**NOTICE OF MEETING**

Minutes from the Meeting of the Road Reference Group held in the Meeting Room, Shire of Narrogin on Tuesday 29 September commencing at 12:00 pm.



Andrew Campbell
**Chief Executive Officer**

**Acknowledgement of Noongar People**

The Shire of Narrogin acknowledges the Noongar people as traditional custodians of this land and their continuing connection to land and community. We pay our respect to them, to their culture and to their Elders past and present.

Naatj ngiyan Birdiya Gnarojin kep unna nidja Noongar Moort ngaala maya nidja boodjera baarlap djoowak karlerl koolark. Ngalak niny ngullang karnan balang Bibolman baalap borong koora wer boorda.

---

## FUNCTIONS OF THE COMMITTEE

The objective of the reference group is to enhance communication between elected members and Infrastructure Services staff – For

- Information exchange
- Discussion of technical issues.

Role and Scope

1. Review progression of the road works program;
2. Ensure issues of concern to resident and users of the Shire's road network are discussed;
3. Provide feedback regarding roadworks priorities for annual budget consideration;
4. Consider priorities for roadworks consistent with Roads Asset Management Plan; and
5. make recommendations to Council through the Senior Officer responsible.
6. Consider requirements of Work Crew to implement road programs (plant).

# MINUTES

## 1. DECLARATION OF OPENING OF MEETING BY PRESIDING MEMBER

The meeting was declared open at 12.03pm.

## 2. ATTENDANCE / APOLOGIES

### a. Members (Voting)

Cr Broad Deputy President (via telephone)
Cr Wiese (Chair)
Cr Fisher

### b. Observers

John Warburton - Executive Manager Infrastructure Services
Lisa Boddy – Executive Support Coordinator

c. **Leave of Absence**
Nil

**d. Apologies**
Nil

**e. Absent**
Nil

## 3. DECLARATIONS OF FINANCIAL INTERESTS

Nil

## 4. CONFIRMATION OF MINUTES FROM THE ROAD REFERENCE GROUP MEETING HELD ON THURSDAY 9 APRIL 2026.

**Moved: Cr Fisher Seconded: Cr Wiese**
**That the minutes from the Road Reference Group Meeting held on Thursday 9 April 2026 be confirmed as a true and correct record of proceedings.**

**Carried 3/0**

**For: Cr Broad, Cr Fisher, Cr Wiese**
**Against: Nil**

## 5. OTHER ROAD REFERENCE GROUP MATTERS OR GENERAL BUSINESS

a. Attachment A: 2026 – 2036 Footpath Asset Management Plan

**Moved: Cr Wiese Seconded: Cr Broad**
**That the Road Reference Group approve the Footpath Asset Management Plan inclusive of attachment A – 10 Year Footpath Program and recommend it be presented to Council for their adoption.**

**Carried 3/0**

**For: Cr Broad, Cr Fisher, Cr Wiese**
**Against: Nil**

**General Business**

- This plan is to be shared with the Townscape Committee for their information.
- Deferral on acquisition of land - Wanerie Road
  *Advised to go ahead with desktop valuation*

## 6. DATE FOR NEXT MEETING

To be determined.

## 7. CLOSURE

The meeting closed at 12.40pm.

Attachment A

Shire of Narrogin
Love the life




# Footpath Asset Management Plan

2026 – 2036

# Table of Contents


Preamble ..... 3

Introduction ..... 4

Asset Knowledge ..... 5

Asset Performance ..... 6

Asset Lifecycle Management ..... 7

Maintenance Program ..... 8

Capital Renewal Program ..... 9

Prioritisation Renewal Works ..... 10

Financial Sustainability ..... 11

Conclusion ..... 13

Attachment 1: Ten-Year Footpath Program ..... 14

Attachment 2: 2022/23 Roads and Associated Infrastructure Valuation (Footpaths) ..... 15




# 1.0 Preamble

**Shire of Narrogin Footpath Asset Management Plan 2026-2036**

The Shire of Narrogin manages a footpath network comprising of 35.677 kilometres of pathways throughout the Narrogin and Highbury townsites. This network plays an important role in providing safe, accessible and convenient pedestrian connections between residential areas, schools, commercial precincts, community facilities, recreation areas and public open spaces. The network supports a wide range of users, including residents, students, visitors and recreational pedestrians.

The Shire's footpath network consists of a variety of construction types, including concrete, asphalt and paving brick footpaths. As with all infrastructure assets under the care and control of the Shire, these assets require ongoing maintenance, renewal and replacement to ensure they continue to meet community expectations while remaining safe, functional and financially sustainable.

## 2.0 Introduction

This Footpath Asset Management Plan forms part of the Shire's broader suite of asset management plans, which also includes plans for roads, bridges, plant and other infrastructure assets. Together, these plans provide a framework for managing assets throughout their lifecycle and guide the Shire's long-term financial planning to ensure that assets are maintained at an appropriate standard and continue to deliver value to the community.

The purpose of this Plan is to provide a strategic and practical framework for the management, preservation and enhancement of the Shire's footpath network over the next ten years. It identifies the infrastructure under the Shire's control, the service levels expected by the community, and the financial resources required to maintain the network in a safe and serviceable condition.

This Plan applies to footpaths located within Shire road reserves. Minor pathways and pedestrian infrastructure located within parks, reserves and recreational areas are excluded and are considered separately within the Parks and Gardens Asset Management Plan.

The development and implementation of this Plan supports a number of Council objectives and assists the Shire in demonstrating a structured and sustainable approach to asset management. Furthermore, the adoption of long-term asset management planning improves the Shire's ability to secure State and Federal grant funding by demonstrating a commitment to ongoing infrastructure maintenance and renewal.

Implementation of this Plan aligns with the objectives of the Shire of Narrogin Strategic Community Plan 2017-2027, particularly those relating to maintaining an effective and well-maintained transport network, improving infrastructure in line with available resources, and preserving a safe and attractive built environment for the community.

## 3.0 Asset Knowledge

The Shire of Narrogin is responsible for the management of 35.677 kilometres of footpaths located within Shire road reserves. The network has a current replacement value of approximately $4,680,149, with an annual depreciation expense of $116,794.

In the 2026/27 financial year, the Shire allocated $84,008 towards routine footpath maintenance and a further $134,000 towards capital upgrades and improvements to the network. Based on current costing trends and anticipated increases in construction and maintenance expenses, it is expected that annual footpath maintenance costs will increase by approximately four per cent per annum over the life of this Plan.

Asset information relating to the footpath network is managed through the Shire's Road Assessment and Maintenance Management (RAMM) system. The Shire maintains an annual subscription with Thinkproject to facilitate the storage, management and analysis of footpath data, as well as information relating to the broader transport infrastructure network.

Formal inspections of the Shire's footpath network are undertaken annually by the Manager Infrastructure Urban. The inspections identify defects, maintenance requirements and renewal priorities to ensure the network remains safe and accessible. Maintenance activities identified through these inspections, including crack repairs, tree root removal, paver relaying and other minor repairs, are completed by the Shire's works crews or suitably qualified contractors.

This Asset Management Plan has been developed to recognise the importance of the footpath network and to guide future decision-making regarding maintenance, renewal and capital investment. The Plan provides a framework for prioritising expenditure and ensuring that available resources are directed towards works that maximise community benefit, improve safety and preserve the long-term value of the Shire's footpath assets.

## 4.0 Asset Performance

The Shire's footpath network is generally performing at an acceptable level and continues to provide safe and effective pedestrian access throughout the Narrogin and Highbury townsites. Asset condition assessments indicate that the concrete and paving brick sections of the network are performing particularly well, with both asset types demonstrating strong durability and relatively low maintenance requirements. Based on current condition data, these assets have an average remaining useful life of approximately 38 years, reflecting the long-term performance characteristics of these construction materials.

In contrast, the asphalt footpath network is exhibiting a higher level of deterioration and has significantly lower remaining service life. Many asphalt paths are showing signs of ageing, surface cracking, deformation, edge breakdown and tree root intrusion, resulting in increased maintenance requirements and reduced user comfort. Current condition assessments indicate that the average remaining useful life of the Shire's asphalt footpaths is approximately 11 years, making this asset type the highest priority for future renewal and replacement programs.

The differing performance of the various footpath construction materials highlights the importance of targeted asset management strategies. While ongoing routine maintenance is expected to preserve the condition of concrete and paving brick footpaths for many years, a gradual program of asphalt renewal will be required over the next decade to maintain service levels, reduce safety risks and minimise long-term lifecycle costs. Future renewal projects should continue to consider replacing ageing asphalt pathways with more durable concrete infrastructure where practical and financially sustainable.

The Shire will continue to monitor asset condition through annual inspections and periodic condition assessments to ensure renewal priorities remain aligned with asset performance, risk and community expectations. This approach will assist in maintaining a safe, accessible and sustainable footpath network while achieving the best value from the Shire's infrastructure investment.

## 5.0 Asset Lifecycle Management

The Shire adopts a whole-of-life approach to managing its footpath assets to ensure that the network continues to provide safe, accessible and reliable pedestrian infrastructure while maximising value from available financial resources. Asset lifecycle management recognises that footpaths require ongoing investment throughout their lives, including routine maintenance, periodic renewal and eventual replacement. By proactively managing these activities, the Shire can minimise lifecycle costs, reduce safety risks and extend the useful life of its assets.

## 6.0 Maintenance Program

The Shire maintains an ongoing footpath maintenance program aimed at preserving asset condition and addressing defects before they develop into more significant issues. Annual inspections are undertaken to identify maintenance requirements and assess network performance. Routine maintenance activities include crack sealing, removal of trip hazards, tree root management, asphalt patching, replacement of damaged concrete panels, relaying of paving bricks and reinstatement of footpath sections affected by utility works. These activities assist in maintaining acceptable levels of service and slowing the deterioration of the network.

The maintenance program is largely risk based, with priority given to defects that pose a safety hazard to pedestrians, affect accessibility, or are located in high-use areas such as school routes, commercial precincts and community facilities. Timely maintenance interventions reduce the likelihood of more costly renewal works being required prematurely.

## 7.0 Capital Renewal Programs

While routine maintenance can preserve asset condition, all footpath assets eventually reach a point where renewal is more economical than continued repair. The Shire's Ten-Year Footpath Program (Attachment 1) provides for the replacement or reconstruction of footpaths that have reached the end of their useful life or where ongoing maintenance is no longer cost effective.

Priority renewal works are currently focused on aged asphalt footpaths, which have a significantly lower remaining useful life than concrete and paving brick assets. Renewal projects may involve replacing existing asphalt paths with concrete pavement to improve durability, reduce future maintenance requirements and deliver improved long-term value. Renewal works also provide opportunities to improve accessibility outcomes through the installation of compliant kerb ramps, improved crossfalls and upgraded pedestrian connections.

## 8.0 Prioritisations of Renewal Works

Given the size of the network and the financial resources available, renewal projects are prioritised using a risk and condition-based approach. Factors considered when assessing renewal priorities include asset condition, remaining useful life, maintenance history, pedestrian usage, accessibility requirements and community feedback. Particular emphasis is placed on footpaths serving schools, aged care facilities, commercial centres and key community infrastructure.

This prioritisation process ensures that available funding is directed to assets presenting the greatest risk of failure or the greatest impact on the community. By targeting renewal expenditure where it will achieve the highest benefit, the Shire aims to maintain the overall condition of the network, manage long-term financial sustainability and reduce the accumulation of future renewal backlogs.

Through a balanced combination of maintenance and capital renewal activities, the Shire seeks to preserve the serviceability and value of its footpath network while continuing to meet the needs and expectations of the community.

## 9.0 Financial Sustainability

Financial sustainability requires an appropriate balance between the ongoing maintenance of existing footpath assets and the renewal or replacement of assets that have reached the end of their useful life. While maintenance activities are essential for preserving asset condition and ensuring public safety, renewal investment is equally important to prevent the gradual deterioration of the network and the accumulation of an unsustainable renewal backlog. An overreliance on maintenance alone can result in increasing lifecycle costs, whereas premature renewal may not represent the best use of limited financial resources. Accordingly, the Shire seeks to achieve a balanced and considered investment approach that maximises the value and service life of its footpath assets.

The Shire's footpath network has a current replacement value of approximately $4,680,149 and generates annual depreciation of $116,794. These figures provide an indication of the long-term level of investment required to sustain the network and maintain current levels of service. The annual depreciation expense represents the ongoing consumption of the asset and highlights the need for regular renewal funding to preserve the value and functionality of the network over time. Table 1 shows the current replacement cost, annual depreciation and condition based remaining useful life across the three footpath types within the Shire.

Table 1

| *Current Footpath Remaining Life and Annual Depreciation* | | | | |
|---|---|---|---|---|
| ***Type*** | ***Length*** | ***Replacement Cost*** | ***Annual Depreciation*** | ***Remaining Useful Life*** |
| Asphalt | 23596 | $2,924,007.00 | $84,174.00 | 11 |
| Concrete | 9171 | $1,092,142.00 | $20,856.00 | 38 |
| Paving | 2910 | $664,000.00 | $11,764.00 | 41 |

Footpath maintenance and renewal funding is determined each year through the Shire's annual budget process. During budget development, consideration is given to asset condition data, identified maintenance requirements, renewal priorities, available funding sources and community expectations. This process allows Council to balance competing infrastructure demands while ensuring sufficient resources are allocated to preserve the footpath network in an acceptable condition. Table two shows the forecasted operational expenditure required for ongoing maintenance of the network. An annual increase of 4% has been used for the Consumer Price Index (CPI).

## 9.0 Financial Sustainability

Table 2

| *Required Annual Maintenance Expense* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Type** | **26/27** | **27/28** | **28/29** | **29/30** | **30/31** | **31/32** | **32/33** | **33/34** | **34/35** | **35/36** |
| Asphalt | $84,174 | $87,541 | $91,043 | $94,684 | $98,472 | $102,411 | $106,507 | $110,767 | $115,198 | $119,806 |
| Concrete | $20,856 | $21,690 | $22,558 | $23,460 | $24,399 | $25,375 | $26,389 | $27,445 | $28,543 | $29,685 |
| Paving | $11,764 | $12,235 | $12,724 | $13,233 | $13,762 | $14,313 | $14,885 | $15,481 | $16,100 | $16,744 |
| ***Totals*** | ***$116,794*** | ***$121,466*** | ***$126,324*** | ***$131,377*** | ***$136,632*** | ***$142,098*** | ***$147,782*** | ***$153,693*** | ***$159,841*** | ***$166,234*** |

This Asset Management Plan also forms an important component of the Shire's Long Term Financial Plan (LTFP). The LTFP provides a framework for forecasting future maintenance and renewal expenditure requirements, enabling Council to plan for the gradual replacement of ageing infrastructure and avoid significant fluctuations in future funding requirements. By aligning the Footpath Asset Management Plan with the Long-Term Financial Plan, the Shire can make informed decisions regarding future expenditure, improve financial sustainability and provide confidence that footpath assets will continue to be managed in a responsible and sustainable manner. Table 3 shows the combined Capital and Operational expense forecasted 2036/37.

Table 3

| *Combined Annual OPEX & CAPEX* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Type** | **26/27** | **27/28** | **28/29** | **29/30** | **30/31** | **31/32** | **32/33** | **33/34** | **34/35** | **35/36** |
| OPEX | $116,794 | $121,466 | $126,324 | $131,377 | $136,632 | $142,098 | $147,782 | $153,693 | $159,841 | $166,234 |
| CAPEX | $104,580 | $130,725 | $116,100 | $121,245 | $107,640 | $97,200 | $112,500 | $95,940 | $104,490 | $126,000 |
| | **$221,374** | **$252,191** | **$242,424** | **$252,622** | **$244,272** | **$239,298** | **$260,282** | **$249,633** | **$264,331** | **$292,234** |

The ongoing review of asset condition, maintenance costs and renewal requirements will assist the Shire in refining future budget allocations and ensuring that available funding is directed towards the highest priority works. This approach supports the long-term preservation of the footpath network while delivering a safe, accessible and well-maintained pedestrian environment for the community.

Financial data supporting this plan has been obtained from the Shire of Narrogin's 2022/23 Roads and Associated Infrastructure Valuation that was prepared by R Munns Engineering Consulting Services (Attachment 2).

## 10.0 Conclusion

The Shire of Narrogin's footpath network continues to provide an important community service and is generally performing at an acceptable standard. Maintaining this level of service will require ongoing commitment to routine inspection, preventative maintenance and timely defect rectification to ensure footpaths remain safe, accessible and fit for purpose. Annual condition assessments, risk-based maintenance activities and targeted repairs will remain critical in extending asset life, managing costs and reducing safety risks across the network.

A key finding of this Plan is the comparatively poor condition and limited remaining service life of the Shire's asphalt footpaths. With many asphalt pathways exhibiting signs of ageing, cracking, deformation and tree root intrusion, a structured renewal program will be essential over the next decade. Renewal investment should focus on the systematic replacement of ageing asphalt footpaths, with consideration given to upgrading these assets to more durable concrete infrastructure where practical and financially sustainable. Through a balanced approach that combines ongoing maintenance with prioritised renewal works, the Shire can preserve the long-term value of its footpath assets, improve accessibility and safety outcomes, and continue to meet community expectations in a financially responsible manner.

## *SHIRE OF NARROGIN TEN-YEAR FOOTPATH PROGRAM*

| *Location* | *Street From* | *Street To* | *Side* | *Length* | *Width* | *Total M2* | *Rate* | *Total* | *Year* | *Condition Based RUL* |
|---|---|---|---|---|---|---|---|---|---|---|
| Sydney Hall Way | Lock | Park | East | 120 | 1.5 | 180 | $84 | $15,120 | | |
| May St | Clayton Rd | Dellar St | East | 350 | 1.5 | 525 | $84 | $44,100 | 26/27 | **New Footpaths** |
| Glyde St | Williams Rd | Clayton Rd | West | 360 | 1.5 | 540 | $84 | $45,360 | | |
| Butler St | Herald St | Doney St | West | 670 | 1.5 | 1005 | $83 | $83,415 | 27/28 | |
| Garfield St | Kipling St | Bannister St | East | 380 | 1.5 | 570 | $83 | $47,310 | | |
| Bannister St | Garfield St | Bunbury St | South | 900 | 1.5 | 1350 | $86 | $116,100 | 28/29 | **1Year** |
| Doney St | Gorden St | Havelock St | South | 350 | 1.5 | 525 | $86 | $45,150 | | |
| Jersey St | Glyde St | Daglish St | North | 370 | 1.5 | 555 | $89 | $49,395 | 29/30 | |
| Forrest St | Federal St | Earl St | North | 200 | 1.5 | 300 | $89 | $26,700 | | **6 Years** |
| Johnston St | Clayton Rd | Falcon St | East | 570 | 1.5 | 855 | $92 | $78,660 | 30/31 | |
| Forrest St | Earl St | Glyde St | North | 210 | 1.5 | 315 | $92 | $28,980 | | |
| Clayton Road | Narrakine Rd | Lefroy St | South | 675 | 1.5 | 1012.5 | $96 | $97,200 | 31/32 | **8 Years** |
| Herald St | Hale St | Butler St | North | 500 | 1.5 | 750 | $100 | $75,000 | 32/33 | |
| Garfield St | Doney St | Kipling St | East | 250 | 1.5 | 375 | $100 | $37,500 | | |
| Narrakine Rd | Clayton Rd | Williams Rd | East | 615 | 1.5 | 922.5 | $104 | $95,940 | 33/34 | |
| Havelock St | Herald St | Doney St | East | 645 | 1.5 | 967.5 | $108 | $104,490 | 34/35 | **9 Years** |
| Furnival St | Earl St | Scott St | North | 750 | 1.5 | 1125 | $112 | $126,000 | 35/36 | |
| | | | | | | | | **$1,116,420** | | |

***Condition Based Remaining Useful Life Is Of The Existing Asphalt Footpath***

# 2022/23 Roads and Associated Infrastructure Valuation (Footpaths)

| Footpath ID | Road | Start | End | Length (m) | Material | Construction Date | Asset Subtype | Age (yrs) | TUL | Condition (Expected) | Condition Based RUL | Replacement Cost | Fair Value | Annual Depreciation | Accumulative Depreciation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | ANDREWS STREET | 10 | 120 | 110 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $12,364.00 | $3,297.07 | $412.13 | $9,066.93 |
| 35 | ARGUS STREET | 10 | 70 | 60 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 45 | $8,088.00 | $4,985.75 | $110.79 | $3,102.25 |
| 36 | ARGUS STREET | 70 | 140 | 70 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 45 | $9,436.00 | $5,816.71 | $129.26 | $3,619.29 |
| 37 | ARGUS STREET | 160 | 300 | 140 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 45 | $18,872.00 | $11,633.42 | $258.52 | $7,238.58 |
| 272 | ARGUS STREET | 315 | 425 | 110 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $14,828.00 | $13,345.20 | $296.56 | $1,482.80 |
| 273 | ARGUS STREET | 440 | 560 | 120 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $16,176.00 | $14,558.40 | $323.52 | $1,617.60 |
| 274 | ARGUS STREET | 575 | 620 | 45 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $6,066.00 | $5,459.40 | $121.32 | $606.60 |
| 275 | ARGUS STREET | 620 | 680 | 60 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $8,088.00 | $7,279.20 | $161.76 | $808.80 |
| 67 | ASHWORTH CRESCENT | 180 | 300 | 120 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 6 | $13,488.00 | $2,890.29 | $481.71 | $10,597.71 |
| 271 | ASHWORTH CRESCENT | 3 | 206 | 155 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $17,422.00 | $4,126.26 | $458.47 | $13,295.74 |
| 261 | BANNISTER STREET | 90 | 360 | 270 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $30,348.00 | $1,011.60 | $1,011.60 | $29,336.40 |
| 262 | BANNISTER STREET | 380 | 660 | 280 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $31,472.00 | $7,453.89 | $828.21 | $24,018.11 |
| 108 | BANNISTER STREET | 680 | 950 | 270 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $30,348.00 | $7,187.68 | $798.63 | $23,160.32 |
| 9 | BLIGHT ROAD | 15 | 181 | 166 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $14,544.92 | $10,763.24 | $290.90 | $3,781.68 |
| 195 | BUNBURY STREET | 10 | 90 | 80 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $10,790.40 | $4,259.37 | $283.96 | $6,531.03 |
| 196 | BUNBURY STREET | 110 | 230 | 120 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $16,185.60 | $6,389.05 | $425.94 | $9,796.55 |
| 276 | BURNS STREET | 10 | 140 | 130 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $17,524.00 | $17,173.52 | $350.48 | $350.48 |
| 277 | BURNS STREET | 155 | 260 | 105 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $14,154.00 | $13,870.92 | $283.08 | $283.08 |
| 52 | BUTLER STREET | 315 | 469 | 154 | Concrete Slabs | 01/01/1994 | Footpath - Concrete Slabs | 29 | 50 | 3 | 20 | $14,784.00 | $6,034.29 | $301.71 | $8,749.71 |
| 278 | BUTLER STREET | 0 | 690 | 690 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 1 | $77,556.00 | $2,585.20 | $2,585.20 | $74,970.80 |
| 50 | BUTLER STREET | 10 | 150 | 140 | Bituminous Seal | 01/01/1994 | Footpath - Bituminous Seal | 29 | 20 | 5 | 1 | $7,560.00 | $378.00 | $378.00 | $7,182.00 |
| 51 | BUTLER STREET | 160 | 300 | 140 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $15,736.00 | $4,196.27 | $524.53 | $11,539.73 |
| 173 | BUTLER STREET | 315 | 700 | 385 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 15 | $43,274.00 | $17,543.51 | $1,169.57 | $25,730.49 |
| 42 | CLAYTON ROAD | 10 | 210 | 200 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 21 | $24,728.00 | $10,385.76 | $494.56 | $14,342.24 |
| 43 | CLAYTON ROAD | 230 | 410 | 180 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $20,232.00 | $6,897.27 | $459.82 | $13,334.73 |
| 44 | CLAYTON ROAD | 425 | 600 | 175 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $19,670.00 | $6,705.68 | $447.05 | $12,964.32 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72 | CLAYTON ROAD | 620 | 1000 | 380 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $42,712.00 | $14,560.91 | $970.73 | $28,151.09 |
| 73 | CLAYTON ROAD | 1020 | 1361 | 341 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $38,328.40 | $1,277.61 | $1,277.61 | $37,050.79 |
| 68 | CLAYTON ROAD | 1375 | 1630 | 255 | Asphalt (obsolete) | 01/01/2009 | Footpath - Asphalt | 14 | 30 | 3 | 6 | $28,662.00 | $8,598.60 | $1,433.10 | $20,063.40 |
| 69 | CLAYTON ROAD | 1650 | 1730 | 80 | Asphalt (obsolete) | 01/01/2009 | Footpath - Asphalt | 14 | 30 | 3 | 6 | $8,992.00 | $2,697.60 | $449.60 | $6,294.40 |
| 41 | CLAYTON ROAD | 10 | 413 | 403 | Asphalt (obsolete) | 01/01/2005 | Footpath - Asphalt | 18 | 30 | 3 | 21 | $70,210.66 | $37,805.74 | $1,800.27 | $32,404.92 |
| 45 | CLAYTON ROAD | 413 | 600 | 187 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $17,645.32 | $15,880.79 | $352.91 | $1,764.53 |
| 241 | DAGLISH STREET | 10 | 220 | 210 | Insitu Concrete | 01/01/1994 | Footpath - Insitu Concrete | 29 | 50 | 3 | 45 | $21,231.00 | $12,910.74 | $286.91 | $8,320.26 |
| 242 | DAGLISH STREET | 240 | 380 | 140 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $15,736.00 | $524.53 | $524.53 | $15,211.47 |
| 243 | DAGLISH STREET | 400 | 520 | 120 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $13,488.00 | $449.60 | $449.60 | $13,038.40 |
| 203 | DALE STREET | 10 | 110 | 100 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $12,364.00 | $2,928.32 | $325.37 | $9,435.68 |
| 211 | DALE STREET | 130 | 210 | 80 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $9,891.20 | $2,342.65 | $260.29 | $7,548.55 |
| 279 | DALE STREET | 210 | 230 | 20 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $2,156.80 | $1,596.03 | $43.14 | $560.77 |
| 231 | DONEY STREET | 10 | 67 | 57 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $6,406.80 | $1,517.40 | $168.60 | $4,889.40 |
| 232 | DONEY STREET | 67 | 170 | 103 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $10,419.48 | $2,467.77 | $274.20 | $7,951.71 |
| 233 | DONEY STREET | 170 | 240 | 70 | Concrete Slabs | 01/01/1993 | Footpath - Concrete Slabs | 30 | 50 | 3 | 10 | $10,080.00 | $2,520.00 | $252.00 | $7,560.00 |
| 194 | DONEY STREET | 10 | 120 | 110 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 1 | $13,600.40 | $453.35 | $453.35 | $13,147.05 |
| 230 | DONEY STREET | 120 | 150 | 30 | Brick Paving | 01/01/2009 | Footpath - Brick Paving | 14 | 50 | 2 | 45 | $10,185.00 | $7,768.22 | $172.63 | $2,416.78 |
| 234 | DONEY STREET | 240 | 375 | 135 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 1 | $15,174.00 | $505.80 | $505.80 | $14,668.20 |
| 280 | DONEY STREET | 390 | 600 | 210 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $22,646.40 | $22,193.47 | $452.93 | $452.93 |
| 281 | DONEY STREET | 615 | 770 | 155 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $16,715.20 | $16,380.90 | $334.30 | $334.30 |
| 282 | DONEY STREET | 785 | 950 | 165 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $22,242.00 | $21,797.16 | $444.84 | $444.84 |
| 283 | EARL STREET NORTH | 10 | 120 | 110 | Insitu Concrete | 01/01/2022 | Footpath - Insitu Concrete | 1 | 50 | 1 | 49 | $13,345.20 | $13,078.30 | $266.90 | $266.90 |
| 287 | EARL STREET SOUTH | 0 | 240 | 240 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $21,580.80 | $14,387.20 | $719.36 | $7,193.60 |
| 218 | EARL STREET SOUTH | 10 | 60 | 50 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $8,430.00 | $5,620.00 | $281.00 | $2,810.00 |
| 161 | EARL STREET SOUTH | 145 | 180 | 35 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $23,765.00 | $21,388.50 | $475.30 | $2,376.50 |
| 179 | EARL STREET SOUTH | 180 | 205 | 25 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $4,365.00 | $3,928.50 | $87.30 | $436.50 |
| 180 | EARL STREET SOUTH | 205 | 763 | 558 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $156,798.00 | $61,893.95 | $4,126.26 | $94,904.05 |
| 284 | EARL STREET SOUTH | 240 | 255 | 15 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $4,720.80 | $3,147.20 | $157.36 | $1,573.60 |
| 285 | EARL STREET SOUTH | 265 | 310 | 45 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $13,403.70 | $5,290.93 | $352.73 | $8,112.77 |
| 286 | EARL STREET SOUTH | 460 | 540 | 80 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $7,643.20 | $1,810.23 | $201.14 | $5,832.97 |
| 288 | EARL STREET SOUTH | 10 | 135 | 125 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $25,290.00 | $9,982.89 | $665.53 | $15,307.11 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 221 | EARL STREET SOUTH | 245 | 300 | 55 | Asphalt (obsolete) | 01/01/1992 | Footpath - Asphalt | 31 | 30 | 5 | 9 | $14,836.80 | $3,513.98 | $390.44 | $11,322.82 |
| 222 | EARL STREET SOUTH | 320 | 384 | 64 | Insitu Concrete | 01/01/1992 | Footpath - Insitu Concrete | 31 | 50 | 4 | 35 | $8,627.20 | $4,575.03 | $130.72 | $4,052.17 |
| 223 | EARL STREET SOUTH | 384 | 445 | 61 | Insitu Concrete | 01/01/1992 | Footpath - Insitu Concrete | 31 | 50 | 4 | 35 | $8,222.80 | $4,360.58 | $124.59 | $3,862.22 |
| 224 | EARL STREET SOUTH | 460 | 490 | 30 | Asphalt (obsolete) | 01/01/1992 | Footpath - Asphalt | 31 | 30 | 5 | 15 | $7,755.60 | $2,643.95 | $176.26 | $5,111.65 |
| 225 | EARL STREET SOUTH | 490 | 615 | 125 | Insitu Concrete | 01/01/1993 | Footpath - Insitu Concrete | 30 | 50 | 3 | 35 | $16,850.00 | $9,073.08 | $259.23 | $7,776.92 |
| 226 | EARL STREET SOUTH | 630 | 765 | 135 | Insitu Concrete | 01/01/1993 | Footpath - Insitu Concrete | 30 | 50 | 3 | 35 | $18,198.00 | $9,798.92 | $279.97 | $8,399.08 |
| 289 | EARL STREET SOUTH | 780 | 805 | 25 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $3,370.00 | $2,493.80 | $67.40 | $876.20 |
| 290 | EARL STREET SOUTH | 820 | 840 | 20 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $2,696.00 | $1,995.04 | $53.92 | $700.96 |
| 291 | EARL STREET SOUTH | 870 | 910 | 40 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $5,392.00 | $3,990.08 | $107.84 | $1,401.92 |
| 104 | EGERTON STREET | 10 | 220 | 210 | Brick Paving | 01/01/2010 | Footpath - Brick Paving | 13 | 50 | 2 | 37 | $16,296.00 | $12,059.04 | $325.92 | $4,236.96 |
| 86 | EGERTON STREET | 10 | 135 | 125 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $9,700.00 | $8,730.00 | $194.00 | $970.00 |
| 105 | EGERTON STREET | 145 | 220 | 75 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $5,820.00 | $5,238.00 | $116.40 | $582.00 |
| 236 | ENSIGN STREET | 10 | 180 | 170 | Asphalt (obsolete) | 01/01/2007 | Footpath - Asphalt | 16 | 30 | 3 | 21 | $31,528.20 | $17,894.38 | $852.11 | $13,633.82 |
| 239 | ENSIGN STREET | 198 | 410 | 212 | Insitu Concrete | 01/01/1994 | Footpath - Insitu Concrete | 29 | 50 | 3 | 35 | $21,433.20 | $11,721.28 | $334.89 | $9,711.92 |
| 292 | ENSIGN STREET | 420 | 590 | 170 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $18,332.80 | $13,566.27 | $366.66 | $4,766.53 |
| 293 | ENSIGN STREET | 610 | 795 | 185 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $19,950.40 | $14,763.30 | $399.01 | $5,187.10 |
| 294 | ENSIGN STREET | 810 | 1215 | 405 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $43,675.20 | $32,319.65 | $873.50 | $11,355.55 |
| 237 | ENSIGN STREET | 10 | 50 | 40 | Bituminous Seal | 01/01/1994 | Footpath - Bituminous Seal | 29 | 20 | 5 | 14 | $6,480.00 | $2,749.09 | $196.36 | $3,730.91 |
| 238 | ENSIGN STREET | 50 | 180 | 130 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 21 | $27,032.20 | $11,353.52 | $540.64 | $15,678.68 |
| 139 | FAIRWAY STREET | 840 | 930 | 90 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $14,668.20 | $3,474.05 | $386.01 | $11,194.15 |
| 295 | FAIRWAY STREET | 935 | 950 | 15 | Brick Paving | 01/01/2010 | Footpath - Brick Paving | 13 | 50 | 2 | 37 | $6,111.00 | $4,522.14 | $122.22 | $1,588.86 |
| 250 | FALCON STREET | 80 | 140 | 60 | Concrete Slabs | 01/01/1993 | Footpath - Concrete Slabs | 30 | 50 | 3 | 20 | $5,760.00 | $2,304.00 | $115.20 | $3,456.00 |
| 251 | FALCON STREET | 100 | 270 | 170 | Concrete Slabs | 01/01/1990 | Footpath - Concrete Slabs | 33 | 50 | 4 | 10 | $16,320.00 | $3,795.35 | $379.53 | $12,524.65 |
| 252 | FALCON STREET | 320 | 360 | 40 | Bituminous Seal | 01/01/1990 | Footpath - Bituminous Seal | 33 | 20 | 5 | 1 | $3,600.00 | $180.00 | $180.00 | $3,420.00 |
| 253 | FALCON STREET | 360 | 400 | 40 | Bituminous Seal | 01/01/1990 | Footpath - Bituminous Seal | 33 | 20 | 5 | 1 | $2,700.00 | $135.00 | $135.00 | $2,565.00 |
| 296 | FALCON STREET | 400 | 450 | 50 | Bituminous Seal | 01/01/1990 | Footpath - Bituminous Seal | 33 | 20 | 5 | 1 | $3,375.00 | $168.75 | $168.75 | $3,206.25 |
| 32 | FATHOM STREET | 10 | 60 | 50 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $5,620.00 | $1,915.91 | $127.73 | $3,704.09 |
| 33 | FATHOM STREET | 60 | 130 | 70 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $7,868.00 | $2,682.27 | $178.82 | $5,185.73 |
| 34 | FATHOM STREET | 150 | 330 | 180 | Insitu Concrete | 01/01/1994 | Footpath - Insitu Concrete | 29 | 50 | 3 | 35 | $14,558.40 | $7,961.63 | $227.48 | $6,596.78 |
| 31 | FATHOM STREET | 10 | 130 | 120 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 10 | $13,488.00 | $4,496.00 | $449.60 | $8,992.00 |
| 265 | FEDERAL STREET | 371 | 378 | 33 | Asphalt (obsolete) | 01/01/2005 | Footpath - Asphalt | 18 | 30 | 3 | 21 | $4,451.04 | $2,396.71 | $114.13 | $2,054.33 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | FEDERAL STREET | 380 | 400 | 20 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $5,392.00 | $3,990.08 | $107.84 | $1,401.92 |
| 90 | FEDERAL STREET | 410 | 630 | 220 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $42,680.00 | $38,412.00 | $853.60 | $4,268.00 |
| 146 | FEDERAL STREET | 640 | 760 | 120 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $46,560.00 | $41,904.00 | $931.20 | $4,656.00 |
| 164 | FEDERAL STREET | 775 | 885 | 110 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $42,680.00 | $38,412.00 | $853.60 | $4,268.00 |
| 166 | FEDERAL STREET | 900 | 1065 | 165 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $37,092.00 | $24,728.00 | $1,236.40 | $12,364.00 |
| 182 | FEDERAL STREET | 1065 | 1150 | 85 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $9,554.00 | $3,771.32 | $251.42 | $5,782.68 |
| 297 | FEDERAL STREET | 1170 | 1310 | 140 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $31,472.00 | $12,423.16 | $828.21 | $19,048.84 |
| 87 | FEDERAL STREET | 370 | 390 | 20 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $4,718.00 | $3,491.32 | $94.36 | $1,226.68 |
| 89 | FEDERAL STREET | 390 | 430 | 40 | Asphalt (obsolete) | 01/01/2018 | Footpath - Asphalt | 5 | 30 | 1 | 25 | $7,868.00 | $6,556.67 | $262.27 | $1,311.33 |
| 91 | FEDERAL STREET | 440 | 490 | 50 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $9,835.00 | $3,882.24 | $258.82 | $5,952.76 |
| 92 | FEDERAL STREET | 510 | 560 | 50 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $9,835.00 | $3,882.24 | $258.82 | $5,952.76 |
| 94 | FEDERAL STREET | 575 | 600 | 25 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $4,917.50 | $1,941.12 | $129.41 | $2,976.38 |
| 97 | FEDERAL STREET | 600 | 620 | 20 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $6,790.00 | $6,111.00 | $135.80 | $679.00 |
| 147 | FEDERAL STREET | 640 | 760 | 120 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $46,560.00 | $41,904.00 | $931.20 | $4,656.00 |
| 165 | FEDERAL STREET | 775 | 885 | 110 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $42,680.00 | $38,412.00 | $853.60 | $4,268.00 |
| 57 | FEDERAL STREET | 900 | 1021 | 121 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $14,679.72 | $10,862.99 | $293.59 | $3,816.73 |
| 58 | FEDERAL STREET | 1021 | 1150 | 129 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $17,389.20 | $12,868.01 | $347.78 | $4,521.19 |
| 59 | FEDERAL STREET | 1170 | 1310 | 140 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $18,872.00 | $13,965.28 | $377.44 | $4,906.72 |
| 298 | FEDERAL STREET | 1330 | 1460 | 130 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $17,524.00 | $12,967.76 | $350.48 | $4,556.24 |
| 299 | FEDERAL STREET | 1475 | 1530 | 55 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $7,414.00 | $5,486.36 | $148.28 | $1,927.64 |
| 300 | FELSPAR STREET TOWN | 230 | 350 | 120 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $16,176.00 | $14,558.40 | $323.52 | $1,617.60 |
| 301 | FELSPAR STREET TOWN | 370 | 455 | 85 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $11,458.00 | $10,312.20 | $229.16 | $1,145.80 |
| 302 | FELSPAR STREET TOWN | 470 | 900 | 430 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $46,371.20 | $34,314.69 | $927.42 | $12,056.51 |
| 303 | FELSPAR STREET TOWN | 900 | 1060 | 160 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $17,984.00 | $7,098.95 | $473.26 | $10,885.05 |
| 304 | FELSPAR STREET TOWN | 1080 | 1500 | 420 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $56,616.00 | $41,895.84 | $1,132.32 | $14,720.16 |
| 109 | FLOYD STREET | 10 | 155 | 145 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 15 | $16,298.00 | $6,607.30 | $440.49 | $9,690.70 |
| 110 | FLOYD STREET | 165 | 290 | 125 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 15 | $14,050.00 | $5,695.95 | $379.73 | $8,354.05 |
| 305 | FORREST ROAD | 600 | 665 | 65 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $8,762.00 | $6,483.88 | $175.24 | $2,278.12 |
| 229 | FORREST ROAD | 665 | 835 | 170 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 21 | $19,108.00 | $8,025.36 | $382.16 | $11,082.64 |
| 306 | FORREST ROAD | 10 | 85 | 75 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $12,645.00 | $2,994.87 | $332.76 | $9,650.13 |
| 307 | FORREST ROAD | 100 | 190 | 90 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $10,116.00 | $2,395.89 | $266.21 | $7,720.11 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 227 | FORREST ROAD | 220 | 420 | 200 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 6 | $22,480.00 | $4,817.14 | $802.86 | $17,662.86 |
| 228 | FORREST ROAD | 430 | 640 | 210 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $23,604.00 | $6,294.40 | $786.80 | $17,309.60 |
| 308 | FORREST ROAD | 660 | 850 | 190 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $25,612.00 | $18,952.88 | $512.24 | $6,659.12 |
| 309 | FORREST ROAD | 860 | 1020 | 160 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $21,568.00 | $15,960.32 | $431.36 | $5,607.68 |
| 310 | FORREST ROAD | 1040 | 1100 | 60 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $8,088.00 | $5,985.12 | $161.76 | $2,102.88 |
| 11 | FORTUNE STREET | 10 | 60 | 50 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 45 | $20,370.00 | $12,222.00 | $271.60 | $8,148.00 |
| 14 | FORTUNE STREET | 70 | 210 | 140 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 35 | $57,036.00 | $30,711.69 | $877.48 | $26,324.31 |
| 16 | FORTUNE STREET | 220 | 285 | 65 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 35 | $26,481.00 | $14,259.00 | $407.40 | $12,222.00 |
| 17 | FORTUNE STREET | 295 | 360 | 65 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 1 | $13,516.10 | $450.54 | $450.54 | $13,065.56 |
| 163 | FORTUNE STREET | 370 | 505 | 135 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $28,071.90 | $6,648.61 | $738.73 | $21,423.29 |
| 19 | FORTUNE STREET | 520 | 555 | 35 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $3,934.00 | $931.74 | $103.53 | $3,002.26 |
| 12 | FORTUNE STREET | 0 | 60 | 60 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 45 | $20,370.00 | $12,222.00 | $271.60 | $8,148.00 |
| 13 | FORTUNE STREET | 70 | 130 | 60 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 45 | $20,370.00 | $12,222.00 | $271.60 | $8,148.00 |
| 15 | FORTUNE STREET | 145 | 285 | 140 | Brick Paving | 01/01/1993 | Footpath - Brick Paving | 30 | 50 | 3 | 45 | $51,604.00 | $30,962.40 | $688.05 | $20,641.60 |
| 18 | FORTUNE STREET | 295 | 360 | 65 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 15 | $7,306.00 | $2,490.68 | $166.05 | $4,815.32 |
| 259 | FOX STREET | 530 | 755 | 225 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $24,264.00 | $17,955.36 | $485.28 | $6,308.64 |
| 260 | FOX STREET | 770 | 990 | 220 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $23,724.80 | $17,556.35 | $474.50 | $6,168.45 |
| 311 | FOX STREET | 1220 | 1270 | 50 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $5,620.00 | $1,331.05 | $147.89 | $4,288.95 |
| 244 | FURNIVAL STREET | 110 | 160 | 50 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $10,116.00 | $3,993.16 | $266.21 | $6,122.84 |
| 245 | FURNIVAL STREET | 250 | 270 | 20 | Concrete Slabs | 01/01/2000 | Footpath - Concrete Slabs | 23 | 50 | 3 | 27 | $2,880.00 | $1,555.20 | $57.60 | $1,324.80 |
| 246 | FURNIVAL STREET | 390 | 590 | 200 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $22,480.00 | $5,324.21 | $591.58 | $17,155.79 |
| 247 | FURNIVAL STREET | 610 | 990 | 380 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $42,712.00 | $10,116.00 | $1,124.00 | $32,596.00 |
| 248 | FURNIVAL STREET | 1010 | 1180 | 170 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $19,108.00 | $4,525.58 | $502.84 | $14,582.42 |
| 249 | FURNIVAL STREET | 1190 | 1430 | 240 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $26,976.00 | $6,389.05 | $709.89 | $20,586.95 |
| 119 | GARFIELD STREET | 10 | 140 | 130 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $14,612.00 | $3,896.53 | $487.07 | $10,715.47 |
| 312 | GARFIELD STREET | 150 | 260 | 110 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $12,364.00 | $2,928.32 | $325.37 | $9,435.68 |
| 313 | GARFIELD STREET | 280 | 415 | 135 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $10,918.80 | $8,079.91 | $218.38 | $2,838.89 |
| 314 | GARFIELD STREET | 440 | 570 | 130 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 1 | $15,342.60 | $511.42 | $511.42 | $14,831.18 |
| 315 | GARFIELD STREET | 580 | 680 | 100 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $11,802.00 | $4,658.68 | $310.58 | $7,143.32 |
| 255 | GLYDE STREET | 310 | 450 | 140 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $15,736.00 | $3,726.95 | $414.11 | $12,009.05 |
| 256 | GLYDE STREET | 470 | 600 | 130 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $14,612.00 | $3,460.74 | $384.53 | $11,151.26 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 257 | GLYDE STREET | 620 | 720 | 100 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $8,430.00 | $1,996.58 | $221.84 | $6,433.42 |
| 258 | GLYDE STREET | 740 | 840 | 100 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 15 | $15,174.00 | $5,172.95 | $344.86 | $10,001.05 |
| 141 | GNAROJIN PARK | 0 | 1 | 56 | Timber | 01/01/1980 | Footpath - Composite | 43 | 20 | 5 | 1 | $39,200.00 | $1,960.00 | $1,960.00 | $37,240.00 |
| 142 | GNAROJIN PARK | 0 | 1 | 58 | Timber | 01/01/1980 | Footpath - Composite | 43 | 20 | 5 | 1 | $40,600.00 | $2,030.00 | $2,030.00 | $38,570.00 |
| 267 | GNAROJIN PARK | | | 770 | Gravel | 01/01/2000 | Footpath - Gravel | 23 | 40 | 3 | 28 | $61,600.00 | $33,819.61 | $1,207.84 | $27,780.39 |
| 268 | GNAROJIN PARK | | | 35 | Insitu Concrete | 01/01/1990 | Footpath - Insitu Concrete | 33 | 50 | 4 | 35 | $4,718.00 | $2,428.38 | $69.38 | $2,289.62 |
| 269 | GNAROJIN PARK | | | 100 | Insitu Concrete | 01/01/2005 | Footpath - Insitu Concrete | 18 | 50 | 2 | 32 | $13,480.00 | $8,627.20 | $269.60 | $4,852.80 |
| 270 | GNAROJIN PARK | | | 30 | Asphalt (obsolete) | 01/01/2005 | Footpath - Asphalt | 18 | 30 | 3 | 21 | $6,069.60 | $3,268.25 | $155.63 | $2,801.35 |
| 140 | GNAROJIN PARK | | | 314 | Insitu Concrete | 01/01/2005 | Footpath - Insitu Concrete | 18 | 50 | 2 | 32 | $42,327.20 | $27,089.41 | $846.54 | $15,237.79 |
| 98 | GNAROJIN PARK | | | 30 | Insitu Concrete | 01/01/1990 | Footpath - Insitu Concrete | 33 | 50 | 4 | 25 | $4,044.00 | $1,743.10 | $69.72 | $2,300.90 |
| 103 | GNAROJIN PARK | | | 32 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 21 | $6,114.56 | $2,918.31 | $138.97 | $3,196.25 |
| 106 | GNAROJIN PARK | | | 428 | Cement Stabilised Gravel | 01/01/1995 | Footpath - Cement Stabilised Gravel | 28 | 25 | 5 | 1 | $73,616.00 | $2,944.64 | $2,944.64 | $70,671.36 |
| 63 | GRAY STREET | 170 | 275 | 105 | Bituminous Seal | 01/01/1993 | Footpath - Bituminous Seal | 30 | 20 | 5 | 6 | $7,560.00 | $1,814.40 | $302.40 | $5,745.60 |
| 64 | GRAY STREET | 283 | 415 | 132 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 1 | $11,869.44 | $395.65 | $395.65 | $11,473.79 |
| 65 | GRAY STREET | 425 | 470 | 45 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $11,127.60 | $2,635.48 | $292.83 | $8,492.12 |
| 175 | GRAY STREET RIGHT (470) | 470 | 577 | 107 | Concrete Slabs | 01/01/1990 | Footpath - Concrete Slabs | 33 | 50 | 4 | 17 | $12,840.00 | $4,365.60 | $256.80 | $8,474.40 |
| 212 | HANSARD STREET | 710 | 847 | 137 | Concrete Slabs | 01/01/1995 | Footpath - Concrete Slabs | 28 | 50 | 3 | 22 | $24,112.00 | $10,609.28 | $482.24 | $13,502.72 |
| 134 | HANSARD STREET | 10 | 80 | 70 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $8,654.80 | $3,019.12 | $201.27 | $5,635.68 |
| 135 | HANSARD STREET | 100 | 300 | 200 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $24,728.00 | $8,626.05 | $575.07 | $16,101.95 |
| 136 | HANSARD STREET | 320 | 540 | 220 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $27,200.80 | $9,488.65 | $632.58 | $17,712.15 |
| 137 | HANSARD STREET | 555 | 695 | 140 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $17,309.60 | $6,038.23 | $402.55 | $11,271.37 |
| 138 | HANSARD STREET | 710 | 847 | 137 | Concrete Slabs | 01/01/1995 | Footpath - Concrete Slabs | 28 | 50 | 3 | 22 | $24,112.00 | $10,609.28 | $482.24 | $13,502.72 |
| 124 | HAVELOCK STREET | 789 | 920 | 131 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $14,724.40 | $3,926.51 | $490.81 | $10,797.89 |
| 125 | HAVELOCK STREET | 935 | 1000 | 65 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $7,306.00 | $1,948.27 | $243.53 | $5,357.73 |
| 126 | HAVELOCK STREET | 1020 | 1200 | 180 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $20,232.00 | $4,791.79 | $532.42 | $15,440.21 |
| 127 | HAVELOCK STREET | 1220 | 1400 | 180 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $20,232.00 | $4,791.79 | $532.42 | $15,440.21 |
| 129 | HAVELOCK STREET | 1410 | 1550 | 140 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $15,736.00 | $3,726.95 | $414.11 | $12,009.05 |
| 128 | HAVELOCK STREET | 1420 | 1490 | 70 | Bituminous Seal | 01/01/1993 | Footpath - Bituminous Seal | 30 | 20 | 5 | 6 | $6,300.00 | $1,512.00 | $252.00 | $4,788.00 |
| 132 | HAVELOCK STREET | 1565 | 1710 | 145 | Asphalt (obsolete) | 01/01/1993 | Footpath - Asphalt | 30 | 30 | 5 | 9 | $16,298.00 | $3,860.05 | $428.89 | $12,437.95 |
| 38 | HEATH STREET | 60 | 145 | 85 | Asphalt (obsolete) | 01/01/2002 | Footpath - Asphalt | 21 | 30 | 4 | 9 | $10,509.40 | $3,152.82 | $350.31 | $7,356.58 |
| 316 | HEATH STREET | 155 | 230 | 75 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $9,273.00 | $2,196.24 | $244.03 | $7,076.76 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 183 | HEATH STREET | 240 | 310 | 70 | Asphalt (obsolete) | 01/01/2002 | Footpath - Asphalt | 21 | 30 | 4 | 9 | $8,654.80 | $2,596.44 | $288.49 | $6,058.36 |
| 39 | HEATH STREET | 10 | 40 | 30 | Brick Paving | 01/01/1994 | Footpath - Brick Paving | 29 | 50 | 3 | 35 | $10,476.00 | $5,729.06 | $163.69 | $4,746.94 |
| 170 | HERALD STREET | 0 | 200 | 200 | Insitu Concrete | 01/01/2018 | Footpath - Insitu Concrete | 5 | 50 | 1 | 45 | $26,960.00 | $24,264.00 | $539.20 | $2,696.00 |
| 62 | HERALD STREET | 215 | 350 | 135 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $15,174.00 | $4,046.40 | $505.80 | $11,127.60 |
| 171 | HERALD STREET | 370 | 470 | 100 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $11,240.00 | $2,997.33 | $374.67 | $8,242.67 |
| 172 | HERALD STREET | 485 | 575 | 90 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $10,116.00 | $2,697.60 | $337.20 | $7,418.40 |
| 317 | HERALD STREET | 590 | 730 | 140 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $15,736.00 | $6,211.58 | $414.11 | $9,524.42 |
| 4 | HIGHBURY WEST ROAD | 10 | 191 | 181 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $15,859.22 | $11,735.82 | $317.18 | $4,123.40 |
| 205 | HILLMAN STREET | 10 | 105 | 95 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $11,745.80 | $4,636.50 | $309.10 | $7,109.30 |
| 208 | HILLMAN STREET | 120 | 230 | 110 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $13,600.40 | $5,368.58 | $357.91 | $8,231.82 |
| 120 | HOMER STREET | 10 | 210 | 200 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 15 | $24,728.00 | $10,024.86 | $668.32 | $14,703.14 |
| 121 | HOMER STREET | 230 | 430 | 200 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $24,728.00 | $6,594.13 | $824.27 | $18,133.87 |
| 122 | HOMER STREET | 450 | 600 | 150 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 9 | $18,546.00 | $4,511.19 | $501.24 | $14,034.81 |
| 318 | HOMER STREET | 450 | 600 | 150 | Bituminous Seal | 01/01/1990 | Footpath - Bituminous Seal | 33 | 20 | 5 | 1 | $10,800.00 | $540.00 | $540.00 | $10,260.00 |
| 319 | HOMER STREET | 620 | 750 | 130 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $19,726.20 | $7,786.66 | $519.11 | $11,939.54 |
| 123 | HOMER STREET | 750 | 770 | 20 | Brick Paving | 01/01/2003 | Footpath - Brick Paving | 20 | 50 | 2 | 30 | $6,984.00 | $4,190.40 | $139.68 | $2,793.60 |
| 22 | JERSEY STREET | 10 | 170 | 160 | Asphalt (obsolete) | 01/01/2007 | Footpath - Asphalt | 16 | 30 | 3 | 14 | $17,984.00 | $8,392.53 | $599.47 | $9,591.47 |
| 24 | JERSEY STREET | 187 | 372 | 185 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $20,794.00 | $693.13 | $693.13 | $20,100.87 |
| 25 | JERSEY STREET | 385 | 570 | 185 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 1 | $20,794.00 | $693.13 | $693.13 | $20,100.87 |
| 29 | JOHNSTON STREET | 10 | 110 | 100 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 10 | $11,240.00 | $3,746.67 | $374.67 | $7,493.33 |
| 145 | JOHNSTON STREET | 125 | 260 | 135 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 6 | $15,174.00 | $3,501.69 | $583.62 | $11,672.31 |
| 152 | JOHNSTON STREET | 275 | 440 | 165 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 6 | $18,546.00 | $4,279.85 | $713.31 | $14,266.15 |
| 153 | JOHNSTON STREET | 465 | 505 | 40 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 6 | $4,496.00 | $1,037.54 | $172.92 | $3,458.46 |
| 159 | JOHNSTON STREET | 525 | 630 | 105 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 6 | $11,802.00 | $2,723.54 | $453.92 | $9,078.46 |
| 30 | LEFROY STREET | 226 | 530 | 304 | Asphalt (obsolete) | 01/01/2002 | Footpath - Asphalt | 21 | 30 | 4 | 15 | $30,752.64 | $12,813.60 | $854.24 | $17,939.04 |
| 26 | LOCK STREET | 10 | 420 | 410 | Asphalt (obsolete) | 01/01/1994 | Footpath - Asphalt | 29 | 30 | 5 | 9 | $46,084.00 | $10,914.63 | $1,212.74 | $35,169.37 |
| 27 | LOCK STREET | 440 | 524 | 84 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $9,441.60 | $2,517.76 | $314.72 | $6,923.84 |
| 28 | LOCK STREET | 536 | 750 | 214 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $24,053.60 | $6,414.29 | $801.79 | $17,639.31 |
| 70 | NARRAKINE ROAD | 1165 | 1290 | 125 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $14,050.00 | $3,746.67 | $468.33 | $10,303.33 |
| 71 | NARRAKINE ROAD | 1310 | 1450 | 140 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $15,736.00 | $4,196.27 | $524.53 | $11,539.73 |
| 160 | NARRAKINE ROAD | 1470 | 1820 | 350 | Asphalt (obsolete) | 01/01/2001 | Footpath - Asphalt | 22 | 30 | 4 | 8 | $39,340.00 | $10,490.67 | $1,311.33 | $28,849.33 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 | NARRAKINE ROAD | 1835 | 1960 | 125 | Asphalt (obsolete) | 01/01/2003 | Footpath - Asphalt | 20 | 30 | 4 | 10 | $14,050.00 | $4,683.33 | $468.33 | $9,366.67 |
| 320 | NARROGIN KONDININ TOWN | 0 | 1 | 150 | Bituminous Seal | 01/01/2000 | Footpath - Bituminous Seal | 23 | 20 | 5 | 10 | $10,125.00 | $3,491.38 | $349.14 | $6,633.62 |
| 321 | NARROGIN KONDININ TOWN | 0 | 1 | 430 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $57,964.00 | $42,893.36 | $1,159.28 | $15,070.64 |
| 322 | NARROGIN KONDININ TOWN | 0 | 1 | 150 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $20,220.00 | $14,962.80 | $404.40 | $5,257.20 |
| 323 | NARROGIN KONDININ TOWN | 0 | 1 | 30 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $8,430.00 | $3,327.63 | $221.84 | $5,102.37 |
| 324 | NARROGIN KONDININ TOWN | 0 | 1 | 20 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $5,620.00 | $1,331.05 | $147.89 | $4,288.95 |
| 325 | NARROGIN KONDININ TOWN | 0 | 1 | 185 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $20,794.00 | $8,208.16 | $547.21 | $12,585.84 |
| 326 | NARROGIN KONDININ TOWN | 0 | 1 | 80 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $8,992.00 | $3,549.47 | $236.63 | $5,442.53 |
| 327 | NARROGIN KONDININ TOWN | 0 | 1 | 80 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $45,008.00 | $40,507.20 | $900.16 | $4,500.80 |
| 328 | NARROGIN KONDININ TOWN | 0 | 1 | 90 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $18,714.60 | $12,476.40 | $623.82 | $6,238.20 |
| 329 | NARROGIN KONDININ TOWN | 0 | 1 | 125 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $25,992.50 | $17,328.33 | $866.42 | $8,664.17 |
| 330 | NARROGIN KONDININ TOWN | 0 | 1 | 250 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $33,720.00 | $22,480.00 | $1,124.00 | $11,240.00 |
| 331 | NARROGIN KONDININ TOWN | 0 | 1 | 235 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $31,696.80 | $21,131.20 | $1,056.56 | $10,565.60 |
| 332 | NARROGIN KONDININ TOWN | 0 | 1 | 220 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $29,673.60 | $19,782.40 | $989.12 | $9,891.20 |
| 333 | NARROGIN KONDININ TOWN | 0 | 1 | 230 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $25,852.00 | $10,204.74 | $680.32 | $15,647.26 |
| 334 | NARROGIN KONDININ TOWN | 0 | 1 | 305 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $34,282.00 | $13,532.37 | $902.16 | $20,749.63 |
| 335 | NARROGIN KONDININ TOWN | 0 | 1 | 230 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 1 | $25,852.00 | $861.73 | $861.73 | $24,990.27 |
| 336 | NARROGIN KONDININ TOWN | 0 | 1 | 25 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 1 | $2,810.00 | $93.67 | $93.67 | $2,716.33 |
| 337 | NARROGIN KONDININ TOWN | 0 | 1 | 170 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $22,916.00 | $16,957.84 | $458.32 | $5,958.16 |
| 338 | NARROGIN KONDININ TOWN | 0 | 1 | 150 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $16,860.00 | $6,655.26 | $443.68 | $10,204.74 |
| 339 | NARROGIN KONDININ TOWN | 0 | 1 | 20 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $4,496.00 | $1,774.74 | $118.32 | $2,721.26 |
| 340 | NARROGIN KONDININ TOWN | 0 | 1 | 20 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $4,496.00 | $1,774.74 | $118.32 | $2,721.26 |
| 341 | NARROGIN KONDININ TOWN | 0 | 1 | 160 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $17,984.00 | $7,098.95 | $473.26 | $10,885.05 |
| 342 | NARROGIN KONDININ TOWN | 0 | 1 | 60 | Brick Paving | 01/01/2018 | Footpath - Brick Paving | 5 | 50 | 1 | 45 | $34,920.00 | $31,428.00 | $698.40 | $3,492.00 |
| 343 | NARROGIN KONDININ TOWN | 0 | 1 | 30 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $4,383.60 | $1,730.37 | $115.36 | $2,653.23 |
| 344 | NARROGIN KONDININ TOWN | 0 | 1 | 40 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $5,844.80 | $2,307.16 | $153.81 | $3,537.64 |
| 345 | NARROGIN KONDININ TOWN | 0 | 1 | 125 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $18,265.00 | $12,176.67 | $608.83 | $6,088.33 |
| 346 | NARROGIN KONDININ TOWN | 0 | 1 | 130 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $14,612.00 | $5,767.89 | $384.53 | $8,844.11 |
| 347 | NARROGIN KONDININ TOWN | 0 | 1 | 30 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $7,683.60 | $5,685.86 | $153.67 | $1,997.74 |
| 348 | NARROGIN KONDININ TOWN | 0 | 1 | 60 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $7,418.40 | $2,928.32 | $195.22 | $4,490.08 |
| 349 | NARROGIN KONDININ TOWN | 0 | 1 | 25 | Brick Paving | 01/01/2010 | Footpath - Brick Paving | 13 | 50 | 2 | 37 | $8,730.00 | $6,460.20 | $174.60 | $2,269.80 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 350 | NARROGIN KONDININ TOWN | 0 | 1 | 145 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $17,927.80 | $4,246.06 | $471.78 | $13,681.74 |
| 351 | NARROGIN KONDININ TOWN | 0 | 1 | 210 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $25,964.40 | $10,249.11 | $683.27 | $15,715.29 |
| 352 | NARROGIN KONDININ TOWN | 0 | 1 | 205 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $25,346.20 | $10,005.08 | $667.01 | $15,341.12 |
| 1 | NORTHAM CRANBROOK | 0 | 1 | 80 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $7,009.60 | $5,187.10 | $140.19 | $1,822.50 |
| 3 | NORTHAM CRANBROOK | 0 | 1 | 60 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $5,257.20 | $3,890.33 | $105.14 | $1,366.87 |
| 266 | NORTHAM CRANBROOK | 167460 | 167460 | 19 | Asphalt (obsolete) | 01/01/2005 | Footpath - Asphalt | 18 | 30 | 3 | 21 | $2,135.60 | $1,149.94 | $54.76 | $985.66 |
| 264 | NORTHWOOD STREET | 368 | 509 | 170 | Insitu Concrete | 01/01/2005 | Footpath - Insitu Concrete | 18 | 50 | 2 | 32 | $18,332.80 | $11,732.99 | $366.66 | $6,599.81 |
| 199 | NORTHWOOD STREET | 360 | 515 | 155 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $19,164.20 | $7,564.82 | $504.32 | $11,599.38 |
| 202 | NORTHWOOD STREET | 525 | 755 | 230 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $28,437.20 | $11,225.21 | $748.35 | $17,211.99 |
| 204 | NORTHWOOD STREET | 770 | 990 | 220 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $27,200.80 | $6,442.29 | $715.81 | $20,758.51 |
| 206 | NORTHWOOD STREET | 1000 | 1270 | 270 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $33,382.80 | $7,906.45 | $878.49 | $25,476.35 |
| 48 | PARK STREET | 10 | 60 | 50 | Brick Paving | 01/01/1995 | Footpath - Brick Paving | 28 | 50 | 3 | 45 | $31,525.00 | $19,433.22 | $431.85 | $12,091.78 |
| 178 | PARK STREET | 75 | 360 | 285 | Asphalt (obsolete) | 01/01/2005 | Footpath - Asphalt | 18 | 30 | 3 | 12 | $32,034.00 | $12,813.60 | $1,067.80 | $19,220.40 |
| 46 | PARK STREET | 10 | 45 | 45 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 21 | $5,058.00 | $2,167.71 | $103.22 | $2,890.29 |
| 47 | PARK STREET | 45 | 60 | 60 | Brick Paving | 01/01/1995 | Footpath - Brick Paving | 28 | 50 | 3 | 35 | $26,190.00 | $14,550.00 | $415.71 | $11,640.00 |
| 49 | PARK STREET | 75 | 200 | 125 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 45 | $13,480.00 | $8,309.59 | $184.66 | $5,170.41 |
| 201 | ROE STREET | 250 | 350 | 100 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $12,364.00 | $4,880.53 | $325.37 | $7,483.47 |
| 197 | ROE STREET | 10 | 110 | 100 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $12,364.00 | $4,880.53 | $325.37 | $7,483.47 |
| 198 | ROE STREET | 130 | 230 | 100 | Asphalt (obsolete) | 01/01/2000 | Footpath - Asphalt | 23 | 30 | 4 | 15 | $12,364.00 | $4,880.53 | $325.37 | $7,483.47 |
| 117 | ROWLEY STREET | 10 | 65 | 55 | Asphalt (obsolete) | 01/01/2007 | Footpath - Asphalt | 16 | 30 | 3 | 21 | $4,636.50 | $2,631.53 | $125.31 | $2,004.97 |
| 118 | ROWLEY STREET | 75 | 130 | 55 | Asphalt (obsolete) | 01/01/2007 | Footpath - Asphalt | 16 | 30 | 3 | 21 | $4,636.50 | $2,631.53 | $125.31 | $2,004.97 |
| 116 | ROWLEY STREET | 10 | 140 | 130 | Asphalt (obsolete) | 01/01/2007 | Footpath - Asphalt | 16 | 30 | 3 | 14 | $8,767.20 | $4,091.36 | $292.24 | $4,675.84 |
| 353 | SCOTT STREET | 10 | 60 | 50 | Asphalt (obsolete) | 01/01/2013 | Footpath - Asphalt | 10 | 30 | 2 | 20 | $5,620.00 | $3,746.67 | $187.33 | $1,873.33 |
| 112 | SMITH STREET | 10 | 140 | 130 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 35 | $13,143.00 | $7,301.67 | $208.62 | $5,841.33 |
| 113 | SMITH STREET | 140 | 210 | 70 | Insitu Concrete | 01/01/1995 | Footpath - Insitu Concrete | 28 | 50 | 3 | 35 | $10,379.60 | $5,766.44 | $164.76 | $4,613.16 |
| 53 | WILLIAM KENNEDY WAY | 10 | 60 | 50 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $5,058.00 | $1,764.42 | $117.63 | $3,293.58 |
| 56 | WILLIAM KENNEDY WAY | 60 | 120 | 60 | Asphalt (obsolete) | 01/01/1990 | Footpath - Asphalt | 33 | 30 | 5 | 9 | $5,058.00 | $1,197.95 | $133.11 | $3,860.05 |
| 54 | WILLIAM KENNEDY WAY | 10 | 60 | 50 | Asphalt (obsolete) | 01/01/1995 | Footpath - Asphalt | 28 | 30 | 5 | 15 | $4,496.00 | $1,568.37 | $104.56 | $2,927.63 |
| 5 | WILSON STREET | 19 | 106 | 87 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $8,795.70 | $6,508.82 | $175.91 | $2,286.88 |
| 6 | WILSON STREET | 106 | 146 | 40 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $3,504.80 | $2,593.55 | $70.10 | $911.25 |
| 7 | WILSON STREET | 146 | 298 | 152 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $13,318.24 | $9,855.50 | $266.36 | $3,462.74 |
| 8 | WILSON STREET | 307 | 514 | 207 | Insitu Concrete | 01/01/2010 | Footpath - Insitu Concrete | 13 | 50 | 2 | 37 | $18,137.34 | $13,421.63 | $362.75 | $4,715.71 |