17	5,014	16.1%	1,697	5.4%	0	0.0%	24,498	78.5%	31,209
2017-18	4,253	12.4%	1,456	4.2%	0	0.0%	28,556	83.3%	34,265
2018-19	3,185	8.6%	1,296	3.5%	0	0.0%	32,383	87.8%	36,864
2019-20	4,047	11.6%	1,564	4.5%	0	0.0%	29,157	83.9%	34,768
<b>Subiaco</b>									
2009-10	523	9.5%	488	8.8%	0	0.0%	4,514	81.7%	5,525
2010-11	356	7.0%	506	9.9%	2	0.0%	4,245	83.1%	5,109
2011-12	213	4.1%	251	4.8%	0	0.0%	4,748	91.1%	5,212
2012-13	523	9.9%	656	12.5%	0	0.0%	4,083	77.6%	5,262
2013-14	214	4.2%	535	10.5%	0	0.0%	4,369	85.4%	5,118
2014-15	356	5.8%	488	8.0%	0	0.0%	5,255	86.2%	6,099
2015-16	576	9.6%	158	2.6%	0	0.0%	5,262	87.8%	5,996
2016-17	381	4.3%	510	5.8%	0	0.0%	7,919	89.9%	8,810
2017-18	423	7.2%	467	8.0%	36	0.6%	4,913	84.1%	5,839
2018-19	354	5.9%	659	10.9%	210	3.5%	4,826	79.8%	6,049
2019-20	314	4.2%	694	9.3%	52	0.7%	6,406	85.8%	7,466
<b>Swan</b>									
2009-10	3,198	13.1%	2,678	10.9%	0	0.0%	18,623	76.0%	24,499
2010-11	3,487	13.8%	1,515	6.0%	90	0.4%	20,190	79.9%	25,282
2011-12	2,529	8.6%	2,809	9.5%	0	0.0%	24,173	81.9%	29,511
2012-13	3,069	11.1%	6,176	22.3%	0	0.0%	18,420	66.6%	27,665
2013-14	3,333	12.2%	1,379	5.1%	0	0.0%	22,497	82.7%	27,209
2014-15	4,159	12.1%	5,627	16.3%	0	0.0%	24,721	71.6%	34,507
2015-16	5,839	12.8%	4,567	10.0%	0	0.0%	35,186	77.2%	45,592
2016-17	6,963	14.6%	3,314	6.9%	0	0.0%	37,476	78.5%	47,753
2017-18	6,859	13.6%	6,772	13.4%	0	0.0%	36,891	73.0%	50,522
2018-19	3,448	8.3%	4,633	11.2%	0	0.0%	33,311	80.5%	41,392
2019-20	5,412	11.3%	9,239	19.2%	0	0.0%	33,364	69.5%	48,015

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Victoria Park</b>									
2009-10	478	7.8%	681	11.1%	36	0.6%	4,937	80.5%	6,132
2010-11	500	7.3%	551	8.0%	31	0.5%	5,791	84.3%	6,873
2011-12	484	7.4%	360	5.5%	46	0.7%	5,659	86.4%	6,549
2012-13	324	4.4%	561	7.6%	12	0.2%	6,513	87.9%	7,410
2013-14	680	8.5%	779	9.7%	20	0.2%	6,563	81.6%	8,042
2014-15	508	5.5%	1,056	11.4%	17	0.2%	7,685	82.9%	9,266
2015-16	1,030	12.3%	513	6.1%	0	0.0%	6,824	81.6%	8,367
2016-17	1,080	11.8%	904	9.8%	90	1.0%	7,115	77.4%	9,189
2017-18	1,087	12.0%	660	7.3%	90	1.0%	7,188	79.6%	9,025
2018-19	881	10.5%	827	9.9%	147	1.8%	6,508	77.8%	8,363
2019-20	651	5.6%	912	7.9%	265	2.3%	9,762	84.2%	11,590
<b>Vincent</b>									
2009-10	483	9.5%	879	17.2%	113	2.2%	3,629	71.1%	5,104
2010-11	544	10.9%	596	11.9%	70	1.4%	3,798	75.8%	5,008
2011-12	649	12.5%	637	12.3%	322	6.2%	3,589	69.1%	5,197
2012-13	1,743	27.2%	584	9.1%	135	2.1%	3,940	61.5%	6,402
2013-14	379	5.7%	755	11.3%	33	0.5%	5,526	82.6%	6,693
2014-15	591	8.4%	764	10.8%	217	3.1%	5,495	77.8%	7,067
2015-16	903	12.4%	688	9.4%	85	1.2%	5,624	77.0%	7,300
2016-17	697	9.7%	983	13.7%	64	0.9%	5,431	75.7%	7,175
2017-18	712	8.8%	1,617	20.0%	47	0.6%	5,691	70.5%	8,067
2018-19	513	7.8%	1,097	16.6%	37	0.6%	4,972	75.1%	6,619
2019-20	610	8.2%	633	8.5%	48	0.6%	6,163	82.7%	7,454
<b>Wanneroo</b>									
2009-10	3,403	19.8%	1,295	7.5%	4,900	28.5%	7,609	44.2%	17,207
2010-11	7,579	26.0%	1,924	6.6%	11,410	39.2%	8,202	28.2%	29,115
2011-12	7,796	27.0%	2,239	7.8%	8,203	28.4%	10,620	36.8%	28,858
2012-13	2,217	14.0%	2,455	15.4%	972	6.1%	10,246	64.5%	15,890
2013-14	4,610	18.0%	3,293	12.8%	5,280	20.6%	12,480	48.6%	25,663
2014-15	3,667	14.3%	3,910	15.3%	3,692	14.4%	14,365	56.0%	25,634
2015-16	6,309	24.1%	1,956	7.5%	8,491	32.5%	9,395	35.9%	26,151
2016-17	6,661	23.7%	7,448	26.5%	363	1.3%	13,678	48.6%	28,150
2017-18	4,646	20.5%	5,357	23.7%	1,046	4.6%	11,572	51.2%	22,621
2018-19	4,369	13.5%	10,720	33.1%	1,309	4.0%	15,973	49.3%	32,371
2019-20	5,177	10.6%	24,722	50.5%	6,036	12.3%	13,052	26.6%	48,987



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mid West Region</b>									
2009-10	15,170	37.3%	10,170	25.0%	241	0.6%	15,130	37.2%	40,711
2010-11	14,945	39.8%	10,200	27.2%	56	0.1%	12,347	32.9%	37,548
2011-12	14,896	27.2%	23,004	42.0%	1,949	3.6%	14,966	27.3%	54,815
2012-13	17,504	31.0%	20,927	37.1%	1,126	2.0%	16,895	29.9%	56,452
2013-14	16,082	26.4%	25,008	41.1%	520	0.9%	19,252	31.6%	60,862
2014-15	20,605	33.1%	19,859	31.9%	782	1.3%	20,921	33.7%	62,167
2015-16	30,086	36.0%	34,134	40.8%	100	0.1%	19,244	23.0%	83,564
2016-17	32,287	37.1%	36,281	41.7%	96	0.1%	18,438	21.2%	87,102
2017-18	19,566	21.8%	45,452	50.7%	58	0.1%	24,579	27.4%	89,655
2018-19	14,711	17.3%	40,554	47.6%	435	0.5%	29,526	34.6%	85,226
2019-20	19,084	30.9%	18,176	29.4%	156	0.3%	24,308	39.4%	61,724
<b>Carnamah</b>									
2009-10	529	47.9%	280	25.4%	0	0.0%	295	26.7%	1,104
2010-11	542	44.1%	284	23.1%	0	0.0%	404	32.8%	1,230
2011-12	650	31.9%	970	47.5%	0	0.0%	420	20.6%	2,040
2012-13	567	21.2%	1,496	56.1%	0	0.0%	606	22.7%	2,669
2013-14	371	16.5%	1,267	56.3%	0	0.0%	614	27.3%	2,252
2014-15	967	29.6%	1,731	53.0%	0	0.0%	567	17.4%	3,265
2015-16	1,565	39.3%	1,685	42.3%	0	0.0%	734	18.4%	3,984
2016-17	2,371	49.1%	1,652	34.2%	0	0.0%	809	16.7%	4,832
2017-18	842	7.9%	8,985	84.7%	0	0.0%	783	7.4%	10,610
2018-19	587	12.4%	3,464	73.3%	0	0.0%	677	14.3%	4,728
2019-20	663	20.9%	1,805	56.8%	0	0.0%	709	22.3%	3,177
<b>Chapman Valley</b>									
2009-10	772	32.3%	468	19.6%	112	4.7%	1,040	43.5%	2,392
2010-11	690	40.5%	705	41.4%	0	0.0%	307	18.0%	1,702
2011-12	834	27.2%	1,658	54.2%	0	0.0%	569	18.6%	3,061
2012-13	1,101	60.1%	386	21.1%	0	0.0%	346	18.9%	1,833
2013-14	404	17.1%	1,141	48.2%	38	1.6%	785	33.2%	2,368
2014-15	701	22.6%	1,757	56.8%	13	0.4%	624	20.2%	3,095
2015-16	1,190	36.2%	1,288	39.2%	37	1.1%	768	23.4%	3,283
2016-17	1,224	34.9%	1,271	36.2%	49	1.4%	968	27.6%	3,512
2017-18	743	23.6%	1,230	39.1%	21	0.7%	1,149	36.6%	3,143
2018-19	763	26.6%	1,288	45.0%	18	0.6%	795	27.8%	2,864
2019-20	864	27.4%	1,311	41.6%	14	0.4%	964	30.6%	3,153
<b>Coorow</b>									
2009-10	718	37.3%	825	42.8%	0	0.0%	383	19.9%	1,926
2010-11	771	37.5%	675	32.8%	0	0.0%	609	29.6%	2,055
2011-12	787	42.4%	433	23.4%	0	0.0%	634	34.2%	1,854
2012-13	1,097	43.7%	977	38.9%	0	0.0%	437	17.4%	2,511
2013-14	1,130	38.2%	671	22.7%	0	0.0%	1,159	39.2%	2,960
2014-15	663	36.5%	616	33.9%	0	0.0%	536	29.5%	1,815
2015-16	1,262	49.1%	921	35.9%	0	0.0%	385	15.0%	2,568
2016-17	1,234	50.9%	675	27.9%	0	0.0%	513	21.2%	2,422
2017-18	1,018	36.1%	598	21.2%	0	0.0%	1,204	42.7%	2,820
2018-19	789	29.6%	625	23.4%	0	0.0%	1,252	47.0%	2,666
2019-20	917	33.1%	589	21.2%	0	0.0%	1,268	45.7%	2,774

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Cue</b>									
2009-10	694	14.9%	3,470	74.6%	0	0.0%	489	10.5%	4,653
2010-11	544	61.6%	188	21.3%	0	0.0%	151	17.1%	883
2011-12	556	13.3%	3,378	80.9%	0	0.0%	242	5.8%	4,176
2012-13	512	60.9%	73	8.7%	0	0.0%	256	30.4%	841
2013-14	563	49.7%	330	29.2%	16	1.4%	223	19.7%	1,132
2014-15	2,947	75.9%	353	9.1%	0	0.0%	585	15.1%	3,885
2015-16	5,964	91.2%	280	4.3%	0	0.0%	296	4.5%	6,540
2016-17	7,427	85.7%	364	4.2%	0	0.0%	880	10.1%	8,671
2017-18	826	28.0%	1,085	36.8%	0	0.0%	1,034	35.1%	2,945
2018-19	480	18.0%	738	27.7%	0	0.0%	1,448	54.3%	2,666
2019-20	560	17.1%	1,790	54.6%	0	0.0%	928	28.3%	3,278
<b>City of Greater Geraldton [New City established 1 July 2011]</b>									
2009-10	Sum of the former City of Geraldton Greenough and the Shire of Mullewa								
2010-11 onwards	New City of Greater Geraldton								
2009-10	2,369	22.3%	720	6.8%	0	0.0%	7,556	71.0%	10,645
2010-11	2,280	22.4%	1,227	12.1%	0	0.0%	6,659	65.5%	10,166
2011-12	3,114	26.5%	1,566	13.3%	0	0.0%	7,079	60.2%	11,759
2012-13	5,248	31.6%	3,916	23.6%	0	0.0%	7,442	44.8%	16,606
2013-14	5,340	26.1%	6,648	32.5%	0	0.0%	8,477	41.4%	20,465
2014-15	6,477	32.7%	1,899	9.6%	0	0.0%	11,449	57.8%	19,825
2015-16	5,413	20.9%	9,209	35.5%	0	0.0%	11,314	43.6%	25,936
2016-17	6,068	31.8%	5,230	27.4%	0	0.0%	7,803	40.9%	19,101
2017-18	3,762	18.6%	4,748	23.5%	0	0.0%	11,669	57.8%	20,179
2018-19	2,047	10.5%	3,256	16.7%	412	2.1%	13,823	70.7%	19,538
2019-20	4,640	26.3%	1,975	11.2%	54	0.3%	10,952	62.2%	17,621
<b>Irwin</b>									
2009-10	416	23.1%	383	21.2%	0	0.0%	1,004	55.7%	1,803
2010-11	537	23.3%	941	40.8%	0	0.0%	827	35.9%	2,305
2011-12	381	21.3%	565	31.6%	0	0.0%	840	47.0%	1,786
2012-13	435	17.4%	1,023	41.0%	0	0.0%	1,038	41.6%	2,496
2013-14	481	25.5%	481	25.5%	0	0.0%	926	49.0%	1,888
2014-15	481	26.2%	452	24.6%	0	0.0%	905	49.2%	1,838
2015-16	739	39.5%	538	28.7%	0	0.0%	596	31.8%	1,873
2016-17	651	30.6%	454	21.4%	0	0.0%	1,019	48.0%	2,124
2017-18	650	25.0%	430	16.6%	0	0.0%	1,517	58.4%	2,597
2018-19	512	15.5%	492	14.9%	0	0.0%	2,294	69.6%	3,298
2019-20	559	26.3%	259	12.2%	0	0.0%	1,305	61.5%	2,123
<b>Meekatharra</b>									
2009-10	1,476	55.6%	1,144	43.1%	0	0.0%	36	1.4%	2,656
2010-11	1,738	60.6%	428	14.9%	0	0.0%	704	24.5%	2,870
2011-12	1,315	26.7%	2,840	57.6%	0	0.0%	774	15.7%	4,929
2012-13	2,016	27.9%	4,478	61.9%	0	0.0%	738	10.2%	7,232
2013-14	1,006	10.0%	8,140	81.0%	0	0.0%	908	9.0%	10,054
2014-15	1,635	23.7%	3,935	57.0%	0	0.0%	1,334	19.3%	6,904
2015-16	2,602	30.3%	5,164	60.2%	0	0.0%	817	9.5%	8,583
2016-17	2,911	27.5%	6,347	59.9%	0	0.0%	1,345	12.7%	10,603
2017-18	2,257	22.0%	6,525	63.7%	0	0.0%	1,461	14.3%	10,243
2018-19	1,241	14.9%	3,813	45.8%	0	0.0%	3,273	39.3%	8,327
2019-20	2,043	58.8%	604	17.4%	0	0.0%	829	23.8%	3,476

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mingenew</b>									
2009-10	417	28.1%	435	29.3%	0	0.0%	631	42.5%	1,483
2010-11	481	33.7%	619	43.4%	0	0.0%	326	22.9%	1,426
2011-12	443	28.5%	533	34.2%	0	0.0%	581	37.3%	1,557
2012-13	290	6.6%	3,231	73.1%	0	0.0%	898	20.3%	4,419
2013-14	587	25.1%	958	40.9%	0	0.0%	798	34.1%	2,343
2014-15	633	30.5%	1,229	59.3%	0	0.0%	212	10.2%	2,074
2015-16	731	45.8%	723	45.3%	0	0.0%	143	9.0%	1,597
2016-17	670	44.7%	564	37.6%	0	0.0%	266	17.7%	1,500
2017-18	468	31.3%	658	44.0%	0	0.0%	368	24.6%	1,494
2018-19	554	11.0%	4,447	88.0%	0	0.0%	52	1.0%	5,053
2019-20	526	17.5%	1,626	54.2%	0	0.0%	846	28.2%	2,998
<b>Morawa</b>									
2009-10	797	62.9%	318	25.1%	0	0.0%	152	12.0%	1,267
2010-11	781	65.9%	349	29.5%	0	0.0%	55	4.6%	1,185
2011-12	914	57.5%	281	17.7%	394	24.8%	0	0.0%	1,589
2012-13	802	47.0%	381	22.3%	80	4.7%	442	25.9%	1,705
2013-14	519	31.1%	595	35.7%	13	0.8%	540	32.4%	1,667
2014-15	763	48.3%	536	33.9%	31	2.0%	251	15.9%	1,581
2015-16	1,016	55.2%	583	31.7%	48	2.6%	193	10.5%	1,840
2016-17	1,430	69.1%	461	22.3%	47	2.3%	132	6.4%	2,070
2017-18	1,065	29.9%	2,311	65.0%	37	1.0%	144	4.0%	3,557
2018-19	932	23.1%	2,998	74.3%	5	0.1%	98	2.4%	4,033
2019-20	891	37.9%	595	25.3%	12	0.5%	856	36.4%	2,354
<b>Mount Magnet</b>									
2009-10	758	69.3%	162	14.8%	0	0.0%	174	15.9%	1,094
2010-11	762	70.0%	323	29.7%	0	0.0%	3	0.3%	1,088
2011-12	517	55.8%	185	20.0%	0	0.0%	224	24.2%	926
2012-13	437	50.8%	132	15.3%	0	0.0%	292	33.9%	861
2013-14	591	63.5%	239	25.7%	0	0.0%	100	10.8%	930
2014-15	454	47.0%	361	37.4%	0	0.0%	150	15.5%	965
2015-16	721	20.8%	2,491	71.8%	0	0.0%	258	7.4%	3,470
2016-17	401	8.5%	4,049	86.0%	0	0.0%	258	5.5%	4,708
2017-18	747	69.6%	177	16.5%	0	0.0%	150	14.0%	1,074
2018-19	560	57.0%	232	23.6%	0	0.0%	191	19.4%	983
2019-20	565	57.9%	207	21.2%	0	0.0%	203	20.8%	975
<b>Murchison</b>									
2009-10	1,253	67.9%	164	8.9%	0	0.0%	429	23.2%	1,846
2010-11	540	19.6%	2,216	80.4%	0	0.0%	0	0.0%	2,756
2011-12	1,131	12.6%	6,186	69.0%	1,353	15.1%	297	3.3%	8,967
2012-13	1,108	24.4%	2,025	44.6%	750	16.5%	656	14.5%	4,539
2013-14	1,160	38.2%	366	12.1%	173	5.7%	1,338	44.1%	3,037
2014-15	1,054	16.0%	3,299	49.9%	458	6.9%	1,797	27.2%	6,608
2015-16	2,313	32.7%	3,553	50.2%	15	0.2%	1,201	17.0%	7,082
2016-17	1,832	23.1%	5,669	71.5%	0	0.0%	423	5.3%	7,924
2017-18	2,084	17.8%	8,538	72.9%	0	0.0%	1,083	9.3%	11,705
2018-19	1,160	7.3%	13,362	84.6%	0	0.0%	1,273	8.1%	15,795
2019-20	1,478	23.1%	3,042	47.5%	76	1.2%	1,807	28.2%	6,403

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Northampton</b>									
2009-10	1,199	39.8%	500	16.6%	15	0.5%	1,297	43.1%	3,011
2010-11	1,285	42.0%	361	11.8%	56	1.8%	1,355	44.3%	3,057
2011-12	1,067	35.0%	779	25.6%	0	0.0%	1,201	39.4%	3,047
2012-13	1,067	40.8%	266	10.2%	0	0.0%	1,280	49.0%	2,613
2013-14	523	18.5%	1,434	50.8%	0	0.0%	867	30.7%	2,824
2014-15	1,182	45.4%	870	33.4%	0	0.0%	552	21.2%	2,604
2015-16	1,334	40.2%	1,046	31.5%	0	0.0%	938	28.3%	3,318
2016-17	1,304	36.2%	1,507	41.8%	0	0.0%	790	21.9%	3,601
2017-18	1,196	32.8%	1,989	54.6%	0	0.0%	461	12.6%	3,646
2018-19	1,506	42.4%	1,454	41.0%	0	0.0%	590	16.6%	3,550
2019-20	1,378	39.8%	1,206	34.8%	0	0.0%	879	25.4%	3,463
<b>Perenjori</b>									
2009-10	1,259	74.9%	216	12.8%	0	0.0%	206	12.3%	1,681
2010-11	1,043	70.3%	158	10.7%	0	0.0%	282	19.0%	1,483
2011-12	943	52.1%	203	11.2%	0	0.0%	664	36.7%	1,810
2012-13	1,146	46.7%	620	25.3%	0	0.0%	687	28.0%	2,453
2013-14	1,176	43.1%	719	26.3%	0	0.0%	836	30.6%	2,731
2014-15	1,209	51.6%	784	33.5%	0	0.0%	349	14.9%	2,342
2015-16	1,918	63.1%	707	23.3%	0	0.0%	415	13.7%	3,040
2016-17	1,621	37.5%	1,979	45.8%	0	0.0%	718	16.6%	4,318
2017-18	1,677	37.0%	2,471	54.6%	0	0.0%	379	8.4%	4,527
2018-19	1,234	62.9%	525	26.8%	0	0.0%	202	10.3%	1,961
2019-20	1,458	63.4%	651	28.3%	0	0.0%	191	8.3%	2,300
<b>Sandstone</b>									
2009-10	1,033	62.7%	292	17.7%	0	0.0%	322	19.6%	1,647
2010-11	850	54.3%	252	16.1%	0	0.0%	464	29.6%	1,566
2011-12	578	36.3%	504	31.7%	0	0.0%	509	32.0%	1,591
2012-13	746	46.1%	233	14.4%	0	0.0%	639	39.5%	1,618
2013-14	880	53.3%	349	21.2%	0	0.0%	421	25.5%	1,650
2014-15	428	23.3%	754	41.1%	0	0.0%	654	35.6%	1,836
2015-16	1,300	25.2%	2,980	57.8%	0	0.0%	873	16.9%	5,153
2016-17	1,157	17.1%	4,134	61.0%	0	0.0%	1,481	21.9%	6,772
2017-18	613	8.9%	4,754	68.9%	0	0.0%	1,535	22.2%	6,902
2018-19	450	8.3%	2,994	55.3%	0	0.0%	1,968	36.4%	5,412
2019-20	808	38.6%	395	18.9%	0	0.0%	892	42.6%	2,095
<b>Three Springs</b>									
2009-10	651	41.3%	412	26.1%	0	0.0%	515	32.6%	1,578
2010-11	1,077	67.9%	451	28.5%	0	0.0%	57	3.6%	1,585
2011-12	612	48.6%	300	23.8%	0	0.0%	347	27.6%	1,259
2012-13	392	33.4%	333	28.4%	0	0.0%	449	38.2%	1,174
2013-14	774	33.6%	820	35.6%	0	0.0%	710	30.8%	2,304
2014-15	434	34.1%	433	34.0%	0	0.0%	406	31.9%	1,273
2015-16	1,001	59.5%	459	27.3%	0	0.0%	222	13.2%	1,682
2016-17	827	36.7%	657	29.1%	0	0.0%	771	34.2%	2,255
2017-18	842	39.8%	620	29.3%	0	0.0%	651	30.8%	2,113
2018-19	772	41.2%	508	27.1%	0	0.0%	595	31.7%	1,875
2019-20	749	31.3%	637	26.7%	0	0.0%	1,004	42.0%	2,390

### Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
Yalgoo									
2009-10	829	43.1%	381	19.8%	114	5.9%	601	31.2%	1,925
2010-11	1,024	46.7%	1,023	46.7%	0	0.0%	144	6.6%	2,191
2011-12	1,054	23.6%	2,623	58.8%	202	4.5%	585	13.1%	4,464
2012-13	540	18.7%	1,357	47.1%	296	10.3%	689	23.9%	2,882
2013-14	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2014-15	577	25.6%	850	37.7%	280	12.4%	550	24.4%	2,257
2015-16	1,017	28.1%	2,507	69.3%	0	0.0%	91	2.5%	3,615
2016-17	1,159	43.1%	1,268	47.2%	0	0.0%	262	9.7%	2,689
2017-18	776	37.0%	333	15.9%	0	0.0%	991	47.2%	2,100
2018-19	1,124	45.4%	358	14.5%	0	0.0%	995	40.2%	2,477
2019-20	985	31.3%	1,484	47.2%	0	0.0%	675	21.5%	3,144



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Pilbara Region</b>									
2009-10	7,893	33.3%	5,793	24.5%	1,922	8.1%	8,060	34.1%	23,668
2010-11	7,666	34.9%	5,354	24.4%	68	0.3%	8,881	40.4%	21,969
2011-12	7,762	35.6%	6,773	31.1%	1,650	7.6%	5,604	25.7%	21,789
2012-13	7,852	28.7%	7,819	28.6%	1,136	4.2%	10,542	38.5%	27,349
2013-14	5,792	12.4%	7,084	15.2%	20,516	44.0%	13,183	28.3%	46,575
2014-15	8,301	26.9%	6,972	22.6%	2,958	9.6%	12,633	40.9%	30,864
2015-16	13,789	44.2%	6,128	19.7%	551	1.8%	10,716	34.4%	31,184
2016-17	9,704	33.5%	6,613	22.8%	127	0.4%	12,516	43.2%	28,960
2017-18	9,875	28.3%	7,053	20.2%	530	1.5%	17,432	50.0%	34,890
2018-19	9,450	21.2%	15,123	33.9%	576	1.3%	19,491	43.7%	44,640
2019-20	9,782	20.3%	16,555	34.4%	839	1.7%	20,905	43.5%	48,081
<b>Ashburton</b>									
2009-10	2,229	30.5%	3,024	41.4%	1,572	21.5%	485	6.6%	7,310
2010-11	2,229	40.5%	1,671	30.3%	13	0.2%	1,597	29.0%	5,510
2011-12	1,909	47.8%	1,283	32.1%	0	0.0%	800	20.0%	3,992
2012-13	1,739	29.7%	1,464	25.0%	984	16.8%	1,671	28.5%	5,858
2013-14	1,692	56.1%	1,086	36.0%	0	0.0%	240	8.0%	3,018
2014-15	1,934	25.1%	1,427	18.5%	2,258	29.3%	2,090	27.1%	7,709
2015-16	3,069	61.1%	1,373	27.3%	0	0.0%	584	11.6%	5,026
2016-17	1,763	38.6%	742	16.3%	0	0.0%	2,061	45.1%	4,566
2017-18	1,807	36.3%	1,000	20.1%	0	0.0%	2,177	43.7%	4,984
2018-19	2,415	16.2%	10,111	67.7%	0	0.0%	2,420	16.2%	14,946
2019-20	1,906	17.6%	2,211	20.4%	0	0.0%	6,718	62.0%	10,835
<b>East Pilbara</b>									
2009-10	3,360	60.6%	1,198	21.6%	100	1.8%	888	16.0%	5,546
2010-11	3,634	47.0%	2,596	33.5%	55	0.7%	1,453	18.8%	7,738
2011-12	3,012	35.8%	4,112	48.9%	50	0.6%	1,236	14.7%	8,410
2012-13	3,322	38.9%	4,163	48.7%	150	1.8%	907	10.6%	8,542
2013-14	2,456	26.8%	3,835	41.9%	150	1.6%	2,711	29.6%	9,152
2014-15	3,915	48.1%	1,668	20.5%	200	2.5%	2,362	29.0%	8,145
2015-16	7,022	69.0%	1,360	13.4%	200	2.0%	1,595	15.7%	10,177
2016-17	4,181	49.1%	2,858	33.6%	100	1.2%	1,377	16.2%	8,516
2017-18	4,938	49.8%	3,254	32.8%	319	3.2%	1,408	14.2%	9,919
2018-19	3,902	46.9%	2,484	29.9%	219	2.6%	1,710	20.6%	8,315
2019-20	4,241	55.1%	1,813	23.5%	200	2.6%	1,445	18.8%	7,699
<b>Karratha</b>									
2009-10	1,248	20.6%	707	11.7%	0	0.0%	4,092	67.7%	6,047
2010-11	1,110	23.1%	580	12.1%	0	0.0%	3,122	64.9%	4,812
2011-12	1,387	27.9%	571	11.5%	0	0.0%	3,012	60.6%	4,970
2012-13	1,369	20.6%	840	12.7%	0	0.0%	4,425	66.7%	6,634
2013-14	625	7.7%	695	8.5%	0	0.0%	6,828	83.8%	8,148
2014-15	1,241	14.7%	1,357	16.1%	0	0.0%	5,833	69.2%	8,431
2015-16	2,063	21.4%	2,114	21.9%	0	0.0%	5,460	56.7%	9,637
2016-17	2,206	26.0%	1,304	15.4%	0	0.0%	4,964	58.6%	8,474
2017-18	1,615	18.2%	1,155	13.0%	211	2.4%	5,873	66.3%	8,854
2018-19	1,711	14.5%	2,065	17.5%	357	3.0%	7,638	64.9%	11,771
2019-20	2,171	16.3%	4,052	30.5%	632	4.8%	6,438	48.4%	13,293

### Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Port Hedland</b>									
2009-10	1,056	22.2%	864	18.1%	250	5.2%	2,595	54.5%	4,765
2010-11	693	17.7%	507	13.0%	0	0.0%	2,709	69.3%	3,909
2011-12	1,454	32.9%	807	18.3%	1,600	36.2%	556	12.6%	4,417
2012-13	1,422	22.5%	1,352	21.4%	2	0.0%	3,539	56.0%	6,315
2013-14	1,019	3.9%	1,468	5.6%	20,366	77.6%	3,404	13.0%	26,257
2014-15	1,211	18.4%	2,520	38.3%	500	7.6%	2,348	35.7%	6,579
2015-16	1,635	25.8%	1,281	20.2%	351	5.5%	3,077	48.5%	6,344
2016-17	1,554	21.0%	1,709	23.1%	27	0.4%	4,114	55.6%	7,404
2017-18	1,515	13.6%	1,644	14.8%	0	0.0%	7,974	71.6%	11,133
2018-19	1,422	14.8%	463	4.8%	0	0.0%	7,723	80.4%	9,608
2019-20	1,464	9.0%	8,479	52.2%	7	0.0%	6,304	38.8%	16,254

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>South West Region</b>									
2009-10	19,276	26.1%	16,033	21.7%	70	0.1%	38,361	52.0%	73,740
2010-11	22,119	28.8%	17,614	22.9%	1,188	1.5%	35,940	46.8%	76,861
2011-12	21,699	28.1%	19,669	25.4%	314	0.4%	35,662	46.1%	77,344
2012-13	22,825	25.0%	28,771	31.5%	355	0.4%	39,455	43.2%	91,406
2013-14	19,510	21.7%	25,110	28.0%	440	0.5%	44,681	49.8%	89,741
2014-15	25,635	27.8%	20,411	22.1%	521	0.6%	45,621	49.5%	92,188
2015-16	32,315	32.1%	29,621	29.4%	894	0.9%	37,822	37.6%	100,652
2016-17	32,546	28.2%	35,244	30.6%	2,511	2.2%	44,909	39.0%	115,210
2017-18	27,988	25.1%	22,677	20.3%	8,093	7.2%	52,898	47.4%	111,656
2018-19	20,868	21.1%	23,332	23.6%	1,183	1.2%	53,419	54.1%	98,802
2019-20	25,450	25.5%	21,758	21.8%	635	0.6%	51,987	52.1%	99,830
<b>Augusta-Margaret River</b>									
2009-10	1,670	35.4%	767	16.2%	29	0.6%	2,255	47.8%	4,721
2010-11	1,601	36.6%	766	17.5%	0	0.0%	2,008	45.9%	4,375
2011-12	2,244	43.8%	981	19.2%	0	0.0%	1,894	37.0%	5,119
2012-13	1,592	35.0%	963	21.2%	0	0.0%	1,996	43.9%	4,551
2013-14	875	13.5%	2,502	38.5%	133	2.0%	2,984	46.0%	6,494
2014-15	1,541	24.5%	1,404	22.3%	212	3.4%	3,133	49.8%	6,290
2015-16	2,629	40.2%	1,435	21.9%	0	0.0%	2,474	37.8%	6,538
2016-17	2,464	34.0%	1,071	14.8%	0	0.0%	3,710	51.2%	7,245
2017-18	1,998	24.4%	1,923	23.5%	0	0.0%	4,265	52.1%	8,186
2018-19	1,025	16.5%	1,570	25.2%	0	0.0%	3,633	58.3%	6,228
2019-20	2,076	19.2%	3,218	29.7%	0	0.0%	5,543	51.1%	10,837
<b>Boddington</b>									
2009-10	272	36.4%	230	30.8%	0	0.0%	245	32.8%	747
2010-11	228	16.5%	816	59.1%	105	7.6%	231	16.7%	1,380
2011-12	242	27.2%	354	39.7%	0	0.0%	295	33.1%	891
2012-13	278	19.2%	767	53.0%	0	0.0%	401	27.7%	1,446
2013-14	378	38.8%	595	61.2%	0	0.0%	0	0.0%	973
2014-15	286	33.2%	226	26.2%	0	0.0%	350	40.6%	862
2015-16	465	46.1%	280	27.8%	0	0.0%	264	26.2%	1,009
2016-17	499	44.8%	271	24.3%	0	0.0%	344	30.9%	1,114
2017-18	497	31.0%	836	52.2%	0	0.0%	269	16.8%	1,602
2018-19	303	25.7%	338	28.6%	0	0.0%	540	45.7%	1,181
2019-20	365	16.9%	1,119	51.9%	0	0.0%	670	31.1%	2,154
<b>Boyup Brook</b>									
2009-10	1,031	44.1%	584	25.0%	0	0.0%	724	31.0%	2,339
2010-11	1,116	59.1%	431	22.8%	0	0.0%	341	18.1%	1,888
2011-12	769	34.0%	706	31.2%	0	0.0%	790	34.9%	2,265
2012-13	911	54.4%	265	15.8%	0	0.0%	498	29.7%	1,674
2013-14	1,318	52.8%	869	34.8%	0	0.0%	310	12.4%	2,497
2014-15	1,261	56.0%	471	20.9%	80	3.6%	440	19.5%	2,252
2015-16	1,450	38.1%	1,837	48.2%	0	0.0%	522	13.7%	3,809
2016-17	2,107	45.5%	1,987	42.9%	5	0.1%	530	11.4%	4,629
2017-18	1,445	40.4%	1,425	39.8%	0	0.0%	710	19.8%	3,580
2018-19	1,147	45.3%	580	22.9%	0	0.0%	804	31.8%	2,531
2019-20	976	38.5%	712	28.1%	0	0.0%	850	33.5%	2,538

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Bridgetown-Greenbushes</b>									
2009-10	882	29.9%	1,063	36.0%	0	0.0%	1,008	34.1%	2,953
2010-11	1,317	39.9%	306	9.3%	529	16.0%	1,150	34.8%	3,302
2011-12	1,067	44.4%	480	20.0%	0	0.0%	854	35.6%	2,401
2012-13	947	43.0%	585	26.5%	0	0.0%	672	30.5%	2,204
2013-14	1,124	43.3%	516	19.9%	0	0.0%	956	36.8%	2,596
2014-15	985	45.4%	470	21.7%	0	0.0%	713	32.9%	2,168
2015-16	1,766	60.4%	389	13.3%	14	0.5%	756	25.8%	2,925
2016-17	2,803	73.1%	681	17.8%	0	0.0%	351	9.2%	3,835
2017-18	1,278	52.0%	354	14.4%	0	0.0%	826	33.6%	2,458
2018-19	1,487	45.2%	547	16.6%	351	10.7%	908	27.6%	3,293
2019-20	1,101	47.7%	411	17.8%	0	0.0%	797	34.5%	2,309
<b>Bunbury</b>									
2009-10	1,294	15.2%	1,451	17.0%	0	0.0%	5,794	67.9%	8,539
2010-11	1,452	18.0%	1,099	13.7%	0	0.0%	5,495	68.3%	8,046
2011-12	2,272	20.8%	1,838	16.9%	0	0.0%	6,789	62.3%	10,899
2012-13	1,458	12.3%	3,460	29.2%	26	0.2%	6,896	58.2%	11,840
2013-14	1,370	13.9%	1,395	14.1%	3	0.0%	7,103	72.0%	9,871
2014-15	1,458	16.4%	1,649	18.5%	7	0.1%	5,786	65.0%	8,900
2015-16	1,824	24.9%	1,852	25.3%	73	1.0%	3,573	48.8%	7,322
2016-17	1,550	16.1%	2,305	24.0%	20	0.2%	5,746	59.7%	9,621
2017-18	2,000	24.9%	1,466	18.2%	25	0.3%	4,547	56.6%	8,038
2018-19	1,726	18.2%	1,090	11.5%	59	0.6%	6,610	69.7%	9,485
2019-20	1,665	18.7%	2,256	25.3%	0	0.0%	4,982	56.0%	8,903
<b>Busselton</b>									
2009-10	2,156	32.5%	706	10.6%	0	0.0%	3,774	56.9%	6,636
2010-11	2,381	27.3%	1,343	15.4%	0	0.0%	5,011	57.4%	8,735
2011-12	2,741	26.9%	3,413	33.5%	139	1.4%	3,893	38.2%	10,186
2012-13	3,803	30.8%	2,538	20.5%	164	1.3%	5,849	47.3%	12,354
2013-14	2,190	17.1%	3,432	26.8%	103	0.8%	7,082	55.3%	12,807
2014-15	2,086	19.9%	1,298	12.4%	26	0.2%	7,087	67.5%	10,497
2015-16	3,834	29.9%	1,440	11.2%	0	0.0%	7,562	58.9%	12,836
2016-17	4,708	31.6%	2,029	13.6%	0	0.0%	8,142	54.7%	14,879
2017-18	3,388	26.0%	2,253	17.3%	0	0.0%	7,369	56.6%	13,010
2018-19	1,849	14.5%	1,653	13.0%	0	0.0%	9,242	72.5%	12,744
2019-20	5,649	31.1%	1,597	8.8%	389	2.1%	10,500	57.9%	18,135
<b>Capel</b>									
2009-10	771	22.1%	938	26.9%	0	0.0%	1,776	51.0%	3,485
2010-11	834	24.9%	686	20.5%	34	1.0%	1,797	53.6%	3,351
2011-12	678	20.3%	891	26.7%	3	0.1%	1,768	52.9%	3,340
2012-13	517	16.4%	263	8.3%	48	1.5%	2,328	73.8%	3,156
2013-14	921	27.3%	289	8.6%	22	0.7%	2,143	63.5%	3,375
2014-15	813	21.4%	461	12.1%	26	0.7%	2,502	65.8%	3,802
2015-16	1,350	33.1%	204	5.0%	28	0.7%	2,495	61.2%	4,077
2016-17	1,496	30.8%	851	17.5%	0	0.0%	2,512	51.7%	4,859
2017-18	1,255	26.2%	438	9.1%	70	1.5%	3,035	63.3%	4,798
2018-19	879	13.2%	2,324	35.0%	57	0.9%	3,384	50.9%	6,644
2019-20	1,033	18.5%	2,293	41.0%	54	1.0%	2,216	39.6%	5,596

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Collie</b>									
2009-10	820	19.4%	2,146	50.9%	0	0.0%	1,250	29.6%	4,216
2010-11	654	18.3%	477	13.4%	0	0.0%	2,439	68.3%	3,570
2011-12	1,163	33.7%	1,229	35.6%	0	0.0%	1,057	30.6%	3,449
2012-13	891	27.2%	864	26.4%	4	0.1%	1,514	46.3%	3,273
2013-14	435	15.7%	763	27.5%	0	0.0%	1,580	56.9%	2,778
2014-15	703	19.9%	1,769	50.1%	0	0.0%	1,057	30.0%	3,529
2015-16	1,381	58.6%	558	23.7%	0	0.0%	416	17.7%	2,355
2016-17	1,497	56.4%	605	22.8%	0	0.0%	551	20.8%	2,653
2017-18	868	36.8%	530	22.5%	0	0.0%	959	40.7%	2,357
2018-19	478	20.8%	903	39.2%	0	0.0%	922	40.0%	2,303
2019-20	1,862	59.9%	397	12.8%	0	0.0%	850	27.3%	3,109
<b>Dardanup</b>									
2009-10	615	14.1%	1,874	43.0%	0	0.0%	1,871	42.9%	4,360
2010-11	626	19.4%	1,059	32.9%	15	0.5%	1,520	47.2%	3,220
2011-12	649	19.9%	1,623	49.7%	13	0.4%	979	30.0%	3,264
2012-13	1,696	26.2%	2,603	40.2%	0	0.0%	2,177	33.6%	6,476
2013-14	1,031	18.5%	2,176	39.1%	0	0.0%	2,358	42.4%	5,565
2014-15	902	16.5%	1,630	29.8%	10	0.2%	2,928	53.5%	5,470
2015-16	1,092	20.6%	1,468	27.7%	10	0.2%	2,721	51.4%	5,291
2016-17	1,199	21.1%	1,948	34.3%	0	0.0%	2,531	44.6%	5,678
2017-18	1,207	18.1%	2,144	32.2%	0	0.0%	3,312	49.7%	6,663
2018-19	1,254	22.6%	1,371	24.8%	0	0.0%	2,913	52.6%	5,538
2019-20	831	16.6%	1,902	37.9%	0	0.0%	2,283	45.5%	5,016
<b>Donnybrook-Balingup</b>									
2009-10	898	31.1%	1,104	38.3%	41	1.4%	843	29.2%	2,886
2010-11	1,022	42.1%	683	28.1%	44	1.8%	680	28.0%	2,429
2011-12	1,735	53.1%	658	20.1%	19	0.6%	858	26.2%	3,270
2012-13	1,268	31.9%	1,470	37.0%	19	0.5%	1,220	30.7%	3,977
2013-14	1,477	33.8%	1,398	32.0%	21	0.5%	1,473	33.7%	4,369
2014-15	1,363	17.8%	3,808	49.9%	5	0.1%	2,462	32.2%	7,638
2015-16	2,818	38.1%	3,730	50.4%	11	0.1%	840	11.4%	7,399
2016-17	926	23.7%	1,554	39.7%	0	0.0%	1,432	36.6%	3,912
2017-18	1,332	38.6%	786	22.8%	17	0.5%	1,312	38.1%	3,447
2018-19	2,025	31.9%	2,675	42.1%	17	0.3%	1,637	25.8%	6,354
2019-20	1,101	34.5%	809	25.3%	12	0.4%	1,270	39.8%	3,192
<b>Harvey</b>									
2009-10	1,817	29.9%	502	8.3%	0	0.0%	3,748	61.8%	6,067
2010-11	1,881	30.7%	1,410	23.0%	0	0.0%	2,844	46.4%	6,135
2011-12	1,407	22.7%	1,891	30.6%	0	0.0%	2,887	46.7%	6,185
2012-13	1,699	23.3%	1,609	22.0%	0	0.0%	3,999	54.7%	7,307
2013-14	1,785	26.3%	1,020	15.0%	0	0.0%	3,973	58.6%	6,778
2014-15	2,686	36.2%	824	11.1%	0	0.0%	3,908	52.7%	7,418
2015-16	2,257	35.7%	798	12.6%	0	0.0%	3,263	51.6%	6,318
2016-17	2,183	25.2%	1,243	14.4%	0	0.0%	5,226	60.4%	8,652
2017-18	2,139	12.8%	1,092	6.5%	7,105	42.5%	6,400	38.2%	16,736
2018-19	2,783	25.0%	2,601	23.4%	205	1.8%	5,528	49.7%	11,117
2019-20	1,583	16.4%	1,114	11.5%	0	0.0%	6,974	72.1%	9,671



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mandurah</b>									
2009-10	1,775	13.1%	1,577	11.6%	0	0.0%	10,247	75.4%	13,599
2010-11	4,502	32.2%	1,394	10.0%	231	1.7%	7,863	56.2%	13,990
2011-12	1,776	14.5%	2,252	18.4%	0	0.0%	8,199	67.1%	12,227
2012-13	1,875	14.3%	4,365	33.3%	0	0.0%	6,877	52.4%	13,117
2013-14	2,094	17.9%	2,731	23.4%	0	0.0%	6,865	58.7%	11,690
2014-15	6,594	38.7%	2,023	11.9%	0	0.0%	8,421	49.4%	17,038
2015-16	3,284	20.6%	4,197	26.3%	673	4.2%	7,784	48.8%	15,938
2016-17	3,311	13.1%	11,657	46.1%	2,444	9.7%	7,895	31.2%	25,307
2017-18	2,462	14.0%	2,074	11.8%	13	0.1%	13,042	74.1%	17,591
2018-19	1,328	9.9%	2,263	16.9%	85	0.6%	9,740	72.6%	13,416
2019-20	1,375	11.1%	1,897	15.3%	0	0.0%	9,165	73.7%	12,437
<b>Manjimup</b>									
2009-10	1,732	35.1%	1,476	29.9%	0	0.0%	1,728	35.0%	4,936
2010-11	2,268	45.7%	933	18.8%	0	0.0%	1,765	35.5%	4,966
2011-12	1,634	32.6%	1,648	32.9%	0	0.0%	1,723	34.4%	5,005
2012-13	2,660	45.6%	1,528	26.2%	0	0.0%	1,647	28.2%	5,835
2013-14	2,477	34.3%	2,334	32.3%	0	0.0%	2,405	33.3%	7,216
2014-15	2,139	36.8%	1,757	30.2%	40	0.7%	1,883	32.4%	5,819
2015-16	2,989	38.4%	2,654	34.1%	15	0.2%	2,116	27.2%	7,774
2016-17	3,328	37.1%	3,471	38.7%	20	0.2%	2,158	24.0%	8,977
2017-18	2,804	27.5%	4,455	43.7%	10	0.1%	2,927	28.7%	10,196
2018-19	1,541	21.7%	2,606	36.6%	10	0.1%	2,956	41.6%	7,113
2019-20	2,302	38.9%	1,660	28.0%	0	0.0%	1,957	33.1%	5,919
<b>Murray</b>									
2009-10	1,328	34.2%	697	18.0%	0	0.0%	1,856	47.8%	3,881
2010-11	916	27.8%	486	14.8%	230	7.0%	1,660	50.4%	3,292
2011-12	1,437	28.6%	997	19.8%	140	2.8%	2,456	48.8%	5,030
2012-13	1,062	23.3%	1,392	30.5%	94	2.1%	2,019	44.2%	4,567
2013-14	908	16.1%	1,117	19.8%	158	2.8%	3,447	61.2%	5,630
2014-15	1,172	21.7%	1,049	19.4%	115	2.1%	3,072	56.8%	5,408
2015-16	2,711	22.2%	7,777	63.7%	70	0.6%	1,658	13.6%	12,216
2016-17	2,311	29.5%	3,895	49.7%	22	0.3%	1,612	20.6%	7,840
2017-18	3,130	37.1%	1,750	20.7%	853	10.1%	2,702	32.0%	8,435
2018-19	1,690	24.2%	1,311	18.8%	399	5.7%	3,573	51.2%	6,973
2019-20	1,439	25.2%	1,370	24.0%	180	3.2%	2,721	47.7%	5,710
<b>Nannup</b>									
2009-10	1,547	55.8%	671	24.2%	0	0.0%	555	20.0%	2,773
2010-11	654	9.6%	5,491	81.0%	0	0.0%	634	9.4%	6,779
2011-12	1,300	55.3%	304	12.9%	0	0.0%	745	31.7%	2,349
2012-13	1,616	20.2%	5,754	71.9%	0	0.0%	638	8.0%	8,008
2013-14	815	15.7%	3,442	66.2%	0	0.0%	944	18.2%	5,201
2014-15	1,073	33.3%	1,250	38.8%	0	0.0%	900	27.9%	3,223
2015-16	1,564	54.3%	441	15.3%	0	0.0%	875	30.4%	2,880
2016-17	1,229	32.1%	950	24.8%	0	0.0%	1,646	43.0%	3,825
2017-18	1,433	61.1%	384	16.4%	0	0.0%	530	22.6%	2,347
2018-19	709	49.5%	319	22.3%	0	0.0%	403	28.2%	1,431
2019-20	802	45.3%	327	18.5%	0	0.0%	641	36.2%	1,770

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Waroona</b>									
2009-10	668	41.7%	247	15.4%	0	0.0%	687	42.9%	1,602
2010-11	667	47.5%	234	16.7%	0	0.0%	502	35.8%	1,403
2011-12	585	40.0%	404	27.6%	0	0.0%	475	32.4%	1,464
2012-13	552	34.1%	345	21.3%	0	0.0%	724	44.7%	1,621
2013-14	312	16.4%	531	27.9%	0	0.0%	1,058	55.7%	1,901
2014-15	573	30.6%	322	17.2%	0	0.0%	979	52.2%	1,874
2015-16	901	45.9%	561	28.5%	0	0.0%	503	25.6%	1,965
2016-17	935	42.8%	726	33.2%	0	0.0%	523	23.9%	2,184
2017-18	752	34.0%	767	34.7%	0	0.0%	693	31.3%	2,212
2018-19	644	26.3%	1,181	48.2%	0	0.0%	626	25.5%	2,451
2019-20	1,290	50.9%	676	26.7%	0	0.0%	568	22.4%	2,534

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Wheatbelt North Region</b>									
2009-10	22,970	47.5%	11,192	23.1%	18	0.0%	14,179	29.3%	48,359
2010-11	23,368	47.7%	11,722	23.9%	106	0.2%	13,809	28.2%	49,005
2011-12	23,531	43.0%	16,756	30.6%	165	0.3%	14,295	26.1%	54,747
2012-13	23,484	39.2%	18,926	31.6%	68	0.1%	17,488	29.2%	59,966
2013-14	18,503	28.6%	21,788	33.7%	344	0.5%	24,104	37.2%	64,739
2014-15	22,920	36.8%	22,243	35.7%	333	0.5%	16,735	26.9%	62,231
2014-16	34,070	47.5%	20,130	28.1%	65	0.1%	17,472	24.4%	71,737
2016-17	33,272	45.5%	20,604	28.2%	23	0.0%	19,293	26.4%	73,192
2017-18	28,079	39.5%	18,859	26.5%	171	0.2%	23,974	33.7%	71,083
2018-19	22,133	32.2%	24,213	35.2%	49	0.1%	22,371	32.5%	68,766
2019-20	27,424	35.9%	25,699	33.7%	2,783	3.6%	20,438	26.8%	76,344
<b>Chittering</b>									
2009-10	1,442	42.4%	471	13.8%	0	0.0%	1,489	43.8%	3,402
2010-11	858	31.8%	605	22.4%	7	0.3%	1,226	45.5%	2,696
2011-12	818	28.1%	292	10.0%	135	4.6%	1,667	57.2%	2,912
2012-13	791	37.8%	754	36.0%	0	0.0%	548	26.2%	2,093
2013-14	382	14.4%	840	31.6%	0	0.0%	1,435	54.0%	2,657
2014-15	678	28.0%	613	25.3%	0	0.0%	1,134	46.8%	2,425
2015-16	745	23.4%	868	27.3%	0	0.0%	1,564	49.2%	3,177
2016-17	2,106	47.8%	728	16.5%	0	0.0%	1,571	35.7%	4,405
2017-18	440	14.1%	1,454	46.5%	0	0.0%	1,235	39.5%	3,129
2018-19	595	16.8%	1,411	39.8%	0	0.0%	1,541	43.4%	3,547
2019-20	1,000	25.6%	1,115	28.5%	0	0.0%	1,792	45.9%	3,907
<b>Cunderdin</b>									
2009-10	685	50.5%	265	19.5%	0	0.0%	406	29.9%	1,356
2010-11	693	33.3%	1,117	53.7%	0	0.0%	272	13.1%	2,082
2011-12	725	32.5%	1,220	54.7%	0	0.0%	286	12.8%	2,231
2012-13	971	46.3%	1,056	50.3%	0	0.0%	71	3.4%	2,098
2013-14	484	27.0%	723	40.4%	0	0.0%	583	32.6%	1,790
2014-15	731	50.0%	431	29.5%	0	0.0%	300	20.5%	1,462
2015-16	1,162	66.9%	423	24.4%	0	0.0%	151	8.7%	1,736
2016-17	1,081	56.4%	443	23.1%	0	0.0%	393	20.5%	1,917
2017-18	966	60.5%	363	22.7%	0	0.0%	268	16.8%	1,597
2018-19	700	39.2%	505	28.3%	0	0.0%	582	32.6%	1,787
2019-20	864	53.4%	441	27.2%	0	0.0%	314	19.4%	1,619
<b>Dalwallinu</b>									
2009-10	1,752	71.4%	288	11.7%	0	0.0%	413	16.8%	2,453
2010-11	1,566	64.1%	373	15.3%	0	0.0%	503	20.6%	2,442
2011-12	1,895	59.0%	589	18.3%	0	0.0%	727	22.6%	3,211
2012-13	1,555	46.0%	691	20.4%	0	0.0%	1,134	33.6%	3,380
2013-14	1,055	26.7%	791	20.0%	0	0.0%	2,110	53.3%	3,956
2014-15	1,658	56.7%	950	32.5%	0	0.0%	318	10.9%	2,926
2015-16	2,607	35.6%	4,020	54.9%	0	0.0%	698	9.5%	7,325
2016-17	2,470	37.1%	3,799	57.1%	0	0.0%	383	5.8%	6,652
2017-18	2,144	28.2%	2,922	38.5%	0	0.0%	2,529	33.3%	7,595
2018-19	1,143	18.3%	4,038	64.7%	0	0.0%	1,063	17.0%	6,244
2019-20	1,890	52.3%	725	20.0%	0	0.0%	1,001	27.7%	3,616

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Dandaragan</b>									
2009-10	1,370	52.3%	485	18.5%	0	0.0%	763	29.1%	2,618
2010-11	1,574	61.0%	448	17.4%	0	0.0%	558	21.6%	2,580
2011-12	1,614	51.6%	810	25.9%	0	0.0%	705	22.5%	3,129
2012-13	1,314	46.9%	476	17.0%	0	0.0%	1,011	36.1%	2,801
2013-14	824	26.9%	904	29.5%	0	0.0%	1,337	43.6%	3,065
2014-15	930	27.4%	1,838	54.1%	0	0.0%	628	18.5%	3,396
2015-16	2,311	41.7%	2,459	44.4%	0	0.0%	771	13.9%	5,541
2016-17	1,829	34.2%	2,593	48.5%	0	0.0%	927	17.3%	5,349
2017-18	1,654	38.4%	941	21.8%	0	0.0%	1,714	39.8%	4,309
2018-19	1,274	31.3%	1,382	33.9%	0	0.0%	1,420	34.8%	4,076
2019-20	1,592	36.3%	1,580	36.1%	0	0.0%	1,208	27.6%	4,380
<b>Dowerin</b>									
2009-10	709	58.8%	411	34.1%	0	0.0%	85	7.1%	1,205
2010-11	743	57.1%	311	23.9%	0	0.0%	247	19.0%	1,301
2011-12	790	55.1%	320	22.3%	0	0.0%	325	22.6%	1,435
2012-13	747	47.8%	390	25.0%	0	0.0%	426	27.3%	1,563
2013-14	878	59.5%	383	25.9%	0	0.0%	215	14.6%	1,476
2014-15	775	52.6%	398	27.0%	0	0.0%	300	20.4%	1,473
2015-16	1,185	81.2%	40	2.7%	0	0.0%	235	16.1%	1,460
2016-17	1,035	71.1%	311	21.4%	0	0.0%	109	7.5%	1,455
2017-18	752	48.1%	630	40.3%	0	0.0%	180	11.5%	1,562
2018-19	849	31.0%	1,061	38.8%	0	0.0%	826	30.2%	2,736
2019-20	806	34.4%	1,357	57.9%	0	0.0%	179	7.6%	2,342
<b>Gingin</b>									
2009-10	1,336	39.0%	1,340	39.1%	0	0.0%	750	21.9%	3,426
2010-11	1,422	49.7%	563	19.7%	0	0.0%	878	30.7%	2,863
2011-12	1,485	38.8%	1,360	35.5%	0	0.0%	981	25.6%	3,826
2012-13	1,305	30.3%	1,756	40.8%	0	0.0%	1,248	29.0%	4,309
2013-14	809	18.9%	757	17.7%	0	0.0%	2,704	63.3%	4,270
2014-15	1,694	32.4%	1,497	28.6%	305	5.8%	1,732	33.1%	5,228
2015-16	1,973	37.1%	929	17.5%	0	0.0%	2,411	45.4%	5,313
2016-17	1,738	35.1%	896	18.1%	9	0.2%	2,307	46.6%	4,950
2017-18	1,635	29.0%	767	13.6%	78	1.4%	3,157	56.0%	5,637
2018-19	1,352	29.6%	1,886	41.3%	0	0.0%	1,326	29.1%	4,564
2019-20	1,480	22.8%	3,971	61.1%	0	0.0%	1,044	16.1%	6,495
<b>Goomalling</b>									
2009-10	537	27.9%	485	25.2%	0	0.0%	902	46.9%	1,924
2010-11	508	22.6%	550	24.5%	0	0.0%	1,189	52.9%	2,247
2011-12	691	23.5%	1,246	42.4%	0	0.0%	1,001	34.1%	2,938
2012-13	502	19.9%	457	18.1%	0	0.0%	1,562	62.0%	2,521
2013-14	333	12.4%	441	16.4%	0	0.0%	1,915	71.2%	2,689
2014-15	517	15.0%	1,739	50.4%	0	0.0%	1,196	34.6%	3,452
2015-16	820	26.6%	596	19.3%	0	0.0%	1,668	54.1%	3,084
2016-17	730	24.3%	637	21.2%	0	0.0%	1,632	54.4%	2,999
2017-18	689	36.1%	495	26.0%	0	0.0%	722	37.9%	1,906
2018-19	534	35.6%	218	14.5%	0	0.0%	750	49.9%	1,502
2019-20	615	30.6%	694	34.5%	0	0.0%	700	34.8%	2,009

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kellerberrin</b>									
2009-10	738	55.9%	272	20.6%	0	0.0%	310	23.5%	1,320
2010-11	774	61.4%	356	28.3%	0	0.0%	130	10.3%	1,260
2011-12	793	21.7%	2,621	71.8%	0	0.0%	236	6.5%	3,650
2012-13	780	16.9%	3,573	77.3%	0	0.0%	272	5.9%	4,625
2013-14	817	13.2%	5,095	82.1%	0	0.0%	294	4.7%	6,206
2014-15	1,497	23.2%	4,198	65.2%	0	0.0%	746	11.6%	6,441
2015-16	1,292	60.3%	575	26.9%	0	0.0%	274	12.8%	2,141
2016-17	1,146	45.8%	731	29.2%	0	0.0%	626	25.0%	2,503
2017-18	1,079	28.0%	1,980	51.4%	0	0.0%	795	20.6%	3,854
2018-19	916	45.9%	570	28.5%	0	0.0%	511	25.6%	1,997
2019-20	1,785	42.4%	1,904	45.2%	0	0.0%	520	12.4%	4,209
<b>Koorda</b>									
2009-10	1,042	63.5%	352	21.5%	0	0.0%	247	15.1%	1,641
2010-11	932	50.3%	384	20.7%	0	0.0%	537	29.0%	1,853
2011-12	779	45.1%	410	23.7%	0	0.0%	538	31.2%	1,727
2012-13	887	50.7%	453	25.9%	0	0.0%	408	23.3%	1,748
2013-14	930	53.3%	497	28.5%	0	0.0%	318	18.2%	1,745
2014-15	897	46.9%	451	23.6%	0	0.0%	565	29.5%	1,913
2015-16	602	28.5%	1,447	68.5%	0	0.0%	62	2.9%	2,111
2016-17	1,363	51.1%	477	17.9%	0	0.0%	826	31.0%	2,666
2017-18	1,201	52.9%	442	19.5%	0	0.0%	626	27.6%	2,269
2018-19	915	47.3%	488	25.2%	0	0.0%	533	27.5%	1,936
2019-20	1,058	49.7%	452	21.3%	0	0.0%	617	29.0%	2,127
<b>Merredin</b>									
2009-10	1,049	55.4%	520	27.5%	0	0.0%	325	17.2%	1,894
2010-11	1,309	61.5%	497	23.4%	0	0.0%	321	15.1%	2,127
2011-12	924	54.4%	482	28.4%	0	0.0%	293	17.2%	1,699
2012-13	1,557	57.3%	624	23.0%	0	0.0%	535	19.7%	2,716
2013-14	873	35.0%	666	26.7%	0	0.0%	952	38.2%	2,491
2014-15	1,171	35.7%	1,569	47.9%	0	0.0%	537	16.4%	3,277
2015-16	1,925	57.4%	723	21.5%	0	0.0%	707	21.1%	3,355
2016-17	1,916	55.6%	649	18.8%	0	0.0%	881	25.6%	3,446
2017-18	1,602	43.6%	661	18.0%	0	0.0%	1,415	38.5%	3,678
2018-19	1,257	36.9%	808	23.7%	0	0.0%	1,346	39.5%	3,411
2019-20	1,404	45.3%	533	17.2%	0	0.0%	1,160	37.5%	3,097
<b>Moora</b>									
2009-10	855	34.1%	722	28.8%	0	0.0%	932	37.1%	2,509
2010-11	1,143	48.8%	671	28.7%	0	0.0%	528	22.5%	2,342
2011-12	1,109	57.3%	694	35.9%	2	0.1%	130	6.7%	1,935
2012-13	936	39.5%	713	30.1%	0	0.0%	719	30.4%	2,368
2013-14	830	33.7%	906	36.8%	0	0.0%	728	29.5%	2,464
2014-15	997	39.3%	781	30.8%	0	0.0%	759	29.9%	2,537
2015-16	1,652	63.6%	742	28.6%	0	0.0%	203	7.8%	2,597
2016-17	1,467	36.5%	1,138	28.3%	0	0.0%	1,415	35.2%	4,020
2017-18	1,364	39.5%	812	23.5%	0	0.0%	1,278	37.0%	3,454
2018-19	943	31.2%	817	27.0%	0	0.0%	1,264	41.8%	3,024
2019-20	1,230	34.6%	1,640	46.1%	0	0.0%	690	19.4%	3,560



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Mount Marshall</b>									
2009-10	1,204	63.9%	449	23.8%	0	0.0%	230	12.2%	1,883
2010-11	1,300	58.9%	628	28.4%	0	0.0%	281	12.7%	2,209
2011-12	1,504	71.6%	547	26.0%	0	0.0%	51	2.4%	2,102
2012-13	1,393	62.8%	630	28.4%	0	0.0%	195	8.8%	2,218
2013-14	924	40.3%	667	29.1%	0	0.0%	702	30.6%	2,293
2014-15	1,178	58.9%	690	34.5%	0	0.0%	131	6.6%	1,999
2015-16	1,798	63.8%	715	25.4%	0	0.0%	307	10.9%	2,820
2016-17	1,735	60.3%	1,045	36.3%	0	0.0%	97	3.4%	2,877
2017-18	1,816	64.3%	794	28.1%	0	0.0%	213	7.5%	2,823
2018-19	1,316	54.5%	799	33.1%	0	0.0%	301	12.5%	2,416
2019-20	1,460	55.8%	929	35.5%	0	0.0%	228	8.7%	2,617
<b>Mukinbudin</b>									
2009-10	821	67.5%	316	26.0%	0	0.0%	80	6.6%	1,217
2010-11	733	52.4%	533	38.1%	0	0.0%	132	9.4%	1,398
2011-12	862	74.2%	300	25.8%	0	0.0%	0	0.0%	1,162
2012-13	763	47.1%	459	28.3%	0	0.0%	398	24.6%	1,620
2013-14	485	26.4%	595	32.3%	0	0.0%	760	41.3%	1,840
2014-15	757	40.9%	770	41.6%	0	0.0%	325	17.5%	1,852
2015-16	1,203	60.2%	518	25.9%	0	0.0%	276	13.8%	1,997
2016-17	877	54.4%	440	27.3%	0	0.0%	295	18.3%	1,612
2017-18	1,110	60.3%	332	18.0%	0	0.0%	399	21.7%	1,841
2018-19	777	44.7%	577	33.2%	0	0.0%	386	22.2%	1,740
2019-20	971	49.3%	484	24.6%	0	0.0%	516	26.2%	1,971
<b>Northam</b>									
2009-10	1,220	33.7%	641	17.7%	0	0.0%	1,758	48.6%	3,619
2010-11	1,421	37.6%	396	10.5%	0	0.0%	1,961	51.9%	3,778
2011-12	1,532	39.5%	445	11.5%	0	0.0%	1,900	49.0%	3,877
2012-13	1,706	35.2%	609	12.5%	0	0.0%	2,538	52.3%	4,853
2013-14	908	12.3%	3,778	51.2%	0	0.0%	2,686	36.4%	7,372
2014-15	1,248	24.6%	1,393	27.4%	0	0.0%	2,435	48.0%	5,076
2015-16	2,169	37.3%	702	12.1%	0	0.0%	2,944	50.6%	5,815
2016-17	1,231	21.9%	800	14.2%	0	0.0%	3,591	63.9%	5,622
2017-18	1,325	23.5%	967	17.1%	0	0.0%	3,358	59.4%	5,650
2018-19	1,323	17.5%	2,231	29.5%	0	0.0%	4,021	53.1%	7,575
2019-20	1,308	17.9%	2,725	37.3%	43	0.6%	3,226	44.2%	7,302
<b>Nungarin</b>									
2009-10	377	46.9%	304	37.9%	0	0.0%	122	15.2%	803
2010-11	398	43.0%	148	16.0%	0	0.0%	379	41.0%	925
2011-12	568	61.7%	193	21.0%	0	0.0%	160	17.4%	921
2012-13	416	29.2%	566	39.8%	0	0.0%	441	31.0%	1,423
2013-14	293	26.0%	431	38.3%	0	0.0%	402	35.7%	1,126
2014-15	433	34.7%	357	28.6%	0	0.0%	457	36.6%	1,247
2015-16	713	53.6%	239	18.0%	0	0.0%	377	28.4%	1,329
2016-17	686	56.4%	244	20.1%	0	0.0%	286	23.5%	1,216
2017-18	371	38.5%	169	17.5%	0	0.0%	423	43.9%	963
2018-19	342	35.6%	246	25.6%	0	0.0%	372	38.8%	960
2019-20	527	58.0%	381	42.0%	0	0.0%	0	0.0%	908

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Tammin</b>									
2009-10	491	51.3%	271	28.3%	0	0.0%	196	20.5%	958
2010-11	386	42.0%	171	18.6%	0	0.0%	363	39.5%	920
2011-12	406	51.3%	173	21.8%	0	0.0%	213	26.9%	792
2012-13	465	46.9%	248	25.0%	0	0.0%	278	28.1%	991
2013-14	242	25.9%	204	21.8%	0	0.0%	489	52.3%	935
2014-15	419	44.6%	291	31.0%	0	0.0%	229	24.4%	939
2015-16	559	45.4%	373	30.3%	0	0.0%	298	24.2%	1,230
2016-17	663	49.0%	415	30.7%	0	0.0%	275	20.3%	1,353
2017-18	555	44.7%	230	18.5%	0	0.0%	458	36.8%	1,243
2018-19	374	38.1%	326	33.2%	0	0.0%	281	28.6%	981
2019-20	489	39.6%	387	31.3%	0	0.0%	360	29.1%	1,236
<b>Toodyay</b>									
2009-10	732	28.0%	459	17.6%	0	0.0%	1,419	54.4%	2,610
2010-11	983	32.1%	499	16.3%	0	0.0%	1,578	51.6%	3,060
2011-12	1,139	27.7%	1,413	34.4%	0	0.0%	1,559	37.9%	4,111
2012-13	1,003	30.4%	512	15.5%	25	0.8%	1,754	53.2%	3,294
2013-14	1,260	33.8%	843	22.6%	308	8.3%	1,315	35.3%	3,726
2014-15	810	36.9%	376	17.1%	0	0.0%	1,007	45.9%	2,193
2015-16	1,322	50.2%	797	30.3%	0	0.0%	515	19.6%	2,634
2016-17	1,350	44.8%	1,051	34.9%	0	0.0%	611	20.3%	3,012
2017-18	1,060	41.9%	279	11.0%	0	0.0%	1,193	47.1%	2,532
2018-19	585	21.5%	395	14.5%	0	0.0%	1,745	64.0%	2,725
2019-20	944	23.6%	1,088	27.2%	0	0.0%	1,971	49.2%	4,003
<b>Trayning</b>									
2009-10	607	65.3%	202	21.7%	0	0.0%	120	12.9%	929
2010-11	625	62.9%	436	43.9%	0	0.0%	-67	-6.7%	994
2011-12	730	48.9%	864	57.9%	0	0.0%	-101	-6.8%	1,493
2012-13	654	23.1%	2,018	71.3%	0	0.0%	158	5.6%	2,830
2013-14	652	57.7%	328	29.0%	0	0.0%	150	13.3%	1,130
2014-15	659	58.3%	349	30.9%	0	0.0%	122	10.8%	1,130
2015-16	994	73.4%	360	26.6%	0	0.0%	0	0.0%	1,354
2016-17	1,076	74.3%	373	25.7%	0	0.0%	0	0.0%	1,449
2017-18	779	52.7%	578	39.1%	0	0.0%	121	8.2%	1,478
2018-19	570	44.4%	523	40.8%	0	0.0%	190	14.8%	1,283
2019-20	764	48.6%	406	25.8%	0	0.0%	403	25.6%	1,573
<b>Victoria Plains</b>									
2009-10	623	30.2%	778	37.7%	0	0.0%	663	32.1%	2,064
2010-11	770	32.8%	833	35.5%	0	0.0%	744	31.7%	2,347
2011-12	573	33.4%	528	30.8%	0	0.0%	614	35.8%	1,715
2012-13	712	40.8%	437	25.0%	0	0.0%	597	34.2%	1,746
2013-14	744	34.3%	277	12.8%	0	0.0%	1,150	53.0%	2,171
2014-15	748	39.4%	207	10.9%	0	0.0%	942	49.7%	1,897
2015-16	1,201	44.1%	672	24.7%	20	0.7%	831	30.5%	2,724
2016-17	1,235	46.0%	313	11.7%	0	0.0%	1,138	42.4%	2,686
2017-18	1,139	52.2%	306	14.0%	0	0.0%	738	33.8%	2,183
2018-19	1,018	21.1%	3,078	63.7%	0	0.0%	738	15.3%	4,834
2019-20	901	30.2%	1,144	38.4%	0	0.0%	934	31.4%	2,979

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Westonia</b>									
2009-10	777	69.0%	349	31.0%	0	0.0%	0	0.0%	1,126
2010-11	694	65.6%	245	23.2%	0	0.0%	119	11.2%	1,058
2011-12	597	57.3%	325	31.2%	0	0.0%	120	11.5%	1,042
2012-13	663	67.8%	177	18.1%	0	0.0%	138	14.1%	978
2013-14	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2014-15	748	64.8%	276	23.9%	0	0.0%	130	11.3%	1,154
2015-16	1,152	67.9%	345	20.3%	0	0.0%	200	11.8%	1,697
2016-17	1,022	51.6%	669	33.8%	0	0.0%	288	14.6%	1,979
2017-18	963	68.0%	296	20.9%	0	0.0%	158	11.2%	1,417
2018-19	788	54.5%	410	28.4%	0	0.0%	248	17.2%	1,446
2019-20	852	19.9%	314	7.3%	2,668	62.4%	442	10.3%	4,276
<b>Wongan-Ballidu</b>									
2009-10	1,327	50.2%	567	21.5%	0	0.0%	748	28.3%	2,642
2010-11	1,102	43.2%	665	26.1%	0	0.0%	783	30.7%	2,550
2011-12	1,332	47.6%	635	22.7%	0	0.0%	831	29.7%	2,798
2012-13	1,101	41.6%	665	25.1%	0	0.0%	879	33.2%	2,645
2013-14	643	21.0%	647	21.2%	0	0.0%	1,766	57.8%	3,056
2014-15	1,158	40.9%	1,145	40.4%	0	0.0%	528	18.7%	2,831
2015-16	1,811	57.5%	763	24.2%	0	0.0%	578	18.3%	3,152
2016-17	1,656	55.9%	723	24.4%	0	0.0%	585	19.7%	2,964
2017-18	1,454	46.9%	1,049	33.8%	0	0.0%	598	19.3%	3,101
2018-19	983	37.2%	598	22.6%	0	0.0%	1,062	40.2%	2,643
2019-20	1,334	39.6%	876	26.0%	0	0.0%	1,159	34.4%	3,369
<b>Wyalkatchem</b>									
2009-10	555	71.6%	220	28.4%	0	0.0%	0	0.0%	775
2010-11	626	77.8%	225	28.0%	0	0.0%	-46	-5.7%	805
2011-12	470	51.9%	270	29.8%	0	0.0%	166	18.3%	906
2012-13	710	57.8%	318	25.9%	0	0.0%	200	16.3%	1,228
2013-14	686	62.9%	329	30.2%	0	0.0%	75	6.9%	1,090
2014-15	633	55.2%	341	29.8%	0	0.0%	172	15.0%	1,146
2015-16	975	65.0%	342	22.8%	0	0.0%	182	12.1%	1,499
2016-17	893	66.2%	400	29.7%	0	0.0%	56	4.2%	1,349
2017-18	842	41.8%	727	36.1%	0	0.0%	447	22.2%	2,016
2018-19	651	55.6%	376	32.1%	0	0.0%	143	12.2%	1,170
2019-20	746	53.3%	371	26.5%	0	0.0%	282	20.2%	1,399
<b>Yilgarn</b>									
2009-10	1,538	49.7%	603	19.5%	0	0.0%	952	30.8%	3,093
2010-11	1,935	64.6%	659	22.0%	91	3.0%	312	10.4%	2,997
2011-12	1,397	43.6%	686	21.4%	28	0.9%	1,092	34.1%	3,203
2012-13	1,626	45.7%	806	22.7%	43	1.2%	1,082	30.4%	3,557
2013-14	1,706	45.6%	915	24.4%	36	1.0%	1,088	29.1%	3,745
2014-15	1,689	45.4%	883	23.7%	28	0.8%	1,120	30.1%	3,720
2015-16	2,684	57.9%	919	19.8%	45	1.0%	989	21.3%	4,637
2016-17	2,531	63.5%	921	23.1%	14	0.4%	521	13.1%	3,987
2017-18	2,462	62.1%	920	23.2%	93	2.3%	488	12.3%	3,963
2018-19	2,036	55.2%	1,050	28.4%	49	1.3%	556	15.1%	3,691
2019-20	2,367	59.1%	1,476	36.9%	72	1.8%	89	2.2%	4,004

### Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
York									
2009-10	1,183	40.9%	422	14.6%	18	0.6%	1,269	43.9%	2,892
2010-11	873	40.2%	409	18.8%	8	0.4%	881	40.6%	2,171
2011-12	798	41.3%	333	17.2%	0	0.0%	801	41.5%	1,932
2012-13	927	39.3%	538	22.8%	0	0.0%	896	38.0%	2,361
2013-14	997	43.5%	495	21.6%	0	0.0%	800	34.9%	2,292
2014-15	895	35.6%	700	27.8%	0	0.0%	922	36.6%	2,517
2015-16	1,215	40.4%	563	18.7%	0	0.0%	1,231	40.9%	3,009
2016-17	1,436	52.7%	808	29.7%	0	0.0%	480	17.6%	2,724
2017-18	677	23.5%	745	25.8%	0	0.0%	1,461	50.7%	2,883
2018-19	892	36.0%	420	16.9%	0	0.0%	1,166	47.1%	2,478
2019-20	1,037	31.0%	706	21.1%	0	0.0%	1,603	47.9%	3,346

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>Wheatbelt South Region</b>									
2009-10	16,452	50.9%	6,760	20.9%	39	0.1%	9,047	28.0%	32,298
2010-11	16,081	50.2%	8,162	25.5%	53	0.2%	7,752	24.2%	32,048
2011-12	18,160	45.7%	13,791	34.7%	0	0.0%	7,780	19.6%	39,731
2012-13	14,464	33.6%	19,874	46.2%	5	0.0%	8,678	20.2%	43,021
2013-14	14,078	32.7%	18,501	43.0%	0	0.0%	10,472	24.3%	43,051
2014-15	15,245	39.6%	12,172	31.6%	12	0.0%	11,037	28.7%	38,466
2015-16	22,724	52.8%	9,228	21.4%	1,040	2.4%	10,046	23.3%	43,038
2016-17	22,282	46.5%	15,205	31.7%	13	0.0%	10,422	21.7%	47,922
2017-18	20,625	30.1%	32,581	47.5%	1,454	2.1%	13,892	20.3%	68,552
2018-19	20,839	33.0%	25,092	39.7%	214	0.3%	17,052	27.0%	63,197
2019-20	18,305	42.0%	10,986	25.2%	185	0.4%	12,587	28.9%	43,619
<b>Beverley</b>									
2009-10	745	29.8%	610	24.4%	12	0.5%	1,132	45.3%	2,499
2010-11	644	25.9%	1,137	45.7%	0	0.0%	706	28.4%	2,487
2011-12	1,262	40.8%	1,224	39.6%	0	0.0%	608	19.7%	3,094
2012-13	988	40.8%	434	17.9%	0	0.0%	998	41.2%	2,420
2013-14	423	16.7%	967	38.2%	0	0.0%	1,140	45.1%	2,530
2014-15	826	41.0%	392	19.5%	12	0.6%	785	39.0%	2,015
2015-16	1,106	51.3%	438	20.3%	13	0.6%	599	27.8%	2,156
2016-17	1,103	48.7%	496	21.9%	13	0.6%	655	28.9%	2,267
2017-18	1,164	21.4%	1,845	33.9%	5	0.1%	2,423	44.6%	5,437
2018-19	4,574	71.0%	561	8.7%	5	0.1%	1,299	20.2%	6,439
2019-20	688	27.7%	582	23.4%	0	0.0%	1,213	48.9%	2,483
<b>Brookton</b>									
2009-10	502	38.3%	270	20.6%	0	0.0%	538	41.1%	1,310
2010-11	456	40.8%	298	26.7%	0	0.0%	363	32.5%	1,117
2011-12	1,019	59.0%	475	27.5%	0	0.0%	232	13.4%	1,726
2012-13	605	36.5%	601	36.2%	5	0.3%	448	27.0%	1,659
2013-14	628	43.0%	288	19.7%	0	0.0%	545	37.3%	1,461
2014-15	483	39.7%	317	26.1%	0	0.0%	416	34.2%	1,216
2015-16	771	53.9%	325	22.7%	0	0.0%	335	23.4%	1,431
2016-17	808	50.2%	449	27.9%	0	0.0%	351	21.8%	1,608
2017-18	645	44.1%	353	24.1%	0	0.0%	465	31.8%	1,463
2018-19	425	32.6%	405	31.0%	0	0.0%	475	36.4%	1,305
2019-20	579	35.5%	385	23.6%	0	0.0%	668	40.9%	1,632
<b>Bruce Rock</b>									
2009-10	1,093	67.1%	405	24.8%	0	0.0%	132	8.1%	1,630
2010-11	1,117	68.4%	353	21.6%	0	0.0%	162	9.9%	1,632
2011-12	1,392	70.1%	461	23.2%	0	0.0%	132	6.6%	1,985
2012-13	1,144	25.3%	3,182	70.3%	0	0.0%	203	4.5%	4,529
2013-14	746	17.3%	3,427	79.6%	0	0.0%	133	3.1%	4,306
2014-15	1,312	43.7%	583	19.4%	0	0.0%	1,107	36.9%	3,002
2015-16	1,590	60.5%	540	20.5%	0	0.0%	500	19.0%	2,630
2016-17	1,598	61.8%	737	28.5%	0	0.0%	250	9.7%	2,585
2017-18	1,764	46.8%	1,583	42.0%	0	0.0%	426	11.3%	3,773
2018-19	1,331	52.0%	793	31.0%	0	0.0%	436	17.0%	2,560
2019-20	1,452	53.8%	667	24.7%	0	0.0%	582	21.5%	2,701



## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Corrigin</b>									
2009-10	859	65.2%	312	23.7%	0	0.0%	147	11.2%	1,318
2010-11	904	64.6%	346	24.7%	0	0.0%	150	10.7%	1,400
2011-12	1,150	72.1%	349	21.9%	0	0.0%	96	6.0%	1,595
2012-13	995	51.4%	511	26.4%	0	0.0%	428	22.1%	1,934
2013-14	567	31.6%	372	20.7%	0	0.0%	855	47.7%	1,794
2014-15	1,018	49.1%	469	22.6%	0	0.0%	588	28.3%	2,075
2015-16	1,332	54.5%	469	19.2%	0	0.0%	642	26.3%	2,443
2016-17	1,592	51.3%	663	21.4%	0	0.0%	850	27.4%	3,105
2017-18	1,423	27.3%	2,495	47.9%	0	0.0%	1,289	24.8%	5,207
2018-19	858	15.2%	3,765	66.5%	0	0.0%	1,039	18.4%	5,662
2019-20	2,963	67.2%	710	16.1%	0	0.0%	736	16.7%	4,409
<b>Cuballing</b>									
2009-10	490	40.0%	389	31.8%	0	0.0%	346	28.2%	1,225
2010-11	815	42.8%	417	21.9%	0	0.0%	672	35.3%	1,904
2011-12	701	26.2%	1,402	52.3%	0	0.0%	577	21.5%	2,680
2012-13	963	28.5%	1,422	42.1%	0	0.0%	991	29.4%	3,376
2013-14	687	32.8%	662	31.6%	0	0.0%	747	35.6%	2,096
2014-15	472	28.5%	449	27.1%	0	0.0%	735	44.4%	1,656
2015-16	713	39.2%	369	20.3%	0	0.0%	737	40.5%	1,819
2016-17	819	51.1%	442	27.6%	0	0.0%	343	21.4%	1,604
2017-18	573	36.7%	620	39.7%	0	0.0%	367	23.5%	1,560
2018-19	530	31.3%	455	26.9%	0	0.0%	708	41.8%	1,693
2019-20	568	35.5%	636	39.8%	0	0.0%	394	24.7%	1,598
<b>Dumbleyung</b>									
2009-10	898	58.5%	302	19.7%	0	0.0%	335	21.8%	1,535
2010-11	816	50.4%	332	20.5%	0	0.0%	472	29.1%	1,620
2011-12	673	41.5%	338	20.8%	0	0.0%	612	37.7%	1,623
2012-13	805	44.0%	499	27.3%	0	0.0%	525	28.7%	1,829
2013-14	525	28.7%	483	26.4%	0	0.0%	821	44.9%	1,829
2014-15	843	45.1%	449	24.0%	0	0.0%	577	30.9%	1,869
2015-16	1,330	58.8%	520	23.0%	0	0.0%	412	18.2%	2,262
2016-17	1,433	62.4%	384	16.7%	0	0.0%	481	20.9%	2,298
2017-18	1,108	49.6%	467	20.9%	0	0.0%	661	29.6%	2,236
2018-19	619	31.6%	486	24.8%	0	0.0%	853	43.6%	1,958
2019-20	1,018	47.3%	492	22.8%	0	0.0%	644	29.9%	2,154
<b>Kondinin</b>									
2009-10	1,104	55.3%	483	24.2%	0	0.0%	409	20.5%	1,996
2010-11	1,017	41.2%	889	36.0%	50	2.0%	515	20.8%	2,471
2011-12	1,223	53.7%	361	15.8%	0	0.0%	695	30.5%	2,279
2012-13	1,040	57.7%	620	34.4%	0	0.0%	143	7.9%	1,803
2013-14	664	27.0%	732	29.8%	0	0.0%	1,061	43.2%	2,457
2014-15	1,138	42.9%	1,062	40.1%	0	0.0%	451	17.0%	2,651
2015-16	1,699	52.5%	488	15.1%	0	0.0%	1,047	32.4%	3,234
2016-17	1,877	61.0%	773	25.1%	0	0.0%	425	13.8%	3,075
2017-18	1,397	39.7%	809	23.0%	716	20.3%	601	17.1%	3,523
2018-19	800	17.4%	663	14.5%	20	0.4%	3,104	67.7%	4,587
2019-20	1,315	52.9%	637	25.6%	0	0.0%	532	21.4%	2,484

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Kulin</b>									
2009-10	1,421	50.9%	599	21.5%	0	0.0%	771	27.6%	2,791
2010-11	1,166	50.0%	447	19.2%	0	0.0%	718	30.8%	2,331
2011-12	1,199	46.3%	1,097	42.4%	0	0.0%	293	11.3%	2,589
2012-13	977	30.8%	1,897	59.9%	0	0.0%	295	9.3%	3,169
2013-14	1,167	38.9%	1,352	45.1%	0	0.0%	480	16.0%	2,999
2014-15	1,372	49.6%	1,168	42.2%	0	0.0%	228	8.2%	2,768
2015-16	2,178	81.1%	506	18.9%	0	0.0%	0	0.0%	2,684
2016-17	1,612	55.3%	532	18.3%	0	0.0%	771	26.4%	2,915
2017-18	1,390	56.8%	504	20.6%	271	11.1%	282	11.5%	2,447
2018-19	856	36.5%	637	27.2%	189	8.1%	662	28.2%	2,344
2019-20	1,398	53.6%	535	20.5%	185	7.1%	492	18.9%	2,610
<b>Lake Grace</b>									
2009-10	2,003	55.2%	516	14.2%	0	0.0%	1,112	30.6%	3,631
2010-11	1,725	61.9%	470	16.9%	0	0.0%	594	21.3%	2,789
2011-12	2,161	55.6%	545	14.0%	0	0.0%	1,182	30.4%	3,888
2012-13	1,036	38.0%	502	18.4%	0	0.0%	1,186	43.5%	2,724
2013-14	1,740	49.2%	556	15.7%	0	0.0%	1,242	35.1%	3,538
2014-15	1,771	54.8%	533	16.5%	0	0.0%	930	28.8%	3,234
2015-16	2,969	72.5%	600	14.7%	0	0.0%	526	12.8%	4,095
2016-17	1,948	54.2%	981	27.3%	0	0.0%	667	18.5%	3,596
2017-18	2,850	30.4%	6,085	64.9%	0	0.0%	443	4.7%	9,378
2018-19	2,552	33.6%	4,236	55.7%	0	0.0%	813	10.7%	7,601
2019-20	1,769	58.3%	468	15.4%	0	0.0%	798	26.3%	3,035
<b>Narembeen</b>									
2009-10	1,408	75.5%	334	17.9%	0	0.0%	123	6.6%	1,865
2010-11	1,210	74.5%	364	22.4%	0	0.0%	51	3.1%	1,625
2011-12	999	41.7%	1,010	42.1%	0	0.0%	388	16.2%	2,397
2012-13	1,162	64.8%	457	25.5%	0	0.0%	174	9.7%	1,793
2013-14	768	24.8%	2,130	68.9%	0	0.0%	195	6.3%	3,093
2014-15	968	36.7%	1,477	56.0%	0	0.0%	191	7.2%	2,636
2015-16	1,459	56.2%	673	25.9%	0	0.0%	463	17.8%	2,595
2016-17	1,455	28.0%	2,544	49.0%	0	0.0%	1,192	23.0%	5,191
2017-18	1,515	20.1%	4,685	62.0%	0	0.0%	1,355	17.9%	7,555
2018-19	1,170	16.1%	5,056	69.5%	0	0.0%	1,045	14.4%	7,271
2019-20	0	62.3%	698	28.0%	0	0.0%	242	9.7%	2,496
<b>Shire of Narrogin [New Shire established 1 July 2016]</b>									
Amalgamation of the former Shire of Narrogin and the Town of Narrogin									
The amounts for 2009-10 to 2015-16 are the sum of the amounts for the former Shire of Narrogin and the Town of Narrogin									
2009-10	901	36.1%	426	17.1%	26	1.0%	1,141	45.7%	2,494
2010-11	837	31.5%	728	27.4%	0	0.0%	1,095	41.2%	2,660
2011-12	941	35.2%	774	28.9%	0	0.0%	959	35.9%	2,674
2012-13	423	13.4%	1,909	60.7%	0	0.0%	814	25.9%	3,146
2013-14	740	20.1%	1,719	46.6%	0	0.0%	1,228	33.3%	3,687
2014-15	769	17.0%	2,289	50.7%	0	0.0%	1,454	32.2%	4,512
2015-16	1,035	22.0%	681	14.5%	1,025	21.8%	1,963	41.7%	4,704
2016-17	1,189	30.9%	599	15.6%	0	0.0%	2,059	53.5%	3,847
2017-18	1,118	27.3%	1,851	45.2%	0	0.0%	1,126	27.5%	4,095
2018-19	1,763	39.1%	664	14.7%	0	0.0%	2,077	46.1%	4,504
2019-20	981	24.9%	799	20.3%	0	0.0%	2,153	54.7%	3,933

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>Pingelly</b>									
2009-10	489	29.7%	318	19.3%	0	0.0%	840	51.0%	1,647
2010-11	429	30.5%	329	23.4%	0	0.0%	650	46.2%	1,408
2011-12	1,221	41.2%	1,411	47.7%	0	0.0%	329	11.1%	2,961
2012-13	937	30.0%	2,090	66.8%	0	0.0%	101	3.2%	3,128
2013-14	1,763	68.6%	627	24.4%	0	0.0%	181	7.0%	2,571
2014-15	492	29.4%	465	27.8%	0	0.0%	715	42.8%	1,672
2015-16	784	35.7%	583	26.6%	0	0.0%	827	37.7%	2,194
2016-17	1,376	55.4%	633	25.5%	0	0.0%	476	19.2%	2,485
2017-18	644	26.4%	869	35.6%	0	0.0%	927	38.0%	2,440
2018-19	365	17.9%	750	36.9%	0	0.0%	919	45.2%	2,034
2019-20	843	43.0%	666	33.9%	0	0.0%	453	23.1%	1,962
<b>Quairading</b>									
2009-10	792	63.3%	225	18.0%	0	0.0%	235	18.8%	1,252
2010-11	718	61.2%	262	22.3%	0	0.0%	193	16.5%	1,173
2011-12	966	60.4%	611	38.2%	0	0.0%	22	1.4%	1,599
2012-13	645	33.8%	1,284	67.3%	0	0.0%	-20	-1.0%	1,909
2013-14	977	38.1%	1,252	48.9%	0	0.0%	332	13.0%	2,561
2014-15	806	46.5%	429	24.7%	0	0.0%	499	28.8%	1,734
2015-16	698	39.9%	725	41.5%	0	0.0%	325	18.6%	1,748
2016-17	889	19.3%	3,420	74.2%	0	0.0%	299	6.5%	4,608
2017-18	1,186	12.1%	7,109	72.4%	462	4.7%	1,064	10.8%	9,821
2018-19	717	17.0%	2,610	62.0%	0	0.0%	884	21.0%	4,211
2019-20	1,143	45.4%	830	33.0%	0	0.0%	542	21.6%	2,515
<b>Wagin</b>									
2009-10	862	63.8%	335	24.8%	0	0.0%	155	11.5%	1,352
2010-11	864	60.7%	421	29.6%	0	0.0%	139	9.8%	1,424
2011-12	695	56.1%	381	30.8%	0	0.0%	162	13.1%	1,238
2012-13	702	47.6%	470	31.8%	0	0.0%	304	20.6%	1,476
2013-14	712	50.9%	435	31.1%	0	0.0%	252	18.0%	1,399
2014-15	748	52.0%	395	27.5%	0	0.0%	295	20.5%	1,438
2015-16	1,107	61.1%	408	22.5%	0	0.0%	298	16.4%	1,813
2016-17	981	54.3%	521	28.8%	0	0.0%	305	16.9%	1,807
2017-18	925	47.9%	743	38.5%	0	0.0%	263	13.6%	1,931
2018-19	715	22.5%	2,080	65.5%	0	0.0%	379	11.9%	3,174
2019-20	835	38.2%	862	39.5%	0	0.0%	487	22.3%	2,184
<b>Wandering</b>									
2009-10	427	39.8%	482	45.0%	0	0.0%	163	15.2%	1,072
2010-11	784	47.7%	561	34.1%	0	0.0%	298	18.1%	1,643
2011-12	261	12.0%	1,696	78.0%	0	0.0%	218	10.0%	2,175
2012-13	321	15.9%	1,275	63.3%	0	0.0%	417	20.7%	2,013
2013-14	372	14.6%	1,792	70.1%	0	0.0%	391	15.3%	2,555
2014-15	477	32.6%	463	31.7%	0	0.0%	521	35.7%	1,461
2015-16	1,042	60.7%	413	24.1%	0	0.0%	262	15.3%	1,717
2016-17	592	38.4%	561	36.4%	0	0.0%	390	25.3%	1,543
2017-18	369	15.8%	1,360	58.1%	0	0.0%	612	26.1%	2,341
2018-19	320	21.8%	385	26.3%	0	0.0%	761	51.9%	1,466
2019-20	409	27.7%	401	27.1%	0	0.0%	669	45.2%	1,479

## Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total \$000s
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	
<b>West Arthur</b>									
2009-10	658	50.9%	204	15.8%	1	0.1%	431	33.3%	1,294
2010-11	827	59.9%	255	18.5%	3	0.2%	295	21.4%	1,380
2011-12	914	45.3%	433	21.5%	0	0.0%	669	33.2%	2,016
2012-13	700	34.6%	516	25.5%	0	0.0%	807	39.9%	2,023
2013-14	668	42.8%	676	43.4%	0	0.0%	215	13.8%	1,559
2014-15	560	38.8%	233	16.2%	0	0.0%	649	45.0%	1,442
2015-16	1,025	46.5%	599	27.2%	2	0.1%	578	26.2%	2,204
2016-17	1,353	59.6%	572	25.2%	0	0.0%	346	15.2%	2,271
2017-18	996	52.4%	364	19.2%	0	0.0%	540	28.4%	1,900
2018-19	1,945	69.9%	484	17.4%	0	0.0%	355	12.8%	2,784
2019-20	796	40.6%	715	36.5%	0	0.0%	448	22.9%	1,959
<b>Wickepin</b>									
2009-10	1,071	60.5%	302	17.1%	0	0.0%	396	22.4%	1,769
2010-11	864	62.4%	250	18.1%	0	0.0%	271	19.6%	1,385
2011-12	1,013	46.1%	895	40.8%	0	0.0%	288	13.1%	2,196
2012-13	461	19.4%	1,808	76.1%	0	0.0%	108	4.5%	2,377
2013-14	668	38.3%	771	44.3%	0	0.0%	303	17.4%	1,742
2014-15	753	40.9%	659	35.8%	0	0.0%	429	23.3%	1,841
2015-16	1,174	77.3%	317	20.9%	0	0.0%	27	1.8%	1,518
2016-17	1,037	70.0%	429	28.9%	0	0.0%	16	1.1%	1,482
2017-18	976	48.1%	448	22.1%	0	0.0%	607	29.9%	2,031
2018-19	807	40.1%	499	24.8%	0	0.0%	707	35.1%	2,013
2019-20	1,032	42.5%	524	21.6%	0	0.0%	875	36.0%	2,431
<b>Williams</b>									
2009-10	729	45.1%	248	15.3%	0	0.0%	641	39.6%	1,618
2010-11	888	55.5%	303	18.9%	0	0.0%	408	25.5%	1,599
2011-12	370	36.4%	328	32.3%	0	0.0%	318	31.3%	1,016
2012-13	560	32.7%	397	23.2%	0	0.0%	756	44.1%	1,713
2013-14	263	30.1%	260	29.7%	0	0.0%	351	40.2%	874
2014-15	437	35.1%	340	27.3%	0	0.0%	467	37.5%	1,244
2015-16	712	39.8%	574	32.0%	0	0.0%	505	28.2%	1,791
2016-17	620	37.9%	469	28.7%	0	0.0%	546	33.4%	1,635
2017-18	582	41.2%	391	27.7%	0	0.0%	441	31.2%	1,414
2018-19	492	30.9%	563	35.4%	0	0.0%	536	33.7%	1,591
2019-20	516	33.2%	379	24.4%	0	0.0%	659	42.4%	1,554

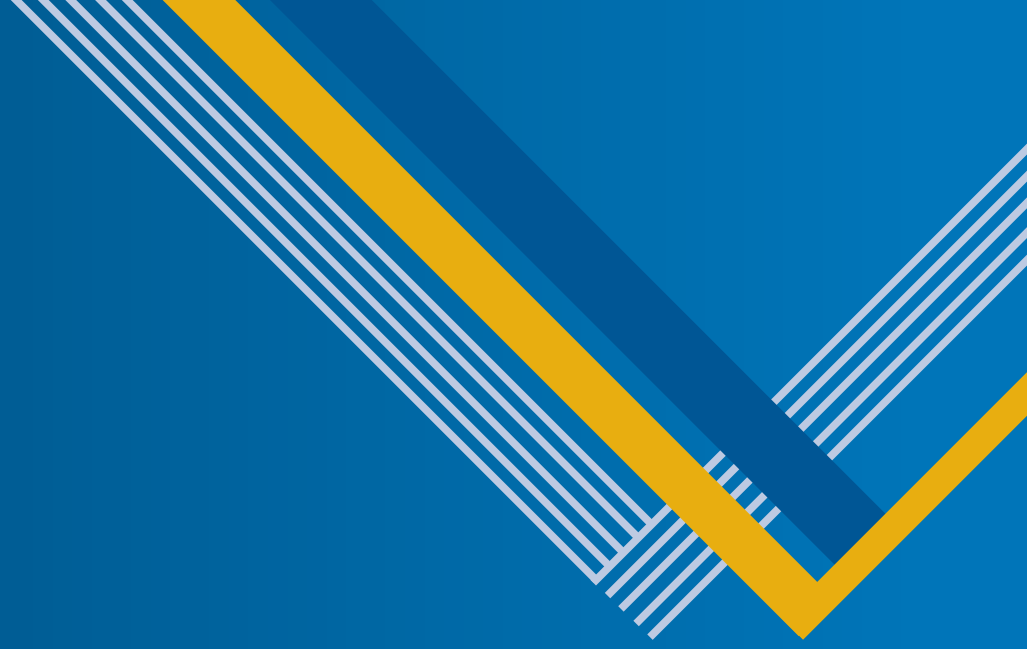
### Sources of Road Funds – 2009-10 to 2019-20

Year	Federal		State		Private		Own Resources		Total
	\$000s	%	\$000s	%	\$000s	%	\$000s	%	\$000s
<b>State</b>									
	Federal		State		Private		Council		Total
2009-10	160,512	26.8%	112,157	18.7%	11,103	1.9%	315,786	52.7%	<b>599,558</b>
2010-11	162,951	26.1%	123,137	19.7%	18,051	2.9%	319,613	51.2%	<b>623,752</b>
2011-12	164,765	22.9%	160,881	22.3%	21,334	3.0%	373,597	51.8%	<b>720,577</b>
2012-13	163,122	21.3%	182,396	23.8%	15,681	2.0%	406,374	52.9%	<b>767,573</b>
2013-14	142,220	17.6%	169,063	20.9%	32,570	4.0%	463,592	57.4%	<b>807,445</b>
2014-15	167,779	22.3%	155,126	20.6%	12,577	1.7%	417,929	55.5%	<b>753,411</b>
2015-16	257,401	29.7%	180,104	20.8%	14,354	1.7%	413,902	47.8%	<b>865,761</b>
2016-17	242,422	26.8%	204,180	22.6%	11,169	1.2%	446,552	49.4%	<b>904,323</b>
2017-18	217,697	22.2%	275,570	28.1%	12,474	1.3%	476,427	48.5%	<b>982,168</b>
2018-19	190,525	19.6%	265,473	27.3%	8,460	0.9%	507,385	52.2%	<b>971,843</b>
2019-20	205,992	22.2%	215,623	23.3%	14,037	1.5%	488,657	52.8%	<b>925,865</b>
10 Years	1,914,874	23.0%	1,931,553	23.2%	160,707	1.9%	4,314,028	51.8%	<b>8,322,718</b>
5 Years	1,114,037	24.0%	1,140,950	24.5%	60,494	1.3%	2,332,923	50.2%	<b>4,649,960</b>





The Shire of Leonora won the 2019 Heritage Award for their \$3.3million dollar Gwalia Upgrade Project





**WALGA**

WORKING FOR LOCAL GOVERNMENT

Western Australian Local  
Government Association

ONE70, LV1, 170 Railway Parade  
West Leederville, WA 6007  
PO Box 1544, West Perth, WA 6872

**T:** (08) 9213 2000

**E:** [infrastructure@walga.asn.au](mailto:infrastructure@walga.asn.au)

**[www.walga.asn.au](http://www.walga.asn.au)**



Local Government Report Package for

**WESTONIA (S)**

Printed: 02/06/2021

**Incidents reported to DFES and Attended by Local Government  
and Bushfire Brigades**

**Current Brigade Vehicle Lists**

**000 Service Agreement**

**SMS Lists**

**Brigade Personnel Lists**

v4.5

**Incidents Reported to DFES and Attended by Local Government and Bushfire Brigades  
WESTONIA (S)  
01/07/2016 to 02/06/2021**

**9134 SHIRE WESTONIA**

Incident Address	Type of Incident	IRS Report Completed	Paper Report received by DFES
379496 01/01/2018 13:55 BURRACOPPIN SOUTH RD BURRACOPPIN	Fire - Bushfire (sml)	N	N
401126 20/08/2018 05:14 LEACH RD WESTONIA	Fire - Bushfire (sml)	N	N
426246 21/03/2019 14:52 (12KM SOUTH OF )GREAT EASTERN CARRABIN	Fire - Bushfire (sml)	N	N
429334 17/04/2019 15:52 WARRACHUPPIN NORTH RD WARRACHUPPIN	False Call - Good Intent	N	N
439841 10/06/2019 10:59 LINDLEY RD CARRABIN	Fire - Other/Rubbish/Vehicle	N	N
459181 18/11/2019 18:35 WEBB RD WARRACHUPPIN	Fire - Bushfire (lge)	N	N
459182 18/11/2019 18:37 FARINA RD ELACHBUTTING	Fire - Bushfire (lge)	N	N
510006 02/01/2021 08:47 SHREEVE RD WALGOOLAN	Fire - Bushfire (sml)	N	N

Total number of Primary Incidents recorded in time frame: 8

**6644 WALGOOLAN BFB**

Incident Address	Type of Incident	IRS Report Completed	Paper Report received by DFES
356336 03/03/2017 13:00 BURRACOPPIN SOUTH RD SOUTH BURRACOPPIN	Fire - Bushfire (lge)	Y	
357472 17/03/2017 18:30 ROHAN DAY DELLA RD SOUTH BODALLIN	Fire - Bushfire (lge)	Y	
387398 29/03/2018 12:00 ELLERY RD SOUTH BURRACOPPIN	Fire - Bushfire (sml)	N	N
460785 01/12/2019 21:25 GREAT EASTERN HWY BURRACOPPIN	Fire - Bushfire (sml)	N	N
461003 04/12/2019 06:36 GOLDFIELDS RD WALGOOLAN	Fire - Other/Rubbish/Vehicle	N	N

Total number of Primary Incidents recorded in time frame: 5

**6658 WARRALAKIN BFB**

Incident Address	Type of Incident	IRS Report Completed	Paper Report received by DFES
357472 17/03/2017 18:30 ROHAN DAY DELLA RD SOUTH BODALLIN	Fire - Bushfire (lge)	N	N
377761 10/12/2017 15:46 LEAVE JOB OPEN UNTIL 11/12 ROSE THOMSON RD ENEABBA	Fire - Bushfire (lge)	N	N
377973 12/12/2017 14:41 WEBB RD WARRACHUPPIN	Fire - Bushfire (lge)	N	N



416374 03/12/2018 15:02

WARRACHUPPIN NORTH RD WARRACHUPPIN

Fire - Bushfire (lge)

N

N

Total number of Primary Incidents recorded in time frame: 4

**6668 WESTONIA BFB**

	<b>Incident Address</b>	<b>Type of Incident</b>	<b>IRS Report Completed</b>	<b>Paper Report received by DFES</b>
357472 17/03/2017 18:30	ROHAN DAY DELLA RD SOUTH BODALLIN	Fire - Bushfire (lge)	N	N
368919 17/08/2017 15:21	CARRABIN ROADHOUSE YORK RD CARRABIN	Road Crash & Rescue	N	N
377973 12/12/2017 14:41	WEBB RD WARRACHUPPIN	Fire - Bushfire (lge)	N	N
416374 03/12/2018 15:02	WARRACHUPPIN NORTH RD WARRACHUPPIN	Fire - Bushfire (lge)	N	N
416402 03/12/2018 16:29	SMYTH RD CARRABIN	Fire - Bushfire (lge)	N	N
422358 06/02/2019 23:36	GRAHAM RD CARRABIN	False Call - Good Intent	N	N
439841 10/06/2019 10:59	LINDLEY RD CARRABIN	Fire - Other/Rubbish/Vehicle	N	N

Total number of Primary Incidents recorded in time frame: 7

**NOTE:** The above list shows all Incidents reported to DFES via the ComCen, or via a Paper Incident Report received, during the given time frame. Incidents not displayed on this list have not been reported to DFES.

If the '*IRS Report Completed*' column shows N, then a complete Incident Report has not been received by DFES.

If there is an N in the '*Paper Report received at DFES*' column, then a copy of the Paper Report has not been received by DFES.

To enable the Incident Report to be completed, please forward a copy of the original Incident Report via fax or email to DFES as below.

If you require any assistance please contact us using any of the the following methods;

OIS Branch

Fax: 1800 309 999

Phone: 9395 9406 (office hours)

Email: reports@dfes.wa.gov.au

**Location / Vehicle Listing - WESTONIA (S)**  
as at 02/06/2021

9134 SHIRE WESTONIA

Resource Name	Resource Type	Make	Model	Selcall No.	Year of make	Rego	Owner	Decom	Trans	New Location	Date
SHIRE WESTONIA PLACEHOLDER	OTHER							<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Please Note:**

This report has been produced to assist with maintaining Appliance information recorded on the DFES database. It will be provided to Local Governments on a monthly basis.

If you identify any errors, please return corrected form to;

OIS Branch

Fax: 1800 309 999

Phone: 9395 9406 (office hours)

Email: [reports@dfes.wa.gov.au](mailto:reports@dfes.wa.gov.au)

For vehicles which have been relocated or taken out of service please advise ComCen at [cadadministrator.wa.gov.au](mailto:cadadministrator.wa.gov.au)

**Location / Vehicle Listing - WESTONIA (S)**  
as at 02/06/2021

**6644 WALGOOLAN BFB**

Resource Name	Resource Type	Make	Model	Selcall No.	Year of make	Rego	Owner	Decom	Trans	New Location	Date
LT (E824) - WT339	LIGHT TANKER	TOYOTA	VDJ79R	806088	2012	WT339	LG (ESL)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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**Location / Vehicle Listing - WESTONIA (S)**  
as at 02/06/2021

**6658 WARRALAKIN BFB**

Resource Name	Resource Type	Make	Model	Selcall No.	Year of make	Rego	Owner	Decom	Trans	New Location	Date
LT (N175) - WT357	LIGHT TANKER	TOYOTA	VDJ79R	497005	2013	WT357	LG (ESL)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Please Note:**

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**Location / Vehicle Listing - WESTONIA (S)**  
as at 02/06/2021

**6668 WESTONIA BFB**

Resource Name	Resource Type	Make	Model	Selcall No.	Year of make	Rego	Owner	Decom	Trans	New Location	Date
LT (N176) - 39WT	LIGHT TANKER	TOYOTA	VDJ79R	497010	2013	39WT	LG (ESL)				
3.4 URBAN (E579) - WT1500	3.4 URBAN	ISUZU	FHFTSLGB03	80454	2010	WT1500	LG (ESL)				

**Please Note:**

This report has been produced to assist with maintaining Appliance information recorded on the DFES database. It will be provided to Local Governments on a monthly basis.

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## Current 000 SERVICE AGREEMENT for WESTONIA (S)

**In order to advise Local Government of 000 calls promptly it is suggested that contacts are 24/7 numbers.  
The 4th contact will always be DFES Regional Duty Coordinator**

**No more than 3 contacts per LGA will be recorded.**

*Our 24 hour, 365 day emergency 000 contacts from the Communications Centre are as follows:*

Organisation	Role	Name	Contact Type	Number
1 Shire of Westonia	CEO - Shire Office	Jamie Criddle	Phone (Bus)	9046 7063
2 Shire of Westonia	CBFCO	Frank Corsini	Mobile	0429 467 042
3 Shire of Westonia	DCBFCO	Malcolm Nicoletti	Mobile	0428 449 034
4 DFES Goldfields Midlands Region	Regional Duty Co-Ordinat	DFES Regional Duty Co-Ordinator		1800 966 077

*Note: Contacts may make reference to an SMS group which allows multiple pagers or mobile phones to be attached to that group.. An SMS list form needs to have been completed.*

**Alterations to contacts:**

Organisation	Role	Name	Contact Type	Number
1.				
2.				
3.				

**Local Government Chief Executive Officer**

**DFES Area / District Manager**

Print Name

Signature

Print Name

Signature

Contact Number

Date

Contact Number

Date

Instructions for Local Authority in the event of any alterations to the list above;

1. Complete the Alterations section with the changes required.
2. CEO to sign form.
3. Local Authority to send a copy to DFES Regional Office for Authorisation by DFES Area / District Manager.
4. Area/District Manager to email a signed copy to **cadadministrator@dfes.wa.gov.au**



**LG Brigade Personnel Listing - WESTONIA (S)**  
as at 02/06/2021

**9134 SHIRE WESTONIA**

<b>Remove</b>	<b>Vol. Number</b>	<b>Rank</b>	<b>Surname</b>	<b>Given Name</b>
	119012	LG FCO	BROWN	DAVID
	119154	LG CBFCO	CORSINI	FRANK
	119135	LG FCO	CRIDDLE	JAMIE
	142827	LG FCO	DAY	ROHAN
	162184	LG FCO	FARINA	DANE
	119016	LG FCO	LEMOLGNAN	STEVEN
	119120	LG FCO	LINDLEY	COLIN
	119079	LG FCO	MCDOWALL	JOHN
	146834	LG FCO	MURFIT	TONY
	133116	LG DCBFCO	NICOLETTI	MALCOLM
	146818	LG FCO	PENNY	BRAD
	119124	LG FCO	PRICE	ARTHUR
	119013	LG FCO	SMITH	AARON
	146836	LG FCO	WAHLSTEN	JASON

**Members to be Added:**

**9134 SHIRE WESTONIA**

<b>DFES ID</b>	<b>Rank</b>	<b>Surname</b>	<b>First Name</b>

Instructions for any alterations to the list above;

1. Details are to be printed **clearly**.
2. Member names are to be listed as Surname, then First Name.
3. Send the completed form to your Regional Office to ensure the information is updated in RMS
4. When authorised & signed by your Area / District Manager, send a copy of the new or updated form to **reports@dfes.wa.gov.au** or fax to 1800 309 999

Changes Requested By:

<b>Contact Name (please print)</b>	<b>Contact Number</b>	<b>Date</b>	<b>Area / District Manager</b>	<b>Sign &amp; Date</b>

AUTHORISED:       YES       NO

**LG Brigade Personnel Listing - WESTONIA (S)**  
as at 02/06/2021

**6644 WALGOOLAN BFB**

<b>Remove</b>	<b>Vol. Number</b>	<b>Rank</b>	<b>Surname</b>	<b>Given Name</b>
	119036	VOL FIRE FIGHTER	BARNETT	CHRISTOPHER
	119037	VOL FIRE FIGHTER	BARNETT	DANIEL
	119050	VOL FIRE FIGHTER	BARNETT	HELEN
	187746	VOL FIRE FIGHTER	BARNETT	REBECCA
	185050	ACTIVE MEMBER	BOWDEN	MARK
	119048	VOL FIRE FIGHTER	BROWN	EILEEN
	179432	VOL FIRE FIGHTER	BROWN	GERARD
	119047	VOL FIRE FIGHTER	CREES	RODNEY
	146831	VOL FIRE FIGHTER	DAY	KARIN
	142827	BFB 1ST LIEUTENANT	DAY	ROHAN
	185051	ACTIVE MEMBER	DAY	WILLIAM
	119045	VOL FIRE FIGHTER	JEFFERYS	BRETT
	146833	VOL FIRE FIGHTER	JEFFERYS	CHRIS
	150023	VOL FIRE FIGHTER	JEFFERYS	COREY
	119010	VOL FIRE FIGHTER	JEFFERYS	JOHN
	119046	VOL FIRE FIGHTER	JEFFERYS	MARK
	146832	VOL FIRE FIGHTER	JEFFERYS	NARELLE
	119051	VOL FIRE FIGHTER	JOHNSTON	GRAHAM
	182036	VOL FIRE FIGHTER	LAMBERT	PETER
	146834	CAPTAIN	MURFIT	TONY
	179674	VOL FIRE FIGHTER	MURRAY	ROBERT
	179078	VOL FIRE FIGHTER	ROUTLEDGE	BERGEN
	146838	VOL FIRE FIGHTER	WAHLSTEN	CLINTON
	146836	BFB 2ND LIEUTENANT	WAHLSTEN	JASON
	146839	VOL FIRE FIGHTER	WAHLSTEN	LUKE
	146837	VOL FIRE FIGHTER	WAHLSTEN	TERRY



**Members to be Added:**

**6644 WALGOOLAN BFB**

<b>DFES ID</b>	<b>Rank</b>	<b>Surname</b>	<b>First Name</b>

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Changes Requested By:

<b>Contact Name (please print)</b>	<b>Contact Number</b>	<b>Date</b>	<b>Area / District Manager</b>	<b>Sign &amp; Date</b>

AUTHORISED:  YES  NO

**LG Brigade Personnel Listing - WESTONIA (S)**  
as at 02/06/2021

**6658 WARRALAKIN BFB**

<b>Remove</b>	<b>Vol. Number</b>	<b>Rank</b>	<b>Surname</b>	<b>Given Name</b>
	171478	VOL FIRE FIGHTER	ALCOCK	GRAHAM
	178681	VOL FIRE FIGHTER	BALLANTYNE	DUNCAN
	187929	ACTIVE MEMBER	BEATON	NEIL
	182136	VOL FIRE FIGHTER	BRENNAN	BRAYDEN
	187941	ACTIVE MEMBER	BULLE	MARTIN (MARTY)
	133119	VOL FIRE FIGHTER	CHRISP	SHAUN
	178680	VOL FIRE FIGHTER	CLAESSENS	EVA
	178682	VOL FIRE FIGHTER	CREWS	MITCH
	119017	BFB 3RD LIEUTENANT	CREWS	PETER
	146821	VOL FIRE FIGHTER	CROOK	DAVID
	119114	VOL FIRE FIGHTER	CROOK	MICHAEL
	119103	VOL FIRE FIGHTER	CROOK	RUSSELL
	119015	VOL FIRE FIGHTER	DADDOW	STEPHEN
	182134	VOL FIRE FIGHTER	DAWSON	SAM
	171481	VOL FIRE FIGHTER	FARINA	ABIGAIL
	171480	BFB 2ND LIEUTENANT	FARINA	BEN
	162184	VOL FIRE FIGHTER	FARINA	DANE
	187930	ACTIVE MEMBER	GATES	DANNY
	182253	VOL FIRE FIGHTER	GIBSON	KYLIE
	187927	ACTIVE MEMBER	HILL	MATHEW
	187925	ACTIVE MEMBER	HOOGVEEN	JACK
	161780	ACTIVE MEMBER	KING	RONALD
	187923	ACTIVE MEMBER	LE MOIGNAN	MAREE
	119016	BFB 1ST LIEUTENANT	LEMOLGNAN	STEVEN
	182135	VOL FIRE FIGHTER	MARTIN	HANNAH
	130762	ACTIVE MEMBER	MCCARTNEY	BRENDEN

	119079	CAPTAIN	MCDOWALL	JOHN
	119079	VOL FIRE FIGHTER	MCDOWALL	JOHN
	171482	VOL FIRE FIGHTER	MCDOWALL	ROBERT
	178679	VOL FIRE FIGHTER	NICOLETTI	ALEISHA
	133116	BFB SECRETARY	NICOLETTI	MALCOLM
	108605	VOL FIRE FIGHTER	PARKIN	CRAIG
	161319	VOL FIRE FIGHTER	PARKIN	DANIELLE
	162182	VOL FIRE FIGHTER	PRICE	DAVID
	171497	VOL FIRE FIGHTER	PRICE	MORGAN
	171498	VOL FIRE FIGHTER	PRICE	STACY
	167426	VOL FIRE FIGHTER	PUTTER	FRANS (RICHARD)
	171500	ACTIVE MEMBER	SING	JEANNIE
	155396	VOL FIRE FIGHTER	SING	STEWART
	119013	VOL FIRE FIGHTER	SMITH	AARON
	146827	VOL FIRE FIGHTER	SMITH	JOAN
	119084	VOL FIRE FIGHTER	SMITH	STEPHEN
	187922	ACTIVE MEMBER	WILLE	CHARL

**Members to be Added:**

**6658 WARRALAKIN BFB**

<b>DFES ID</b>	<b>Rank</b>	<b>Surname</b>	<b>First Name</b>

Instructions for any alterations to the list above;

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Changes Requested By:

<b>Contact Name (please print)</b>	<b>Contact Number</b>	<b>Date</b>	<b>Area / District Manager</b>	<b>Sign &amp; Date</b>

AUTHORISED:       YES       NO

**LG Brigade Personnel Listing - WESTONIA (S)**

as at 02/06/2021

**6668 WESTONIA BFB**

<b>Remove</b>	<b>Vol. Number</b>	<b>Rank</b>	<b>Surname</b>	<b>Given Name</b>
	119134	VOL FIRE FIGHTER	ANTONIO	JOCELYN
	119004	VOL FIRE FIGHTER	ANTONIO	PETER
	119148	VOL FIRE FIGHTER	ARGENT	BRIAN
	119037	VOL FIRE FIGHTER	BARNETT	DANIEL
	187746	VOL FIRE FIGHTER	BARNETT	REBECCA
	181988	VOL FIRE FIGHTER	BLAKE	DAMIEN
	181987	VOL FIRE FIGHTER	BLAKE	TERRI
	171479	VOL FIRE FIGHTER	BLAKE	VICTOR
	64802	VOL FIRE FIGHTER	BRIGHT	GRAEME
	119154	CAPTAIN	CORSINI	FRANK
	182000	VOL FIRE FIGHTER	CORSINI	JOEL
	119153	VOL FIRE FIGHTER	CORSINI	JOHN
	119135	VOL FIRE FIGHTER	CRIDDLE	JAMIE
	182080	VOL FIRE FIGHTER	DADDOW	GRAHAM
	182009	VOL FIRE FIGHTER	DELLA BOSCA	ROSS
	182010	VOL FIRE FIGHTER	DELLA BOSCA	TIMOTHY
	159264	VOL FIRE FIGHTER	DUNKLEY-COOPER	KASEY
	166652	VOL FIRE FIGHTER	GEIER	ASHLEY
	151957	VOL FIRE FIGHTER	GEIER	DAIMON
	119006	BFB 3RD LIEUTENANT	HAMILTON	DAVID
	159378	VOL FIRE FIGHTER	HERMON	DOUG
	187720	VOL FIRE FIGHTER	JONES	GRAHAM
	119120	BFB 1ST LIEUTENANT	LINDLEY	COLIN
	119146	VOL FIRE FIGHTER	LINDLEY	CORALIE
	119152	VOL FIRE FIGHTER	LINDLEY	JUDITH
	119128	VOL FIRE FIGHTER	LINDLEY	KEVIN





**Members to be Added:**

**6668 WESTONIA BFB**

<b>DFES ID</b>	<b>Rank</b>	<b>Surname</b>	<b>First Name</b>

Instructions for any alterations to the list above;

1. Details are to be printed **clearly**.
2. Member names are to be listed as Surname, then First Name.
3. Send the completed form to your Regional Office to ensure the information is updated in RMS
4. When authorised & signed by your Area / District Manager, send a copy of the new or updated form to **reports@dfes.wa.gov.au** or fax to 1800 309 999

Changes Requested By:

<b>Contact Name (please print)</b>	<b>Contact Number</b>	<b>Date</b>	<b>Area / District Manager</b>	<b>Sign &amp; Date</b>

AUTHORISED:       YES       NO



## Council Outstanding Resolutions Status Report

Resolutions not included here can be assumed to have been satisfactorily completed or have become redundant by virtue of a more current resolution or action. Councillors aware of an outstanding resolution not completed that should be placed in this outstanding resolution report

should contact the CEO. **Red – New**      ~~Strikethrough – Delete~~

<b>MEETING</b>	<b>ITEM/RESOLUTION</b>	<b>ACTION REQUIRED</b>	<b>RESPONSE</b>	<b>RESPONSIBLE OFFICER</b>	<b>TIME FRAME</b>
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## Council Outstanding Resolutions Status Report

Resolutions not included here can be assumed to have been satisfactorily completed or have become redundant by virtue of a more current resolution or action. Councillors aware of an outstanding resolution not completed that should be placed in this outstanding resolution report

should contact the CEO. Red – New      ~~Strikethrough – Delete~~

October 2018	12/10-18	<p>WATER CORPORATION PRICING POLICY – COUNCIL OWNED STANDPIPES</p>	<p>That Council</p> <ol style="list-style-type: none"> <li>1. Discusses any public submissions received from the community;</li> <li>2. Seeks an extension of time to respond to the Water Corporations Action Plan for Council Controlled Standpipes;</li> <li>3. Request the Chief Executive Officer to attend the Rural Water Council meeting in Northam on Friday 19th October to raise Council’s issues with the new fee structure;</li> <li>4. Reaffirm September motion to write to the WA Water Corporation opposing their proposed fee structure in remote parts of the eastern wheatbelt;</li> <li>5. Reaffirm September motion to write to the Department of Water and suggest that as a result of the increased Standpipe water costs that they re-introduce the Farm Water Grants to allow effected landholders the ability to create on-farm water storage and water connections;</li> </ol> <p>Meeting arranged with Water Corp and Shires of Westonia, Yilgarn and Kellerberrin but postponed due to Covid-19</p> <p>Meeting arranged with Water Corp Tuesday 30<sup>th</sup> March</p>	CEO	Dec 20
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## Council Outstanding Resolutions Status Report

Resolutions not included here can be assumed to have been satisfactorily completed or have become redundant by virtue of a more current resolution or action. Councillors aware of an outstanding resolution not completed that should be placed in this outstanding resolution report

should contact the CEO. Red – New      ~~Strikethrough – Delete~~

MEETING	ITEM/RESOLUTION	ACTION REQUIRED	RESPONSE	RESPONSIBLE OFFICER	TIME FRAME
Sept 2017	10/09-17	Westonia Airstrip	<p>That Council authorise the Chief Executive Officer to negotiate a fair price for the two areas of land to incorporate into the Westonia Airstrip and report back to Council at the October meeting. Offer and Paperwork to be discussed and finalized.</p> <p>The CEO has recently held discussions with Paul Sawyer of AD Astral Aviation in relation to some substantial development &amp; improvements to the Westonia Airstrip to allow commercial flights in and out of Westonia. Waiting on response from Ramelius Resources. Additional discussion held with Ramelius regarding airstrip Surveyors completing survey and negotiating with owner on sale/transfer. Subdivision application submitted to Planning Commission, pending approval. Negotiations with owner complete, pending sellers acceptance of terms.</p>	CEO	July 21
Apr 2017	17/04-17	Town Planning Scheme	<p>Currently seeking input from town planners in relation to low cost solution.</p> <p>Held discussions with Dept of Planning – there are willing to assist, spoke with Planner in Kellerberrin who is willing to assist. Result – reduced cost plan.</p> <p>Dept of Planning attended June Meeting to discuss TPS with work to commence in 2018/19. Planning Commission met with Council in March 2019 with partially completed TPS &amp; Strategies for review by Council. Draft complete, awaiting review from Council</p>	CEO	June 21





## Council Outstanding Resolutions Status Report

Resolutions not included here can be assumed to have been satisfactorily completed or have become redundant by virtue of a more current resolution or action. Councillors aware of an outstanding resolution not completed that should be placed in this outstanding resolution report

should contact the CEO. Red – New      ~~Strikethrough – Delete~~

MEETING	ITEM/RESOLUTION	ACTION REQUIRED	RESPONSE	RESPONSIBLE OFFICER	TIME FRAME
Apr 2017	16/04-17	Westonia Airstrip	Currently investigating, coincide with Kaolin St Renaming.	CEO	July 21
Apr 2017	15/04-17	Renaming of Egg Rock Road & Kaolin Street	Currently seeking input from families prior to advertising as per requirements Documents sent to Geographical Names committee, awaiting response	CEO	July 21
Mar 2017	13/03-17	Review of Integrated Planning Suite	Awaiting commencement date for Integrated Planning Suite review. Review undertaken from April 2018, presentation in Dec 2018. Community Strategic Plan due for adoption in April 2019. Commence Workforce Plan in April 2019. Community Strategic Plan & Workforce Plan Completed.	CEO	Ongoing
Oct 16	10/10-16	Adopted sea container policy formulated by the Chief Executive Officer on the provision of sea containers in the Westonia Townsite.	CEO awaiting advise from new Health/Building Surveyor in relation to extent of paperwork required in submitting “Building Application” for approval. Local Planning Policies via Town Planning Scheme to address issue. TPS due for adoption in December 2019.	CEO/Building	Dec 20

# WORK SUPERVISOR'S REPORT

## 1. PLANT REPAIRS & MAINTENANCE

Significant plant repairs and maintenance carried out since the last meeting were.

- JD Grader – major 2000Hr service, rotation of used tyres.
- CAT Grader – major 2000Hr service, 4 x new drive tyres.
- Multipac Roller – new aircond compressor, 250Hr service.
- HAMM Roller – new aircond compressor.
- JD Tractor – purchase new tow hitch.
- New Freightliner – 15,000km service.
- Old Freightliner – repairs to PTO.
- Stonestar Water Cart – grease and adjust brakes.

## 2. CAPITAL ROAD WORKS

- A 1.7km section of South Carrabin Road has been re-sheeted including intersection and drainage improvements where it transects with Henderson Road has been completed.
- Formation works are currently being carried out on a 4km section of Maxfield Rd and 3.5km section of Rabbit Proof Fence Rd (21/22 projects) so that trucks can continue carting whilst graders are undertaking winter grading.
- Drainage culverts have been installed on Leach Road and Walgoolan South Rd. This work was carried out by Avon Concrete.



## 3. GENERAL ROAD MAINTENANCE

- The graders have been carrying out winter grading with excellent conditions at the moment. Attached is copy of Shire Map illustration roads completed marked up in Blue. (Refer Attached).
- A sinkhole has been repaired on Daddow Road.
- Gravel edges have been graded on the Westonia Carrabin Rd.
- Chemical spraying of road verges has commenced.

## 4. PRIVATE WORKS

- Jeremy Dean – sale of sidetipper load of Jarrah Firewood.

## 5. TOWN MAINTENANCE

- The garden crew have done an excellent job in revitalizing main gardens with plant infilling as well as creation of new gardens in the Caravan Park Precinct.
- Slashing of vacant blocks has continued.

## 6. OTHER

- Delivery of firewood to eligible pensioners.
- Tenders have been called for the replacement of a new grader factoring in expected long delivery times.

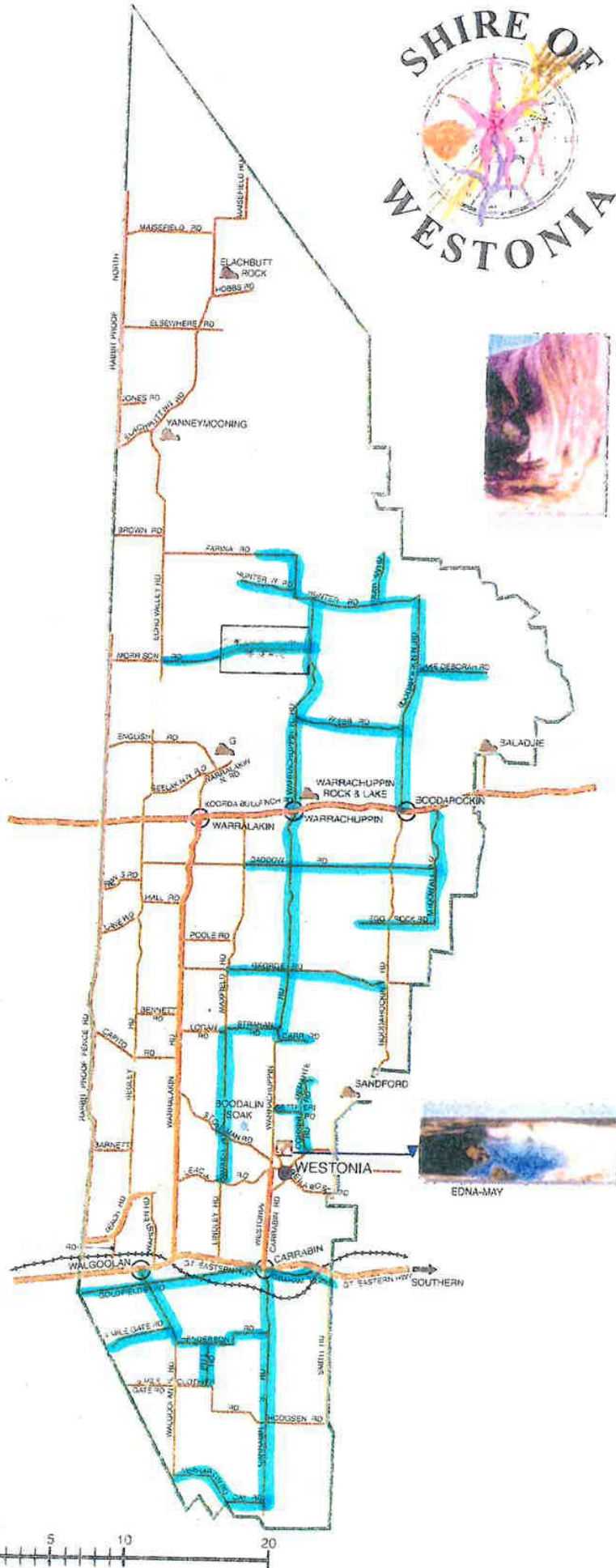
- I have completed the 2021/22 Roads Program for budget consideration.

## 7. PLANT HOURS

The following is a list of plant and vehicle kilometre and hour readings for the period ending 1.6.21

Item		1.5.21	1.6.21
P1	JOHN DEERE 770G GRADER	8,839hrs	8,988hrs
P2	CAT 12M	5,812hrs	5,955hrs
P3	PRIME MOVER (OLD FREIGHTLINER)	171,257kms	171,314kms
P4	ROAD TRAIN (NEW FREIGHTLINER)	39,756kms	40,827kms
P5	JOHN DEERE LOADER	3,149hrs	3,176hrs
P6	MULTI PAC	10,146hrs	10,264hrs
P7	MINI-EXCAVATOR	603hrs	612hrs
P8	TELEHANDLER JCB	1,841hrs	1,864hrs
P9	TOYOTA (MTCE UTE)	57,333kms	60,897kms
P10	mitsubishi CANTER	58,628kms	59,868kms
P11	TOYOTA HILUX (GARDENER) WT 35	75,054kms	76,008kms
P12	JOHN DEERE (5100)	2,088hrs	2,112hrs
P14	TOYOTA LANDCRUISER GXL (CEO)	1,472kms	2,368kms
P15	TOYOTA PRADO GXL (W/SUPER)	21,477kms	25,719kms
P16	TOYOTA RAV4 (ADMIN)	24,496kms	26,005kms
P17	TOYOTA HILUX DUAL CAB	84,861kms	87,122kms
P19	FAST ATTACK	10,933kms	10,945kms
P20	FIRE TRUCK	6,730kms	6,730kms
P18	WESSY BUS	119,666kms	120,412kms
P21	DYNAPAC FLAT DRUM	2.066hrs	2.118hrs
P22	KUBOTA RIDE ON MOWER (OVAL)	1,930hrs	1,930hrs
P23	TOYOTA MINI BUS (WT COM V)	23,134kms	24,555kms
P24	HAMM ROLLER	3,042hrs	3,156hrs
P25	MICK's BEAUT UTE	143,652kms	144,008kms
P26	GO-GO MOBILE SWEEPER		

2021 Winter  
Grading  
Schedule



# TOURISM REPORT

## WESTONIA SHIRE CARAVAN PARK:

The caravan park is looking fantastic and visitor feedback is very positive with all the new changes. We can't help the few that have issues with backing a van but anyway... Fencing, additional planting of trees and new garden beds have been added to the Caravan park this month. This has helped to incorporate the new bays and changes to the original park and give some conformity to changes. Just outside the park the Wildflowers and Woodlands Walk trail all signs have been replaced with new signage



## REPAIRS & MAINTENANCE

- Various minor repairs and maintenance ongoing.
- Grassed area to be established for Tents. The shade cloth areas are not lasting as long as first thought. They are breaking down within a year then look a mess until they are able to be replaced.

## FUTURE PROJECTS

- Unpowered Overflow/ Tent area – Weed matting and out lined sites

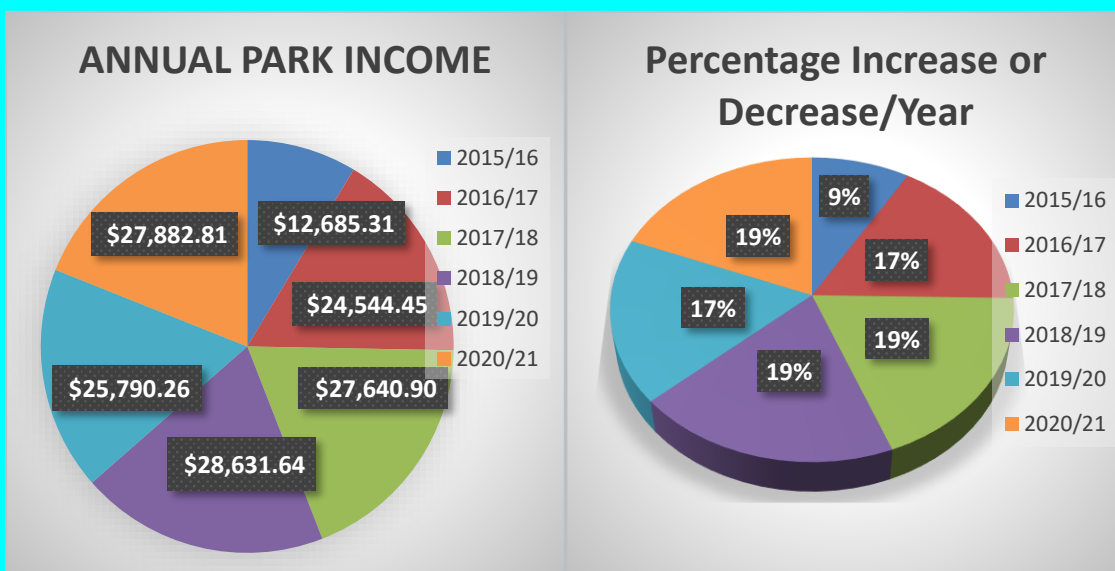
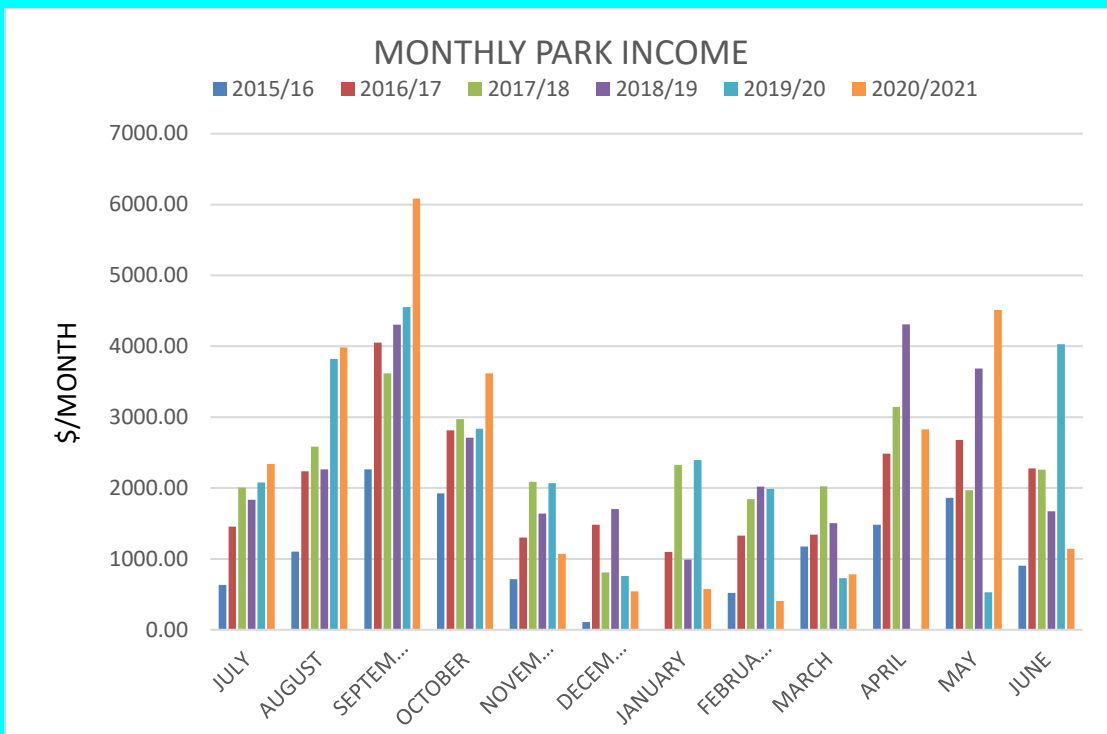
## VISITOR FEEDBACK

- Just a great little town lovely lady at the C/Park very friendly told us a lot about things around Westonia.
- Great park great host.
- Great amenities. Very helpful caretaker.

## STATISTICS







**HOOD-PENN MUSEUM:**

The Doctor mannequin will be placed into the medical scene in the next couple of weeks, we are just waiting on her outfit to be made and the stretchers to be hung to create more room in the scene.

The museum has been asked to participate in the Tourism Portal for Regional WA collections run by Western Australia Museum items in our collection will be professionally photographed and displayed through the online portal. This is another fantastic opportunity to showcase the museum and increase visitors to the town

**REPAIRS & MAINTENANCE**

- We now need to change handles over on the doors so that volunteers can enter through the rear door and close off the old one to become a façade’.

**RECENT PROJECTS**

- Lighting solutions.
- Storage area restructure

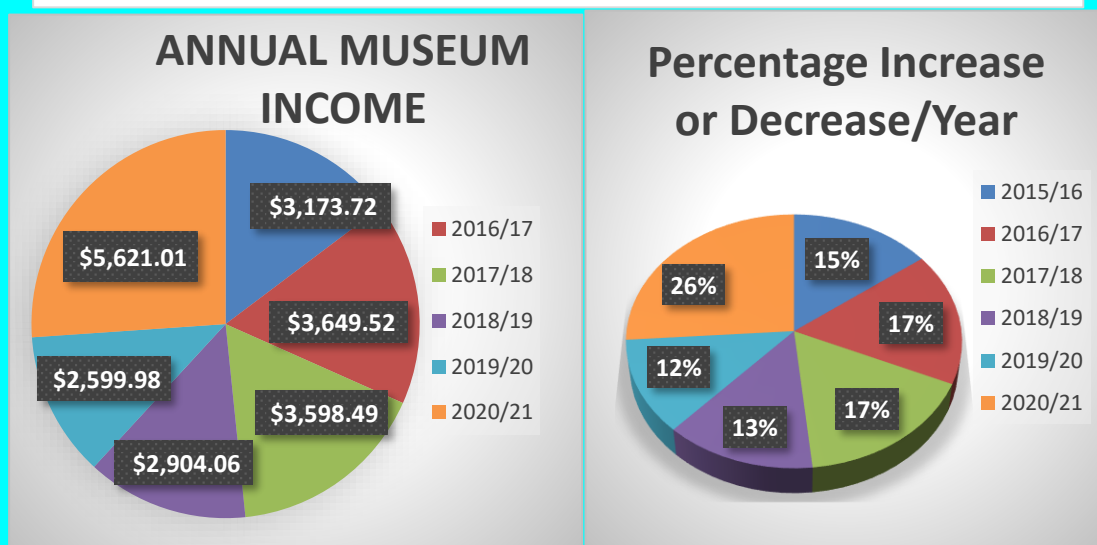
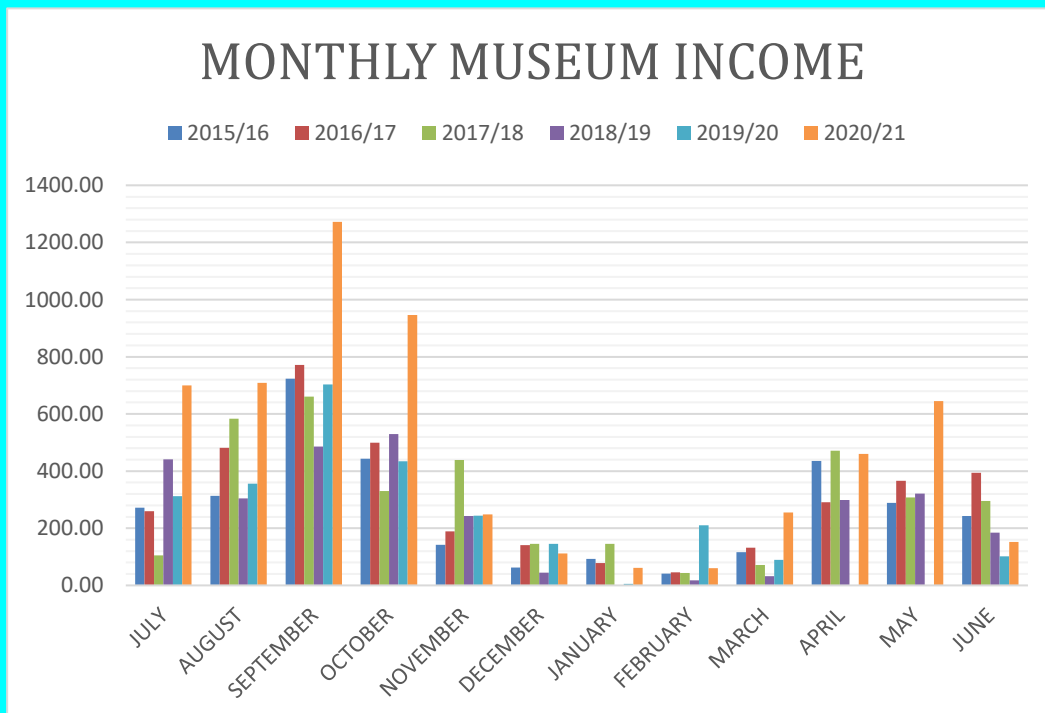
## FUTURE PROJECTS

- New scenes to be created in the existing space of the old storage room to tell the stories of our primary industries of which Westonia was founded on.

## VISITOR FEEDBACK (Verbal and Visitor register)

- Clean No dust!
- Not cluttered
- The best Museum they have visited on their travels.
- Not over the top with things to read.
- Visitor's hearing about museum in Merredin, specifically the Visitor's Centre, railway & military museums.
- Wheatbelt way and word of mouth still a big performer for us (getting quite more and more of the highway drop-ins)

## STATISTICS



# Councillor Direct

3 JUNE 2021



## Issue 21

### In this issue...

- [Rates Campaign and West Australian Rates Competition](#)
- [Reminder from Department of Foreign Affairs and Trade](#)
- [Final Call: Vacancies on Boards and Committees](#)
- [Elected Member Training](#)
- [Code of Conduct Webinar](#)
- [Local Government Professionals WA Gender Balance Survey](#)

### Quick Links

- [YourEveryday](#)
- [Publications](#)
- [Media Releases](#)
- [Events](#)
- [WALGA Training](#)
- [LGIS](#)

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## Rates Campaign and West Australian Rates Competition

**WALGA has negotiated a joint campaign and competition with West Australian Newspapers to educate the community about how rates are calculated and potential impacts upon their rates notice.**

It leverages last year's rates campaign with advertisements featuring former Australian Hockey Captain and Coach, Ric Charlesworth, and a competition through the West Australian offering ratepayers the opportunity to have their upcoming rates notice paid by WALGA.

The campaign will commence next week with digital and print advertising, with the competition to run for two weeks in the West between Monday, **21**

**June and Sunday, 4 July.**

Competition entries will require a code from the West Australian, together with the successful completion of a quiz on how rates are calculated.

Key messaging includes:

- rates are not directly linked to property prices, and that whilst individual property value changes can impact your rates, whole of property market movements do not
- rates paid are a proportionate share of what is needed by a Local Government to provide local services and facilities, distributed across all ratepayers in a Local Government area according to their relative property value as determined by the Valuer General.

Initial advertising will point to WALGA's campaign page being [www.walga.asn.au/rates](http://www.walga.asn.au/rates), whilst the competition entries will be hosted and facilitated through the West online.

**For more information or to access campaign collateral, email the [Communications Team](#).**

---

## Reminder from Department of Foreign Affairs and Trade: Foreign Arrangements Scheme

**Under the [Foreign Arrangements Scheme](#), Local Governments must notify the Minister for Foreign Affairs by Thursday, 10 June of non-core foreign arrangements entered into on or before Tuesday, 9 March.**

Local Governments have also been required since Wednesday, 10 March to:

- notify the Minister when proposing to enter into any non-core foreign arrangements, and
- notify the Minister after entering into any non-core foreign arrangements (within 14 days of entry).

Arrangements should be notified through the Foreign Arrangements Portal, available [here](#). If your Local Government does not yet have access to the Portal, request for the log-in through the Department of Foreign Affairs and Trade's [Foreign Arrangements Taskforce](#).

**For more information, including guidance on what a foreign arrangement is and a fact sheet on Local Governments' obligations, visit the [website](#).**

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## Final Call: Vacancies on Boards and Committees

**The Association is pleased to announce the following vacancies:**

- Local Government Advisory Board

- 1 Member and Deputy Member

Nominees are required to submit a completed nomination form, statement addressing the selection criteria and short curriculum vitae (two pages maximum) before the close of nominations at 5:00pm on Friday, **4 June**.

Nomination forms are available [here](#).

**For more information, email Governance Support Officer, [Chantelle O'Brien](#) or call 9213 2013.**

---

## Elected Member Training

**The following training courses for Elected Members are available for enrolment.**

### [Effective Community Leadership](#)

Thursday, **10 June**, one-day course - 9:00am to 4:30pm

### [Dealing with Conflict](#)

Monday, **21 June**, one-day course - 9:00am to 4:30pm

### [Town Planning Practices - Advanced](#)

Friday, **25 June**, one-day course - 9:00am to 4:30pm

**Register online by clicking on the above links, or email the [Training Team](#).**

---

## Code of Conduct Webinar

**New Code of Conduct provisions for Elected Members, Committee Members and candidates commenced in February.**

WALGA is holding a free webinar to assist in understanding the content of the new Code and will describe its key features with a focus on provisions relating to local level complaints relating to behaviours.

The webinar, presented by Governance Advisor Felicity Morris, will also inform on the resources WALGA has prepared to assist Local Governments with the task of implementing and managing the Code of Conduct and preparing for local level complaints.


**Date:** Thursday, **17 June**

**Time:** 3:00pm to 4:00pm

A recording and a copy of the questions and answers will be made available a week after the webinar.

**To register for the webinar or for more information, click [here](#).**





## Local Government Professionals WA Gender Balance Survey

**As a part of its commitment to gender equity and diversity, Local Government Professionals WA would like to find out how Elected Members feel about gender balance in Local Government.**

Participation in the survey will help guide the Local Government Professionals WA Board's discussion on priority initiatives.

The survey will take three minutes and close on Wednesday, **9 June** at 5:00pm.

Click [here](#) to access the survey.

**For more information, email Local Government Professionals WA CEO [Candy Choo](#) or call 9271 1136.**

---

WALGA

ONE70, LV1, 170 Railway Parade,  
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PO Box 1544, West Perth, WA 6872  
Tel: (08) 9213 2000 | Fax: (08) 9213 2077  
Email: [info@walga.asn.au](mailto:info@walga.asn.au)  
[www.walga.asn.au](http://www.walga.asn.au)

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# Councillor Direct

10 JUNE 2021



## Issue 22

### In this issue...

- [Submission to Ministerial Committee on Electoral Reform](#)
- [2021 WA Local Government Convention and AGM: Registration Opens](#)
- [Elected Member Training](#)

### Quick Links

- [YourEveryday](#)
- [Publications](#)
- [Media Releases](#)
- [Events](#)
- [WALGA Training](#)
- [LGIS](#)

## Submission to Ministerial Committee on Electoral Reform

**State Council has endorsed [WALGA's submission](#) to the [Ministerial Expert Committee on Electoral Reform](#).**

The Minister for Electoral Affairs, Hon John Quigley MLA, established the Committee to advise the Government on reform of the Legislative Council's electoral system.

[WALGA's submission](#), which was developed by a Policy Forum of State Council, argues strongly for the need for ongoing political representation for rural and remote communities in Western Australia.

**For more information, email Manager, Strategy and Association Governance, [Tim Lane](#).**

## 2021 WA Local Government Convention and AGM: Registration Opens

**Registration for the 2021 WA Local Government Convention and AGM is now open. This year's event will be held at Crown Perth from Monday, 20 September to Tuesday, 21 September with the Opening Welcome Reception being held on the evening of Sunday, 19 September.**

The theme for the 2021 WA Local Government Convention is Leading the WAY: Looking Forward, Looking Back, taking place against the backdrop of generational change for the sector with the reform of the Local Government Act on the horizon.

The [2021 Information and Registration Brochure](#) is available electronically and can be downloaded from the event page on the [WALGA website](#).

**For more information, email Convention Manager, [Emily Ferguson](#) or call 9213 2097.**

## Elected Member Training

**The following training courses for Elected Members are available for enrolment.**

### [Dealing with Conflict](#)

Monday, **21 June**, one-day course – 9:00am to 4:30pm

### [Town Planning Practices - Advanced](#)

Friday, **25 June**, one-day course – 9:00am to 4:30pm

### [Meeting Procedures](#)

Friday, **9 July**, one-day course – 9:00am to 4:30pm

**Register online by clicking on the above links, or email the [Training Team](#).**

WALGA

ONE70, LV1, 170 Railway Parade,  
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[www.walga.asn.au](http://www.walga.asn.au)

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Department of  
**Local Government, Sport  
and Cultural Industries**



# LGAlert ))

## Proposed new laws and changes to the Dog Act 1976

The Dog Amendment (Stop Puppy Farming) Bill 2021 (the Bill) has been reintroduced into Parliament.

Dog breeding is currently unregulated in Western Australia. This has resulted in some dog breeders disguising their operations, to avoid detection by authorities while continuing to breed in an irresponsible manner.

As a result, the government is proposing to introduce mandatory dog sterilisation and dog breeder approval to regulate the breeding of dogs.

A centralised registration system will also be introduced to assist authorities in sharing information and to monitor dog owners and breeders. Pet shops that sell dogs will be required to transition to rehoming rescue dogs only.

The benefits will be to give local governments the tools to deal with irresponsible dog breeders, improve animal welfare and encourage responsible dog ownership through public awareness.

To keep up to date with the passage of the Bill and the puppy farming project, email [puppyfarming@dlgsc.wa.gov.au](mailto:puppyfarming@dlgsc.wa.gov.au) to be added to our mailing list.

## [More information about the Bill](#)

You are receiving this email because you are a CEO of a local government in Western Australia and/or are an officer of a local government authority.

**Our postal address is:** Department of Local Government, Sport and Cultural Industries  
GPO Box R1250, Perth, WA 6844

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## Sector Rates Campaign



WALGA has negotiated a joint campaign and competition with The West Australian to educate the community about [how rates are calculated](#).

It leverages last year's rates campaign with advertisements featuring former Australian Hockey Captain and Coach, Ric Charlesworth, and a competition through the West Australian offering ratepayers the opportunity to have their upcoming rates notice paid by WALGA.

The campaign has commenced with digital and print advertising, with the competition to run for two weeks in the West between Monday, **21 June** and Sunday, **4 July**. Competition entries will require a code from the West Australian, together with the successful completion of a quiz on how rates are calculated.

---



## Download campaign material

Educate your local community on how rates are calculated. [Download posters](#) for display across your Council, or a range of graphics for social media. [Click here](#) to access the campaign material.



## Share the videos

We have two educational videos featuring former Australian Hockey Captain and Coach, Ric Charlesworth. Watch the clips [Your Rates Explained](#) and [Property and Rates](#). Share on your Social Media or embed them on your website.



## Information for Ratepayers

Our webpage answers frequently asked questions on how Local Governments calculate Residential Rates. Direct your Ratepayers to [www.walga.asn.au/rates](http://www.walga.asn.au/rates)

---

## Key messaging of the campaign

- Rates are not directly linked to property prices, and that whilst individual property value changes can impact your rates, whole of property market movements do not

- Rates paid are a proportionate share of what is needed by a Local Government to provide local services and facilities, distributed across all ratepayers in a Local Government area according to their relative property value as determined by the Valuer General.
- Initial advertising will point to WALGA's campaign page being [www.walga.asn.au/rates](http://www.walga.asn.au/rates), whilst the competition entries will be hosted and facilitated through the West online.

[Click here to download campaign material](#)

For more information or to request alternative campaign material, please contact [communications@walga.asn.au](mailto:communications@walga.asn.au)



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**Our mailing address is:**

LV1, 170 Railway Pde, West Leederville WA 6007

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You can [update your preferences](#) or [unsubscribe from this list](#).



Government of **Western Australia**  
Department of **Water and Environmental Regulation**

*We're working for  
Western Australia.*

Dear

The McGowan Government announced this week that it has fast-tracked *Western Australia's Plan for Plastics*.

Regulations to ban single-use plastics will be developed and implemented in two stages, providing a roadmap towards a more sustainable, plastic-free WA.

- Stage 1 will be implemented by the end of 2021 and includes: plastic plates, bowls, cups, cutlery, stirrers, straws, thick plastic bags, takeaway polystyrene food containers and helium balloon releases.
- Stage 2 will be implemented by the end of 2022 and includes: plastic barrier/produce bags, cotton buds with plastic shafts, polystyrene packaging, microbeads, oxy-degradable plastics, takeaway coffee cups/lids and polystyrene cups.

Other complementary actions are being progressed to introduce education and behaviour change programs and the Plastic Free Places program, to help the community and industry adapt to these actions.

My department looks forward to working with your organisation to implement these changes. Together, we can reduce our dependence on single-use plastics, helping to reduce our impact on the environment, waste streams and human health.

More information about Western Australia's Plan for Plastics is available [online](#) or via email to [plastic-action@dwer.wa.gov.au](mailto:plastic-action@dwer.wa.gov.au).

You can also read the Premier's full [statement](#).

Your sincerely,

Michelle Andrews  
Director General  
Department of Water and Environmental Regulation