



# Footpath Lighting Strategy

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## 2 Introduction

The City of Karratha is located in the dynamic Pilbara Region of northwest Western Australia. The City continually seeks to enhance its liveability with the vision of being *Australia's most liveable regional City*.

Building on the recommendations of Karratha 2020, the City of North Plan and other future implementation strategies, there have been significant investments in community amenity and essential services in the past five years. In particular, Council has committed to the expenditure of \$700,000 annually to increase the amount of path infrastructure within the five towns located in the municipality.

Installation of lighting will provide additional support to this investment, with the basic aims of;

1. Facilitation of safe movement
2. The discouragement of illegal acts; and
3. Contributing to the amenity of an area through increased aesthetic appeal.

## 3 Objectives and Outcomes

The objective of this report is to outline a works program for the installation of new footpath lighting that fits within allocated budget parameters that will increase the activity level of the footpath network within the municipality.

Sufficient lighting at night is important so that people can see and be seen. The primary aim is to increase the real and perceived safety of the environment in areas where safe activity is encouraged. Traditionally, there has been a focus on traffic lighting. The emphasis should now include the needs of pedestrians and cyclists. Lighting design must carefully take into account the context, as it is possible to attract people into risk areas by lighting such areas at night.

### 3.1 Visitation Outcomes

Visitation is an important element for the City as it enhances economic diversity, quality of life for residents and creates job opportunities. 39% of visitors to the City cite holidaying or visiting family and friends as the main purpose of their trip and infrastructure must be in place to support and enhance the experience of the City.

To improve the visitor experience of all towns across the municipality, essential infrastructure must be provided to allow a range of activities and opportunities for commuting, sightseeing, and physical activity.

### 3.2 Local Outcomes

Well lit footpaths allow safe, easily accessible, inclusive and alternative routes for commuters and other residents to partake in physical activity and reduce their effect on the environment, while enhancing the liveability of the City's townships. They encourage the use of open spaces and other recreation areas by optimising the walkable access. Well lit footpaths allow pedestrians and cyclists to take more direct routes to and from destinations and provides safer and more convenient linkages to public transport, activity centres and local facilities.

## 4 Background

The City utilises community surveys each year to highlight the perceived issues, service provision gaps and importance levels of facilities and services that Council provides. In 2013, footpaths and cycle ways showed one of the biggest service level gaps. From this survey, Council committed to increasing its expenditure on path infrastructure and reducing the service level gap by expending \$700,000 per year on new path construction. A ten-year implementation plan has been developed and is executed via an annual works program.

Each year since 2013 the service level gap has reduced significantly. The reduction in importance and increase in performance is attributed to the commitment of annual expenditure for path construction.

The footpath lighting strategy has been developed in response to data collated from the 2017 and 2018 community safety surveys which rank increasing lighting as the most important issue that would make people feel safer in the City of Karratha. Further, increasing lighting rated in the top three initiatives that the community would like the City of Karratha to focus on in 2019.

Crime Prevention Through Environmental Design or CPTED is a series of principles for manipulating the built environment to create safer neighbourhoods, of which, lighting is one. "See and be seen" is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role in Crime Prevention Through Environmental Design.

## 5 Strategic Context and document review

The implementation plan and associated works align to the City's Operational Plan 2018/2019 (Current at time of publication):

A number of documents were reviewed to provide background information about footpaths and lighting to ensure the future works plan is consistent with Council's strategic directions and planning processes.

Please review this document with:

- City of Karratha's Future Works Report Footpaths 2013 – 2023
- City of Karratha's Community Safety Crime Prevention Operational Plan 2018/2019
- City of Karratha's Footpath Strategy 2018 – 2028
- City of Karratha's Strategic Community Plan 2016 – 2026
- City of Karratha's Corporate Business Plan 2016 – 2021
- City of Karratha's Community Safety Survey 2017 & 2018
- AS/NZS 1158.3.1:2005 – Lighting for roads and public spaces
- WA Planning and Designing for Pedestrians [www.transport.wa.gov.au](http://www.transport.wa.gov.au)
- Designing Out Crime [www.planning.wa.gov.au](http://www.planning.wa.gov.au)
- Liveable Neighbourhoods [www.planning.wa.gov.au](http://www.planning.wa.gov.au)
- Austroads guide to road design, Part 6A: Pedestrian and cycle paths
- WA Police regional crime statistics 2017 & 2018 [www.police.wa.gov.au](http://www.police.wa.gov.au)

## 6 Methodology

The methodology used to determine this works program report is;

- Review the existing 10-year footpath implementation plan;
- Define evaluation matrix;
- Analyse and evaluate the footpath implementation plan data and prioritise;
- Balance quantity of work in program against allocated budgets and resources available to manage works;
- Internal stakeholder communication
- Community consultation
- Distribute draft program for comment at Executive Management Group;
- Resolution of Council;
- Evaluate all sections and determine required annual budget;
- Complete program

## 7 Assumptions and exclusions

### 7.1 Assumptions

Council has allocated \$200,000 per annum within the current Long Term Financial Plan (LTFP), which excludes any potential external funding contributions. Based on the works identified in this Strategy, it will require a total financial contribution of \$5,669,410 to complete the works. At the current level of funding it would take approximately 28 years to complete the entire proposed work plan.

Footpaths that are installed parallel and immediately adjacent to street have not been assessed as they are afforded appropriate lighting by street lights. Installation of additional footpath lighting will financially impact ongoing repairs and maintenance budgets on an annual basis.

### 7.2 Exclusion

Unlit footpath networks within the town of Dampier have not been evaluated as part of the planning process due to current and ongoing negotiations between the City of Karratha and Rio Tinto regarding the management of land and associated infrastructure. There is currently limited footpath infrastructure or street lighting throughout the town site. Future developments of this infrastructure may be contained in a Dampier Structure Plan and footpath lighting should form part of this plan.

### 7.3 Unit Rates

The costs for the implementation plan have been based upon approximate unit rates and should only be used as a budget guide.

### 7.4 Supply and installation

Costs are current as at March 2019 and are derived from preferred supplier contract rates. These rates will remain current until 2021 at which time this plan will be updated.

Item	Cost
GFS200 series Australian designed Solar LED light supplied and installed	\$5,630

Additional Costs	Definition	Cost
Nominal earthworks	Installation is straight-forward. Standard concrete footing	+ 0%
Minor	Minor rock cutting or earth clearing.	+10%
Moderate earthworks	Additional earthworks are required i.e. additional fill, slight hard digging	+ 25%
Substantial earthworks	Surface requires a large amount of preparation	+ 50%

On-site inspection and validation of the current year's program is to be undertaken to determine final project costs within the detailed installation phase of each light.

## 7.5 New Projects

Where new projects are under development and the design includes installation of footpaths, footpath lighting will be incorporated into the design (e.g. Dampier Foreshore, Dampier; Welcome Park, Karratha; Andover Park, Roebourne).

# 8 Planning Principals

## 8.1 Road Hierarchy

A hierarchy of roads has been determined which will impact on a proposed paths weighted score when evaluated – larger, faster speed roads will be allocated higher weighting

Type of Road	Description and Assumptions	Path Width
1. Main	The primary road network for the movement of goods and people by motor vehicle. These roads are managed by Main Roads WA and generally have a speed limit of 70km/hour and above. <i>Primary Distributor*</i>	2.5m
2. Sub-Main	A road that has been identified as being of regional importance for longer distance pedestrian movements. These roads are managed by the Local Government and have a speed limit of 70km/hour. <i>District Distributor A*</i>	2.5m
3. Link Road	These roads link to Main and Sub-Main roads and have a speed limit of 60km/hour. <i>District Distributor B*</i>	2.0m
4. Inter-Suburb	These roads connect to Linkages and Neighbourhood roads and have a general speed limit of 50 – 60km/hour. <i>Local Distributor*</i>	2.0m
5. Neighbourhood	These roads connect Inter-Suburb roads and Local streets and have a general speed limit of 50km/hour. <i>Local Distributor*</i>	1.8m
6. Local	Local streets primarily provide access to residences. <i>Access Road*</i>	1.8m

Some roads may cross more than one definition and may require a different speed limit to what is stated – The roads are categorised on the basis of their intended purpose.

\*Classifications of Main Roads WA.

## 8.2 Crime Prevention through Environmental Design (CPTED)

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behaviour through urban design and the installation of lighting is a valuable strategy in reducing crime risk.

Street lighting that adequately lights the footpaths should be provided in all streets and placement of street trees needs to consider effect on lighting. Path lighting should create safe movement and good connections and access through clear signage, elimination of entrapment spots and continuous accessible paths throughout the town.

## 8.3 Healthy Active by Design

Healthy Active by Design is a joint initiative between WA Department of Planning, Education, Health, Transport, Sport and Recreation, and the Heart Foundation, to provide evidence-based strategies that promote physical activity through facility design.

HABD provides a master checklist, objectives and strategies that enables planners and urban designers to design developments that will contribute positively to improved health and wellbeing outcomes and more sustainable communities.

The evaluation matrix within this report utilises a number of these strategies to weight and prioritise potential path sections for lighting installation.

## 8.4 WA Department of Transport – Planning and Designing for Pedestrians

The Planning and Designing for Pedestrians document illustrates the importance of providing lighting in locations where pedestrians are required to make decisions regarding their safety. It is to provide an illuminated environment to assist pedestrians to orient themselves, detect potential hazards and discourage crime.

Illumination level requirements are detailed in AS/NZS1158.3.1 – 2005 (lighting for pedestrian areas). Pedestrian areas which require particular lighting include focal points such as:

- Steps
- Stairs
- Ramps
- Zebra crossings and refuges
- Traffic signals and roundabouts
- Traffic control devices such as speed humps in car parks
- Outside drinking establishments
- Bus stops
- Entrances to parks
- Entrances to community facilities
- Pedestrian access ways (PAWS), underpasses and overpasses

The Planning and Designing for Pedestrians document should be reviewed during the installation phase of new path lighting provisions.

## 9 Design Considerations

### 9.1 Austroads Guide to Road Design: Pedestrian and Cyclist Paths

The Austroads Guide to Road Design: Pedestrian and Cyclist Paths outlines the objectives of providing lighting of paths

- enable cyclists and pedestrians to perceive hazards such as unusual or uneven surfaces or obstacles such as steps or street furniture, and to enable them to orientate themselves and find their way about
- enhance personal security by enabling potential threats from other people to be recognised in time to take appropriate action.

This document should be reviewed during the planning and installation phase of all new path lighting.

### 9.2 Lighting

It should be noted that for good CPTED (*Section 8.2*) practices, solar lighting should be ancillary to path construction. Where a path section is constructed on a Main, Sub-Main, Link or Inter-Suburb Road (and is not lit by street lighting); where there is dense surrounding development (being flora, fencing or other); and crime hotspots, lighting should be installed as a priority in conjunction with the path construction.

### 9.3 General

The following considerations have been taken into account to select priority path sections for lighting installation. These considerations, where possible, have been included in Section 10, alternatively they will form internal discussion points for Officers when considering the installation of the path lights;

- Following and completing links to key destinations;
- Providing linkages with other lit paths to create a network;
- Providing access to facilities and recreational areas;
- Avoiding dense understory where possible;
- Avoiding areas of vegetation that require clearing or minimise the need for clearing vegetation;
- Avoiding environmentally sensitive areas (e.g. areas of endangered flora);
- Taking note of safety hazards and avoiding where possible.

## 10 Evaluation

### 10.1 Priority Definitions

To minimise the risk of subjectivity when evaluating paths, the priorities outlined and scored within the evaluation matrix need to be defined as far as practically possible.

The Priorities are defined as:

	CRITERION	PRIORITY	SCORE
	1. To provide increased ambient lighting in areas whose nearby footpaths have high crime data of 10 or more offences	Priority 1	10
	2. Increased activation around high-use facilities and encouragement of foot traffic around the City	Priority 2	8
	4. Completing missing links	Priority 3	4
	5. Ensuring every footpath in the City has a level of ambient lighting	Priority 4	2

To provide further clarification on the priorities criterion, crime data was collated from Western Australia Police statistics for the years 2016/17 and 2017/18. It does not capture all recorded offences but is inclusive of stealing, burglary, robbery assault and steal motor vehicle offences.

High use facilities include;

- Night time usage of public open spaces (parks / playground / recreational areas)
- Links to recreational areas
- Community facility (halls, libraries)
- Linkages to the Karratha CBD

## 10.2 Evaluation Matrix

A consistent and efficient method of prioritising and correct identification of higher priority footpaths will ensure that Council funds are spent to achieve the greatest community benefit. The Evaluation Matrix is used to score and rank path lighting needs against each other. The Matrix contains a list of criteria designed to prompt consideration when considering each potential path.

The Evaluation Matrix calculates a raw score by adding all scores together. This raw score is used to calculate the basic ranking of a footpath lighting location request or need.

The Evaluation Matrix and current criteria and weightings are considered to provide fair and equitable ranking of all footpath locations evaluated. It should be noted however, that the ranking on its own cannot always indicate the final priority of lighting. It is however, a very strong indication. The priority of any footpath can easily be re-evaluated if circumstances change. The listing of footpaths for lighting installation is consequently tentative and will be reviewed and updated on an ongoing basis.

Criterion	Justification	Ranking System	Score
Path Type	Wider paths have the potential for higher activity and higher pedestrian traffic,	Shared Path (>2m)	5
		Standard Path (1.3m)	5
		Wide Path (1.8m)	2
Lighting	Are there other light sources providing ambient lighting to the footpath?	Some lighting	5
		No lighting	10
Perceived Crime	Are there any community requests/feedback regarding actual or perceived crime in the area?	Yes	5
		No	1
Passive surveillance	Does the path section have passive surveillance opportunities?	Complete blind spot	5
		Some passive surveillance	3
		Significant passive surveillance	1
Alternative access	Is alternative, well-lit access available adjacent to, or nearby, that can be used by most pedestrians?	Lit path on other side of road	-5
		Portions of the path have lighting	2
		None or limited	5
Surrounding zoning	The density and type of surrounding development will influence the level of usage. Select the option that best describes the surrounding development (or would generate a similar level of pedestrian activity) while disregarding any activity nodes	Residential zone	5
		Low-density residential zone	2
		Industrial area	-5
Activity node	Will the path serve an adjacent facility that attracts pedestrians and cater for a significant number of them? If facility is not listed, choose a facility with similar pedestrian activity	Community Facility	10
		Public open space (parks / playground)	10
		Large offices or tertiary institute	8
		Local medical facility	8
		Shopping centre	8
		Bus Stop	5
		School	5
		No	1
Footpath infrastructure	Is there an existing footpath or footpath planned at the location (and if so, when)?	Existing footpath	5
		1-3 years	3
		4-6 years	2
		6 + years	1
Road hierarchy	Specific provisions are made for cases when the function of a footpath varies significantly from that of the street or road it is located on.	Main	-5
		Sub-Main	-2
		Linkage	1
		Inter-Suburb	3
		Neighbourhood	4
		Local	5
Crime Rate	Unlit footpaths can be used by offenders to access adjacent properties to commit crime or as a means to travel without being seen.	High = 20 +	5
		Medium = 11 - 20	3
		Low = 0 - 10	1

# 11 Implementation

The following raw scores have been established in using the Evaluation Matrix.

- The maximum raw point score is 70. Any footpaths with scores between 56 and 70 would need to be addressed as a very high priority
- High priority footpaths would have a raw score of between 53 and 57.
- Medium priority footpaths score between 50 and 53 points inclusive
- Low priority footpaths score between 47 and 49 points inclusive
- Very low priority footpaths score below 47 points.

In establishing the final priorities for funding of footpath lighting projects the final ranking from the Evaluation Matrix is a strong indicator of the priority for funding that should be used. Where projects have a similar score and or special circumstances exist, some variation of the final priorities may be warranted. In establishing the final installation priorities the following should be considered.

1. Ranking.
2. Any external contributions and associated conditions.
3. Project cost and available funding.
4. Any other relevant issues not covered by the Evaluation Matrix.

The total cost to Council of constructing all projects is estimated to be \$5.6 million. It is anticipated that some external funding will become available, in turn, reducing the total cost to council. The aim will be to attract approximately 25% of external funding.

The Footpath Strategy 2018-2028 document identified and ranked a number of path sections for future construction. These sections were allocated timeframes for construction that do not necessarily reflect their rankings and priorities in this Strategy.

## 11.1 Community Requests

Any new requests for footpath lighting should be evaluated against the matrix and a recommendation be made for installation should the score of that path section increase significantly. The request and recommendation form acts as a formal amendment to the Implementation Plan.

The process for new requests is;

1. Active City Officer receives and responds to the request
2. Active City Officer reviews and evaluates requested provisions
3. Request and Recommendation form to be completed (in the case of a required amendment to the plan) which details;
  - a. Rationale – Criteria scores
  - b. Recommended year for installation
  - c. Technical commentary
  - d. Approval by Director Strategic Projects & Infrastructure, Director Community Services – Finalised request and recommendation for action.

## 12 Conclusion

As articulated within the strategy, the priority generally favours sections of footpath that do not have existing lighting. It considers community feedback, crime rate, surveillance opportunities and prioritises the connection of existing links for the purposes of increasing activation and foot traffic around the city.

At the completion of this plan, the total lit path lengths per town will be as follows;

Suburb / Township	Length (m)
Karratha City Centre	552
Bulgarra	8456
Pegs Creek	4280
Millars Well	5356
Nickol	7905
Baynton/Baynton West	1707
Wickham	1213
Point Samson	738
Roebourne	1643
Total	31850

This proposed works program will increase lit footpath networks in the City of Karratha by 31.85 kilometres at a cost of \$5,669,410

The proposed strategy addresses city priorities;

- PRIORITY 1.** To provide increased ambient lighting in areas whose nearby footpaths have high crime data of 10 or more offences
- PRIORITY 2.** Increased activation around high use facilities and encouragement of foot traffic around the city
- PRIORITY 3.** Completing missing links
- PRIORITY 4.** Ensuring every footpath in the city has a level of ambient lighting

The City of Karratha values footpath networks and recognises that well designed and maintained footpaths foster community connectivity, wellbeing and pride. There is exciting potential in increasing all aspects of lit footpath networks throughout the City, particularly for the increased health and safety of our residents. To ensure this strategy remains relevant and reflects the need of the City of Karratha, it should be reviewed every two years.

Once adopted, this program will be the responsibility of Council's Technical Services Coordinator for delivery. The Technical Services Coordinator will be accountable for budget, timing and quality of end of project.

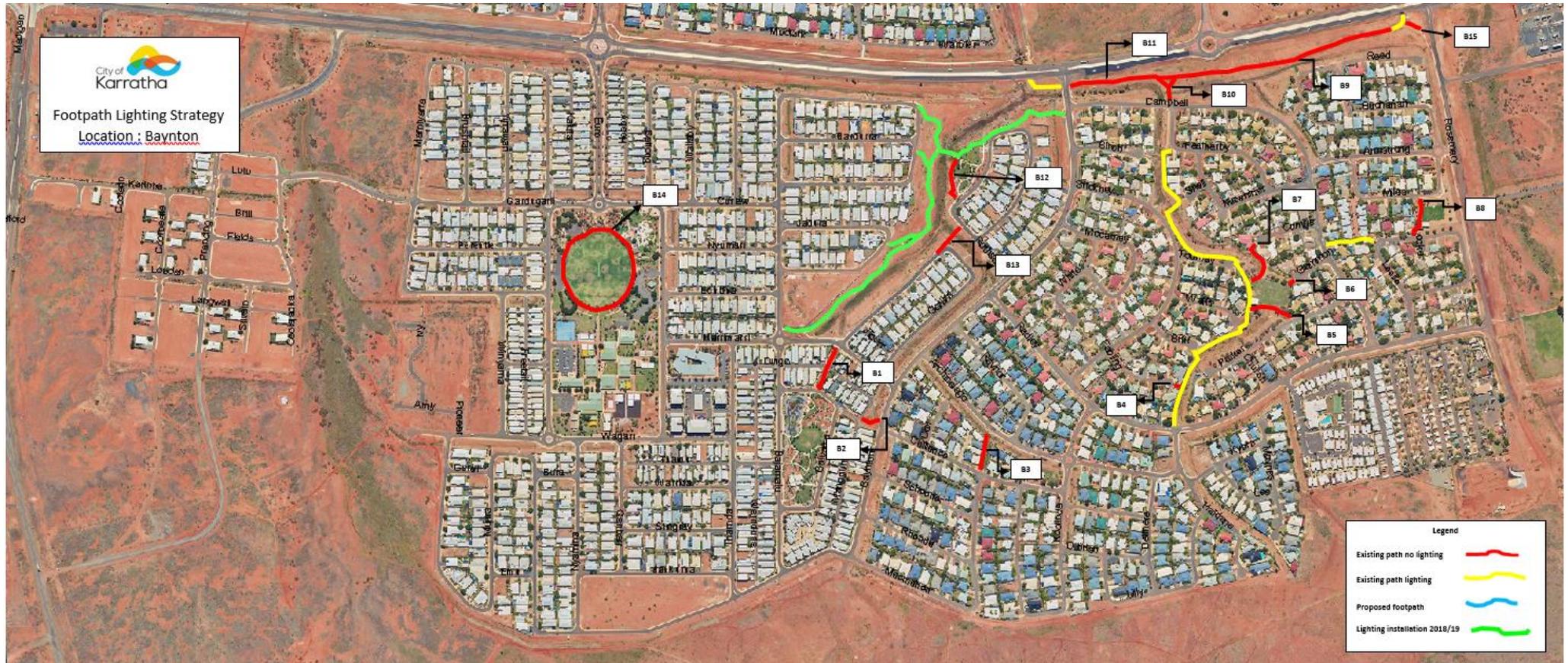
This future works plan is consistent with the objectives set out in the Strategic Community Plan 2016-2026 and will continue to contribute to City's social, economic and environmental progress for the long term benefit of making sustainable, liveable townships within the City of Karratha.



## 13.2 Karratha CBD works program

<b>PATH I.D</b>	<b>PATH SECTION</b>	<b>PATH LENGTH</b>	<b>NUMBER OF LIGHTS</b>	<b>COST</b>	<b>PRIORITY SCORE</b>
K2	Welcome Road to Millstream Road	182	6	\$33,780	50
K3	Hedland Place to Searipple Road	47	1	\$5,630	50
K1	Morse Court to carpark	31	1	\$5,630	48
K4	Hillview Road to Balmoral Road	292	9	\$50,670	38
				<b>\$95,710</b>	

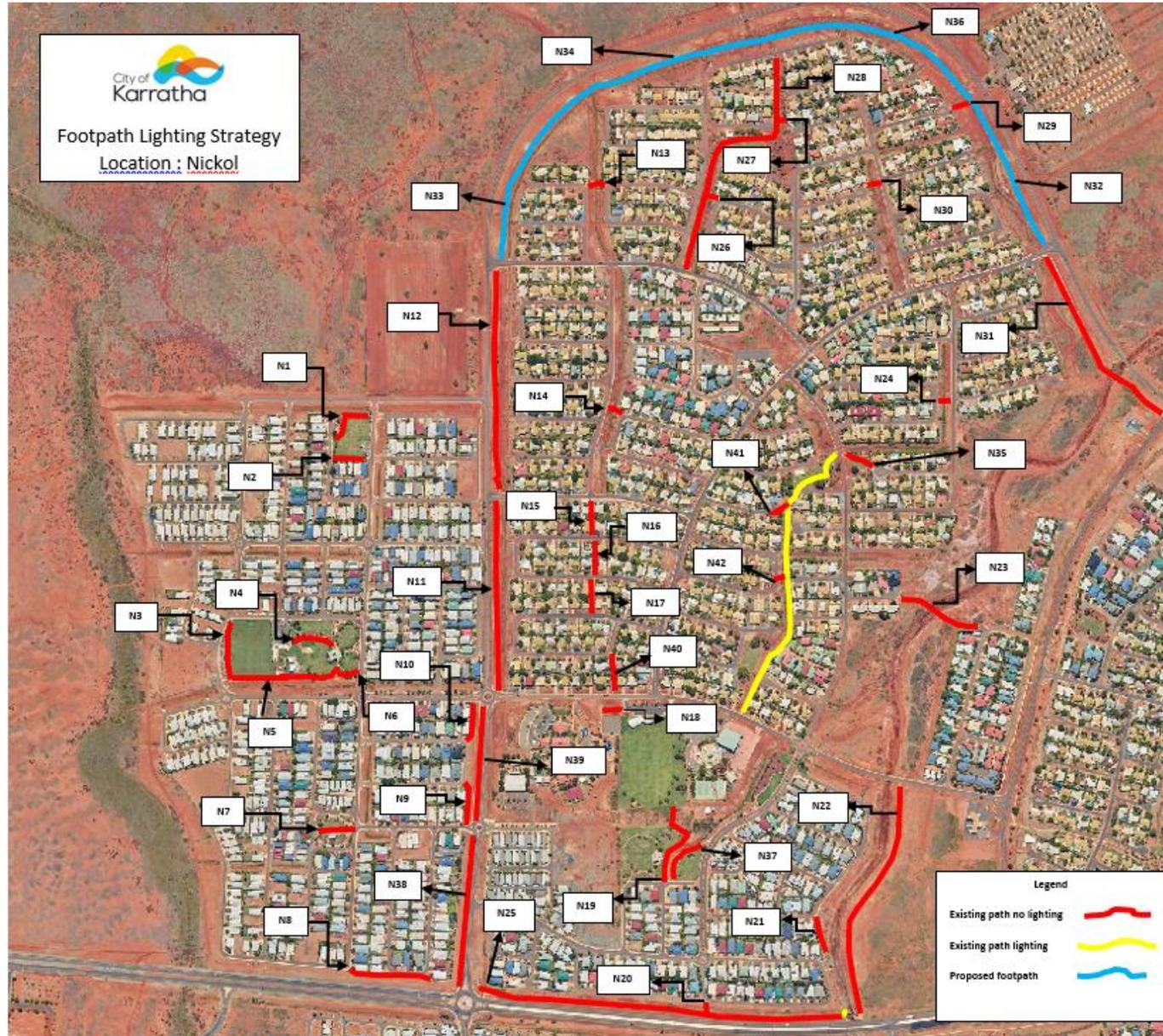
### 13.3 Baynton



### 13.4 Baynton works program

<b>PATH I.D</b>	<b>PATH SECTION</b>	<b>PATH LENGTH</b>	<b>NUMBER OF LIGHTS</b>	<b>COST</b>	<b>PRIORITY SCORE</b>
B1	Marrimarri Parade to Balyarra Parkway	85	2	\$11,260	66
B2	Baynton Drive to Manguguru Lane	35	1	\$5,630	64
B5	Church Way thru park to existing path	71	2	\$11,260	58
B6	Gammon Court to park	15	1	\$5,630	58
B9	Underpass near Reed Court to Campbell Cres bus stop	402	13	\$73,190	57
B10	Campbell Cres bus stop to existing path	55	1	\$5,630	57
B13	Rothschild Loop to Garlirri Cres	65	1	\$5,630	54
B14	Baynton West Park running loop	427	14	\$78,820	54
B11	Baynton Drive to Campbell Court bus stop	185	6	\$33,780	51
B7	Comrie Court to park	61	2	\$11,260	50
B12	Rothschild Loop thru park to existing path	85	2	\$11,260	50
B3	Calliance Way to Archipelago Road	67	2	\$11,260	47
B15	Underpass near Reed Court to Rosemary Road	74	2	\$11,260	47
B4	Fabling Court to existing path	12	1	\$5,630	47
B8	Mile Loop thru park to Leslie Loop	68	2	\$11,260	46
				<b>\$292,760</b>	

### 13.5 Nickol



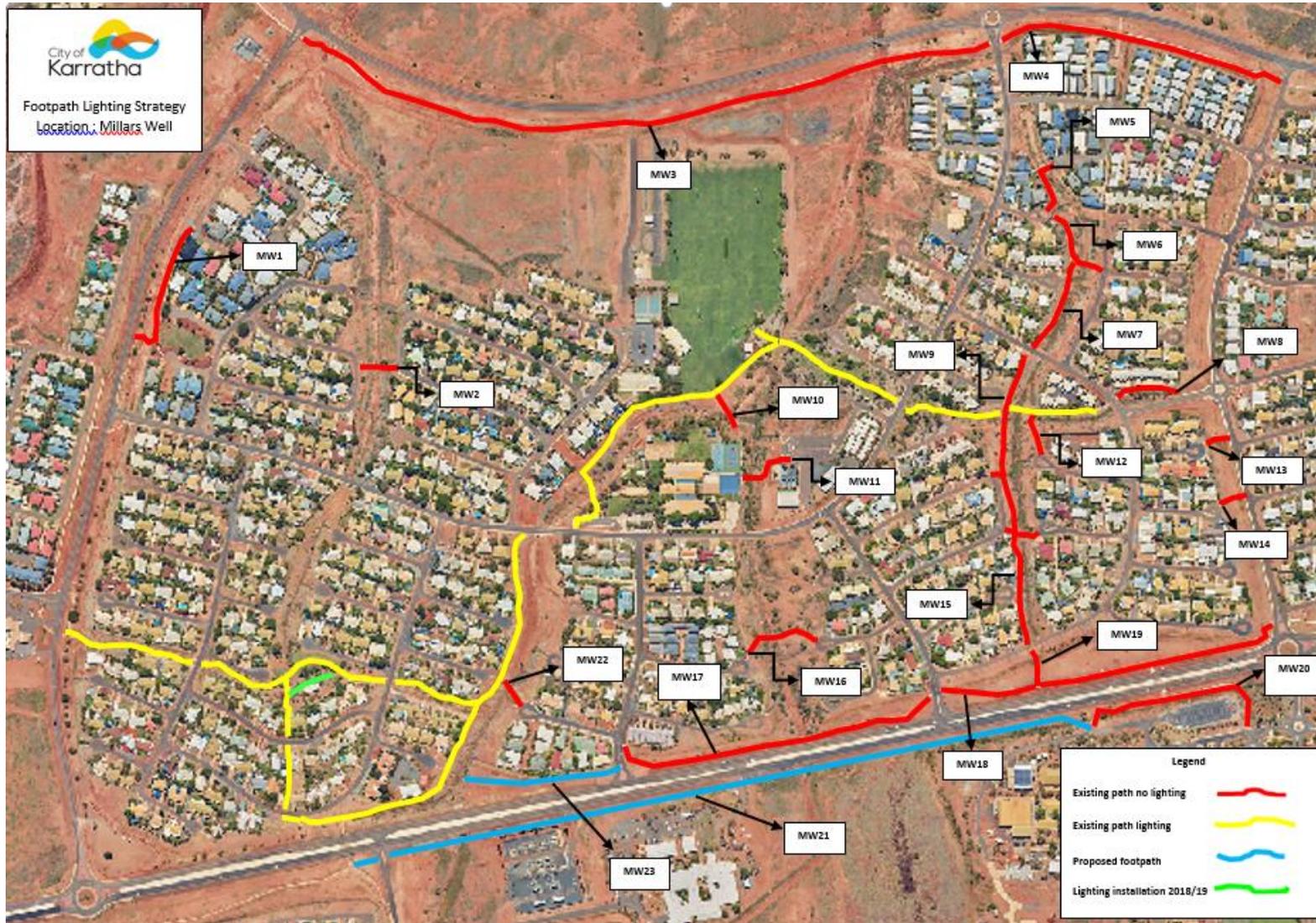
### 13.6 Nickol works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
N26*	Lewis Drive to Zanetti Way	158	6	\$33,780	68
N27*	Zanetti Way thru park to Ausburn Place	232	6	\$33,780	62
N28*	Ausburn Place to Lewis Drive	122	6	\$33,780	58
N19*	Flannelbush turn thru Tambrey Park	133	7	\$39,410	57
N35*	Delambre Drive thru park to Aldag Court	65	2	\$11,260	56
N40*	Austen Loop to Tambrey Drive	77	3	\$16,890	55
N41*	Pathway between Buller Court and footpath	24	1	\$5,630	55
N42*	Pathway between Swetman Way and Ryder Court	24	1	\$5,630	55
N23*	Parton Close to Matebore Street	196	7	\$39,410	53
N15*	Malus Road to Brooks Way	71	3	\$16,890	49
N16*	Brooks Way to Brooks Way	67	3	\$16,890	49
N17*	Brooks Way to Austen Loop	66	3	\$16,890	49
N14*	Angel Street to Middleton Way	35	2	\$11,260	47
N21*	Warbler Loop to Gecko Circle	96	3	\$16,890	47
N24*	Leonard Way to Enderby Street	28	1	\$5,630	42
N20*	Dampier Road to intersection of Warbler Loop and Mudlark Turn	21	1	\$5,630	35
N29	Boyd Close to Bayview Road	70	2	\$11,260	58
N31	Nickol Road to Bathgate Road	395	13	\$73,190	57
N2	Falcon Parade thru park to Goshawk Loop	81	2	\$11,260	56
N4	Nickol West Park	109	3	\$16,890	55
N32	Goddard Place to Nickol Road	666	22	\$123,860	54
N13	Di Carlo Way to Criddle Way	47	1	\$5,630	53
N18	Parallel to Tambrey Primary School basketball Courts	49	1	\$5,630	53
N33	Corner of Bayview Road & Legendre Road to Pelusey Way	573	19	\$106,970	53
N34	Pelusey Way to Mayo Court	399	13	\$73,190	53
N22	Underpass Dampier Road to Tambrey Drive	476	15	\$84,450	52
N36	Mayo Court to Goddard Place	454	15	\$84,450	52
N1	Falcon Parade thru park to Goshawk Loop	123	4	\$22,520	51

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
N3	Nickol West Park	121	4	\$22,520	48
N5	Nickol West Park	209	6	\$33,780	48
N6	Nickol West Park	50	1	\$5,630	48
N7	Thru Egret Green Park	68	2	\$11,260	47
N37	Flannelbush Turn thru park to Desert Pea Blvd	123	4	\$22,520	47
N11	Tambrey Drive to Malus Road	375	12	\$67,560	46
N12	Malus Road to Legendre Road	453	15	\$84,450	46
N38	Dampier Road to Brolga Meander underpass near Warbler Loop	290	9	\$50,670	46
N39	Brolga Meander to Wedgetail Eagle Ave	232	7	\$39,410	46
N30	Bailey Court to Lewis Drive	31	1	\$5,630	44
N25	Cnr Dampier Rd & Bayview Rd to underpass near Warbler Loop	709	23	\$129,490	43
N8	Cnr Dampier Rd & Bayview Rd to Brolga Meander	225	7	\$39,410	42
N9	Brolga Meander to Treetop Cres	83	2	\$11,260	28
N10	Treetop Cres to Wedgetail Eagle Ave	79	2	\$11,260	28
				<b>\$1,463,800</b>	

\* Works will be undertaken in 2019/2020 and is subject of grant funding and do not necessarily align with priority rankings

### 13.7 Millars Well

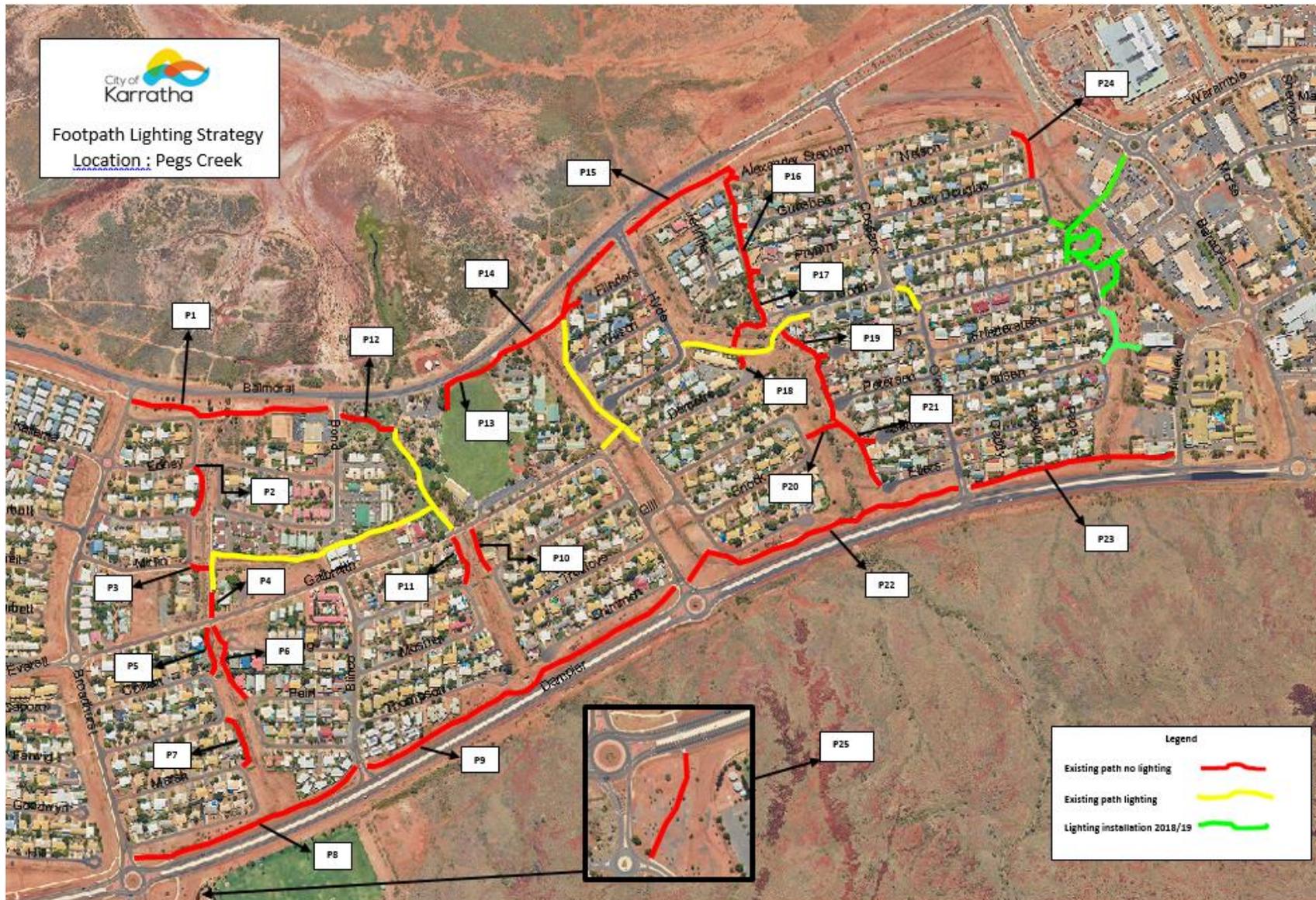


## 13.8 Millars Well works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
MW11*	Dwyer Place to Millars Well Primary School	77	4	\$22,520	65
MW7*	O'Neil Court to Strickland Drive	128	4	\$22,520	64
MW22*	Veall Close to Garland Place	43	2	\$11,260	59
MW1*	Ettie Close to Walkington Circle	200	7	\$39,410	56
MW9*	Strickland Drive to Wedge Place	254	8	\$45,040	56
MW15*	Wedge Place to Strickland Drive	145	4	\$22,520	56
MW5*	Trevally Court to Law Court	81	3	\$16,890	55
MW6*	Law Court to O'Neil Court	109	4	\$22,520	55
MW2*	Lawrence Way to Atkinson Way	46	2	\$11,260	49
MW16*	Tue Place to Badock Place	116	4	\$22,520	49
MW19*	Dampier Road to Strickland Drive	51	2	\$11,260	48
MW13*	Caporn Place to Broadhurst Road	38	1	\$5,630	47
MW14*	Farwig Court to Broadhurst Road	44	1	\$5,630	47
MW10	Millars Well Primary School to Kevin Richards Oval	50	1	\$5,630	62
MW12	Burnside Close to McRae Court	64	2	\$11,260	59
MW23	Dampier x Rosemary to existing path (stage 5)	245	8	\$45,040	55
MW20	TAFE Carpark to Karratha Senior High School carpark	270	9	\$50,670	48
MW17	Burges Road to Higham Street	449	14	\$78,820	46
MW21	Rosemary Road to TAFE carpark	1019	33	\$185,790	43
MW3	Bathgate Road to Gawthorne Drive	966	32	\$180,160	43
MW8	Strickland Drive to Everett Link	88	2	\$11,260	43
MW4	Gawthorne Drive to Broadhurst Road	406	13	\$73,190	43
MW18	Higham Street to Broadhurst Road	467	15	\$84,450	38
				<b>\$985,250</b>	

\* Works will be undertaken in 2019/2020 and is subject of grant funding and do not necessarily align with priority rankings

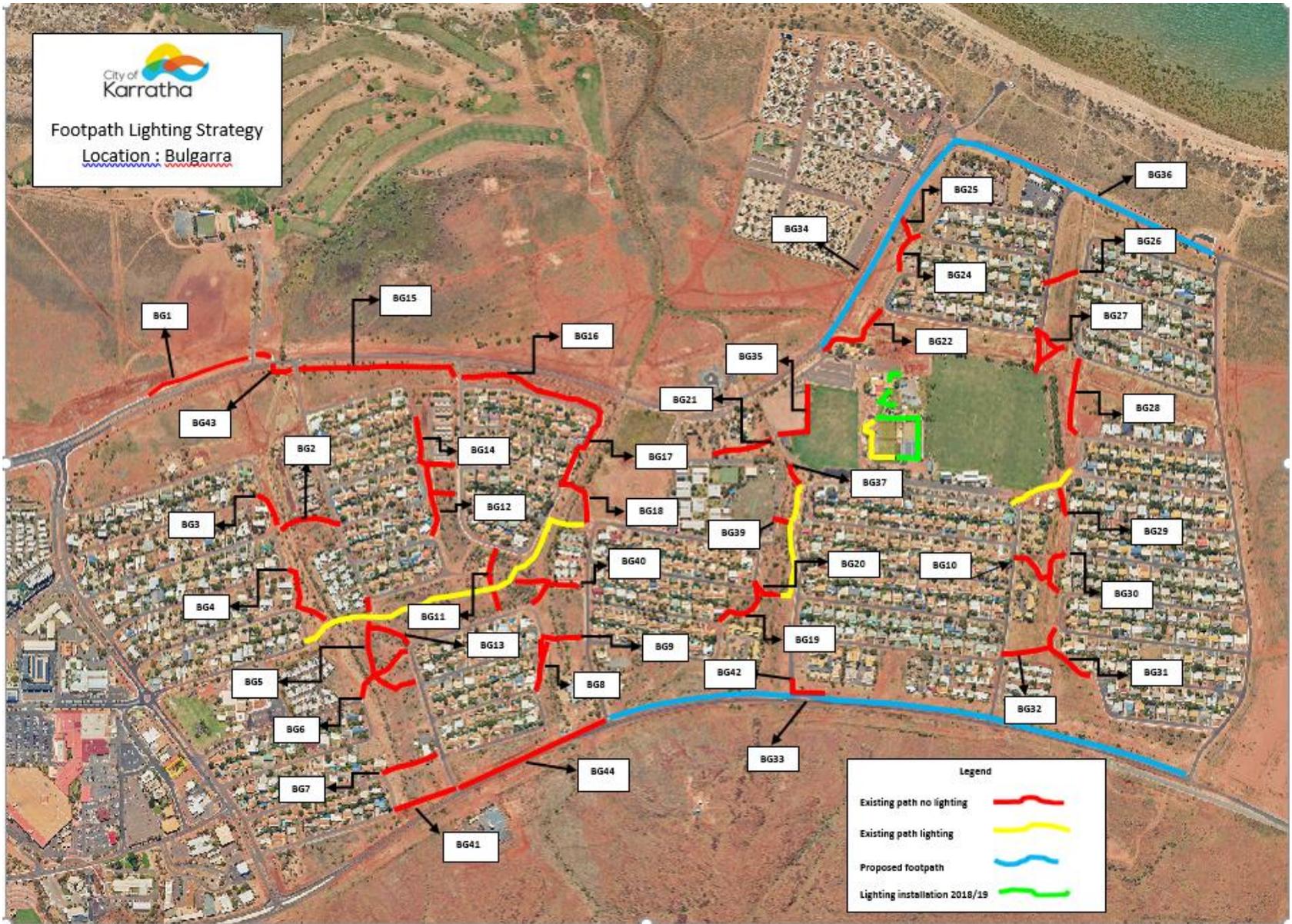
### 13.9 Pegs Creek



### 13.10 Pegs Creek works program

<b>PATH I.D</b>	<b>PATH SECTION</b>	<b>PATH LENGTH</b>	<b>NUMBER OF LIGHTS</b>	<b>COST</b>	<b>PRIORITY SCORE</b>
P10	Galbraith Road to Truslove Way	83	2	\$11,260	70
P11	Galbraith Road to Mosher Way	75	2	\$11,260	70
P12	Bond Place thru Cattrall Park	94	3	\$16,890	69
P17	Prymm Court thru Dodd Court Park	161	5	\$28,150	68
P19	Dodd Court to Snook Way	176	5	\$28,150	66
P20	Snook Way to existing path	55	1	\$5,630	66
P21	Snook Way to Ellers Court	136	4	\$22,520	66
P16	Cnr Bayview Rd & Alexander Stephen Court to Prymm Court	186	6	\$33,780	64
P18	Demetre Cres to existing path	26	1	\$5,630	64
P1	Broadhurst Road to Bond Place	326	10	\$56,300	62
P4	Galbraith Road to church	36	1	\$5,630	60
P5	Galbraith Road to Cowan Way	77	2	\$11,260	60
P24	Nelson Court to Lady Douglas Way	95	3	\$16,890	57
P3	Mirfin Way rear of church	24	1	\$5,630	55
P6	Galbraith Way to Peirl Way	130	4	\$22,520	51
P13	Bayview Road carpark to drainage reserve	161	5	\$28,150	51
P14	Drainage reserve to Hyde Road	197	6	\$33,780	51
P15	Hyde Road to Cossack Road	179	5	\$28,150	51
P25	Dampier Road to Leisureplex carpak entry	111	3	\$16,890	50
P2	Edney Way to Mirfin Way	85	2	\$11,260	49
P7	Cowan Way to Marsh Way	88	2	\$11,260	49
P8	Broadhurst Road to Blinco Road	390	13	\$73,190	48
P9	Blinco Road to Galbraith Road	575	19	\$106,970	48
P22	Galbraith Road to O'Keefe Road	480	16	\$90,080	48
P23	O'Keefe Road to Hillview Road	334	11	\$61,930	48
				<b>\$743,160</b>	

### 13.11 Bulgarra

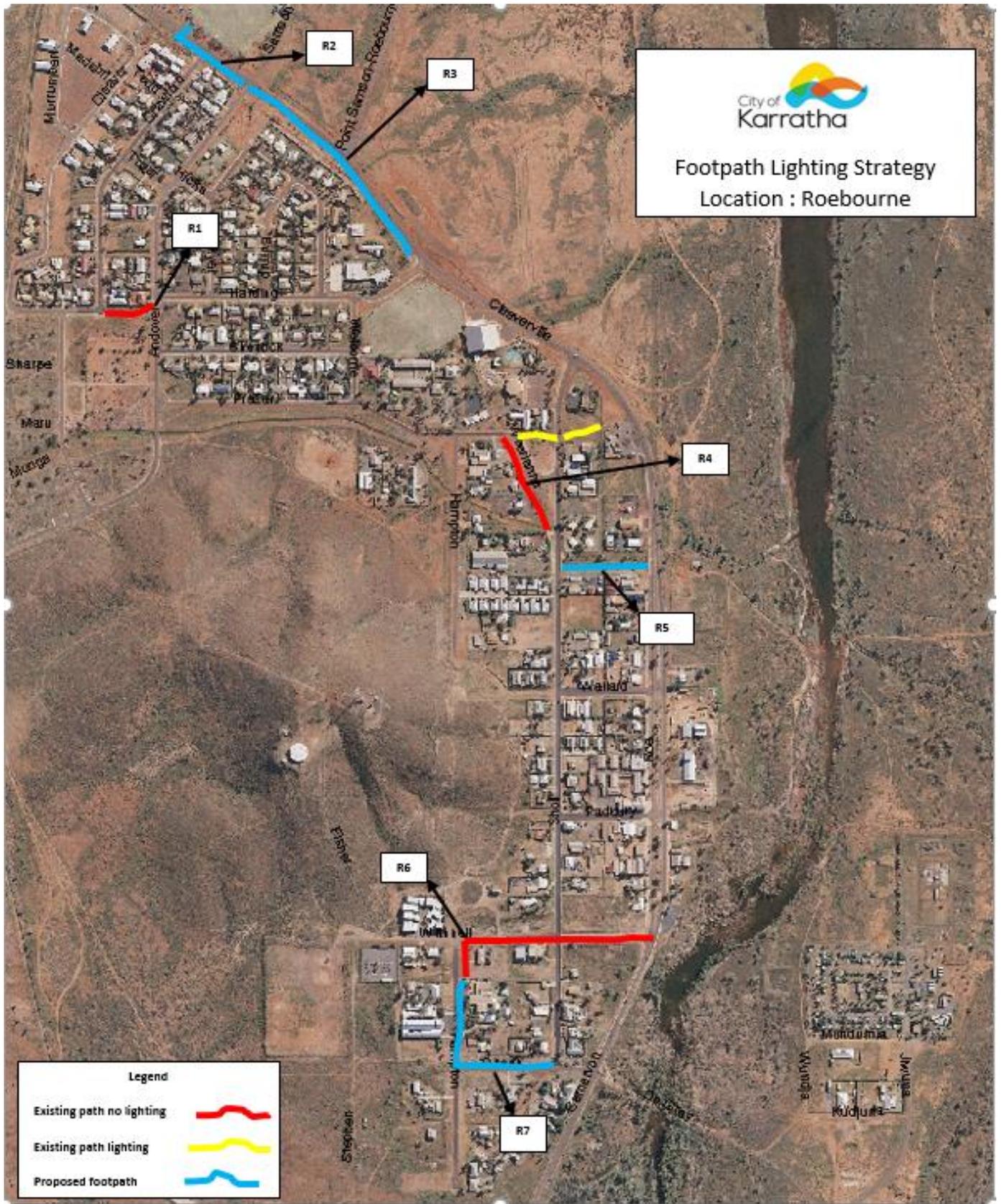


## 13.12 Bulgarra works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
BG19	Samson Way to Turner Way	116	3	\$16,890	61
BG20	Turner Way to Grant Street	89	2	\$11,260	61
BG18	Hooley Street to Turner Way	94	3	\$16,890	57
BG11	Viveash Way to Shakespeare Street	136	4	\$22,520	56
BG29	Andover Way to Clarkson Way	70	2	\$11,260	56
BG37	Hunt Way to Hunt Way carpark	53	1	\$5,630	56
BG39	Turner Way carpark to Hunt Way	30	1	\$5,630	56
BG40	Lockyer Street to Viveash Way and existing path	180	6	\$33,780	56
BG28	Clarkson Way to Elliott Way	167	5	\$28,150	54
BG3	Withnell Way to Richardson Way	83	2	\$11,260	53
BG15	Nairn Street to Shakespeare Street	341	11	\$61,930	53
BG16	Shakespeare Street to McKenzie Way loop	316	10	\$56,300	53
BG21	Hunt Way carpark to rear of childcare centre	112	3	\$16,890	53
BG43	Searipple Road to Nairn Street	50	1	\$5,630	53
BG4	Withnell Way to Wellard Way	170	5	\$28,150	51
BG8	Wickerson Way to Viveash Way	131	4	\$22,520	51
BG22	Bayview Road to Harding Way	177	5	\$28,150	51
BG27	Elliott Way to oval and Brockman Street	186	6	\$33,780	51
BG31	Kestral Way to Dolphin Way	143	4	\$22,520	51
BG35	Hunt Way carpark to Bayview Road carpark	152	5	\$28,150	51
BG41	Gregory Way to Finnerty Street	134	4	\$22,520	51
BG44	Finnerty Street to Lockyer Street	335	11	\$61,930	51
BG24	Harding Way to Walcott Way	95	3	\$16,890	48
BG25	Bayview Road to Walcott Way	46	1	\$5,630	48
BG2	Nairn Street to Withnell Way	127	4	\$22,520	47
BG5	Nairn Street to Finnerty Street	273	9	\$50,670	47
BG6	Padbury Way to Viveash Way	147	4	\$22,520	47
BG7	Gregory Way to Finnerty Street	124	4	\$22,520	47

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
BG9	Viveash Way to Lockyer Street	86	2	\$11,260	47
BG10	Warrier Street to Dolphin Way	196	6	\$33,780	47
BG12	McCourt Way to Lewington Way	244	8	\$45,040	47
BG13	Finnerty Street to existing lit path network	135	4	\$22,520	47
BG30	Dolphin Way to Andover Way	202	6	\$33,780	47
BG32	Warrier Way to Dolphin Way	110	3	\$16,890	47
BG34	Searipple camp to Bulgarra Oval carpark	520	17	\$95,710	46
BG1	Golf club entrance along Searipple Road	278	9	\$50,670	46
BG14	Lewington Way to Dugald Way	113	3	\$16,890	45
BG26	Hancock Way to Brockman Street	76	2	\$11,260	42
BG42	Grant Street to Millstream Road	94	3	\$16,890	39
BG17	McKenzie Way to Hooley Street	187	6	\$33,780	38
BG33	Lockyer Street to Maitland Street	1224	40	\$225,200	38
BG36	Cnr Maitland Road & Bayview Road to Searipple Camp	914	30	\$168,900	31
				<b>\$1,475,060</b>	

### 13.13 Roebourne

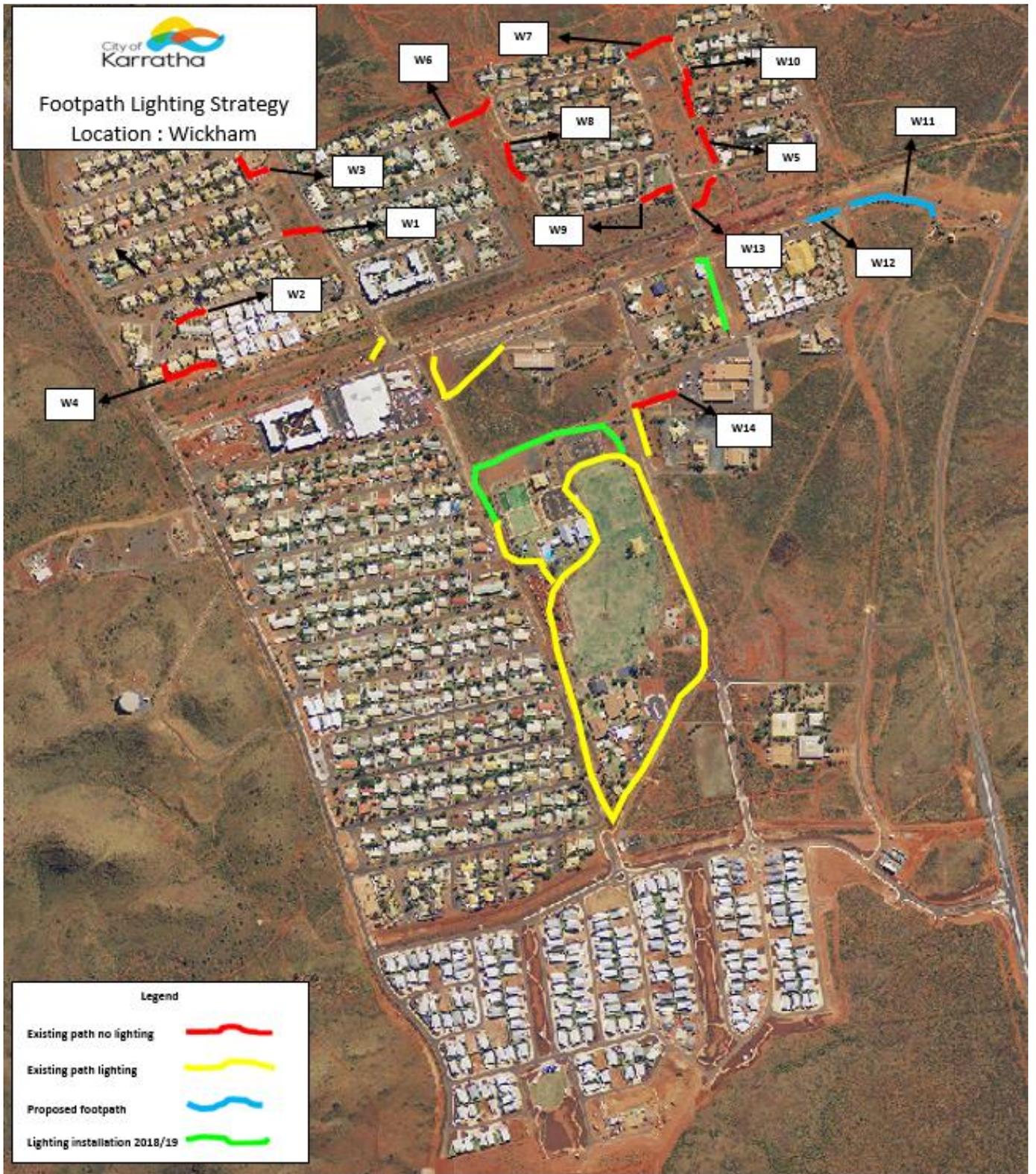


### 13.14 Roebourne works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
R6*	Cnr Roe Street & Withnell Street to Hampton Street Hospital entrance existing path	356	11	\$61,930	61
R7*	Hospital entrance existing path Hampton Street to Queen Street to Carnarvon Terrace	341	11	\$61,930	57
R4	Sholl Street along Weerianna Street to Fraser Street	185	6	\$33,780	53
R5	Lot 772 Sholl Street to Roe Street	139	4	\$22,520	52
R1	Andover Way to Cleaver Terrace	79	2	\$11,260	46
R2	Cleaverville Road tourist bay to Andover Way	146	4	\$22,520	40
R3	Andover Way to Harding Street	397	13	\$73,190	40
				<b>\$287,130</b>	

\* As these paths run parallel to an unlit road, to meet appropriate standards, street lighting will need to be installed.

13.15 Wickham



### 13.16 Wickham works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
W3	Stove Court thru playground	85	2	\$11,260	60
W9	Frizell Road to Baynton Way	67	2	\$11,260	60
W8	Spencer Street to Herbert Way	98	3	\$16,890	57
W5	Pringle Way to McRae Street	70	2	\$11,260	56
W6	Herbert Way to Coolibah Way	86	2	\$11,260	53
W7	McCourt Way to Frizell Road	82	2	\$11,260	53
W10	McRae Street to McCourt Way	97	3	\$16,890	53
W1	Rivergum Road to Nelley Way	73	2	\$11,260	51
W4	Banksia Court to Hibiscus Way	128	4	\$22,520	49
W2	Saltbush Court to Banksia Court	62	2	\$11,260	49
W13	Frizell Road to Pringle Way	64	2	\$11,260	45
W11	Wickham Drive carpark to Mulga Way	154	5	\$28,150	43
W12	Mulga Way to existing footpath	62	2	\$11,260	43
W14	Carse Street to shopping centre carpark	85	2	\$11,260	32
				<b>\$197,050</b>	

13.17 Point Samson



### 13.18 Point Samson works program

PATH I.D	PATH SECTION	PATH LENGTH	NUMBER OF LIGHTS	COST	PRIORITY SCORE
PS5	Vitenbergs Drive to Bruce Way	76	2	\$11,260	55
PS8	Honeymoon Cove carpark to beach	68	2	\$11,260	55
PS4	Bartley Court to Vitenbergs Drive	33	1	\$5,630	53
PS6	Rear caravan Park to Vitenbergs Drive carpark	250	8	\$45,040	52
PS7	Honeymoon Cove carpark to rear caravan park	140	4	\$22,520	52
PS10	Barker Terrace timber path to beach	16	1	\$5,630	51
PS9	Honeymoon Road to toilet block	31	1	\$5,630	44
PS1	Meares Drive to Murray Street	23	1	\$5,630	38
PS2	Point Samson Community Park	34	1	\$5,630	35
PS3	Barker Terrace to Miller Close	67	2	\$11,260	35
				<b>\$129,490</b>	

## 13.19 Dampier



\* D1 Namatijira Road footpath construction is due for completion in the 2026/27 financial year. As this path runs parallel to an unlit road, to meet appropriate standards, street lighting will need to be installed.

## 13.20 All works program

YEAR	PATH I.D	PATH SECTION	PATH LENGTH (METRES)	NUMBER OF LIGHTS	COST	PRIORITY SCORE
2019/20	N26	Lewis Drive to Zanetti Way	158	6	\$33,780	68
2019/20	N27	Zanetti Way thru park to Ausburn Place	232	6	\$33,780	62
2019/20	N28	Ausburn Place to Lewis Drive	122	6	\$33,780	58
2019/20	N19	Flannelbush turn thru Tambery Park	133	7	\$39,410	57
2019/20	N35	Delambre Drive thru park to Aldag Court	65	2	\$11,260	56
2019/20	N40	Austen Loop to Tambrey Drive	77	3	\$16,890	55
2019/20	N41	Pathway between Buller Court and footpath	24	1	\$5,630	55
2019/20	N42	Pathway between Swetman Way and Ryder Court	24	1	\$5,630	55
2019/20	N23	Parton Close to Matebore Street	196	7	\$39,410	53
2019/20	N15	Malus Road to Brooks Way	71	3	\$16,890	49
2019/20	N16	Brooks Way to Brooks Way	67	3	\$16,890	49
2019/20	N17	Brooks Way to Austen Loop	66	3	\$16,890	49
2019/20	N14	Angel Street to Middleton Way	35	2	\$11,260	47
2019/20	N21	Warbler Loop to Gecko Circle	96	3	\$16,890	47
2019/20	N24	Leonard Way to Enderby Street	28	1	\$5,630	42
2019/20	N20	Dampier Road to intersection of Warbler Loop and Mudlark Turn	21	1	\$5,630	35
2019/20	MW11	Dwyer Place to Millars Well Primary School	77	4	\$22,520	65
2019/20	MW7	O'Neil Court to Strickland Drive	128	4	\$22,520	64
2019/20	MW22	Veall Close to Garland Place	43	2	\$11,260	59
2019/20	MW1	Ettie Close to Walkington Circle	200	7	\$39,410	56
2019/20	MW9	Strickland Drive to Wedge Place	254	8	\$45,040	56
2019/20	MW15	Wedge Place to Strickland Drive	145	4	\$22,520	56
2019/20	MW5	Trevally Court to Law Court	81	3	\$16,890	55
2019/20	MW6	Law Court to O'Neil Court	109	4	\$22,520	55
2019/20	MW2	Lawrence Way to Atkinson Way	46	2	\$11,260	49
2019/20	MW16	Tue Place to Badock Place	116	4	\$22,520	49
2019/20	MW19	Dampier Road to Strickland Drive	51	2	\$11,260	48
2019/20	MW13	Caporn Place to Broadhurst Road	38	1	\$5,630	47
2019/20	MW14	Farwig Court to Broadhurst Road	44	1	\$5,630	47
					<b>\$568,630</b>	

PATH I.D	PATH SECTION	PATH LENGTH (METRES)	NUMBER OF LIGHTS	COST	PRIORITY SCORE
P10	Galbraith Road to Truslove Way	83	2	\$11,260	70
P11	Galbraith Road to Mosher Way	75	2	\$11,260	70
P12	Bond Place thru Cattrall Park	94	3	\$16,890	69
P17	Prymm Court thru Dodd Court Park	161	5	\$28,150	68
P19	Dodd Court to Snook Way	176	5	\$28,150	66
P20	Snook Way to existing path	55	1	\$5,630	66
P21	Snook Way to Ellers Court	136	4	\$22,520	66
B1	Marrimarri Parade to Balyarra Parkway	85	2	\$11,260	66
P16	Cnr Bayview Rd & Alexander Stephen Court to Prymm Court	186	6	\$33,780	64
P18	Demetre Cres to existing path	26	1	\$5,630	64
B2	Baynton Drive to Manguguru Lane	35	1	\$5,630	64
MW10	Millars Well Primary School to Kevin Richards Oval	50	1	\$5,630	62
P1	Broadhurst Road to Bond Place	326	10	\$56,300	62
BG19	Samson Way to Turner Way	116	3	\$16,890	61
BG20	Turner Way to Grant Street	89	2	\$11,260	61
R6	Cnr Roe Street & Withnell Street to Hampton Street	356	11	\$61,930	61
P4	Galbraith Road to church	36	1	\$5,630	60
P5	Galbraith Road to Cowan Way	77	2	\$11,260	60
W3	Stove Court thru playground	85	2	\$11,260	60
W9	Frizell Road to Baynton Way	67	2	\$11,260	60
MW12	Burnside Close to McRae Court	64	2	\$11,260	59
N29	Boyd Close to Bayview Road	70	2	\$11,260	58
B5	Church Way thru park to existing path	71	2	\$11,260	58
B6	Gammon Court to park	15	1	\$5,630	58
N31	Nickol Road to Bathgate Road	395	13	\$73,190	57
P24	Nelson Court to Lady Douglas Way	95	3	\$16,890	57
B9	Underpass near Reed Court to Campbell Cres bus stop	402	13	\$73,190	57
B10	Campbell Cres bus stop to existing path	55	1	\$5,630	57
BG18	Hooley Street to Turner Way	94	3	\$16,890	57
W8	Spencer Street to Herbert Way	98	3	\$16,890	57
R7	Hampton Street to Queen Street to Carnarvon Terrace	341	11	\$61,930	57
N2	Falcon Parade thru park to Goshawk Loop	81	2	\$11,260	56
BG11	Viveash Way to Shakespeare Street	136	4	\$22,520	56
BG29	Andover Way to Clarkson Way	70	2	\$11,260	56
BG37	Hunt Way to Hunt Way carpark	53	1	\$5,630	56
BG39	Turner Way carpark to Hunt Way	30	1	\$5,630	56
BG40	Lockyer Street to Viveash Way and existing path	180	6	\$33,780	56
W5	Pringle Way to McRae Street	70	2	\$11,260	56
N4	Nickol West Park	109	3	\$16,890	55
P3	Mirfin Way rear of church	24	1	\$5,630	55
PS5	Vitenbergs Drive to Bruce Way	76	2	\$11,260	55
PS8	Honeymoon Cove carpark to beach	68	2	\$11,260	55

PATH I.D	PATH SECTION	PATH LENGTH (METRES)	NUMBER OF LIGHTS	COST	PRIORITY SCORE
MW23	Dampier x Rosemary to existing path (stage 5)	245	8	\$45,040	55
N32	Goddard Place to Nickol Road	666	22	\$123,860	54
B13	Rothschild Loop to Garlirri Cres	65	1	\$5,630	54
B14	Baynton West Park running loop	427	14	\$78,820	54
BG28	Clarkson Way to Elliott Way	167	5	\$28,150	54
N13	Di Carlo Way to Criddle Way	47	1	\$5,630	53
N18	Parallel to Tambrey Primary School basketball Courts	49	1	\$5,630	53
N33	Corner of Bayview Road & Legendre Road to Pelusey Way	573	19	\$106,970	53
BG3	Withnell Way to Richardson Way	83	2	\$11,260	53
BG15	Nairn Street to Shakespeare Street	341	11	\$61,930	53
BG16	Shakespeare Street to McKenzie Way loop	316	10	\$56,300	53
BG21	Hunt Way carpark to rear of childcare centre	112	3	\$16,890	53
BG43	Searipple Road to Nairn Street	50	1	\$5,630	53
R4	Sholl Street along Weerianna Street to Fraser Street	185	6	\$33,780	53
W6	Herbert Way to Coolibah Way	86	2	\$11,260	53
W7	McCourt Way to Frizell Road	82	2	\$11,260	53
W10	McRae Street to McCourt Way	97	3	\$16,890	53
PS4	Bartley Court to Vitenbergs Drive	33	1	\$5,630	53
N34	Pelusey Way to Mayo Court	399	13	\$73,190	53
PS6	Rear caravan Park to Vitenbergs Drive carpark	250	8	\$45,040	52
PS7	Honeymoon Cove carpark to rear caravan park	140	4	\$22,520	52
N22	Underpass Dampier Road to Tambrey Drive	476	15	\$84,450	52
N36	Mayo Court to Goddard Place	454	15	\$84,450	52
R5	Lot 772 Sholl Street to Roe Street	139	4	\$22,520	52
N1	Falcon Parade thru park to Goshawk Loop	123	4	\$22,520	51
P6	Galbraith Way to Peirl Way	130	4	\$22,520	51
P13	Bayview Road carpark to drainage reserve	161	5	\$28,150	51
P14	Drainage reserve to Hyde Road	197	6	\$33,780	51
P15	Hyde Road to Cossack Road	179	5	\$28,150	51
B11	Baynton Drive to Campbell Court bus stop	185	6	\$33,780	51
BG4	Withnell Way to Wellard Way	170	5	\$28,150	51
BG8	Wickerson Way to Viveash Way	131	4	\$22,520	51
BG22	Bayview Road to Harding Way	177	5	\$28,150	51
BG27	Elliott Way to oval and Brockman Street	186	6	\$33,780	51
BG31	Kestral Way to Dolphin Way	143	4	\$22,520	51
BG35	Hunt Way carpark to Bayview Road carpark	152	5	\$28,150	51
BG41	Gregory Way to Finnerty Street	134	4	\$22,520	51
BG44	Finnerty Street to Lockyer Street	335	11	\$61,930	51
W1	Rivergum Road to Nelley Way	73	2	\$11,260	51
PS10	Barker Terrace timber path to beach	16	1	\$5,630	51
P25	Dampier Road to Leisureplex carpark entry	111	3	\$16,890	50
B7	Comrie Court to park	61	2	\$11,260	50
B12	Rothschild Loop thru park to existing path	85	2	\$11,260	50
K2	Welcome Road to Millstream Road	182	6	\$33,780	50

PATH I.D	PATH SECTION	PATH LENGTH (METRES)	NUMBER OF LIGHTS	COST	PRIORITY SCORE
K3	Hedland Place to Searipple Road	47	1	\$5,630	50
P2	Edney Way to Mirfin Way	85	2	\$11,260	49
P7	Cowan Way to Marsh Way	88	2	\$11,260	49
W4	Banksia Court to Hibiscus Way	128	4	\$22,520	49
W2	Saltbush Court to Banksia Court	62	2	\$11,260	49
N3	Nickol West Park	121	4	\$22,520	48
N5	Nickol West Park	209	6	\$33,780	48
MW20	TAFE Carpark to Karratha Senior High School carpark	270	9	\$50,670	48
P8	Broadhurst Road to Blinco Road	390	13	\$73,190	48
P9	Blinco Road to Galbraith Road	575	19	\$106,970	48
P22	Galbraith Road to O'Keefe Road	480	16	\$90,080	48
P23	O'Keefe Road to Hillview Road	334	11	\$61,930	48
K1	Morse Court to carpark	31	1	\$5,630	48
N6	Nickol West Park	50	1	\$5,630	48
BG24	Harding Way to Walcott Way	95	3	\$16,890	48
BG25	Bayview Road to Walcott Way	46	1	\$5,630	48
N7	Thru Egret Green Park	68	2	\$11,260	47
N37	Flannelbush Turn thru park to Desert Pea Blvd	123	4	\$22,520	47
B3	Calliance Way to Archipelago Road	67	2	\$11,260	47
B15	Underpass near Reed Court to Rosemary Road	74	2	\$11,260	47
BG2	Nairn Street to Withnell Way	127	4	\$22,520	47
BG5	Nairn Street to Finnerty Street	273	9	\$50,670	47
BG6	Padbury Way to Viveash Way	147	4	\$22,520	47
BG7	Gregory Way to Finnerty Street	124	4	\$22,520	47
BG9	Viveash Way to Lockyer Street	86	2	\$11,260	47
BG10	Warrier Street to Dolphin Way	196	6	\$33,780	47
BG12	McCourt Way to Lewington Way	244	8	\$45,040	47
BG13	Finnerty Street to existing lit path network	135	4	\$22,520	47
BG30	Dolphin Way to Andover Way	202	6	\$33,780	47
BG32	Warrier Way to Dolphin Way	110	3	\$16,890	47
B4	Fabling Court to existing path	12	1	\$5,630	47
BG34	Searipple camp to Bulgarra Oval carpark	520	17	\$95,710	46
N11	Tambrey Drive to Malus Road	375	12	\$67,560	46
N12	Malus Road to Legendre Road	453	15	\$84,450	46
N38	Dampier Road to Brolga Meander underpass near Warbler Loop	290	9	\$50,670	46
N39	Brolga Meander to Wedgetail Eagle Ave	232	7	\$39,410	46
MW17	Burges Road to Higham Street	449	14	\$78,820	46
B8	Mile Loop thru park to Leslie Loop	68	2	\$11,260	46
BG1	Golf club entrance along Searipple Road	278	9	\$50,670	46
R1	Andover Way to Cleaver Terrace	79	2	\$11,260	46
BG14	Lewington Way to Dugald Way	113	3	\$16,890	45
W13	Frizell Road to Pringle Way	64	2	\$11,260	45
N30	Bailey Court to Lewis Drive	31	1	\$5,630	44
PS9	Honeymoon Road to toilet block	31	1	\$5,630	44

PATH I.D	PATH SECTION	PATH LENGTH (METRES)	NUMBER OF LIGHTS	COST	PRIORITY SCORE
MW21	Rosemary Road to TAFE carpark	1019	33	\$185,790	43
MW3	Bathgate Road to Gawthorne Drive	966	32	\$180,160	43
MW8	Strickland Drive to Everett Link	88	2	\$11,260	43
N25	Cnr Dampier Rd & Bayview Rd to underpass near Warbler Loop	709	23	\$129,490	43
MW4	Gawthorne Drive to Broadhurst Road	406	13	\$73,190	43
W11	Wickham Drive carpark to Mulga Way	154	5	\$28,150	43
W12	Mulga Way to existing footpath	62	2	\$11,260	43
N8	Cnr Dampier Rd & Bayview Rd to Brolga Meander	225	7	\$39,410	42
BG26	Hancock Way to Brockman Street	76	2	\$11,260	42
R2	Cleaverville Road tourist bay to Andover Way	146	4	\$22,520	40
R3	Andover Way to Harding Street	397	13	\$73,190	40
BG42	Grant Street to Millstream Road	94	3	\$16,890	39
MW18	Higham Street to Broadhurst Road	467	15	\$84,450	38
K4	Hillview Road to Balmoral Road	292	9	\$50,670	38
BG17	McKenzie Way to Hooley Street	187	6	\$33,780	38
PS1	Meares Drive to Murray Street	23	1	\$5,630	38
BG33	Lockyer Street to Maitland Street	1224	40	\$225,200	38
PS2	Point Samson Community Park	34	1	\$5,630	35
PS3	Barker Terrace to Miller Close	67	2	\$11,260	35
W14	Carse Street to shopping centre carpark	85	2	\$11,260	32
BG36	Cnr Maitland Road & Bayview Road to Searipple Camp	914	30	\$168,900	31
N9	Brolga Meander to Treetop Cres	83	2	\$11,260	28
N10	Treetop Cres to Wedgetail Eagle Ave	79	2	\$11,260	28
				<b>\$5,100,780</b>	