



## AGENDA

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# ORDINARY MEETING OF COUNCIL

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24 MAY 2022

**SHIRE OF WAGIN**  
**NOTICE OF MEETING**

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**Dear President and Councillors,**

**The next Ordinary Meeting of Council will be held**

**ON: Tuesday 24 May 2022**

**WHERE: Council Chambers, Shire Office**

**AT: 7:00pm**



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Bill Atkinson  
**CHIEF EXECUTIVE OFFICER**

*Note: That, under section 5.65 of the Local Government Act 1995, care should be exercised by all councillors to ensure that a 'financial interest' is declared and that they refrain from voting on any matters which are considered that may come within the ambit of the Act.*

## **DISCLAIMER**

No responsibility is implied or accepted by the Shire of Wagin for any act, omission or statement or intimation occurring during Council or committee meetings.

The Shire of Wagin disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council or committee meetings.

Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a Council or committee meeting does so at that person's or legal entity's own risk.

In particular and without detracting in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or intimation of approval made by any member or officer of the Shire of Wagin during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of Wagin

The Shire of Wagin advises that anyone who has any application lodged with the Shire of Wagin shall obtain and should only rely on **WRITTEN CONFIRMATION** of the outcome of the application, and any conditions attaching to the decision made by the Shire of Wagin in respect of the application.

**Bill Atkinson**  
CHIEF EXECUTIVE OFFICER

## SHIRE OF WAGIN

Agenda for the Ordinary Meeting of Council to be held in the Council Chambers, Wagin on  
Tuesday 24 May commencing at 7pm

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## **1. OFFICIAL OPENING**

The Presiding Member, Cr Phillip Blight opened the meeting at \_\_\_\_\_pm.

## **2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)**

### **2.1 ATTENDANCE**

Cr Phillip Blight	Shire President
Cr Greg Ball	Deputy Shire President
Cr Wade Longmuir	
Cr Bronwyn Hegarty	
Cr Bryan Kilpatrick	
Cr Sherryl Chilcott	
Cr Dale Lloyd	
Cr Ann O'Brien	
Bill Atkinson	Chief Executive Officer
Ian McCabe	Acting Deputy Chief Executive Officer
Allen Hicks	Manager of Works
Kirsty Simkins	Executive Assistant

### **2.2 APOLOGIES**

### **2.3 APPROVED LEAVE OF ABSENCE**

Cr Geoff West

### **2.4 VISITORS**

## **3. RESPONSES TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

## **4. PUBLIC QUESTION TIME**

*Council conducts open Council Meetings. Members of the public are asked that if they wish to address the Council that they state their name and put the purpose of their address as precisely as possible. A minimum of 15 minutes is allocated for public forum. The length of time an individual can speak will be determined at the President's discretion.*

## **5. APPLICATION FOR LEAVE OF ABSENCE**

## **6. PUBLIC FORUM**

## **7. PETITIONS/DEPUTATIONS/PRESENTATIONS**

## **7.1 PUNTAPIN DAM UPDATE (WATER CORPORATION) LETTER**

Mr Mick Irving – Manager Customer & Stakeholder ( Great Southern and South West Regions) and Mr Alex Gower, Team Leader, Dam Safety will provide an update of Puntapin Dam remedial works and handover of the dam to the Shire of Wagin.

*Note: By way of background information, the attached copy of letter from the Minister for Water, the Hon Dave Kelly MLA, refers.*

**Minister for Water; Forestry; Youth**

Our ref: 75-16736

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Mr Phillip Blight  
President, Shire of  
Wagin PO Box 200  
WAGIN WA 6315

Dear Mr Blight

### **PUNTAPIN DAM - REQUEST FOR REFURBISHMENT AND OWNERSHIP TRANSFER**

Thank you for your letter dated 5 August 2021 regarding the Shire of Wagin's desire for the refurbishment of Puntapin Dam and for ownership of this asset to be transferred to the Shire.

I also extend my gratitude for your supportive comments regarding the State Government's advocacy on behalf of Western Australian farmers, to gain funding through the Commonwealth Government's National Water Grid Fund Connection pathway. I am pleased that the McGowan Government's efforts have finally been successful, and we have secured \$20 million of Commonwealth funds towards a \$43.5 million package to improve regional water security and reliability in WA.

With regard to Puntapin Dam, Water Corporation has advised me that they are aware of the Shire's frustrations regarding the delayed transfer of this asset to the Shire of Wagin, and they acknowledge that discussions have been ongoing for some time now, and they apologise for any concern this has caused.

The Water Corporation is open to the option of transferring the dam to the Shire of Wagin. This will be determined by the cost of the remediation that may be required to bring the dam up to the appropriate standards, before it can be safely transferred to the Shire.

A dam safety review is currently underway by Water Corporation's Dam Safety Engineering team and this review will advise on Puntapin Dam's risk rating and remediation requirements. The report is due in January 2022.

I have been assured that Water Corporation is committed to ongoing dialogue with

the Shire regarding this matter, and I invite you to contact Water Corporation's Manager - Customer and Stakeholder for the Great Southern Region, Mr Mick Irving by telephone 9791 0409 or email [Mick.Irving@watercorporation.com.au](mailto:Mick.Irving@watercorporation.com.au) to continue these discussions.<sup>2</sup>

I am pleased to advise that of the \$43.5m two-year National Water Grid Connections fund package to improve and secure water security in Western Australia, \$7.3m has been secured towards the Agricultural Area Dams and Strategic Community Water Supplies project to refurbish 70 community dams and supplies across the dryland agricultural area.

I am informed the Department of Water and Environmental Regulation and the Shire of Wagin have discussed possible projects that could be included and have agreed on upgrades to three sites; one of which is to connect the existing Puntapin Dam/Wagin townsite pipeline to two new 275 kilolitre capacity tanks, and a standpipe swipe card system at the Wagin Airstrip for emergency firefighting and farming needs.

The Department is aware negotiations are ongoing regarding the risk assessment and transfer of the Puntapin Dam to the Shire of Wagin. Once Water Corporation has finalised its risk and remediation report, the Department will explore further opportunities with the Shire of Wagin to optimise water supplies in Wagin through the Community Water Supply Program.

I thank you for taking the time to bring this matter to my attention and I trust the information I have provided is of assistance.

Yours sincerely



Hon Dave Kelly MLA  
**MINISTER FOR WATER**

01 NOV 2021

## **8. DISCLOSURE OF FINANCIAL AND OTHER INTERESTS**

### **8.1 DISCLOSURE OF FINANCIAL INTEREST – Local Government Act Section 5.60a**

### **8.2 DISCLOSURE OF PROXIMITY INTEREST – Local Government Act Section 5.6**

### **8.3 DISCLOSURE OF IMPARTIALITY INTEREST – Administration Regulation Section 34c**

## **9. CONFIRMATION OF PREVIOUS MEETING MINUTES**

### **9.1 MINUTES FROM THE ORDINARY MEETING OF COUNCIL HELD 26 APRIL 2022**

#### **COUNCIL DECISION**

**Moved Cr**

**Seconded Cr**

**That the Minutes of the Ordinary Meeting of Council held on Tuesday 26 April 2022 and circulated to all Councillors, be confirmed as a true and accurate record.**

**Carried 0/0**

### **9.2 MINUTES FROM THE SPORTSGROUND PRECINCT REDEVELOPMENT STEERING COMMITTEE MEETING HELD 27 APRIL 2022**

#### **COUNCIL DECISION**

**Moved Cr**

**Seconded Cr**

**That the Minutes of the Sportsground Precinct Redevelopment Steering Committee Meeting held on 27 April 2022, as attached, be received and the recommendations be adopted as decisions of Council.**

**Carried 0/0**



## MINUTES

# SPORTSGROUND PRECINCT REDEVELOPMENT STEERING COMMITTEE

27 APRIL 2022

## DISCLAIMER

No responsibility is implied or accepted by the Shire of Wagin for any act, omission or statement or intimation occurring during Council or committee meetings.

The Shire of Wagin disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council or committee meetings.

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**Bill Atkinson**  
CHIEF EXECUTIVE OFFICER

## GIFTS DISCLOSURE INFORMATION

**The Gifts Register contains the disclosures of gifts that have been made by Elected Members, the Chief Executive Officer and Employees in their official capacity.**

To adhere with the changes to gift disclosure regulations in the *Local Government Legislation Amendment Act 2019*, passed by Parliament on 27 June 2019, the Shire of Wagin provides gift disclosure information in the interests of accountability and transparency.

Elected Members and the Chief Executive Officer are required to disclose gifts which are valued over \$300 or are two or more gifts with a cumulative value over \$300 (where the gifts are received from the same donor in a 12 month period) within 10 days of receipt [Sections 5.87A & 5.87B *Local Government Act 1995*].

The Act and Regulations require the Chief Executive Officer to publish an up to date version of the Gifts Register on the Shire's website after a disclosure is made. To protect the privacy of individuals, the register published on the website does not include the address disclosed by an individual donor and will instead include the town or suburb.

## SHIRE OF WAGIN

Minutes for the Sportsground Precinct Redevelopment Steering Committee Meeting held in the Council Chambers, Wagin on Wednesday 27 April 2022 commencing at 4.01pm

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## 1. OFFICIAL OPENING

Opened the meeting 4.01 pm.

## 2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### 2.1 ATTENDANCE

Cr Phillip Blight (Chair)  
Cr Wade Longmuir  
Howard Ward  
Dave Hill (proxy)  
Fiona Dawson  
Dwight Kellow  
Wendy Pederick (proxy)  
Ian McCabe (Secretariat)

Shire President  
Councillor  
Wagin Agricultural Society  
Wagin Bowling Club  
Wagin Pony Club  
Wagin Hockey Club  
Community Member  
A/Deputy Chief Executive Officer

### 2.2 APOLOGIES

Stephen van Schalwyk  
Bronwyn Hegarty  
Brenden Hall  
Paul Powell

Community Member  
Wagin Bowling Club  
Wagin Cricket Club  
Wagin Agricultural Society

## 3. PETITIONS/DEPUTATIONS/PRESENTATIONS

None

## 4. DISCLOSURE OF FINANCIAL AND OTHER INTERESTS

### 4.1 DISCLOSURE OF FINANCIAL INTEREST – Local Government Act Section 5.60a

None

### 4.2 DISCLOSURE OF PROXIMITY INTEREST – Local Government Act Section 5.6

None

### 4.3 DISCLOSURE OF IMPARTIALITY INTEREST – Administration Regulation Section 34c

None

## 5. CONFIRMATION OF PREVIOUS MEETING MINUTES

### 5.1 MINUTES FROM THE SPORTSGROUND PRECINCT REDEVELOPMENT STEERING COMMITTEE MEETING HELD 08 MARCH 2022

#### COMMITTEE DECISION

Moved Ms F Dawson

Seconded Mr D Kellow

1. That point 1 within the Committee Recommendation at page 7 of the published minutes 08 March 2022 be amended to read: 'Not proceed with a permanent education pavilion *at this time.*'
2. That the minutes of the Sportsground Precinct Redevelopment Steering Committee meeting held on 08 March 2022 and circulated to all Councillors and Committee Members, with the amendment at point 1 of this Decision, be confirmed as a true and accurate record.

Carried 7/0

#### BACKGROUND/COMMENT

Council received the Committee Minutes dated 08 March 2022 at its meeting on 22 March. The Committee is an advisory body to Council and Council may make decisions based on the Committee Minutes alone or consider other material alongside it. Council may also amend recommendations in making any resolutions.

Council did make decisions to amend Committee recommendations. Extracts from Council Minutes have been provided to Committee members.

Correspondence has been received from two Committee members disputing the Minutes as a record of the Committee meeting held 08 March 2022. Those committee members were advised to raise any dispute with the accuracy of the Minutes within the Committee structure. Ms Dawson wants the Minutes to reflect that delaying a decision on the education pavilion will ease the financial burden to stage one of the project.

#### VOTING REQUIREMENTS

Simple majority

## 6. CORRESPONDENCE AND REPORTS

### 6.1 WAGIN SPORTSGROUND PRECINCT – DEVELOPMENTS SINCE THE LAST COMMITTEE MEETING

<b>PROPONENT/OWNER:</b>	N/A
<b>LOCATION/ADDRESS:</b>	N/A
<b>AUTHOR OF REPORT:</b>	A/Deputy Chief Executive Officer
<b>SENIOR OFFICER:</b>	Chief Executive Officer
<b>DATE OF REPORT:</b>	19 April 2022
<b>PREVIOUS REPORT(S):</b>	02 March 2022
<b>DISCLOSURE OF INTEREST:</b>	Nil
<b>FILE REFERENCE:</b>	CS.SP.25
<b>ATTACHMENTS:</b>	<ol style="list-style-type: none"><li>1. Letter to clubs 1 April 2022;</li><li>2. Extract from Council Minutes 22 March 2022.</li></ol>

#### COMMITTEE DECISION

**Moved by Mr D Hill**

**Seconded by Mr H Ward**

**That the Committee receives the updated Status Report.**

**Carried 7/0**

#### BRIEF SUMMARY

The purpose of this item is to keep the committee informed and provide a status report of the Sportsground Precinct proposal.

#### BACKGROUND/COMMENT

At its March 2022 ordinary meeting, Council resolved that the Sportsground Precinct Redevelopment was most likely to be a staged proposal. Further, Council resolution 4743 requested 'That the Shire approach all clubs currently part of the Sportsground redevelopment proposal to confirm commitment to the project and to indicate the level of financial contribution that they may be able to make to stage one.'

The acting Deputy Chief Executive Officer (A/DCEO) contacted each club represented on the Sportsground Precinct Redevelopment Steering Committee, initially by 'phone with the offer of a meeting and then in writing, providing an extract of Council resolutions from 22 March as well as a written request for an indication of commitment to the proposed project and possible financial contribution over 12 and 24 months. Community and Council members of the Steering Committee were provided with the same material to ensure procedural transparency and all clubs were offered confidentiality on request.

This request was reaffirmed to remind stakeholders of the timeline for feedback and a renewed offer to meet in the event of questions or issues requiring exploration.

The acting DCEO attended a meeting of the Wagin Bowling Club membership 6 April to present confirmation of Council's request and answer any questions from the floor. Approximately 30 persons attended the meeting with a very good discussion of the club's particular circumstances, the shared clubroom proposal and future playing ground needs. An

invitation to participate in the community survey for the Strategic Community Plan was also made.

Seven organisations are members of the Sportsground Precinct Redevelopment Steering Committee, as well as two councillors and two community members. Each organisational member and community member has been invited to make a submission for collation with this item. Submissions were requested to be received by 9am Wednesday 13 April. By that time, seven submissions had been received from the following:

- Wagin Hockey Club (1 April) with a clear commitment to the project and a willingness to financially contribute.
- Wagin Bowling Club (11 April) indicating a favourability toward the project but no commitment to the proposal or to making a financial contribution pending the addressing of seven (significant) areas of concern.
- Wagin District Cricket Club (12 April) indicating commitment to the Committee process and a need for a clear pathway forward. Minimal ability to contribute financially.
- Wagin Trotting Club Inc. (12 April) indicating clear commitment to the Steering Committee process; main issue for this club is continued access for trotting activities; the club has other funding priorities at this time including support for the volunteer ambulance brigade; accordingly, the club is not able to make any financial commitment to the sportsground re-development.
- Wagin Agricultural Society (13 April) indicating support for phase one of the precinct re-development with no financial contribution at this time.
- Wagin Riding and Pony Club Inc. (13 April) offers in principle support for the proposal with no financial commitment.
- Wagin Tennis Club. (13 April and 28 February) is committed to the proposal and is prepared to make an unspecified financial contribution.

The written position of clubs has been provided to Council.

#### **CONSULTATION/COMMUNICATION**

Steering Committee members: Cr Phillip Blight, Shire President; Cr Wade Longmuir, Councillor; Mr Howard Ward, Wagin Agricultural Society; Mr Paul Powell Wagin Agricultural Society; Ms Fiona Dawson Wagin Riding and Pony Club Inc.; Mr Dwight Kellow Wagin Hockey Club Inc.; Mr Brenden Hall Wagin Cricket Club Inc.; Ms Bronwyn Hegarty Wagin Bowling Club; Mr Kevin Spurr Wagin Trotting Club Inc.; Mr Anthony Rowell Wagin Tennis Club Inc.; Mr Cam Clifton Community Member; Mr Stephen van Schalwyk Community Member; CEO and DCEO.

#### **STATUTORY/LEGAL IMPLICATIONS**

Local Government Act 1995 Part 5 Division 2; Local Government (Administration) Regulations 1996.

#### **POLICY IMPLICATIONS**

No policy applicable to this item

**FINANCIAL IMPLICATIONS**

No financial implications to this item

**STRATEGIC IMPLICATIONS**

Contribute to the Shire of Wagin Strategic Community Plan key strategic outcomes: 1.3 Increase tourism and promotion of town and heritage; 2.8 Investigate planning and development of sporting facilities; 3.4 Progress the Wagin Community Recreational Hub.

**VOTING REQUIREMENTS**

Simple majority

Unconfirmed

CS.SP.15

Mr xxx

Sportsground Precinct Redevelopment Steering Committee

Representing: Wagin xxxxx Club (by email)

Dear xxx

### **COUNCIL DECISIONS - SPORTSGROUND PRECINCT RE-DEVELOPMENT**

I write to advise you of decisions made by Council at its March 2022 meeting in respect of the Sportsground Precinct, as follows:

- Resolution #4738: 'Receive the minutes of the Sportsground Precinct Redevelopment Steering Committee' (meeting held 8 March 2022);
- Resolution #4741: 'That Council acknowledge the Sportsground Precinct Redevelopment now progresses in stages';
- Resolution 4742: 'that Council (1) not proceed with a permanent education pavilion due to space constraints; (2) acknowledge that proposed alternative clubrooms would be shared by the hockey, cricket and tennis clubs; (and), (3) acknowledge the (required) re-location of services (i.e. standpipe, sideshow alley, tennis courts, education pavilion)';
- Resolution 4743: 'that the Shire approach all clubs currently part of the Sportsground redevelopment proposal to confirm commitment to the project and to indicate the level of financial contribution they may be able to make to stage one'.

A copy of the agenda item(s) from the minutes are attached.

In respect to resolution 4743, your Committee is requested to consider the following and respond by return email no later than 9am Wednesday 13 April 2022 – thank you:

1. The Sportsground Precinct Re-Development Steering Committee has made a recommendation for the shared Clubrooms that has not been professionally quantified nor aligned with construction drawings; it is therefore an estimate for the purpose of developing options and seeking club commitment. This estimate has a construction (new build) component of \$220,000 and preparation (technical) component of \$290,000 (re-location of services, demolition, engagement of professional services), a

total of \$510,000. This does not consider installation of playing surfaces and their financing, whether by grant or other sources. Importantly, \$510,000 is not a costed and budgeted amount and may vary when quantified. Future contributions by any party are subject to the Committee and Council agreeing on a detailed plan and timeline and the signing of a Memorandum of Understanding by committed parties;

2. Council seeks an indication of your club's commitment to the Sportsground Precinct Re-Development as proposed, including re-location;
3. For the purpose of gauging commitment to the project, please advise the capacity and willingness of your club to contribute financially to this stage of the project (please specify the dollar value and assume both: i) 12-month timeline to June 2023; and ii) 24-month timeline to June 2024).

Your club is welcome to include any details of risk factors or matters of interest to your club for consideration.

This information will be collated for an agenda item for Council – where requested, your club's response will be kept confidential but will be disclosed to councillors and members of the Steering Committee.

It's my intention to contact you prior to sending this request; if I haven't spoken with you personally, please contact me to arrange this discussion or meeting so your Club and the Shire are able to maximise the mutual benefits of this process. My details are at the foot of this letter.

Construction and subsequent stages will be addressed via the Council and Committee governance structure.

If you have any queries, please contact me directly.

On behalf of Council and the CEO, thank you for your contribution to this project and the community.

Regards,



**IAN MCCABE**  
**Acting Deputy Chief Executive Officer**  
1 April 2022

**9.2 MINUTES FROM THE SPORTSGROUND PRECINCT REDEVELOPMENT  
STEERING COMMITTEE MEETING HELD 08 MARCH 2022**

**4738 COUNCIL RESOLUTION**

**Moved Cr B L Kilpatrick**

**Seconded Cr D C Lloyd**

**That the Minutes of the Sportsground Precinct Redevelopment Steering Committee Meeting held on 08 March 2022, as attached, be received.**

**Carried 7/0**

**4739 COUNCIL RESOLUTION**

**Moved Cr D C Lloyd**

**Seconded Cr G K B West**

**That Council suspend standing orders at 7:11pm to discuss Sportsground Precinct Redevelopment.**

**Carried 7/0**

**4740 COUNCIL RESOLUTION**

**Moved Cr D C Lloyd**

**Seconded Cr G K B West**

**That Council resume standing orders at 8:22pm**

**Carried 7/0**

**4741 COUNCIL RESOLUTION**

**Moved by Cr D C Lloyd**

**Seconded by Cr W J Longmuir**

**That Council acknowledge the Sportsground Precinct Redevelopment now Progresses in stages.**

**Carried 7/0**

**4742 COUNCIL RESOLUTION**

**Moved by Cr D C Lloyd**

**Seconded by Cr S M Chilcott**

**That Council;**

- 1. Not proceed with a permanent education pavilion due to space constraints,**
- 2. Acknowledge that the proposed alternative clubrooms would be shared by the Hockey, Cricket and Tennis clubs,**
- 3. Acknowledge the relocation of services (ie, standpipe, sideshow alley, tennis courts, education pavilion).**

**Carried 7/0**

- *The Presiding Member declare the change in order of business to deal with item 12.2.3 as discussed whilst standing orders were suspended.*

### **12.2.3. SPORTSGROUND PRECINCT REDEVELOPMENT – PROGRESS**

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Deputy Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	17 March 2022
PREVIOUS REPORT(S):	09 February 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CS.SP.15
ATTACHMENTS:	Nil

#### **4743 COUNCIL RESOLUTION**

**Moved by D C Lloyd**

**Seconded by W J Longmuir**

**That Council**

**That the Shire approach all clubs currently part of the Sportsground redevelopment proposal to confirm commitment to the project and to indicate the level of financial contribution that they may be able to make to stage one.**

**Carried 7/0**

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That Council;**

1. Commit to the expenditure of the Sportsground Redevelopment Reserve amount of \$128,523 as a matching contribution as progression of Stage One for the Sportsground Precinct Redevelopment funding applications.
2. Allocates a continuation of funds to the Sportsground Precinct project in the 2022/2023 budget.
3. Approves stage one of the project and effectively initiating tenders for the demolition of the scout hall, education pavilion and toilet block at the Sportsground.
4. Propose community consultation of the project be held prior to the advertising of the tender to demolish the buildings.

**Carried 0/0**

***Reason for Difference – Council wished to deal with matters from the Committee regarding the now uncertainty of the withdrawal or potential inclusion of the Bowling Club in the redevelopment.***

## **BRIEF SUMMARY**

Since the February Ordinary Council Meeting, there has been multiple developments in the Sportsground Precinct Redevelopment and this report is to inform council and assist with decision making.

## **BACKGROUND/COMMENT**

Additional to Council accepting the minutes of the Sportsground Precinct Redevelopment Committee meeting held 08 March 2022, where several developments were considered from the sporting clubs, the following requires addressing, as stated in the February agenda item;

1. Appointment of an architect to further design an alternative option that the committee wish to progress, now including the relocation of the Tennis Club but no longer the Bowling Club.
2. Expenditure of Reserves – proposed that the \$128,523 in the Sportsground Redevelopment Reserve be approved by Council to assist with funding applications and matching contributions that may be required to apply. This amount potentially will not be sufficient and require further funds considered in the 2022/23 budget but by this time, it is hoped to have a final plan of Stage One of the project.
3. Alternative options - year to date expenditure of the 2021/2022 budget allocation to the project of \$60,000, \$15,567 has been expended and the remaining \$44,432 will be assigned to the engagement of an architect, demolition of the scout hall, education pavilion and toilet block. Additional provision will need to be made in the 2022/23 budget for continuation of these works along with potential of costings of rest of stage one including service relocation.
4. New proposed timeframe – as acknowledged by the Agricultural Society, with a proposed timeframe of commencement after the 2022 Woolorama and Council's consideration of all the factors and budget implications, start of the Stage One will see there be no education pavilion for the 2023 and future Woolorama's.
5. Community consultation – with enthusiasm from the community and committee, it is recommended to take the progress of the project back to the community. Decision from Council will be required if this is prior to the demolition of the three buildings or after the architect has compiled new plans of what stage one will look like prior to funding applications being progressed, or both.

Written confirmation of the bowling clubs withdrawal from the project/option 5 is yet to be received, but with the receipt of correspondence from the Department of Sport and Recreation regarding replacement of bowling greens, it is considered that the bowling club will progress with the replacement of their greens on their own terms. Once this confirmation is received, a new lease agreement with the bowling club in its current facility, will be drawn up for Council's consideration.

## **CONSULTATION/COMMUNICATION**

- Chief Executive Officer

- A/Deputy Chief Executive Officer
- Projects Officer
- Shire President
- Sportsground Precinct Redevelopment Steering Committee

**STATUTORY/LEGAL IMPLICATIONS**

Nil

**POLICY IMPLICATIONS**

Nil

**FINANCIAL IMPLICATIONS**

Potential utilisation of Sportsground Redevelopment Reserve

**STRATEGIC IMPLICATIONS**

Nil

**VOTING REQUIREMENTS**

Simple Majority

Unconfirmed

## 7. GENERAL BUSINESS

### 7.1 WAGIN SPORTSGROUND PRECINCT – BUDGET SUBMISSION

<b>PROPONENT/OWNER:</b>	N/A
<b>LOCATION/ADDRESS:</b>	N/A
<b>AUTHOR OF REPORT:</b>	A/Deputy Chief Executive Officer
<b>SENIOR OFFICER:</b>	Chief Executive Officer
<b>DATE OF REPORT:</b>	19 April 2022
<b>PREVIOUS REPORT(S):</b>	N/A
<b>DISCLOSURE OF INTEREST:</b>	Nil
<b>FILE REFERENCE:</b>	CS.SP.25
<b>ATTACHMENTS:</b>	1. Draft budget submission

#### COMMITTEE DECISION

Moved by Mr D Kellow

Seconded by Mr A Rowell

1. That the Committee will make a budget submission to the Shire of Wagin that proposes the following:
  - A. 1. DEMOLITION OF THE 'SCOUT' BUILDING.
  2. DEMOLITION OF THE ADJACENT TOILET BLOCK.
  3. DEMOLITION OF THE EDUCATION PAVILION
  4. PREPARATION OF THE SITE INCLUDING ANY SERVICES
  5. PREPARATION OF ANY NECESSARY DOCUMENTATION (SUCH AS TENDERS, TECHNICAL AND / OR CONSTRUCTION DRAWINGS
  6. APPOINTMENT OF ANY NECESSARY PROJECT MANAGEMENT
  7. CONSTRUCTION OF APPROPRIATE CLUB ROOM FACILITIES.
- AND,
- B. COMMIT COUNCIL AND THIS COMMITTEE TO INVESTIGATION AND PLANNING FOR APPROPRIATE PLAYING FIELDS AS SUBSEQUENT STAGE(S) OF THIS PROPOSAL.

Carried 7/0

#### BRIEF SUMMARY

The Shire of Wagin budget process for the 2022/23 financial year has commenced. The Community at large and officers of the shire have been invited to make submissions for assessment as part of this process.

#### BACKGROUND/COMMENT

The Shire of Wagin prepares an annual budget in accordance with the Local Government Act 1995 and Local Government (Financial Management) Regulations 1996. The 2022/23 budget process has commenced and must be presented to Council by 31 August 2022.

Submissions are currently being invited from the community as well as proposals from officers to be considered within that budget process.

To align with the budget timeline and allow for due consideration, it is recommended that the Committee write to Council with a proposal for stage one of the Wagin Sportsground Precinct Redevelopment. A draft document is attached for consideration and approval by the Committee. This submission will indicate the Committee's agreed position and desired outcomes for the year ahead. This submission will contribute to Council's decision making in regard to this proposed project and the 2022/23 budget.

Council is not bound by any submission and may make further investigations prior to making a decision on any proposal. The primacy of any submission should be 'the benefit to the community at large' – the resulting assets must align with Council community vision and objectives; deliver sustainable service outcomes; and meet the needs of current and future users.

It is not intended that new playing surfaces will be considered in this budget round (i.e. within 2022/23). Decisions about the type and scale of playing surfaces will be subsequent to this stage and subject to participating clubs forming a Memorandum of Understanding and agreement by the Clubs and Council on the benefit and value of subsequent stages of the proposal.

Inclusion in the budget submission should include a request by the Committee for Council to consider making allocations in respect in support (or not) of the following:

- Demolition of existing buildings;
- Preparation of site, installation of services and preparation of suitable construction drawings;
- Nomination of suitable scale and type of buildings;
- Nomination of timeline for construction.

The Committee may choose to supply additional material:

- Identify likely users of any new buildings (short, medium, long term);
- Identify likely uses for any new buildings;
- Any other detail which the Committee believes relevant, including (but not limited to) reference to future stages, such as what playing surfaces should be prioritised and what timeline is recommended by the Committee.

The budget submission must be received by close of business Friday 13 May 2022 at [shire@wagin.wa.gov.au](mailto:shire@wagin.wa.gov.au)

### **CONSULTATION/COMMUNICATION**

Shire of Wagin CEO; DCEO; Manager of Finance.

### **STATUTORY/LEGAL IMPLICATIONS**

Local Government Act 1995 Part 6 Division 1; Local Government (Financial Management) Regulations 1996.

### **POLICY IMPLICATIONS**

Council policy A.18 Asset Management

### **FINANCIAL IMPLICATIONS**

No direct financial implications to this item; any budget submission is subject to assessment of the proposal by officers and Council in the context of the total annual budget and the Shire's long-term financial plan.

### **STRATEGIC IMPLICATIONS**

Contribute to the Shire of Wagin Strategic Community Plan key strategic outcomes: 1.3 Increase tourism and promotion of town and heritage; 2.8 Investigate planning and development of sporting facilities; 3.4 Progress the Wagin Community Recreational Hub.

### **VOTING REQUIREMENTS**

Simple majority

Unconfirmed

Attachment 1 item 7.1 Committee Minutes

Draft budget submission

Mr. W Atkinson

Chief Executive Officer

Shire of Wagin

[shire@wagin.wa.gov.au](mailto:shire@wagin.wa.gov.au)

27 April 2022

Dear Mr. Atkinson,

**BUDGET SUBMISSION – Sportsground redevelopment**

This budget submission is made by the Sportsground Redevelopment Steering Committee as agreed at the Committee meeting 27 April 2022.

The Terms of Reference state the Steering Committee 'is to provide strategic direction and recommendations to Council in the implementation of the Wagin Sportsground Precinct Re-development Masterplan in accordance with the Option 5 and the document's recommendations and implementation plan'.

The Committee provides this budget submission in support of Council's staged approach as well as provide direction and momentum for this proposal. The purpose of this letter is to focus on stage one in the context of the 2022/23 financial year and budget.

The intention thereafter is to work with Council and the shire administration to agree on project scale, timelines, financial underpinnings and documentation so the proposal to redevelop the sportsground has definition and commitment.

The Committee has decided to support the following as stage one and seeks appropriate inclusion of funds and resources in the 2022/23 Shire of Wagin Budget:

A.

1. Demolition of the 'Scout' building.
2. Demolition of the adjacent toilet block.
3. Demolition of the Education Pavilion
4. Preparation of the site including any services

5. Preparation of any necessary documentation (such as tenders, technical and / or construction drawings
6. Appointment of any necessary project management
7. Construction of appropriate club room facilities.

And,

B. Commit Council and this Committee to investigation and planning for appropriate playing fields as subsequent stage(s) of this proposal.

The Steering Committee will contribute to stage one in accordance with the Terms of Reference while:

- Confirming club participation and financial or other resource contribution to the proposal; this will be managed primarily by a Memorandum of Understanding to be formed by 30 June 2022.
- Making recommendations around playing surfaces and usage (including stage, type and location).
- Making recommendations about location of principle assets.
- Making recommendations about key project features and timelines
- Any other task within the Terms of Reference that will contribute positively to outcomes.

The Steering Committee welcomes this opportunity to contribute a submission to the Shire of Wagin budget process. Please direct any enquiries to the Chair of the Committee for discussion at a future meeting.

Signed By Decision of the Committee 27 April 2022

The Shire of Wagin Sportsground Precinct Redevelopment Steering Committee

## 8. CLOSURE

There being no further business the Chairperson thanked those in attendance and closed the meeting at 5:10pm

I certify that this copy of the Minutes is a true and correct  
record of the meeting held on 27 April 2022

*Signed:*

.....

*Chairperson*

*Date:*

.....

Unconfirmed

## 10. STATUS REPORT – APRIL 2022

FINANCE AND ADMINISTRATION						
Date	Resolution #	Officer	Description	Action	Status	Questions & Comments
28 April 2015	2702	CEO	Puntapin Rock Dam		Water Corp engaged to address urgent remedial works and to facilitate transfer of the asset to the Shire.  Assessment of Dam <b>Completed</b>	Contacted June 2019, awaiting finalisation of the SW Native Title Settlement
24 Sept 2019	4123	CEO	Endorsement of Waste Local Law – 4WDL VROC Collaboration	That Council endorse commencing the process of introducing a Waste Local Law and that a collaborative approach between the 4WDL VROC Local Governments Taken with The Shire of Williams facilitating the process		Awaiting Information from the Shire of Williams.  <b>Propose to delete from status report</b>
25 Feb 2020	4188	CEO	Town Entry Statements	That the four (4) entry statements into Wagin be refurbished within the current Tourism Budget	First statement sign has been completed and reinstalled. It will take a number of months to upgrade all four statements	<b>New Comment</b> <b>The Eastern sign is due to be complete June 2022 at which point the Southern sign will be refurbished.</b>
26 May 2020	4277	CEO	Wagin Trotting Club – Illumination of Bart the Ram	Develop a proposal to illuminate Bart the Giant Ram. Research funding opportunities	Costs ascertained as being approximately \$7,000	Budgeted in the 2021/22 Financial Year  <b>New comment</b> <b>This project has stalled with the departure of A Anthony Electrical,</b>

						A second quote is being sought through J Catchpole Electrical.
27 October 2020	4415	CEO	History of Wagin	That Council support in principle the concept of the “History of Wagin” initiative and to lend support to developing the proposal with the proponent and the Wagin Historical Society.	Construction of building to accommodate project prioritised in LRCIP. Funding approved  Wagin Historical Village to manage project.  Project underway	New Comment: LRCIP Phase 3 \$11,000 project on 25/02/2022
27 April 2021	4524	CEO	Lot 32 Trent Street (former Road Board Office)	1. That Council make application for the freeholding of Lot 32 Trent Street (Former Road Board Office) to the Shire of Wagin.  2. If Council decides to proceed with the freeholding of the building after advice of the probable acquisition costs, that it initiate a rezoning of Lot 32 Trent Street from Public Purposes to Commercial.	Followed up with Department of Lands October 2021.  New comment: Followed up March 2022	Application made – April 2021

27 July 2021	4597	CEO/EA	Relocation of Wagin Public Library	That Council proceed with the relocation of the Wagin Public Library from the former Road Board Building to the Wagin Courthouse building and repurpose the additional office of the Courthouse building for Wagin Homecare Administration and art curation/volunteer-based art projects.	Awaiting LRCIP Phase 3 for Library relocation. Homecare relocation in progress. Request for Quote on works underway. IT Company engaged to install point to point server from administration office.	<b>New Comment:</b> <b>LRCIP Phase 3 projects awaiting approval.</b> <b>Homecare relocation works in progress, carpet replaced, server installed</b> <b>Builder to install wall. *</b> <b>Homecare relocation delay due to staff resignations</b>
23 November 2021	4681 & 4682	CEO /DCEO	4WDL Tourism & Key Worker Housing Projects	<p>That Council participate in the following 4WDL initiative:</p> <ol style="list-style-type: none"> <li>1. Development of a <i>Tourism Action Plan</i> focusing primarily on a review of tourist accommodation (subject to a majority of the other five 4WDL members agreeing to participate) with a contribution of \$3000.</li> <li>2. Commissioning of a study and report into <i>Key Worker Housing</i> in conjunction with other 4WDL members and the Wheatbelt Development Commission</li> </ol>	1 Consultant advertising to commence shortly. 4 participating LG's out of 6	New comment: update to be provided by CEO after next in-person meeting 10 May 2022.

23 November 2021	4688	CEO	Proposed Used of Wagin Town Lots 438,437,891, 893	1. That further information be sought on the proposed use of Wagin Town lots 438,437,891 and 893 and should the proposed uses be outside of the permitted uses for the land under which these lots are zoned, then the property owner be required to submit the required development applications/planning/building approvals accordingly.	Further Legal advice being sought.	
21 December 2021	4701	ADCEO	Integrated Planning and Reporting – Strategic Community Plan (SCP) and Corporate Business Plan (CBP) major review	<b>New Action: That Council endorse the major review process of the Strategic Community Plan an Corporate Business Plan</b>	<b>New Comment: Survey mail drop advertising to commence 14/02/2022</b>	New Comment: Refer DCEO report
22 March 2022	4742	DCEO	Sportsground Precinct Redevelopment	That the Shire approach all clubs currently part of the Sportsground redevelopment proposal to confirm commitment to the project and to indicate the level of financial contributions that they may be able		New Comment: Refer to DCEO report
22 March 2022	4746	DCEO	Minutes from the Bushfire Advisory Committee 17 March 2022	That Council endorse the 2022/2023 ESL Operating and Capital grant application (amended) for the Wagin Bushfire Brigades		New Comment: Submission made 24 March 2022

22 March 2022	4747	DCEO	Minutes from the Bushfire Advisory Committee 17 March 2022	That Council continues to work with other councils and lobby the State Government to instruct Western Power to rollout insulator replacement program with the 'Slanted Shed Insulator' from EMC Pacific Aust P/L part LPIS 33-24 AND install	New Comment: to be followed up with Bushfire Committee Chair	
22 March 2022	4748	DCEO/CLO	Minutes from the Bushfire Advisory Committee 17 March 2022	That Council instigate the creation of a second WhatsApp group to include the support and auxiliary personnel.	New Comment: actioned	
22 March 2022	4755	DCEO	Code of Conduct for employees	That Council adopt the Shire of Wagin's Code of Conduct for Employees	New Comment: actioned	
22 March 2022	4756	DCEO/CLO	Bushfire Risk Management Coordinator Proposal	That Council Decline involvement in the joint employment of a bushfire Risk Management Coordinator at this	New Comment: DFES notified	
26 April 2022	4762	MF	Annual Budget Review – March 2022	That Council adopts the Budget Review for the Shire of Wagin from 1 July 2021 to 31 March 2022, note potential budget variances in the review and forward a copy of the review to the Department of Local Government		

26 April 2022	4765	CEO/EA	Proposed Amendment – Code of Conduct for Employees	That Clause 2.17 of the adopted Code of Conduct for Employees have the following sentence added:  'This clause does not apply to volunteers who might be deemed to be employees under the Work Health and Safety Act 2020, or any other State based legislation.	Amended	
26 April 2022	4767	CEO	Rural aid Community Builders Program – Invitation for Wagin to participate	That Council support the participation of local representative in the Rural Aid Community Builders Program.	Proponent advised	
26 April 2022	4770	ADCEO	Delegations 2022 Review	That pursuant to sections 5.42 and 5.46 of the Local Government Act 1995, Council approves the delegation of powers as detailed in the draft Delegation Register 2022.		

## HEALTH, BUILDING AND PLANNING

Date	Resolution #	Officer	Description	Action	Status	Questions & Comments
2 Sept 2019	4096	Town Planner	Land Tenure options for new telecommunications infrastructure (mobile phone base station)	That Council request the Land Division – DPLH to arrange transfer of Shire of Wagin's interest in lot 331 to the State for re-vesting back into Crown Estate, with the majority of the balance of the portion of lot 331 as Crown reserve with a management order issued in favour of the Shire of Wagin for showground and recreational purposes, and to lease portion directly to Telstra to enable Telstra Corp to construct a new mobile phone base station on portion of lot 331 Ballagin Street in accordance with conditions of development approval 21 August 2018	<p>Project delayed due to Telstra prioritising replacement of infrastructure damaged in Eastern States bushfires.</p> <p>Indication from Telstra (June 2020) that this is being progressed with expected completion in early 2021</p> <p>Advice given (August 2021) that installation expected to be completed by March 2022.</p> <p><b>Base Station being installed – May 2022</b></p>	<p>Could be 2 years before tower is erected 2020.</p> <p>Some land tenure issues that need to be followed up.</p>

WORKS AND SERVICES						
Date	Resolution #	Officer	Description	Action	Status	Questions & Comments
26 October 2021	4662	DCEO/CEO	Local Roads and Community Infrastructure Program Round 3	That the draft program for works to be undertaken through the LRCIP Phase 3 allocation be adjusted to accommodate culvert upgrades and drainage improvements instead of water storage upgrades for sports oval reticulation supply	Closing date for submissions extended. Proposed to finalise in early 2022.	
21 December 2021	4698		Local Roads and Community Infrastructure Program Round 3	<b>New Action: That the following projects be submitted as part of the Shire's LRCIP Phase 3 allocation of \$687,924</b> <ul style="list-style-type: none"> <li>• Wagin Court House Upgrades - \$130,000</li> <li>• Moore Street – Bitumen Seal - \$80,000</li> <li>• Cemetery Improvements – Construct and Seal West Entrance and Gravel Sheet Carpark - \$70,000</li> <li>• Roadworks – Culverts - \$60,000</li> <li>• Lighting of Giant Ram &amp; Pathway - \$2500</li> <li>• History Shed Fit Out – Historical Village - \$11,000</li> <li>• Kerbing (Morris/Sawle/Stubbs Streets) - \$43700</li> </ul> <b>And that the remainder of the LRCIP Phase 3 allocation (\$290724) be prioritised by Council at its OCM in February 2022.</b>	<p>Finished 30 April 2022</p> <p>Commenced 6 May 2022</p>	

23 November 2021	4685	DCEO/CLO	Wetlands Park – Ninja Park Playground Development	That Council endorse the Adventure + Ninja Park design plan and engage Adventure + to supply and install the Ninja Park Playground equipment at the Wetlands Park for the amount of \$108,317 inclusive of GST.	Installation to commence 26 April 2022.	New Comment: DELAYED new date 9 May 2022 due to covid & supply issues
22 February 2022	4715	MOW/DCE O	Local Roads & Community Infrastructure Programme (LRCIP)	<p><b>That the following projects be submitted for funding consideration for the remainder of the LRCIP phase 3 allocation:</b></p> <ul style="list-style-type: none"> <li>• <b><u>Bullock Hills Road – Clear vegetation from the table drain and upslope to accommodate future widening of the bitumen seal from 3.8 metres to 7.0 metres. (Section from Chester Road – 3.8 km east)</u></b> Estimated Cost \$66,000</li> <li>• <b><u>Widen seal 1.45 kilometres (SLK 3.52-4.97)</u></b> Estimated Cost \$107,174</li> <li>• <b><u>Lighting of “Baart: Giant Ram</u></b> \$4550.</li> <li>• <b><u>Reconstruction of intersection of Airfeild Road and Vernon Street</u></b> \$60,000</li> <li>• <b><u>Upgrading of culverts and floodways</u></b> \$40,000</li> <li>• <b><u>Toilet Block Murals</u></b> \$13,000</li> </ul> <p><b>Total \$290,724</b></p>	<p>New Comment: Project work schedule update</p> <ul style="list-style-type: none"> <li>• Culverts from \$60 - \$100 k</li> <li>• Lighting Bart \$2500 - \$7550</li> <li>• Bullock Hill \$173.174</li> <li>• Reconstruction Airfield/Vernon \$60,000</li> </ul> <p>Toilet Block Murals \$13,000 refer to DCEO items</p>	

26 April 2022	4769			<p><b>That Council approve the project allocation from Toilet Block murals to:</b></p> <ol style="list-style-type: none"> <li><b>1) Kerbing – Trench Street, Wagin form Ballagin to Ware Street - \$13,000 and</b></li> <li><b>2) Kerbing – Ware Street, Wagin from Ventnor Street to Arnott Street (single side) - \$10,000</b></li> </ol>	<p>Council resolved to approve the project allocation from Toilet Block – murals to:</p> <ol style="list-style-type: none"> <li>1) Kerbing – Trench Street, Wagin from Ballagin to Ware Street - \$13,000 and</li> <li>2) Kerbing – Ware Street, Wagin from Ventnor to Arnott Street (single side) \$10,000 previously unallocated phase three funding</li> </ol>	
22 February2022	4716	MOW	Application to Operate tandem drive 36.5 metre configurations on various town streets	<p><b>That Council advise that it has no objection to the following roads being approved for use by tandem drive concessional N7.3 (36.5m) configurations.</b></p> <ol style="list-style-type: none"> <li><b>1. Vernon Street from Tudhoe Street to Airfield Road</b></li> <li><b>2. Vernal Street from Ventnor Street to Bullock Hills Road</b></li> <li><b>3. Ventnor Street from Vale &amp; Vine Streets to Vernal Street</b></li> <li><b>4. Vine Street from Cowcher Road to Ventnor &amp; Vale Streets</b></li> <li><b>5. Airfield Road from Vine Street to Bullock Hills Road</b></li> <li><b>6. Bullock Hills Road from Tudhoe Street to Airfield Road</b></li> <li><b>7. Lefroy Street from Tudhoe to Vernal Street.</b></li> </ol>	MRWA advised	Complete

## **11. FINANCIAL REPORTS**

### **11.1 FINANCIAL REPORTS – APRIL 2022**

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Manager of Finance
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	17 May 2022
PREVIOUS REPORT(S):	12 April 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	FM.FI.1
ATTACHMENTS:	<ul style="list-style-type: none"><li>• Monthly Financial Report</li><li>• Payments List (under separate cover)</li></ul>

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That Council adopts the Financial Reports for the period ending 30 April 2022 as presented.**

**Carried 0/0**

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That council note the early payment of part of the Federal Assistance grants for 2022-23.**

**The funds need to be recognised as 2021-22 revenue.**

**Therefore, the budget for Grants Commission general is amended from \$493,612 to \$1,256,505 and the budget for Grants Commission roads is amended from \$256,634 to \$714,570.**

**Carried 0/0**

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That EFT Payments EFT11921– EFT12050, Cheque Payments 25 – 32 and Direct Debit Payments DD4763.19 - DD4795.99 from the Municipal Account totalling \$489,620.82 and EFT Payments EFT12044 – EFT12091 and Cheque Payments 10 - 11 from the Restricted Funds Account totalling \$1,121.65 for the month of April 2022 be endorsed and accepted for payment.**

**Carried 0/0**

## **BRIEF SUMMARY**

The financial statements and list of account payments are attached for Council to adopt.

## **BACKGROUND/COMMENT**

The financial statements for April 2022 with corresponding list of account payments are attached for Council to adopt.

The Local Government (Financial Management) Regulations 1996 requires the Council is to be presented with a Statement of Financial Activity each month.

**\*\*Gentle Reminder – The Chief Executive Officer has requested that Councillors with queries relating to the payments made please direct them to staff for a response prior to the Council meeting\*\***

The financial position of the Shire remains strong with cashflows from grants and rates tracking on schedule.

This months' financial report incorporates the budget review adopted by council last month. Information presented now includes an additional column so you can see the original adopted budget and the amended annual budget. YTD budget figures are calculated against the amended budget to reflect a true operating position. When updating the review figures into Synergy there were a few minor additions/amendments required with the result that the projected surplus is now \$191,902 rather than the \$182,262.

The Adjusted Net Current Assets figure as at the 3 April 2022 is \$2,635,868 compared to \$786,731 in April 2021. This figure includes the contract assets and liabilities (listed as accrued expenses / income in advance) as per Australian Accounting Standard AASB 15. The grant income is only recognised as revenue when expenditure occurs.

The figures also includes the prepayment of part of the Financial Assistance Grants for 2022-23. An amount of \$1,222,029 was received in April and is included in the adjusted net current assets. As advised by the Grants Commission the funds need to be recognised as revenue for 2021-22 and a budget amendment made to reflect the actual income for the year. This will see the general grant increase to \$1,256,505 and the road grant to \$714,570. Funds will not be expended this year by the shire of Wagin but will be carried forward as part of the opening surplus for 2022-23. As approximately 75% of the annual funds have been received there will be a considerable reduction to the amount to be received in 2022-23. Confirmation of final allocations for the 2022-23 year are yet to be received.

Rates received as at the end of April amounted to \$2,616,438 or 98.15% which is very similar to 98.87% at the same time last year. Overdue rate assessments that are not under an arrangement to pay their arrears have been forwarded to AMPAC for debt recovery proceedings. Sundry debtors continue to be monitored with collection action having been initiated and payment arrangements being set in place where possible.

Grants are being recouped as soon as possible. Some capital projects are running a bit behind schedule and may need to be carried forward into 2022-23 for completion.

Shire has a total of \$3,042,638 invested in interest bearing accounts which are currently earning interest of 0.05% on Treasury OCDF (\$909,016) and 0.28% on Reserve Term Deposit (\$1,711,283) and 0.05% Telnet Saver (\$422,300).

The reserve term deposit was due to expire on the 2<sup>nd</sup> May – Bankwest could only offer very low rates: - 0.3% for 3 months and 0.4% for 4 months. Treasury could offer a better rate so a new term deposit for \$2,000,000 of reserve funds has been established for a four-month term. The interest rate is 1.1%. Whilst this is still a very low rate it will result in an additional \$3,993 in interest over the four-month term.

#### **CONSULTATION/COMMUNICATION**

Nil

#### **STATUTORY/LEGAL IMPLICATIONS**

- Local Government (Financial Management) Regulations 1996

#### **POLICY IMPLICATIONS**

Nil

#### **FINANCIAL IMPLICATIONS**

Nil

#### **STRATEGIC IMPLICATIONS**

Nil

#### **VOTING REQUIREMENTS**

Simple Majority

**SHIRE OF WAGIN**  
**MONTHLY FINANCIAL REPORT**  
**(Containing the Statement of Financial Activity)**  
**For the Period Ended 30 April 2022**

**LOCAL GOVERNMENT ACT 1995**  
**LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**

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**MONTHLY FINANCIAL REPORT  
FOR THE PERIOD ENDED 30 APRIL 2022**

**KEY INFORMATION**

**Items of Significance**

The material variance adopted by the Shire of Wagin for the 2021/22 year is \$20,000. A full listing and explanation of all items considered of material variance is disclosed in Note 2. The following selected items highlight significant income and expenditure for the 2021/22 financial year.

	% Completed	Annual Budget	YTD Actual
<b>Capital Expenditure</b>			
Buildings	42%	359,620	151,813
Plant & Equipment	73%	195,000	141,841
Furniture & Equipment	71%	34,552	24,603
Infrastructure - Roads	69%	1,251,195	859,619
Footpaths	0%	48,000	0
Infrastructure - Other	31%	479,012	146,247
<b>Grants, Subsidies and Contributions</b>			
Operating Grants, Subsidies and Contributions	170%	1,422,200	2,423,926
Non-operating Grants, Subsidies and Contributions	68%	1,364,052	921,634
Rates Levied	100%	2,430,396	2,422,704

*% Compares current ytd actuals to annual budget*

		This Time Last Year 30 Apr 2021	Year to Date Actual 30 Apr 2022
<b>Financial Position</b>	<b>* Note</b>		
Adjusted Net Current Assets	335%	\$ 786,731	\$ 2,635,868
Cash and Equivalent - Unrestricted	207%	\$ 1,298,363	\$ 2,683,475
Cash and Equivalent - Restricted	128%	\$ 1,662,201	\$ 2,133,583
Receivables - Rates	126%	\$ 93,171	\$ 117,303
Receivables - Other	67%	\$ 93,574	\$ 62,788
Payables	183%	\$ 147,976	\$ 271,420

*\* Note: Compares current ytd actuals to prior year actuals at the same time*

### **PREPARATION TIMING AND REVIEW**

Date prepared: All known transactions up to 15 December 2021  
Prepared by: Manager of Finance  
Reviewed by: Chief Executive Officer

### **BASIS OF PREPARATION**

#### **REPORT PURPOSE**

This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

#### **BASIS OF ACCOUNTING**

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities and to the extent they are not inconsistent with the Local Government Act 1995 and accompanying regulations), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

#### **THE LOCAL GOVERNMENT REPORTING ENTITY**

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 11.

### **SIGNIFICANT ACCOUNTING POLICIES**

#### **GOODS AND SERVICES TAX**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

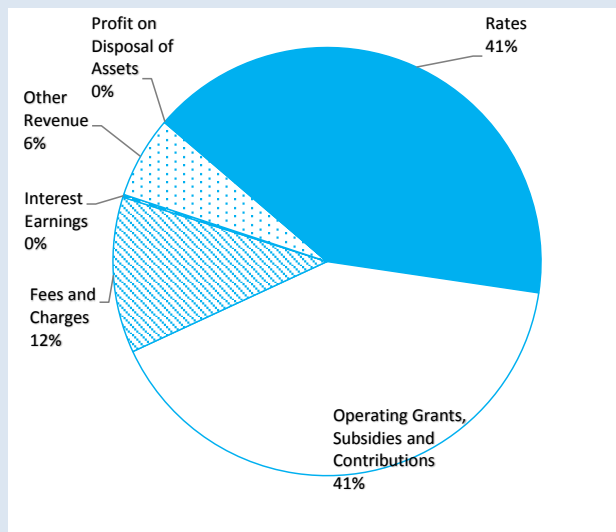
#### **CRITICAL ACCOUNTING ESTIMATES**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

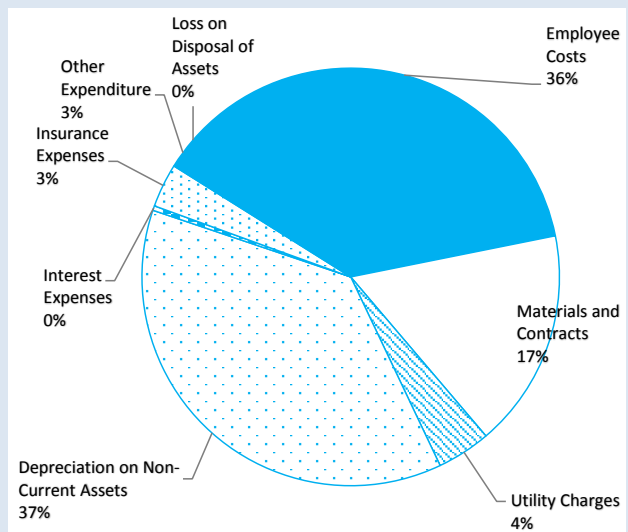
#### **ROUNDING OFF FIGURES**

All figures shown in this statement are rounded to the nearest dollar.

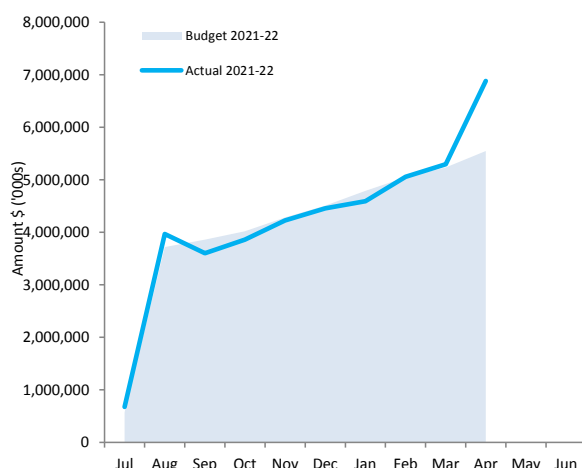
**OPERATING REVENUE**



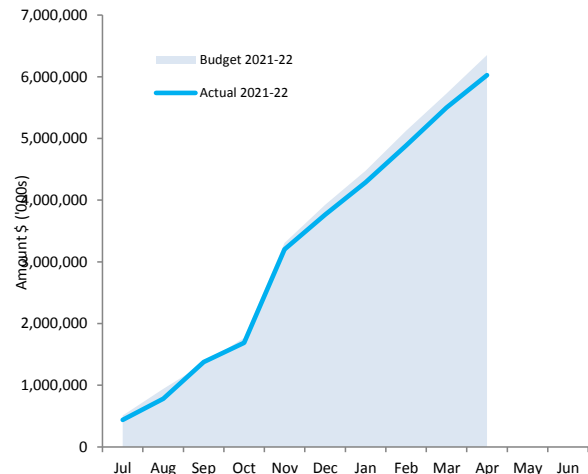
**OPERATING EXPENSES**



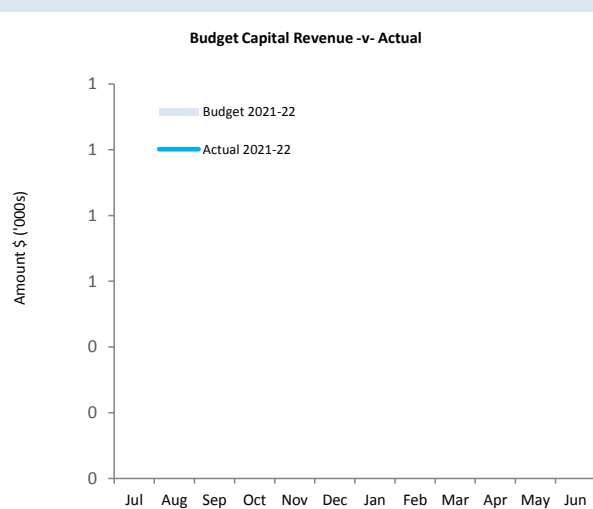
**Budget Operating Revenues -v- Actual**



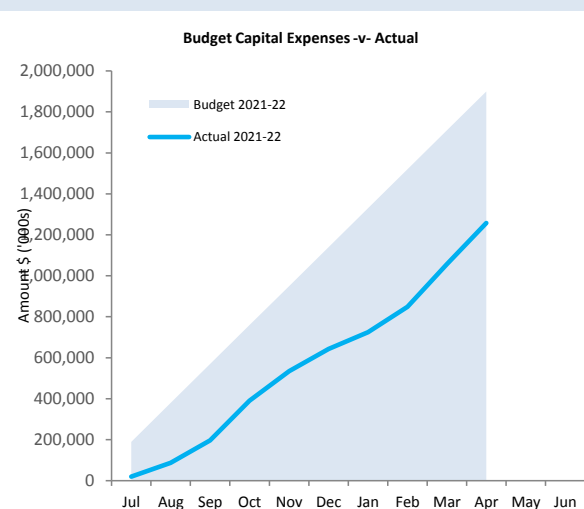
**Budget Operating Expenses -v-YTD Actual**



**CAPITAL REVENUE**



**CAPITAL EXPENSES**



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS**  
**FOR THE PERIOD ENDED 30 APRIL 2022**

**STATUTORY REPORTING PROGRAMS**

City operations as disclosed in these financial statements encompass the following service orientated activities/programs.

<b>PROGRAM NAME</b>	<b>OBJECTIVE</b>	<b>ACTIVITIES</b>
<b>GOVERNANCE</b>	To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
<b>GENERAL PURPOSE FUNDING</b>	To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
<b>LAW, ORDER, PUBLIC SAFETY</b>	To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
<b>HEALTH EDUCATION AND WELFARE</b>	To provide an operational framework To provide services to disadvantaged persons, the elderly, children and youth.	Inspection of food outlets and their control, provision of Maintenance of child minding centre, playgroup centre, senior citizen centre and aged care centre. Provision and maintenance of home and community care programs and youth services.
<b>HOUSING</b>	To provide and maintain elderly residents housing.	Provision and maintenance of elderly residents housing.
<b>COMMUNITY AMENITIES</b>	To provide services required by the community.	Rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment and administration of town planning schemes, cemetery and public conveniences.
<b>RECREATION AND CULTURE</b>	To establish and effectively manage infrastructure and resource which will help the social well being of the community.	Maintenance of public halls, civic centres, aquatic centre, beaches, recreation centres and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library, museum and other cultural facilities.
<b>TRANSPORT ECONOMIC SERVICES</b>	To provide safe, effective and To help promote the City and its economic wellbeing.	Construction and maintenance of roads, streets, footpaths, Tourism and area promotion including the maintenance and operation of a caravan park. Provision of rural services including weed control, vermin control and standpipes. Building Control.
<b>OTHER PROPERTY AND SERVICES</b>	To monitor and control City overheads operating accounts.	Private works operation, plant repair and operation costs and engineering operation costs.

**STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**STATUTORY REPORTING PROGRAMS**

	Ref Note	Adopted Annual Budget	Amended Annual Budget	Amended YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var.
		\$		\$	\$	\$	
<b>Opening Funding Surplus(Deficit)</b>	1(b)	1,283,591	1,283,591	1,283,591	<b>1,283,591</b>		0
<b>Revenue from operating activities</b>							
Governance		6,000	6,000	5,170	<b>7,532</b>	2,362	
General Purpose Funding - Rates	5	2,430,397	2,425,637	2,424,806	<b>2,422,704</b>	(2,102)	
General Purpose Funding - Other		875,261	952,456	754,224	<b>1,975,164</b>	1,220,940	▲
Law, Order and Public Safety		118,944	164,233	90,864	<b>98,404</b>	7,540	
Health		62,680	29,180	20,920	<b>21,971</b>	1,051	
Education and Welfare		662,087	606,447	502,784	<b>479,540</b>	(23,244)	▼
Community Amenities		369,450	369,450	355,860	<b>343,605</b>	(12,255)	
Recreation and Culture		91,455	109,955	103,327	<b>115,476</b>	12,149	
Transport		197,817	203,033	191,033	<b>190,977</b>	(56)	
Economic Services		214,700	184,700	153,910	<b>143,792</b>	(10,118)	
Other Property and Services		132,460	134,710	112,470	<b>117,201</b>	4,731	
		<b>5,161,251</b>	<b>5,185,801</b>	<b>4,715,368</b>	<b>5,916,364</b>		
<b>Expenditure from operating activities</b>							
Governance		(457,923)	(430,153)	(371,599)	<b>(353,411)</b>	18,188	
General Purpose Funding		(413,253)	(430,853)	(359,247)	<b>(337,091)</b>	22,156	▲
Law, Order and Public Safety		(259,528)	(332,413)	(284,250)	<b>(268,166)</b>	16,084	
Health		(267,093)	(197,132)	(170,430)	<b>(146,791)</b>	23,639	▲
Education and Welfare		(715,720)	(623,453)	(522,637)	<b>(508,172)</b>	14,465	
Community Amenities		(547,210)	(547,210)	(452,255)	<b>(403,375)</b>	48,880	▲
Recreation and Culture		(1,415,522)	(1,396,447)	(1,171,297)	<b>(1,191,398)</b>	(20,101)	▼
Transport		(2,857,935)	(2,862,935)	(2,386,101)	<b>(2,288,893)</b>	97,208	▲
Economic Services		(389,739)	(359,739)	(305,611)	<b>(258,994)</b>	46,617	▲
Other Property and Services		(376,580)	(377,580)	(328,606)	<b>(270,085)</b>	58,521	▲
		<b>(7,700,503)</b>	<b>(7,557,915)</b>	<b>(6,352,033)</b>	<b>(6,026,376)</b>		
<b>Operating activities excluded from budget</b>							
Non-cash amounts excluded from operating activities		2,726,185	2,721,608	2,267,091	<b>2,243,006</b>	(24,085)	▼
<b>Amount attributable to operating activities</b>		<b>186,933</b>	<b>349,494</b>	<b>630,427</b>	<b>2,132,994</b>		
<b>Investing Activities</b>							
Non-operating Grants, Subsidies and Contributions	10	1,364,052	1,324,378	832,475	<b>965,139</b>	132,664	▲
Proceeds from Disposal of Assets	6	41,000	50,477	0	<b>42,727</b>	42,727	▲
Capital Acquisitions	7	(2,367,379)	(2,279,570)	(1,902,560)	<b>(1,324,122)</b>	578,438	▲
<b>Amount attributable to investing activities</b>		<b>(962,327)</b>	<b>(904,715)</b>	<b>(1,070,085)</b>	<b>(316,256)</b>		
<b>Financing Activities</b>							
Self-Supporting Loan Principal		19,925	19,925	0	<b>9,887</b>	9,887	
Transfer from Reserves	9	185,500	185,500	0	<b>185,500</b>	185,500	▲
Repayment of Debentures	8	(70,889)	(70,889)	0	<b>(49,396)</b>	(49,396)	▼
Transfer to Reserves	9	(642,736)	(671,004)	0	<b>(610,452)</b>	(610,452)	▼
<b>Amount attributable to financing activities</b>		<b>(508,200)</b>	<b>(536,468)</b>	<b>0</b>	<b>(464,461)</b>		
<b>Closing Funding Surplus(Deficit)</b>	1(b)	<b>0</b>	<b>191,902</b>	<b>843,933</b>	<b>2,635,868</b>		

**KEY INFORMATION**

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 2 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2021/22 financial year is \$20,000.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

## KEY TERMS AND DESCRIPTIONS FOR THE PERIOD ENDED 30 APRIL 2022

### REVENUE

#### RATES

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

#### OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

#### NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

#### PROFIT ON ASSET DISPOSAL

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

#### FEES AND CHARGES

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

#### SERVICE CHARGES

Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

#### INTEREST EARNINGS

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

#### OTHER REVENUE / INCOME

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

## NATURE OR TYPE DESCRIPTIONS

### EXPENSES

#### EMPLOYEE COSTS

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

#### MATERIALS AND CONTRACTS

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

#### UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

#### INSURANCE

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

#### LOSS ON ASSET DISPOSAL

Loss on the disposal of fixed assets.

#### DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

#### INTEREST EXPENSES

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

#### OTHER EXPENDITURE

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

**STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**BY NATURE OR TYPE**

	Ref Note	Adopted Annual Budget	Amended Annual Budget	Amended YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var.
		\$		\$	\$	\$	
<b>Opening Funding Surplus (Deficit)</b>	1(b)	1,283,591	1,283,591	1,283,591	<b>1,283,591</b>	0	
<b>Revenue from operating activities</b>							
Rates	5	2,430,396	2,425,636	2,424,806	<b>2,422,704</b>	(2,102)	
Operating Grants, Subsidies and Contributions	10	1,422,200	1,525,486	1,178,041	<b>2,411,310</b>	1,233,269	▲
Fees and Charges		839,443	805,443	733,217	<b>696,350</b>	(36,867)	▼
Interest Earnings		34,086	17,854	14,880	<b>12,492</b>	(2,388)	
Other Revenue		425,546	426,336	357,379	<b>366,465</b>	9,087	
Profit on Disposal of Assets	6	9,580	7,046	7,046	<b>7,046</b>	(0)	
		5,161,251	5,207,801	4,715,368	<b>5,916,364</b>		
<b>Expenditure from operating activities</b>							
Employee Costs		(2,875,828)	(2,625,481)	(2,201,815)	<b>(2,136,610)</b>	65,205	▲
Materials and Contracts		(1,326,731)	(1,462,197)	(1,225,985)	<b>(1,020,930)</b>	205,055	▲
Utility Charges		(377,293)	(344,793)	(287,290)	<b>(251,242)</b>	36,048	▲
Depreciation on Non-Current Assets		(2,727,261)	(2,727,261)	(2,272,744)	<b>(2,243,006)</b>	29,738	▲
Interest Expenses		(27,905)	(27,905)	(23,250)	<b>(21,428)</b>	1,822	
Insurance Expenses		(201,777)	(204,181)	(204,116)	<b>(204,189)</b>	(73)	
Other Expenditure		(155,204)	(164,704)	(135,440)	<b>(147,579)</b>	(12,139)	
Loss on Disposal of Assets	6	(8,504)	(1,393)	(1,393)	<b>(1,393)</b>		
		(7,700,503)	(7,557,915)	(6,352,033)	<b>(6,026,376)</b>		
<b>Operating activities excluded from budget</b>							
Non-cash amounts excluded from operating activities		2,726,185	2,721,608	2,267,091	<b>2,243,006</b>	(24,085)	▼
<b>Amount attributable to operating activities</b>		<b>186,933</b>	<b>371,494</b>	<b>630,427</b>	<b>2,132,993</b>		
<b>Investing activities</b>							
Non-operating grants, subsidies and contributions	10	1,364,052	1,324,378	832,475	<b>965,139</b>	132,664	▲
Proceeds from Disposal of Assets	6	41,000	50,477	0	<b>42,727</b>	42,727	▲
Capital acquisitions	7	(2,367,379)	(2,279,570)	(1,902,560)	<b>(1,324,122)</b>	578,438	▲
<b>Amount attributable to investing activities</b>		<b>(962,327)</b>	<b>(904,715)</b>	<b>(1,070,085)</b>	<b>(316,256)</b>		
<b>Financing Activities</b>							
Self-Supporting Loan Principal		19,925	19,925	0	<b>9,887</b>	9,887	
Transfer from Reserves	9	185,500	185,500	0	<b>185,500</b>	185,500	▲
Repayment of Debentures	8	(70,889)	(70,889)	0	<b>(49,396)</b>	(49,396)	▼
Transfer to Reserves	9	(642,736)	(671,004)	0	<b>(610,452)</b>	(610,452)	▼
<b>Amount attributable to financing activities</b>		<b>(508,200)</b>	<b>(536,468)</b>	<b>0</b>	<b>(464,461)</b>		
<b>Closing Funding Surplus (Deficit)</b>	1(b)	<b>0</b>	<b>213,902</b>	<b>843,933</b>	<b>2,635,868</b>		

**KEY INFORMATION**

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold. Refer to Note 2 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

## SIGNIFICANT ACCOUNTING POLICIES

### CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

### EMPLOYEE BENEFITS

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (*Short-term Benefits*)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the City has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the City expects to pay and includes related on-costs.

(ii) *Annual Leave and Long Service Leave (Long-term Benefits)*

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where the City does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

### PROVISIONS

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

### INVENTORIES

Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**OPERATING ACTIVITIES  
NOTE 1(b)  
ADJUSTED NET CURRENT ASSETS**

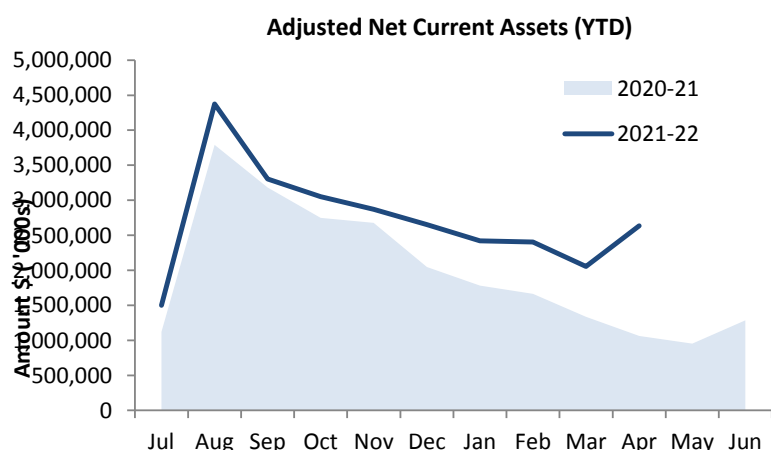
	Ref Note	Last Years Closing 30 June 2021	This Time Last Year 30 Apr 2021	Year to Date Actual 30 Apr 2022
<b>Adjusted Net Current Assets</b>		\$	\$	\$
<b>Current Assets</b>				
Cash Unrestricted	3	1,441,404	1,298,363	2,683,475
Cash Restricted	3	1,708,631	1,662,201	2,133,583
Receivables - Rates	4	67,957	93,171	117,303
Receivables - Other	4	173,764	93,574	62,788
Loans receivable		19,925	9,739	10,038
Interest / ATO Receivable		0	0	31,351
Accrued Income / Expenses In Advance		34,896	87,902	284,250
Inventories		34,903	38,574	34,903
		3,481,479	3,283,524	5,357,691
<b>Less: Current Liabilities</b>				
Payables		(188,047)	(147,976)	(271,420)
Accrued Expenses / Income In Advance		(244,213)	(639,805)	(275,362)
Regional Refuse Group Accrued Funds		(37,071)	(37,071)	(37,071)
Provisions - Loans, Annual & Long Service Leave		(432,084)	(331,027)	(382,688)
		(901,416)	(1,155,879)	(966,542)
<b>Unadjusted Net Current Assets</b>		<b>2,580,063</b>	<b>2,127,644</b>	<b>4,391,149</b>
<b>Adjustments and exclusions permitted by FM Reg 32</b>				
Less: Profit on asset disposals				(1,393)
Add: Loss on asset disposals				7,046
Less: Cash reserves	3	(1,708,631)	(1,662,201)	(2,133,583)
Less: Loans receivable		(19,925)	(9,739)	(10,038)
Add: Provisions - Loans, Annual & Long Service Leave		432,084	331,027	382,688
<b>Adjusted Net Current Assets</b>		<b>1,283,591</b>	<b>786,731</b>	<b>2,635,868</b>

**SIGNIFICANT ACCOUNTING POLICIES**

Please see Note 1(a) for information on significant accounting policies relating to Net Current Assets.

**KEY INFORMATION**

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.



**This Year YTD**

**Surplus(Deficit)**

**\$2.64 M**

**Last Year YTD**

**Surplus(Deficit)**

**\$.79 M**

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**NOTE 2  
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget materially.

The material variance adopted by Council for the 2021/22 financial year is \$20,000.

Reporting Program	Var. \$	Var.	Timing/ Permanent	Explanation of Variance
	\$			
<b>Revenue from operating activities</b>				
General Purpose Funding - Other	1,220,940	▲	Permanent	Financial Assistance Grants - part 22/23 received in advance
Education and Welfare	(23,244)	▼	Timing	Homecare income lower than YTD budget which is offset by lower expenditure. Less Homecare Packages taken up
<b>Expenditure from operating activities</b>				
General Purpose Funding	22,156	▲	Timing	Timing of GRV revaluation - charges not yet received
Health	23,639	▲	Permanent	EHO reduced costs due to finalisation of contract. Timing of IPN payments
Community Amenities	48,880	▲	Timing	Great Southern Waste invoice being received a month in arrears
Recreation and Culture	(20,101)	▼	Permanent	Termination Pay Pool Manager - LSL Etc
Transport	97,208	▲	Timing	Timing of maintenance jobs
Economic Services	46,617	▲	Timing	Caravan Park maintenance under YTD budget.
Other Property and Services	58,521	▲	Timing	PWOH & POC allocation not in line with budget. Non cash item
<b>Investing Activities</b>				
Non-operating Grants, Subsidies and Contributions	132,664	▲	Timing	Contract assets/liabilities movement which is offset by capital expenditure.
Proceeds from Disposal of Assets	42,727	▲	Timing	Budget entered into June - items disposed of earlier
Capital Acquisitions	578,438	▲	Timing	Timing of capital works projects - running behind budget
Transfer from Reserves	185,500	▲	Timing	No Budget entered into Synergy - most transfers done
Repayment of Debentures	(49,396)	▼	Timing	No Budget entered into Synergy - transactions correct
Transfer to Reserves	(610,452)	▼	Timing	No Budget entered into Synergy - most transfers done

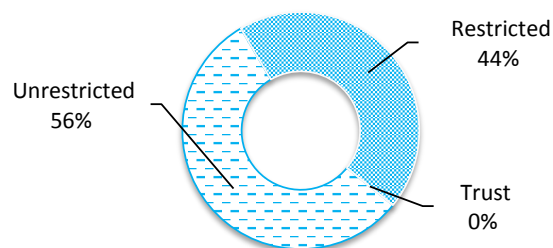
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**OPERATING ACTIVITIES  
NOTE 3  
CASH AND INVESTMENTS**

Cash and Investments	Unrestricted	Restricted	Trust	Total YTD Actual	Institution	Interest Rate	Maturity Date
	\$	\$	\$	\$			
<b>Cash on Hand</b>							
Petty Cash and Floats	1,250			1,250	N/A	Nil	On Hand
<b>At Call Deposits</b>							
Municipal Fund	1,753,313			1,753,313	NAB/BWA	Nil	At Call
Overnight Cash Deposit Facility	909,055			909,055	Treasury	0.05%	At Call
Restricted Funds Account	19,858			19,858	NAB/BWA	Nil	At Call
Trust Fund			0		BWA	Nil	At Call
Reserve Fund - Telnet Saver		422,300		422,300	BWA	0.05%	At Call
<b>Term Deposits</b>							
Reserve Investment - Term Deposit		1,711,283		1,711,283	BWA	0.28%	02-May-22
<b>Total</b>	<b>2,683,475</b>	<b>2,133,583</b>	<b>0</b>	<b>4,817,058</b>			

**SIGNIFICANT ACCOUNTING POLICIES**

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.



**KEY INFORMATION**

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

Total Cash	Unrestricted
<b>\$4.82 M</b>	<b>\$2.68 M</b>

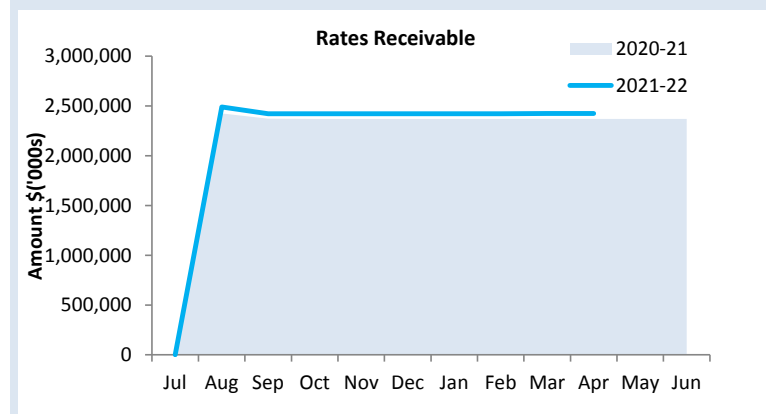
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**OPERATING ACTIVITIES  
NOTE 4  
RECEIVABLES**

Rates Receivable	30 June 2021	30 April 2022
	\$	\$
Opening Arrears Previous Years	63,810	67,957
Levied this year	2,612,152	2,665,784
Less Collections to date	(2,608,005)	(2,616,438)
Equals Current Outstanding	<b>67,957</b>	<b>117,304</b>
<b>Net Rates Collectable</b>	<b>67,957</b>	<b>117,304</b>
% Collected	99.84%	98.15%

**KEY INFORMATION**

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

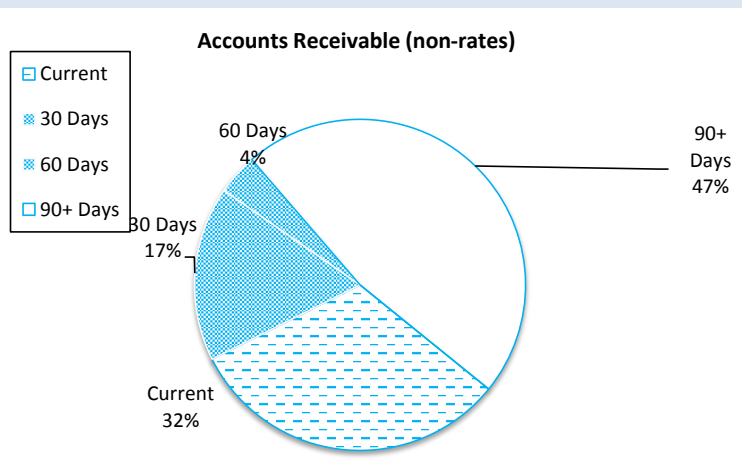


Collected	Rates Due
<b>98%</b>	<b>\$117,304</b>

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Receivables - General	21,163	11,379	2,662	31,440	66,644
Percentage	32%	17%	4%	47%	
<b>Balance per Trial Balance</b>					
Sundry debtors					66,644
Loans receivable - clubs/institutions					10,038
Doubtful Debtors					(3,856)
<b>Total Receivables General Outstanding</b>					<b>104,177</b>
<b>Amounts shown above include GST (where applicable)</b>					

**SIGNIFICANT ACCOUNTING POLICIES**

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



<b>Debtors Due</b>
<b>\$104,177</b>
<b>Over 30 Days</b>
<b>68%</b>
<b>Over 90 Days</b>
<b>47%</b>

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

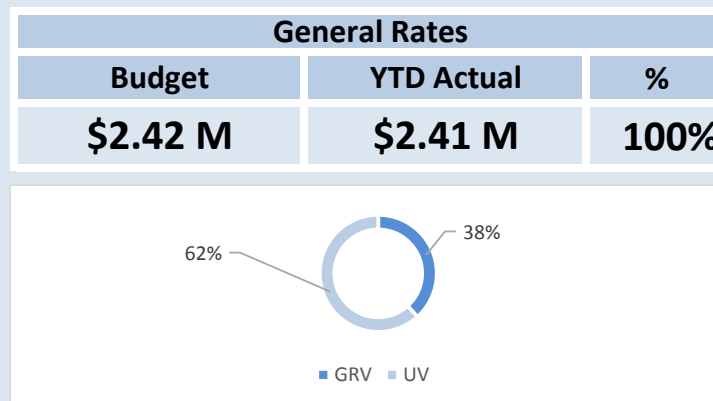
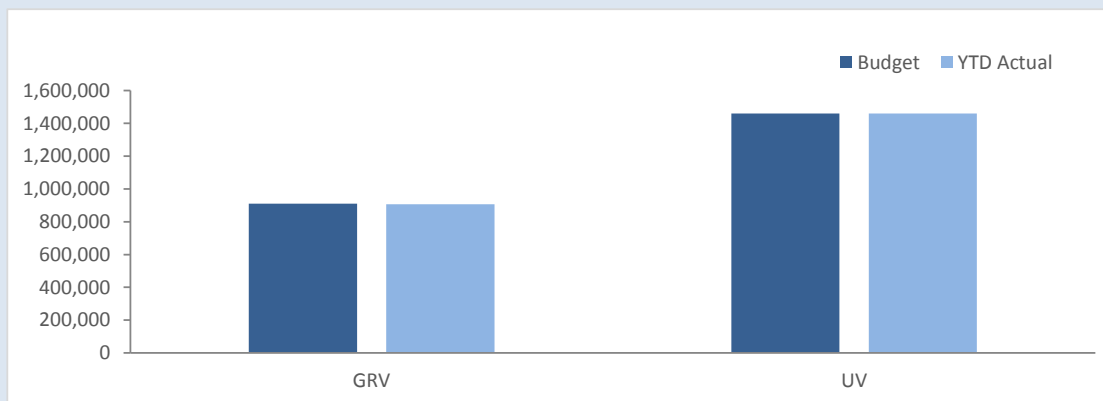
**OPERATING ACTIVITIES  
NOTE 5  
RATE REVENUE**

General Rate Revenue	Budget							YTD Actual			
	Rate in	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE	\$			\$	\$	\$	\$	\$	\$	\$	\$
<b>Differential General Rate</b>											
GRV	0.113772	746	7,973,769	907,193	2,000	1,000	910,193	907,192	-69	-99	907,024
UV	0.006325	293	230,560,500	1,458,295	2,000	0	1,460,295	1,458,296	2,202	0	1,460,498
	Minimum \$										
GRV	600	145	278,599	87,000	0	0	87,000	87,000	0	0	87,000
UV	600	85	5,180,775	51,000	0	0	51,000	51,000	0	0	51,000
<b>Sub-Totals</b>		<b>1,269</b>	<b>243,993,643</b>	<b>2,503,488</b>	<b>4,000</b>	<b>1,000</b>	<b>2,508,488</b>	<b>2,503,487</b>	<b>2,133</b>	<b>-99</b>	<b>2,505,522</b>
Discount							(90,859)				(97,116)
<b>Amount from General Rates</b>							<b>2,417,629</b>				<b>2,408,406</b>
Ex-Gratia Rates							12,767				14,298
<b>Total General Rates</b>							<b>2,430,396</b>				<b>2,422,704</b>

**SIGNIFICANT ACCOUNTING POLICIES**

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

**KEY INFORMATION**

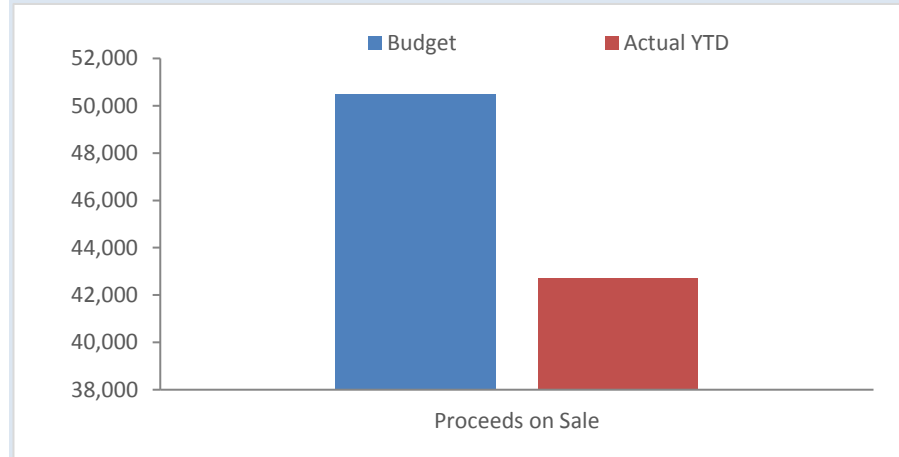


**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**OPERATING ACTIVITIES  
NOTE 6  
DISPOSAL OF ASSETS**

Asset Ref.	Asset Description	Amended Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
P05	Doctor Vehicle	25,938	24,545		(1,393)	25,938	24,545		(1,393)
P08	EHO Vehicle	11,136	18,182	7,046		11,136	18,182	7,046	
P27	Building Maintenance Utility		7,750	7,750			0		
P48	Tennant Street Sweeper								
		<b>37,074</b>	<b>50,477</b>	<b>14,796</b>	<b>(1,393)</b>	<b>37,074</b>	<b>42,727</b>	<b>7,046</b>	<b>(1,393)</b>

**KEY INFORMATION**



Proceeds on Sale		
Budget	YTD Actual	%
<b>\$50,477</b>	<b>\$42,727</b>	<b>85%</b>

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

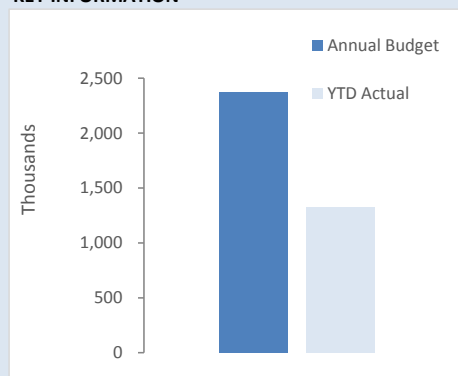
**INVESTING ACTIVITIES  
NOTE 7  
CAPITAL ACQUISITIONS**

Capital Acquisitions	Adopted Annual Budget	Amended Annual Budget	Amended YTD Budget	YTD Actual Total	YTD Budget Variance
	\$		\$	\$	\$
Buildings	(359,620)	(400,770)	(333,970)	(151,813)	182,157
Plant & Equipment	(195,000)	(152,018)	(126,680)	(141,841)	(15,161)
Furniture & Equipment	(34,552)	(34,512)	(28,760)	(24,603)	4,157
Infrastructure - Roads	(1,251,195)	(1,299,514)	(1,082,930)	(859,619)	223,311
Footpaths	(48,000)	(10,000)	(8,330)	0	8,330
Infrastructure - Other	(479,012)	(382,756)	(321,890)	(146,247)	175,643
<b>Capital Expenditure Totals</b>	<b>(2,367,379)</b>	<b>(2,279,570)</b>	<b>(1,902,560)</b>	<b>(1,324,122)</b>	<b>578,438</b>
<b>Capital Acquisitions Funded By:</b>					
	\$		\$	\$	\$
Capital grants and contributions	1,364,052	1,324,378	832,475	921,634	89,159
Other (Disposals & C/Fwd)	41,000	50,477	42,727	42,727	0
Cash Backed Reserves					
Recreation Development Reserve	85,500	85,500	85,500	85,500	0
Sportsground Precinct Redevelopment Reserve	60,000	20,000	20,000	20,000	0
Contribution - operations	816,827	799,215	921,858	254,261	(667,597)
<b>Capital Funding Total</b>	<b>2,367,379</b>	<b>2,279,570</b>	<b>1,902,560</b>	<b>1,324,122</b>	<b>(578,438)</b>

**SIGNIFICANT ACCOUNTING POLICIES**



























All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

**KEY INFORMATION**



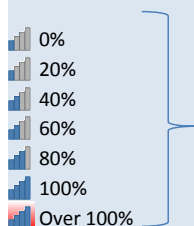
Acquisitions	Annual Budget		YTD Actual	% Spent
	<b>\$2.37 M</b>		<b>\$1.32 M</b>	<b>56%</b>
Capital Grant	Annual Budget		YTD Actual	% Received
	<b>\$1.36 M</b>		<b>\$.92 M</b>	<b>68%</b>

# Level of completion indicator, please see table at the end of this note for further detail.

	Account Number	Adopted Annual Budget	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance
<b>Capital Expenditure</b>						
<b>Buildings</b>						
 Court House Development	B2201	(200,000)	(200,000)	(163,853)	(14,300)	149,553
 Historical Village - 'History of Wagin' Shed	B2202	(92,620)	(92,620)	(90,000)	(82,733)	7,267
 NAB Building	B2203	0	(30,000)	(15,000)	(13,247)	1,753
 Historical Village - Shed Fit-out	B2204	0	(11,000)	(9,167)	0	9,167
 Rec Centre Court Surface Upgrades	E167780	(20,000)	(20,150)	(16,790)	(20,150)	(3,360)
 Depot Upgrades - Shed Wall & Electric Gate	E167458	(15,000)	(15,000)	(12,500)	(2,518)	9,982
 Solar Panels - Shire Buildings	E167130	(10,000)	(10,000)	(8,330)	0	8,330
 Staff Housing Upgrades (2 Ballagin St)	E167475	(22,000)	(22,000)	(18,330)	(18,864)	(534)
		(359,620)	(400,770)	(333,970)	(151,813)	182,157
<b>Plant &amp; Equipment</b>						
 Doctor Vehicle (P05)	E167751	(40,000)	(45,668)	(38,060)	(45,668)	(7,608)
 Building Maintenance Utility (P27)	PE2201	(32,000)	(24,750)	(22,998)	(24,536)	(1,538)
 Emergency Services Generator	E167776	(25,000)	(25,000)	(20,830)	(18,000)	2,830
 Tennant Street Sweeper (P48)	PE2202	(48,000)	(6,600)	(6,600)	(6,511)	89
 Mini Excavator & Trailer	PE2203	(50,000)	(50,000)	(38,192)	(47,125)	(8,933)
		(195,000)	(152,018)	(126,680)	(141,841)	(15,161)
<b>Furniture &amp; Equipment</b>						
 CCTV Upgrade	E167110	(17,552)	(17,552)	(14,630)	(7,643)	6,987
 Pool Blankets (50m Pool)	E167754	(17,000)	(16,960)	(14,130)	(16,960)	(2,830)
		(34,552)	(34,512)	(28,760)	(24,603)	4,157
<b>Infrastructure - Roads</b>						
 Capital Works Program	E167103	(1,251,195)	(1,299,514)	(1,082,930)	(859,619)	223,311
		(1,251,195)	(1,299,514)	(1,082,930)	(859,619)	223,311
<b>Footpaths</b>						
 Footpath Program	E167124	(48,000)	(10,000)	(8,330)	0	8,330
		(48,000)	(10,000)	(8,330)	0	8,330
<b>Infrastructure - Other</b>						
 Bojanning Park Upgrades	IO2201	(27,233)	(27,233)	(18,275)	(24,892)	(6,617)
 Giant Ram Lighting	IO2202	(5,000)	(7,050)	(5,875)	0	5,875
 Pool Filtration Works	IO2203	(45,000)	(49,144)	(4,911)	(49,144)	(44,233)
 Sportsground Precinct Redevelopment	IO2204	(60,000)	(20,000)	(20,000)	(16,847)	3,153
 War Memorial Upgrades	IO2205	(20,000)	(20,000)	(20,000)	(13,152)	6,848
 Wetlands Park Upgrade	IO2206	(202,779)	(202,779)	(202,779)	(24,659)	178,120
 Main Streets Paving, Cleaning & Sealing	IO2207	(20,000)	(17,550)	(17,550)	(17,528)	22
 Townscape	IO2208	(39,000)	(39,000)	(32,500)	(25)	32,475
 Water Storage Upgrades	E167132	(60,000)	0	0	0	0
		(479,012)	(382,756)	(321,890)	(146,247)	175,643
<b>Capital Expenditure Total</b>		<b>(2,367,379)</b>	<b>(2,279,570)</b>	<b>(1,902,560)</b>	<b>(1,324,122)</b>	<b>578,438</b>

#### KEY INFORMATION

##### Level of Completion Indicators



Percentage YTD Actual to Annual Budget  
Expenditure over budget highlighted in red.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

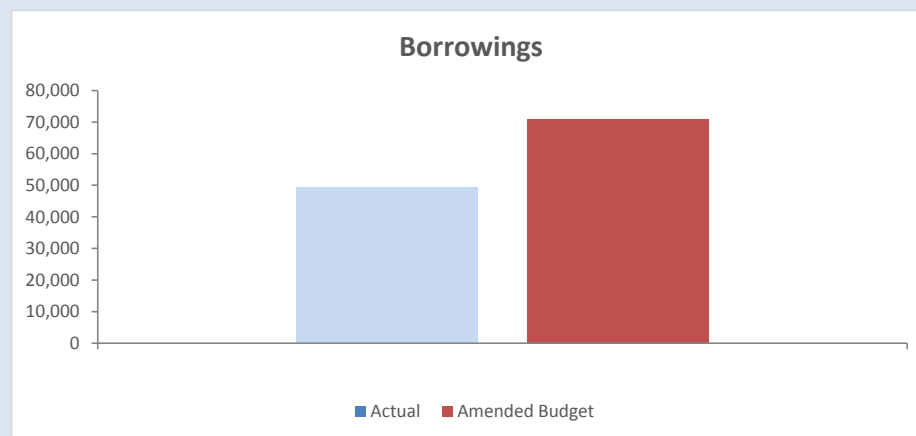
**FINANCING ACTIVITIES  
NOTE 8  
BORROWINGS**

Information on Borrowings		New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Amended Budget	Actual	Amended Budget	Actual	Amended Budget	Actual	Amended Budget
Particulars	30 Jun 2021								
	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Recreation and Culture</b>									
Loan 131 - Recreation Centre Development	40,030	0	0	5,193	10,553	34,837	29,477	1,279	2,392
Loan 139 - Swimming Pool Redevelopment	201,300	0	0	10,445	14,016	190,855	187,284	7,583	10,021
<b>Other Property and Services</b>									
Loan 137 - Staff Housing	141,515	0	0	12,253	14,778	129,261	126,736	6,825	8,116
Loan 138 - Doctor Housing	65,970	0	0	11,617	11,617	54,353	54,353	3,957	3,957
	448,814	0	0	39,508	50,964	409,306	397,850	19,644	24,486
<b>Self supporting loans</b>									
<b>Recreation and Culture</b>									
Loan 141 - Wagin Ag Society (SSL)	117,416	0	0	9,887	19,925	107,529	97,491	1,785	3,419
	117,416	0	0	9,887	19,925	107,529	97,491	1,785	3,419
<b>Total</b>	566,230	0	0	49,396	70,889	516,835	495,341	21,428	27,905

All debenture repayments were financed by general purpose revenue.

**KEY INFORMATION**

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



**Principal Repayments**

**\$49,396**

**Interest Earned**

**\$12,492**

**Reserves Bal**

**\$2.13 M**

**Interest Expense**

**\$21,428**

**Loans Due**

**\$0.52 M**

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022

FINANCING ACTIVITIES

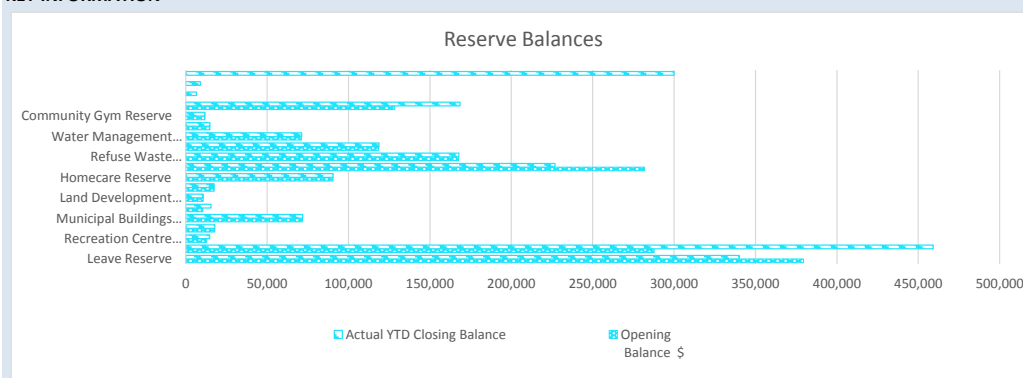
NOTE 9

RESERVES

Cash Backed Reserve

Reserve Name	Opening Balance	Amended Budget Interest Earned	Actual Interest Earned	Amended Budget Transfers In (+)	Actual Transfers In (+)	Amended Budget Transfers Out (-)	Actual Transfers Out (-)	Amended Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Leave Reserve	379,536	1,200	589			(40,000)	(40,000)	340,736	340,125
Plant Replacement Reserve	287,746	900	447	171,000	171,000	0		459,646	459,193
Recreation Centre Equipment Reserve	12,926	40	20	1,800	1,800	0		14,766	14,746
Aerodrome Maintenance & Development Reserve	17,855	60	28	7,900		0		25,815	17,883
Municipal Buildings Reserve	71,763	225	111			0		71,988	71,875
Admin Centre Furniture, Equipment & IT Reserve	10,538	35	16	5,000	5,000	0		15,573	15,555
Land Development Reserve	10,753	35	17			0		10,788	10,770
Community Bus Reserve	17,430	55	27			0		17,485	17,457
Homecare Reserve	90,464	280	140			0		90,744	90,605
Recreation Development Reserve	281,894	874	437	30,000	30,000	(85,500)	(85,500)	227,268	226,831
Refuse Waste Management Reserve	167,510	520	260	25,950		0		193,980	167,770
Refuse Site Rehabilitation Reserve	118,546	370	184	20,000		0		138,916	118,730
Water Management Reserve	71,077	220	110			0		71,297	71,187
Electronic Sign Reserve	14,854	50	23			0		14,904	14,877
Community Gym Reserve	11,888	40	18	4,000		0		15,928	11,906
Sportsground Precinct Redevelopment Reserve	128,324	400	199	100,000	100,000	(60,000)	(60,000)	168,724	168,523
Emergency/Bushfire Control Reserve	6,527	20	10			0		6,547	6,537
Community Events Reserve	9,000	30	14			0		9,030	9,014
Staff Housing Reserve	0	0		300,000	300,000	0		300,000	300,000
	<b>1,708,631</b>	<b>5,354</b>	<b>2,652</b>	<b>665,650</b>	<b>607,800</b>	<b>(185,500)</b>	<b>(185,500)</b>	<b>2,194,135</b>	<b>2,133,583</b>

KEY INFORMATION



Grants and Contributions

		Adopted Annual Budget	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance
<b>Operating grants, subsidies and contributions</b>						
<b>General Purpose Funding</b>						
Grants Commission - General	I032005	441,970	493,612	370,209	1,133,402	763,193
Grants Commission - Roads	I032010	224,849	256,634	192,476	650,412	457,936
<b>Law, Order and Public Safety</b>						
DFES Grant - Operating Bush Fire Brigade	I051010	58,893	58,893	44,169	58,893	14,724
Western Power Grant - Ballaying Water Tank	I051070	0	63,871	0	2,635	2,635
DFES Grant - Operating SES	I051075	31,201	16,619	23,400	31,201	7,801
<b>Education and Welfare</b>						
Homecare Recurrent Grant	I082010	346,450	376,020	346,450	346,700	250
HCP Government Funds	I082045	182,500	105,000	50,000	45,964	(4,036)
<b>Recreation and Culture</b>						
Volunteering WA	I119030	1,000	1,000	1,000	0	(1,000)
WA Police - Christmas Street Carnival	I119030	0	18,500	18,500	22,500	4,000
<b>Transport</b>						
Direct Road Grants	I121005	129,037	129,037	129,037	129,037	0
<b>Operating Contributions</b>						
Rec Centre Equipment Contributions	I113030	1,800	1,800	1,800	3,182	1,382
Contribution to Woolorama	I119015	1,000	1,000	1,000	0	(1,000)
Contribution - St Lighting	I121025	3,500	3,500	0	0	0
<b>Operating grants, subsidies and contributions Total</b>		<b>1,422,200</b>	<b>1,525,486</b>	<b>1,178,041</b>	<b>2,423,926</b>	<b>1,245,886</b>
<b>Non-operating grants, subsidies and contributions</b>						
<b>Recreation and Culture</b>						
Wetlands Park Playground Upgrade Contribution	I113040	198,776	198,776	198,776	191,154	(7,622)
<b>Transport</b>						
Road Project Grants	I121010	307,605	352,934	246,084	282,347	36,263
Roads To Recovery Grant	I121015	312,145	312,145	234,108	257,145	23,037
Main Roads Bridge 18/19 Funding	I121076	0	0	0	74,251	74,251
LRCIP Funding	I121076	545,526	460,523	153,507	116,737	(36,770)
<b>Non-operating grants, subsidies and contributions Total</b>		<b>1,364,052</b>	<b>1,324,378</b>	<b>832,475</b>	<b>921,634</b>	<b>89,159</b>
<b>Grand Total</b>		<b>2,786,252</b>	<b>2,849,864</b>	<b>2,010,516</b>	<b>3,345,560</b>	<b>1,335,045</b>

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**NOTE 11  
OTHER FUNDS**

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows:

Description	RESTRICTED FUNDS ACCOUNT			Closing Balance 30 Apr 2022
	Opening Balance 01 Jul 2021	Amount Received	Amount Paid	
	\$	\$	\$	\$
Deposits - Town Hall	1,100	1,300	(1,500)	900
Deposits - Community Bus	900	1,500	(1,200)	1,200
Deposits - Rec Ctr & EFP	2,362	4,800	(4,500)	2,662
Deposits - Animal Trap	0	150	(125)	25
BCITF	0	1,717	(1,717)	0
Deposit - Community Gym Key	4,530	2,430	(1,470)	5,490
Building Services Levy	260	2,341	(2,046)	555
Nomination Deposits	0	320	(320)	0
Other Deposits	6,819	250	(250)	6,819
Unclaimed Monies	2,147	0	0	2,147
Transport Licensing	0	0	0	0
Bank Charges	0	0	0	0
Banking Errors	0	0	0	0
Deposit - Refuse Site Key	20	0	0	20
Staff Christmas Fund	0	0	0	0
Trust Accounts Receivable	39	1	0	40
Cemetery Shelter Contributions	0	0	0	0
	<b>18,178</b>	<b>14,809</b>	<b>(13,128)</b>	<b>19,858</b>

## SHIRE OF WAGIN

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**NOTE 12****BUDGET AMENDMENTS**

Amendments to original budget since budget adoption. Surplus/(Deficit)

Date	GL Account Code	Description	Council Resolution	Classification	No Change - (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance	Comments
					\$	\$	\$	\$	
5/08/2021		<b>Budget Adoption</b>		Opening Surplus(Def icit)	0	0	0	0	
24/08/2021	E1471500	Contribution to Gymkhanarama - Hire of Pavillion	4621				-920.00	(920)	
23/11/2021	E1470550	Contribution to 4WDL Tourism Action Plan	4681				-3,000.00	(3,920)	
23/11/2021	E1470550	Contribution to 4WDL Key Worker Housing	4682				-2,000.00	(5,920)	
23/11/2021	E1470550	Reduction in Consultants Budget	4681/82			5,000.00		(920)	
21/12/2021	I142010	Sale of portion of Lot 429	4696			22,000.00		21,080	
21/12/2021	E147015	Art Sponsorship - Wagin Woolorama	4700				-550.00	20,530	
21/12/2021	E116005	Art Sponsorship - Wagin Woolorama	4700				-550.00	19,980	
22/02/2022	E167761	Change to Plant Purchases - not buying Sweet Sweeper	4713			48,000.00		67,980	
22/02/2022	I122175	Change to Plant Purchases - not buying Sweet Sweeper - no trade-in	4713				-8,000.00	59,980	
22/02/2022	E167761	Change to Plant Purchases - buying outdoor vacuum	4713				-6,600.00	53,380	
22/02/2022	B2203	Works to NAB Building	4722				-30,000.00	23,380	
22/02/2022	I1221750	Sale of EHO Vehicle by tender	4733			18,182.00		41,562	
31/03/2022	Various	Adjustments per Budget Review - Adopted by Council OCM 26/04/2022	4762			140,700		182,262	
31/03/2022	Various	Minor correction to budget review figures on processing budget amendments into Synergy	4762			9,640		191,902	
<b>Amended Budget Cash Position as per Council Resolution</b>					0	243,522	(51,620)	191,902	

**SHIRE OF WAGIN**  
**STATEMENT OF OPERATING INCOME AND EXPENDITURE**  
**FOR THE PERIOD ENDED 30 APRIL 2022**

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
<b>General Purpose Funding</b>						
<b>Rate Revenue</b>						
I031005	GRV	Inc	907,192	907,192	907,192	907,192
I031010	GRV Minimums	Inc	87,000	87,000	87,000	87,000
I031015	UV	Inc	1,458,296	1,458,296	1,458,296	1,458,296
I031020	UV Minimums	Inc	51,000	51,000	51,000	51,000
I031025	GRV Interim Rates	Inc	2,000	2,000	1,670	(69)
I031030	UV Interim Rates	Inc	2,000	2,000	1,670	2,202
I031035	Back Rates	Inc	1,000	1,000	830	(99)
I031040	Ex-Gratia Rates (CBH)	Inc	12,767	14,298	14,298	14,298
I031045	Discount Allowed	Inc	(90,859)	(97,150)	(97,150)	(97,116)
I031050	Instalment Admin Charge	Inc	6,000	6,000	6,000	5,137
I031055	Account Enquiry Fee	Inc	2,500	2,500	2,080	2,420
I031060	(Rate Write Offs)	Inc	(5,000)	(5,000)	0	(30)
I031065	Penalty Interest	Inc	8,000	8,000	6,670	5,682
I031070	Emergency Services Levy	Inc	118,062	118,062	118,062	118,150
I031075	ESL Penalty Interest	Inc	500	500	420	365
I031080	Instalment Interest	Inc	4,000	4,000	3,330	3,779
I031090	Rate Legal Charges	Inc	10,000	20,000	16,670	20,033
			2,574,458	2,579,698	2,578,038	2,578,240
E031005	Valuation Expenses	Exp	(35,000)	(35,000)	(34,500)	(480)
E031010	Legal Costs/Expenses	Exp	(1,000)	(1,000)	(830)	0
E031015	Title Searches	Exp	(600)	(600)	(500)	(326)
E031020	Rate Recovery Expenses	Exp	(10,000)	(25,000)	(20,830)	(21,098)
E031025	Printing Stationery Postage	Exp	(2,000)	(3,000)	(3,000)	(2,653)
E031030	Emergency Services Levy	Exp	(118,062)	(118,062)	(88,547)	(106,087)
E031040	Rate Refunds	Exp	(1,000)	(1,000)	(1,000)	0
E031041	Rates & Rubbish Waivers/Concessions	Exp	(2,300)	(2,300)	(2,300)	(2,352)
E031100	Administration Allocated	Exp	(94,432)	(94,432)	(78,690)	(78,690)
			(264,394)	(280,394)	(230,197)	(211,686)
<b>Other General Purpose Funding</b>						
I032005	Grants Commission General	Inc	441,970	493,612	370,209	1,133,402
I032010	Grants Commission Roads	Inc	224,849	256,634	192,476	650,412
I032020	Administration Rental	Inc	36,000	36,000	30,000	30,000
I032025	Photocopies, Publications, PA & Projector Hire	Inc	1,500	1,500	1,250	590
I032030	Reimbursements	Inc	100	100	80	0
I032035	SS Loans Interest & GFee Reimb.	Inc	4,195	4,195	2,098	2,193
I032040	Bank Interest	Inc	5,000	500	420	379
I032045	Reserves Interest	Inc	17,086	5,354	4,460	2,652
I032055	Commissions & Recoups	Inc	500	500	0	0
			731,200	798,395	600,992	1,819,628
E032005	Bank Fees and Charges	Exp	(12,000)	(12,000)	(10,000)	(8,275)
E032015	Interest on Loans	Exp	(27,905)	(27,905)	(23,250)	(21,428)
E032030	Audit Fees & Other Services	Exp	(20,400)	(22,000)	(22,000)	(21,900)
E032035	Administration Allocated	Exp	(88,554)	(88,554)	(73,800)	(73,800)
			(148,859)	(150,459)	(129,050)	(125,403)
<b>Total General Purpose Income</b>			3,305,658	3,378,093	3,179,030	4,397,868
<b>Total General Purpose Expenditure</b>			(413,253)	(430,853)	(359,247)	(337,089)
<b>Governance</b>						
<b>Members of Council</b>						
I041020	Other Income Relating to Members	Inc	1,000	1,000	1,000	1,440
			1,000	1,000	1,000	1,440
E041005	Sitting Fees	Exp	(20,000)	(20,000)	(15,000)	(14,500)
E041010	Training	Exp	(8,000)	(8,000)	(6,000)	(3,398)
E041015	Members Travelling	Exp	(1,000)	(1,000)	(750)	(581)
E041025	Election Expenses	Exp	(3,000)	(3,000)	(3,000)	(409)
E041030	Other Expenses	Exp	(8,000)	(8,000)	(6,670)	(7,993)

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
E041035	Conference Expenses	Exp	(10,000)	(10,000)	(10,000)	(5,366)
E041040	Presidents Allowance	Exp	(12,000)	(12,000)	(9,000)	(9,000)
E041045	Deputy Presidents Allowance	Exp	(3,000)	(3,000)	(2,250)	(2,250)
E041055	Refreshments and Receptions	Exp	(14,000)	(14,000)	(11,670)	(9,960)
E041060	Presentations	Exp	(2,500)	(2,500)	(2,080)	(2,262)
E041065	Insurance	Exp	(11,807)	(11,807)	(11,807)	(11,807)
E041070	Public Relations	Exp	(2,000)	(2,000)	(1,670)	(592)
E041075	Subscriptions	Exp	(35,000)	(35,000)	(35,000)	(30,989)
E041100	Administration Allocated	Exp	(105,484)	(105,484)	(87,900)	(87,900)
			(235,791)	(235,791)	(202,797)	(187,007)
<b>Other Governance</b>						
I042030	Profit on Sale of Asset	Inc	0	0	0	0
I042045	Admin Reimbursements	Inc	5,000	5,000	4,170	6,092
I042050	Paid Parental Leave Reimbursement	Inc	0	0	0	0
			5,000	5,000	4,170	6,092
E042005	Administration Salaries	Exp	(711,447)	(650,000)	(541,670)	(555,055)
E042008	Admin Leave/Wages Liability	Exp	0	0	0	0
E042010	Administration Superannuation	Exp	(78,594)	(78,594)	(65,500)	(63,710)
E042011	Loyalty Allowance	Exp	(8,200)	(8,200)	(6,830)	(5,484)
E042012	Housing Allowance Admin	Exp	(7,700)	(10,200)	(10,200)	(11,073)
E042015	Insurance	Exp	(22,528)	(25,369)	(25,369)	(25,369)
E042020	Staff Training	Exp	(14,000)	(14,000)	(11,670)	(3,561)
E042025	Removal Expenses	Exp	(8,000)	(4,000)	(4,000)	(1,365)
E042030	Printing & Stationery	Exp	(30,000)	(30,000)	(25,000)	(17,358)
E042035	Phone, Fax & Modem	Exp	(6,000)	(6,000)	(5,000)	(5,925)
E042040	Office Maintenance	Exp	(61,164)	(55,000)	(46,644)	(40,295)
E042045	Advertising	Exp	(10,000)	(15,000)	(12,500)	(13,529)
E042050	Office Equipment Maintenance	Exp	(3,000)	(3,000)	(2,500)	(1,833)
E042055	Postage & Freight	Exp	(4,000)	(4,000)	(3,330)	(2,202)
E042060	Vehicle Running Expenses	Exp	(8,000)	(8,000)	(6,670)	(9,083)
E042065	Legal Expenses	Exp	(3,000)	(25,000)	(20,830)	(14,296)
E042070	Garden Expenses	Exp	(10,000)	(10,000)	(8,340)	(10,447)
E042075	Conference & Training	Exp	(11,000)	(5,000)	(4,170)	(5,141)
E042080	Computer Support	Exp	(90,000)	(105,000)	(87,500)	(99,456)
E042085	Other Expenses	Exp	(1,500)	(5,000)	(4,170)	(3,590)
E042090	Administration Allocated	Exp	(222,132)	(222,132)	(185,110)	(185,110)
E042095	Fringe Benefits Tax	Exp	(15,000)	(15,000)	(11,250)	(14,625)
E042100	Staff Uniforms	Exp	(4,000)	(4,000)	(4,000)	(1,374)
E042115	Cash Round Off Control	Exp	0	0	0	1
E042120	Depreciation - Other Governance	Exp	(53,504)	(53,504)	(44,589)	(44,563)
E042125	Less Administration Allocated	Exp	1,161,637	1,161,637	968,040	968,040
E042155	Lease of Photocopier	Exp	(1,000)	0	0	0
E042160	CEO Recruitment	Exp	0	0	0	0
E042165	Paid Parental Leave	Exp	0	0	0	0
			(222,132)	(194,362)	(168,802)	(166,403)
<b>Total Governance Income</b>			6,000	6,000	5,170	7,532
<b>Total Governance Expenditure</b>			(457,923)	(430,153)	(371,599)	(353,410)
<b>Law, Order &amp; Public Safety</b>						
<b>Fire Prevention</b>						
I051010	BFB Operating Grant	Inc	58,893	58,893	44,169	58,893
I051015	Sale of Fire Maps	Inc	300	300	250	0
I051025	Reimbursements	Inc	3,000	3,000	2,500	300
I051030	Bush Fire Infringements	Inc	2,000	2,000	2,000	1,841
I051035	ESL Admin Fee	Inc	4,000	4,000	4,000	4,000
I051050	SES Call-out Income	Inc	0	0	0	0
I051070	Other Bushfire Grants Income	Inc	0	63,871	0	2,635
I051075	SES Operating Grant	Inc	31,201	16,619	23,400	18,584
			99,394	148,683	76,319	86,253
E051005	BFB Operation Expenditure	Exp	(64,486)	(66,000)	(59,568)	(69,237)
E051010	Communication Mtce	Exp	(4,000)	(4,000)	(3,360)	(2,111)
E051015	Advertising & Other Expenses	Exp	(2,500)	(2,500)	(2,500)	(2,021)
E051020	Fire Fighting/Emergency Services Expenses	Exp	(4,000)	(4,000)	(3,340)	(904)
E051025	Town Block Burn Off	Exp	(5,000)	(9,500)	(9,500)	(9,698)
E051040	Other Bushfire Grants Expenditure	Exp	0	(63,871)	(53,230)	(42,490)

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
E051060	SES Operation Expenditure	Exp	(31,201)	(31,201)	(26,353)	(18,584)
E051100	Administration Allocated	Exp	(58,788)	(58,788)	(48,990)	(48,990)
E051190	Depreciation - Fire Prevention	Exp	(16,157)	(16,157)	(13,462)	(13,457)
			(186,132)	(256,017)	(220,303)	(207,492)
	<b>Animal Control</b>					
I052005	Dog Fines and Fees	Inc	7,000	3,000	2,500	2,155
I052006	Cat Fines and Fees	Inc	300	300	250	0
I052010	Hire of Animal Traps	Inc	100	100	100	73
I052015	Dog Registration	Inc	6,000	6,000	5,670	4,327
I052016	Cat Registration	Inc	600	600	600	709
I052020	Reimbursements	Inc	500	500	375	0
			14,500	10,500	9,495	7,264
E052005	Ranger Salary	Exp	(15,000)	(15,000)	(12,500)	(12,270)
E052007	Ranger Telephone	Exp	(1,000)	(1,000)	(830)	(822)
E052010	Pound Maintenance	Exp	(2,047)	(2,047)	(1,697)	(2,088)
E052015	Dog Control Insurance	Exp	(232)	(232)	(232)	(232)
E052020	Legal Fees	Exp	(1,000)	(1,000)	(830)	0
E052025	Training & Conference	Exp	(1,500)	(1,500)	(1,500)	0
E052030	Ranger Services Other	Exp	(25,000)	(25,000)	(20,840)	(20,046)
E052035	Administration Allocated	Exp	(25,613)	(25,613)	(21,340)	(21,340)
E052190	Depreciation - Animal Control	Exp	(1,004)	(1,004)	(838)	(836)
			(72,396)	(72,396)	(60,607)	(57,634)
	<b>Other Law, Order &amp; Public Safety</b>					
I053005	Abandoned Vehicles/Fines	Inc	50	50	50	0
I053040	Safer Wagon Income	Inc	5,000	5,000	5,000	4,886
I053055	Reimbursements	Inc	0	0	0	0
I053075	Covert Cameras for CCTV System	Inc	0	0	0	0
			5,050	5,050	5,050	4,886
E053005	Abandoned Vehicles	Exp	(500)	(500)	(420)	(152)
E053010	Emergency Services	Exp	0	0	0	0
E053040	Safer Wagon Expenditure	Exp	(500)	(500)	(420)	(135)
E053045	CCTV & Security	Exp	0	0	0	0
E053055	Mosquito Control	Exp	0	(3,000)	(2,500)	(2,754)
			(1,000)	(4,000)	(3,340)	(3,041)
	<b>Total Law, Order &amp; Public Safety Income</b>		118,944	164,233	90,864	98,403
	<b>Total Law, Order &amp; Public Safety Expenditure</b>		(259,528)	(332,413)	(284,250)	(268,167)
	<b>Health</b>					
	<b>Maternal &amp; Infant Health</b>					
E071005	Medical Centre Mtce - Infant Health Centre	Exp	(9,200)	(9,200)	(7,670)	(7,394)
			(9,200)	(9,200)	(7,670)	(7,394)
	<b>Preventative Services - Admin &amp; Inspections</b>					
I074005	Food Licences & Fees	Inc	800	800	600	250
I074015	Contrib. Regional Health Scheme	Inc	50,000	16,500	13,750	16,198
I074020	Reimbursements	Inc	0	0	0	0
			50,800	17,300	14,350	16,448
E074005	EHO Salary	Exp	(105,000)	(50,000)	(50,000)	(49,091)
E074008	EHO Leave/Wages Liability	Exp	0	0	0	0
E074010	EHO Superannuation	Exp	(11,000)	(4,000)	(4,000)	(3,913)
E074015	Other Control Expenses	Exp	(8,000)	(8,000)	(6,990)	(4,774)
E074020	EHO/Building Surveyor Vehicle Expenses	Exp	(5,000)	(2,650)	(2,210)	(2,645)
E074030	Conferences & Training	Exp	(3,000)	(3,000)	(2,500)	(150)
E074035	Loss on Sale of Asset	Exp	0	0	0	0
E074100	Administration Allocated	Exp	(24,643)	(24,643)	(20,540)	(20,540)
E074190	Depreciation - Prevent Services	Exp	(7,892)	(7,892)	(6,578)	(4,649)
			(164,535)	(100,185)	(92,818)	(85,762)
	<b>Other Health</b>					
I076010	Rent - Medical Centre-Dentist	Inc	4,380	4,380	3,650	3,315
I076015	Reimbursements - IPN Medical	Inc	2,500	2,500	0	0
I076020	Meeting Room Fees	Inc	3,500	3,500	2,920	2,209
I076025	Sale of Doctors Vehicle	Inc	0	0	0	0

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
I076040	Reimbursements - Dr Norris	Inc	1,500	1,500	0	0
			11,880	11,880	6,570	5,524
E076020	Medical Centre Mtce - Dr & Dentist Surgery	Exp	(12,379)	(12,379)	(10,634)	(8,061)
E076025	Depreciation - Other Health	Exp	(21,810)	(21,810)	(18,177)	(18,425)
E076030	Doctors Vehicle Mtce	Exp	(12,004)	(5,000)	(4,240)	(1,960)
E076035	Loss on Sale of Asset	Exp	0	(1,393)	(1,393)	(1,393)
E076040	IPN Medical Services	Exp	(46,665)	(46,665)	(34,998)	(23,333)
			(92,858)	(87,247)	(69,442)	(53,172)
<b>Health - Preventative Services</b>						
E077010	Analytical Expenses	Exp	(500)	(500)	(500)	(463)
			(500)	(500)	(500)	(463)
<b>Total Health Income</b>			62,680	29,180	20,920	21,972
<b>Total Health Expenditure</b>			(267,093)	(197,132)	(170,430)	(146,791)
<b>Education &amp; Welfare</b>						
<b>Pre Schools</b>						
I083035	Day Care Lease	Exp	8,568	8,568	7,140	7,136
I083036	Day Care Reimbursements	Exp	5,500	5,500	4,585	2,248
			14,068	14,068	11,725	9,384
E080010	Kindegarten Maintenance (Daycare)	Exp	(13,475)	(13,475)	(11,400)	(15,918)
E080190	Depreciation - Pre-Schools	Exp	(4,105)	(4,105)	(3,420)	(3,419)
			(17,580)	(17,580)	(14,820)	(19,337)
<b>Other Education</b>						
E081020	School Oval Mtce	Exp	0	0	0	0
E081030	Contribution - Wagin Youth Care	Exp	(2,600)	(2,600)	(2,600)	0
			(2,600)	(2,600)	(2,600)	0
<b>Homecare Program</b>						
I082010	CHSP & HACC Grant	Inc	346,450	376,020	346,450	346,700
I082015	Meals on Wheels	Inc	5,000	5,000	4,170	2,624
I082020	CHSP Fee for Service	Inc	85,000	85,000	70,830	56,387
I082030	Reimbursements	Inc	500	500	420	0
I082040	HCP Client Daily Fee	Inc	20,000	10,000	8,330	7,622
I082045	HCP Government Funds	Inc	182,500	105,000	50,000	45,964
			639,450	581,520	480,200	459,297
E082010	Management & Admin Salaries	Exp	(116,000)	(130,000)	(108,330)	(106,553)
E082013	Homecare Wages/Contract Liability	Exp	0	0	0	0
E082015	Maintenance & Gardening Salaries	Exp	(34,750)	(30,000)	(25,000)	(23,015)
E082020	Nursing Salaries	Exp	(3,000)	(23,000)	(19,170)	(15,275)
E082025	Care Workers Salaries	Exp	(299,500)	(180,000)	(150,000)	(155,074)
E082030	Superannuation	Exp	(45,000)	(35,000)	(29,170)	(28,029)
E082035	Other Expenses	Exp	(3,000)	(3,000)	(2,500)	(5,031)
E082040	Travelling - Mileage	Exp	(40,000)	(30,000)	(25,000)	(21,739)
E082045	Staff Training	Exp	(3,000)	(3,000)	(2,500)	(1,787)
E082050	Staff Training Salaries	Exp	(2,000)	(2,000)	(1,670)	(3,197)
E082055	Subscriptions	Exp	(7,500)	(7,500)	(6,250)	(7,569)
E082060	Telephone & Postage	Exp	(1,200)	(1,200)	(1,000)	(2,075)
E082065	Advertising & Stationery	Exp	(1,000)	(1,000)	(840)	0
E082070	Insurance	Exp	(5,000)	(4,683)	(4,683)	(4,683)
E082075	Office Accommodation	Exp	(36,000)	(36,000)	(30,000)	(30,000)
E082080	Plant & Equipment Mtce	Exp	(10,000)	(30,000)	(25,266)	(21,739)
E082085	Consumable Supplies	Exp	(6,000)	(6,000)	(5,000)	(2,477)
E082090	Expenditure from Donations	Exp	0	(3,300)	(2,750)	(3,275)
E082095	HCP Expenses	Exp	(20,000)	(15,000)	(12,500)	(4,038)
E082100	Administration Allocated	Exp	(28,696)	(28,696)	(23,910)	(23,910)
E082110	Meals on Wheels Expenditure	Exp	(5,000)	(5,000)	(4,170)	(2,692)
E082120	Loss on Sale of Asset	Exp	0	0	0	0
E082130	Homecare Retention Bonus Expenditure	Exp	0	0	0	(2,340)
E082190	Depreciation - Homecare	Exp	(18,825)	(18,825)	(15,689)	(15,679)
			(685,471)	(593,204)	(495,398)	(480,177)
<b>Other Welfare</b>						
I083010	Wagin Frail Aged Reimb	Inc	8,569	8,569	8,569	8,569

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
I083040	Other Welfare Income	Inc	0	2,290	2,290	2,290
			8,569	10,859	10,859	10,859
E083010	Wagin Frail Aged Exp	Exp	(8,569)	(8,569)	(8,569)	(8,659)
E083020	Comm. Aged Care Expenses	Exp	(1,500)	(1,500)	(1,250)	0
E083050	Other Welfare Exp	Exp	0	0	0	0
			(10,069)	(10,069)	(9,819)	(8,659)
<b>Total Education &amp; Welfare Income</b>			662,087	606,447	502,784	479,540
<b>Total Education &amp; Welfare Expenditure</b>			(715,720)	(623,453)	(522,637)	(508,173)
<b>Community Amenities</b>						
<b>Sanitation - Household Refuse</b>						
I101005	Domestic Collection	Inc	243,100	243,100	243,100	243,080
I102020	Refuse Site Fees	Inc	21,000	21,000	17,500	10,898
			264,100	264,100	260,600	253,978
E101005	Domestic Refuse Collection	Exp	(68,000)	(68,000)	(56,670)	(49,449)
E101010	Recycling Pick-Up	Exp	(78,000)	(78,000)	(65,000)	(49,030)
E101015	Refuse Site Mtce	Exp	(122,500)	(122,500)	(102,097)	(85,849)
E101025	Refuse Site Attendant	Exp	0	0	0	0
			(268,500)	(268,500)	(223,767)	(184,328)
<b>Sanitation - Other</b>						
I102002	Commercial Collection Charges	Inc	64,350	64,350	64,350	64,025
I102005	Reimbursement Drummuster	Inc	4,000	4,000	0	0
I102010	Charges Bulk Rubbish	Inc	16,500	16,500	13,750	11,043
			84,850	84,850	78,100	75,068
E102005	Commercial Collection	Exp	(13,000)	(13,000)	(10,830)	(9,638)
E102010	Bulk Rubbish Collection	Exp	(16,500)	(16,500)	(13,750)	(11,182)
E101020	Chemical Drum Disposal Costs	Exp	(5,000)	(5,000)	0	0
E102190	Depreciation - Sanitation	Exp	(16,305)	(16,305)	(13,588)	(13,580)
			(50,805)	(50,805)	(38,168)	(34,400)
<b>Sewerage</b>						
I104005	Septic Tank Fees	Inc	500	500	500	0
			500	500	500	0
E104005	Sewerage Treatment Plant	Exp	(500)	(500)	(424)	(35)
			(500)	(500)	(424)	(35)
<b>Regional Refuse Group</b>						
E102007	Regional Refuse Group Expenses	Exp	0	0	0	0
			0	0	0	0
<b>Town Planning</b>						
I106005	Planning Fees	Inc	4,000	4,000	3,330	1,470
			4,000	4,000	3,330	1,470
E106005	Town Planning Expenses	Exp	(15,000)	(15,000)	(12,500)	(10,501)
E106100	Administration Allocated	Exp	(30,122)	(30,122)	(25,100)	(25,100)
			(45,122)	(45,122)	(37,600)	(35,601)
<b>Other Community Amenities</b>						
I107005	Cemetery Fees	Inc	12,000	12,000	10,000	9,438
I107010	Community Bus Income	Inc	4,000	4,000	3,330	3,651
I107025	Other Community Amenities Contributions	Inc	0	0	0	0
			16,000	16,000	13,330	13,089
E107005	Cemetery Mtce	Exp	(26,009)	(26,009)	(21,699)	(26,595)
E107010	Public Convenience Mtce	Exp	(57,224)	(57,224)	(47,824)	(41,136)
E107015	Community Bus Operating	Exp	(4,000)	(4,000)	(3,557)	(2,082)
E107100	Administration Allocated	Exp	(66,741)	(66,741)	(55,620)	(55,620)
E107190	Depreciation - Other Comm Amenities	Exp	(28,309)	(28,309)	(23,596)	(23,578)
			(182,283)	(182,283)	(152,296)	(149,011)
<b>Total Community Amenities Income</b>			369,450	369,450	355,860	343,605
<b>Total Community Amenities Expenditure</b>			(547,210)	(547,210)	(452,255)	(403,375)

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
<b>Recreation &amp; Culture</b>						
<b>Public Halls &amp; Civic Centres</b>						
I111005	Town Hall Hire	Inc	2,000	2,000	1,670	1,565
I111010	Reimbursements	Inc	100	100	100	0
I111015	Town Hall Lease - L Piesse	Inc	4,848	4,848	4,040	3,673
			6,948	6,948	5,810	5,238
E111005	Town Hall Mtce	Exp	(25,745)	(25,745)	(22,190)	(13,469)
E111010	Other Halls Mtce	Exp	(6,126)	(6,126)	(5,176)	(3,931)
E111190	Depreciation - Public Halls	Exp	(56,338)	(56,338)	(46,950)	(46,923)
			(88,209)	(88,209)	(74,316)	(64,323)
<b>Swimming Pool</b>						
I112010	Swimming Pool Admission	Inc	30,000	30,000	30,000	29,845
I112015	Swimming Pool Miscellaneous Income	Inc	0	0	0	0
I112020	Reimbursements	Inc	600	600	600	0
I112025	CSRF Grant - Swim Pool Stage 2	Inc	0	0	0	0
			30,600	30,600	30,600	29,845
E112005	Pool Staff Salary	Exp	(72,000)	(72,000)	(60,000)	(103,742)
E112008	Pool Leave/Wages Liability	exp	0	0	0	0
E112010	Superannuation	Exp	(8,000)	(8,000)	(6,670)	(5,764)
E112015	Swimming Pool Maintenance	Exp	(111,412)	(111,412)	(94,337)	(100,982)
E112020	Swimming Pool Other Expenses	Exp	(3,500)	(3,500)	(3,250)	(4,122)
E112190	Depreciation - Swimming Pools	Exp	(187,255)	(187,255)	(156,048)	(156,374)
			(382,167)	(382,167)	(320,305)	(370,984)
<b>Other Recreation &amp; Sport</b>						
I113005	Sportsground Rental	Inc	7,907	7,907	7,907	8,089
I113015	Power Reimbursements	Inc	6,500	6,500	5,420	997
I113020	Recreation Centre Hire	Inc	8,000	8,000	6,670	4,050
I113025	Reimbursements Other	Inc	0	0	0	7,516
I113030	Rec Centre Equipment Contributions	Inc	1,800	1,800	1,800	3,182
I113035	Sporting Club Leases	Inc	50	50	50	3,141
I113040	Other Recreation & Sport Contributions	Inc	198,776	198,776	198,776	24,659
I113055	Eric Farrow Pavillion Hire	Inc	5,000	5,000	4,170	5,157
I113065	Community Gym Membership	Inc	12,000	12,000	10,000	13,053
.			240,033	240,033	234,793	69,844
E113005	Sportsground Mtce	Exp	(93,521)	(93,521)	(78,026)	(92,987)
E113010	Sportsground Building Mtce	Exp	(23,818)	(23,818)	(21,263)	(17,965)
E113015	Wetlands Park Mtce	Exp	(69,518)	(69,518)	(58,088)	(49,664)
E113020	Parks & Gardens Mtce	Exp	(49,200)	(49,200)	(41,022)	(48,580)
E113025	Puntapin Rock Mtce	Exp	(2,501)	(2,501)	(2,101)	(2,008)
E113030	Recreation Centre Mtce	Exp	(57,024)	(57,024)	(49,354)	(52,143)
E113035	Rec Staff Salaries	Exp	(18,000)	(18,000)	(15,000)	(8,116)
E113038	Rec Staff Leave/Wages Liability	Exp	0	0	0	0
E113040	Superannuation	Exp	(1,800)	(1,800)	(1,500)	(1,908)
E113045	Other Expenses	Exp	(1,200)	(1,200)	(1,000)	(555)
E113050	Norring Lake Mtce	Exp	(3,400)	(3,400)	(2,840)	(4,127)
E113065	Eric Farrow Pavilion Mtce	Exp	(21,505)	(21,505)	(18,365)	(18,859)
E113070	Rec Centre Sports Equipment	Exp	(2,000)	(2,000)	(1,670)	(1,858)
E113095	Community Gym Expenditure	Exp	(8,000)	(8,000)	(6,665)	(7,078)
E113100	Administration Allocated	Exp	(105,094)	(105,094)	(87,580)	(87,580)
E113190	Depreciation - Other Rec & Sport	Exp	(271,345)	(271,345)	(226,126)	(224,200)
			(727,926)	(727,926)	(610,600)	(617,628)
<b>Library</b>						
I115005	Lost Books	Inc	50	50	50	0
I115010	Reimbursements	Inc	100	100	100	0
			150	150	150	0
E115005	Library Staff Salaries	Exp	(48,000)	(48,000)	(40,000)	(40,802)
E115008	Library Leave/Wages Liability	Exp	0	0	0	0
E115015	Library Building Mtce	Exp	(10,547)	(10,547)	(8,872)	(4,188)
E115020	Library Other Expenses	Exp	(7,200)	(7,200)	(6,152)	(5,742)
E115190	Depreciation - Libraries	Exp	(1,400)	(1,400)	(1,168)	(1,166)
			(67,147)	(67,147)	(56,192)	(51,898)

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
<b>Other Culture</b>						
I116035	Long Table Experience Income	Inc	0	0	0	0
I116065	Electronic Sign Advertising Income	Inc	1,500	1,500	1,250	1,591
I119015	Contribution to Woolorama	Inc	1,000	1,000	1,000	0
I119020	Reimbursements	Inc	9,000	9,000	9,000	11,119
I119030	Community Events Income	Inc	1,000	1,000	1,000	0
I119031	Other Culture Grant Funds	Inc	0	18,500	18,500	22,500
			12,500	31,000	30,750	35,210
E116005	Subsidy Woolorama Committee	Exp	(500)	(500)	(500)	(500)
E116010	Woolorama Costs & Maintenance	Exp	(60,075)	(20,000)	(16,815)	(20,465)
E116015	Community Centre Mtce	Exp	(11,537)	(11,537)	(9,737)	(5,479)
E116020	Historical Village	Exp	(2,070)	(2,070)	(1,950)	(1,947)
E116035	Long Table Experience Expenditure	Exp	0	0	0	0
E116045	Community Development Events	Exp	(24,163)	(24,163)	(20,130)	(17,431)
E116046	Community Development Equipment Maintenance	Exp	0	0	0	0
E116055	Other Culture Grant Funds Exp	Exp	0	(19,000)	(15,830)	(20,832)
E116060	Betty Terry Theatre Expenditure	Exp	(3,140)	(3,140)	(2,670)	(3,010)
E116065	Electronic Sign Expenditure	Exp	(3,600)	(3,600)	(3,000)	(3,906)
E116070	Court House Expenditure	Exp	(5,000)	(5,000)	(4,265)	(1,569)
E116075	NAB Building Expenditure	Exp	0	(2,000)	(1,660)	(1,301)
E116190	Depreciation - Other Culture	Exp	(39,988)	(39,988)	(33,327)	(10,124)
			(150,073)	(130,998)	(109,884)	(86,564)
<b>Total Recreation &amp; Culture Income</b>			290,231	308,731	302,103	140,137
<b>Total Recreation &amp; Culture Expenditure</b>			(1,415,522)	(1,396,447)	(1,171,297)	(1,191,397)
<b>Transport</b>						
<b>Streets Roads Bridges &amp; Depot Construction</b>						
I121005	Direct Road Grants	Inc	129,037	129,037	129,037	129,037
I121010	Road Project Grants	Inc	307,605	352,934	246,084	364,551
I121015	Roads to Recovery Grant	Inc	312,145	312,145	234,108	276,718
I121020	Reimbursements	Inc	1,000	8,750	7,750	7,841
I121025	Contribution - St Lighting	Inc	3,500	3,500	0	0
I121070	Main Roads Bridge Grant	Inc	0	0	0	0
I121076	LRCIP Funding	Inc	545,526	460,523	153,507	299,211
I147125	Storm Damage Reimbursements	Inc	0	0	0	0
			1,298,813	1,266,889	770,486	1,077,358
<b>Streets Roads Bridges &amp; Depot Maintenance</b>						
I122055	Diesel Fuel Rebate Income	Inc	45,000	45,000	37,500	38,839
			45,000	45,000	37,500	38,839
E122005	Road Maintenance	Exp	(110,000)	(110,000)	(91,660)	(71,143)
E122006	Maintenance Grading	Exp	(220,000)	(220,000)	(183,340)	(138,272)
E122007	Rural Tree Pruning	Exp	(80,000)	(80,000)	(66,680)	(48,124)
E122008	Rural Spraying	Exp	(12,000)	(12,000)	(10,000)	(2,652)
E122009	Town Site Spraying	Exp	(20,000)	(20,000)	(16,680)	(10,807)
E122010	Depot Mtce	Exp	(25,248)	(25,248)	(21,193)	(17,432)
E122011	Town Reserve & Verg Mtce	Exp	(5,000)	(10,000)	(8,330)	(9,586)
E122012	Bridge & Drainage Mtce	Exp	(22,500)	(22,500)	(18,760)	(9,236)
E122015	Rural Numbering	Exp	(100)	(100)	(70)	78
E122020	Footpath Mtce	Exp	(5,000)	(5,000)	(4,180)	(2,256)
E122025	Street Cleaning	Exp	(45,000)	(45,000)	(37,500)	(36,560)
E122030	Street Trees	Exp	(65,000)	(65,000)	(54,170)	(70,263)
E122035	Traffic & Street Signs Mtce	Exp	(4,000)	(4,000)	(3,330)	(3,771)
E122045	Townscape	Exp	(60,000)	(60,000)	(50,000)	(24,441)
E122050	Crossovers	Exp	(500)	(500)	(420)	(340)
E122055	RoMan Data Collection	Exp	(11,500)	(11,500)	(9,580)	(6,930)
E122060	Street Lighting	Exp	(70,000)	(70,000)	(58,330)	(56,118)
E122090	Grafitti Removal	Exp	(100)	(100)	(80)	0
E122100	Administration Allocated	Exp	(49,019)	(49,019)	(40,850)	(40,850)
E122105	Loss on Sale of Asset	Exp	0	0	0	0
E122190	Depreciation - Roads	Exp	(1,922,254)	(1,922,254)	(1,601,879)	(1,598,762)
E147120	Storm Damage - Not Claimable	Exp	(83,000)	(83,000)	(69,170)	(103,497)
			(2,810,221)	(2,815,221)	(2,346,202)	(2,250,962)
<b>Road Plant Purchases</b>						

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
I122100	Profit on Sale of Asset	Inc	9,580	7,046	7,046	7,046
			9,580	7,046	7,046	7,046
E123010	Loss on Sale of Asset	Exp	0	0	0	0
			0	0	0	0
	<b>Aerodrome</b>					
I126015	Aerodrome Reimbursements	Inc	0	0	0	0
I126020	Aerodrome Hangar Lease	Inc	9,700	9,700	9,700	8,215
			9,700	9,700	9,700	8,215
E126005	Aerodrome Maintenance	Exp	(11,448)	(11,448)	(9,678)	(7,727)
E126190	Depreciation - Aerodromes	Exp	(36,266)	(36,266)	(30,221)	(30,205)
			(47,714)	(47,714)	(39,899)	(37,932)
	<b>Total Transport Income</b>		1,363,093	1,328,635	824,732	1,131,458
	<b>Total Transport Expenditure</b>		(2,857,935)	(2,862,935)	(2,386,101)	(2,288,894)
	<b>Economic Services</b>					
	<b>Rural Services</b>					
I131020	Landcare Reimbursements	Inc	75,700	75,700	63,080	64,137
			75,700	75,700	63,080	64,137
E131020	Landcare	Exp	(100,700)	(100,700)	(88,080)	(89,462)
E131030	Rural Towns Program	Exp	(18,000)	(18,000)	(15,005)	(7,840)
E131100	Administration Allocated	Exp	(14,609)	(14,609)	(12,170)	(12,170)
E131140	Water Management Plan / Harvesting	Exp	(10,000)	(10,000)	(8,400)	(6,396)
E131190	Depreciation - Rural Services	Exp	0	0	0	0
			(143,309)	(143,309)	(123,655)	(115,868)
	<b>Tourism &amp; Area Promotion</b>					
I132005	Caravan Park Fees	Inc	70,000	70,000	58,330	55,771
I132010	Reimbursements	Inc	1,000	1,000	830	536
I132015	RV Area Fees	Inc	15,000	15,000	12,500	10,540
I132035	Tourism Income	Inc	0	0	0	0
			86,000	86,000	71,660	66,847
E132010	Wagin Tourism Committee	Exp	0	0	0	0
E132015	Caravan Park Manager Salary	Exp	(32,000)	(32,000)	(26,750)	(28,947)
E132020	Caravan Park Mtce	Exp	(58,041)	(58,041)	(48,466)	(15,166)
E132023	Caravan Leave/Wages Liability	Exp	0	0	0	0
E132025	Subsidy Historic Village	Exp	(8,460)	(8,460)	(8,460)	(8,460)
E132035	RV Area Maintenance	Exp	(6,000)	(6,000)	(5,000)	(8,128)
E132040	Tourism Promotion & Subscripts	Exp	(15,000)	(15,000)	(12,500)	(9,176)
E132050	Administration Allocated	Exp	(58,489)	(58,489)	(48,740)	(48,740)
E132190	Depreciation - Tourism	Exp	(11,388)	(11,388)	(9,490)	(9,485)
			(189,378)	(189,378)	(159,406)	(128,102)
	<b>Building Control</b>					
I133005	Building Licenses	Inc	8,000	8,000	6,670	4,983
I133010	Swimming Pool Inspection Fees	Inc	0	0	0	(164)
I142010	Sale of Land	Inc	0	0	0	0
			8,000	8,000	6,670	4,819
	<b>Other Economic Services</b>					
I134005	Water Sales	Inc	45,000	15,000	12,500	7,988
			45,000	15,000	12,500	7,988
E134005	Water Supply - Standpipes	Exp	(55,000)	(25,000)	(20,840)	(13,316)
E134190	Depreciation - Other Economic Services	Exp	(2,052)	(2,052)	(1,710)	(1,709)
			(57,052)	(27,052)	(22,550)	(15,025)
	<b>Total Economic Services Income</b>		214,700	184,700	153,910	143,791
	<b>Total Economic Services Expenditure</b>		(389,739)	(359,739)	(305,611)	(258,995)
	<b>Other Property &amp; Services</b>					
	<b>Private Works</b>					
I141005	Private Works Income	Inc	20,000	20,000	16,670	11,686
			20,000	20,000	16,670	11,686

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
E141005	Private Works	Exp	(15,000)	(15,000)	(12,490)	(6,564)
E141100	Administration Allocated	Exp	(2,767)	(2,767)	(2,310)	(2,310)
			(17,767)	(17,767)	(14,800)	(8,874)
	<b>Public Works Overheads</b>					
I143020	Reimbursements	Inc	500	500	500	0
			500	500	500	0
E143005	Engineering Salaries	Exp	(103,000)	(103,000)	(85,830)	(71,918)
E143007	Engineering Administration Salaries	Exp	(52,749)	(52,749)	(43,960)	(50,595)
E143008	Works Leave/Wages Liability	Exp	0	0	0	0
E143009	Housing Allowance Works	Exp	(18,000)	(18,000)	(17,000)	(15,157)
E143015	CEO's Salary Allocation	Exp	(57,940)	(57,940)	(48,280)	(49,531)
E143020	Engineering Superannuation	Exp	(98,043)	(98,043)	(81,700)	(83,703)
E143025	Engineering - Other Expenses	Exp	(5,000)	(5,000)	(4,170)	(2,398)
E143030	Sick Holiday & Allowances Pay	Exp	(180,000)	(180,000)	(150,000)	(128,408)
E143045	Insurance on Works	Exp	(33,201)	(33,201)	(33,201)	(33,201)
E143050	Protective Clothing	Exp	(8,000)	(8,000)	(6,670)	(1,314)
E143055	Fringe Benefits	Exp	(1,000)	(1,000)	(1,000)	0
E143060	CEO's Vehicle Allocation	Exp	(1,000)	(1,000)	(830)	(281)
E143065	MOW - Vehicle Expenses	Exp	(7,000)	(7,000)	(5,840)	(5,496)
E143075	Telephone Expenses	Exp	(1,500)	(1,500)	(1,250)	(1,149)
E143080	Staff Licenses	Exp	(500)	(500)	(420)	(132)
E143085	Safety Equipment & Meetings	Exp	(4,000)	(4,000)	(3,330)	(1,042)
E143090	Conferences & Courses	Exp	(1,500)	(1,500)	(1,250)	0
E143095	Staff Training	Exp	(16,000)	(16,000)	(13,340)	(1,251)
E143105	Administration Allocated	Exp	(1,040)	(1,040)	(870)	(870)
E143200	LESS PWOH ALLOCATED	Exp	589,473	589,473	491,240	448,875
			0	0	(7,701)	2,430
	<b>Plant Operation Costs</b>					
I144005	Sale of Scrap	Inc	1,500	1,500	1,250	1,500
I144010	Reimbursements	Inc	4,000	10,500	8,750	10,634
			5,500	12,000	10,000	12,134
E144010	Fuel & Oils	Exp	(120,000)	(165,000)	(137,500)	(127,424)
E144020	Tyres & Tubes	Exp	(20,000)	(20,000)	(16,670)	(14,284)
E144030	Parts & Repairs	Exp	(70,000)	(70,000)	(58,330)	(57,114)
E144040	Plant Repair - Wages	Exp	(20,000)	(20,000)	(16,670)	(18,120)
E144050	Insurance and Licences	Exp	(30,000)	(30,000)	(28,693)	(29,064)
E144060	Expendable Tools-Consumables only	Exp	(10,000)	(10,000)	(8,330)	(345)
E144065	MV Insurance Claim Expenses	Exp	(1,000)	(1,000)	(830)	(300)
E144075	Minor Plant & Equipment <\$5000	Exp	(8,000)	(8,000)	(6,670)	(2,559)
E144200	LESS POC ALLOCATED-PROJECTS	Exp	279,000	324,000	270,010	239,321
			0	0	(3,683)	(9,890)
	<b>Salaries &amp; Wages</b>					
E146010	Gross Salaries, Allowances & Super	Exp	(2,442,985)	(2,395,000)	(1,995,830)	(2,138,860)
E146200	Less Sal , Allow, Super Allocated	Exp	2,442,985	2,395,000	1,995,840	2,138,860
			0	0	10	0
	<b>Unclassified</b>					
I147005	Commission - Vehicle Licensing	Inc	46,000	46,000	38,330	40,519
I147006	Commission - TransWA	Inc	500	500	420	74
I147007	Reimbursement - OHS	Inc	0	750	750	730
I147035	Banking errors	Inc	0	0	0	4,202
I147050	Council Staff Housing Rental	Inc	47,840	47,840	39,870	43,777
I147065	Insurance Reimbursement	Inc	5,000	0	0	0
I147070	Council Housing Reimbursements	Inc	4,000	4,000	3,330	2,281
I147120	Charge on Private use of Shire Vehicle	Inc	3,120	3,120	2,600	1,797
I147121	Reimbursement - Community Requests	Inc	0	0	0	0
			106,460	102,210	85,300	93,380
E147015	Community Requests & Events - CEO Allocation	Exp	(3,000)	(3,000)	(2,500)	(2,545)
E147035	Banking Errors	Exp	0	0	0	500
E147050	Council Housing Maintenance	Exp	(83,519)	(83,519)	(70,464)	(43,347)
E147055	Consultants	Exp	(32,000)	(27,000)	(27,000)	(5,000)
E147070	4WD Resource Sharing Group	Exp	(1,000)	(6,000)	(5,000)	(800)
E147090	Building Maintenance	Exp	(8,000)	(8,000)	(6,800)	(3,574)

COA	Description	Type	Annual Budget	Amended Budget	Amended YTD Budget	YTD Actual
E147100	Administration Allocated	Exp	(185,414)	(185,414)	(154,520)	(154,520)
E147115	Occupational Health & Safety (OHS)	Exp	(4,000)	(4,000)	(3,330)	(8,367)
E147130	Depreciation - Unclassified	Exp	(31,064)	(31,064)	(25,888)	(25,872)
E147150	Community Requests Budget	Exp	(7,316)	(8,316)	(6,930)	(8,228)
E147151	Community Donations/Sponsorship	Exp	(3,500)	(3,500)	0	(2,000)
			(358,813)	(359,813)	(302,432)	(253,753)
	<b>Total Other Property &amp; Services Income</b>		132,460	134,710	112,470	117,200
	<b>Total Other Property &amp; Services Expenditure</b>		(376,580)	(377,580)	(328,606)	(270,087)
	<b>Total Income</b>		<b>6,525,303</b>	<b>6,510,179</b>	<b>5,547,843</b>	<b>6,881,506</b>
	<b>Total Expenditure</b>		<b>(7,700,503)</b>	<b>(7,557,915)</b>	<b>(6,352,033)</b>	<b>(6,026,378)</b>
	<b>Net Deficit (Surplus)</b>		<b>(1,175,200)</b>	<b>(1,047,736)</b>	<b>(804,190)</b>	<b>855,128</b>

## 12. REPORTS TO COUNCIL

### 12.1 CHIEF EXECUTIVE OFFICER

#### 12.1.1 CHIEF EXECUTIVE OFFICERS REPORT – APRIL 2022

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	17 May 2022
PREVIOUS REPORT(S):	07 April 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.CO.1
ATTACHMENTS:	<ul style="list-style-type: none"><li>• Wagin Traffic Issues</li><li>• Western Irrigation – Wagin DHS Irrigation inspection and water balance investigation</li></ul>

#### OFFICER RECOMMENDATION

Moved Cr

Seconded Cr

**That Council receive the Chief Executive Officers report for April 2022.**

**Carried 0/0**

## BRIEF SUMMARY

### 1. WAGIN TRAFFIC ISSUES – MEETING WITH REGIONAL MANAGER MAIN ROADS WHEATBELT REGION.

Further to Councils resolution of the 26<sup>th</sup> April 2022 *“That no action be taken to install speed indication devices in Tudhoe Street at this time and Main Roads WA be consulted on the way to address traffic issues”*, Mr Mohammad Siddiqui,( Regional Manager Main Roads – Wheatbelt) has been invited to meet with Council to discuss traffic issues in Wagin.

The meeting has been scheduled for 6.30 pm (half an hour prior to the Ordinary meeting of Council scheduled for the 28<sup>th</sup> of June 2022).

A copy of correspondence (with attachments) sent to the Regional Manager on this matter, attaches to this report.

### 2. DISCUSSION ON BUDGET PREPARATION AND RATING IMPLICATIONS – 2022/23 FINANCIAL YEAR

Work is well underway on the preparation of the Shires 2022/23 financial year budget and the process from here is proposed to be as follows: *Note: it is intended to rationalise the process over previous years.*

- Tuesday 28<sup>th</sup> June 2022 – 6.00pm (Council Meeting Day) Budget Workshop Councillors and senior staff. This will essentially prioritise capital works, determine fees and charges and transfers to reserves and the extent of what rate increase should be considered.
- Draft Budget to be presented for adoption at the July Ordinary Meeting of Council.

*Around this time of the year, thought is usually given to what rate increase would be appropriate. This provides guidance to staff in preparing and balancing the budget. This year this is particularly challenging given the following factors:*

1. The Consumer Price Index (CPI) is given consideration when preparing a budget as it gives an indication of the increase necessary to retain the purchasing power of money over a given period. In this case 12 months. This has not presented an issue in recent years as inflation has been low as reflected by the CPI. The latest CPI figures however show that the Perth CPI (the usual yardstick) has increased by 7.6% for the 12 months to the end of March 2022, and the weighted average for the 8 Capital cities for the same period was 5.1%.
2. Volatility in the price of oil (which will be reflected in bitumen prices) and ongoing increases in the cost of engaging contractors due to strong demand and weak supply.
3. Revaluations of townsite (Gross Rental) and rural (Unimproved Value) properties to take effect from the 1<sup>st</sup> July 2022. Revaluations historically result in some disproportionate values being applied between properties within the Shire. This means that some properties by default, will potentially end up with a significant rate increase and others, a decrease, through no intervention of the Shire and the (modest) rate increase that is likely to apply. This makes it more important than ever to demonstrate that Council is a prudent custodian of the Shire's finances.
4. The political landscape which purportedly is supportive of increased pay to counteract increases in the cost of living. This has the potential to translate into wage increases.

The Shire is currently in a strong financial position evidenced by a growth in cash backed reserve funds and a relatively low (and diminishing) level of debt. A position which it is presumed, Council would wish to maintain.

The challenge is to preserve the strong financial position of the Shire to cushion ratepayers from large rate increases in the future, whilst, at the same time, ensuring that rate increases at the present time are fair and justified.

For discussion.....

### **3. WATERING OF SCHOOL OVAL – REQUEST FOR ASSISTANCE**

In February an email was received from the Wagin District High School for the Shire to provide one tank of water (220kl) per week to re-establish and water a section of the School oval. Advice was given to the School that the Shire does not have spare capacity to provide water as evidenced in a report by *Western Irrigation* (March 2015). The Shires involvement with watering the School oval in the past was expensive, adversely impacted on limited staff resources and resulted in some ill feeling. This culminated in the Shire ceasing involvement

in maintaining what is essentially a State Government asset. The background and issues associated with the Shire becoming involved again will be conveyed to the meeting if required.

A copy of the aforementioned report is attached. There has been a suggestion that this matter is worthy of formal discussion.

**BACKGROUND/COMMENT**

Nil

**CONSULTATION/COMMUNICATION**

Nil

**STATUTORY/LEGAL IMPLICATIONS**

Nil

**POLICY IMPLICATIONS**

Nil

**FINANCIAL IMPLICATIONS**

Nil

**STRATEGIC IMPLICATIONS**

Nil

**VOTING REQUIREMENTS**

Simple Majority

Ref: RD.MT.2

29 April 2022

Mr Mohammad Siddiqui  
Regional Manager  
Main Roads Wheatbelt Region  
PO Box 333  
NORTHAM WA 6401

Dear Mohammad ,

### **TRAFFIC ISSUES IN WAGIN**

There are continuing concerns about traffic issues in the Wagin townsite.

These issues include:

- The number of vehicles not observing 40 KPH speed limits through town;
- The large and increasing volume of heavy haulage traffic through town, especially in Tudhoe Street which comprises part of the Collie- Lake King Highway;
- The continued frequency of RAV configurations using streets which are non RAV routes (e.g. Ballagin Street and Trent Street);
- The inadequacy of intersections at Trent Street/Tudhoe Street and (particularly) Tudhoe /Tudor Street which were not designed to accommodate long vehicles;
- The diminishing amenity of the built- up area in Wagin because of the frequency and noise associated with the increasing volume of heavy haulage traffic through town.

By way of background, the following information is attached:

1. Extract from Council Minutes of the 26<sup>th</sup> April 2022 (with some relevant attachments) highlighting some of the issues referred to.
2. A copy of a report entitled *Heavy Haulage Routes Review -Wagin Townsite* (A joint initiative of MRWA and the Shire – January 2009).

In order to determine what options might exist to address these issues in the long term and/or what plans Main Roads WA may be working on, or have in place for the diversion of heavy haulage traffic around Wagin, Council would like to invite you to a meeting to discuss these matters.

As a starting point, the following dates and times are offered for your consideration:

Tuesday 24<sup>th</sup> May 2022 at 7.00pm

Tuesday 28<sup>th</sup> June 2022 at 6.30 pm

I look forward to your advice in due course.

Yours sincerely,



**BILL ATKINSON**  
**CHIEF EXECUTIVE OFFICER**

#### **12.1.4 SPEED INDICATION DEVICES AND TRAFFIC ISSUE IN TUDHOE STREET, WAGIN**

<b>PROPONENT:</b>	Cr G West via Works & Services Committee
<b>OWNER:</b>	Shire of Wagin
<b>LOCATION/ADDRESS:</b>	Tudhoe Street, Wagin
<b>AUTHOR OF REPORT:</b>	Chief Executive Officer
<b>SENIOR OFFICER:</b>	Chief Executive Officer
<b>DATE OF REPORT:</b>	07 April 2022
<b>PREVIOUS REPORT(S):</b>	02 February 2022 (Works & Services Committee Meeting)
<b>DISCLOSURE OF INTEREST:</b>	Nil
<b>FILE REFERENCE:</b>	RD.MT.2
<b>ATTACHMENTS:</b>	<ul style="list-style-type: none"><li>• Class Speed Matrix – (Road Count Data &amp; Vehicle Classifications)</li><li>• MRWA Advice on Speed Indicator Devices</li><li>• Quote – Digital Speed Signs</li><li>• Information/Specifications/Maintenance Plan - Digital Speed Signs</li><li>• Photo –Truck/Trailer Accessing Tudhoe Street off Trent Street.</li></ul>

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

1. That Council seek Main Roads WA approval to install speed indication devices to supplement the existing 40 KPH speed signs at the western and eastern approaches to Tudhoe Street, and on approval, fund the purchase and installation of the devices in the current financial year and provide for the ongoing maintenance and operation of the devices in future Shire budgets.

**or**

2. That no action be taken to install speed indication devices in Tudhoe Street.

**Carried 0/0**

#### **4766 COUNCIL RESOLUTION**

**Moved Cr G R Ball**

**Seconded Cr W J Longmuir**

**That no action be taken to install speed indication devices in Tudhoe Street at this time and Main Roads WA be consulted on the way to address traffic issues.**

**Carried 6/0**

***Reason for Difference – Council believes Main Roads WA need to be consulted.***

## BRIEF SUMMARY

This report offers alternative recommendations

## BACKGROUND/COMMENT

Council at its meeting of the 22<sup>nd</sup> February 2022 adopted the following recommendation from the Works and Service Committee:

*That speed monitors be placed in Tudhoe Street to ascertain the extent of vehicles exceeding the 40kph speed limit, after which the idea of installing digital speed signs be referred to Council for a decision.*

Road traffic counters were placed in close proximity of the 40KPH signs at the western and eastern approaches to the main business section of Tudhoe Street from the 7<sup>th</sup> to the 22<sup>nd</sup> March 2022. The results show that vehicles travelling over the counters placed at the eastern end, over 16% were exceeding the 40 KPH limit by more than 10 KPH and vehicles travelling over the counters at the western end, on the eastern approach, nearly 57% were exceeding the 40 PPH limit by more than 10 KPH. This demonstrates that there are driver behavioural issues with many motorists not observing the obligatory 40 KPH signs.

This information has been conveyed to Wagin Police and local Sergeant Simon Bickers has advised:

*“Wagin Police will be taking an active role in addressing this issue. I have a very low tolerance for drivers deliberately flouting our laws and putting people’s lives at risk.”*

Matters to consider:

- Whether or not the installation of speed indication devices will make an appreciable difference to the behaviour of offending motorists.
- The cost of purchasing and maintaining the speed indication devices (refer to attachment).
- The fact that Main Roads WA approval is required to instal these devices (Refer to attached correspondence from Main Roads WA which although applying to local roads, on advice, would also apply to Main Roads).
- The fact that Main Roads WA view speed indication devices as a temporary measure after which additional complementary treatments should be considered to lower operating speeds.
- Staff time and input into managing operation and maintenance of the devices.

This matter, along with the media interest it has generated, has brought into focus the wider matter of the volume and type of traffic travelling through Tudhoe Street. Using data from the east end counter, it shows that over a 15-day period, there were 1811 vehicles per day were recorded, of which 692 vehicles comprised of 3 axle articulated or rigid vehicles and trailers up to triple road trains or heavy trucks and three trailers. Concerns have been expressed about the impact that this volume of traffic is having on the amenity of Wagin and whether the frequency of (particularly non local) truck/trailer movements through town are acceptable or sustainable.

Other concerns expressed to the Shire include:

- Truck/trailer configurations turning left into Tudhoe Street off Trent Street. Even though Ballagin and Trent Streets are not Restricted Access Vehicle (RAV) routes several drivers continue to use these streets and when turning left into Tudhoe Street, in order to manoeuvre their vehicles, have to cross over the centre line of Tudhoe Street into oncoming traffic, before

straightening up and resuming their journey on the left-hand side of the road. Breaches have been reported to the Heavy haulage section of Main Roads WA and warnings have been issued to offenders. It still however continues to happen. (Refer to attached photo)

- The movement of truck/trailer configurations accessing Tudor Street off Tudhoe Street. In order to navigate this T junction, trailers behind prime movers cut the corner, thereby necessitating vehicles accessing Tudhoe Street from Tudor Street to hang well back from where a holding line would normally be when these truck/trailer movements occur. (There is no holding line, as it is supposed that if there was and a collision occurred, then Main Roads WA could face potential liability claims).

Again, the future sustainability of this situation will need to be addressed at some stage.

This has obviously been a long- standing issue as evidenced by a 2009 report entitled “*Heavy Haulage Routes Review – Wagin Townsite*” which was prepared for Main Roads WA Wheatbelt South Region and the Shire of Wagin.

As traffic movement through town has strategic implications for the Shire, Council may wish to revisit this when developing the Shire’s *Strategic Community Plan* in the coming months.

#### **CONSULTATION/COMMUNICATION**

Main Roads WA - A/Road Services Officer 9 Speed Zoning).

#### **STATUTORY/LEGAL IMPLICATIONS**

Main Roads WA – *Vehicle Activated Signs Policy and Guidelines*.

Local Government Act 1995 - s 6.8(1) (b) – *Expenditure from municipal fund not included in annual budget*.

#### **POLICY IMPLICATIONS**

Nil

#### **FINANCIAL IMPLICATIONS**

Purchase set up and installation costs for two devices has been quoted at \$23,440 (excluding GST and traffic management during installation). Recurrent annual remote access costs are currently \$480 per device. Annual maintenance costs have not been quantified.

#### **STRATEGIC IMPLICATIONS**

Nil

#### **VOTING REQUIREMENTS**

Absolute Majority if decision is made to purchase the speed indication devices in the current financial year.

Simple Majority if the decision is taken not to install speed indication devices.

## Class Speed Matrix

### ClassMatrix-25

**Site:** Tudhoe Street.0.0W  
**Description:** 10m West of Costelloe Street  
**Filter time:** 0:00 Monday, 7 March 2022 => 10:52 Tuesday, 22 March 2022  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

		Class													
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	Total		
km/h	1	2	3	4	5	6	7	8	9	10	11	12			
10-20	234	5	5	53	4	.	1	1	1	.	1	.	305	1.1%	
20-30	717	34	48	73	2	8	7	8	18	12	53	.	980	3.6%	
30-40	7928	456	693	98	12	28	82	44	147	100	885	2	10475	38.6%	
40-50	6315	306	2817	124	14	88	194	26	161	98	838	4	10985	40.4%	
50-60	1194	22	2031	20	1	59	96	10	26	25	161	2	3647	13.4%	
60-70	127	4	486	2	.	10	16	.	6	4	10	.	665	2.4%	
70-80	24	.	63	.	.	2	1	.	.	.	1	.	91	0.3%	
80-90	3	.	14	.	.	.	.	.	.	.	.	.	17	0.1%	
90-100	.	.	5	.	.	.	.	.	.	.	.	.	5	0.0%	
100-110	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
110-120	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%	
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
Total	16544	827	6162	370	33	195	397	89	359	239	1949	8	27172		
	60.9%	3.0%	22.7%	1.4%	0.1%	0.7%	1.5%	0.3%	1.3%	0.9%	7.2%	0.0%			

## Class Speed Matrix

**ClassMatrix-26**

**Site:** Tudhoe Street.0.0E  
**Description:** 10m East of Lukin Street  
**Filter time:** 0:00 Monday, 7 March 2022 => 10:46 Tuesday, 22 March 2022  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** CIs(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	
	1	2	3	4	5	6	7	8	9	10	11	12	
10- 20	124	.	6	.	1	.	1	.	7	.	.	.	132 1.1%
20- 30	278	.	30	12	2	1	3	3	7	8	44	1	389 3.2%
30- 40	1304	4	217	74	12	5	24	25	79	103	532	7	2386 19.7%
40- 50	453	7	1254	112	41	41	110	15	53	24	212	7	2329 19.3%
50- 60	514	7	2478	177	84	94	179	19	69	35	399	42	4097 33.9%
60- 70	149	6	1525	111	34	60	81	3	36	5	94	30	2134 17.7%
70- 80	7	1	408	26	5	11	18	1	5	2	7	4	495 4.1%
80- 90	4	.	67	3	.	3	2	.	2	2	1	.	84 0.7%
90-100	.	.	17	.	.	2	.	.	8	.	1	.	28 0.2%
100-110	.	.	5	.	.	.	.	.	.	.	.	1	6 0.0%
110-120	.	.	2	.	.	.	.	.	.	.	.	.	2 0.0%
120-130	.	.	2	.	.	.	.	.	.	.	.	.	2 0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
<b>Total</b>	<b>2833</b>	<b>25</b>	<b>6011</b>	<b>515</b>	<b>179</b>	<b>217</b>	<b>418</b>	<b>66</b>	<b>259</b>	<b>179</b>	<b>1290</b>	<b>92</b>	<b>12084</b>
	<b>23.4%</b>	<b>0.2%</b>	<b>49.7%</b>	<b>4.3%</b>	<b>1.5%</b>	<b>1.8%</b>	<b>3.5%</b>	<b>0.5%</b>	<b>2.1%</b>	<b>1.5%</b>	<b>10.7%</b>	<b>0.8%</b>	





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# **Heavy Haulage Routes Review Wagin Townsite**

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**For: Main Roads WA: Wheatbelt South Region & Shire of Wagin**

**By: Peter Metropolis  
(Metropolis & Associates)**

January 2009



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## **1. PROJECT DESCRIPTION**

The Shire of Wagin believes that overall amenity and safety on roads through the commercial/shopping area of town should be improved and this can be substantially achieved if large trucks used alternative routes. The Collie Lake King Road (Tudhoe Street) and the southern section of the Northam-Cranbrook Road within the town centre (Tudor Street) are the roads involved and both are approved heavy haulage routes.

This project consequently involves a review of heavy haulage routes through Wagin Townsite with the objective of identifying heavy vehicle movements to and from major destinations and potential alternative route options. Issues such as current safety problems and short and long term route options (including road improvements that may be required) are to be considered.

## **2. BACKGROUND**

Wagin is a town in the South-West of Western Australia with major grain collection and distribution facilities that generate significant heavy truck movements during summer months – particularly grain harvesting times. One of the facilities (owned by CBH) is close to the town centre and has adjacent rail loading facilities accessing both the Perth-Albany and the Newdegate railway lines. The other major grain facility (Morton Seeds) is adjacent to the Dumbleyung Road (Collie Lake King Road) about 2 kilometres east of the town centre. It caters for oats grain only. All cartage to both locations is by truck and from all directions. Transport of grain away from Morton Seeds is entirely by truck and they all travel westwards through town - mostly destined for Kwinana. CBH receives several different grain types at its terminal including canola, wheat, barley and oats. Grain transport from the CBH facility is mainly by rail to both Albany and Kwinana. Relatively small amounts of grain also leave the terminal for the local market by truck. An important issue is that when Morton Seeds storage facilities are full surplus oats grain is stored temporarily at CBH's facility. The seed is then trucked back to Morton Seeds when space becomes available at its facility.

Two major roads along which all truck traffic to these destinations flows at some time are the Collie Lake King Road in an east-west direction and the Northam Cranbrook Road in a north-south direction. Both roads are under the care and control of the Commissioner of Main Roads. The Collie Lake King Road west of Throssell Street is locally named Arthur Road and east of Throssell Street it is named Tudhoe Street. The Northam Cranbrook Road (often also called Great Southern Highway) is locally named Reeves Road north of the Collie-Lake King Road and Tudor Street south of that road.

Road transport through the town from all directions along the major roads consists of rigid trucks (including with trailers), semi-trailer trucks and very large trucks called Restricted Access Vehicles (RAV) that operate on select roads by virtue of permits issued by the Commissioner of Main Roads. These RAV are of class 2, categories 2 to 7 in the Main Roads WA heavy vehicle classification range and can be as long as 36.5m. While trucks carrying general cargo and grain travel through Wagin town all year round, November to January (inclusive) is the period when grain is a significant proportion of cargo carried. This period is when most grain harvesting occurs and consequently is the time when heavy vehicles are the most frequent.

Figure 1: Wagin Town Map



## 2.1 Currently Approved Heavy Haulage (RAV) Network

The following figure 2 is an aerial photograph of Wagin Townsite showing roads approved for RAV use and major grain storage facilities (CBH and Morton Seeds).

Figure 2: Approved RAV Network – Wagin



RAV operating along the Northam-Cranbrook Road (shown as Gt Southern Highway on the southern part in the figure and Reeves Road in the left top part) are subject to conditional permits. These conditions relate to size of truck and turning movements that are restricted at various locations. There are no specific permit conditions applying to RAV use of other roads shown by white lines in the figure.




## 2.2 Size of RAV

The maximum length of vehicles carting grain and the like through Wagin, as mentioned, is 36.5m (although the majority are shorter comprising rigid trucks, semitrailers, rigid trucks with trailers and B double trucks up to 27.5m long).




The following table shows the configuration of a sample of the largest of vehicles approved to use the roads shown in figure 2.



Table 1: Maximum Size of Vehicles Permitted to Use RAV Routes in Wagin

### Permit Network 6 - RAV (Class 2 Category 6) Vehicles

Vehicle Description and Configuration	AST	L (m)	MLM (t)	H (m)	SAG	AG
 Prime-mover, semi-trailer towing 6 axle dog trailer	(A)	$>27.5 \leq 36.5$	87.5	$\leq 4.6$	Either	5
 Prime-mover towing 3 semi-trailers (b-triple)	(A)	$>27.5 \leq 36.5$	87.5	$\leq 4.6$ note (4)	Either	6
 Double Road Train and Converter Dolly	(A)	$>27.5 \leq 36.5$	87.5 +d	$\leq 4.6$ note (4)	Either	5

### Permit Network 7 - RAV (Class 2 Category 7) Vehicles

Vehicle Description and Configuration	AST	L (m)	MLM (t)	H (m)	SAG	AG
 Twin steer truck towing two 5 or 6 axle dog trailers	(A)	$>27.5 \leq 36.5$	107.5	$\leq 4.3$	Twin	6
 Prime-mover, semi-trailer towing a 2 or 3 axle converter dolly with two semi-trailers	(A)	$>27.5 \leq 36.5$	107.5	$\leq 4.6$ note (4)	Either	6
 B-double towing a 5 or 6 axle dog trail	(A)	$>27.5 \leq 36.5$	107.5	$\leq 4.6$ note (4)	Either	

KEY  Minimum axles required  Optional Axles

#### LEGEND

: AST = Axle Spacing Table

L = Length

MLM = Loaded Mass

SAG = Steer Axle Group

H = Height

AG = Axle Group

Main Roads WA webpage at [www.mainroad.wa.gov.au](http://www.mainroad.wa.gov.au) should be referred to for further details and explanations about conditions of use.

### 2.3 Potential Expansion of RAV Network

The Shire of Wagin is planning to extend the network of roads that are able to be used by RAV (Main Roads WA categories 2 and 3 up to 27.5m long) within the shire. That network expansion is significant and involves most roads accessing farms and connecting with currently approved RAV routes within the shire. The roads involved require individual assessment and approval by Main Roads WA for RAV to operate along them. It is noted that while some assessments have been undertaken (by Metropolis and Associates for Main Roads WA) and were being assessed by Main Roads WA (2008), for most roads, upgrading of entire lengths, some road sections and/or intersections appear necessary for RAV use to be approved. Further, only one of the roads that Council wishes to have approved for RAV use (of those so far assessed) is affected by the options considered in this review. That road is Beaufort Street (refer to sections 5.3.2 and 5.3.3).

#### Affect of an expanded RAV Network

Based on the available traffic counts and on-site observations of cartage to CBH terminals, about 40% of heavy vehicles are RAV (including some farm machinery type vehicles). The other 60% are semi-trailers and rigid trucks (with and without trailers) and many of those carting grain appear to be owned by farmers. The affect of extensions to the RAV network on overall heavy vehicle numbers is difficult to estimate. It will potentially mean less semi-trailers and rigid trucks with trailers and more RAV using roads into the CBH terminal and Morton Seeds facilities as farmers move to more efficient haulage using RAV. The affect is more likely to be a rise in RAV numbers and a drop in rigid trucks (with and without trailers) because of RAV being able to carry greater loads than normal trucks. This change involving less overall numbers to a greater proportion of larger vehicles is unlikely to alter perceptions about the intrusive nature of heavy vehicles using Tudhoe Street or Tudor Street.

### 2.4 Traffic Counts

Traffic counts relating to vehicle movements through Wagin town are available as follows –

1. Vernal Street east of Ventnor Street - September 2008
2. Vernon Street south of Vernal Street - October/November 2007
3. Vernon Street south of Tudhoe Street - November 2008
4. Ventnor Street South of Vernal Street - November 2008
5. Tudor Street south of Upland Street - May/June 2007
6. Tudor Street south of Upland Street – December 2008
7. Tudhoe Street west of Throssell Street - May/June 2007
8. Tudhoe Street west of Throssell Street - November 2008
9. Tudhoe Street East of Khedive Street – December 2008
10. Airfield Road east of Vernon Street - November 2008
11. Airfield Road west of Vernon Street – December 2008

The following Table 2 shows the average traffic volumes on the major roads through Wagin separating out truck traffic into categories of ‘as-of-right’ (AoR) trucks and RAV.

<sup>1</sup> Assessments by Metropolis & Associates for Main Roads WA, Wheatbelt South Region, June, 2007

As-of-right vehicles are those that –

- are not a road train or B-double;
- are within regulation axle mass limits;
- are 19 metres or less in length (or a maximum 12.5 metres for rigid vehicles);
- have a total mass less than 42.5 tonnes;
- have a width less than 2.5 metres (excluding mirrors and lights); and
- are of a height less than 4.3 metres.

RAV are trucks of greater mass and length than in the above.

Table 2: Approximate Average Daily Traffic Counts – Wagin Townsite

Location	Period	Light Vehicles		AoR Trucks		RAV		Total	
		Week day	Entire week	Week day	Entire week	Week day	Entire week	Week day	Entire week
Tudhoe (West of Throssell)	4-28 Nov 08	986	925	177	156	117 (126)	76	1287	1180
	14 May - 1 June 2007	831	815	139	121	93 (104)	80	1063	1089
Tudhoe East of Khedive	8 – 14 Dec 08	1095	1005	211	198	152 (164)	127	1458	1337
Tudor (Sth of Upland)	14 May – 1 June 2007	714	754	101	88	2 (2)	2	881	842
	8 - 14 Dec 08	766	735	119	107	17 (23)	13	912	866
Vernon (Sth of Vernal)	26 Oct – 9 Nov 2007	106	93	18	18	12 (15)	11	153	130
Vernon (Nth of Vernal)	6–28 Nov 2008	150	124	88	62	60 (96)	50	305	256
Vernal (East of Ventnor)	5 Sept - 22 Sept 2008	30	27	10	4	2 (12)	1	48	40
Ventnor (Sth of Vernal)	6–28 Nov 2008	118	111	31	27	16 (27)	14	142	135
Airfield (East of Vernon)	6–28 Nov 2008	27	27	11	11	8 (21)	7	54	50
Airfield (West of Vernon)	8 – 14 Dec 08	33	33	23	21	15 (26)	15	79	78

(Note that the Peak daily counts of RAV are shown in brackets).

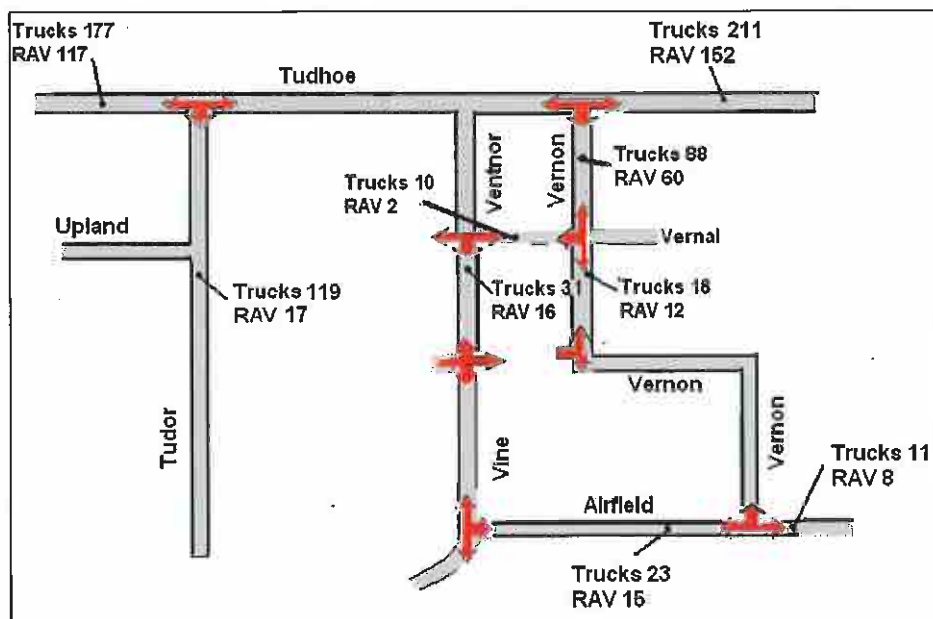
While the above counts do not show origins and destinations of vehicles, some conclusions can be drawn from the data in terms of the major destinations of heavy vehicles (including RAV). Figure 3 on the next page contains the average weekday counts of heavy vehicles in both directions as contained in the above table. Advice from management of Morton Seeds is that the types of trucks accessing its works are almost all double bottom road trains (RAV). Throughout most of the year there are about 6 truck movements per day total in and out of its property while during harvesting the number is between 50 and 60. All cartage away from the facility is to

Kwinana/Fremantle along Tudhoe Street through town and in-season the number can be as high as 30 per day. All of those trucks are destined for Albany Highway.

The counts further indicate –

- Weekdays are when heaviest flows occur.
- Most heavy vehicles travelling along Tudhoe Street do not turn into Tudor Street but continue straight ahead
- There is a strong through movement of trucks along Tudhoe Street that do not travel to or from the CBH terminal – some having Morton Seeds as a destination and some travelling further east towards Dumbleyung.
- Most trucks from the north (Northam-Cranbrook Road) and from the west (Arthur Road) have CBH and Morton Seeds as a destination.
- The number of trucks per day that enter and leave the CBH terminal per day at peak times (November to January) is reasonably constant at about 60 per day. The maximum daily flow is about 100 (on a weekday).
- The two roads most used to access CBH are Vernon Street off Tudhoe Street and Vine Street off Tudor Street.
- 21% of all vehicles using Tudhoe Street through town are trucks and of the trucks 30% (about 1 in 3) are RAV.
- Along Tudor Street, trucks make up about 15% of all vehicles and RAV less than 13% of truck traffic (1 in 8 trucks are RAV).
- Trucks travelling to and from Morton Seeds are almost all RAV and during peak weeks of harvesting contribute about up to 30 trucks per day to Tudhoe Street traffic.
- Tudhoe Street is clearly the road of most concern from a truck/RAV movement perspective

Figure 3: Average Weekday Heavy Vehicle Directional Movements (diagrammatic)



## 2.5 CBH Terminal Proposals

CBH is currently exploring opportunities to expand its terminal to cater for growth as well as to (for efficiency reasons) enable longer rail trains to be used for grain haulage away from the facility to ports. The proposals so far prepared were obtained from CBH and are preliminary only. CBH has advised it is continuing to develop concept plans and examining issues such as –

- land acquisition to the east of the current terminal through the Department of Planning and Infrastructure and
- the possible extension of the CBH spur line eastwards with a connection to the Newdegate railway line.

However, the issue important to this review is the extent to which the CBH expansion will influence routes for grain haulage to and from CBH. These matters are further considered in Sections 4 and 5.

Figure 4: Land and New Rail Link Wanted by CBH.



## 2.6 Reported Road Crashes

Available crash data reported in the past 5 years on Main Roads WA database was reviewed for all the sections of road (below) that might be affected in this review. Only data up 31 December 2007 was available.

- Collie- L King Road .from Reeves Rd – Northam-Cranbrook Rd to Stewart Street
- Northam Cranbrook Road from Ballagin St to Collie L King road and Collie L King Road to Andrews St
- Rifle Street
- Upland Street
- Unicorn Street
- Umbra Street
- Vernon Street
- Airfield Street
- Vine Street
- Ware Street
- Vale Street
- Beaufort Street
- Wendell Street
- Scadden Street
- Throssell Street
- Ventnor Street
- Vernal Street
- Bullock Hill Road
- Lefroy Street
- Ballagin Street
- Costelloe Street

Table 3 shows crashes reported on the above roads in the 5 year period to 31 December 2007.

Table 3: Reported Crash Data along Existing Heavy Haulage Roads

Collie-L King Road

SLK/Location	Date	Crash type	Severity
156.25 Mid block between Trent and Leake Sts	30/05/2007	Reversing into object	Minor damage
156.34 Mid block near Bank Place	30/06/2006	Hit pedestrian	Minor damage
156.95 Khedive St	21/6/06	Right angle	Major damage
158.00 Mid-block west of Stewart St	3/5/06	Run off road	Major damage
156.43 Tudor St	2/12/04	Right angle	Minor damage
156.46 Rail Xing	28/11/03	Rear end	Major damage

Northam Cranbrook Road

SLK/Location	Date	Crash type	Severity
215.65 South of Ballagin Rd	4/8/03	Hit animal	Major damage
216.16 Collie L King Rd Intersection	15/6/05	Right angle	Major damage
216.31 Tavistock St	18/10/03	Side swipe leaving parking	Major damage
216.37 Between Tavistock & Upland Sts	25/9/07	Hit side of U-turner	Major damage
216.90 Umbra St	9/2/05	Hit object off road turning into Hwy	Major damage

Heavy vehicles were not involved in any of the collisions reported.

### 3. PROBLEMS WITH THE EXISTING RAV ROUTES

As mentioned previously Council's main concerns with current heavy haulage use of the two major roads through town are amenity (noise, engine emissions and the visually intrusive nature of large vehicles) and safety in the central shopping part of town. Safety concerns are mostly in relation to pedestrians crossing the main road and the overall safety risk involved when large trucks turn to and from the major roads at various locations. RAVs in particular have to cross to the wrong side of most roads when turning into or out from side roads.

Places of major concern regarding heavy vehicles as advised by Council Officers and confirmed by on-site observations, are as follows -

- Arthur Road/Tudhoe Street through Town
- Tudhoe Street/Vernon Street Intersection
- Vernon Street/Airfield Street Intersection

#### 3.1 Arthur Road-Tudhoe Street (Thornton to Vernon Streets)

This section of road is the hub of the town shopping area with retail outlets and other businesses both sides. East of Trent Street up to Tudor Street parking is set back from the through carriageway with kerb protrusions at intersections that effectively indent the parking while narrowing the width of road that pedestrians have to cross. The speed limit along Tudhoe Street on this section is currently 40km/h. The major

concern is the RAV that travel along Tudhoe Street to reach Vernon Street, which is the main access to CBH.

The right turn from Tudhoe Street into Vernon Street and the right turn out of Vernon into Tudhoe Street are not too difficult for RAV. However, the left turn in (for west bound Tudhoe Street vehicles) and the left turn out into Tudhoe Street present considerable problems. The tight corner radii (due to a large power pole and lack of available road space) require RAV to use the full width of both roads to turn through the intersection. The turn from Tudor Street left into Tudhoe Street is also significantly restrictive and RAV are consequently not permitted to make that turn. Rather they have to detour around Airfield Road to Vernon Street and then Tudhoe Street.

Crash data shows 4 crashes were reported along Tudhoe Street through town over the 5 years to December 2007. One involved a pedestrian hit while crossing the road, one a parking error, one a rear end collision and the other a collision at right angles at the Tudor Street intersection. none involved a truck and no pattern of crashes is evident from the data. However, some level of crash risk exists at intersections because of the need for trucks to use the full road width to turn.

Photographs 1 & 2: Typical Vehicles Using Arthur Road/Tudhoe Street



Photograph 3: Tudhoe Street (Central Shopping Area) – View East from Trent Street



Photograph 4: Tudhoe Street/Tudor Street Intersection (view south-east)



(Note tight corner on right with power pole/building)

Photograph 5: Collie Lake King Road/Vernon Street Intersection (view south east)



(Note power pole on right corner)

### **3.2 Tudhoe Street East of Vernon Street and Vernon Street South of Tudhoe Street**

Development alongside Tudhoe Street east of Vernon Street is mainly commercial with 11 houses on the north side in the section between Vernon to Lefroy Streets. Vernon Street south of Tudhoe Street is entirely commercial/ industrial. From a safety perspective there have only been two crashes reported along Tudhoe Street between Vernon Street and Stewart Street (which is about 1.5 km east of Vernon Street). There is no pattern to the reported crashes.

The intersection of Stewart Street with Tudhoe Street has demonstrated inadequacies in terms of being able to safely cater for RAV turning into and out from Stewart Street. This is similar to Tudhoe Street/Vernon Street intersection regarding left turning. RAV turning left into and out from Stewart Street have to turn wide and use almost the full width of Tudhoe Street and Stewart Street. This is due to the width of Stewart Street being only 6m seal with 0.5m shoulders and relatively tight corners (restricted in width partly by a culvert). The following photographs show the intersections of Vernon Street with Tudhoe Street and Stewart Street with Tudhoe

Street with desirable corner widening symbolically superimposed. These improvements involve increasing the corner radii to allow RAV to make left turns from the correct side of the road(s).

Photograph 6: Vernon/Tudhoe Streets Intersection



(Corner radii realignment shown superimposed on the photograph is schematic only)

The use of Vernon Street as an access to CBH in the future is likely to be less viable with the future expansion of CBH. This is discussed further in sections 4 and 5.4

Photograph 7: Stewart/Tudhoe Streets Intersection



(The superimposed line showing desirable widening is schematic only).

### 3.3 Vernon Street/Airfield Street Intersection

This intersection is a Tee junction and RAV currently use both roads. However, the major movement is north to west and vice versa.

Photograph 8: Vernon Street/Airfield Road Intersection (view west from Vernon)



Photograph 9: Vernon Street/Airfield Road Intersection (view south from Vernon)

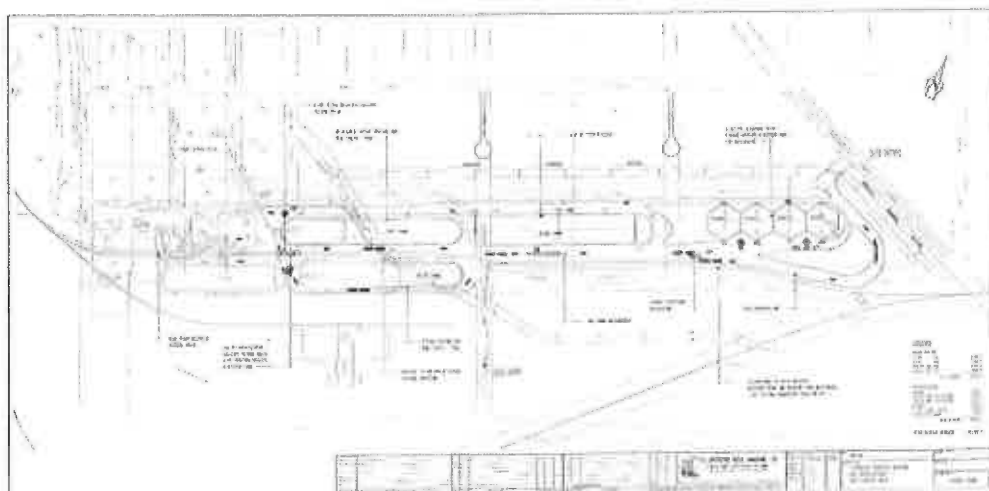


The current problems with RAV using this intersection include the lack of sealed road width of Vernon Street and the relatively sharp corner radii. Photograph 9 shows the shoulder on the left is very worn by tyres of vehicles turning right from Vernon into Airfield Road as well as those turning left from Airfield Road into Vernon Street. The power pole on the corner is close to the road and increasing the corner radii that is desirable, would require relocation of the pole.

#### 4. AFFECT OF CBH EXPANSION

The most important road traffic aspect of CBH's proposed expansion is the affect on travel patterns by heavy vehicles. Features that will most affect that situation are the accesses to grain bins and weigh bridges. The following figure 5 shows a plan developed many years ago by CBH for an expanded facility (prior to the current facilities being built).

Figure 5: Plan Developed by CBH Prior to Current Facilities being built



(Courtesy of CBH)

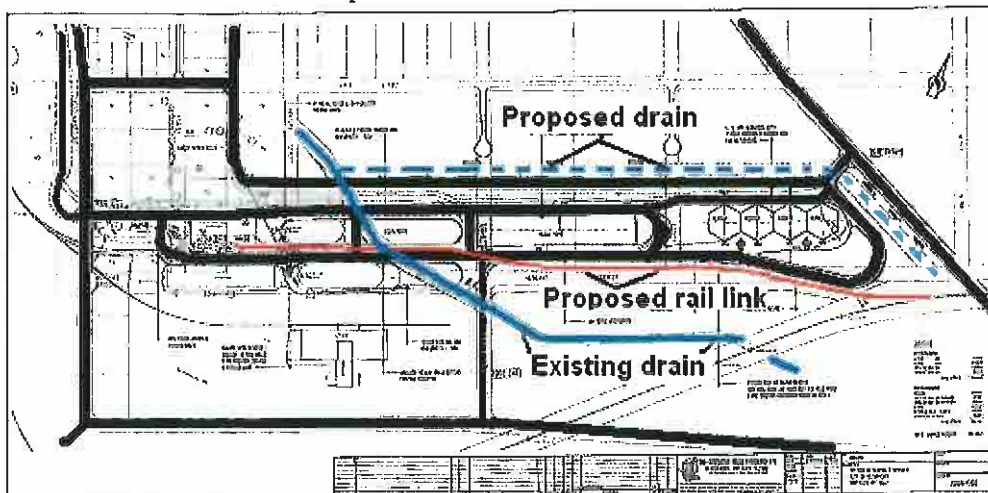
(Note that the facility currently constructed is about half the size of that shown in the above figure)

The following features of this plan are important:

- The weigh bridge adjacent to and parallel with Vine Street is as-is;
- The major road access to the complex is from Vine street;
- A new connection was proposed from Bullock Hills Road; and
- The road link between Vernon Street and Airfield road was proposed to be severed and an exit only is shown onto Airfield Road to the south from CBH.
- The drain that runs from near the intersection of Vale Street was proposed to be re-routed around the north and east of the proposed boundaries of CBH land.

The following shows the above plan with access, rail and drain features highlighted and discussion on the effects on heavy vehicle access on those elements.

Figure 6: Major Road Accesses, Rail Spur Extension & Drain Changes for Possible CBH Expansion



#### Severing of Vernon Street Link to Airfield Road

The extension of the CBH facility will sever Vernon Street - an important heavy vehicle route. The turning limitations caused by very small corner radii at Tudhoe Street/Tudor Street intersection requires RAV travelling north on Tudor Street bound for the western leg of Tudhoe Street to detour around CBH, along Airfield Road, left into Vernon Street then left into Tudhoe Street. The return route is also used. Once the route is severed by the expansion of CBH an alternative route could be for traffic to use Vernon Street, right into Vernal Street, left into Ventnor Street-Vine Street. This may require widening of corners of the intersection of Ventnor Street/Vernal Street and Vernal Street/Vernon Street and is an option for dealing in part only with the CBH redevelopment. RAV using this alternative route would cross paths with RAV travelling to the weigh bridge adjacent to Vine Street and RAV crossing Vine Street from the weigh bridge to access the CBH facility - which is undesirable.

However, the major impact of the CBH expansion will be dependent on the location of the major accesses to the facility. While, as mentioned, the provisional plan shown in figure 6 retains an ingress via Vine Street, it shows a one way egress to Airfield Road and an in/out onto Bullock Hills Road. The Vine Street and Bullock Hills Road accesses are apparently the major truck accesses in the original proposal. If Bullock Hills Road access to and from the CBH plant is constructed when it is expanded then the road would need to be further assessed for RAV use. Consequently the following locations would be impacted by the expansion of CBH if it were according to figures 5/6 -

- The intersection of Airfield Road and Bullock Hills Road
- The intersection of Bullock Hills Road and Tudhoe Street
- The railway level crossing on Bullock Hills Road

These are further discussed in Section 5.4.

#### Rail Extension

The proposed extension of the current CBH rail spur line eastwards to connect to the Newdegate line (figure 6) is to allow more rolling stock to be used with a single train to carry grain to either Albany or Kwinana. The current length of rail spur into CBH and of the rail line south of Tudhoe Street limits the number of grain carriages that

can be connected behind any locomotive. Efficiency in rail transport of grain would be increased if more rolling stock was able to be accommodated and CBH considers that an extension of the spur line through to and connecting with the Newdegate line would do this. While this is a matter for CBH to resolve at a future time with the rail authority and the Shire of Wagin it is possible that this rail extension will impact on level crossing protection needs particularly Bullocks Hills Road north of Airfield Road. This crossing is currently protected by Stop signs only and it may be that increased rail traffic and road traffic (if the road becomes a RAV route) would require flashing lights to be installed. It may also impact on protection requirements of the Vine street crossing of the Newdegate line because of the distance between the spur line connection and the crossing. These matters are further discussed in section 5.4.

#### Drain Relocation

The drain relocation is a matter that requires liaison by CBH with the Shire of Wagin. It does not appear to impact on heavy vehicle options other than the culverts under roads to be used by heavy vehicles needing to be of sufficient strength to carry permitted axle loads.

## **5. ALTERNATIVE ROUTES**

When considering what the options are for heavy haulage routes it is important to recap that the roads of concern to Council are Tudhoe Street and Tudor Street through the central shopping areas of town. The heavy vehicles that cause most concern are those that travel to and from the CBH terminal complex and Morton Seeds east of Wagin Townsite. While it might be desirable to detour all heavy vehicles away from Tudhoe Street (travelling west to east and vice versa through the town centre), that can only be achieved if a major bypass road is constructed for vehicle travelling in those directions. Such a bypass would cost many \$millions involving 4-5 kilometres of new road construction and is not considered feasible.

Consequently, the options further investigated in this review relate to detouring a percentage of heavy vehicles to other routes but retaining, by necessity, some heavy vehicle use of Tudhoe and Tudor Streets.

The matters further considered for the objectives to be mostly achieved are –

- the class of vehicle can or should be detoured and
- the directions of travel that should be catered for.

### **5.1 Vehicles Detoured and Origin-Destination**

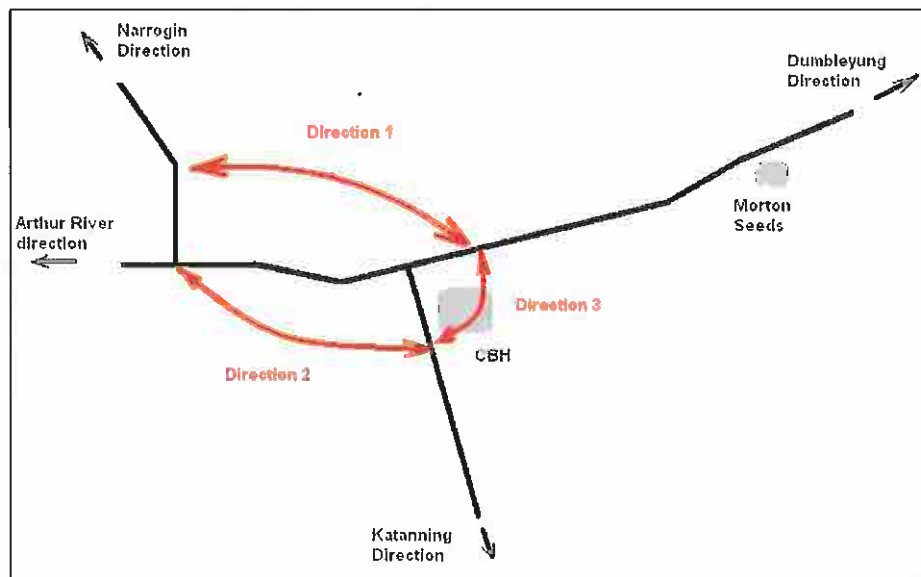
The heavy vehicles that might be detoured are dependent on their origin and destination. The traffic counts show that CBH and Morton Seeds are destinations for all truck types during harvesting times. However, management of Morton Seeds advises that trucks to and from its facility are almost all RAV. As already mentioned there is no obvious direct route option for trucks travelling along the Collie Lake King Road from the Arthur River direction through town to Morton Seeds or places further east towards Dumbleyung and return. However, there may be options for the following origin/destinations that will considerably reduce the use of Tudhoe Street through town by heavy trucks.

- o Vehicles from the Narrogin direction on the Northam Cranbrook Road with a destination of Morton Seeds and places east of Wagin and return;

- Vehicles from the Narrogin direction on the Northam Cranbrook Road destined for CBH and return;
- Vehicles from the Arthur River direction (west) on the Collie Lake King Road destined for CBH and the direction of Katanning and return;
- Vehicles from the Narrogin direction (north) that have a destination south (Katanning direction) and return.
- Vehicles from the east that have a destination south (Katanning Direction and return

The following figure show these origins/destinations summarised.

Figure 7: Broad Directions of Travel Reviewed



At the present time trucks that are not RAV are permitted to travel along any road in Wagin apart from several roads that have weight restrictions. Several of those with weight restrictions are immediately north of the CBH terminal and include Ventnor Street and Victor Street between Tudhoe Street and Vernal Street and Vale Street east of Vine Street. A 16t load limit applies by signs erected on nature strips.

Photograph 10: Existing Load Limit Signs



As it is necessary to continue to allow some RAV (and trucks servicing commercial properties) to use Tudhoe Street, banning all trucks by installing signs along Tudhoe Street is not feasible. The regulation that gives force to load limit signs on roads is contained in the Road Traffic Code 2000 as follows.

#### 85. Load limit signs

(1) A driver shall not drive past a "bridge load limit (gross mass)" sign, or "gross load limit" sign, if the total mass (in tonnes) of the driver's vehicle and any load, together with any vehicle connected to it and any load, is more than the gross mass indicated by the sign.

Points: 3      Modified penalty: 2 PU

Gross load limit sign



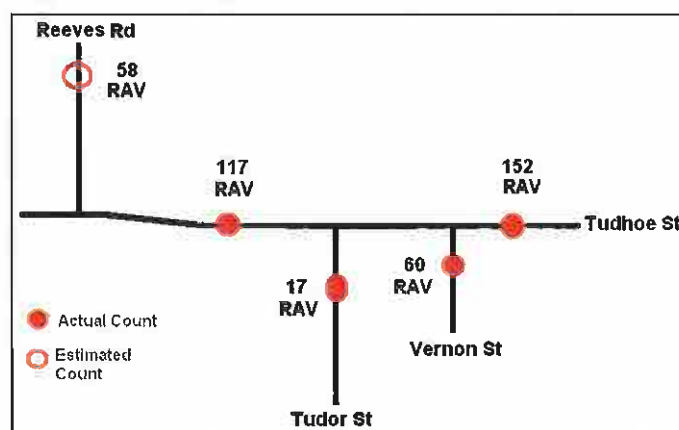
If load limit signs were installed they would apply to all trucks over the mass shown – RAV are not exempt. Consequently, the type of truck for which alternative routes should be considered are RAV - and only for particular directions. If a route offers travel time savings and/or less stops then other through trucks (and even light vehicles) are likely to use the route. It should be noted that only the Commissioner of Main Roads has the authority to install signs that ban the use of roads by particular classes of vehicles.

The following sections consider alternative RAV routes to the use of Tudhoe Street and Tudor Street through the centre of town based on the directions shown in figure 7.

#### 5.2 Direction 1: From Narrogin Direction to East of Wagin (

The RAV considered in this scenario are those that originate from the direction of Narrogin on the Northam-Cranbrook Road and have a destination that is any of: CBH (and other industrial places in the area of CBH); Morton Seeds; or places east of Wagin (as well as the return directions). The available traffic counts are not sufficiently detailed to know the exact numbers of trucks that currently follow this route. However, assuming that similar proportion of RAV travel to and from the Arthur River direction as travel to and from the Narrogin direction (along Reeves Road) the following figure shows the numbers of RAV that can be apportioned to Tudhoe Street as travelling to and from Reeves Road.

Figure 8: Traffic Counts Relevant to RAV Movements to and from Reeves Road through Wagin (diagrammatic)



From observations it appears that a higher proportion of RAV using Reeves Road (Northam-Cranbrook Road) cart grain rather than general cargo in peak periods. It also appears that of the 50+ RAV concerned, a few turn to and from Tudor Street, about 10 travel straight through to Morton Seeds or other destinations east of Wagin and about 20 travels to and from CBH. Hence of the 50+ RAV on Reeves Road about 30 would use a bypass road if it connects Reeves Road north of town with Tudhoe Street somewhere in the vicinity of an access to CBH. .

A review of the district shows that there is only one alternative route that these RAV might use instead of Reeves Road-Tudhoe Street through the town centre. That route is Ballagin Street - Trench Street - Ware Street - Costelloe Street as shown in the following figure 9. (An option for trucks travelling to CBH is also considered in the next section that addresses 'direction 2'). It should be noted that normal trucks (rigid trucks, rigid trucks with trailers and semi-trailer trucks can already use the route but do not appear to do so in significant numbers. However, one B Double was observed on one occasion turning from Tudhoe Street into Trent Street and then into Ballagin Street to the Northam -Cranbrook Roads - clearly as a short-cut contrary to permit conditions.

Figure 9: Direction 1 Option - that Caters for heavy Vehicles from the Northam-Cranbrook Road to Tudhoe Street East of the Town Centre



This route option (shown in red colour in the above figure) has a number of features that need to be considered. There does not appear to be any significant safety problem if RAV are to use this route provided a speed limit is imposed on them and provided some road improvements are undertaken. Costelloe Street is currently an approved RAV route because of one property at its northern end requiring RAV access. All roads along the route are sufficiently wide to cater for RAV with Costelloe Street being about 8m wide and Ware Street, Trench Street and Ballagin Road 12-14 metres wide. Ballagin Road and Trent Street were once part of the Northam-Cranbrook Highway. Vehicles using the roads along this route have priority over all side roads but one, by virtue of all other side roads being controlled by regulatory STOP or GIVE WAY signs or being the stem of a Tee junction. The one

intersection along the route between Reeves Road and Costelloe Street where traffic does not have priority is the Trench Street/Ballagin Street/Trent Street Intersection. This intersection is a Tee intersection with Trent Street-Ballagin Road forming the top of the tee and therefore having priority.

Photograph 11: View North from Trent Street towards Trench Street (on Right)



Photograph 12: View East Along Trench Street from Ballagin/Trent Streets Intersection



The Ware Street railway crossing has flashing lights protection and is therefore inherently safe. However, there are road improvements that are considered necessary for this route to be operationally acceptable for RAV use. While a detailed assessment based on turning templates for RAV would be required to determine the suitability of various intersections to cater for RAV turning, the improvements immediately obvious are as follows.

1. Costelloe Street/Tudhoe Street Intersection – increase corner radius on N.E. Corner per the following 2 photographs

Photograph 13: View North-West



(Widening shown is schematic only)

Photograph 14: View South-West



(Widening shown is schematic only)

2. Northam-Cranbrook Road (Reeves Road)/Ballagin Road Intersection – increase the radius of the north east corner

Photograph 15: View North-West



(Widening shown is schematic only)

### **Advantages and Disadvantages**

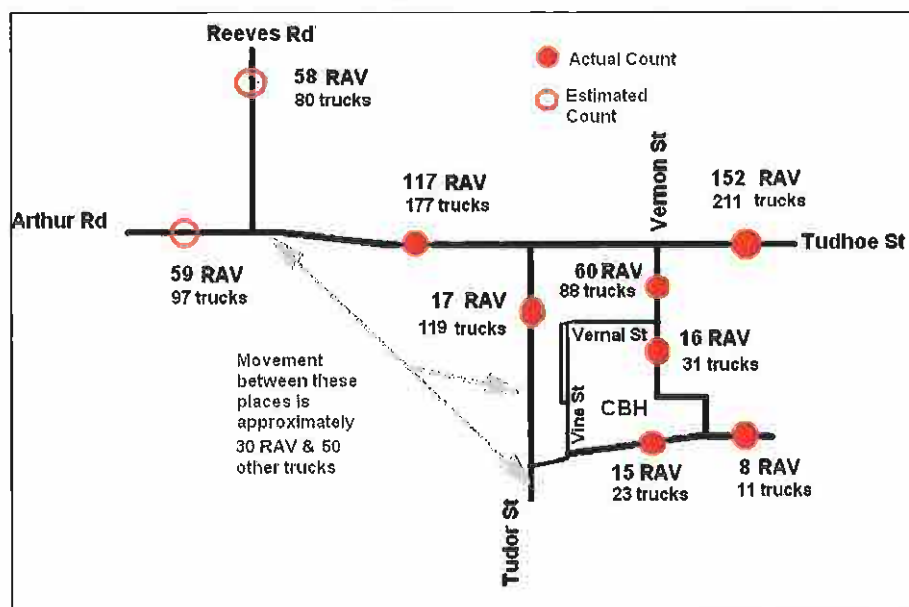
The route offers less travel distance for RAV travelling to Morton Seeds and places further east along the Collie-Lake King Road compared with the existing route. However, vehicles travelling to CBH would travel a similar distance to their present route because if they use this bypass they would have to back-track a short distance from Costelloe Street to Vernon Street along Tudhoe Street. However, this may not be the case when CBH expansion is completed (see section 5.4). The main advantage of this route being opened is a reduction in number of RAV using Tudhoe Street and consequential improvement in amenity of the shopping precinct and town centre. Disadvantages are that there are 45 houses along the route and occupants may consider up to 30 RAV per day over a 2-3 month period detrimental to the amenity of their street. For other than harvesting periods (based on traffic counts during May 2007) it appears that RAV traffic flows would be about 20 per day. It is noted that on some sections of the route the road surface is rough and requires resurfacing/maintenance. With increased heavy traffic use such as by RAV, resurfacing would need to be considered earlier rather than later. A 40km/h speed limit could be considered appropriate to impose on RAV using this route vide permit conditions.

Whether this alternative route is acceptable is a matter of Council weighing up amenity and convenience of the option versus Tudhoe Street.

### **5.3 Direction 2 - Arthur Road-Tudhoe Street to Tudor Street**

Traffic counts show that there are high numbers of RAV and other trucks travelling from west of town to CBH and to Tudor Street to the south of town and return. These are demonstrated in the following figure. Truck numbers other than RAV are also shown since an alternative route servicing these directions is likely to be used by most heavy vehicles not just RAV.

Figure 10: RAV Movements Arthur Road- Tudhoe St to/from Katanning Direction and CBH (diagrammatic)



There are a number of route options to detour RAV (and other trucks) between Arthur Road–Tudhoe Street and Tudor Street in the directions indicated by grey arrows in the above figure.

They are –

- Scadden Street – Upland Street
- Scadden Street – Unicorn Street - Umbra Street
- Rifle Street - Western Extension of Umbra - Umbra
- Rifle Street - Western Extension of - Wendell Street
- New road parallel to Rifle connecting with Wendell

While most of these options are examined in the following, matters that are common to all of the options are the potential impacts of heavy vehicles having to cross the two railway lines (Albany line and the Newdegate line) on Vine Street immediately east of Tudor Street to access CBH. The Vine Street railway crossing of the Albany railway line is currently used by RAV and is controlled only by STOP signs. Stacking distance (for vehicles) between the through traffic lane of Tudor Street and the railway line is about 40m which is sufficient for a RAV. Tudor Street is also wide enough to cater for RAV turning at the intersection. The following photograph shows the level crossing viewed towards Tudor Street.

Photograph 16: Vine Street Level Crossing of the Albany Railway Line (View West)



The other crossing on Vine Street is over the Newdegate line. It is controlled only by position signs (note that the red triangle should be replaced with Give Way signs and this has been reported to Main Roads WA).

Photograph 17: Vine Street Crossing of the Newdegate Line



Main Roads WA has recently assessed protection requirements of the Albany line crossing and considers that the existing STOP signs are adequate. The potential increase of about 30 RAV per day using both crossings may impact on requirements at both level crossings but this is a matter that Main Roads WA will need to further consider. In particular the protection needs on the Newdegate line will need to be reassessed if the CBH spur line connects with the Newdegate line as part of CBH's expansion.

### 5.3.1 Option 1: Scadden Street–Upland Street to Tudor Street

One option for reducing RAV traffic on Tudhoe Street is shown in the following figure.

Figure 11: Direction 2 - Scadden Street – Upland Street Route Option



This route option has the potential to be used by some RAV especially those RAV that currently cannot currently turn left out of Tudor Street into Tudhoe Street (due to the too tight corner). RAV travelling from the south on Tudor Street to the west on Tudhoe Street currently detour via Vine Street and Vernon Street east of the railway line. If the permits issued to RAV operators require they use this alternative route then up to 30 RAV per day would use it in peak months. Both roads are sufficiently wide to cater for RAV with Scadden Street being 8.5m wide and Upland Street 14.5m wide. However, some improvements would be necessary. The intersection of Upland Street and Tudor Street would need modifying so that RAV can turn left into Upland from Tudor Street. A power pole at the corner would require relocation.

#### **Advantages and Disadvantages**

There are 5 houses along Scadden Street and 17 houses along Upland Street on the route. A pre-primary and primary school with sports ground also abut Upland Street and 40km/h school zone speed limits apply past the schools. While no crashes have been reported along the route in the 5 years to the end of 2007 the location of the schools along Upland Street detracts from this route being acceptable for use by RAV.

An advantage would be a reduction of up to 30 RAV on Tudhoe Street during harvesting times. There is also some potential savings in travel distance for north-bound RAV on Tudor Street having a destination of Arthur Road or the road to Narrogin (Reeves Road).

On balance, the major concern about use of this route is the potential adverse safety impacts (and/or perceptions of adverse safety impacts) because of the schools on Upland Street. A 40km/h speed limit being imposed 24 hours per day on RAV would lower the crash risk but unlikely to make the route a desirable alternative to Tudhoe Street.

### 5.3.2 Option 2: Arthur Street to Tudor Street via Umbra Street

Beaufort Street south-west of Umbra Street is one road that the Shire of Wagin requested assessment for 27.5m long RAV use during 2007. While no assessment was requested for Umbra Street itself at the time, it is essentially an extension of Beaufort Street and the only logical link back to Tudor Street. Consequently it is assumed that Umbra Street is accepted as a RAV link (albeit only for categories 2 and 3 RAV up to 27.5 m long). The use of Umbra Street as part of a bypass option is therefore logical as shown in the following figure 12.

Figure 12: Direction 2 - Umbra Street



This option is based on an assumption that there is no significant impediment to the new link being built through the bushland west of Unicorn Street. An on-site inspection suggests that the private (fenced) property on the west side of Unicorn Street and north of Umbra Street alignment can be avoided. However, this can only be finally determined by detailed survey. There are two ways in which the link can be made back to Arthur Road. As shown in the above figure, one is to tie the new link road back into Rifle Street and the other is to build a new link road west of and parallel with Rifle Street. The connection between the end of Umbra Street and Rifle Street appears to run through bushland only and as such does not seem to cause any significant disruption to private property or inconvenience to residences. If there is a

need to deviate Umbra Street southwards near the Unicorn Street intersection (to avoid property on the west side opposite Umbra Street), then it may be possible to do this by moving the alignment of Umbra Street near Beaufort Street, further south. This would require land acquisition from a Main Roads WA depot at the corner that seems to be no longer used. Umbra Street between Unicorn Street and Tudor Street has a width of 6m for 100m east of Unicorn Street increasing to 7m over a major culvert/short bridge (see photograph) then to 8m wide and finally 12m wide at the Tudor Street end.

Photograph 18: Umbra Street – View West towards Unicorn Street



There are 11 houses abutting Umbra Street and all side-roads are either Tee intersections, or controlled by Give Way or Stop signs giving priority to Umbra Street traffic. If Umbra Street is accepted for RAV use it will be necessary to undertake widening of narrow sections to achieve a minimum width of 7m. At the Tudor Street intersection end the left turn into Umbra Street will need to be improved by increasing the corner radius and this will potentially involve a corner property truncation, relocation of a power pole and relocation of a drainage grate. It would also be desirable to ensure that a 50km/h speed limit applies on the Umbra Street and Rifle Street sections (if Rifle Street is part of the route rather than the new link to Arthur Road).

Photograph 19: Umbra Street/Tudor Street Intersection – View North West towards Umbra Street



(Widening shown is schematic only)

Rifle Street between Arthur Road and Upland Street has a sealed surface that varies in width. For the first 200m south of Arthur Road it is 6m wide then 8.5m wide up to

Upland Street. There are 4 houses on the west side and 16 houses on the east side of Rifle Street.

Photograph 20: View South along Rifle Street from Arthur Road



For RAV to use Rifle Street some road improvements would be required. Rifle Street would need to be widened to a minimum of 7m where it is less than that width (about 200m of road length). The gravel section south of Upland Street to the proposed bypass would also require sealing.

The left turn into Arthur Road from Rifle Street would need to be improved by increasing the left turn corner radius. This would involve removal of at least 2 large trees. Widening of Arthur Road to cater for RAV turning right is also necessary. The lines shown on the following photographs show the sort of widening required. Actual requirements would be determined by detailed design but are indicated in the following photographs.

Photograph 21: Rifle Street/Arthur Road Intersection – Corner improvements required



(Widening shown is schematic only)

Photograph 22: Rifle Street/Arthur Road – Widening Required



(widening shown is schematic only)

The option of building a new link between Arthur Road and the extension of Umbra Street needs further consideration. The link is desirable to avoid compromising safety and amenity of residents living along Rifle Street. If such a link is built to avoid having to use Rifle Street then property acquisition will be necessary and a new intersection would be created on Arthur Road requiring several large trees to be removed as indicated in the following photograph (on which a road link has been superimposed).

Photograph 23: Possible location of a new Link Road off Arthur Road East of Rifle Street



(Note that new road shown is schematic only and there would need to also be widening of Arthur Road on the north side approaching and through this new intersection.)

### **Advantages and Disadvantages**

There are amenity and safety advantages in the use of Umbra Street as a bypass of Tudhoe Street. While there are 11 residences along Umbra Street most of the land abutting the length of road has no development along it. The Shire has already identified Beaufort Street – Umbra Street as a future RAV (up to 27.5m long vehicles) route servicing farmland south-west of Wagin. While the use of Umbra Street as a link in this proposed bypass would mean 36.5m long RAV would use it in addition to 27.5m long RAV, the dangers presented by these longer RAV is not significantly worse than the shorter RAV— particularly when the speed limit along Umbra Street is 50km/h. If this is deemed too fast, a 40km/h limit could be imposed by permit for the Beaufort Street to Tudor Street section.

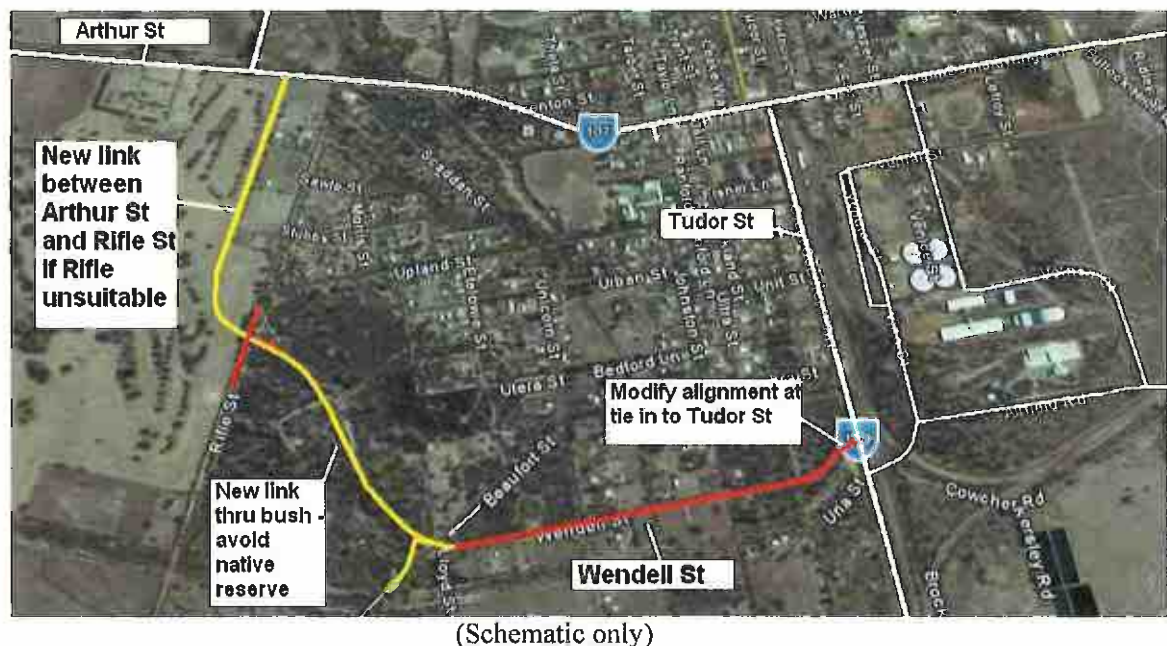
The issue of whether the new road link should be built parallel with Rifle Street is a matter of amenity and potential crash risk relating to the use of Rifle Street. The new link would be more attractive to bypassing traffic in that it would have no driveway access or intersections along it apart from at its ends. This is unlike Rifle Street that has adjacent driveways and three intersections along it over the section concerned. From a transport efficiency perspective it is a recommended option. However, the cost of construction of the new link road is a factor that would need to be taken into account.

One aspect of such a bypass is that many other vehicles in addition to RAV will use it. Vehicles heading to south of Wagin from the north and west (and return) are likely to also use the bypass. (This is similar to the western heavy vehicle bypass in Narrogin). Based on available traffic counts it is likely that apart from about 30 RAV per day using the road, some 50 other trucks are likely to also use it each day during peak harvesting periods.

### **5.3.3 Option 3: Wendell Street to Rifle Street**

A potential heavy vehicle route that houses along it than the route outlined in section 5.2.2 above is shown in the following figure. It involves the use of Wendell Street.

Figure 13: Direction 2 – Wendell Street to Rifle Street and Arthur Road



The link road between Rifle Street and Arthur Road is similar to that proposed in the previous option (section 5.3.2 - Umbra Street option) - the only difference being where it crosses Rifle Street. This is dependent on the alignment of a new road link that is the extension of Wendell Street and the best fit can only be determined by detailed design.

As with the previous option it is proposed that Beaufort Street be realigned where the new link road crosses it. Beaufort Street from the south should connect as a realigned Tee to the new road. Whether the northern section of Beaufort Street needs to connect with the new link road at all as a separate Tee junction is a matter that should be considered following detailed design and a study of local traffic access needs. However, it appears such a connection would be desirable for traffic circulation purposes particularly for school bus access from Beaufort Street to the school in Upland Street.

A major reason for selection of Wendell Street as a possible route is that it provides a close link to the Vine Street access to CBH. In addition, Wendell Street has few (5) residential properties along it and they are each on several acres of land. The approximate 30 RAV and 50 other trucks that will use the road per day are less likely to be an issue for local residents than would be the case for the Umbra Street route option.

Wendell Street itself will require widening to 7m wide and the current gravel section west of Unicorn Street (that is only 5m wide) will require widening and sealing for RAV use.

It is particularly emphasised that the connection of Wendell Street to Tudor Street would need a significant modification for this route to be acceptable. The current curves in Wendell Street immediately west of Tudor Street are too sharp for RAV to currently negotiate and much larger radius curves are needed to safely accommodate RAV. The connection to Tudor Street itself requires detailed design. Only a detailed survey of property boundaries and road design can confirm that a suitable link is able to be made.

Photograph 24: Wendell Street/Beaufort Street Intersection (View east along Wendell Street)



Note that the bypass road would require this intersection to be realigned to the north (left)

### **Advantages and Disadvantages**

The significant advantages of this option over other options (that includes the Rifle Street bypass link) are that many heavy vehicles are removed from travelling through the town centre. They would be directed to roads that have minimal access and least number of existing adjacent residences (5) or other developments along it. About 30 RAV and 50 other trucks are expected would use the bypass each day. It is noted that the route involves additional travel distance for vehicles accessing CBH. However, this is likely to be offset by a small amount of travel time savings.

This route also has the potential to complement a bypass in the south east quadrant of town (Direction 3 that is considered below), by offering an alternative link between Morton Seeds and Arthur Road west of town. This aspect is further discussed in sections 5.4 and 6.

### **5.4 Direction 3 - Tudhoe Street East of Town to Tudor Street South of Town**

A bypass route in the south east quadrant of town – direction 3 - is considered because there is an existing travel pattern of heavy vehicles using both Tudor Street and Tudhoe Street (east). An alternative link between Tudhoe Street east of town and Tudor Street would remove a number of heavy vehicles from both of those roads. RAV travelling to and from the south to Morton Seeds and places east of Wagin would be those most likely to use such a route instead of Tudhoe Street. Such a bypass also has potential (depending on route selected) to assist with improved access to CBH when it is redeveloped/expanded.

The Newdegate railway line provides some limitations on what alternative routes are feasible particularly if and when the spur line into CBH is extended to the east. The expansion of CBH in terms of land proposed to be acquired and the extension to the spur line are superimposed on the map of existing approved RAV routes in the following figure.

Figure 14: Existing RAV Routes with CBH Expansion



(Note: Approved RAV routes are shown as wide white lines, railway lines are yellow lines and the red line shows the proposed extension to the CBH spur line)

While the design of accesses to an expanded CBH facility is yet to be determined it is assumed, because of weighbridge location, that the access from Vine Street will be retained. If the provisional plan shown as figure 6 is an indicator of future access requirements, one access is to Bullock Hills Road. As mentioned previously in Section 4 this means that Bullock Hills Road may need to be approved for use by RAV. This has implications for what might be an appropriate heavy haulage route option to Tudhoe Street – Tudor Street.

Having regard to the proposed CBH expansion there are a number of options for this quadrant -

- Retain the existing Tudhoe Street to Vernon Street route (with improvements).
- Provide a new link from Tudhoe Street along Deyer Street reservation across Bullock Hills Road through to Airfield Road.
- Provide a new link to Airfield Road from Tudhoe Street (Collie-Lake King Road) some distance outside town (in the vicinity of Stewart Street).

#### 5.4.1 Option 1 – Upgrade Current Route

This option retains the existing RAV links via Vernon Street but improves safety by modifying various intersections to allow turning by RAV from the correct side of roads. However, such treatments by themselves would not affect numbers of heavy vehicles travelling through the middle of town. The intersections where improvements are necessary are Tudhoe Street/Vernon Street and Airfield Road/Vernon Street intersections as mentioned previously in sections 3.2 and 3.3. While detailed design would be necessary to establish requirements a schematic improved kerb alignment is depicted on the following photographs.

Photograph 25: Tudhoe Street/Vernon Street Intersection – View south east



Note: Corner improvements are schematic only

Photograph 26: Vernon Street/Airfield Road Intersection – View east along Airfield Road



Note: widening shown is schematic only

#### **Advantages and Disadvantages**

The advantages of the improvements to the existing route between Tudhoe Street and CBH and on to Tudor Street via Airfield Road are mostly safety related. They allow RAV to turn at intersections from the correct side of the road. Shoulder wear and general scuffing of the road surface would also be reduced by the improvements. However, cost in relocating the power pole at the corner of Tudhoe Street/Vernon Street and property acquisition from the corner property at that intersection may be significant. While the works are highly desirable from a safety perspective of importance is that this work would not affect the numbers of RAV or other heavy vehicles using Tudhoe Street through town. This option does not consider the CBH expansion that involves the connection of Vernon Street to Airfield Road being discontinued. While the improvements at the Vernon Tudhoe Street intersection would remain relevant, the improvements at Vernon Street/Airfield Road would be redundant.

#### **5.4.2 Option 2: Deyer Street Route**

An option for heavy vehicles to travel between Tudhoe Street east of town and Tudor Street south of town (and return) that also caters for the future expansion of CBH is to build a new road along the Deyer Street reservation southwards from Tudhoe Street. This road would use the same level crossing as exists on Bullock Hills Road (realigned) and continue it through to Airfield Road. Given the situation where an expanded CBH requires an access from this road, it can be built on the alignment of Vale Street east of Bullock Hills Road. If that occurs Bullock Hills road could be removed between Tudhoe Street and Airfield Road. The current access to the gun club immediately south of the level crossing could remain as is.

These improvements are depicted on the following figure

Figure 15: New Bypass on Deyer Street Alignment



Such a bypass could be built irrespective if CBH expansion. The only variation to the proposal above if CBH is not expanded is that a link back to CBH would not be required.

#### Truck Numbers

The numbers of vehicles that would use the bypass are significantly dependent on whether Vernon Street remains as a heavy haulage route access to CBH or not and whether a load limit of 16t is applied to it (similar to Ventnor and Victor Street (off Tudhoe Street). If it remains as is then use of the bypass by trucks would be low. Trucks that would potentially use such a bypass if Vernon Street remains as a RAV route are limited to trucks that are -

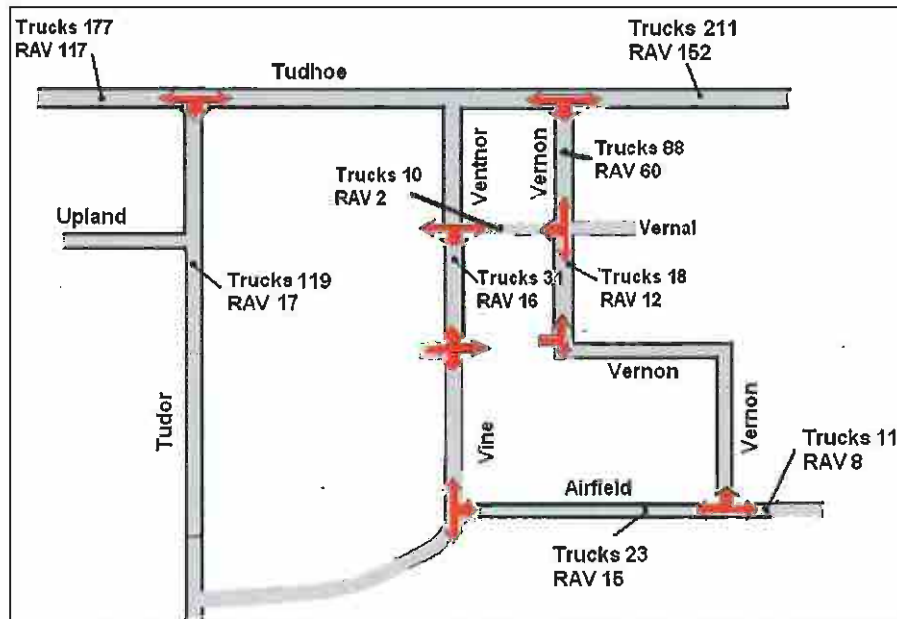
- travelling north along Tudor Street and having a destination of Morton Seeds and places east of Wagin; and
- travelling from east of Wagin having a destination south of Wagin.

The traffic counts shown in figure 16 on the following page suggest about 10 RAV and perhaps 20 other trucks would use it each day in peak months.

If Vernon Street at the Tudhoe Street end is discontinued as an approved RAV route and a 16t load limit placed on the road, truck numbers using the bypass would be significantly higher. Based on the available traffic counts some 40 RAV and 100 other trucks would subsequently use the bypass each day in peak seasons.

The numbers of vehicles using the road when CBH is expanded is difficult to calculate but likely to be a few percentage higher than prior to expansion.

Figure 16: Heavy Vehicle Counts (diagrammatic)



#### **Advantages and Disadvantages**

The main advantage of this bypass option is that the numbers of trucks currently using Tudor Street immediately south of Tudhoe Street would be reduced by 30 – 40 per day during peak months. A further advantage is in safety by not having RAV turning and using the full width of Tudhoe Street at the intersection of Vernon Street and Vernon Street at the intersection of Airfield Road. However, the bypass would not by itself, reduce the numbers of trucks travelling along Tudhoe Street through the centre of town, west of Tudor Street.

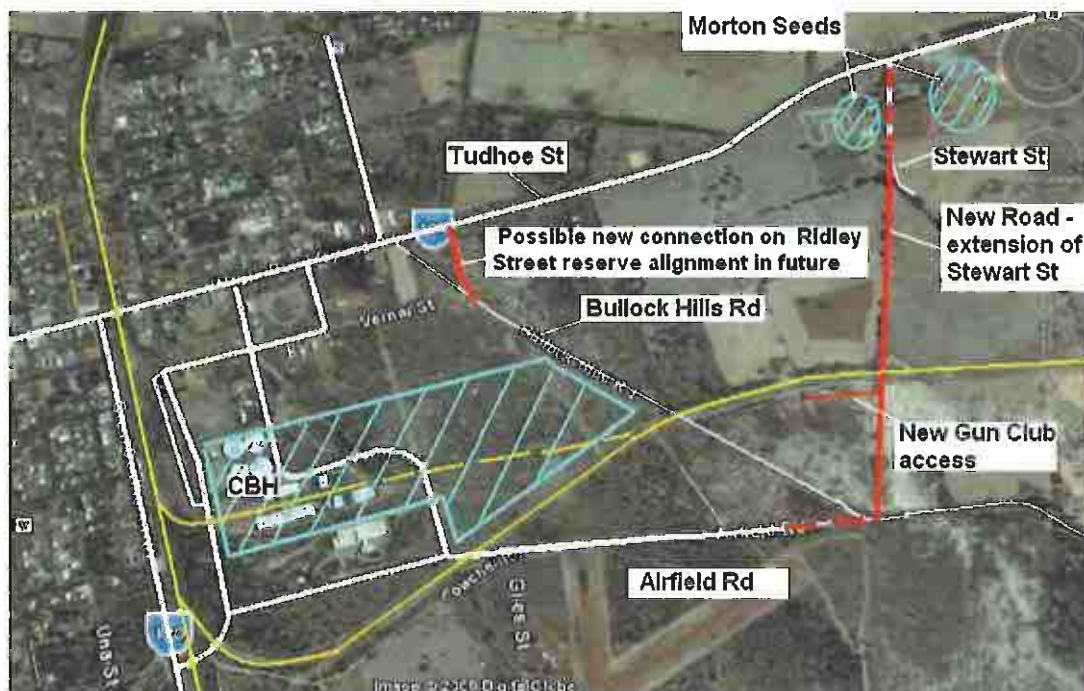
A disadvantage would be that trucks travelling to CBH from the east along Tudhoe Street would have about 2.5 kilometres further to travel to access weigh bridges and bins. Trucks travelling to CBH from the west along Tudhoe Street would have to travel about 3 kilometres further than they do now. However, this additional travel distance from the west would be lessened if a western bypass proposed in section 5.3.2 or 5.3.3 is undertaken beforehand. Cost is also recognised as a factor particularly in relation to a new road needing to be constructed across difficult salt-affected terrain.

However, such a bypass has much to offer in relieving pressure on one of the main roads through the Wagin Townsite – Tudor Street. It also has potential to provide a connection to a western bypass of the town as proposed in section 5.3.2 or 5.3.3 and consequentially removing substantial numbers of trucks from Tudhoe Street.

#### **5.4.3 Option 3: Stewart Street Route**

This further option for the quadrant south-east of town provides has similar benefits to the previous Deyer Street option except that it has potential to also provide more direct access to Morton Seeds for trucks that originate from the south (Bullock Hills Road and Tudor Road). The possible alignment of a bypass is shown in the following figure 17 – that is an aerial photograph with RAV routes, CBH expansion (land), Morton Seeds location, railway lines and spurs superimposed.

Figure 17: Direction 3 Option 3: Stewart Street Route



This bypass by itself cannot reasonably replace the current heavy vehicle access to CBH via Vernon Street. For Vernon Street to be downgraded as an access requires an alternative means for heavy vehicles travelling to CBH from west of Wagin to be established. This means that a bypass option for 'direction 2' (in the south west quadrant of town) would need to be established at the same time or beforehand. If this is not done then RAV heading to CBH from the west along Tudhoe Street would have to travel through town to Stewart Street then backtracking to CBH via the bypass and Airfield Road. This is not a reasonable proposition. A 16t load limit would also be required to apply to Vernon Street road for the bypass to be functional in that regard.

The main features of this option are –

- The new bypass is an extension of Stewart Street
- A new level crossing is required where the bypass crosses the Newdegate Line
- The section of Bullock Hills road between Airfield Road and the Newdegate line (including the level crossing) could be removed
- A new access could be established to the gun club from the bypass
- If any access is required to an expanded CBH facility then it can connect to the remnant Bullock Hills Road north of the railway line and a new connection made from Bullock Hills Road to Tudhoe Street on the Ridley Street reservation. (The remnant portion of Bullock Hills Road between Ridley Street and Tudhoe Street would be removed).

#### **Advantages and Disadvantages**

The main advantage of this bypass are that it would reduce heavy vehicle numbers using Tudor Street immediately south of Tudhoe Street and on Tudhoe Street between Tudor Street and Vernon Street. This reduction is likely to be about 30 trucks and 5-10 RAV. This is based on the numbers contained in figure 16 that show 17 RAV and

119 trucks use this section of Tudor Street on peak days. RAV are not permitted to turn left from Tudor into Tudhoe Street and assuming the turning movements are evenly distributed through the intersection then about 60 trucks flow between Tudor Street and Tudhoe Street east of Tudor Street. None of the RAV is likely to be associated with CBH because Vine Street offers an easier alternative. Some RAV may be associated with Morton Seeds but most are likely to be through trucks turning right and left from Tudhoe Street into Tudor Street. Hence it is likely that about half the RAV would use the bypass.

## 5.5 Summary of Bypass Options

An option that completely bypasses Wagin north of the town in an east-west direction was not investigated. While it would achieve the objective of removing substantial numbers of trucks from travelling through town on Tudhoe Street it would cost many \$millions, require property acquisition and require trucks to travel a considerable extra distance to reach the industrial area of Wagin – particularly CBH. It is therefore not considered a feasible option.

Rather, the options explored are those that are closer in to town, that keep additional travel distance for trucks relatively small and that involve the least amount of property acquisition but will achieve the primary objective of reducing heavy vehicle numbers travelling through town. The options considered are summarised graphically in the following figure 18.

Figure 18: Bypass Options



Only one option appears reasonable for the link between the Northam-Cranbrook Road north of Wagin and the Collie-Lake King Road east of Wagin. This is represented in figure 18 as Ballagin Street and Ware Street.

A number of options exist for the link between west and north of Wagin and south of Wagin. These are represented in the figure 18 as -

- Scadden Street - Upland Street
- Umbra Street (and its extension westwards through to Arthur Road)
- Wendell Street (and its extension westwards through to Arthur Road)

It should be noted that with both Umbra Street and Wendell Street options it is possible to merely link the extension of these roads with Rifle Street rather than continuing the bypass through to Arthur Road as shown. However, there are a significant number of houses with driveways and several intersections along Rifle Street that make the use of Rifle Street less attractive than a bypass. Therefore the use of Rifle Street is not an ideal option and not recommended.

There are three options considered for the link between the Collie-Lake King Road east of Wagin and the Northam-Cranbrook Road south of Wagin. They are -

- Upgrade the current route
- Construct a new road on the Deyer Street reservation
- Construct a new link by extending Stewart Street south to Airfield Road.

## 6. SUMMARY

Wagin is at the cross roads of two important highways - the Collie-Lake King Road (approximately east-west) and the Northam-Cranbrook Road (north-south). All are used by heavy trucks including operating under special permits (RAV). The review shows that even though CBH and Morton Seeds are major destinations for heavy trucks (including RAV) there is a steady stream of trucks that pass through Wagin.

It is believed that a major bypass of the town that removes all through trucks from passing through Wagin cannot be justified on safety grounds. However, several relatively short bypasses for particular directions of travel do appear feasible.

It has been found that while heavy vehicles are environmentally intrusive and as such not desirable in the shopping precinct of Wagin town, there is no evidence in terms of reported crash data that these vehicles are a particular safety problem. The safety problem is more a case of 'crash risk' that is due to large trucks using up the majority of available road space to turn at several intersections. The need for alternative heavy haulage routes is therefore mainly based on the need to improve the overall amenity of the shopping area in the heart of Wagin with some improvement in crash risk. However, depending on how long it takes to establish bypasses there are safety advantages in improving several intersections along the existing routes being used by heavy vehicles. These intersections are -

- Tudhoe Street/ Vernon Street intersection (see photograph 25 page 33)
- Vernon Street/Airfield Street Intersection (see photograph 26 page 34)
- Stewart Street -Lake King Road intersection (see photograph 7 page 13)

In terms of bypasses directions, three appear feasible.

- North (Narrogin direction) to the east (Dumbleyung direction) and vice versa.
- West (Arthur River) to the south and vice versa.
- East (Dumbleyung direction) to south (Katanning direction) and vice versa.

The second of these also serves vehicles travelling between north or town (Narrogin direction) to south of town (Katanning direction). The second and third of the above bypass roads meet Tudor Street in close proximity to each other and some traffic may therefore use roads both as a means of bypassing Wagin town entirely in east to west and vice versa directions. However, unless RAV are 'required' by permit to use the link, it is unlikely they would do so. This is because of the additional travel distance involved. For vehicles travelling on Tudhoe Street from Rifle Street west of town to

say Stewart Street east of town, the additional travel distance would be approximately two and a half kilometres.

Of each of the three directions above only one bypass option is presented for the first, three are presented for the second and two for the last.

### **6.1 North (Narrogin direction) to the east (Dumbleyung direction) and vice versa**

This bypass proposes the use of Ballagin Street-Trench Street-Ware Street-Costelloe Street as the link between the Northam-Cranbrook Road (Narrogin direction) and Tudhoe Street (Dumbleyung direction). Costelloe Street is already an approved RAV route with only a couple of RAV movements per day along it. All roads in the link are wide and roadworks required to make the link usable include resurfacing of parts of Ware Street and corner radii improvements at the Ballagin Street/Northam-Cranbrook intersection and the Tudhoe Street/Costelloe Street intersection (see photograph 14 and 15). The number of RAV that would use the link is a maximum of about 30 per day during peak (harvesting) months. The major concern is that there are 45 houses along the route. The decision on whether to introduce this bypass is a matter weighing up perceived amenity issues – 30 RAV less on Tudhoe Street versus 30 new RAV movements on the bypass. It could also be noted that Ballagin Street was once the main road (Northam-Cranbrook Road) into town from the north.

### **6.2 West (Arthur River direction) and North (Narrogin direction) to the South and vice versa**

Three options are examined as bypasses for these directions. All are in/around the south west quadrant of town.

#### **6.2.1 Scadden Street-Upland Street Option**

Both roads are sufficiently wide for RAV use and the main advantage of this route is that it offers the ability for RAV that are northbound on Tudor Street to get to Arthur Road relatively easily. At the present time the left turn from Tudor Road into Tudhoe Street is not able to be made by RAV because of lack of road space and the inability to improve the corner to cater for them turning. RAV wishing to travel in that direction currently have to detour through the industrial area east of town to get to Tudhoe Street. About 30 RAV per day could be expected to use the route each day in peak months. The presence of schools and houses along Upland Street and Scadden Street detracts for the viability of the route for RAV use. Of the three options in the quadrant, this is the least favoured.

#### **6.2.2 Umbra Street Link**

This link is based on there being no significant impediment to a new road link being made through bushland west of Beaufort Street. The route also involves the new road link crossing Rifle Street to meet with Arthur Road about 100m west of Rifle Street. An option is for Rifle Street to form the link back to Arthur Road. However, this is less desirable than construction of a new road parallel with but west of Rifle Street.

For Umbra Street to be acceptable for RAV use it will be necessary to undertake widening of narrow sections to achieve a minimum width of 7m. At the Tudor Street intersection end the left turn into Umbra Street will also need to be improved by increasing the corner radius and this will potentially involve a corner property truncation, relocation of a power pole and relocation of a drainage grate. It would also be desirable to ensure that a 50km/h speed limit applies along Umbra Street and

Rifle Street sections (if Rifle Street is part of the route rather than the new link to Arthur Road). A survey is required to determine property boundaries particularly at the Beaufort Street intersection. An important matter is that Council has previously sought to have Beaufort Street declared a route that 27.5m long RAV can use. The link of Umbra Street to Tudor Street suggests that Umbra Street similarly is accepted by Council as a potential RAV route. While the majority of RAV that would use the bypass would be only 27.5m long, some will be as long as 37.5m. In terms of crash risk this is not a significant difference and not reason to disallow bigger RAV from using Umbra Street. s already mentioned some 30 RAV could be expected to use this link each day during peak harvesting times. The link of the new bypass road to Arthur Road is important and needs careful design (refer to photographs 22 and 23). The major concern is that there are 11 houses abutting Umbra Street. However, they are few compared with the Scadden-Upland Streets option. A significant advantage of this option is that trucks are able to travel unimpeded over much of the route with a high level of safety.

### **6.2.3 Wendell Street Link**

This link has advantages over the Umbra Street link only in that there are fewer houses (only 5 compared with 11) along it and they are generally set well back from the road. Roadworks required to make the route viable are more extensive than required for the Umbra Street route. Most of Wendell Street would need reconstruction and widening. As with the Umbra Street option, the link through the wooded area west of Beaufort Street requires survey to ensure properties (particularly the Native Reservation) are not affected. Again, as with the Umbra Street option it is possible to use Rifle Street as the link back to Arthur Road. However, this is not the most ideal situation – the new link back to Arthur Road west of Rifle Street is preferred.

### **6.3 East (Dumbleyung direction) to south (Katanning direction) and vice versa**

There are two bypass options that appear feasible for a link between Dumbleyung Road east of Wagin and Tudor Street south of Wagin. Important considerations include –

- the need for heavy vehicles to continue to be able to access both CBH and Morton Seeds
- that Morton Seeds occasionally stores surplus grain at CBH then trucks it back to its facility
- that Morton Seeds transports its grain entirely to west of Wagin (usually Kwinana or Fremantle)
- that CBH is considering an expansion of its facilities including extension of its railway spur line to possibly link with the Newdegate line
- that the gun club east of Bullock Hills Road requires access.

The two options considered involve constructing a new road between Tudhoe Street and Airfield Road on different alignments. One is on the alignment of the Deyer Street reservation but continuing through to Airfield Road. The other is to construct a road from the end of the existing Stewart Street (Morton Seeds) through to Airfield Road.

### Deyer Street Alignment

The Deyer Street alignment is across salt-affected land and appears not to involve much property acquisition. The option enables Bullock Hills Road to be removed north of Airfield Road. The alignment utilises the existing Bullock Hills level crossing of the Newdegate line and it removes the need for the intersection of Airfield Road and Bullock Hills Road to be improved. In this latter regard it should be noted that the Bullock Hills Road/Airfield Road intersection was previously advised (by Metropolis and Associates in a RAV assessment report to Main Roads WA in 2007) as requiring realignment for safety reasons. The gun club access could remain in its present location but from the realigned road.

The use of Deyer Street as a heavy haulage route would require assessment by Main Roads WA as to the adequacy of existing controls at several level crossings. These include the STOP sign control of the new road crossing of the of the Newdegate line, the STOP sign control at the existing Airfield Road crossing of the Newdegate line, the GIVE WAY sign control at the Vine Street crossing of the Newdegate line and the STOP sign control at the Vine Street crossing of the Albany line. The possibility exists for the STOP signs at the new bypass road level crossing to be converted to GIVE WAY control since the angle between road to rail will be substantially improved (compared with the existing crossing on the Bullock Hills alignment).

The volume of heavy vehicles that would use this road is dependent on a number of factors, including –

- whether the western bypass option between Tudor Street and Arthur Road is constructed or not;
- whether CBH expansion is completed and if a connection is made to it from this bypass (refer to figure 18); and
- whether Vernon Street remains as the major entry to CBH (i.e. remains a RAV approved route).

Without any of the above being completed/undertaken about 10 RAV and perhaps 20 other trucks would use it each day. If Vernon Street at the Tudhoe Street end is discontinued as an approved RAV route and a 16t load limit is placed on the road, truck numbers using the bypass would be significantly higher. Based on the available traffic counts 40-60 RAV and 100 other trucks would use the bypass each day in peak seasons.

### Stewart Street Alignment

The Stewart Street alignment of a bypass is feasible requiring construction of a new road from the end of the existing Stewart Street through to Airfield Road. As with the Deyer Street option it allows the removal of Bullock Hills Road and the need to realign the existing intersection of Bullock Hills Road and Airfield Road. However, a new access would be required to be built from the bypass to the Gun Club and a new level crossing established over the Newdegate line. The intersection of Stewart Street with the Collie Lake King Road requires improving with or without this being a bypass road (Refer to section 3.2). All railway level crossings would require reassessment by Main Roads WA as to protection requirements (as per the Deyer Street option).

The numbers of trucks that would use the bypass each day is, like the Deyer Street option dependent on the same set of conditions mentioned. It has potential to remove about 10 RAV and 20 other heavy trucks per day from Tudhoe Street if nothing else

changes. If RAV access via Vernon Street is denied and the western bypass is built 40-50 RAV could be expected to use the route each day in peak months. Additional travel distance would be an issue for trucks travelling from Morton Seeds to Arthur River since it would add more than kilometres to the journey and introduce a number of places where give way situations apply (unlike the Tudhoe Street route).

If all three bypasses are constructed RAV numbers using Tudhoe Street through town would reduce from the current 117 per day in peak harvesting times to about 20. The construction of the southwest bypass (say Umbra Street) by itself would likely reduce RAV numbers on Tudhoe Street by up to 30 per day. If the southeast bypass (say Deyer Street) is built and Vernon Street is removed as an approved RAV route the RAV numbers on Tudhoe Street would reduce by approximately a further 40 per day.

## 7. RECOMMENDATIONS

Bypasses around Wagin townsite are all feasible. The bypass to the north of town that utilises Ballagin Street - Ware Street is viable but not recommended be undertaken until other bypasses are in place. The issues for that bypass mostly relate to the amenity concerns caused by these vehicles being on residential streets versus being on Tudhoe Street through town. Considering the volume of RAV that would be re-routed and the number of houses involved it is recommended that this bypass not be considered a priority.

In the south-west quadrant of town the two viable options are the Umbra Street alignment and the Wendell Street alignment. However, both are dependent on land availability particularly being able to construct a road through bushland west of each road. The Wendell Street alignment is likely to cause less perceived concern to local residents than the Umbra Street alignment, however, the Umbra Street option has advantages in less travel distance, better road geometry, particularly at the Tudor Street end and through the bushland, and it is likely to be the least expensive to construct. Council has also previously considered Umbra Street as a future RAV route connecting with Beaufort Street. In the southeast quadrant of town the Deyer Street bypass option has advantages over the Stewart Street alignment option.

Consequently the following recommendations are made.

Recommendation 1: A decision on the viability of the Ballagin-Ware Streets bypass should await the construction of the other bypasses.

Recommendation 2: Consider building a heavy haulage bypass in the southwest quadrant of town with Umbra Street appearing to offer advantages over other options.

Recommendation 3: Consider building a bypass in the southeast quadrant of town on the alignment of Deyer Street. Main Roads WA should be first requested to assess the railway level crossing protection needs of the railway lines along the bypass prior to adopting the option.

Recommendation 4: Improvements should be undertaken to the intersection of Stewart Street and the Collie Lake King Road to enable RAV to turn without crossing the middle of the Collie Lake King Road.

Recommendation 5: If construction of a bypass in the southeast quadrant is not agreed or delayed for several years, improvements to the intersections of Vernon

Street/Tudhoe Street and Airfield Road/Vernon Street should be undertaken to facilitate turning by RAV through these intersections

Recommendation 6: Council should seek clarification from CBH as to its plans and timing of the redevelopment of its plant including requirements for the rail spur extension, drainage channel relocation and future access (particularly for RAV).













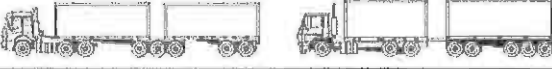
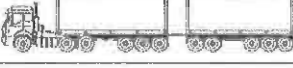
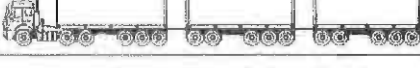
Recommendation 7: Council should liaise with Main Roads WA, CBH and Morton Seeds regarding bypass options.

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## APPENDIX 2:

VEHICLE CLASSIFICATION SYSTEM	
AUSTROADS	
CLASS	LIGHT VEHICLES
<b>1</b>	SHORT Car, Van, Wagon, 4WD, Utility, Bicycle, Motorcycle 
<b>2</b>	SHORT - TOWING Trailer, Caravan, Boat 
HEAVY VEHICLES	
<b>3</b>	TWO AXLE TRUCK OR BUS * 2 axles 
<b>4</b>	THREE AXLE TRUCK OR BUS * 3 axles, 2 axle groups 
<b>5</b>	FOUR (or FIVE) AXLE TRUCK * 4 (5) axles, 2 axle groups 
<b>6</b>	THREE AXLE ARTICULATED * 3 axles, 3 axle groups  
<b>7</b>	FOUR AXLE ARTICULATED * 4 axles, 3 or 4 axle groups  
<b>8</b>	FIVE AXLE ARTICULATED * 5 axles, 3 + axle groups 
<b>9</b>	SIX AXLE ARTICULATED * 6 axles, 3 = axle groups or 7+ axles, 3 axle groups  
LONG VEHICLES AND ROAD TRAINS	
<b>10</b>	B DOUBLE or HEAVY TRUCK and TRAILER * 7+ axles, 4 axle groups 
<b>11</b>	DOUBLE ROAD TRAIN * 7+ axles, 5 or 6 axle groups 
<b>12</b>	TRIPLE ROAD TRAIN * 7+ axles, 7+ axle groups 

Dwg No: 0293-009

Asset and Network Information - January 2002

**DEPARTMENT OF EDUCATION / SHIRE OF WAGIN**

**WAGIN DHS IRRIGATION INSPECTION AND  
WATER BALANCE INVESTIGATION**

**DECEMBER 2014 – MARCH 2015**

**Contents:**

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2. Existing equipment	4
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1. **Executive Summary:**

In December 2014 Western Irrigation was commissioned to undertake an inspection of the Wagin DHS oval watering system, and undertake water balance investigations for the Shire of Wagin Irrigation Water Supply.

The purpose was to review the capability of the existing sources of water to deliver sufficient volume for the irrigation of the Shire of Wagin Town sports oval as well as the Wagin DHS oval.

Considerations considered important to the investigation include:

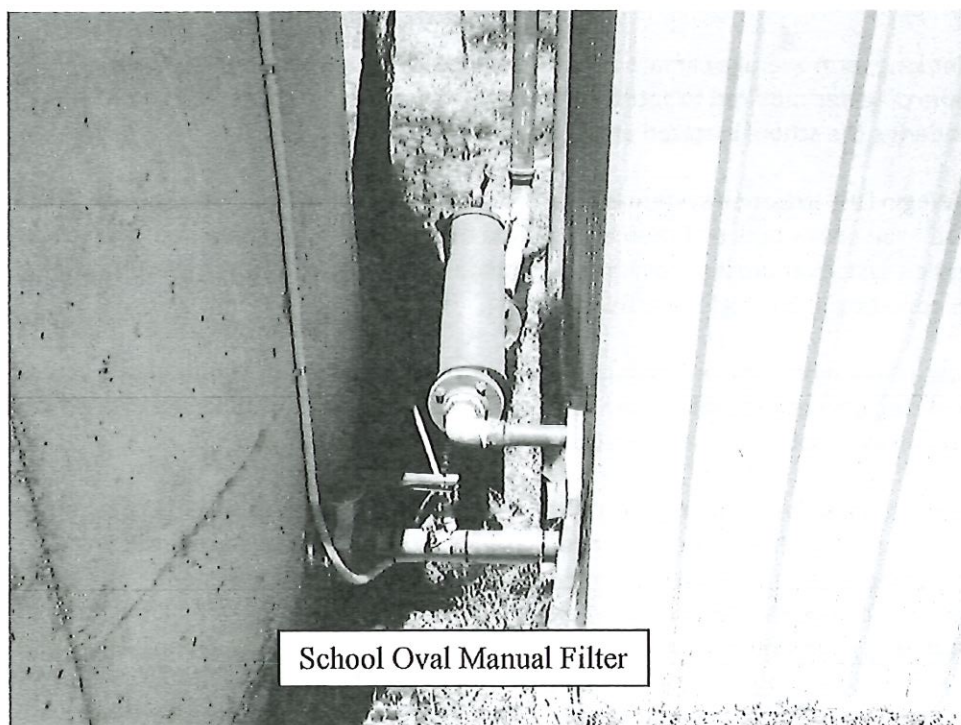
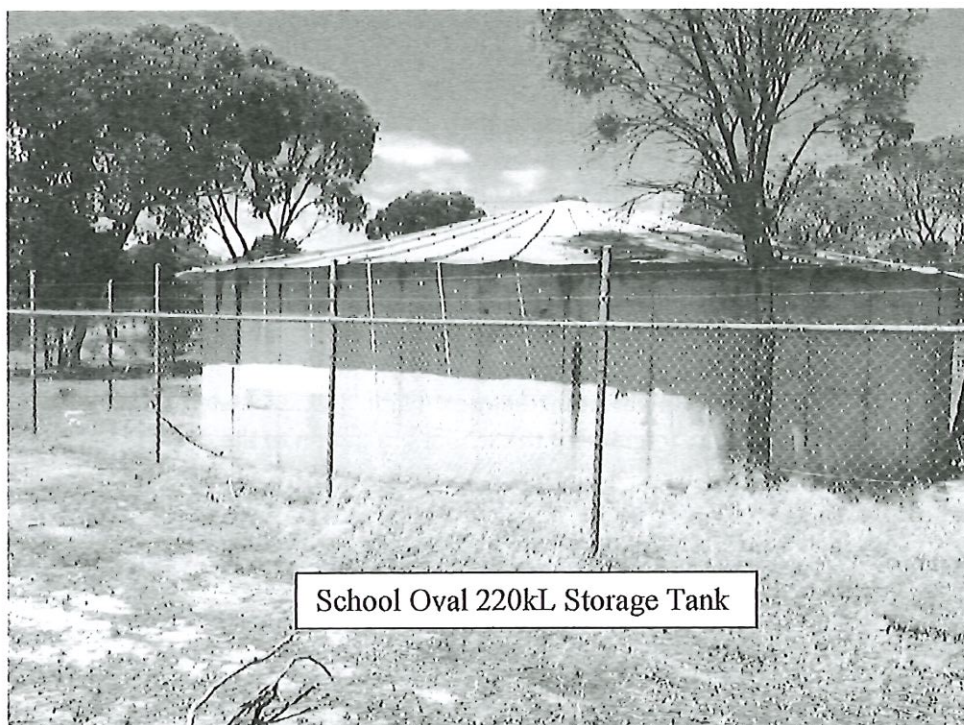
- Existing Shire of Wagin storage dam capacity (combined total) of 56,000kL
- Climate data as available from Bureau of Meteorology and Department of Agriculture, and its impact on estimated dam inflow, evaporation losses, and water requirements associated with efficient operation of irrigation systems.
- A supply in the order of 20,000kL/annum of treated water available from a new Brewery treatment plant;
- Existing Water Corporation wastewater treatment plant and associated catchment
- Existing and potential future upgrade of the school's irrigation to the oval.

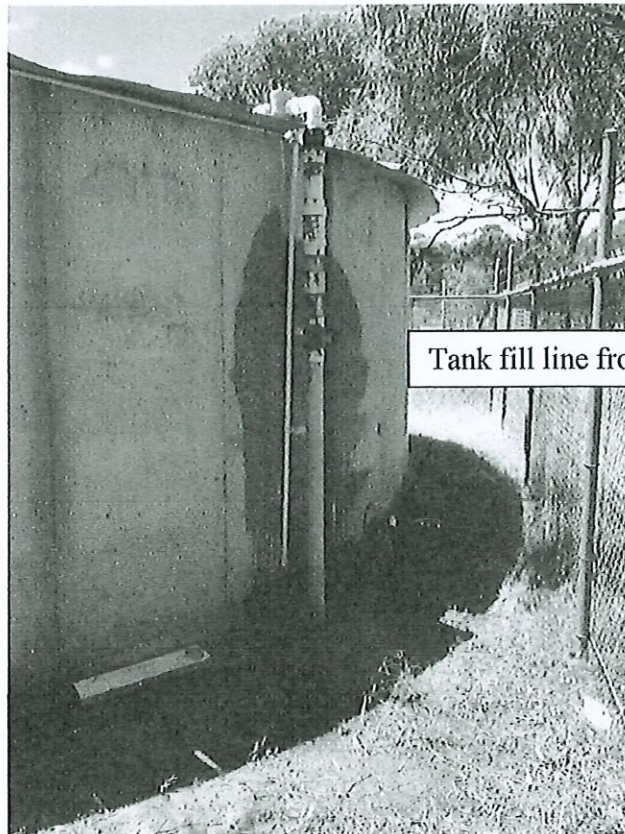
The investigation included a site visit, desktop review of data, and undertaking irrigation water balance calculations.

The investigation concludes:

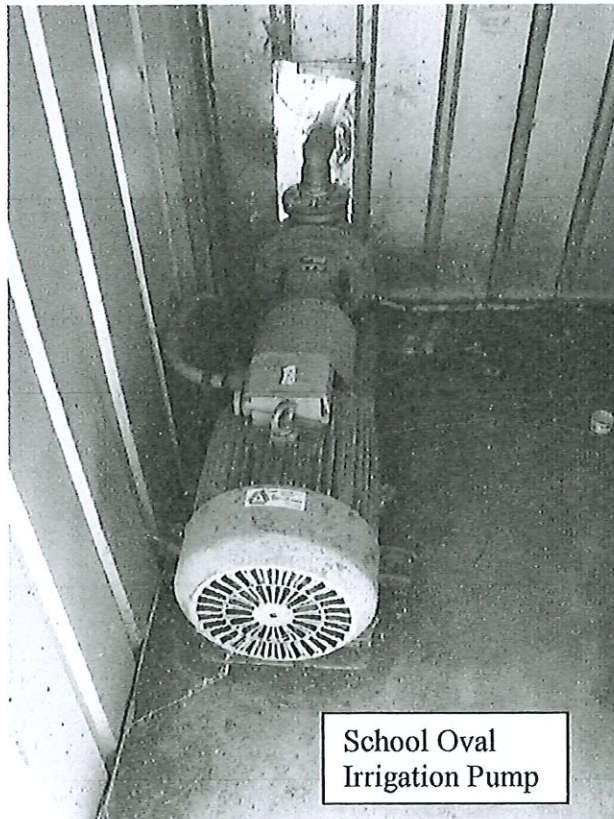
- a) The existing storage dams are NOT capable of storing sufficient water from rainfall water and runoff, for the purposes of irrigating both the Town oval and the School oval, when evaporation is taken into account
- b) Under long term average climate conditions, there will be a considerable deficit in the volume of water required to satisfactorily irrigate the Town oval alone, even without considering the school irrigated areas.
- d) The Wagin DHS irrigation system is supplied with water provided by the Shire of Wagin, stored in an onsite tank and then pumped via the school's irrigation pump. The school's oval irrigation system at present covers approximately 2.2hectares. This irrigation system is in poor condition and is highly inefficient.
- e) Whilst a new, more efficient irrigation system would help with distribution of water at the school site, new and reliable water source/s would need to be established in order to enable the reliable operation of that irrigation system throughout the year.
- f) A new, properly designed irrigation system to service the suggested 1.5Ha of school playing fields actually requiring watering, should include all new infrastructure (including a new pump station, new irrigation controller, and new in-field irrigation system). The existing 220kL tank can be re-used, provided system capacity is available to refill it over a single day of pumping. This would provide both targeted (through a reduction from 2.2Ha to 1.5Ha in irrigated area) and operational (by improving efficiency from below 50% to around 85%) water savings to this part of the site. Elimination of evaporation losses from storage will however be critical to success.

2. Existing Equipment::

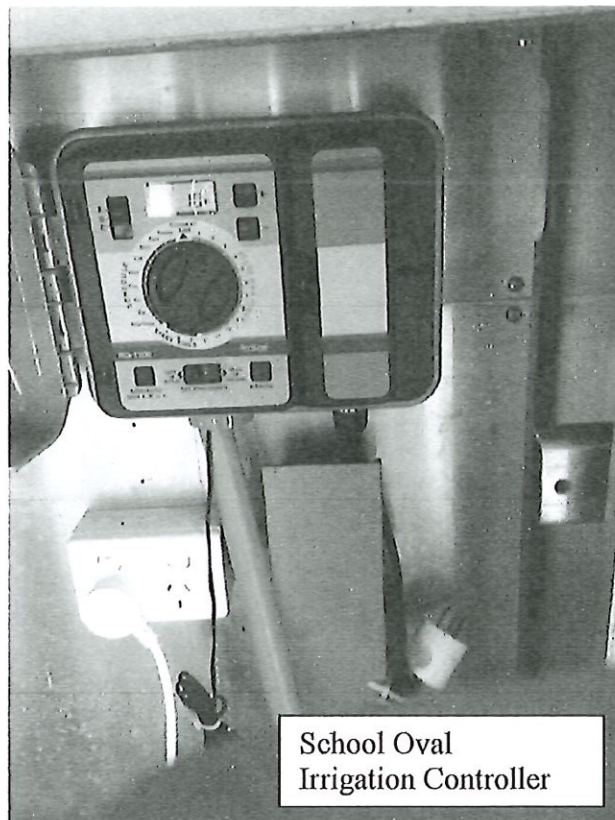




Tank fill line from Dam



School Oval  
Irrigation Pump



### **3. Background data for investigation:**

The investigation considered the following primary information:

#### **3.1. Irrigation areas:**

The irrigation water use requirements of two different irrigated area scenarios, being:

- Existing Town oval irrigated area (4.0Ha) plus the existing school oval irrigation system (2.2ha)
- Existing Town oval irrigated area (4.0Ha), plus the proposed new school irrigated area (1.5Ha)

#### **3.2. Climate data:**

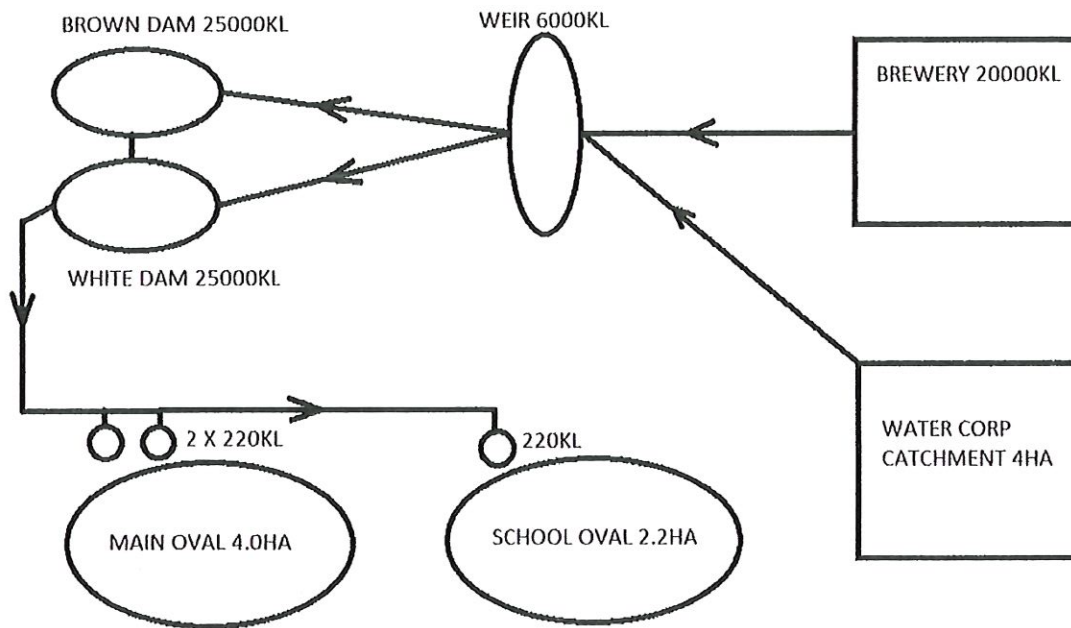
Rainfall data was sourced from publically available Bureau of Meteorology figures for Wagin. Two scenarios included:

- An average year (data taken from Bureau of Meteorology long-term climate statistics for Wagin from 1891 to 2014) of 432.6mm annual rainfall.
- An individual year with a somewhat unusual rainfall pattern (data taken from Bureau of Meteorology figures for 2013) of 412.9mm rainfall.

Evaporation data was sourced from publically available Department of Agriculture information, and confirmed using Bureau of Meteorology figures for Wagin. (See attachment tr065.pdf)

Additional consideration was given to:

- The individual dam storage facilities, and the probable extent of runoff into each of those facilities.
- The ability to pump water between the various storage facilities, both to optimise the availability of storage, and to minimise the loss of irrigation water supply to evaporation.
- The potential availability of water from the Brewery of 20ML per year
- The potential availability of water from the Water Corporation treatment plant / catchment area of 4ha and chargeable at \$0.30per kL



STORAGE SCHEMATIC

#### 4. Activities completed:

##### 4.1 Site visit:

A site visit was undertaken to review the existing storage dams, together with the existing Town and school oval irrigation areas.

Catchment areas associated with the storage dams were “walked” to gain a qualitative appreciation for the probable extent of rainfall runoff into the dams.

Discussions were held with Shire personnel, to gain an appreciation for the nature and method of operation of the existing storage and irrigation system. The ability to transfer water between dams was noted, and discussed as being an essential measure to minimise evaporative losses of precious irrigation water supplies.

The school oval watering system was inspected, and found to be generally poor condition. The age of the system was estimated by site personnel to be in the order of 25 to 30 years old. Sprinklers are positioned in the order of 25 metres apart (and greater) however the Hunter I-41 units currently in use on site are intended by the manufacturer to be placed no more than 19 metres apart. Coverage is poor.

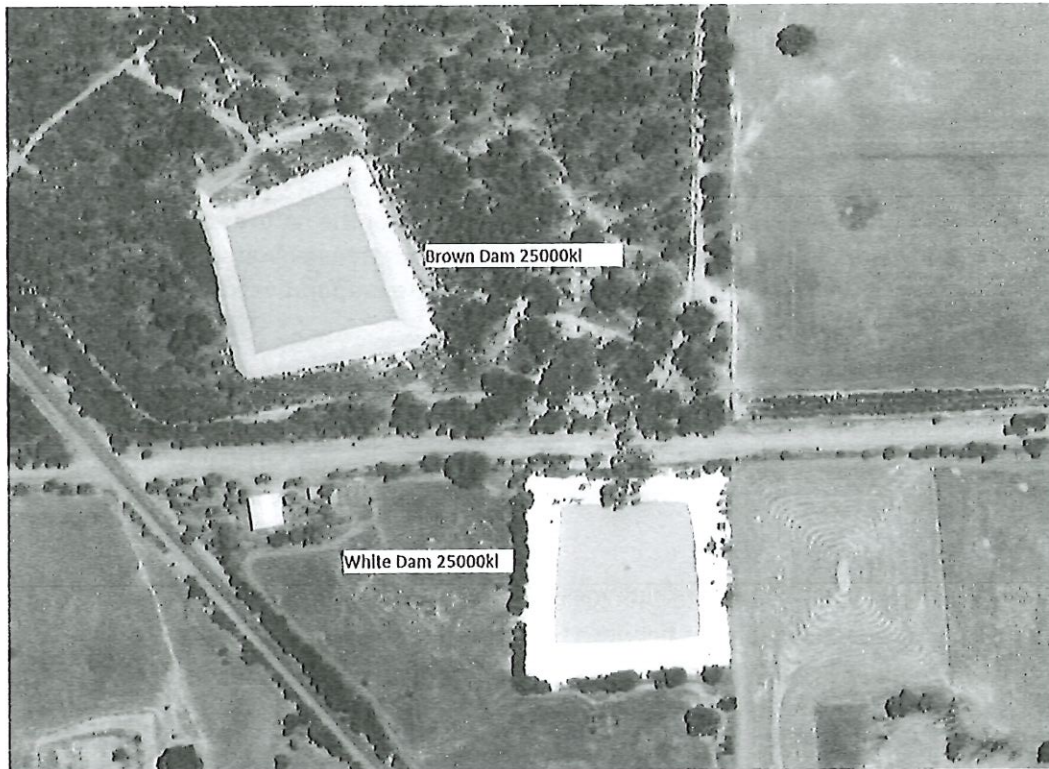
The pump unit on site is a Southern Cross 65\*40-200 unit – certainly not ideal for use in its current application. The 50mm copper suction line between the pump and the tank introduces greater inefficiency into the pumping system on site. No system for treatment of water was evident on site.

##### 4.2 Desktop Review and calculations:

The area to be irrigated under each scenario was calculated using Nearmaps mapping tools on available maps, and with locations defined by Shire of Wagin personnel. Details are shown below.



Catchment areas for each dam were calculated using the same Nearmap mapping tools. Details are shown below.



#### 4.2 Desktop Review (continued):

The efficiency of runoff into the dams was nominated on the basis of the visual inspection of the catchment areas, but in all cases was assumed to be high (75% to 100%) ensuring the contribution to dam fill was not grossly understated.

Evaporation losses from the dams were calculated using pan evaporation data available from Bureau of Meteorology, modified by a "pan to lake" coefficient of 0.81 (ensuring losses to evaporation were not grossly overstated, and that available storage capacity calculations remained conservative).

The irrigation water requirement was calculated assuming a "crop factor" of 0.55 and an irrigation efficiency of 85% on the main oval and 50% on the existing school oval irrigation system, and assuming the maximum irrigation application on any area is capped at 50mm per week. Once again these are conservative assumptions for irrigation water use, ensuring that calculations of available storage capacity remained conservative by not overstating the irrigation water use requirement.

In accordance with advice from Shire of Wagin personnel, it was assumed that NO irrigation occurs during the six-month period from April to September inclusive.

An Excel spreadsheet was compiled for both average and abnormal (2013) year climate scenarios, and under each of the irrigated area scenarios, to facilitate calculation of the volume of water stored in the dams (and hence available for irrigation) on a month by month basis throughout the year.

The cumulative effect of providing inflow into the dams on an ongoing basis was tested under the average year.

Further calculations were undertaken, to determine:

Case 1:

the volume of water required to irrigate the Town oval and the school oval with the existing irrigation system

Case 2:

the volume of water required to irrigate the Town oval and the school oval with the proposed new irrigation system, irrigating only the playing areas (1.5Ha) at the school site.

Case 3:

The volume of water required to irrigate the Town oval only, and / or the School oval only.

## 5. Results:

The results for all scenarios follow a similar pattern, in that **there is insufficient water** stored in the dams from rainfall (including proposed water from other suggested sources of the Brewery and Water Corporation catchment area) and available throughout the year to adequately irrigate the Town oval and the existing school oval.

The results clearly demonstrate that the biggest user of water in this collection, storage and distribution system is losses to evaporation. Without pumping water between dams to minimise evaporation, the theoretical loss to evaporation would be more than 40% in excess of the total water actually collected from rainfall and from the Brewery output.

Theoretical calculations suggest that the available water supplies are only capable of applying 40% of the water required to satisfactorily irrigate just the Town Oval. No water (under the current supply regime) is left for irrigation of the school oval.

Under circumstances where losses to evaporation can be minimised by pumping between storages; transfer to the school site can be optimised to enable adequate use of the 220kL storage tank on site; and a new, efficient irrigation is built to service just the required 1.5Ha of planning fields on the school site, then a new source of at least 50,000kL per annum will be required to service the irrigation requirements of the school oval and the Town oval.

If the school was to be considered as a totally separate site with its own evaporation-independent water source, then the additional water supply required would be in the order of 11250kL per annum.

Unfortunately utilising rainfall runoff as the principal source of supply necessitates consideration of evaporation – for the simple fact that rain falls predominantly in Winter months, and irrigation requirements are predominantly in Summer months.

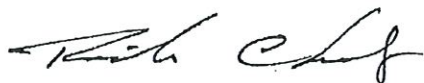
**6. Conclusions:**

- a) The existing storage dams cannot capture and hold sufficient water for irrigation of both the Town oval and the School oval (whether the school oval watering system is redesigned or not) when evaporation is taken into account.
- b) Under both long term and short term climate conditions, the Town oval will be the only oval that can be even partially irrigated (will be able to irrigate at approx. 40% of optimum levels using the existing sources and storage infrastructure).
- c) The possibility of taking additional water from the Water Corporation water treatment plant is unlikely to be viable due to the lack of available water from that source during the critical Summer months.
- d) It is evident there is a range of water sources presently in use, with minimal intervention in regard to regulating water quality (in regard to safety). It is recommended the Department of Education implement a regular water sampling and analysis regime for water actually in use on the school site. This will help to ensure the water satisfies standards for use which apply on Department of Education sites, as regulated by Department of Health and others, and enable corrective action to be taken in circumstances where required water quality levels are not satisfied.
- e) Future planning must incorporate ways to minimise the evaporation as it is the major loss factor in the Shire's water supply collection and use system.

**7. Implications for future planning on the Wagin DHS site:**

- i. Unless a significant new source of water can be identified, and integrated into the School oval watering system in a manner which avoids increased losses to evaporation, there is no useful purpose to be served in reconstructing the irrigation system on the school site.
- ii. The desirable supply would be 2.5L/s of clean water, available to be delivered into the existing 220kL storage tank on the School site, for a minimum of 20 hours each day during the Summer watering season.

**WESTERN IRRIGATION PTY LTD**



Rick Charles (Certified Irrigation Designer LTG2092)  
Project Consultant



Andrew Ogden B Eng (UWA)  
Managing Director

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## **12.2 ACTING DEPUTY CHIEF EXECUTIVE OFFICER**

### **12.2.1 ACTING DEPUTY CHIEF EXECUTIVE OFFICERS REPORT – APRIL 2022**

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Acting Deputy Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	17 May 2022
PREVIOUS REPORT(S):	13 April 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.CO.1
ATTACHMENTS:	Nil

#### **OFFICER RECOMMENDATION**

**Moved Cr**

**Seconded Cr**

**That Council receive the Deputy Chief Executive Officer's report for April 2022.**

**Carried 0/0**

#### **BRIEF SUMMARY**

The following report details activities within the DCEO portfolio.

#### **BACKGROUND/COMMENT**

##### **ACTING DEPUTY CEO**

The nominal Deputy CEO commenced leave 20 April 2022.

The acting DCEO was acting CEO 9 May to 16 May inclusive.

Key Meetings and Activities since 20 April have included:

- 22 April, West Australian Local Government Association (WALGA) zone meeting in Wickiepin with the President Cr Phillip Blight;
- 27 April, meeting of the Sportsground Precinct Redevelopment Steering Committee (see report below);
- 28 April, on-site review of information technology with provider;
- 29 April, on-site inspection of recreation centre courts with club;
- 3 May, work health and safety toolbox with Shire of Wagin works team;
- 4 May, represent the local government at the opening of Narrogin electorate office, Hon. Steven Martin MLC, with Cr Bronwyn Hegarty;
- 10 May, via Zoom, regional economic development group 4WDL, with Cr Bronwyn Hegarty;
- 11 May, Wagin Bowling Club Inc.(see report below);
- 13 May, meet with President, Wagin Trotting Club Inc. on-site discussion of facilities;

- Staff influenza vaccinations; banking relationship; oversight of capital building projects; completion of staff performance reviews; document preparation (tender and contract); operational and staff matters; community liaison.

The Shire of Wagin is providing resource and promotional support for the planned CommuniTEA workshop on 8 June. Any interested community member is welcome to register at the shire office during business hours or via email to [shire@wagin.wa.gov.au](mailto:shire@wagin.wa.gov.au). The event will focus on ABCD – Asset Based Community Development – and will be facilitated by community development expert Peter Kenyon. The concept is to use people and place assets already present in the community and develop them. More than 50 community groups have been invited to share this opportunity with their members. It is expected that outputs from the workshop will contribute to an updated Strategic Community Plan.

The DCEO attended the Committee meeting of the Wagin Bowling Club 11 May to take questions and receive contributions about the proposed Sportsground Precinct redevelopment as well as the proposed Memorandum of Understanding for clubs represented in the steering committee. Once again, I'd like to thank the Committee for making me welcome and participating in this discussion.

### **SPORTSGROUND COMMITTEE**

The purpose of the Committee as defined in the Terms of Reference is to provide Council with recommendations on the implementation of the Wagin Sportsground Precinct Redevelopment Masterplan.

- Meeting 27 April 2022: Please refer to item 9 for the Minutes; the next meeting is proposed for 1 June;
- The Committee made a budget submission for Council to consider making plans to remove and construct buildings within the sportsground precinct;
- A draft Memorandum of Understanding (MOU) has been circulated to Committee members for Club consideration to provide mechanisms to further the proposal; the Wagin Bowling Club Inc. has signed the MOU. The MOU will be included in the agenda for the next Committee meeting.

### **CORPORATE SERVICES**

The purpose of corporate service officers is to implement Council Decisions by delivering administration and project services to the community.

- Manager of Finance: Please refer to Finance reports at item 11; community budget submissions closed 13 May;
- Personnel: Building Officer Callum Ballantyne completed Work Health and Safety Representative training; safety consultant Prompt Safety Solutions conducted annual safety inductions and attended safety committee meetings with the Shire's Works Team and Administration (3 May).
- Community Liaison Officer: Ninja Park installation is essentially complete with soft fall yet to be installed by Works Team prior to opening. Solar bollard lighting and signage courtesy of Lotterywest will complete this project. An event for the official opening will be announced soon.

A free all ages community event will present Science Alive at the Town Hall 3.30pm Friday 24 June. This event will bring science to the masses with light, magnetism, rockets and more. More details at the shire's Facebook page.

#### Social Media (Facebook):

Sixteen posts were made to the Shire Facebook page since the last report with the biggest audience recorded for the ANZAC Day Notice, with 1,914 people viewing event details.

Top Ten views in the past month:

- |  |                              |
|--|------------------------------|
| • ANZAC Day Notice 11 April:             | 1,914 views and seven shares |
| • Basketball Event in Narrogin 13 April: | 1,180 views and seven shares |
| • Cat in Pound "Found" notice 15 April:  | 1,029 views and one share    |
| • ABCD workshop flyer 3 May:             | 864 views and four shares    |
| • Vaccination Bus Notice 9 May:          | 701 views                    |
| • Movie Flyer 14 April:                  | 673 views and two shares     |
| • Shire President Award 6 May:           | 626 views and one share      |
| • Movie Flyer 4 May:                     | 619 views and one share      |
| • Walk to School Day 11 May:             | 603 views and two shares     |
| • Junior Golf Flyer 13 April:            | 575 views and two shares     |

Shire page statistics state there are currently 1,811 followers with 113 new followers since the April report.

Wagin Woolarama currently has 4,353 followers (no change since the last report).

#### Funding:

- Submission 13 May to Department of Water value \$100,000 to support emergent water supplies and firefighting by the installation of large capacity tank at Wagin Airport; tanker trailer for Bushfire Brigade use and emergency water supply; and pump connection and shed at the shire works depot for connection to the Weir.

#### **LIBRARY**

A report to councillors and community about events, activities and statistics for the Wagin Library and Gallery.

#### Library Events and Activities:

- Story Time each Wednesday 10am to 11am then again on Fridays 1.30pm to 2.30pm;
- Wagin Library and Gallery Book Club was held 9 April and 14 May;
- A weekly exchange of books and media occurs at Waratah Lodge;
- The Wagin Hospital Homebound visiting program is available as required.
- Friends of Wagin Library and Gallery meeting was held 28 April. The next Friends Meeting will be held on Thursday 26 May at 4.30pm.

### Library Statistics:

- Four new borrowers;
- 229 patron visits for April/May reporting period;
- 37 community members enjoyed free tea or coffee in the library.

### **HEMOCARE**

The purpose of Hemocare is to maximise independence, wellbeing and community connections so aged persons can remain living independently in the community.

Report for April 2022:

- 85 unique clients received one or more services in April (an increase of one on March); Domestic Assistance (36%) and Gardening (24%) are the services in greatest demand.

Service	Number of Clients
Domestic Assistance	60
Gardening	40
Social Support Group	17
Transport	17
Social Support	12
Nursing	10
Shopping	5
Meal Preparation	4
Personal Care	3
Meals on Wheels	1

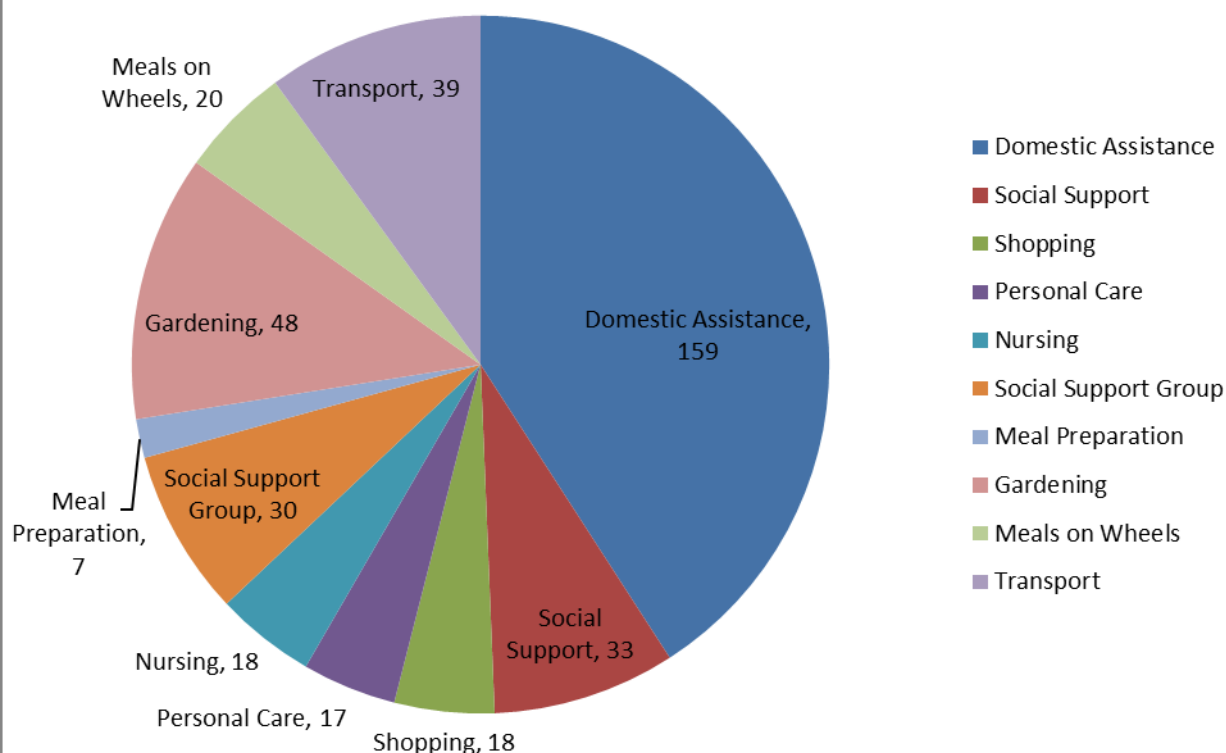
(Some clients utilise more than one service)

- There were 389 service deliveries in April (a decline of 26 compared to March). Domestic Assistance (41%) and Gardening (12%) are the services in greatest demand.

Service	Number of Services
Domestic Assistance	159
Gardening	48
Transport	39
Social Support	33
Social Support - Group	30
Meals on Wheels	20
Shopping	18
Nursing	18
Personal Care	17
Meal Preparation	7

(Some deliveries involve more than one service).

## Wagin Homecare # Services April 2022



- Month and Year to Date (YTD) Service Delivery

Types of services provided	Measure	Month			Year to Date	Full Year
		Provided	Contracted	Variance	Provided	Contracted
Domestic Assistance	(Hours)	229	243	-14	2,017	2,913
Social Support Group	(Hours)	133	120	13	1,831	1,442
Social Support Individual	(Hours)	54	83	-29	625	1,001
Home Maintenance	(Hours)	49	112	-63	573	1,344
Transport	(# Trips)	39	64	-25	542	762
Meals on Wheels	(# Meals)	20	334	-314	288	4,011
Nursing	(Hours)	13	0	13	104	0
Personal Care	(Hours)	9	33	-24	87	390
Other food services	(Hours)	8	25	-17	76	299
Respite Care	(Hours)	0	2	-2	6	18

### CONSULTATION/COMMUNICATION

Chief Executive Officer and staff of the Shire of Wagin; members of the Sportsground Precinct Redevelopment Steering Committee; Committee of the Wagin Bowling Club Inc.; Mr Kevin Spurr, President Wagin Trotting Club Inc.

**STATUTORY/LEGAL IMPLICATIONS**

Local Government Act 1995 and relevant regulations.

**POLICY IMPLICATIONS**

No direct policy implications.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications to this report.

**STRATEGIC IMPLICATIONS**

Reference to and implementation of Shire of Wagin Strategic Community Plan and Shire of Wagin Corporate Business Plan.

**VOTING REQUIREMENTS**

Simple majority.

## 12.3 MANAGER OF WORKS

### 12.3.1 WORKS AND SERVICES REPORT – APRIL 2022

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Manager of Works
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	17 May 2022
PREVIOUS REPORT(S):	14 April 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.CO.1
ATTACHMENTS:	Nil

#### OFFICER RECOMMENDATION

**Moved Cr**

**Seconded Cr**

**That Council receive the Manager of Works Officer report for the month of April 2022.**

**Carried 0/0**

#### BRIEF SUMMARY

Nil

#### BACKGROUND/COMMENT

##### CONSTRUCTION CREW:

- Gravel sheet 4km section of Jaloran Road
- Stabilise and seal Moore street
- Stabilise and seal the intersection of Puntapin Road and Bullock Hills Road

##### UPCOMING WORKS:

- Renew kerbing on Stubbs Street, Morris Street and McKenna Street
- Gravel sheet Cemetery Carpark
- Construct and seal Cemetery west entry
- Level and mulch new wetlands playground, include installing drainage pipes

##### ROAD MAINTENANCE:

The Road Maintenance Crew have attended public requests, general road maintenance issues including blow-outs and fallen trees as they arise.  
Maintenance grading various roads as weather permits.

##### TOWN MAINTENANCE:

The Town Crew have been undertaking community request works, removing fallen trees, cleaning out drains, patching potholes, cleaning footpaths as required and other general works.

**PLANT / MACHINERY:**

General servicing of small plant will be carried out by Shire staff, and large plant item servicing and mechanical repairs to be carried out by Marleys Diesel & Ag as required.

**STATUTORY/LEGAL IMPLICATIONS**

Nil

**POLICY IMPLICATIONS**

Nil

**FINANCIAL IMPLICATIONS**

Nil

**STRATEGIC IMPLICATIONS**

Nil

**VOTING REQUIREMENTS**

Simple Majority

PLANT	OPERATOR	PURCHASE DATE	KM / Hours	SERVICE DUE	REGO	COMMS
ISUZU D-MAX WAGON P-01	B ATKINSON	29/10/2019	40,538	49,000	W.1	
ISUZU D-MAX WAGON P-02	I McCabe	1/11/2018	81,887	90,000	W.001	
ISUZU D MAX P-04	A HICKS	17/11/2020	40,709	44,000	W.1008	
TOYOTA KLUGER P-05	P VAN MARSEVEEN	13/10/2021		15,000	W.1479	
WCM LOADER P-09	REFUSE SITE	30/06/2012	3,241	1/03/2023	W.10292	
CAT GRADER P-10	J PRAETZ	14/01/2021	1,648	2,000	W.284	
KOMATSU LOADER P-11	G EVANS	21/03/2018	4,288	4,600	W.10707	
KOMATSU GRADER P-12	C WARREN	15/01/2019	3,825	4,100	W.041	
KOMATSU EXCAVATOR P-13	VARIOUS	10/12/2021	69	250		
ISUZU TRUCK P-14	S HISKINS	3/12/2019	68,701	68,000	W.1002	Service Due
BOMAG ROLLER P-15	VARIOUS	3/01/2008	9,756	9,900	W.7862	
ISUZU TRUCK P-16	VARIOUS	19/10/2010	103,522	111,000	W.1012	
MAHINDRA P-17	M WUBBELS	21/03/2022	1,621		W.10955	
KUBOTA MOWER P-18	M TITO	31/10/2019	324	400		
VIB ROLLER P-19	VARIOUS	3/01/2008	1,957	2,100	W.841	
JOHN DEERE P-20	VARIOUS	9/02/2006	4,096	1/02/2023	W.9618	
ISUZU P-21	C WARREN	17/03/2017	76,483	84,000	W.676	
JOHN DEERE P-22	A HOPKINS	10/08/2016	503	521	W.487	
TOYOTA UTE P-24	M TITO	17/11/2020	14,282	15,000	W.1010	
TOYOTA UTE P-25	A HOPKINS	25/11/2020	15,096	15,000	W.1001	Service Due
TRITON UTE P-26	S SICELY	14/11/2014	84,179	92,000	W.1022	
MAHINDRA P-38	L STANBRIDGE	21/01/2016	62,892	70,000	W.1044	
BOBCAT P-39	VARIOUS	17/09/2013	3,836	3,900	W.10553	
ISUZU TRUCK P-40	VARIOUS	29/03/2019	86,626	93,000	W.437	
ISUZU TRUCK P-42	J CHAMBERLAIN	6/02/2014	178,763	180,000	W.1015	
TORO MOWER P-43	M TITO	12/09/2013	1,137	1,169		
CAT BACKHOE P-47	VARIOUS	21/09/2015	5,964	6,120	W.10552	
TENNANT SWEEPER P-48	D HOYSTED	16/10/2015	2,100	2,120	W.10554	
MULTIPAC ROLLER P-49	VARIOUS	9/01/2017	4,157	4,057	W.860	Service Due
TOYOTA UTE P-50	T SIMMS	15/12/2017	49,028	52,000	W.924	
FORKLIFT P-51	VARIOUS	30/11/2018	16,446	1/04/2023	W.10729	
KUBOTA RTV P-52	VARIOUS	31/10/2019	440	459		
TOYOTA UTE P-85	VARIOUS	29/10/2020	11,774	15,000	W.863	
TOYOTA UTE P-94	D HOYSTED	23/10/2019	44,406	50,000	W.10796	

## 12.4 MANAGER OF FINANCE

Nil

## 12.5 BUILDING OFFICER

### 12.5.1 BUILDING OFFICERS REPORT – APRIL 2022

PROPONENT:	N/A
OWNER:	N/A
LOCATION/ADDRESS:	N/A
AUTHOR OF REPORT:	Building Officer
SENIOR OFFICER:	Chief Executive Officer
DATE OF REPORT:	18 May 2022
PREVIOUS REPORT(S):	12 April 2022
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	PH.MO.1
ATTACHMENTS:	Nil

### OFFICER RECOMMENDATION

Moved Cr

Seconded Cr

That Council receive the Building Officers Report for the month of April 2022

Carried 0/0

### BRIEF SUMMARY

Development Report

### BACKGROUND/COMMENT

Report provided monthly for Councils information consisting of Planning, Building and Health activities for the month of March.

### BUILDING PERMITS –

Permit No.	Owner	Builder	Location	Description	Value	Fees
99915	Janette Innes	RJ & CA Scardetta	94 Johnston St	New Residence	\$165,000	\$528

### BUILDING FINALS (BA7) FINAL CERTIFICATES RECIEVED

Nil

### COMPLAINTS RECEIVED AND ADVICE GIVEN:

Nil

### CONSULTATION/COMMUNICATION

Nil

**STATUTORY/LEGAL IMPLICATIONS**

Nil

**POLICY IMPLICATIONS**

Nil

**FINANCIAL IMPLICATIONS**

Associated Building and Health Fees

**STRATEGIC IMPLICATIONS**

Nil

**VOTING REQUIREMENTS**

Simple Majority

**12.6 TOWN PLANNER REPORT**

*Nil*

**13. ANNOUNCEMENTS OF PRESIDENT AND COUNCILLORS**

**14. URGENT BUSINESS INTRODUCED BY DECISION OF THE MEETING**

**15. CONFIDENTIAL BUSINESS AS PER LOCAL GOVERNMENT ACT S5.23 (2)**

**16. CLOSURE**