



MINUTES

ORDINARY MEETING OF COUNCIL

22 APRIL 2025



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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.

Dr Kenneth Parker
CHIEF EXECUTIVE OFFICER



Community Strategic Vision

Wagin is a community where individuals, families and businesses can invest and prosper, preserving the safe, affordable and inclusive country lifestyle and ensuring that Wagin is a place people like to live in and visit.

Council's Mission and Philosophy

The Shire of Wagin is a focussed Local Government providing progressive and innovative leadership that builds a sustainable future while supporting a vibrant, healthy and caring community.

Council's Guiding Values

- Governance and Leadership
- Honesty and Integrity
- Innovation and Creativity
- Community Focused
- Environmentally Aware

Shire of Wagin Strategic Community Plan 2020 - 2030



SHIRE OF WAGIN

Minutes for the Ordinary Council Meeting held in the Council Chambers, Wagin on Tuesday 22 April 2025.

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Notice to meeting attendees

This meeting is being audio recorded in accordance with Council Policy. If you are asking a public question or making a statement or deputation to the meeting this will be audio recorded. Members of the public are reminded that no other visual or audio recording of this meeting by any other means is allowed.

1 OFFICIAL OPENING

Presiding Member, Cr Blight declared the meeting open at 7:02pm.

1.1 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

COUNCILLORS

Cr Phillip Blight	Shire President
Cr Bryan Kilpatrick	Deputy Shire President
Cr Greg Ball	Elected Member
Cr Wade Longmuir	Elected Member
Cr Ann O'Brien	Elected Member
Cr Geoff West	Elected Member

STAFF

Dr Kenneth Parker	Chief Executive Officer
John Fathers	Deputy Chief Executive Officer
Donna Fawcett	Manager of Finance
Amy Kippin	Executive Assistant

VISITORS

Nil

LEAVE OF ABSENCE

Cr Sherryl Chilcott	Elected Member
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APOLOGIES

Allen Hicks	Manager of Works
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Public Gallery	Nil
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2 PUBLIC QUESTION TIME

Shire of Wagin Standing Orders Local Law 2001, Clause 3.3 Public Question Time

(1) A member of the public who raises a question during question time is to state his or her name and address.

(2) A question may be taken on notice by the Council or committee for later response.

(3) When a question is taken on notice under sub-clause (2) a response is to be given to the member of the public in writing by the CEO, and a copy is to be included in the agenda of the next meeting of the Council or committee as the case requires.

2.1 RESPONSES TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil

2.2 PUBLIC QUESTIONS

Nil

3 APPLICATION FOR LEAVE OF ABSENCE

Nil

4 PETITIONS AND DEPUTATIONS

Nil

5 DISCLOSURE OF INTERESTS

Nil

6 CONFIRMATION OF PREVIOUS MEETING MINUTES

6.1 MINUTES FROM THE ORDINARY MEETING OF COUNCIL 25 MARCH 2025

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5395

Moved Cr B L Kilpatrick

Seconded Cr M A O'Brien

That the Unconfirmed Minutes of the Ordinary Meeting of Council held on Tuesday 25 March 2025 be confirmed.

CARRIED UNANIMOUSLY 6/0



6.2 MINUTES FROM THE BUSHFIRE ADVISORY COMMITTEE HELD 2 APRIL 2025

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5396

Moved Cr G R Ball Seconded Cr W J Longmuir

That Council:

- 1. RECEIVES the Unconfirmed Minutes of the Bushfire Advisory Committee Meeting held on Wednesday, 2 April 2025.**
- 2. NOTES that Officers will present the recommendations from the committee to Council in a separate report.**

CARRIED UNANIMOUSLY 6/0

7 ANNOUNCEMENTS OF THE PRESIDENT

Nil



8 REPORTS TO COUNCIL

8.1 CHIEF EXECUTIVE OFFICER

8.1.1 MONTHLY FINANCIAL REPORT – MARCH 2025

AUTHOR OF REPORT:	Manager of Finance
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	FM.FI.1
ATTACHMENTS:	Monthly Financial Report

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5397

Moved Cr B L Kilpatrick Seconded Cr G R Ball

That Council RECEIVE the Financial Report for the period ending 31 March 2025 as presented.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

The March 2025 Monthly Financial Report is attached.

BACKGROUND/COMMENT

In accordance with the *Local Government (Financial Management) Regulations 1996* Regulation 34, a local government is to prepare a monthly statement of Financial Activity for presentation to Council.

The monthly financial report has been compiled to present the financial information in a format compliant with the Model Financial Reporting templates developed by the Department of Local Government, Sport and Cultural Industries, and to ensure compliance with the Accounting Standards and Financial Regulations.

Under the regulations we are only required to present the Statement of Financial Activity by Nature, however we have chosen to include it by Program as well.

The Shire of Wagin started 2024/25 in a strong financial position with 80% of 2024/25 Financial Assistance Grants paid on 30 June 2024, forming a major part of the carried forward balance from 2023/24.

The closing surplus as of 31 March 2025 is \$1,937,257.

Total rates outstanding at the end of March 2025 were \$268,154. Payments to 31 March 2025 were \$3,113,137 which equates to 92.1% of net rates collected. Those ratepayers who have not paid in full, chosen to pay by instalments, or entered a



payment arrangement are being followed up in accordance with Council Policy F.14 - Rate Recovery.

The Shire has a total of \$5,459,531 invested in interest bearing accounts which are currently earning interest of 4.05% on Treasury OCDF (\$1,655,909), 4.34% on Treasury Reserve Term Deposit (\$3,353,780), 3.5% on CBA Municipal Account \$388,712) and 1.15% on CBA Reserve Account (\$61,130).

CONSULTATION/COMMUNICATION

Nil

STATUTORY/LEGAL IMPLICATIONS

Section 6.4 of the Local Government Act 1995 and Regulation 34 of the Local Government (Financial Management) Regulations 1996.

POLICY IMPLICATIONS⁷

Nil

FINANCIAL IMPLICATIONS⁴

All expenditure has been approved via adoption of the 2024/25 Annual Budget or resulting from a Council approved budget amendment.

STRATEGIC IMPLICATIONS

Nil

VOTING REQUIREMENTS

Simple Majority



SHIRE OF WAGIN

MONTHLY FINANCIAL REPORT

(Containing the required statement of financial activity and statement of financial position)
FOR THE PERIOD ENDED 31 MARCH 2025

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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SHIRE OF WAGIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

BY NATURE

	Ref	Adopted Budget	Amended Budget	YTD Budget	YTD Actual	Variance \$	Variance %	Var.
	Note	(a)		(b)	(c)	(c) - (b)	((c) - (b))/(b)	
		\$	\$	\$	\$	\$	%	
OPERATING ACTIVITIES								
Revenue from operating activities								
General Rates		2,691,930	2,691,930	2,691,930	2,691,506	(424)	(0.02%)	
Rates (excluding general rate)		15,944	15,944	15,944	15,944	0	0.00%	
Grants, subsidies and contributions		1,237,505	1,268,342	923,681	944,226	20,545	2.22%	▲
Fees and charges		746,240	732,240	647,929	630,132	(17,797)	(2.75%)	
Interest Revenue		231,134	231,134	174,459	168,151	(6,308)	(3.62%)	
Other revenue		417,818	441,928	371,849	385,077	13,228	3.56%	
Profit on asset disposals		10,589	31,623	26,119	31,623	5,504	21.07%	
		5,351,160	5,413,141	4,851,911	4,866,659	14,748	0.30%	
Expenditure from operating activities								
Employee costs		(2,972,646)	(3,074,220)	(2,381,961)	(2,227,494)	154,467	6.48%	▲
Materials and contracts		(1,940,738)	(2,193,756)	(1,690,360)	(1,600,842)	89,518	5.30%	▲
Utility charges		(377,647)	(367,888)	(274,429)	(259,750)	14,679	5.35%	
Depreciation		(3,399,260)	(3,399,260)	(2,549,439)	(2,537,709)	11,730	0.46%	
Finance Costs		(21,934)	(21,934)	(15,525)	(13,291)	2,234	14.39%	
Insurance		(211,714)	(211,714)	(202,047)	(214,704)	(12,657)	(6.26%)	
Other expenditure		(200,947)	(200,947)	(158,068)	(86,472)	71,596	45.29%	▲
Loss on asset disposals		(10,846)	0	0	(8,000)	(8,000)	0.00%	
		(9,135,732)	(9,469,719)	(7,271,829)	(6,948,262)	323,567	(4.45%)	
Non-cash amounts excluded from operating activities	(b)	3,427,585	3,395,705	2,523,320	2,528,537	5,217	0.21%	
Amount attributable to operating activities		(356,987)	(660,873)	103,402	446,934	343,532	332.23%	
INVESTING ACTIVITIES								
Inflows from investing activities								
Proceeds from capital grants, subsidies and contributions		1,735,797	1,735,797	1,066,472	961,566	(104,906)	(9.84%)	▼
Proceeds from disposal of assets		112,000	164,200	164,200	177,655	13,455	8.19%	
Proceeds from financial assets at amortised cost - self supporting loans		24,507	24,507	12,253	12,152	(101)	(0.82%)	
		1,872,304	1,924,504	1,242,925	1,151,373	(91,552)	(7.37%)	
Outflows from investing activities								
Payments for property, plant and equipment		(1,013,302)	(1,051,034)	(672,651)	(646,158)	26,493	3.94%	▲
Payments for construction of infrastructure		(2,125,109)	(1,979,821)	(1,785,346)	(1,254,164)	531,182	29.75%	▲
		(3,138,411)	(3,030,855)	(2,457,997)	(1,900,322)	557,674	(22.69%)	
Amount attributable to investing activities		(1,266,107)	(1,106,351)	(1,215,072)	(748,949)	466,122	(38.36%)	
FINANCING ACTIVITIES								
Inflows from financing activities								
Transfer from reserves		46,500	249,446	0	0	0	0.00%	
		46,500	249,446	0	0	0	0.00%	
Outflows from financing activities								
Repayment of borrowings		(72,505)	(72,505)	(44,760)	(44,370)	390	0.87%	
Transfer to reserves		(692,228)	(709,458)	(709,458)	(86,579)	622,879	87.80%	▲
		(764,733)	(781,963)	(754,218)	(130,948)	623,269	82.64%	
Amount attributable to financing activities		(718,233)	(532,517)	(754,218)	(130,948)	623,269	(82.64%)	
MOVEMENT IN SURPLUS OR DEFICIT								
Surplus or deficit at the start of the financial year		2,341,327	2,370,221	2,370,221	2,370,221	0	0.00%	
Amount attributable to operating activities		(356,987)	(660,873)	103,402	446,934	343,532	332.23%	
Amount attributable to investing activities		(1,266,107)	(1,106,351)	(1,215,072)	(748,949)	466,122	(38.36%)	
Amount attributable to financing activities		(718,233)	(532,517)	(754,218)	(130,948)	623,269	(82.64%)	
Surplus or deficit after imposition of general rates	(a)	(0)	70,480	504,334	1,937,257	1,432,923	(284.12%)	

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

Refer to Note 3 for an explanation of the reasons for the variance.

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

SHIRE OF WAGIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

BY PROGRAM
BY PROGRAM

Note	Adopted Annual Budget	Amended Annual Budget (d)	Amended YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var. ▲▼
	\$	\$	\$	\$	\$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
Governance	5,000	5,000	3,744	4,620	876	23.40%	▲
General Purpose Funding - Rates	6	2,691,930	2,691,930	2,691,506	(424)	(0.02%)	▼
General Purpose Funding - Other		677,186	644,149	514,414	(9,526)	(1.82%)	▼
Law, Order and Public Safety		96,364	147,474	87,082	(23,912)	(27.46%)	▼
Health		7,834	7,834	3,691	(1,421)	(27.80%)	▼
Education and Welfare		750,434	761,855	585,848	34,535	6.26%	▲
Community Amenities		408,670	408,670	404,333	11,568	2.95%	▲
Recreation and Culture		120,082	156,956	91,955	(17,901)	(16.30%)	▼
Transport		248,734	258,347	247,629	9,626	4.04%	▲
Economic Services		197,154	183,154	135,920	(1,438)	(1.05%)	▼
Other Property and Services		147,772	147,772	110,808	12,767	11.52%	▲
		5,351,160	5,413,141	4,851,911	4,866,659		
Expenditure from operating activities							
Governance		(487,839)	(487,839)	(348,390)	64,670	15.66%	▲
General Purpose Funding		(388,158)	(388,158)	(314,904)	(27,883)	(9.71%)	▼
Law, Order and Public Safety		(435,629)	(536,119)	(405,824)	15,300	3.63%	▲
Health		(187,354)	(198,255)	(145,381)	6,604	4.35%	▲
Education and Welfare		(802,745)	(802,745)	(637,991)	(19,839)	(3.21%)	▼
Community Amenities		(692,713)	(692,713)	(536,694)	(16,913)	(3.25%)	▼
Recreation and Culture		(2,226,424)	(2,249,591)	(1,619,554)	93,795	5.47%	▲
Transport		(2,799,641)	(3,015,795)	(2,176,156)	109,187	4.78%	▲
Economic Services		(523,860)	(513,860)	(341,931)	46,593	11.99%	▲
Other Property and Services		(591,369)	(584,644)	(421,438)	52,052	10.99%	▲
		(9,135,732)	(9,469,719)	(7,271,829)	(6,948,262)		
Non-cash amounts excluded from operating activities	(b)	3,427,585	3,395,705	2,523,320	2,528,537	5,217	0.21%
Amount attributable to operating activities		(356,987)	(660,873)	103,402	446,934	343,532	332.23%
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		1,735,797	1,735,797	1,066,472	961,566	(104,906)	(9.84%)
Proceeds from disposal of assets		112,000	164,200	164,200	177,655	13,455	8.19%
Proceeds from financial assets at amortised cost - self supporting loans		24,507	24,507	12,253	12,152	(101)	(0.82%)
		1,872,304	1,924,504	1,242,925	1,151,373	(91,552)	(2.46%)
Outflows from investing activities							
Payments for financial assets at amortised cost - self supporting		0	0	0	0	0	
Payments for property, plant and equipment	S	(1,013,302)	(1,051,034)	(672,651)	(646,158)	26,493	3.94%
Payments for construction of infrastructure		(2,125,109)	(1,979,821)	(1,785,346)	(1,254,164)	531,182	29.75%
		(3,138,411)	(3,030,855)	(2,457,997)	(1,900,322)	557,674	33.69%
Non-cash amounts excluded from investing activities	2(b)	0	0	0	0	0	0.00%
Amount attributable to investing activities		(1,266,107)	(1,106,351)	(1,215,072)	(748,949)	466,122	9.83%
FINANCING ACTIVITIES							
Inflows from financing activities							
Proceeds from new loans		0	0	0	0	0	
Transfer from Reserves		46,500	249,446	0	0	0	
		46,500	249,446	0	0	0	
Outflows from financing activities							
Repayment of borrowings		(72,505)	(72,505)	(44,760)	(44,370)	390	0.87%
Transfer to Reserves		(692,228)	(709,458)	(709,458)	(86,579)	622,879	87.80%
		(764,733)	(781,963)	(754,218)	(130,948)	623,269	
Amount attributable to financing activities		(718,233)	(532,517)	(754,218)	(130,948)	623,269	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year		2,341,327	2,370,221	2,370,221	2,370,221		
Amount attributable to operating activities		(356,987)	(660,873)	103,402	446,934		
Amount attributable to investing activities		(1,266,107)	(1,106,351)	(1,215,072)	(748,949)		
Amount attributable to financing activities		(718,233)	(532,517)	(754,218)	(130,948)		
Surplus or deficit after imposition of general rates	1	(0)	70,480	504,334	1,937,257		

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

Refer to Note 3 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2023/24 year is \$20,000

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

**SHIRE OF WAGIN
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 MARCH 2025**

	Supplementary Information	30 June 2025 \$	31 March 2025 \$
CURRENT ASSETS			
Cash and cash equivalents	3	5,626,702	5,460,080
Trade and other receivables	7	207,506	369,262
Other financial assets	8	24,507	12,355
Inventories	8	49,128	49,128
Contract assets	8	25,534	25,534
Other assets	8	57,291	0
TOTAL CURRENT ASSETS		5,990,667	5,916,358
NON-CURRENT ASSETS			
Trade and other receivables		98,109	98,109
Other financial assets		173,164	173,164
Property, plant and equipment Infrastructure		19,736,958	19,164,816
		130,377,486	130,158,209
TOTAL NON-CURRENT ASSETS		150,385,716	149,594,298
TOTAL ASSETS		156,376,384	155,510,656
CURRENT LIABILITIES			
Trade and other payables	9	159,637	230,058
Other liabilities	12	113,142	341,400
Borrowings	11	72,505	28,135
Employee related provisions	12	550,278	550,278
TOTAL CURRENT LIABILITIES		895,562	1,149,871
NON-CURRENT LIABILITIES			
Borrowings	11	322,250	322,250
Employee related provisions		76,186	76,186
TOTAL NON-CURRENT LIABILITIES		398,436	398,436
TOTAL LIABILITIES		1,293,999	1,548,307
NET ASSETS		155,082,385	153,962,349
EQUITY			
Retained surplus		32,179,661	30,973,045
Reserve accounts	4	3,328,331	3,414,909
Revaluation surplus		119,574,394	119,574,394
TOTAL EQUITY		155,082,385	153,962,349

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

SHIRE OF WAGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

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 financial 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 Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Judgements and 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 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.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

SIGNIFICANT ACCOUNTING POLICES

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 January 2024

SHIRE OF WAGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Net current assets used in the Statement of Financial Activity

	Adopted Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 31 March 2025
Current assets			
Cash and cash equivalents	3,272,420	5,626,702	5,460,080
Financial assets at amortised cost	22,560	0	0
Rates receivables	0	65,719	189,501
Receivables	143,235	141,787	179,761
Other current assets	63,263	156,459	87,016
	<u>3,501,478</u>	<u>5,990,667</u>	<u>5,916,358</u>
Less: Current liabilities			
Payables	(203,523)	(159,637)	(230,058)
Borrowings	0	(72,505)	(28,135)
Contract liabilities	(58,605)	(113,142)	(341,400)
Provisions	(494,156)	(550,278)	(550,278)
	<u>(756,284)</u>	<u>(895,562)</u>	<u>(1,149,871)</u>
Net Current Assets	2,745,194	5,095,105	4,766,487
Less: Total adjustments to net current assets	(c) (2,745,194)	(2,724,884)	(2,829,230)
Closing funding surplus / (deficit)	<u>0</u>	<u>2,370,221</u>	<u>1,937,257</u>

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

Notes	Adopted Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities	\$	\$	\$
Adjustments to operating activities			
Less: Profit on asset disposals	(10,589)	(26,119)	(31,623)
Less: Movement in liabilities associated with restricted cash	0	0	14,450
Movement in employee benefit provisions	28,068	0	0
Add: Loss on asset disposals	10,846	0	8,000
Add: Depreciation on assets	3,399,260	2,549,439	2,537,709
Total non-cash items excluded from operating activities	<u>3,427,585</u>	<u>2,523,320</u>	<u>2,528,537</u>

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation*

32 to agree to the surplus/(deficit) after imposition of general rates.

	Adopted Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 31 March 2025
Adjustments to net current assets			
Less: Reserves - restricted cash	(3,234,677)	(3,328,331)	(3,414,909)
Less: - Financial assets at amortised cost - self supporting loans	(21,164)	(24,507)	(12,355)
Less: Rates Receivable	(42,115)	0	0
Add: Borrowings	58,605	72,505	28,135
Add: Provisions employee related provisions	494,157	555,448	569,898
Total adjustments to net current assets	<u>(2,745,194)</u>	<u>(2,724,884)</u>	<u>(2,829,230)</u>

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. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within 12 months, being the Council's operational cycle.

SHIRE OF WAGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

3 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 Actual materially.

The material variance adopted by Council for the 2024-25 year is \$20,000

Nature or type	Var. \$	Explanation of variances	
		Timing	Permanent
Revenue from operating activities			
Grants, subsidies and contributions	20,545	▲	Timing of Grant Income
Expenditure from operating activities			
Employee costs	154,467	▲	Under budget on various items including Admin Salaries (51K), Staff Training & Conferences (23K), Street Trees (4K), Employee costs related to fire damage road verge clean up are less than predicted (\$74K)
Materials and contracts	89,518	▲	Under budget on various items including Ranger Services (\$9K), Town Planning (\$7K), Swimming Pool Contract Staff (\$41K), Heritage Review (\$12K)
Other expenditure	71,596	▲	Under budget on various items including Councillor Payments (\$29K), Landcare (\$19K), Townscape (\$22K) - Original Budget allocated to Other Expenditure - should have been allocated to different expenditure categories e.g. Salaries & Wages/ Materials & Contracts Historic Village Subsidy (\$8K)
Investing activities			
Proceeds from capital grants, subsidies and contributions	(104,906)	▼	Timing of grant funding payments
Payments for property, plant and equipment	26,493	▲	Timing of projects as detailed in 'Capital Acq Details' sheet
Payments for construction of infrastructure	531,182	▲	Timing of projects as detailed in 'Capital Acq Details' sheet
Financing activities			
Transfer to reserves	622,879	▲	Transfers to Reserves on hold awaiting confirmation of end of year figures.

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION

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**SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025**

1 KEY INFORMATION

Funding surplus / (deficit) Components

Funding surplus / (deficit)				
	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2,341,327	\$2,370,221	\$2,370,221	\$0
Closing	\$0	\$504,334	\$1,937,257	\$1,432,923

Refer to Statement of Financial Activity

Cash and cash equivalents		
	\$	% of total
Unrestricted Cash	\$2,045,171	37.5%
Restricted Cash	\$3,414,909	62.5%

Refer to Note 3 - Cash and Financial Assets

Payables		
	\$	% Outstanding
Trade Payables	\$153,362	
0 to 30 Days		99.9%
Over 30 Days		(0.2%)
Over 90 Days		0.3%

Refer to Note 9 - Payables

Receivables		
	\$	%
Rates Receivable	\$268,154	92.1%
Trade Receivable	\$179,761	
Over 30 Days		44.8%
Over 90 Days		19%

Refer to Note 7 - Receivables

Key Operating Activities

Amount attributable to operating activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$356,987)	\$103,402	\$446,934	\$343,532

Refer to Statement of Financial Activity

Rates Revenue		
	\$	% Variance
YTD Actual	\$2,707,450	
YTD Budget	\$2,707,874	(0.0%)

Refer to Statement of Financial Activity

Operating Grants and Contributions		
	\$	% Variance
YTD Actual	\$944,226	
YTD Budget	\$923,681	2.2%

Refer to Note 13 - Operating Grants and Contributions

Fees and Charges		
	\$	% Variance
YTD Actual	\$630,132	
YTD Budget	\$647,929	(2.7%)

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$1,266,107)	(\$1,215,072)	(\$748,949)	\$466,122

Refer to Statement of Financial Activity

Proceeds on sale		
	\$	%
YTD Actual	\$177,655	
Adopted Budget	\$164,200	108.2%

Refer to Note 6 - Disposal of Assets

Asset Acquisition		
	\$	% Spent
YTD Actual	\$1,900,322	
Adopted Budget	\$3,138,411	60.6%

Refer to Note 5 - Capital Acquisitions

Capital Grants		
	\$	% Received
YTD Actual	\$961,566	
Adopted Budget	\$1,735,797	55.4%

Refer to Note 5 - Capital Acquisitions

Key Financing Activities

Amount attributable to financing activities			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$718,233)	(\$754,218)	(\$130,948)	\$623,269

Refer to Statement of Financial Activity

Borrowings	
Principal repayments	\$44,370
Interest expense	\$13,291
Principal due	\$350,386

Refer to Note 11 - Borrowings

Reserves	
Reserves balance	\$3,414,909
Interest earned	\$86,579

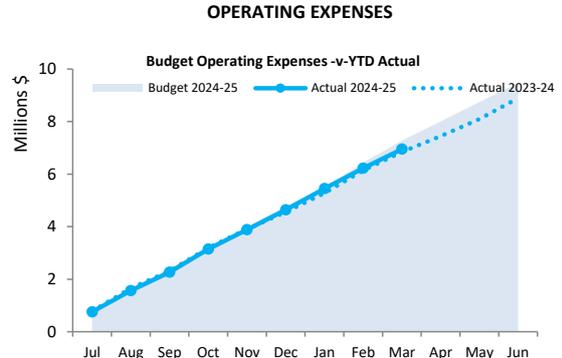
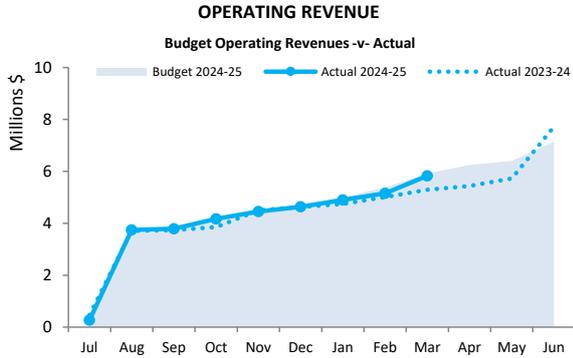
Refer to Note 4 - Cash Reserves

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

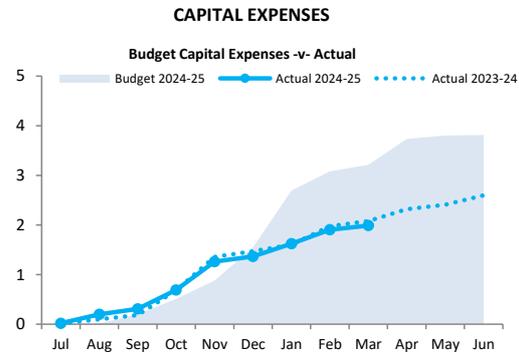
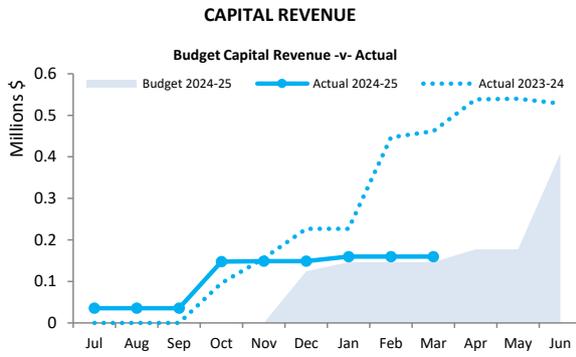
SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

2 KEY INFORMATION - GRAPHICAL

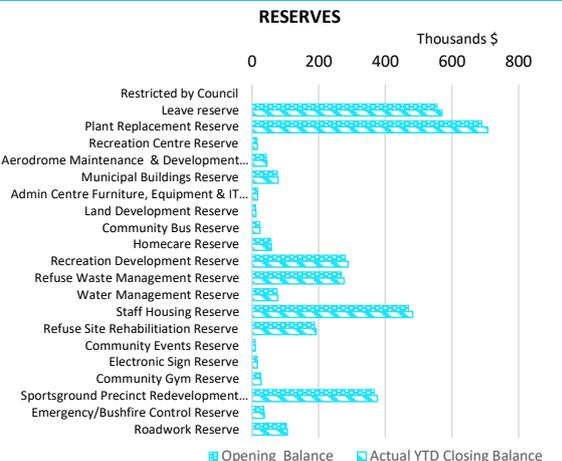
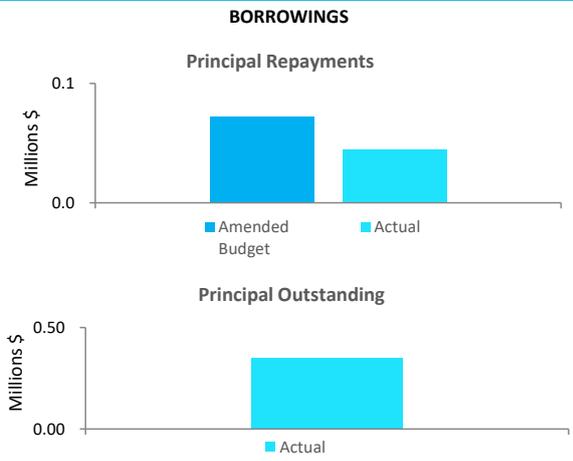
OPERATING ACTIVITIES



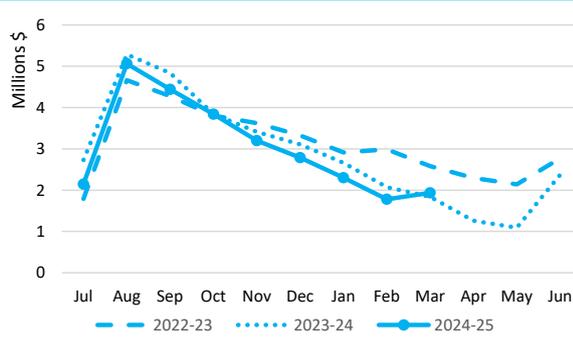
INVESTING ACTIVITIES



FINANCING ACTIVITIES



Closing funding surplus / (deficit)



SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

3 CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted	Restricted	Total Cash	Trust	Institution	Interest Rate	Maturity Date
		\$	\$	\$				
Cash on hand								
Petty Cash	Cash and cash equivalents	550	0	550		N/A	NIL	On hand
Municipal Cash at Bank	Cash and cash equivalents	388,712	0	388,712		CBA	3.50%	On hand
At Call Deposits								
Treasury Overnight Cash Deposit Facility	Cash and cash equivalents	1,655,909	0	1,655,909		WATC	4.05%	N/A
Reserve Cash at Bank	Cash and cash equivalents	0	61,130	61,130		CBA	1.15%	N/A
Term Deposits								
Reserve Investment Account 1	Cash and cash equivalents	0	3,353,780	3,353,780		WATC	4.34%	12/04/25
Total		2,045,171	3,414,909	5,460,080	0			
Comprising								
Cash and cash equivalents		2,045,171	3,414,909	5,460,080	0			
		2,045,171	3,414,909	5,460,080	0			

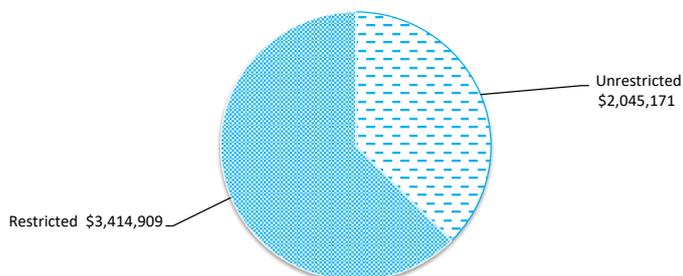
KEY INFORMATION

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

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 8 - Other assets.



SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

4 RESERVE ACCOUNTS

Reserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
Restricted by Council									
Leave reserve	555,448	22,218	14,450	0	0	0	0	577,666	569,898
Plant Replacement Reserve	689,896	27,596	17,953	64,230	0	0	0	781,722	707,849
Recreation Centre Reserve	15,606	624	406	0	0	0	0	16,230	16,012
Aerodrome Maintenance & Developme	43,547	1,742	1,132	10,964	0	0	0	56,253	44,679
Municipal Buildings Reserve	76,066	3,043	1,979	24,000	0	0	0	103,109	78,045
Admin Centre Furniture, Equipment & I	16,460	658	428	115,830	0	0	0	132,948	16,888
Land Development Reserve	11,398	456	297	0	0	0	0	11,854	11,694
Community Bus Reserve	23,309	932	606	1,000	0	0	0	25,241	23,915
Homecare Reserve	56,465	2,259	1,469	0	0	(40,000)	0	18,724	57,934
Recreation Development Reserve	280,731	11,229	7,302	20,000	0	(30,946)	0	281,014	288,033
Refuse Waste Management Reserve	269,240	10,770	7,004	0	0	0	0	280,010	276,245
Water Management Reserve	75,339	3,014	1,960	18,000	0	0	0	96,353	77,299
Staff Housing Reserve	469,804	18,792	12,217	75,000	0	0	0	563,596	482,021
Refuse Site Rehabilitation Reserve	187,460	7,498	4,876	20,000	0	0	0	214,958	192,336
Community Events Reserve	9,540	382	248	10,000	0	0	0	19,922	9,788
Electronic Sign Reserve	15,744	630	410	0	0	0	0	16,374	16,154
Community Gym Reserve	26,582	1,063	691	2,300	0	(6,500)	0	23,445	27,274
Sportsground Precinct Redevelopment f	366,574	14,663	9,531	150,000	0	0	0	531,237	376,105
Emergency/Bushfire Control Reserve	35,883	1,435	934	0	0	0	0	37,318	36,817
Roadwork Reserve	103,239	4,130	2,686	65,000	0	(172,000)	0	369	105,925
	3,328,331	133,134	86,579	576,324	0	(249,446)	0	3,788,343	3,414,909

5 CAPITAL ACQUISITIONS

Capital acquisitions	Adopted	Amended		YTD Actual	YTD Actual Variance
	Budget	Budget	YTD Budget		
	\$	\$	\$	\$	\$
Land - vested in and under the control of Council	5,495	5,495	4,113	0	(4,113)
Buildings	433,257	445,781	68,780	113,323	44,543
Furniture and equipment	129,550	149,788	149,788	88,648	(61,140)
Plant and equipment	445,000	449,970	449,970	444,187	(5,783)
Infrastructure - roads	1,603,689	1,546,060	1,432,232	1,080,848	(351,383)
Infrastructure - other	357,111	269,452	207,857	135,040	(72,817)
Infrastructure - drainage	164,309	164,309	145,257	38,275	(106,982)
Payments for Capital Acquisitions	3,138,411	3,030,855	2,457,997	1,900,322	(557,674)
Capital Acquisitions Funded By:					
	\$	\$	\$	\$	\$
Capital grants and contributions	1,735,797	1,735,797	1,066,472	961,566	(104,906)
Other (disposals & C/Fwd)	112,000	164,200	164,200	177,655	13,455
Cash backed reserves					
Homecare Reserve	40,000	40,000	0	0	0
Community Gym Reserve	6,500	6,500	0	0	0
Contribution - operations	1,244,114	881,412	1,227,325	761,101	(466,223)
Capital funding total	3,138,411	3,030,855	2,457,997	1,900,322	(557,674)

SIGNIFICANT ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

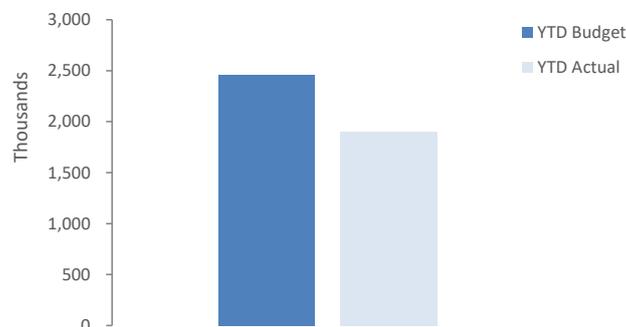
Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognised at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Shire includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

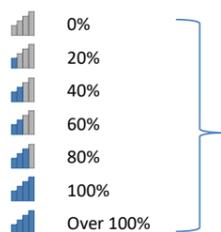
Payments for Capital Acquisitions



5 CAPITAL ACQUISITIONS - DETAILED

Capital expenditure total

Level of completion indicators



Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

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

Account Number	Job Number	Sheet Category	Account/Job Description	Adopted	Amended		YTD Actual	Variance (Under)/Over
				Budget	Budget	YTD Budget		
				\$	\$	\$	\$	\$
Economic Services								
E167465		515	Creation of Lot 429 Tudhoe Street	(5,495)	(5,495)	(4,113)	0	4,113
Total - Economic Services				(5,495)	(5,495)	(4,113)	0	4,113
Total - Land				(5,495)	(5,495)	(4,113)	0	4,113
Buildings								
Governance								
E167744	B2508	521	Khediye Street Airconditioner (Doctors Residence)	0	(6,949)	(6,949)	(6,950)	(1)
E167744	B2505	521	Admin Building - Roof & Gutter repairs	(20,000)	(20,000)	(20,000)	0	20,000
Total - Governance				(20,000)	(26,949)	(26,949)	(6,950)	19,999
Recreation And Culture								
E167784	B2203	521	NAB Building	(10,257)	(10,257)	(10,256)	0	10,256
E167780	B2401	521	Upgrade toilet at sportsground - Disable Access	(35,000)	(10,000)	0	(71)	(71)
E167780	B2501	521	Recreation Centre - New meter box	(20,000)	(20,000)	(10,000)	0	10,000
E167475	B2502	521	Roads Board Building - Renewal	(6,000)	0	0	0	0
E167780	B2503	521	Demolish old and build new Hockey / Cricket Pavilion	(289,000)	(349,000)	0	(84,727)	(84,727)
E167784	B2504	521	Court House - Create door to Courtyard	(8,000)	(8,000)	0	0	0
E167784	B2506	521	Town Hall - Annex roof repairs	(20,000)	(11,385)	(11,385)	(11,385)	0
E167784	B2507	521	Rec Centre - Replace Alsynite Roof Sheets	(25,000)	(10,190)	(10,190)	(10,190)	0
Total - Recreation And Culture				(413,257)	(418,832)	(41,831)	(106,373)	(64,542)
Total - Buildings				(433,257)	(445,781)	(68,780)	(113,323)	(44,543)
Plant & Equipment								
Education and Welfare								
E167752	PE2503	525	Purchase of new Homecare Sedan (P80)	(30,000)	(30,000)	(30,000)	(29,932)	68
E167752	PE2504	525	Purchase of new Homecare Sedan (P27)	(30,000)	(30,000)	(30,000)	(29,932)	68
E167752	PE2505	525	Purchase of new Homecare Sedan - Darkan (P86)	(30,000)	(30,000)	(30,000)	(29,932)	68
Total - Education and Welfare				(90,000)	(90,000)	(90,000)	(89,797)	203
Recreation & Culture								
E167769	PE2502	525	Purchase of new Ride-on Mower (P43)	(45,000)	(45,000)	(45,000)	(39,490)	5,510
Total - Recreation & Culture				(45,000)	(45,000)	(45,000)	(39,490)	5,510
Transport								
E167761	PE2501	525	Purchase of new Loader (P11)	(310,000)	(282,970)	(282,970)	(282,900)	70
E167761	PE2507	525	Purchase 2017 Bomag Roller.	0	(32,000)	(32,000)	(32,000)	0
Total - Transport				(310,000)	(314,970)	(314,970)	(314,900)	70
Total - Plant & Equipment				(445,000)	(449,970)	(449,970)	(444,187)	5,783
Furniture & Equipment								
Governance								
E167742	FE2401	523	New Server - Administration	(56,000)	(66,000)	(66,000)	0	66,000
E167742	FE2505	523	CCTV Server replacement	(20,000)	(20,000)	(20,000)	(20,950)	(950)
E167742	FE2506	523	Replace UPS for Server Rack and Extended Battery Module	(12,050)	(12,050)	(12,050)	(13,323)	(1,273)
Total - Governance				(88,050)	(98,050)	(98,050)	(34,273)	63,777
Law, Order & Public Safety								
E167110	FE2504	523	Speed Safety Signage	(35,000)	(35,000)	(35,000)	(37,944)	(2,944)
Total - Law, Order & Public Safety				(35,000)	(35,000)	(35,000)	(37,944)	(2,944)
Recreation & Culture								
E167286	FE2501	523	Large Pool chlorinator	(9,000)	(9,000)	(9,000)	(7,641)	1,359
E167286	FE2502	523	Small Pool Chlorinator	(5,000)	(5,000)	(5,000)	(3,865)	1,135
E167756	FE2503	523	Refurbished Treadmill for Gym	(6,500)	(6,500)	(6,500)	(6,193)	307
E167284	FE2507	523	Deep Fryers - Recreation Centre	0	(10,238)	(10,238)	(10,238)	0
Total - Recreation & Culture				(20,500)	(30,738)	(30,738)	(27,937)	2,801
Total - Furniture & Equipment				(143,550)	(163,788)	(163,788)	(100,154)	63,634

5 CAPITAL ACQUISITIONS - DETAILED

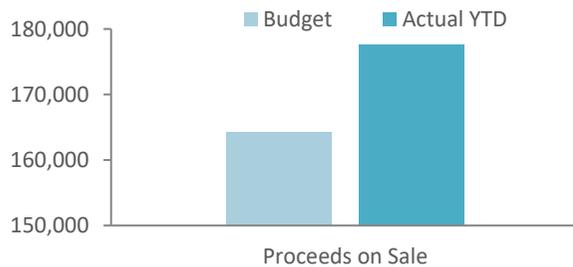
Account Number	Job Number	Sheet Category	Account/Job Description	Budget	Budget	YTD Budget	YTD Actual	Variance (Under)/Over
Infrastructure - Roads								
Transport								
E167103	CP348	541	2023/24 - RRG - Ballagin Road (Piesseville - Tarwonga)	(8,500)	(8,500)	(8,493)	(10,529)	(2,036)
E167103	CP357	541	2023/24 - Shire - Main Drain/Padbury Lane	(20,000)	(20,000)	(19,990)	0	19,990
E167103	CP358	541	2023/24 - RRG - Dongolocking Road	0	0	0	(1,972)	(1,972)
E167103	CP362	541	2023/24 - Shire- Culverts - Various - Extend	0	0	0	(1,265)	(1,265)
E167103	CP366	541	2024/25 - RTR - Beaufort Road - Reconstruct seal widen	(180,000)	(180,000)	(179,998)	(165,402)	14,596
E167103	CP367	541	2024/25 - RTR - Bullock Hills Road - Reconstruct seal widen	(100,000)	(100,000)	(99,990)	(97,242)	2,748
E167103	CP368	541	2024/25 - Shire - Collanilling road - Reconstruct seal failed section	(25,000)	(25,000)	(24,985)	(27,115)	(2,130)
E167103	CP369	541	2024/25 - Shire - Rowells road - Gravel Sheet	(55,000)	(55,000)	(54,995)	(53,172)	1,823
E167103	CP370	541	2024/25 - RTR - Behn Ord Road - Reconstruct seal failed section	(62,145)	(62,145)	(62,135)	(60,062)	2,073
E167103	CP371	541	2024/25 - RRG - Piesseville-Tarwonga - Reconstruct seal failed sec	(155,186)	(155,186)	(93,105)	(49,715)	43,390
E167103	CP372	541	2024/25 - Shire - Wagin-Wickepin Road - Gravel Sheet	(45,000)	(45,000)	(44,990)	(34,349)	10,641
E167103	CP373	541	2024/25 - Shire - Toolibin South Road - Gravel sheet	(45,000)	(45,000)	(44,990)	(43,772)	1,218
E167103	CP374	541	2024/25 - RTR - Ballagin Road - Reconstruct seal widen	(207,219)	(207,219)	(155,606)	(137,456)	18,150
E167103	CP378	541	2024/25 - Shire - Thornton Street - Kerbing both sides	(20,000)	(20,000)	(19,990)	0	19,990
E167103	CP379	541	2024/25 - Shire - Lukin street - Kerbing both sides	(15,000)	(15,000)	(14,985)	0	14,985
E167103	CP380	541	2024/25 - Shire - Trenton Street - Kerbing north side	(20,000)	(20,000)	(19,990)	0	19,990
E167103	CP381	541	2024/25 - RRG - Jaloran Street - Reseal 2 coat	(150,216)	(150,216)	(150,211)	(1,045)	149,166
E167103	CP382	541	2024/25 - Shire - Vernon street - Reseal 2 coat	(46,000)	0	0	0	0
E167103	CP383	541	2024/25 - Shire - Hunt street - Reseal	(24,000)	0	0	(2,167)	(2,167)
E167105	CP384	545	2024/25 - Shire - Town Drain - Main Drain/Padury lane (Cement W	(20,000)	(20,000)	(19,985)	(91)	19,894
E167103	CP385	541	2024/25 - RRG - Dongolocking Road - Reconstruct seal widen	(253,000)	(253,000)	(253,000)	(240,137)	12,863
E167103	CP386	541	2024/25 - LRCIP4 - Bullock Hills Road - Reconstruct seal widen	(137,423)	(137,423)	(137,410)	(129,587)	7,823
E167105	BR3068	545	2024/25 - Dongolocking Road SLK 10.42 - Culvert replace sleepers	(74,251)	(74,251)	(55,267)	(8,374)	46,893
E167103	CP387	541	2024/25 - Shire - Piesseville -Tarwonga - Gravel sheet shoulders	(35,000)	(25,861)	(25,859)	(25,861)	(2)
E167105	CP388	545	2024/25 - LRCIP4 - Beaufort Road SLK 7.25 - Extend culvert / repla	(14,107)	(14,107)	(14,100)	(6,417)	7,683
E167105	CP389	545	2024/25 - LRCIP4 - Beaufort Road SLK 7.87 - Culvert repairs / repla	(14,107)	(14,107)	(14,100)	(5,079)	9,021
E167105	CP390	545	2024/25 - LRCIP4 - Beaufort Road SLK 6.29 - Culvert repairs / repla	(35,652)	(35,652)	(35,645)	(16,643)	19,002
E167105	CP391	545	2024/25 - Bullock Hills Road SLK 6.36 - Replace head walls	(1,890)	(1,890)	(1,875)	(15)	1,860
E167105	CP392	545	2024/25 - Bullock Hills Road SLK 6.84 - Extend culvert / replace he	(2,400)	(2,400)	(2,390)	(782)	1,608
E167105	CP393	545	2024/25 - Dongolocking Road SLK 24.16 - Extend culvert / replace	(1,902)	(1,902)	(1,895)	(874)	1,021
E167103	CP394	541	2024/25 - Boddington Street (SLK 0.00-0.07) - Reconstruct and Se	0	(21,510)	(21,510)	0	21,510
Total - Transport				(1,767,998)	(1,710,369)	(1,577,489)	(1,119,124)	458,365
Total - Infrastructure - Roads				(1,767,998)	(1,710,369)	(1,577,489)	(1,119,124)	458,365
Account Number	Job Number	Balance Sheet Category	Account/Job Description	Budget	Budget	YTD Budget	YTD Actual	Variance (Under)/Over
Infrastructure - Other								
Law,Order & Public Safety								
E167112	IO028	543	250,000L Emergency Water Tank - Wagin Airfield	(11,740)	(11,740)	(11,738)	(1,432)	10,306
Total - Law,Order & Public Safety				(11,740)	(11,740)	(11,738)	(1,432)	10,306
Community Amenities								
E167191	IO2504	543	Wagin Cemetery - New niche wall	(10,000)	(10,000)	(10,000)	0	10,000
Total - Community Amenities				(10,000)	(10,000)	(10,000)	0	10,000
Recreation & Culture								
E167757	IO2404	543	Swimming Pool Shade Sail	(20,500)	(20,500)	(20,500)	(21,000)	(500)
E167758	IO2501	543	Sportsground Water Tank	(48,500)	(48,500)	(24,244)	0	24,244
E167757	IO2502	543	Swimming Pool - Paving repairs under roller track	(8,500)	(8,500)	(8,500)	0	8,500
E167758	IO2505	543	Bojanning Park - Basketball court upgrade	(6,000)	(6,000)	(6,000)	(6,523)	(523)
E167125	IO2506	543	Christmas Lights & Decorations	(40,000)	(12,874)	(12,874)	(12,874)	(0)
E167758	IO2507	543	Wetlands - Upgrades including Disabled Access Ramp	(60,000)	0	0	0	0
E167758	IO2508	543	Contribution to Lighting on 'A' Green - Wagin Bowling Club	0	(30,946)	0	0	0
Total - Recreation & Culture				(183,500)	(127,320)	(72,118)	(40,398)	31,720
Total - Infrastructure - Other				(205,240)	(149,060)	(93,856)	(41,830)	52,026
Infrastructure - Footpaths								
Transport								
E167124	CP355	543	2023/24 - Shire - Arthur Road - Wetlands Horseshoe to Bridge	(24,871)	(24,871)	(18,492)	0	18,492
E167124	CP375	543	2024/25 - Shire - Footpath Caravan park to bridge	(25,000)	(17,613)	(17,609)	(17,797)	(188)
E167124	CP376	543	2024/25 - Shire - Footpath Trenton Street - Tarbet St to Theta St	(50,000)	(38,765)	(38,759)	(38,765)	(6)
E167124	CP377	543	2024/25 - Shire - Footpath Khedive Street - Ware St to Warwick St	(38,000)	(25,143)	(25,141)	(25,143)	(2)
Total - Infrastructure - Footpaths				(137,871)	(106,392)	(100,001)	(81,705)	18,296
Total - Infrastructure - Footpaths				(137,871)	(106,392)	(100,001)	(81,705)	18,296
Grand Total				(3,138,411)	(3,030,855)	(2,457,997)	(1,900,322)	557,674

SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

OPERATING ACTIVITIES

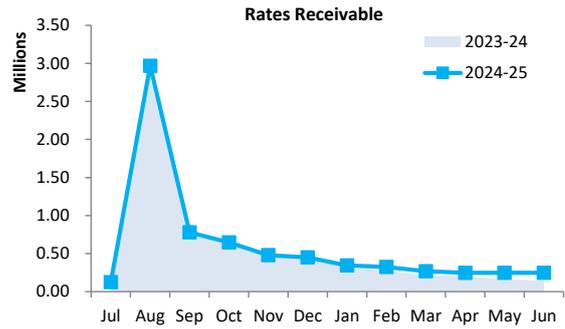
6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Amended Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Land								
LA20	Lot 218 (2) Victor Street, Wagin	19,000	15,000	0	(4,000)	19,000	15,000	0	(4,000)
LA20A	Lot 219 (5) Vernal Street, Wagin	19,000	15,000	0	(4,000)	19,000	15,000	0	(4,000)
	Education and welfare			0	0				
P80Y20	Toyota RAV 4 (2019)	8,678	15,000	6,322	0	10,164	19,091	8,927	0
P27Y14	Mitsubishi Tritan (2014) Gardeners	0	2,000	2,000	0	0	6,364	6,364	0
P80Y16	Holden Commodore (2015) - Darkan	2,733	5,000	2,267	0	3,280	10,000	6,720	0
	Transport							0	
P11Y18	Komatsu Loader (2018)	100,846	112,200	11,354	0	102,587	112,200	9,613	
		150,257	164,200	21,943	(8,000)	154,031	177,655	31,623	(8,000)



7 RECEIVABLES

Rates receivable	30 June 2024	31 Mar 2025
	\$	\$
Opening arrears previous years	105,099	144,372
Levied this year	3,130,642	3,236,919
Less - collections to date	(3,091,369)	(3,113,137)
Gross rates collectable	144,372	268,154
Net rates collectable	144,372	268,154
% Collected	95.5%	92.1%



Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(1,068)	64,277	28,336	1,210	21,806	114,561
Percentage	(0.9%)	56.1%	24.7%	1.1%	19%	
Balance per trial balance						
Sundry receivable						114,561
GST receivable						20,200
Other Receivables						(2,002)
LSL Receivables (Current)						47,001
Total receivables general outstanding						179,761

Amounts shown above include GST (where applicable)

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.

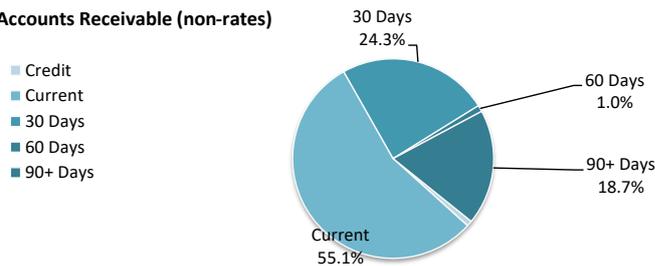
Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.

Accounts Receivable (non-rates)



8 OTHER CURRENT ASSETS

Other current assets	Opening Balance 1 July 2024	Asset Increase	Asset Reduction	Closing Balance 31 March 2025
	\$	\$	\$	\$
Other financial assets at amortised cost				
Financial assets at amortised cost - self supporting loans	24,507	0	(12,152)	12,355
Inventory				
Fuel and materials (including gravel)	49,128	0	0	49,128
Accrued income	57,291	0	(57,291)	0
Contract assets				
Contract assets	25,534	0	0	25,534
Total other current assets	156,459	0	(69,443)	87,016
Amounts shown above include GST (where applicable)				

KEY INFORMATION

Other financial assets at amortised cost

The Shire classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Inventory

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.

Contract assets

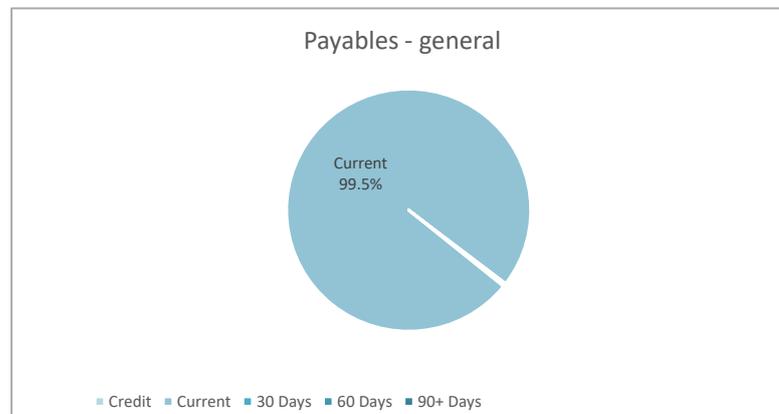
A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	153,198	(270)	0	434	153,362
Percentage	0%	99.9%	-0.2%	0%	0.3%	
Balance per trial balance						
Accrued interest on borrowings						2,272
Bonds and deposits held						21,275
Total payables general outstanding						383,420

Amounts shown above include GST (where applicable)

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and Services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition. The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



10 RATE REVENUE

General rate revenue

RATE TYPE	Rate in \$ (cents)	Number of Properties	Rateable Value	Budget			YTD Actual				
				Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
				\$	\$	\$	\$	\$	\$	\$	\$
Gross rental value											
Non-commercial	0.093002	680	8,782,794	816,817	0	0	816,817	816,817	1,042	(135)	817,724
Commercial	0.123227	65	1,592,993	196,300	0	0	196,300	196,300	3,889	171	200,360
Unimproved value									0		
UV	0.003877	285	417,281,000	1,617,798	0	0	1,617,798	1,617,799	0	0	1,617,799
Sub-Total		1,030	427,656,787	2,630,916	0	0	2,630,915	2,630,915	4,931	36	2,635,883
Minimum payment	Minimum \$										
Gross rental value											
Non-commercial	675	131	199,745	88,425	0	0	88,425	88,425	(799)	0	87,626
Commercial	675	15	38,201	10,125	0	0	10,125	10,125	0	151	10,276
Unimproved value											
UV	675	99	10,589,185	66,825	0	0	66,825	66,825	0	0	66,825
Sub-total		245	10,827,131	165,375	0	0	165,375	165,375	(799)	151	164,727
		1,275	438,483,918	2,796,291	0	0	2,796,290	2,796,290	4,132	187	2,800,609
Discount							(103,087)				(108,880)
Concession							(1,272)				0
Amount from general rates							2,691,931				2,691,730
Rates Written Off							(5,000)				(224)
Ex-gratia rates CBH							15,944	15,944	0	0	15,944
Total general rates							2,702,875				2,707,450
Total		1,275					2,702,875				2,707,450

KEY INFORMATION

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2023 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.

Repayments - borrowings

Information on borrowings	Loan No.	1 July 2024	New Loans			Principal Repayments			Principal Outstanding		Interest Repayments		
			Actual	Adopted Budget	Amended Budget	Actual	Adopted Budget	Amended Budget	Actual	Adopted Budget	Actual	Adopted Budget	Amended Budget
Particulars		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Recreation and culture													
Swimming Pool Redevelopment	139	157,025	0	0	0	(12,163)	(16,322)	(16,322)	144,862	140,704	(5,864)	(8,784)	(8,784)
Other property and services													
Staff Housing	137	94,379	0	0	0	(13,172)	(17,696)	(17,696)	81,207	76,683	(3,999)	(5,874)	(5,874)
Doctor Housing	138	28,852	0	0	0	(6,883)	(13,981)	(13,981)	21,969	14,871	(905)	(1,818)	(1,818)
		280,256	0	0	0	(32,217)	(47,998)	(47,998)	248,038	232,258	(10,768)	(16,476)	(16,476)
Recreation and culture													
Wagin Ag Society	141	55,791	0	0	0	(10,824)	(21,813)	(21,813)	44,967	33,978	(848)	(1,872)	(1,872)
Wagin Bowls Club	142	58,709	0	0	0	(1,328)	(2,694)	(2,694)	57,381	56,014	(1,675)	(3,586)	(3,586)
		114,500	0	0	0	(12,152)	(24,507)	(24,507)	102,347	89,993	(2,523)	(5,458)	(5,458)
Total		394,756	0	0	0	(44,370)	(72,505)	(72,505)	350,386	322,251	(13,291)	(21,934)	(21,934)
Current borrowings		72,505							28,135				
Non-current borrowings		322,250							322,250				
		394,755							350,386				

All debenture repayments were financed by general purpose revenue.
Self supporting loans are financed by repayments from third parties.

New borrowings 2024-25

Particulars	Amount Borrowed	Amount Borrowed	Institution	Loan Type	Term Years	Total Interest & Charges	Interest Rate	Amount (Used) Budget	Balance Unspent
	Actual	Budget							
	\$	\$				\$	%	\$	\$
	60,000	60,000	Wagin Bowls Club	Debenture	15	30,108	5.71	60,000	0
	60,000	60,000				30,108		60,000	0

The Shire has no unspent debenture funds as at 30th June 2025, nor is it expected to have unspent funds as at 30th June 2026

KEY INFORMATION

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature. Non-current borrowings fair values are based on discounted cash flows using a current borrowing rate.

12 OTHER CURRENT LIABILITIES

	Note	Opening Balance 1 July 2024	Liability transferred from/(to) non current	Liability Increase	Liability Reduction	Closing Balance 31 March 2025
		\$		\$	\$	\$
Other current liabilities						
Other liabilities						
- Contract liabilities		16,891	0	89,724	(72,186)	34,428
- Capital grant/contribution liabilities		96,251	0	1,172,287	(961,566)	306,971
Total other liabilities		113,142	0	1,262,011	(1,033,752)	341,400
Employee Related Provisions						
Annual leave		221,490	0	0	0	221,490
Long service leave		267,419	0	0	0	267,419
Total Employee Related Provisions		488,909	0	0	0	488,909
Other Provisions						
Provision for LSL On-costs (Current)		32,012	0	0	0	32,012
Provision for Annual Leave On-costs (Current)		29,357	0	0	0	29,357
Total Other Provisions		61,369	0	0	0	61,369
Total other current assets		663,420	0	1,262,011	(1,033,752)	891,678
Amounts shown above include GST (where applicable)						

A breakdown of contract liabilities and associated movements is provided on the following pages at Note and

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee Related Provisions

Short-term employee benefits

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as employee related provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer.

Capital grant/contribution liabilities

Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025
 13 GRANTS, SUBSIDIES AND CONTRIBUTIONS

OPERATING ACTIVITIES

Provider	Unspent operating grant, subsidies and contributions liability				Operating grants, subsidies and contributions revenue			
	Liability	Increase	Liability	Current	Adopted	Amended	Amended	YTD
	1 July 2024	in Liability	Reduction (As revenue)	Liability 31 Mar 2025	Budget Revenue	YTD Budget	Annual Budget	Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$
Grants and subsidies								
General purpose funding								
Grants Commission - General (WALGGC)	0	0	0	0	184,171	138,126	187,753	140,815
Grants Commission - Roads (WALGGC)	0	0	0	0	97,102	45,363	60,483	45,362
Law, order, public safety								
DFES Grant - Operating Bush Fire Brigade	0	35,731	(35,731)	0	53,481	40,110	92,481	35,731
DFES Grant - ESL Admin Contribution		0	0	0	4,000	4,000	4,000	4,000
DFES Grant -Operating SES	1,261	17,227	(2,613)	15,875	25,883	19,410	25,883	2,613
Western Power Bushfire Volunteers Grant	0	2,384	0	2,384	0	0	0	0
Education and welfare								
Homecare - CHSP Operating Grant	0	0	0	0	421,034	294,724	421,034	283,181
Homecare - HCP Operating Grant	0	0	0	0	160,659	119,961	160,659	159,188
Homecare - Donations	0	0	0	0	0	0	0	455
Homecare - NDIS Contributions	0	0	0	0	45,575	34,173	45,575	41,319
Recreation and culture								
Australia Day Grant	0	12,000	(12,000)	0	10,000	7,497	10,000	12,000
Barts Birthday Grant (Lotterywest)	0	10,000	(1,050)	8,950	0	0	10,000	1,050
SLWA - Library Technology Grant	0	0	0	0	10,900	8,172	10,900	0
Lotterywest - Christmas Street Carnival	0	9,170	(9,170)	0	10,000	7,497	10,000	9,170
Heritage Review Grant	5,130	0	0	5,130	5,130	3,843	5,130	0
DOC - Community Garden Grant	10,000	0	(9,468)	532	10,000	7,497	10,000	9,468
LBW Trust Library Grant	500	0	(332)	168	0	0	0	332
Community Water Supplies Partnership Grant	0	1,338	(1,338)	0	0	1,338	13,000	1,338
SLWA - Encouraging Promising Practice Grant	0	1,874	(483)	1,390	0	0	1,874	483
Direct Grant (MRWA)	0	0	0	0	190,170	190,170	190,170	190,170
	16,891	89,724	(72,186)	34,429	1,228,105	921,881	1,258,942	936,676
Operating contributions								
Law, order, public safety								
Contributions to Fire Control Weather Stations	0	0	0	0	0	0	0	5,436
Recreation and culture								
Rec Centre Equipment Contributions	0	0	0	0	1,800	1,800	1,800	0
Thank A Volunteer BBQ	0	0	0	0	0	0	0	2,114
Contribution to Street Lighting	0	0	0	0	7,600	0	7,600	0
	0	0	0	0	9,400	1,800	9,400	7,550
TOTALS	16,891	89,724	(72,186)	34,429	1,237,505	923,681	1,268,342	944,226

14 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Capital grant/contribution liabilities				Capital grants, subsidies and contributions revenue			
	Liability 1 July 2024	Increase in Liability	Liability Reduction (As revenue)	Current Liability 31 Mar 2025	Adopted Budget Revenue	Amended YTD Budget	Amended Annual Budget	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$
Capital grants and subsidies								
Law, order, public safety								
Community Water Supply Project	0	0	0	0	7,856	7,856	7,856	0
Sportsground Water Tank	0	0	0	0	32,334	32,334	32,334	0
Recreation and culture								
LRCIP -Phase 2 (History of Wagin Shed)	0	24,929	(24,929)	0	25,536	25,536	25,536	24,929
LRCIP -Phase 3 (Court House Upgrades)	0	73,054	(73,054)	0	51,155	25,578	51,155	73,054
LRCIP4 - Cricket / Hockey Pavilion	0	173,377	(84,727)	88,650	289,000	45,000	289,000	84,727
LRCIP4 - Wetlands - Upgrades including Disabled Access Ramp	0	36,000	0	36,000	59,962	0	59,962	0
Lighting Upgrades - Wagin Bowls Club	0	20,000	0	20,000	0	0	0	0
Transport								
RRG - 2023/24 Ballagin Road	0	0	0	0	20,091	20,091	20,091	0
RRG - 2023/24 Dongolocking Road	0	51,202	(52,496)	(1,295)	52,691	52,691	52,691	52,496
Bridge Funding from 2018-2019	74,251	0	0	74,251	74,251	74,251	74,251	0
2024/25 - RTR - Beaufort Road - Reconstruct seal widen	0	143,645	(143,645)	0	180,000	135,000	180,000	143,645
2024/25 - RTR - Bullock Hills Road - Reconstruct seal widen	0	100,000	(97,242)	2,758	100,000	75,000	100,000	97,242
2024/25 - RTR - Behn Ord Road - Reconstruct seal failed section	0	62,145	(60,062)	2,083	62,145	46,608	62,145	60,062
2024/25 - RTR - Ballagin Road - Reconstruct seal widen	0	150,787	(137,456)	13,331	207,219	155,415	207,219	137,456
2024/25 - RRG - Piesseville-Tarwonga - Reconstruct seal failed sector	0	41,383	(41,383)	0	103,457	51,729	103,457	41,383
2024/25 - RRG - Jalaran Street - Reseal 2 coat	0	40,058	(1,045)	39,012	100,144	50,072	100,144	1,045
2024/25 - RRG - Dongolocking Road - Reconstruct seal widen	0	134,934	(134,934)	0	168,667	168,668	168,667	134,934
2024/25 - LRCIP4 - Bullock Hills Road - Reconstruct seal widen	0	82,454	(82,454)	0	137,423	68,712	137,423	82,454
2024/25 - LRCIP4 - Beaufort Road SLK 7.25 - Extend culvert	0	8,464	(6,417)	2,047	14,107	7,053	14,107	6,417
2024/25 - LRCIP4 - Beaufort Road SLK 7.87 - Culvert repairs	0	8,464	(5,079)	3,385	14,107	7,053	14,107	5,079
2024/25 - LRCIP4 - Beaufort Road SLK 6.29 - Culvert repair	0	21,391	(16,643)	4,748	35,652	17,826	35,652	16,643
Economic services								
Sale of Land - Raymond Edward	22,000	0	0	22,000	0	0	0	0
TOTALS	96,251	1,172,287	(961,566)	306,971	1,735,797	1,066,472	1,735,797	961,566

SHIRE OF WAGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

15 BONDS AND DEPOSITS

In previous years, bonds and deposits were held as trust monies. They are still reported in this Note but are now included in Municipal funds - Bonds and Deposits and as a current liability in the books of Council.

Description	Opening Balance 1 July 2024	Amount Received	Amount Paid	Closing Balance 31 Mar 2025
	\$	\$	\$	\$
Restricted Cash - Bonds and Deposits				
Deposits - Town Hall	300	1,300	(700)	900
Deposits - Community Bus	1,050	300	(900)	450
Deposits - Rec Centre & EFP	1,500	4,200	(3,100)	2,600
Deposits - Animal Trap	75	150	(150)	75
BCITF	80	2,790	(2,790)	80
Building Services Levy	452	2,659	(2,570)	541
Other Deposits	6,269	150	(150)	6,269
Deposit - Refuse Site Key	20	0	0	20
Deposit - Community Gym Key	8,890	2,000	(650)	10,240
Sub-Total	18,636	13,549	(11,010)	21,175
Trust Funds				
Nil				
Sub-Total	0	0	0	0
	18,636	13,549	(11,010)	21,175

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

16 BUDGET AMENDMENTS

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

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
Budget adoption - correction to budget balance			Opening Surplus(Deficit)		28,894		28,894
					28,894	0	28,894
E113045	Other Recreation & Sport - Other Expenses	5319	Operating Expenditure			(3,425)	25,469
E147055	Consultancy Fees	5319	Operating Expenditure		3,425		28,894
E167103 / CP394	Purchase of Infrastructure - Boddington St Reconstruct	5321	Capital Expenditure			(21,510)	7,384
PE2501 / E167761	Trade of Komatsu Loader (P11)	5324	Capital Expenditure		27,030		34,414
PE2507 / E167761	Purchase of Plant - 2017 Bomag Roller	5324	Capital Expenditure			(32,000)	2,414
E019001	Transfer to Plant Reserve	5324	Capital Expenditure			(17,230)	(14,816)
I122175	Proceeds on Disposal of Assets	5324	Capital Revenue		22,200		7,384
I122176	Realisation on Disposal of Assets	5324	Capital Revenue	(22,200)			7,384
IO2508 / E167758	Purchase of Infrastructure - Contribution to Lighting on 'A' Green - Wagin Bowling Club	5363	Capital Expenditure			(30,946)	(23,562)
I019001	Transfer from Recreational Development Reserve	5363	Capital Revenue		30,946		7,384
B2508 / E167744	Air Conditioner - 68 Khedive Street	5388	Capital Expenditure			(6,949)	435
FE2507 / E167284	Deep Fryers - Recreation Centre	5388	Capital Expenditure			(10,238)	(9,803)
J012 / E134005	Recreation Centre Maintenance	5388	Operating Expenditure		10,238		435
B2503 / E167780	Cricket/Hockey Pavilion	5388	Capital Expenditure			(60,000)	(59,565)
IO2507 / E167758	Wetlands Park Upgrades	5388	Capital Expenditure		60,000		435
CEI035 / I115010	SLWA - Encouraging Promising Practice Grant	5388	Operating Revenue		1,874		2,309
CEI009 / I119031	Barts Birthday Grant (Lotterywest)	5388	Operating Revenue		10,000		12,309
I032005	Financial Assistance Grants (General)	5388	Operating Revenue		3,582		15,891
I032010	Financial Assistance Grants (Roads)	5388	Operating Revenue			(36,619)	(20,728)
I147200	Proceeds on Disposal of Assets - 5 Vernal St & 2 Victor Street	5388	Capital Revenue		30,000		9,272
I122176	Realisation on Disposal of Assets	5388	Capital Revenue	(30,000)			9,272
E147105	Cost to Sell Council Property (Vernal & Victor Street)	5388	Operating Expenditure			(3,700)	5,572
E076040	St Lukes Medical Services	5388	Operating Expenditure			(10,901)	(5,329)
GR013 / E051040	Fire Control Weather Units	5388	Operating Expenditure			(15,360)	(20,689)
I051025	Contributions and Reimbursements	5388	Operating Revenue		5,980		(14,709)
B2401 / E167780	Upgrade Toilet at Sportsground - Disable Access	5388	Capital Expenditure		25,000		10,291
B2506 / E167780	Town Hall - Annex Roof Repairs	5388	Capital Expenditure		8,615		18,906
B2507 / E167780	Rec Centre - Replace Alsynite Roof Sheets	5388	Capital Expenditure		14,810		33,716
IO2506 / E167125	Christmas Lights & Decorations	5388	Capital Expenditure		27,126		60,842
CP375 / E16724	Footpath CP to Bridge	5388	Capital Expenditure		7,387		68,229
CP376 / E167124	Shire - Footpath - Tenton St - Tarbet St to Theta St	5388	Capital Expenditure		11,235		79,464
CP377 / E167124	Shire - Footpath - Khedive Street - Ware St to Warwick St	5388	Capital Expenditure		12,857		92,321
CP387 / E167103	Shire - Piesseville Tarwonga Road	5388	Capital Expenditure		9,139		101,460
CP382 / E167103	Shire - Vernon Street Reseal	5388	Capital Expenditure		46,000		147,460
CP383 / E167103	Shire - Hunt Street Reseal	5388	Capital Expenditure		24,000		171,460
E112005	Pool Staff Salary	5388	Operating Expenditure		10,000		181,460
E134005	Water Supply - Standpipes	5388	Operating Expenditure		10,000		191,460
GR012 / E051020	Fire Fighting - Wedgecarrup Fire - Shire	5388	Operating Expenditure			(40,000)	151,460
GR011 / E051020	Fire Fighting - Wedgecarrup Fire - DFES	5388	Operating Expenditure			(6,130)	145,330
I051025	Contributions & Reimbursements - DFES - Wedgecarrup Fire	5388	Operating Revenue		6,130		151,460
E112040	Swimming Pool Contract Staff	5388	Operating Expenditure			(40,000)	111,460
E122005	Road Maintenance	5388	Operating Expenditure			(55,000)	56,460
I134005	Standpipe Water Sales	5388	Operating Revenue			(14,000)	42,460
I112020	Reimbursements - Swimming Pool	5388	Operating Revenue		12,000		54,460
DFES03 / E051005	BFB Operation Expenditure	5388	Operating Expenditure			(39,000)	15,460
I051010	BFB Operating Grant	5388	Operating Revenue		39,000		54,460
FE2401	New Server - Administration	5388	Capital Expenditure			(10,000)	44,460
J009 / E111005	Homecare Maintenance	5388	Operating Expenditure		20,000		64,460
E147055	Consultants / Contractors	5388	Operating Expenditure		7,000		71,460
CE034 / E113055	Wagin Water Strategy	5388	Operating Expenditure			(19,980)	51,480
CEI034 / I113040	Wagin Water Security Strategy Grant	5388	Operating Revenue		13,000		64,480
B2502 / E167475	Roads Board Building - Renewal	5388	Capital Expenditure		6,000		70,480
J152 / E122070	Wedgecarrup Fire Road Clearing	5388	Operating Expenditure			(172,000)	(101,520)
I019001	Transfer from Roadwork Reserve	5388	Capital Revenue		172,000		70,480
E123010	Loss on Sale of Asset	5388	Operating Revenue	10,846			70,480
I082035	Profit on Sale of Asset	5388	Operating Revenue	11,421			70,480
I122100	Profit on Sale of Asset	5388	Operating Revenue	9,613			70,480
				(20,320)	715,468	(644,988)	70,480

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
General Purpose Funding						
Rate Revenue						
I031005	GRV	Inc	1,011,844	1,011,844	1,011,844	1,013,117
I031010	GRV Minimums	Inc	98,550	98,550	98,550	98,550
I031015	UV	Inc	1,617,798	1,617,798	1,617,798	1,617,799
I031020	UV Minimums	Inc	66,825	66,825	66,825	66,825
I031025	GRV Interim Rates	Inc	0	0	0	4,932
I031030	UV Interim Rates	Inc	0	0	0	(801)
I031035	Back Rates	Inc	0	0	0	187
I031040	Ex-Gratia Rates (CBH)	Inc	15,944	15,944	15,944	15,944
I031045	Discount Allowed	Inc	(103,087)	(103,087)	(103,087)	(108,880)
I031050	Instalment Admin Charge	Inc	5,000	5,000	5,000	2,353
I031055	Account Enquiry Fee	Inc	4,000	4,000	2,997	3,761
I031060	(Rate & Sdry Debtor Write Offs)	Inc	(5,000)	(5,000)	0	(224)
I031065	Penalty Interest	Inc	8,000	8,000	5,994	10,150
I031070	Emergency Services Levy	Inc	133,735	133,735	133,735	138,713
I031075	ESL Penalty Interest	Inc	500	500	369	731
I031080	Instalment Interest	Inc	4,500	4,500	4,500	3,629
I031090	Rate Legal Charges	Inc	10,000	10,000	7,497	1,507
			2,868,609	2,868,609	2,867,966	2,868,293
E031005	Valuation Expenses	Exp	(9,000)	(9,000)	(6,750)	(3,176)
E031010	Legal Costs/Expenses	Exp	(1,000)	(1,000)	(747)	0
E031015	Title Searches	Exp	(500)	(500)	(369)	(95)
E031020	Rate Recovery Expenses	Exp	(10,000)	(10,000)	(7,497)	(2,151)
E031025	Printing Stationery Postage	Exp	(2,000)	(2,000)	(2,000)	(769)
E031030	Emergency Services Levy	Exp	(133,735)	(133,735)	(100,299)	(124,246)
E031040	Rate Refunds	Exp	(1,000)	(1,000)	0	0
E031041	Rates & Rubbish Waivers/Concessions	Exp	(2,737)	(2,737)	(2,737)	(2,752)
E031100	Administration Allocated	Exp	(102,073)	(102,073)	(76,554)	(76,555)
			(262,045)	(262,045)	(196,953)	(209,744)
Other General Purpose Funding						
I032005	Grants Commission General	Inc	184,171	187,753	138,126	140,814
I032010	Grants Commission Roads	Inc	97,102	60,483	45,363	45,361
I032020	Administration Rental	Inc	0	0	0	0
I032025	Photocopies, Publications, PA & Projector Hire	Inc	1,000	1,000	747	537
I032030	Reimbursements	Inc	100	100	72	0
I032035	SS Loans Interest & GFee Reimb.	Inc	0	0	0	0
I032040	Bank Interest	Inc	85,000	85,000	63,747	69,904
I032045	Reserves Interest	Inc	133,134	133,134	99,849	78,988
I032055	Commissions & Recoups	Inc	0	0	0	0
I032080	Other General Purpose Income	Inc	0	0	0	0
I032086	Debtor Penalty Interest	Inc	0	0	0	2,018
I032190	WALGA House Units	Inc	0	0	0	0
			500,507	467,470	347,904	337,623
E032005	Bank Fees and Charges	Exp	(11,000)	(11,000)	(8,244)	(9,837)
E032015	Interest on Loans	Exp	0	0	0	0
E032030	Audit Fees & Other Services	Exp	(41,000)	(41,000)	(26,240)	(39,740)
E032035	Administration Allocated	Exp	(74,113)	(74,113)	(55,584)	(55,585)
			(126,113)	(126,113)	(90,068)	(105,162)
Total General Purpose Income			3,369,116	3,336,079	3,215,870	3,205,916

SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
Total General Purpose Expenditure			(388,158)	(388,158)	(287,021)	(314,906)
Governance						
Members of Council						
I041020	Other Income Relating to Members	Inc	0	0	0	0
			0	0	0	0
E041005	Sitting Fees	Exp	(23,114)	(23,114)	(17,334)	(6,018)
E041010	Training	Exp	(7,000)	(7,000)	(5,250)	(3,420)
E041015	Members Travelling	Exp	(700)	(700)	(525)	(171)
E041020	Communication Allowance	Exp	(8,085)	(8,085)	(6,063)	(1,444)
E041025	Election Expenses	Exp	0	0	0	0
E041030	Other Expenses	Exp	(2,000)	(2,000)	(1,494)	(3,383)
E041035	Conference Expenses	Exp	(10,000)	(10,000)	(10,000)	(6,755)
E041040	Presidents Allowance	Exp	(16,282)	(16,282)	(12,210)	(4,071)
E041045	Deputy Presidents Allowance	Exp	(4,070)	(4,070)	(3,051)	(1,018)
E041055	Refreshments and Receptions	Exp	(12,000)	(12,000)	(8,991)	(5,439)
E041060	Presentations	Exp	(2,500)	(2,500)	(1,872)	(134)
E041065	Insurance	Exp	(14,483)	(14,483)	(14,482)	(17,811)
E041070	Public Relations	Exp	(2,000)	(2,000)	(1,494)	0
E041075	Subscriptions	Exp	(38,000)	(38,000)	(38,000)	(37,547)
E041100	Administration Allocated	Exp	(128,127)	(128,127)	(96,093)	(96,095)
			(268,361)	(268,361)	(216,859)	(183,306)
Other Governance						
I042030	Profit on Sale of Asset	Inc	0	0	0	0
I042045	Admin Reimbursements	Inc	5,000	5,000	3,744	884
I042050	Paid Parental Leave Reimbursement	Inc	0	0	0	3,736
			5,000	5,000	3,744	4,620
E042005	Administration Salaries	Exp	(923,428)	(923,428)	(710,322)	(658,065)
E042008	Admin Leave/Wages Liability	Exp	0	0	0	0
E042010	Administration Superannuation	Exp	(123,487)	(123,487)	(94,989)	(90,270)
E042011	Loyalty Allowance	Exp	(6,271)	(6,271)	(4,820)	(5,425)
E042012	Housing Allowance Admin	Exp	(12,020)	(12,020)	(9,240)	(6,838)
E042015	Insurance	Exp	(31,817)	(31,817)	(31,816)	(30,792)
E042020	Staff Training	Exp	(15,000)	(15,000)	(11,250)	(12,158)
E042025	Removal Expenses	Exp	0	0	0	0
E042030	Printing & Stationery	Exp	(25,000)	(25,000)	(18,738)	(20,701)
E042035	Phone, Fax & Modem	Exp	(5,000)	(5,000)	(3,735)	(2,704)
E042040	Office Maintenance	Exp	(61,863)	(61,863)	(47,700)	(48,294)
E042045	Advertising	Exp	(10,000)	(10,000)	(7,488)	(10,152)
E042050	Office Equipment Maintenance	Exp	(3,000)	(3,000)	(2,241)	(929)
E042055	Postage & Freight	Exp	(5,000)	(5,000)	(3,744)	(5,863)
E042060	Vehicle Running Expenses	Exp	(17,000)	(17,000)	(12,708)	(13,860)
E042065	Legal Expenses	Exp	(10,000)	(10,000)	(7,497)	(11,127)
E042070	Garden Expenses	Exp	(15,000)	(15,000)	(11,232)	(12,735)
E042075	Conference & Training	Exp	(10,000)	(10,000)	(7,497)	(3,555)
E042080	Computer Support	Exp	(161,463)	(161,463)	(121,086)	(148,573)
E042085	Other Expenses	Exp	(10,500)	(10,500)	(9,380)	(9,360)
E042090	Administration Allocated	Exp	(219,478)	(219,478)	(164,601)	(164,608)
E042095	Fringe Benefits Tax	Exp	(20,238)	(20,238)	(15,177)	(12,401)
E042100	Staff Uniforms	Exp	(2,000)	(2,000)	(2,000)	(3,611)
E042120	Depreciation - Other Governance	Exp	(119,791)	(119,791)	(89,847)	(83,975)

SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E042125	Less Administration Allocated	Exp	1,587,878	1,587,878	1,190,907	1,190,909
E042160	DCEO/CEO Recruitment	Exp	0	0	0	0
E042165	Paid Parental Leave	Exp	0	0	0	0
			(219,478)	(219,478)	(196,201)	(165,086)
	Total Governance Income		5,000	5,000	3,744	4,620
	Total Governance Expenditure		(487,839)	(487,839)	(413,060)	(348,392)
	Law, Order & Public Safety					
	Fire Prevention					
I051010	BFB Operating Grant	Inc	53,481	92,481	40,110	35,731
I051015	Sale of Fire Maps	Inc	50	50	36	24
I051020	Town Block Burn Fees	Inc	0	0	0	0
I051025	Contributions and Reimbursements	Inc	500	12,610	12,610	12,960
I051030	Bush Fire Infringements	Inc	2,000	2,000	2,000	481
I051035	ESL Admin Fee	Inc	4,000	4,000	4,000	4,000
I051050	SES Other Income	Inc	0	0	0	0
I051075	SES Operating Grant	Inc	25,883	25,883	19,410	2,613
			85,914	137,024	78,166	55,809
E051005	BFB Operation Expenditure	Exp	(71,000)	(110,000)	(92,288)	(124,276)
E051010	Communication Mtce	Exp	(5,500)	(5,500)	(4,113)	(5,586)
E051015	Advertising & Other Expenses	Exp	(2,500)	(2,500)	(2,500)	(2,798)
E051020	Fire Fighting/Emergency Services Expenses	Exp	(10,000)	(56,130)	(53,591)	(32,518)
E051025	Town Block Burn Off	Exp	(10,000)	(10,000)	(10,000)	(12,882)
E051040	Other Bushfire Expenditure	Exp	(22,000)	(37,360)	(22,376)	(5,143)
E051045	Mt Latham & Condonning Repeats	Exp	(1,000)	(1,000)	(738)	(577)
E051060	SES Operation Expenditure	Exp	(29,580)	(29,580)	(22,170)	(2,613)
E051100	Administration Allocated	Exp	(82,218)	(82,218)	(61,659)	(61,664)
E051190	Depreciation - Fire Prevention	Exp	(75,950)	(75,950)	(56,961)	(56,955)
			(309,748)	(410,238)	(326,396)	(305,011)
	Animal Control					
I052005	Dog Fines and Fees	Inc	5,000	5,000	3,744	2,452
I052006	Cat Fines and Fees	Inc	300	300	225	0
I052010	Hire of Animal Traps	Inc	100	100	72	65
I052015	Dog Registration	Inc	4,000	4,000	4,000	3,237
I052016	Cat Registration	Inc	500	500	500	1,607
I052020	Reimbursements	Inc	500	500	375	0
			10,400	10,400	8,916	7,361
E052005	Ranger Salary	Exp	(14,657)	(14,657)	(11,262)	(13,215)
E052007	Ranger Telephone	Exp	(1,000)	(1,000)	(747)	(262)
E052010	Pound Maintenance	Exp	(11,700)	(11,700)	(8,770)	(7,093)
E052015	Dog Control Insurance	Exp	(500)	(500)	(500)	(197)
E052020	Legal Fees	Exp	0	0	0	0
E052025	Training & Conference	Exp	(500)	(500)	(369)	(1,127)
E052030	Ranger Services Other	Exp	(30,000)	(30,000)	(22,482)	(14,834)
E052035	Administration Allocated	Exp	(46,959)	(46,959)	(35,217)	(35,219)
E052190	Depreciation - Animal Control	Exp	(3,000)	(3,000)	(2,250)	(2,260)
			(108,316)	(108,316)	(81,597)	(74,207)
	Other Law, Order & Public Safety					
I053005	Abandoned Vehicles/Fines	Inc	50	50	0	0
I053040	Safer Wagin Income	Inc	0	0	0	0
I053055	Reimbursements	Inc	0	0	0	0

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
I053060	Other law, Order & Public Safety Grants	Inc	40,190	40,190	40,190	0
I053075	Covert Cameras for CCTV System	Inc	0	0	0	0
			40,240	40,240	40,190	0
E053005	Abandoned Vehicles	Exp	(500)	(500)	(360)	(126)
E053010	Emergency Services	Exp	0	0	0	0
E053040	Safer Wagin Expenditure	Exp	0	0	0	0
E053045	CCTV & Security	Exp	(8,000)	(8,000)	(5,985)	(4,810)
E053055	Mosquito Control	Exp	(5,000)	(5,000)	(3,735)	(6,503)
E053056	Community Water Supply Programme	Exp	0	0	0	(1,873)
E053090	Depreciation - Other Law, Order & Public Safety	Exp	(4,065)	(4,065)	(3,051)	(13,293)
			(17,565)	(17,565)	(13,131)	(26,605)
	Total Law, Order & Public Safety Income		136,554	187,664	127,272	63,170
	Total Law, Order & Public Safety Expenditure		(435,629)	(536,119)	(421,124)	(405,828)
	Health					
	Maternal & Infant Health					
E071005	Medical Centre Mtce - Infant Health Centre	Exp	(7,920)	(7,920)	(5,904)	(4,553)
			(7,920)	(7,920)	(5,904)	(4,553)
	Preventative Services - Admin & Inspections					
I074005	Food Licences & Fees	Inc	500	500	369	515
I074015	Contrib. Regional Health Scheme	Inc	0	0	0	0
I074020	Reimbursements	Inc	0	0	0	0
			500	500	369	515
E074005	EHO Salary	Exp	0	0	0	0
E074008	EHO Leave/Wages Liability	Exp	0	0	0	0
E074010	EHO Superannuation	Exp	0	0	0	0
E074015	Other Control Expenses	Exp	(7,000)	(7,000)	(5,238)	(1,204)
E074020	EHO/Building Surveyor Vehicle Expenses	Exp	0	0	0	0
E074030	Conferences & Training	Exp	0	0	0	0
E074035	Loss on Sale of Asset	Exp	0	0	0	0
E074100	Administration Allocated	Exp	(43,542)	(43,542)	(32,652)	(32,657)
E074190	Depreciation - Prevent Services	Exp	0	0	0	0
			(50,542)	(50,542)	(37,890)	(33,861)
	Other Health					
I076010	Rent - Medical Centre-Dentist	Inc	4,334	4,334	3,249	2,988
I076015	Reimbursements - Medical Practice	Inc	2,000	2,000	1,494	0
I076020	Meeting Room Fees	Inc	0	0	0	0
I076025	Sale of Doctor's Vehicle	Inc	0	0	0	0
I076040	Reimbursements - Dr Kumar	Inc	1,000	1,000	0	188
			7,334	7,334	4,743	3,176
E076020	Medical Centre Mtce - Dr & Dentist Surgery	Exp	(18,552)	(18,552)	(14,416)	(18,787)
E076025	Depreciation - Other Health	Exp	(54,840)	(54,840)	(41,130)	(41,515)
E076030	Doctors Vehicle Mtce	Exp	(5,000)	(5,000)	(3,744)	(1,943)
E076035	Loss on Sale of Asset	Exp	0	0	0	0
E076040	St Lukes Medical Services	Exp	(50,000)	(60,901)	(48,401)	(44,242)
E076055	Doctor Retention & Relocation	Exp	0	0	0	0
E076060	Assets under \$5k	Exp	0	0	0	0
			(128,392)	(139,293)	(107,691)	(106,487)

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17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
Health - Preventative Services						
E077010	Analytical Expenses	Exp	(500)	(500)	(500)	(479)
			(500)	(500)	(500)	(479)
	Total Health Income		7,834	7,834	5,112	3,691
	Total Health Expenditure		(187,354)	(198,255)	(151,985)	(145,380)
Education & Welfare						
Pre Schools						
I083035	Day Care Lease	Exp	8,495	8,495	6,363	6,954
I083036	Day Care Reimbursements	Exp	10,000	10,000	6,664	3,025
			18,495	18,495	13,027	9,979
E080010	Kindergarten Maintenance (Daycare)	Exp	(11,300)	(11,300)	(8,769)	(7,936)
E080190	Depreciation - Pre-Schools	Exp	(25,940)	(25,940)	(19,458)	(19,456)
			(37,240)	(37,240)	(28,227)	(27,392)
Other Education						
E081030	Contribution - Wagin Youthcare Chaplaincy Program	Exp	(2,600)	(2,600)	(2,600)	0
			(2,600)	(2,600)	(2,600)	0
Homecare Program						
I082010	CHSP Grant	Inc	421,034	421,034	294,724	283,181
I082015	Meals on Wheels	Inc	0	0	0	0
I082020	CHSP Fee for Service	Inc	55,982	55,982	41,985	38,768
I082025	Donations	Inc	0	0	0	455
I082030	Government Pay Reimbursement	Inc	0	0	0	0
I082031	Homecare - Other Income	Inc	0	0	0	0
I082035	Profit On Sale of Asset	Inc	10,589	22,010	16,506	22,010
I082040	HCP Client Daily Fee	Inc	28,628	28,628	21,465	21,723
I082045	HCP Government Funds	Inc	160,659	160,659	119,961	159,188
I082050	NDIS Contribution	Inc	45,575	45,575	34,173	41,319
			722,467	733,888	528,814	566,644
E082010	Homecare Salaries	Exp	(448,526)	(448,526)	(345,011)	(366,344)
E082013	Homecare Leave/Wages Liability GEN	Exp	0	0	0	0
E082015	Maintenance & Gardening	Exp	(68,389)	(68,389)	(52,600)	(59,256)
E082020	Nursing Salaries	Exp	0	0	0	0
E082025	Care Workers Salaries	Exp	0	0	0	0
E082030	Superannuation	Exp	(52,016)	(52,016)	(40,009)	(42,187)
E082035	Other Expenses	Exp	(7,000)	(7,000)	(5,229)	(2,458)
E082040	Travelling - Mileage	Exp	(25,000)	(25,000)	(18,747)	(9,436)
E082045	Staff Training	Exp	(5,500)	(5,500)	(4,122)	(3,587)
E082050	Staff Training Salaries	Exp	(31,932)	(31,932)	(23,949)	(299)
E082055	Subscriptions	Exp	(2,000)	(2,000)	(1,494)	(4,474)
E082060	Postage & Freight	Exp	(1,000)	(1,000)	(729)	(845)
E082063	Telephone Expenses	Exp	(1,000)	(1,000)	(747)	(1,974)
E082065	Printing & Stationery	Exp	(3,000)	(3,000)	(2,250)	(95)
E082070	Insurance	Exp	(8,447)	(8,447)	(8,446)	(9,787)
E082075	Building Maintenance	Exp	(10,739)	(10,739)	(8,046)	(6,707)
E082080	Plant & Equipment Mtce	Exp	(20,000)	(20,000)	(14,850)	(13,214)
E082083	Computer Equipment and Support	Exp	(7,000)	(7,000)	(5,238)	0
E082085	Consumable Supplies	Exp	(1,000)	(1,000)	(738)	(2,772)
E082090	Homecare Equipment and Catering Supplies	Exp	(3,000)	(3,000)	(2,250)	(537)

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E082095	HCP Expenses	Exp	(20,000)	(20,000)	(14,994)	(46,707)
E082100	Administration Allocated	Exp	(18,224)	(18,224)	(13,662)	(13,668)
E082110	Meals on Wheels Expenditure	Exp	0	0	0	0
E082190	Depreciation - Homecare	Exp	(19,660)	(19,660)	(14,742)	(16,575)
			(753,433)	(753,433)	(577,853)	(600,922)
	Other Welfare					
I083010	Wagin Frail Aged Reimb	Inc	9,472	9,472	9,472	9,226
I083040	Seniors Xmas Lunch Income	Inc	0	0	0	0
			9,472	9,472	9,472	9,226
E083010	Wagin Frail Aged Exp	Exp	(9,472)	(9,472)	(9,472)	(9,677)
E083020	Seniors Xmas Lunch	Exp	0	0	0	0
E083050	Other Welfare Exp	Exp	0	0	0	0
			(9,472)	(9,472)	(9,472)	(9,677)
	Total Education & Welfare Income		750,434	761,855	551,313	585,849
	Total Education & Welfare Expenditure		(802,745)	(802,745)	(618,152)	(637,990)
	Community Amenities					
	Sanitation - Household Refuse					
I101005	Domestic Collection	Inc	278,240	278,240	278,240	278,917
I102020	Refuse Site Fees	Inc	20,000	20,000	14,994	16,074
			298,240	298,240	293,234	294,991
E101005	Domestic Refuse Collection	Exp	(55,279)	(55,279)	(41,454)	(41,725)
E101006	Green Waste Collection	Exp	(28,153)	(28,153)	(21,114)	(20,027)
E101010	Recycling Residential	Exp	(67,514)	(67,514)	(50,634)	(50,443)
E101015	Refuse Site Mtce	Exp	(161,637)	(161,637)	(121,236)	(140,694)
E101025	Refuse Site Attendant	Exp	0	0	0	0
			(312,583)	(312,583)	(234,438)	(252,889)
	Sanitation - Other					
I102002	Commercial Collection Charges	Inc	69,930	69,930	69,930	69,560
I102005	Reimbursement Drummuster	Inc	1,000	1,000	0	472
I102010	Charges Bulk Rubbish	Inc	16,000	16,000	11,997	12,840
			86,930	86,930	81,927	82,872
E102005	Commercial Collection	Exp	(16,636)	(16,636)	(12,474)	(12,249)
E102010	Bulk Cardboard Collection	Exp	(19,129)	(19,129)	(14,346)	(13,080)
E102020	Recycling Commercial	Exp	(15,703)	(15,703)	(11,772)	(10,319)
E101020	Chemical Drum Disposal Costs	Exp	(1,000)	(1,000)	(1,000)	0
E102035	Refuse Site Rehabilitation	Exp	0	0	0	0
E102190	Depreciation - Sanitation	Exp	(15,710)	(15,710)	(11,781)	(4,935)
			(68,178)	(68,178)	(51,373)	(40,583)
	Sewerage					
I104005	Septic Tank Fees	Inc	0	0	0	429
			0	0	0	429
E104005	Sewerage Treatment Plant	Exp	(50)	(50)	(32)	(35)
			(50)	(50)	(32)	(35)

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FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
Regional Refuse Group						
I102006	Regional Refuse Group	Inc	0	0	0	0
			0	0	0	0
Regional Refuse Group						
E102007	Regional Refuse Group Expenses	Exp	0	0	0	0
			0	0	0	0
Town Planning						
I106005	Planning Fees	Inc	4,000	4,000	2,997	7,593
			4,000	4,000	2,997	7,593
E106005	Town Planning Expenses	Exp	(15,000)	(15,000)	(11,250)	(4,131)
E106100	Administration Allocated	Exp	(61,484)	(61,484)	(46,107)	(46,113)
			(76,484)	(76,484)	(57,357)	(50,244)
Other Community Amenities						
I107005	Cemetery Fees	Inc	15,500	15,500	11,619	16,937
I107010	Community Bus Income	Inc	4,000	4,000	2,988	1,511
I107025	Other Community Amenities Contributions	Inc	0	0	0	0
			19,500	19,500	14,607	18,448
E107005	Cemetery Mtce	Exp	(42,585)	(42,585)	(31,941)	(38,964)
E107010	Public Convenience Mtce	Exp	(57,850)	(57,850)	(43,417)	(40,874)
E107015	Community Bus Operating	Exp	(3,000)	(3,000)	(2,241)	(2,559)
E107100	Administration Allocated	Exp	(94,848)	(94,848)	(71,136)	(71,136)
E107190	Depreciation - Other Comm Amenities	Exp	(37,135)	(37,135)	(27,846)	(39,411)
			(235,418)	(235,418)	(176,581)	(192,944)
Total Community Amenities Income			408,670	408,670	392,765	404,333
Total Community Amenities Expenditure			(692,713)	(692,713)	(519,781)	(536,696)
Recreation & Culture						
Public Halls & Civic Centres						
I111005	Town Hall Hire	Inc	1,500	1,500	1,125	679
I111010	Reimbursements	Inc	0	0	0	0
I111015	Town Hall Lease -L Piesse	Inc	0	0	0	0
			1,500	1,500	1,125	679
E111005	Town Hall Mtce	Exp	(53,000)	(33,000)	(25,918)	(20,482)
E111010	Other Halls Mtce	Exp	(9,500)	(9,500)	(7,523)	(8,046)
E111190	Depreciation - Public Halls	Exp	(202,900)	(202,900)	(152,181)	(154,265)
			(265,400)	(245,400)	(185,622)	(182,793)
Swimming Pool						
I112010	Swimming Pool Admission	Inc	25,000	25,000	25,000	17,973
I112015	Swimming Pool Miscellaneous Income	Inc	0	0	0	0
I112020	Reimbursements	Inc	0	12,000	12,000	12,001
I112025	CSRFF Grant - Swim Pool Stage 2	Inc	0	0	0	0
			25,000	37,000	37,000	29,974
E112005	Pool Staff Salary	Exp	(104,198)	(94,198)	(70,643)	(96,005)
E112008	Pool Leave/Wages Liability	exp	0	0	0	0
E112010	Superannuation	Exp	(13,025)	(13,025)	(10,011)	(9,353)
E112015	Swimming Pool Maintenance	Exp	(128,725)	(128,725)	(97,972)	(115,897)
E112020	Swimming Pool Other Expenses	Exp	(4,000)	(4,000)	(2,988)	(2,862)

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17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E112040	Swimming Pool Contract Staff	Exp	(16,825)	(56,825)	(46,824)	(5,585)
E113076	Interest on Loan 139 - Swimming Pool	Exp	(8,784)	(8,784)	(6,588)	(5,864)
E112190	Depreciation - Swimming Pools	Exp	(204,900)	(204,900)	(153,675)	(169,626)
			(480,457)	(510,457)	(388,701)	(405,192)
	Other Recreation & Sport					
I113005	Sportsground Rental	Inc	8,795	8,795	8,794	2,618
I113010	Sportsground Reimbursements	Inc	0	0	0	0
I113015	Power Reimbursements	Inc	5,000	5,000	3,744	1,095
I113020	Recreation Centre Hire	Inc	4,000	4,000	2,997	845
I113025	Reimbursements Other	Inc	1,000	1,000	1,000	837
I113030	Rec Centre Equipment Contributions	Inc	1,800	1,800	1,800	0
I113035	Sporting Club Leases	Inc	2,000	2,000	2,000	1,686
I113040	Other Recreation & Sport Grants & Contributions	Inc	348,962	361,962	46,338	86,065
I113055	Eric Farrow Pavillion Hire	Inc	5,000	5,000	3,744	4,171
I113065	Community Gym Membership	Inc	13,000	13,000	9,747	9,537
I113079	SS Loan 142 - Interest & Gtee Fee Revenue	Inc	3,585	3,585	0	1,881
			393,142	406,142	80,164	108,735
E113005	Sportsground Mtce	Exp	(139,350)	(139,350)	(104,463)	(81,178)
E113010	Sportsground Building Mtce	Exp	(31,656)	(31,656)	(26,106)	(29,741)
E113015	Wetlands Park Mtce	Exp	(69,400)	(69,400)	(52,020)	(56,086)
E113020	Parks & Gardens Mtce	Exp	(76,020)	(76,020)	(56,799)	(51,578)
E113025	Puntapin Rock Mtce	Exp	(515)	(515)	(360)	(103)
E113030	Recreation Centre Mtce	Exp	(96,220)	(85,982)	(66,792)	(57,288)
E113035	Rec Staff Salaries	Exp	(4,000)	(4,000)	(3,071)	(1,027)
E113038	Rec Staff Leave/Wages Liability	Exp	0	0	0	0
E113040	Superannuation	Exp	0	0	0	0
E113045	Other Expenses	Exp	(6,000)	(9,425)	(8,809)	(9,268)
E113050	Norring Lake Mtce	Exp	(6,670)	(6,670)	(4,977)	(4,772)
E113055	Other Rec & Sport Grant Funds Exp	Exp	0	(19,980)	(5,760)	(5,760)
E113065	Eric Farrow Pavilion Mtce	Exp	(30,420)	(30,420)	(23,599)	(26,382)
E113070	Rec Centre Sports Equipment	Exp	(4,000)	(4,000)	(2,997)	(679)
E113075	Interest on Loan 131 - Rec Centre	Exp	0	0	0	0
E113078	Interest on Loan 142 - SSL Bowls Club	Exp	(3,586)	(3,586)	(2,691)	(1,675)
E113095	Community Gym Expenditure	Exp	(10,700)	(10,700)	(8,001)	(7,094)
E113115	Bowls Club Financial Assistance	Exp	0	0	0	0
E113100	Administration Allocated	Exp	(195,854)	(195,854)	(146,889)	(146,891)
E113190	Depreciation - Other Rec & Sport	Exp	(396,370)	(396,370)	(297,270)	(292,919)
			(1,070,761)	(1,083,928)	(810,604)	(772,441)
	Library					
I115005	Lost Books	Inc	0	0	0	0
I115010	Reimbursements & Grants	Inc	10,900	12,774	8,172	816
			10,900	12,774	8,172	816
E115005	Library Staff Salaries	Exp	(59,102)	(59,102)	(45,451)	(46,433)
E115008	Library Leave/Wages Liability	Exp	0	0	0	0
E115010	Superannuation	Exp	(6,797)	(6,797)	(5,222)	(3,145)
E115013	Staff Training	Exp	(6,500)	(6,500)	(4,869)	(1,944)
E115015	Court House (Library) Maintenance	Exp	(13,630)	(13,630)	(10,732)	(14,192)
E115020	Library Other Expenses	Exp	(5,000)	(5,000)	(3,699)	(1,559)
E115025	Public Library Materials Funding (Grant) Expenses	Exp	(10,900)	(10,900)	(8,172)	0
E115030	Library IT	Exp	(5,000)	(5,000)	(4,998)	(4,269)
E115035	Postage & Freight	Exp	0	0	0	(278)
E115190	Depreciation - Libraries	Exp	(16,300)	(16,300)	(12,222)	(3,054)

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17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
			(123,229)	(123,229)	(95,365)	(74,874)
	Other Culture					
I116035	Long Table Experience Income	Inc	0	0	0	0
I116065	Electronic Sign Advertising Income	Inc	1,500	1,500	1,125	1,637
I119015	Contribution to Woolorama	Inc	0	0	0	0
I119020	Reimbursements	Inc	0	0	0	0
I119030	Community Events Income	Inc	10,000	10,000	7,497	11,284
I119031	Other Culture Grant Funds	Inc	101,821	111,821	69,951	120,501
I113078	SS Loan 141 - Interest & Gtee Fee Reimbursement	Inc	1,872	1,872	936	1,039
			115,193	125,193	79,509	134,461
E116005	Subsidy Woolorama Committee	Exp	(500)	(500)	(500)	0
E116010	Woolorama Costs & Maintenance	Exp	(70,000)	(70,000)	(52,488)	(71,028)
E113077	Interest on Loan 141 - SSL Wagin Ag	Exp	(1,872)	(1,872)	(936)	(848)
E116015	Community Centre Mtce	Exp	(14,825)	(14,825)	(11,088)	(11,968)
E116020	Historical Village	Exp	(2,600)	(2,600)	(1,944)	(2,387)
E116025	Heritage Review	Exp	(12,130)	(12,130)	(12,128)	0
E116035	Long Table Experience Expenditure	Exp	0	0	0	0
E116045	Community Development Events	Exp	(44,000)	(44,000)	(44,000)	(38,134)
E116046	Community Development Equipment Maintenance	Exp	0	0	0	0
E116055	Other Culture Grant Funds Exp	Exp	(10,000)	(10,000)	(10,000)	(10,568)
E116060	Betty Terry Theatre Expenditure	Exp	(4,240)	(4,240)	(3,159)	(2,774)
E116065	Electronic Sign Maintenance	Exp	(4,500)	(4,500)	(3,357)	(3,616)
E116070	Court House Maintenance (Now use E115015 Instead)	Exp	0	0	0	0
E116075	Other Culture Building Maintenance	Exp	(14,600)	(14,600)	(12,979)	(12,575)
E116190	Depreciation - Other Culture	Exp	(107,310)	(107,310)	(80,478)	(30,359)
			(286,577)	(286,577)	(233,057)	(184,257)
	Total Recreation & Culture Income		545,735	582,609	205,970	274,665
	Total Recreation & Culture Expenditure		(2,226,424)	(2,249,591)	(1,713,349)	(1,619,556)
	Transport					
	Streets Roads Bridges & Depot Construction					
I121005	Direct Road Grants	Inc	190,170	190,170	190,170	190,170
I121010	Road Project Grants	Inc	445,050	445,050	343,251	229,858
I121015	Roads to Recovery Grant	Inc	549,364	549,364	412,023	438,404
I121020	Reimbursements	Inc	0	0	0	0
I121025	Contribution - Street Lighting	Inc	7,600	7,600	0	0
I121070	Roads Grants - Other	Inc	74,251	74,251	74,251	0
I121076	LRICIP Funding - Road Construction	Inc	201,289	201,289	100,644	110,594
I147125	Storm Damage Reimbursements	Inc	0	0	0	0
			1,467,724	1,467,724	1,120,339	969,026
	Streets Roads Bridges & Depot Maintenance					
I122055	Diesel Fuel Rebate Income	Inc	40,000	40,000	29,997	38,807
			40,000	40,000	29,997	38,807
E122005	Road Maintenance & Maintenance Grading	Exp	(320,000)	(375,000)	(281,232)	(257,457)
E122006	Maintenance Grading	Exp	0	0	0	0
E122007	Rural Tree Pruning	Exp	(70,000)	(70,000)	(52,488)	(64,020)
E122008	Rural Spraying	Exp	(10,000)	(10,000)	(7,479)	(8,369)
E122009	Town Site Spraying	Exp	(20,000)	(20,000)	(14,994)	(18,507)
E122010	Depot Mtce	Exp	(20,740)	(20,740)	(16,163)	(18,958)
E122011	Town Reserve & Verge Mtce	Exp	(12,500)	(12,500)	(9,360)	(7,711)

SHIRE OF WAGIN
 SUPPLEMENTARY INFORMATION
 FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E122012	Bridge & Drainage Mtce	Exp	(22,500)	(22,500)	(16,866)	(4,140)
E122015	Rural Numbering	Exp	0	0	0	0
E122020	Footpath Mtce	Exp	(5,000)	(5,000)	(3,735)	(329)
E122025	Street Cleaning	Exp	(40,000)	(40,000)	(29,988)	(25,568)
E122030	Street Trees	Exp	(83,320)	(83,320)	(62,469)	(56,923)
E122035	Traffic & Street Signs Mtce	Exp	(4,000)	(4,000)	(2,988)	(1,990)
E122045	Townscape	Exp	(40,000)	(40,000)	(29,970)	(26,414)
E122050	Crossovers	Exp	(500)	(500)	(360)	(745)
E122055	RAMM Roads Database	Exp	(10,000)	(10,000)	(9,998)	(8,112)
E122060	Street Lighting	Exp	(70,000)	(70,000)	(52,097)	(55,353)
E122070	Fire Damage - Road Reserve	Exp	0	(172,000)	(150,000)	(63,402)
E122090	Graffiti Removal	Exp	0	0	0	(439)
E122100	Administration Allocated	Exp	(89,458)	(89,458)	(67,086)	(67,093)
E122105	Loss on Sale of Asset	Exp	0	0	0	0
E122190	Depreciation - Roads	Exp	(1,910,082)	(1,910,082)	(1,432,566)	(1,443,417)
E147120	Storm Damage - Not Claimable	Exp	0	0	0	0
			(2,728,100)	(2,955,100)	(2,239,839)	(2,128,947)
Road Plant Purchases						
I122100	Profit on Sale of Asset	Inc	0	9,613	9,613	9,613
			0	9,613	9,613	9,613
E123010	Loss on Sale of Asset	Exp	(10,846)	0	0	0
			(10,846)	0	0	0
Aerodrome						
I126015	Aerodrome Reimbursements/Grants	Inc	0	0	0	0
I126020	Aerodrome Hangar Lease	Inc	10,964	10,964	8,223	9,038
			10,964	10,964	8,223	9,038
E126005	Aerodrome Maintenance	Exp	(13,583)	(13,583)	(10,170)	(11,841)
E126190	Depreciation - Aerodromes	Exp	(47,112)	(47,112)	(35,334)	(35,366)
			(60,695)	(60,695)	(45,504)	(47,207)
Total Transport Income			1,518,688	1,528,301	1,168,172	1,026,484
Total Transport Expenditure			(2,799,641)	(3,015,795)	(2,285,343)	(2,176,155)
Economic Services						
Rural Services						
I131020	Landcare Reimbursements	Inc	79,654	79,654	59,742	62,873
			79,654	79,654	59,742	62,873
E131020	Landcare	Exp	(108,730)	(108,730)	(81,531)	(61,800)
E131030	Rural Towns Program	Exp	(7,500)	(7,500)	(5,598)	(7,225)
E131100	Administration Allocated	Exp	(32,603)	(32,603)	(24,444)	(24,452)
E131140	Water Management Plan / Harvesting	Exp	(12,000)	(12,000)	(8,973)	(9,020)
E131190	Depreciation - Rural Services	Exp	0	0	0	0
			(160,833)	(160,833)	(120,546)	(102,497)
Tourism & Area Promotion						
I132005	Caravan Park Fees	Inc	65,000	65,000	48,744	52,595
I132010	Reimbursements	Inc	1,000	1,000	747	0
I132015	RV Area Fees	Inc	7,500	7,500	5,625	3,883
I132035	Tourism Income	Inc	0	0	0	0
			73,500	73,500	55,116	56,478

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E132015	Caravan Park Manager Salary	Exp	(35,958)	(35,958)	(27,651)	(27,313)
E132018	Superannuation	Exp	(2,985)	(2,985)	(2,291)	(2,890)
E132020	Caravan Park Mtce	Exp	(49,080)	(49,080)	(36,774)	(33,839)
E132023	Caravan Leave/Wages Liability	Exp	0	0	0	0
E132025	Subsidy Historic Village	Exp	(8,500)	(8,500)	(8,500)	0
E132035	RV Area Maintenance	Exp	(13,000)	(13,000)	(9,729)	(6,795)
E132040	Tourism Promotion & Subscripts	Exp	(21,000)	(21,000)	(15,741)	(18,540)
E132050	Administration Allocated	Exp	(115,703)	(115,703)	(86,769)	(86,777)
E132190	Depreciation - Tourism	Exp	(18,840)	(18,840)	(14,130)	(7,885)
			(265,066)	(265,066)	(201,585)	(184,039)
	Building Control					
I133005	Building Licenses	Inc	4,000	4,000	2,997	5,234
I133010	Swimming Pool Inspection Fees	Inc	0	0	0	0
			4,000	4,000	2,997	5,234
E133005	Building Surveyor Salary	Exp	(9,734)	(9,734)	(7,482)	(4,080)
E133007	Building Surveyor Leave/Wages Liability	Exp	0	0	0	0
E133008	Building Surveyor Superannuation	Exp	(1,119)	(1,119)	(860)	(469)
E133010	Swimming Pool Inspections	Exp	(1,000)	(1,000)	(1,000)	0
E133100	Administration Allocated	Exp	(43,553)	(43,553)	(32,661)	(32,665)
			(55,406)	(55,406)	(42,003)	(37,214)
	Other Economic Services					
I134005	Water Sales	Inc	40,000	26,000	19,503	11,334
			40,000	26,000	19,503	11,334
E134005	Water Supply - Standpipes	Exp	(40,000)	(30,000)	(22,482)	(16,641)
E134020	Land Sale Costs	Exp	(500)	(500)	(369)	0
E134190	Depreciation - Other Economic Services	Exp	(2,055)	(2,055)	(1,539)	(1,540)
			(42,555)	(32,555)	(24,390)	(18,181)
	Total Economic Services Income		197,154	183,154	137,358	135,919
	Total Economic Services Expenditure		(523,860)	(513,860)	(388,524)	(341,931)
	Other Property & Services					
	Private Works					
I141005	Private Works Income	Inc	20,000	20,000	14,994	18,018
			20,000	20,000	14,994	18,018
E141005	Private Works	Exp	(15,000)	(15,000)	(11,232)	(9,257)
E141100	Administration Allocated	Exp	(4,043)	(4,043)	(3,024)	(3,032)
			(19,043)	(19,043)	(14,256)	(12,289)
	Public Works Overheads					
I143020	Reimbursements	Inc	0	0	0	0
I143040	Workers Compensation	Inc	56,586	56,586	42,444	47,766
			56,586	56,586	42,444	47,766
E143005	Engineering Salaries	Exp	(105,950)	(105,950)	(81,500)	(80,114)
E143007	Engineering Administration Salaries	Exp	(66,185)	(66,185)	(50,909)	(62,555)
E143008	Works Leave/Wages Liability	Exp	0	0	0	0
E143009	Housing Allowance Works	Exp	(17,500)	(17,500)	(13,460)	(16,635)
E143010	Engineering Consultant	Exp	(28,000)	(28,000)	(28,000)	(14,118)
E143015	CEO's Salary Allocation	Exp	0	0	0	0

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E143020	Engineering Superannuation	Exp	(126,560)	(126,560)	(97,351)	(97,124)
E143025	Engineering - Other Expenses	Exp	(5,000)	(5,000)	(3,735)	(2,020)
E143030	Sick Holiday & Allowances Pay	Exp	(206,331)	(206,331)	(154,746)	(141,906)
E143040	Workers Compensation	Exp	(56,585)	(56,585)	(43,522)	(51,317)
E143045	Insurance on Works	Exp	(38,550)	(38,550)	(38,548)	(41,769)
E143050	Protective Clothing	Exp	(8,000)	(8,000)	(5,994)	(2,981)
E143055	Fringe Benefits	Exp	(500)	(500)	(500)	0
E143060	CEO's Vehicle Allocation	Exp	0	0	0	0
E143065	MOW - Vehicle Expenses	Exp	(8,000)	(8,000)	(5,994)	(4,668)
E143075	Telephone Expenses	Exp	(1,500)	(1,500)	(1,125)	(262)
E143080	Staff Licenses	Exp	(500)	(500)	(369)	(370)
E143085	Safety Equipment & Meetings	Exp	(5,000)	(5,000)	(3,744)	(1,152)
E143090	Conferences & Courses	Exp	(1,500)	(1,500)	(1,125)	(1,536)
E143095	Staff Training	Exp	(15,000)	(15,000)	(11,241)	(1,636)
E143105	Administration Allocated	Exp	(35,040)	(35,040)	(26,280)	(26,280)
E143200	LESS PWOH ALLOCATED	Exp	669,116	669,116	501,831	570,874
			(56,585)	(56,585)	(66,312)	24,431
	Plant Operation Costs					
I144005	Sale of Scrap	Inc	500	500	369	0
I144010	Reimbursements	Inc	0	0	0	3,452
			500	500	369	3,452
E144010	Fuel & Oils	Exp	(180,000)	(180,000)	(134,991)	(134,684)
E144020	Tyres & Tubes	Exp	(20,000)	(20,000)	(14,994)	(19,101)
E144030	Parts & Repairs	Exp	(75,000)	(75,000)	(56,232)	(72,528)
E144040	Plant Repair - Wages	Exp	(30,000)	(30,000)	(22,491)	(19,399)
E144050	Insurance and Licences	Exp	(36,500)	(36,500)	(36,500)	(36,438)
E144060	Minor Tools and Consumables	Exp	(10,000)	(10,000)	(7,497)	(2,547)
E144065	MV Insurance Claim Expenses	Exp	(1,000)	(1,000)	(747)	0
E144075	Minor Plant & Equipment <\$5000	Exp	(8,000)	(8,000)	(5,994)	(5,211)
E144200	LESS POC ALLOCATED-PROJECTS	Exp	360,000	360,000	270,000	240,752
			(500)	(500)	(9,446)	(49,156)
	Salaries & Wages					
E146010	Gross Salaries, Allowances & Super	Exp	(2,988,995)	(2,988,995)	(2,299,222)	(2,320,615)
E146200	Less Sal , Allow, Super Allocated	Exp	2,988,995	2,988,995	2,299,222	2,320,615
			0	0	0	0
	Unclassified					
I147005	Commission - Vehicle Licensing	Inc	50,000	50,000	37,494	38,168
I147006	Commission - TransWA	Inc	500	500	369	143
I147007	Reimbursement - OHS	Inc	0	0	0	0
I147035	Banking errors	Inc	0	0	0	0
I147050	Council Staff Housing Rental	Inc	7,800	7,800	5,850	6,000
I147065	Insurance Reimbursement	Inc	0	0	0	0
I147070	Council Housing Reimbursements	Inc	3,500	3,500	2,619	3,137
I147085	NAB Buiding Rent	Inc	8,886	8,886	6,669	6,892
I147120	Charge on Private use of Shire Vehicle	Inc	0	0	0	0
I147121	Reimbursement - Community Requests	Inc	0	0	0	0
			70,686	70,686	53,001	54,340
E147015	Community Requests & Events - CEO Allocation	Exp	(3,000)	(3,000)	(2,250)	(100)
E147035	Banking Errors	Exp	0	0	0	0
E147050	Council Housing Maintenance	Exp	(78,990)	(78,990)	(60,897)	(49,980)
E147051	Interest on Loan 137 - Staff Housing	Exp	(5,874)	(5,874)	(4,401)	(3,999)

SHIRE OF WAGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025

17 CHART OF ACCOUNTS

COA	Description	Type	Annual Budget	Amended Budget	YTD Budget	YTD Actual
E147052	Interest on Loan 138 - Doctor Housing	Exp	(1,818)	(1,818)	(909)	(905)
E147055	Consultants / Contractors	Exp	(46,000)	(35,575)	(26,685)	(17,588)
E147070	4WD Resource Sharing Group	Exp	(1,000)	(1,000)	(738)	0
E147075	Employee Assistance	Exp	0	0	0	(3,462)
E147090	Building Maintenance	Exp	(2,200)	(2,200)	(1,656)	(5,414)
E147100	Administration Allocated	Exp	(200,559)	(200,559)	(150,417)	(150,419)
E147105	Cost to Sell Council Property	Exp	0	(3,700)	(3,700)	(3,657)
E147115	Occupational Health & Safety (OHS)	Exp	(10,000)	(10,000)	(7,488)	(5,268)
E147130	Depreciation - Unclassified	Exp	(137,300)	(137,300)	(102,978)	(120,902)
E147140	Loss on Sale of Asset	Exp	0	0	0	(8,000)
E147150	Community Requests Budget	Exp	(25,000)	(25,000)	(18,738)	(14,600)
E147151	Community Donations/Sponsorship	Exp	(3,500)	(3,500)	(2,619)	(130)
			(515,241)	(508,516)	(383,476)	(384,424)
	Total Other Property & Services Income		147,772	147,772	110,808	123,576
	Total Other Property & Services Expenditure		(591,369)	(584,644)	(473,490)	(421,438)
	Total Income		7,086,957	7,148,938	5,918,383	5,828,223
	Total Expenditure		(9,135,732)	(9,469,719)	(7,271,829)	(6,948,271)
	Net Deficit (Surplus)		(2,048,775)	(2,320,781)	(1,353,446)	(1,120,048)

8.1.2 SCHEDULE OF PAYMENTS – MARCH 2025

AUTHOR OF REPORT:	Manager of Finance
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	FM.FI.1
ATTACHMENTS:	Schedule of Payments

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5398

Moved Cr G K B West Seconded Cr B L Kilpatrick

That Council RECEIVE the list of accounts paid by the Chief Executive Officer under delegated authority, during March 2025:

- **EFT Payments EFT15955 – EFT16070 and Direct Debit Payments DD6150.1– DD6178.1 from the Municipal Account totalling \$513,777.34.**
- **Credit card Payments totalling \$1,298.85.**

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

This item presents the schedule of payments made during March 2025 for Council approval in accordance with Regulation 13 of the Local Government (Financial Management) Regulations 1996.

BACKGROUND/COMMENT

The Local Government has delegated authority to the CEO to make payments from the municipal fund or the restricted fund as required. A list of all the payments is to be prepared each month showing all accounts paid since the last list was prepared.

All accounts paid have been fully checked and are supported by purchase orders and certified as to the receipt of goods and/or services and compliant with the Shire of Wagin purchasing policy.

CONSULTATION/COMMUNICATION

Nil

STATUTORY/LEGAL IMPLICATIONS

Local Government (Financial Management) Regulations 1996

Regulation 13

- (1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts

paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared

- (a) the payee's name;
 - (b) the amount of the payment;
 - (c) the date of the payment; and
 - (d) sufficient information to identify the transaction.
- 2) A list of accounts for approval to be paid is to be prepared each month showing —
- (a) for each account which requires council authorisation in that month —
 - (i) the payee's name;
 - (ii) the amount of the payment; and
 - (iii) sufficient information to identify the transaction; and
 - (b) the date of the meeting of the council to which the list is to be presented.
- (3) A list prepared under subregulation (1) or (2) is to be —
- (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
 - (b) recorded in the minutes of that meeting.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

All expenditure has been approved via adoption of the 2024/25 Annual Budget or resulting from a Council Motion for a budget amendment.

STRATEGIC IMPLICATIONS

Nil

VOTING REQUIREMENTS

Simple Majority

SHIRE OF Wagin
STATEMENT OF PAYMENTS
For the Period Ended 31 March 2025

Municipal Funds Account - List of Payments

Chq/EFT	Date	Name	Description	Amount
EFT Payments				
EFT15955	06/03/2025	3e Advantage Pty Limited	Photocopier Charges - February 2025	(1,051.91)
EFT15956	06/03/2025	Able Sales	Diesel Generator - Refuse Site	(1,690.00)
EFT15957	06/03/2025	Afgri Equipment Australia Pty Ltd	Parts for Plant Maintenance - Isuzu Crew Cab (P21) / 20L Oil - Workshop	(740.03)
EFT15958	06/03/2025	Alexander Galt And Co Pty Ltd	Replacement Gas Bottles - Recreation Centre / Barrel Bolts - Rodeo Toilet Block / Keys Cut - Shire Residences / Manifold Swivel Tavitl - Eric Farrow Pavilion / Mounting Blocks - Recreation Centre	(545.40)
EFT15959	06/03/2025	Apps Plumbing & Gas Wagin	Replace Hot Water System - Doctors Surgery / Replace Toilet - Works Depot / Repair Gas Leak - Eric Farrow Pavilion	(1,611.50)
EFT15960	06/03/2025	Australia Post	Postage Costs - March 2025	(969.34)
EFT15961	06/03/2025	Australian Community Media	Half Page Advertising - Woolorama Program	(1,309.00)
EFT15962	06/03/2025	B L Woodhouse	Repairs - Various Plant / Carting Water - Ballagin Road / Carting Gravel - Dongolocking Road	(2,607.00)
EFT15963	06/03/2025	Bunbury Machinery	Parts for Plant Maintenance - Kubota Mower (P18) and Kubota RTV (P52)	(326.83)
EFT15964	06/03/2025	CB Traffic Solutions Pty Ltd	Traffic Management Plan - Ballagin Road	(1,678.60)
EFT15965	06/03/2025	Core Business Australia	Wagin Bushfire Disaster Recovery Plan	(12,187.43)
EFT15966	06/03/2025	Country Womens Association	Catering - LG Pro Wheatbelt South Branch Meeting	(500.00)
EFT15967	06/03/2025	David Gray & Co Pty Ltd	Pin Lid Hinge - Works Depot	(149.60)
EFT15968	06/03/2025	Department Of Fire & Emergency Services	2024/2025 ESL Quarter 3	(41,366.60)
EFT15969	06/03/2025	Doms Delicatessen Of Wagin	BFB Refreshments - Wedgecarrup Fire	(70.00)
EFT15970	06/03/2025	Donna Marie George	Reimbursement for Containers - Bushfire Brigades	(12.00)
EFT15971	06/03/2025	Fuel Distributors Of Wa Pty Ltd	Diesel and AdBlu - Town Bushfire Truck (W003)	(101.71)
EFT15972	06/03/2025	GA Franz	Paving Repairs - Swimming Pool	(110.00)
EFT15973	06/03/2025	Great Southern Fuel Supply	Unleaded Fuel - Darkan Homecare Vehicle (P86)	(396.22)
EFT15974	06/03/2025	Halanson Earthmoving	Push Gravel - Piesseville-Tarwonga Road and Ballagin Road / Roadside Clearing - Wedgecarrup Fire	(8,987.00)
EFT15975	06/03/2025	Hersey's Safety Pty Ltd	Reflectors and White Posts - Wedgecarrup Fire Road Clearing / Spray Mark - Beaufort Road / Gloves - Woolorama / Nozzles and Hose Tails - Works Depot	(1,436.57)
EFT15976	06/03/2025	ICtouch Pty Ltd	NBN Services - Medical Centre - March 2023	(540.00)
EFT15977	06/03/2025	Kenneth Parker	Reimbursement - Auspire Ambassador Dinner	(237.60)
EFT15978	06/03/2025	Kerry Enright Cleaning Services	Cleaning - Eric Farrow Pavilion	(260.00)
EFT15979	06/03/2025	Komatsu Australia Pty Ltd	Mirror - Komatsu Grader (P12)	(266.11)
EFT15980	06/03/2025	Lite N' Easy Perth Pty Ltd	HCP Client Expense	(94.32)
EFT15981	06/03/2025	Lunard Pty Ltd	Limestone Blocks - Hockey/Cricket Pavilion	(1,801.80)
EFT15982	06/03/2025	McPest Pest Control	Termite Inspections and Treatment - Bridges	(1,375.00)
EFT15983	06/03/2025	Narrogin Gasworx	HCP Client Expense	(29.95)
EFT15984	06/03/2025	Narrogin Packaging And Motorcycles	Paper towel, Bin Liners and Gloves - Woolorama	(683.45)
EFT15985	06/03/2025	Narrogin Technology Solutions	Toners - Admin Office	(1,116.00)
EFT15986	06/03/2025	North Metropolitan Tafe	Training Enrolment Fee - Staff	(2,752.80)
EFT15987	06/03/2025	PSQ Group	Phone Charges - Admin Office, Depot, Recreation Centre and Library	(218.27)
EFT15988	06/03/2025	Palace Hotel	Refreshments - Blaze Aid Meeting	(70.99)
EFT15989	06/03/2025	Property Supervision Services	Gardening Services - Homecare	(3,424.20)
EFT15990	06/03/2025	Replas WA	Bench Seats - Wetlands Park and Sportsground Oval	(16,720.00)
EFT15991	06/03/2025	Seton Australia	Jumbo Toilet Rolls - Trent Street Public Toilets	(694.54)
EFT15992	06/03/2025	Sharon Sicely	Reimbursement of Personal Protective Equipment	(98.00)
EFT15993	06/03/2025	Shire Of Wagin	Homecare Petty Cash Recoup	(81.00)
EFT15994	06/03/2025	Sound Garden Centre Wagin	Seedlings - Community Garden	(1,000.00)
EFT15995	06/03/2025	South West Isuzu	Oil Filter - MOW Vehicle (P04)	(20.79)
EFT15996	06/03/2025	St Luke's Family Practice Wagin	Pre Employment Medical - Works Employee	(198.00)
EFT15997	06/03/2025	Synergy	Synergy Accounts - Various	(16,756.23)
EFT15998	06/03/2025	Teagan Cousins	Bond Refund - Gym Key	(50.00)
EFT15999	06/03/2025	Team Global Express Pty Ltd	Freight Costs	(443.41)
EFT16000	06/03/2025	Telstra	Telstra Account - Various	(1,169.60)
EFT16001	06/03/2025	Wagin & Herald Street Veterinary Clinics	Dog Microchipping - Ranger Services	(70.00)
EFT16002	06/03/2025	Wagin Agricultural Society Inc	Reimbursement - 50% of Hire of Carpet Tiles - Woolorama - As per Council decision June 2024	(4,497.08)
EFT16003	06/03/2025	Wagin Gas Electrics	Repair Pool Pump Compressor - Swimming Pool	(165.00)
EFT16004	06/03/2025	Wagin IGA X-press	Food - Wedgecarrup Fire / Kitchen Supplies and Newspapers - Admin	(890.89)
EFT16005	06/03/2025	Wagin Mechanical Repairs	Service - Ranger Ute (P38) / Service - Building Maintenance Ute (P17)	(1,121.80)
EFT16006	06/03/2025	Wagin Panel & Paint	Replace Window (Excess Only) - Toyota Hilux Workmate (P94) / Windscreen Chip Repair - Isuzu Truck (P42) / Replace Windscreen - Mitsubishi Triton Ute (P26)	(977.60)
EFT16007	06/03/2025	Wagin Truck Centre	Parts and Hydraulic Fluid for Plant Maintenance - Case Loader (P11)	(712.85)
EFT16008	06/03/2025	Wallis Computer Solutions	Fusion Broadband Internet - Admin Office - March 2025 / Business NBN Internet - Admin - March 2025	(466.18)
EFT16009	06/03/2025	CB Traffic Solutions Pty Ltd	Traffic Control - Ballagin Road and Piesseville-Tarwonga Road	(35,130.67)
EFT16010	06/03/2025	Liberty Oil Australia Pty Ltd	Diesel / Unleaded / AdBlue - Stock	(9,002.17)
EFT16011	06/03/2025	Scavenger Supplies	Protective Equipment - Bushfire Brigades	(14,487.00)

EFT16012	06/03/2025	Western Stabilisers	Cement Stabilise Shoulders - Ballagin Road	(48,492.70)
EFT16013	12/03/2025	Painted Spire Resources Pty Ltd	Rates Refund	(325.92)
EFT16014	13/03/2025	Australian Services Union	Payroll Deductions	(26.50)
EFT16015	13/03/2025	Services Australia Child Support	Payroll Deductions	(119.02)
EFT16016	20/03/2025	Alexander Galt And Co Pty Ltd	Gas Bottles - Recreation Centre / Hand Cleaner - Works Depot / Trailer Plug - Box Trailer (P32)	(460.10)
EFT16017	20/03/2025	Apps Plumbing & Gas Wagin	Supply and Replace 3 Toilet Cisterns - Hockey/Cricket Club Toilets / Repair Leaking Toilets and Showers - RV Toilet Block / Install Ball Valve in Ballast Tank - Swimming Pool	(2,834.70)
EFT16018	20/03/2025	B L Woodhouse	Repairs - Various Plant / Rubbish Collection - Woolorama	(2,178.00)
EFT16019	20/03/2025	Brooks Hire Service Pty Ltd	Hire of Loader - Wedgecarrup Fire Roadside Clearing	(2,900.39)
EFT16020	20/03/2025	Bunbury Machinery	Mower Blades - Kubota Mower (P18)	(405.04)
EFT16021	20/03/2025	CB Traffic Solutions Pty Ltd	Traffic Management - Ballagin Road	(5,604.26)
EFT16022	20/03/2025	Collie Mowers & More	Filter Cover - Stihl Blower (P30)	(48.00)
EFT16023	20/03/2025	Corsign Wa Pty Ltd	Signs and Brackets - School Bus	(413.60)
EFT16024	20/03/2025	Debra Jane Stephens	Design of Banners - ANZAC, Volunteering, Historic	(1,050.00)
EFT16025	20/03/2025	Donna Marie George	Reimbursement - Meals	(17.15)
EFT16026	20/03/2025	Downee, A Division Of Rmd Industries Pty Ltd	Electric Gate Remotes - Works Depot	(489.85)
EFT16027	20/03/2025	EW & RJ Pugh	Pumping Septic Tanks - Woolorama	(425.00)
EFT16028	20/03/2025	G & M Detergents & Hygiene Services Albany	Cleaning Products - Public Toilets / Eric Farrow Pavilion / Recreation Centre / Swimming Pool / Wetlands Public Toilets	(310.13)
EFT16029	20/03/2025	Great Southern Waste Disposal	Domestic Refuse Collection and Management Fee - February 2025	(28,605.94)
EFT16030	20/03/2025	Hall Electrical & Data Services	Supply and Install Fans - Stockman's Bar (Sportsground) / Repairs to Power Box - Sportsground Oval / Resolve Power Supply Issue Electronic Sign	(1,615.02)
EFT16031	20/03/2025	Industrial Automation	12 Month Cloud Server Access - 2 Standpipes	(2,110.90)
EFT16032	20/03/2025	John Graham Marshall	Bond Refund - PA Hire	(150.00)
EFT16033	20/03/2025	Julie Catchpole	Reimbursement - Police Clearance	(63.80)
EFT16034	20/03/2025	Kathryn Wilkinson	Reimbursement - Happy Days Luncheon Supplies	(68.64)
EFT16035	20/03/2025	Kerry Enright Cleaning Services	Cleaning Windows - Recreation Centre and Eric Farrow Pavilion	(1,000.00)
EFT16036	20/03/2025	Komatsu Australia Pty Ltd	Vehicle Service - Komatsu Grader (P12)	(4,596.11)
EFT16037	20/03/2025	Landgate - Midland	Landgate Plans - Associated with request to Department of Local Government assessment of change in method of valuation	(94.80)
EFT16038	20/03/2025	Lite N' Easy Perth Pty Ltd	HCP Client Expense	(128.23)
EFT16039	20/03/2025	Mcleods Barristers And Solicitors	Legal Advice: Clearing of Road Reserve Native Vegetation after Bushfire - Wedgecarrup Fire	(2,367.97)
EFT16040	20/03/2025	Narrogin Gasworx	HCP Client Expense	(3,575.00)
EFT16041	20/03/2025	Nifisk Pty Ltd	Repairs to Floor Cleaner - Recreation Centre	(2,741.20)
EFT16042	20/03/2025	Palace Hotel	Refreshments - Woolorama	(255.07)
EFT16043	20/03/2025	Pool & Pump Services	Phone Support for Plant Room Issues - Swimming Pool	(154.00)
EFT16044	20/03/2025	Property Supervision Services	Gardening Services - Homecare	(3,014.40)
EFT16045	20/03/2025	R.J. Smith Engineering	Gas Struts - Skid Steer Bobcat (P39)	(90.00)
EFT16046	20/03/2025	Ray Ford Signs (Powerhouse Signs)	Signage - CWA Community Garden / Stickers - Caravan Park Sign	(1,125.87)
EFT16047	20/03/2025	Scavenger Supplies	Face Masks and Filters - Bushfire Brigades	(2,583.90)
EFT16048	20/03/2025	Security And Key Distributors	Gate Lock - NAB Building / Dead Bolt - Swimming Pool / Keys - Doctors Surgery	(2,003.29)
EFT16049	20/03/2025	St Luke's Family Practice Wagin	Pre Employment Medical - Staff	(198.00)
EFT16050	20/03/2025	Sw & Jk Robinson	Reimbursement - Purchase of Origo XPS-2M Weather Station	(1,280.00)
EFT16051	20/03/2025	Swat Wagin	Rodent Baiting - Eric Farrow Pavilion and Recreation Centre	(385.00)
EFT16052	20/03/2025	Synergy	Synergy Accounts - Various	(11,536.86)
EFT16053	20/03/2025	Team Global Express Pty Ltd	Freight Costs	(483.51)
EFT16054	20/03/2025	Telstra	Telstra Accounts - Various	(1,318.42)
EFT16055	20/03/2025	WA Reticulation Supplies	Reticulation Parts - Town Park and Caravan Park	(239.85)
EFT16056	20/03/2025	Wagin & Herald Street Veterinary Clinics	Cat Euthanasia - Ranger Services	(200.00)
EFT16057	20/03/2025	Wagin District Farmers Co-operative	Kitchen Refreshments - Admin Office, Library and Works Depot / Consumables - Homecare / Catering - Thank A Volunteer Event / Catering Supplies - LG Pro Meeting	(562.73)
EFT16058	20/03/2025	Wagin Meats	Meat - Thank a Volunteer Event / Australia Day Breakfast	(249.55)
EFT16059	20/03/2025	Wagin Mechanical Repairs	Diagnose Power Supply Issue - Community Bus (P07)	(606.00)
EFT16060	20/03/2025	Wagin Mowers	New Head - Whipper Snipper (P30)	(41.00)
EFT16061	20/03/2025	Wagin Pharmacy	Sunscreen - Swimming Pool	(12.99)
EFT16062	20/03/2025	Wagin Truck Centre	Rotary Action Barrel Pump Kit - Case Loader (P11) / Parts for Plant Maintenance - Isuzu Truck (P42)	(787.00)
EFT16063	20/03/2025	Wallis Computer Solutions	Adobe Acrobat Pro for Teams - 2025/2026, Set Up Laptop - Swimming Pool	(1,129.37)
EFT16064	20/03/2025	Water Corporation	Water Accounts - Various	(699.52)
EFT16065	20/03/2025	Western Stabilisers	Cement Stabilisation - Ballagin Road	(14,936.24)
EFT16066	20/03/2025	WS & HM Brockway	Reimbursement - Purchase of Origo XPS-2M Weather Station	(1,280.00)
EFT16067	27/03/2025	Australian Services Union	Payroll Deductions	(26.50)
EFT16068	27/03/2025	Services Australia Child Support	Payroll Deductions	(119.02)
EFT16069	31/03/2025	Department Of Mines, Industry Regulation And Safety	BSL - March 2025	(56.65)
EFT16070	31/03/2025	Shire Of Wagin	BSL - March 2025	(5.00)
EFT Payments Total				(354,067.75)
Direct Debit Payments				
DD6150.1	13/03/2025	Aware Super	Superannuation Contributions	(6,087.94)
DD6150.2	13/03/2025	Netwealth Superannuation	Superannuation Contributions	(357.10)
DD6150.3	13/03/2025	Active Super	Superannuation Contributions	(285.75)

DD6150.4	13/03/2025	The Trustee for Trojan Self Managed Super Fund	Superannuation Contributions	(598.56)
DD6150.5	13/03/2025	Future Super	Superannuation Contributions	(210.91)
DD6150.6	13/03/2025	QSuper	Superannuation Contributions	(42.05)
DD6150.7	13/03/2025	Hesta Super Fund	Superannuation Contributions	(786.25)
DD6150.8	13/03/2025	Mercer Super	Superannuation Contributions	(678.87)
DD6150.9	13/03/2025	Rest Administration	Superannuation Contributions	(1,850.33)
DD6160.1	20/03/2025	Australian Taxation Office	BAS - February 2025	(15,126.00)
DD6163.1	27/03/2025	Aware Super	Superannuation Contributions	(6,114.96)
DD6163.2	27/03/2025	Netwealth Superannuation	Superannuation Contributions	(357.10)
DD6163.3	27/03/2025	Active Super	Superannuation Contributions	(285.75)
DD6163.4	27/03/2025	The Trustee for Trojan Self Managed Super Fund	Superannuation Contributions	(629.23)
DD6163.5	27/03/2025	Future Super	Superannuation Contributions	(210.91)
DD6163.6	27/03/2025	AMP Super	Superannuation Contributions	(206.82)
DD6163.7	27/03/2025	Hesta Super Fund	Superannuation Contributions	(818.78)
DD6163.8	27/03/2025	Mercer Super	Superannuation Contributions	(678.87)
DD6163.9	27/03/2025	Rest Administration	Superannuation Contributions	(2,021.66)
DD6174.1	06/03/2025	Department Of Transport	Daily Licensing Takings 04/03/2025	(6,666.80)
DD6174.2	17/03/2025	Department Of Transport	Daily Licensing Takings 13/03/2025	(14,792.15)
DD6174.3	17/03/2025	Sandwai Pty Ltd	Sanwai Monthly Fee - March 2025	(573.83)
DD6174.4	18/03/2025	Department Of Transport	Daily Licensing Takings 14/03/2025	(4,163.20)
DD6174.5	19/03/2025	Department Of Transport	Daily Licensing Takings 17/03/2025	(4,385.25)
DD6174.6	19/03/2025	Aussie Broadband Pty Ltd	Broadband - March 2025	(263.00)
DD6174.7	20/03/2025	Department Of Transport	Daily Licensing Takings 18/03/2025	(4,797.40)
DD6174.8	21/03/2025	Department Of Transport	Daily Licensing Takings 19/03/2025	(2,871.00)
DD6174.9	21/03/2025	Payrix	Synergy On Line Transaction Fee	(11.29)
DD6138.18	02/03/2025	Commonwealth Bank of Australia (CBA)	Merchant Fees - February 2025	(394.51)
DD6138.19	04/03/2025	Department Of Transport	Daily Licensing Takings 27/02/2025	(1,685.70)
DD6138.20	05/03/2025	Department Of Transport	Daily Licensing Takings 28/02/2025	(16,218.45)
DD6150.10	13/03/2025	Australian Super Administration	Superannuation Contributions	(2,087.53)
DD6150.11	13/03/2025	Prime Super	Superannuation Contributions	(714.83)
DD6150.12	13/03/2025	Smartmonday Prime	Superannuation Contributions	(145.21)
DD6150.13	13/03/2025	Hub24 Super Fund	Superannuation Contributions	(333.05)
DD6150.14	13/03/2025	BT Panorama	Superannuation Contributions	(154.63)
DD6163.10	27/03/2025	Australian Super Administration	Superannuation Contributions	(2,316.65)
DD6163.11	27/03/2025	Prime Super	Superannuation Contributions	(714.83)
DD6163.12	27/03/2025	Smartmonday Prime	Superannuation Contributions	(168.51)
DD6163.13	27/03/2025	Hub24 Super Fund	Superannuation Contributions	(333.05)
DD6163.14	27/03/2025	BT Panorama	Superannuation Contributions	(180.11)
DD6174.10	24/03/2025	Department Of Transport	Daily Licensing Takings 20/03/2025	(8,378.75)
DD6174.11	24/03/2025	Western Australian Treasury Corporation	Loan Repayment 137 - March 2025	(1,907.86)
DD6174.12	06/03/2025	Sheriff's Office Perth	Lodgement Fee - Infringement	(172.00)
DD6174.13	26/03/2025	Department Of Transport	Daily Licensing Takings 21/03/2025	(9,293.65)
DD6174.14	27/03/2025	Department Of Transport	Daily Licensing Takings 25/03/2025	(3,092.65)
DD6174.15	28/03/2025	Department Of Transport	Daily Licensing Takings 26/03/2025	(3,569.75)
DD6174.16	28/03/2025	Payrix	Synergy On Line Transaction Fee	(6.03)
DD6174.17	31/03/2025	Department Of Transport	Daily Licensing Takings 27/03/2025	(6,876.70)
DD6174.22	07/03/2025	Department Of Transport	Daily Licensing Takings 05/03/2025	(5,799.40)
DD6174.23	10/03/2025	Department Of Transport	Daily Licensing Takings 06/03/2025	(4,563.00)
DD6174.24	12/03/2025	Department Of Transport	Daily Licensing Takings 10/03/2025	(2,511.25)
DD6174.25	11/03/2025	Department Of Transport	Daily Licensing Takings 07/03/2025	(4,793.60)
DD6174.26	13/03/2025	Department Of Transport	Daily Licensing Takings 11/03/2025	(3,844.20)
DD6174.27	14/03/2025	Department Of Transport	Daily Licensing Takings 12/03/2025	(2,099.45)
DD6176.1	17/03/2025	Commonwealth Bank of Australia (CBA)	Account Service Transaction Fees - March 2025	(184.63)
DD6178.1	31/03/2025	Commonwealth Bank of Australia (CBA)	Mastercard to 26 March 2025	(1,298.85)
Direct Debit Payments Total				(159,709.59)
Municipal Account - Payments Total				(513,777.34)

SHIRE OF WAGIN
STATEMENT OF MASTERCARD PAYMENTS
For the Period Ended 26 March 2025

Credit Card List of Payments				
Chief Executive Officer - Ken Parker				
Credit Card	21/03/2025	DFES	FOI Application Fee - West Arthur/Wedgescarrup Fire Report	(30.00)
Chief Executive Officer - Ken Parker Total				(30.00)
Deputy Chief Executive Officer - Jonathan Fathers				
Credit Card	1/03/2025	Ampol Warnbro	Fuel - DCEO Vehicle (P02)	(124.39)
Credit Card	2/03/2025	Bunnings	Basin Waste Pipe - Sportsmans Bar	(11.17)
Credit Card	2/03/2025	Bunnings	Replacement Cistern - Sportsground Public Toilet / Basin Trap - Sportsmans Bar	(78.97)
Credit Card	4/03/2025	LearnNow Publications	Training Resources - Staff	(401.00)
Credit Card	13/03/2025	Reddy Express Cloverdale	Fuel - DCEO Vehicle (P02)	(94.43)
Credit Card	18/03/2025	Ampol Warnbro	Fuel - DCEO Vehicle (P02)	(103.59)
Deputy Chief Executive Officer - Jonathan Fathers Total				(813.55)
Manager of Works - Allen Hicks				
Credit Card	10/03/2025	Department of Transport	Licence Renewal - Staff	(46.85)
Credit Card	11/03/2025	Mega Pacific Pty Ltd	Parts for Plant Repair (P42)	(335.50)

Credit Card 18/03/2025 Department of Transport	Licence Renewal - Staff	(16.35)
Manager of Works - Allen Hicks Total		(398.70)
Manager of Finance - Donna Fawcett		
Credit Card 15/03/2025 Bunnings	Paver Weeding Tool - Swimming Pool	(11.65)
Credit Card 23/03/2025 Bunnings	60L Hard Cooler Esky - BFB	(44.95)
Manager of Finance - Donna Fawcett Total		(56.60)
Fees and Charges		
Fees and Charges Total		0.00
Credit Card List of Payments Total		(1,298.85)



8.1.3 CHIEF EXECUTIVE OFFICER ACTIVITY REPORT – MARCH 2025

AUTHOR OF REPORT:	Chief Executive Officer
DISCLOSURE OF INTEREST:	NIL
FILE REFERENCE:	CM.CO.1
ATTACHMENTS:	

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5399

Moved Cr G R Ball Seconded Cr M A O'Brien

That Council NOTES the Chief Executive Officer's Report.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

The following report details activities within the CEO portfolio.

BACKGROUND/COMMENT

Waterbomber forward based – Wagin

On 10 April 2025 the Chief Bushfire Control Officer, Cr Greg Ball and Chief Executive Officer met with Department of Biodiversity, Conservation and Attractions to discuss the establishment of Wagin and an approved location for aerial fire fighting aircraft to be refilled.

The meeting was productive, with DBCA acknowledging that the Shire already had the equipment, a suitable airfield and volunteer personnel.

Bowling club lights

The appointed contractor has confirmed that the lights at the bowls club will be installed in June 2025.

McCusker Centre Internships

This Shire will host three university students as part of the McCusker Centre in June and July 2025. As part of the program the Shire has nominated three projects for the students to complete being a business prospectus for the Old Roads Board Building, a high level masterplan for the caravan park and a plan/costings for renewal of the Wait Jen Trail.

As part of the program the students will need to complete 100hrs of work at the Shire and will be staying at the NAB Building which will give them unique insight into life in the wheatbelt. The program comes at no direct cost to the Shire.

Auditor General fees

The Shire has received advice that its financial audit fees will increase by a further 6.75 per cent this financial year. The Auditor General has also stated that it expects that local governments will pay half of their fee in the 2024-25 financial year before the audit is completed. Officers reject this notion and point out that the Auditor General has consistently rejected that local governments have a contract with local governments which could stipulate payment terms. Officers note that at the 11 April 2025 WALGA Central Country Zone meeting that the Zone resolved to write to the WA Parliament Standing Committee on Estimates and Financial Operations expressing concern that the Auditor General had not achieved their commitment to control costs and increase transparency.

24 January 2025 fire investigation report

The Department of Fire and Emergency Services (DFES) has rejected the Shire's Freedom of Information application and the appeal to access the investigation report into the 24 January 2025 fires. DFES cites its rationale that an investigation by the Office of Energy Safety is ongoing. Officers have written to the Acting Director General of the Department of Energy, Mines, Industry Regulation and Safety to enquire when their investigation will be completed and to request a copy of the investigation.

State Government election commitment projects

Prior to the State Government election, Labor made election commitments to fund a new roof for the youth centre valued at \$50,000 and upgrades to the Wagin's trotting facilities at a value of \$420,000. The Shire President has written to the Minister for Racing regarding the second of these matters, thanking the Minister for their commitment and looking forward to discussing the initiative further.

The CEO has attended the following meetings / events for the period since the last report

Date	Meeting Attended
18 March 2025	Meeting regarding interim audit results
18 March 2025	Audit Committee Meeting
18 March 2025	Council Forum
19 March 2025	Main Roads
24 March 2025	Rotary Club regarding potential Cemetery Toilet
24 March 2025	Youth Centre regarding roof
25 March 2025	Narrogin Arts
25 March 2025	4WDL
25 March 2025	Meeting with Shire President A/CEO at Woodanilling
25 March 2025	Ordinary Council Meeting
26 March 2025	Wagin Cottage Homes
26 March 2025	Wheatbelt Development Commission
28 March 2025	Wagin Development

Date	Meeting Attended
1 April 2025	Manager's budget workshop
2 April 2025	Bush Fire Advisory Committee
3 April 2025	Podiatrist housing
9 April 2025	Veteran & Classic Car Club of WA

Register of, and records relevant to, delegations to CEO and employees.

Under Section 5.46 of the *Local Government Act 1995* the CEO must keep records in accordance with regulations in relation to the exercise of the power or the discharge of the duty.

Below is the register of the Delegations undertaken:

Delegation	Exercised by	Date	Matter
20	CEO	20-Mar-25	Creditor Payment
20	CEO	27-Mar-25	Creditor Payment - Payroll
20	CEO	31-Mar-25	Creditor Payment
37	CEO	1-Apr-25	Small Debt Write Off (2 debts - total \$4.84)
20	CEO	2-Apr-25	Creditor Payment
37	CEO	9-Apr-25	Small Debt Write Off (12 debts - total \$22.69)
20	CEO	10-Apr-25	Creditor Payment - Payroll
20	CEO	10-Apr-25	Creditor Payment
20	CEO	17-Apr-25	Creditor Payment

CONSULTATION/COMMUNICATION

As detailed above

STATUTORY/LEGAL IMPLICATIONS

Nil.

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

Nil.

VOTING REQUIREMENTS

Simple Majority.

8.1.4 REQUEST FOR SPONSORSHIP – GREAT SOUTHERN KART CLUB

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	Nil.
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	FM.SP.1
ATTACHMENTS:	Attachment 1 - Correspondence from Great Southern Kart Club

OFFICER RECOMMENDATION

That Council APPROVES sponsorship to the value of \$500 to the Great Southern Kart Club’s Double Muster Dirt Go-Karting Event scheduled for 16 and 17 May 2025

ALTERNATE MOTION AND COUNCIL RESOLUTION 5400

Moved Cr G K B West Seconded Cr B L Kilpatrick

That Council APPROVES sponsorship to the value of \$1000 to the Great Southern Kart Club’s Double Muster Dirt Go-Karting Event scheduled for 16 and 17 May 2025

CARRIED 3/3

**For: Crs O’Brien, Kilpatrick and West
Against: Crs Ball, Blight and Longmuir**

The Presiding Member used his casting vote to vote in favour of the motion

BRIEF SUMMARY

The Great Southern Kart Club has written to the Shire requesting sponsorship for the Double Muster Dirt Go-Karting Event scheduled for 16 and 17 May 2025.

The Shire has been asked to consider providing sponsorship of between \$250 and \$1,000.

BACKGROUND/COMMENT

While Council’s policy does not have a policy that specifically with sponsorship, Council Policy C14 Community Grants is considered applicable where it states that grants outside the Community Budget Request program may be considered by Council.

Officers suggest that a contribution of \$500 would be suitable.

CONSULTATION/COMMUNICATION

Nil.

STATUTORY/LEGAL IMPLICATIONS

Nil.



POLICY IMPLICATIONS

Council Policy C14 Community Grants provides that Council can consider grants outside of the Community Budget Request program.

FINANCIAL IMPLICATIONS

Cost centre E147151 Community Donations/Sponsorships has \$3,370 remaining in the budget which could be utilised.

STRATEGIC IMPLICATIONS

Community services and social environment

VOTING REQUIREMENTS

Simple Majority

From: [Donna George](#)
To: [Kenneth Parker](#)
Subject: FW: Double Muster May 16th and 17th
Date: Wednesday, 26 March 2025 11:37:09 AM

As discussed

Donna George
Community Liaison Officer

Shire of Wagin
2 Arthur Road, Wagin, WA, 6315
Ph: 08 9861 1177 | **M:** 0409 117 444
E: donna.george@wagin.wa.gov.au
Working Hours: Working Hours: Monday-Friday, 8am to 5pm



www.wagin.wa.gov.au
Wagin is home of the Giant Ram and Wagin Woolorama

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From: Great Southern Kart Club Secretary <secretary@greatsouthernkart.club>
Sent: Tuesday, 25 March 2025 3:40 PM
To: Donna George <donna.george@wagin.wa.gov.au>
Cc: GSKC PRESIDENT <president@greatsouthernkart.club>; GSKC Treasurer <treasurer@greatsouthernkart.club>
Subject: Fwd: Double Muster May 16th and 17th

Dear Donna and Phillip,

I hope this message finds you well. I am writing to introduce an exciting opportunity to partner with us as a sponsor for the upcoming Double Muster Dirt Go-Karting Event, scheduled to take place on the 16th and 17th May at The Great Southern Kart Club. This highly anticipated event aims to bring together racing enthusiasts, families, and the local community for two exhilarating days of fun and competition.

We expect to attract an audience of over 200 plus attendees, including participants, spectators, and media representatives. As a sponsor, your brand will receive extensive exposure through our marketing efforts, including social media promotions, event signage, and on-site branding. This event provides a unique platform to showcase your commitment to community engagement and to connect with a diverse audience.

We are offering several sponsorship tiers, including:

Event Sponsor – \$250 to \$1000

We will showcase prominent logo placement, social media mentions, and event pitbay space to suit your requirements.

Parts or Prizes Sponsor – \$250 to \$1000

We will showcase prominent logo placement, social media mentions, and event pitbay space to suit your requirements.

We are happy to customize sponsorship packages to align with your marketing goals.

We would be thrilled to have **Shire of Wagin** as a valued partner in making this event a success. I would love the opportunity to discuss this collaboration further and explore how we can best align

with your objectives.

Thank you for considering this sponsorship opportunity. Please feel free to contact me at 0417959956 or secretary@greatsouthernkart.club to arrange a meeting or to discuss any questions you may have.

We look forward to the possibility of working together and making The Double Muster a remarkable experience for all involved.

Kind regards,

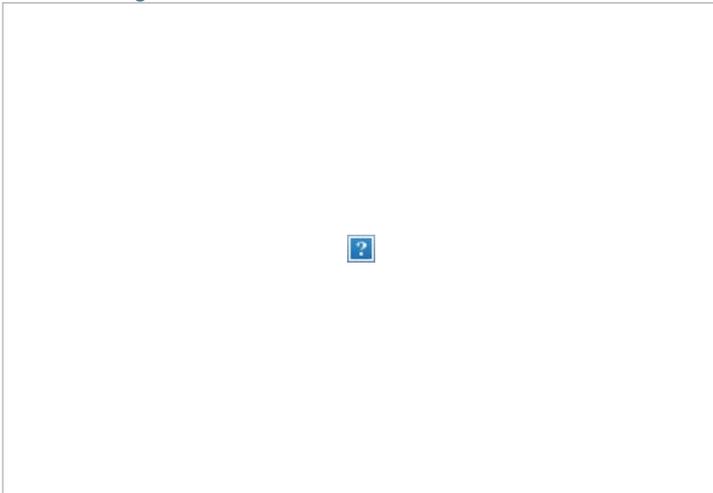
Mark Dolby Davis

GSKC Secretary

Mob- 0417 959956

E- secretary@greatsouthernkart.club

Web- www.greatsouthernkart.club





8.1.5 WAGIN BUSHFIRE BRIGADES – OFFICE BEARERS

AUTHOR OF REPORT:	Executive Assistant
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	NIL
FILE REFERENCE:	ES.VO.1
STRATEGIC DOCUMENT REFERENCE:	
ATTACHMENTS:	Nil

COMMITTEE AND OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5401

Moved Cr G K B West

Seconded Cr G R Ball

That Council:

1. Approve the following nominated officer bearers for the Wagin Bushfire Brigades:
 - Chief Bushfire Control Officer – X White
 - Deputy Chief Bushfire Control Officer – W Brockway
2. Approve the following nominated Fire Control Officers:
 - X White
 - S Angwin
 - B Becker
 - C Clifton
 - C Goldsmith
 - R Goldsmith
 - L Lucas
 - I McDougall
 - A Rowell
 - W Brockway
 - C Piesse
 - S Robinson
 - G Thompson
 - P Ward
3. Approve the following Shire Officers for the issue of Town Fire Permits:
 - Z Enright
 - D George
 - D Stephens
4. Approve the following nominated Brigade Captains:
 - Badjarning – C Clifton
 - Ballaying – X White
 - Cancanning – A Rowell
 - Lime Lake – W Brockway

- Piesseville – R Goldsmith
 - Wedgecarrup – I McDougall
 - Wagin Town – C Forrest
5. Approve the Chief Bushfire Control Officer, X White being appointed as the Chief Fire Weather Officer
6. Approve the following nominated Fire Weather Group members:
- R Goldsmith
 - I McDougall
 - C Piesse
 - S Angwin
 - W Brockway
 - X White
 - A Rowell
7. Approve the following nominated Dual Fire Control Officers as named, providing written advice to each affected local government:
- Dumbleyung – S Angwin and X White
 - Narrogin – R Goldsmith and C Piesse
 - Woodanilling – W Brockway and I McDougall
 - Williams – C Piesse
 - West Arthur – S Robinson
 - Wickepin – S Angwin
8. Approve the Chief Bushfire Control Officer, X White being appointed as the Clover Burning Permit Officer.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

The Wagin Bushfire Advisory Committee (BFAC) held its Annual General on Wednesday 2 April 2025 at the Shire administration office.

The BFAC meets annually to review committee positions and discuss new and relevant information related to the brigades. The recommendations in this report were made at that meeting.

BACKGROUND/COMMENT

West Australians in rural and pastoral areas rely heavily on Bush Fire Brigades for protection against the threat and devastation of fire. Over 19,500 bush fire service volunteers protect WA from bushfires through fire prevention and risk management, fire suppression and fire safety education.

Wagin has over 260 volunteers within the Shire who are working towards ensuring safety of the area in relation to fires and mitigation.

The 2024-25 season was a demanding year, marked by significant fire activity, including the major incident of the January West Arthur/ Wagin Bushfire. The CFCO



Xavier White highlighted the valuable lessons learned, and continued commitment from volunteers.

The ongoing commitment by the BFAC and the many volunteers is greatly appreciated by the local government and the community and sincere thanks are extended to all who contribute to this important service.

CONSULTATION/COMMUNICATION

Wagin Bush Fire Advisory Committee.

STATUTORY/LEGAL IMPLICATIONS

Local Government Act 1995; Bush Fires Act 1954; relevant regulations.

POLICY IMPLICATIONS

No direct policy implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications to this report.

STRATEGIC IMPLICATIONS

The Shire of Wagin Strategic Community Plan includes Strategy 2.6 Review and upgrade Bushfire facilities and equipment as required, with the objective being well equipped bushfire brigades.

VOTING REQUIREMENTS

Simple Majority.

8.1.6 UPDATE ON MEETING WITH MAIN ROADS REGARDING HEAVY HAULAGE ROUTES

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	September 2024 - 5277
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	GS.PR.14
STRATEGIC DOCUMENT REFERENCE:	
ATTACHMENTS:	Attachment 1 – Heavy Haulage Routes Review Wagin Townsite 2009

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5402

Moved Cr G R Ball Seconded Cr W J Longmuir

That Council NOTES the update on the outcomes of a recent meeting with Main Roads regarding heavy haulage routes in Wagin and proposed next steps.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

The purpose of this report is to provide Council with an update on the outcomes of a recent meeting with Main Roads regarding heavy haulage routes in Wagin and propose next steps.

BACKGROUND/COMMENT

In September 2024 Council resolved to request that the Chief Executive Officer engage with the community, industry and Main Roads regarding proposals to restrict heavy vehicle movements on Vernon Street and Lefroy Street north of Vernal Street.

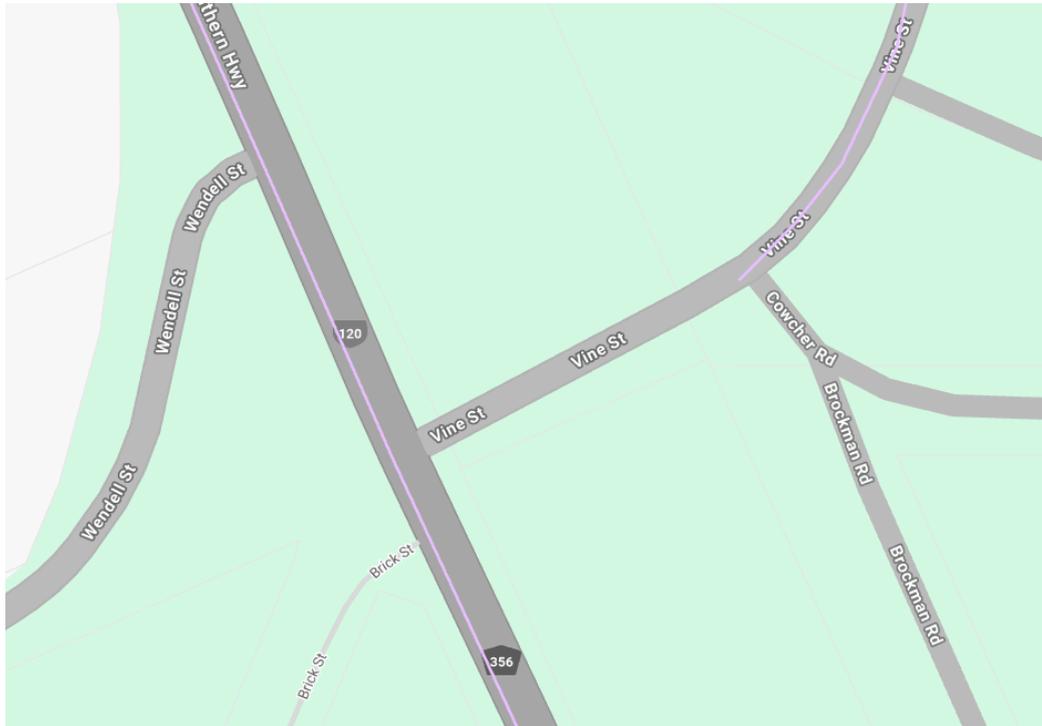
The outcome of this engagement with community and local truck operators was generally positive. Initial discussions with Main Roads were also positive but highlighted the need to consider the road network in Wagin in a holistic fashion.

On 19 March 2025 Officers met with the Director Wheatbelt Region of Main Roads to discuss heavy haulage routes in Wagin and progress the matter.

The challenges associated with heavy haulage routes in the Shire’s townsite are well known. Officers relayed continuing concerns regarding the intersection of Tudhoe St and Vernon St near Wagin Mechanical Repairs while the Director noted that their primary concern is intersection at Tudhoe and Tudor Streets next to Mitchell Hall / Wagin Mowers.

To the southern part of the townsite, the corner of Vine Street and Great Southern Highway was also noted as an issue. Here, limitations of stack distance over the railway line mean that a small part of Vine Street is not permitted to be accessed by RAV7 traffic.

The RAV7 network in the figure below is shown from the Main Roads website in blue.



Main Roads advised that while it has no current plans construct a dedicated heavy haulage route beyond the town of Wagin, it is one of the top three regional towns within the Wheatbelt identified for future strategic planning of such a route.

In other words, Main Roads advice is that if the Shire wishes to pursue with a dedicated heavy haulage route it should lead advocacy efforts and business planning. Main Roads would be receptive to advocacy to the State Government but cannot lead such efforts.

In 2009 options for Heavy Haulage Routes were prepared on behalf of the Shire by an external consultant. This report in attachment 1 identified that routes to the south as having advantages over the routes in the north.

Officers are advised that there was significant community engagement at the time which reflected the diverse opinions about heavy haulage routes and potential impact.

In more recent years the Shire had discussions with CBH which led to the designation of a road reserve known as the 'Barley Way'. For reasons that are not clear to current administration, the Barley Way did not follow the path of the rail reserve as Officers are advised it was intended to.



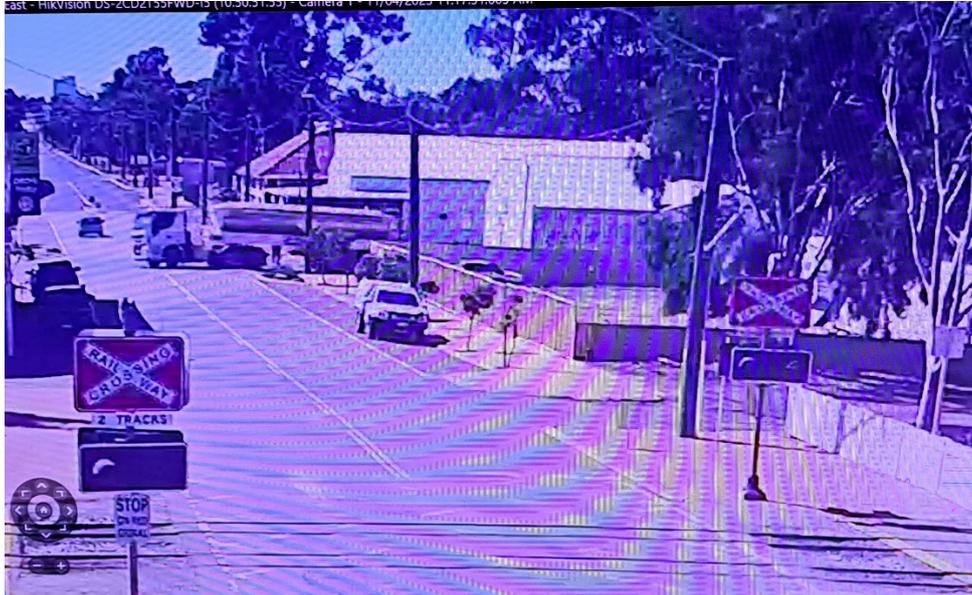
Officers acknowledge that alternative heavy haulage routes are a potentially contentious and divisive issue. It is also a complex issue of significant strategic significance.

Officers observe that there are opportunities to improve the network in the short term while undertaking the planning and engagement required to identify if the route is something that the Shire should advocate for.

The short term opportunities involve encouraging vehicles to employ Bullock Hills Rd rather than Vernon and Lefroy. To that end, Officers have requested permission from Main Roads to remove the signage on Vernon St that encourages heavy vehicles to use Vernon Street. The sign is a problem for a few reasons not least that it creates a sight obstruction for turning vehicles, encourages vehicles to use a route to Katanning that larger vehicles can't use because of the stacking distance at Vine St and encourages a turn in where interaction between parked vehicles and power poles is an issue.



Officers note that prohibiting RAV vehicles from using Vernal and Lefroy will not eliminate trucks entirely. In recent weeks the Shire received reports of heavy vehicles operating on Ventnor St which has a 16t gross load limit and furniture in the form of traffic islands intended to prevent such movements.



The medium term steps involve further engagement and planning for potential improvements to the network focusing on the south eastern corner of the town, including the CBH facility. On 1 May 2025, Officers will be meeting with CBH to discuss their future plans for the facility which are clearly critical to road network planning.

The longer term involves planning to refresh the 2009 review and prepare a business case and master plan for a heavy haulage route. This will require the Shire to bring



in external expertise to provide independent advice. This work has been flagged as a potential project in 2025-26. This could be included as a new project in the Corporate Business Plan and given the strategic significance Council may wish to consider inclusion as a CEO Key Performance Indicator.

CONSULTATION/COMMUNICATION

As detailed.

STATUTORY/LEGAL IMPLICATIONS

Nil.

POLICY IMPLICATIONS

Nil.

FINANCIAL IMPLICATIONS

There are no immediate financial implications.

STRATEGIC IMPLICATIONS

Building and infrastructure

VOTING REQUIREMENTS

Simple Majority

Heavy Haulage Routes Review

Wagin Townsite

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.

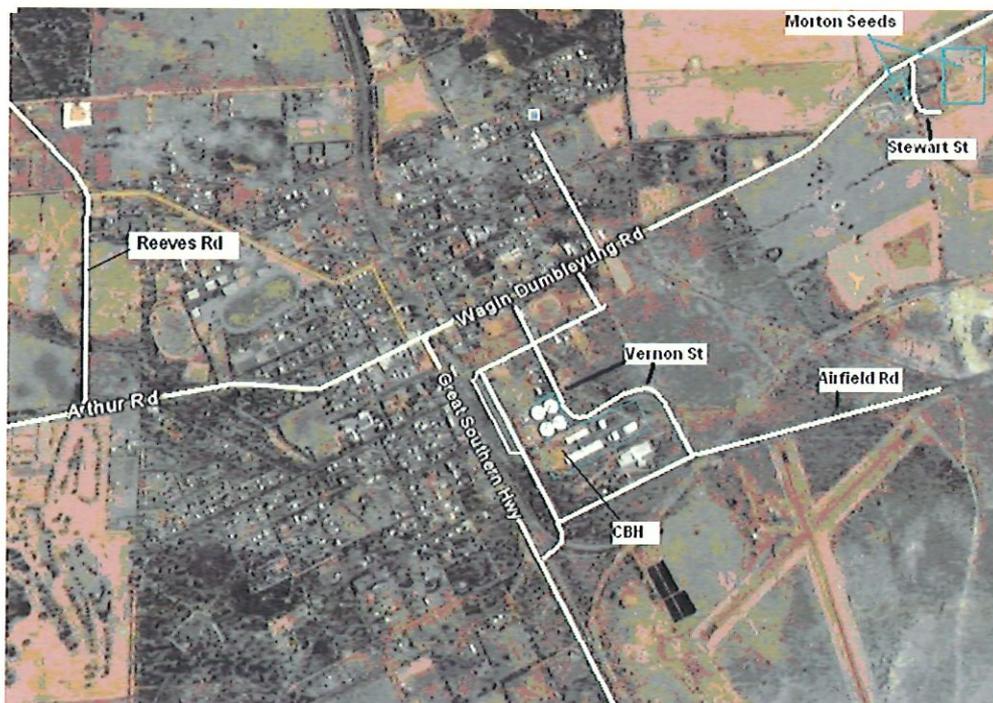
Figure 1: Wagin Town Map



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 ≤ 36.5	87.5	≤4.6	Either	5
 Prime-mover towing 3 semi-trailers (b-triple)	(A)	>27.5 ≤ 36.5	87.5	≤4.6 note (4)	Either	6
 Double Road Train and Converter Dolly	(A)	>27.5 ≤ 36.5	87.5 +d	≤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 ≤ 36.5	107.5	≤4.3	Twin	6
 Prime-mover, semi-trailer towing a 2 or 3 axle converter dolly with two semi-trailers	(A)	>27.5 ≤ 36.5	107.5	≤4.6 note (4)	Either	6
 B-double towing a 5 or 6 axle dog trail	(A)	>27.5 ≤ 36.5	107.5	≤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 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 Roads¹ 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.

¹ 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).

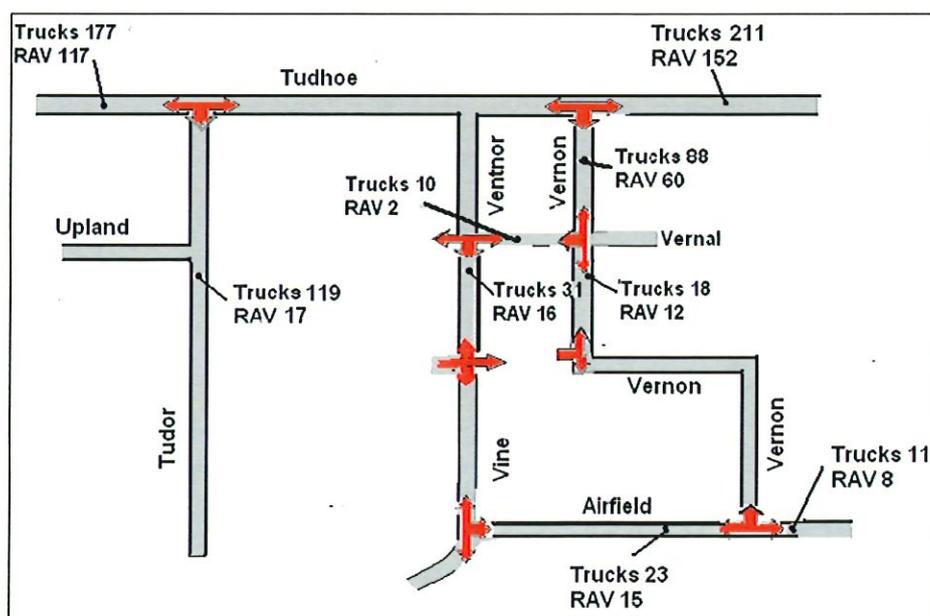
While the above counts do not show origins and destinations of vehicles, some conclusions can be drawn from the data in terms of the major destinations of heavy vehicles (including RAV). Figure 3 on the next page contains the average weekday counts of heavy vehicles in both directions as contained in 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)



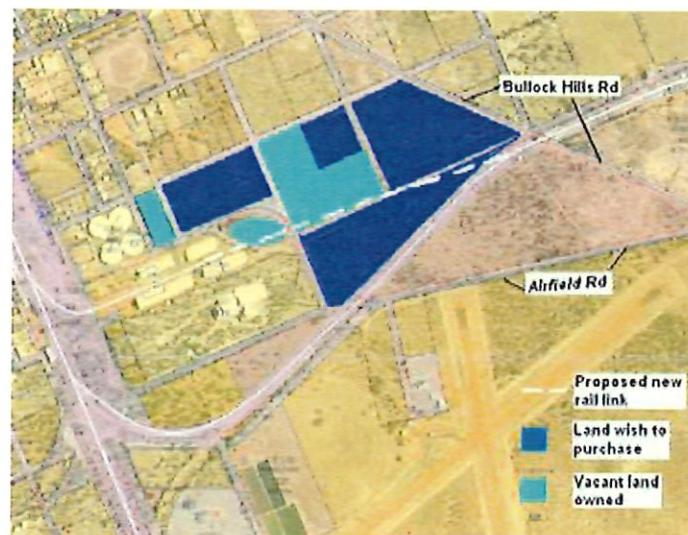
2.5 CBH Terminal Proposals

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
156.95Khedive 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)

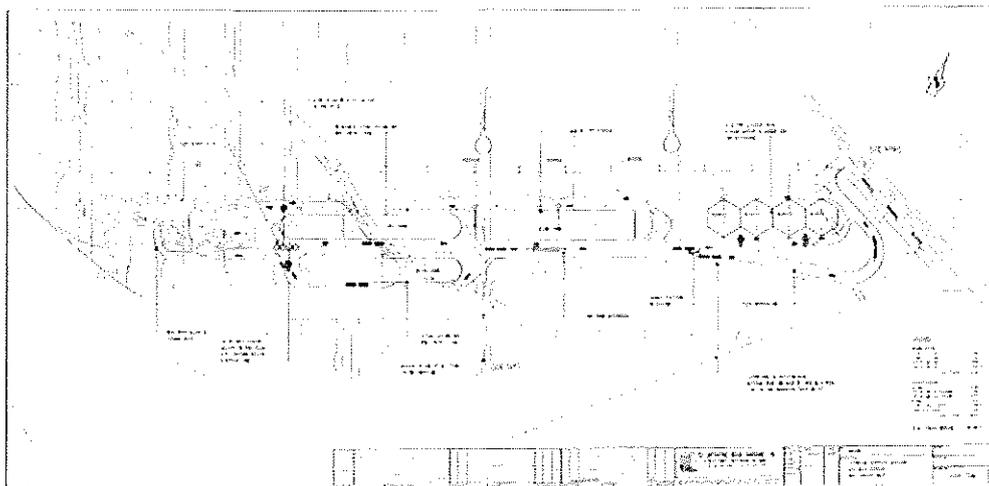


The current problems with RAV using this intersection include the lack of sealed road width of Vernon Street and the relatively sharp corner radii. Photograph 9 shows the shoulder on the left is very worn by tyres of vehicles turning right from Vernon into Airfield Road as well as those turning left 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)

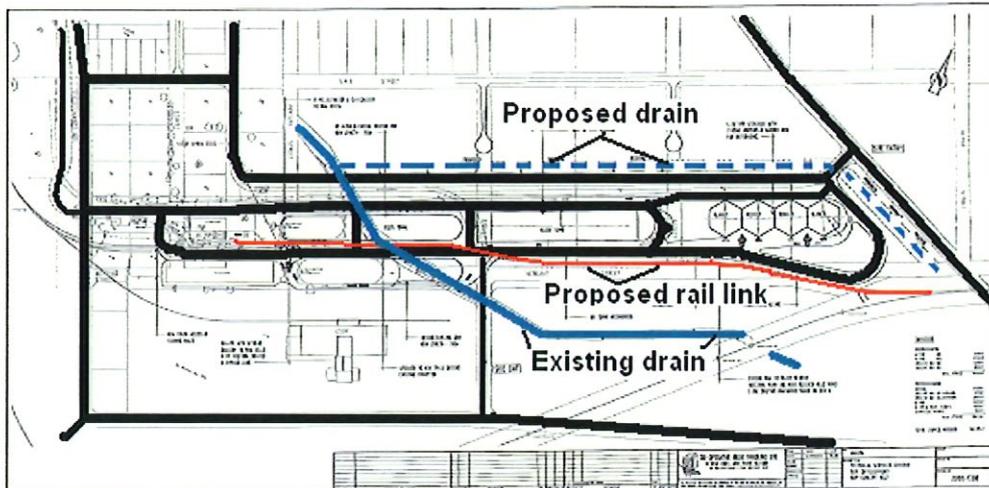
(Note that the facility currently constructed is about half the size of that shown in the above figure)

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

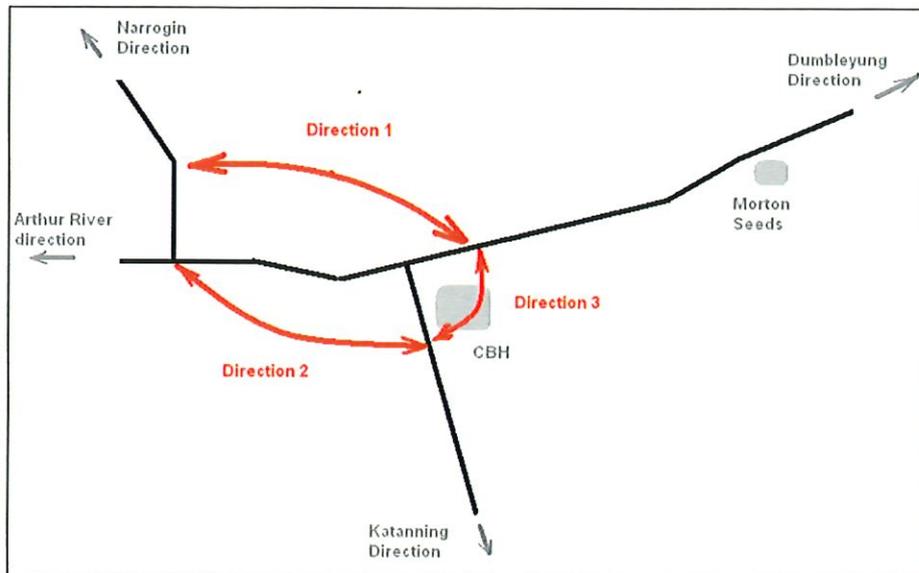
The heavy vehicles that might be detoured are dependent on their origin and destination. The traffic counts show that CBH and Morton Seeds are destinations for all truck types during harvesting times. However, management of Morton Seeds advises that trucks to and from its facility are almost all RAV. 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



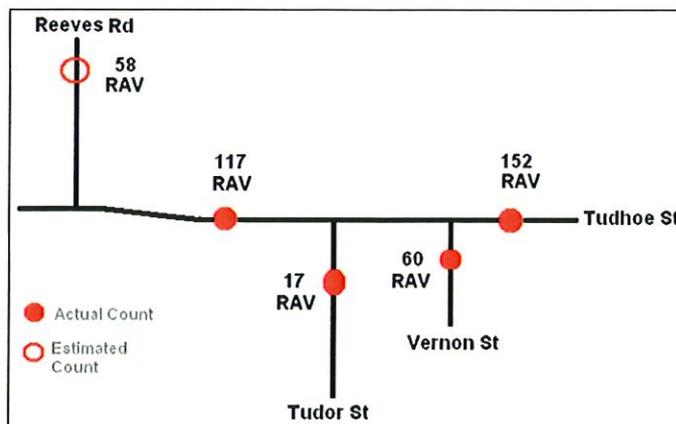
If load limit signs were installed they would apply to all trucks over the mass shown – RAV are not exempt. Consequently, the type of truck for which alternative routes should be considered are RAV - and only for particular directions. If a route offers travel time savings and/or less stops than other 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)

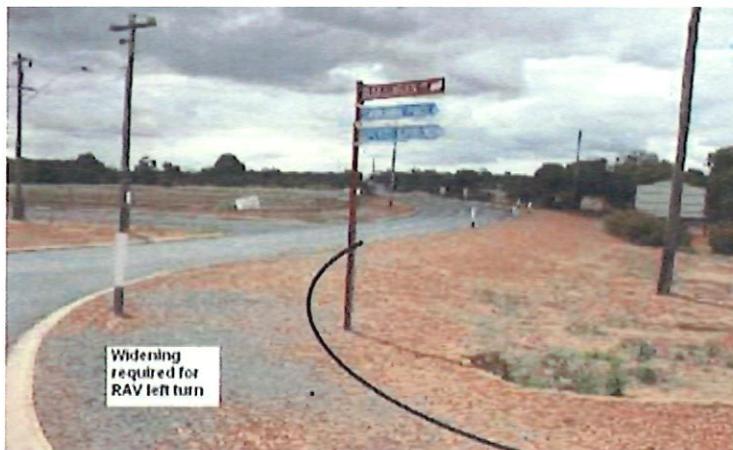
Photograph 14: View South-West



(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

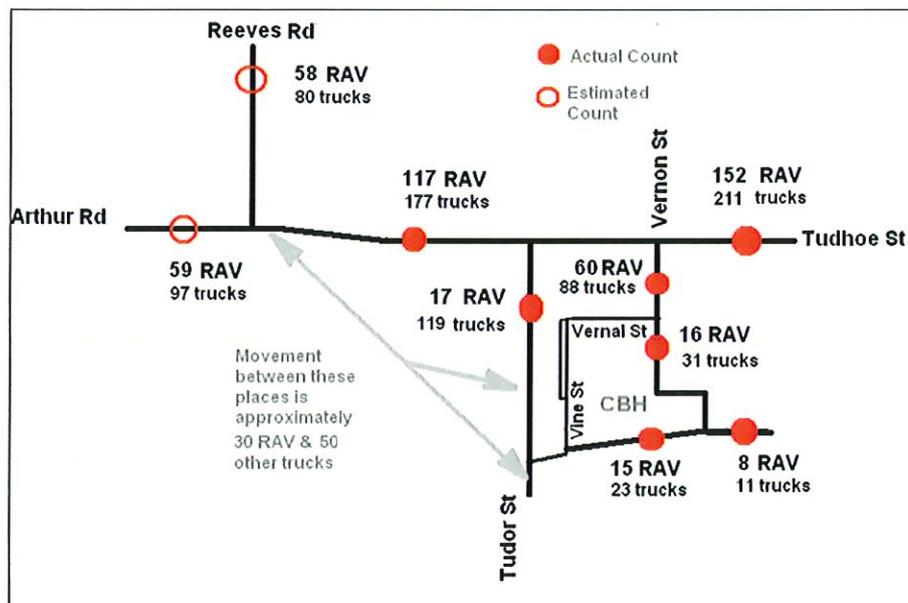
The route offers less travel distance for RAV travelling to Morton Seeds and places further east along the Collie-Lake King Road compared with the existing route. However, vehicles travelling to CBH would travel a similar distance to their present route because if they use this bypass they would have 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

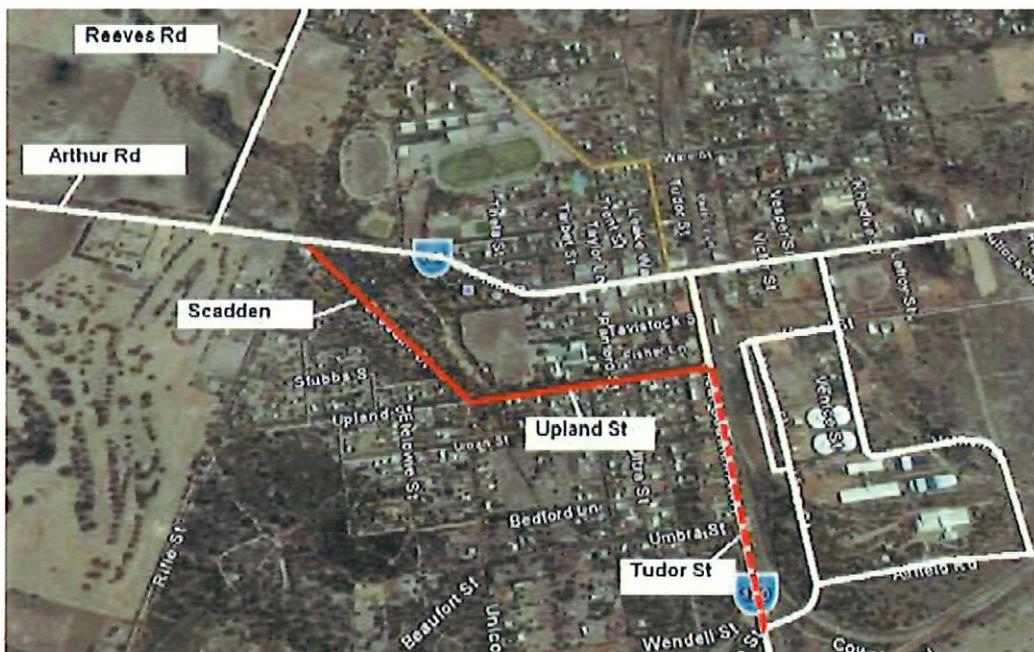


Main Roads WA has recently assessed protection requirements of the Albany line crossing and considers that the existing STOP signs are adequate. The potential increase of about 30 RAV per day using both crossings may impact on requirements at both level crossings but this is a matter that Main Roads 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.

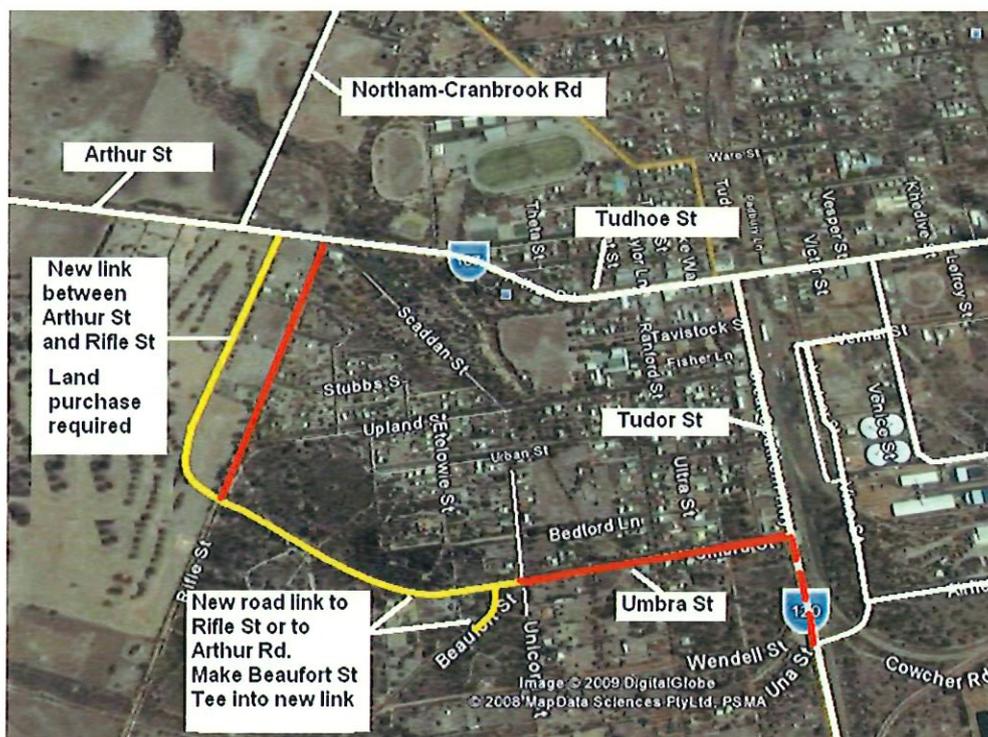
An advantage would be a reduction of up to 30 RAV on Tudhoe Street during harvesting times. There is also some potential savings in travel distance for north-bound RAV on Tudor Street having a destination of Arthur Road or the road to Narrogin (Reeves Road).

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.

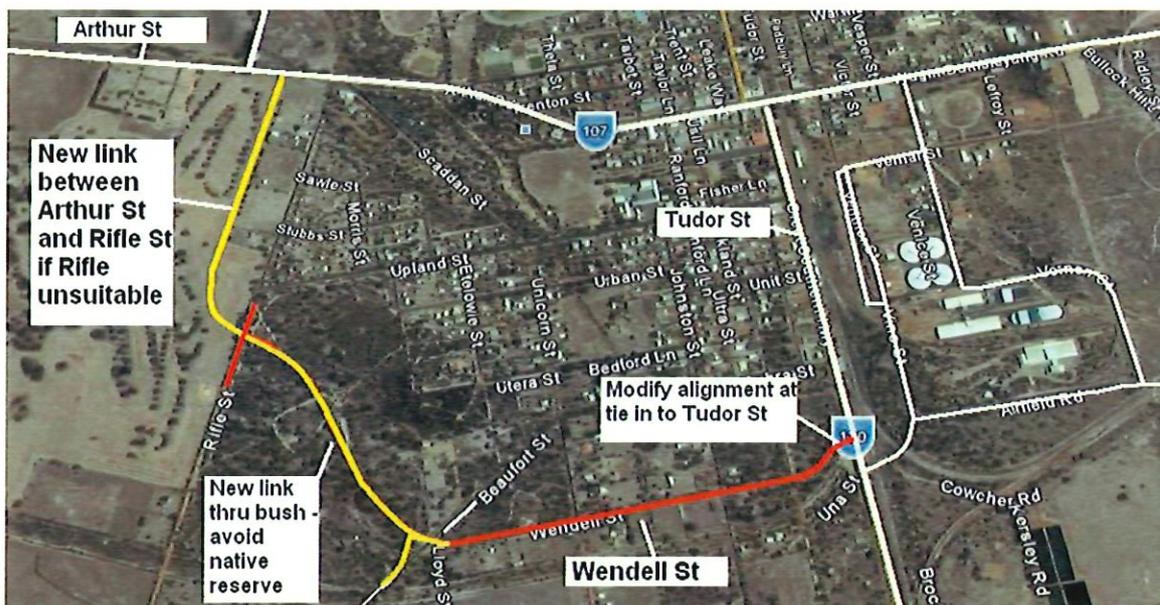
The issue of whether the new road link should be built parallel with Rifle Street is a matter of amenity and potential crash risk relating to the use of Rifle Street. The new link would be more attractive to bypassing traffic in that it would have no driveway access or intersections along it apart from 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



(Schematic only)

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

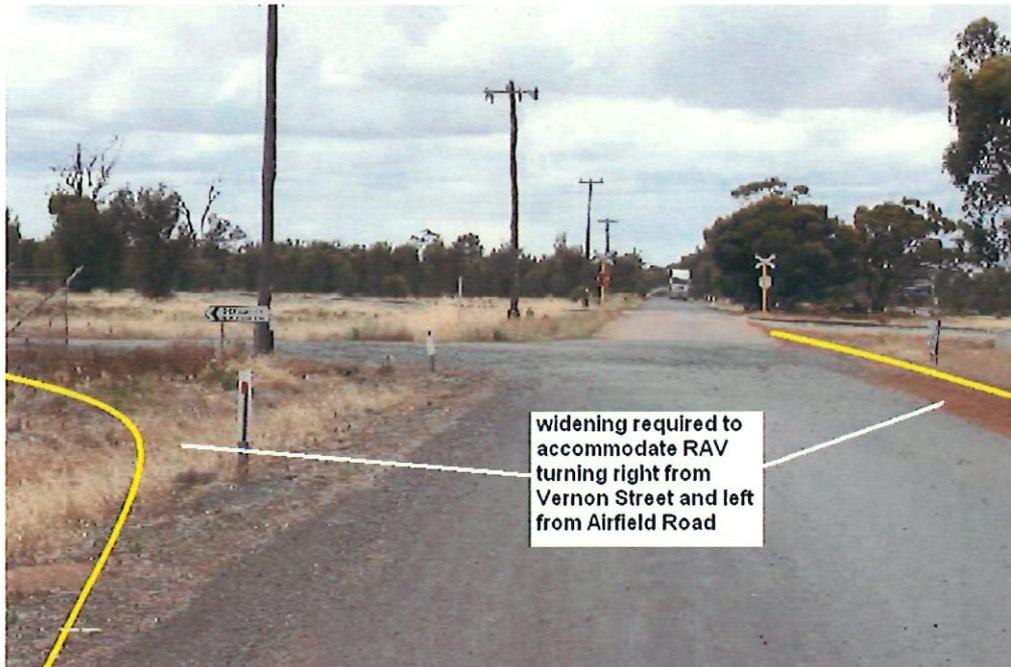
This option retains the existing RAV links via Vernon Street but improves safety by modifying various intersections to allow turning by RAV from the correct side of roads. However, such treatments by themselves would not affect numbers of heavy vehicles travelling through the middle of town. The intersections 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

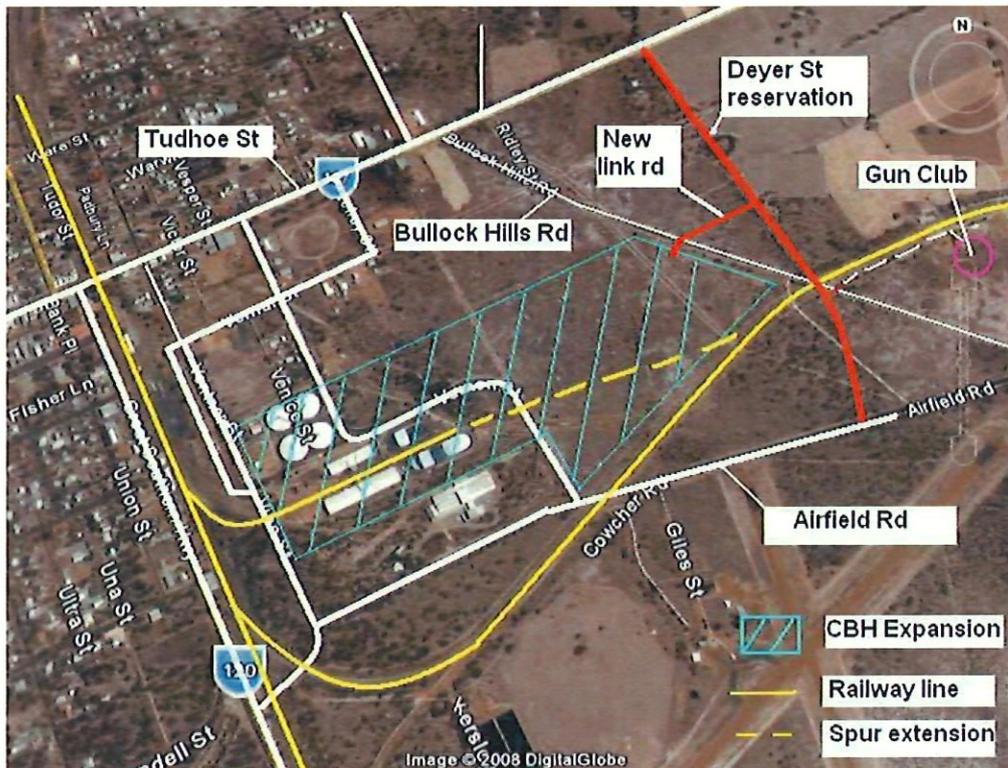
The advantages of the improvements to the existing route between Tudhoe Street and CBH and on to Tudor Street via Airfield Road are mostly safety related. They allow RAV to turn at intersections from the correct side of the road. Shoulder wear and general scuffing of the road surface would also be reduced 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 -

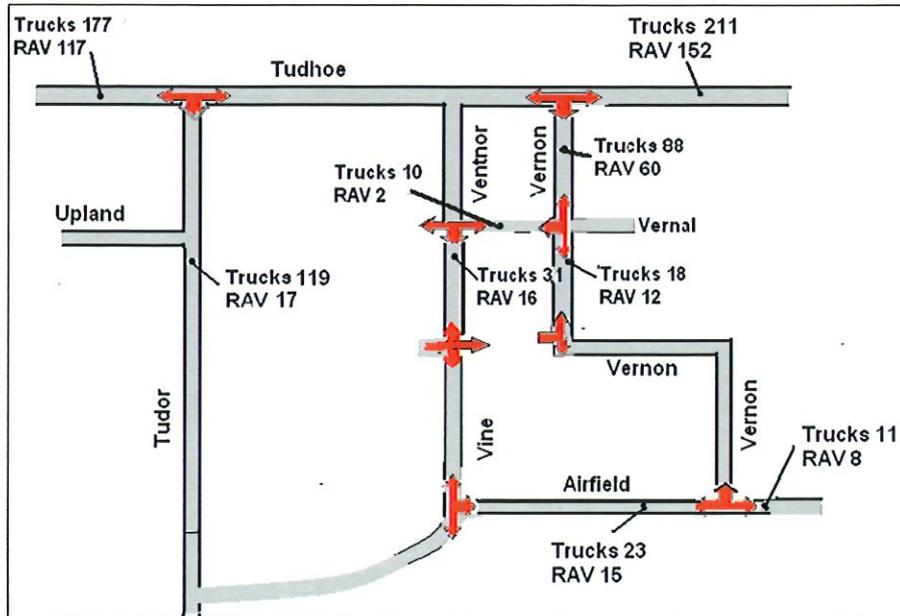
- travelling north along Tudor Street and having a destination of Morton Seeds and places east of Wagin; and
- travelling from east of Wagin having a destination south of Wagin.

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.

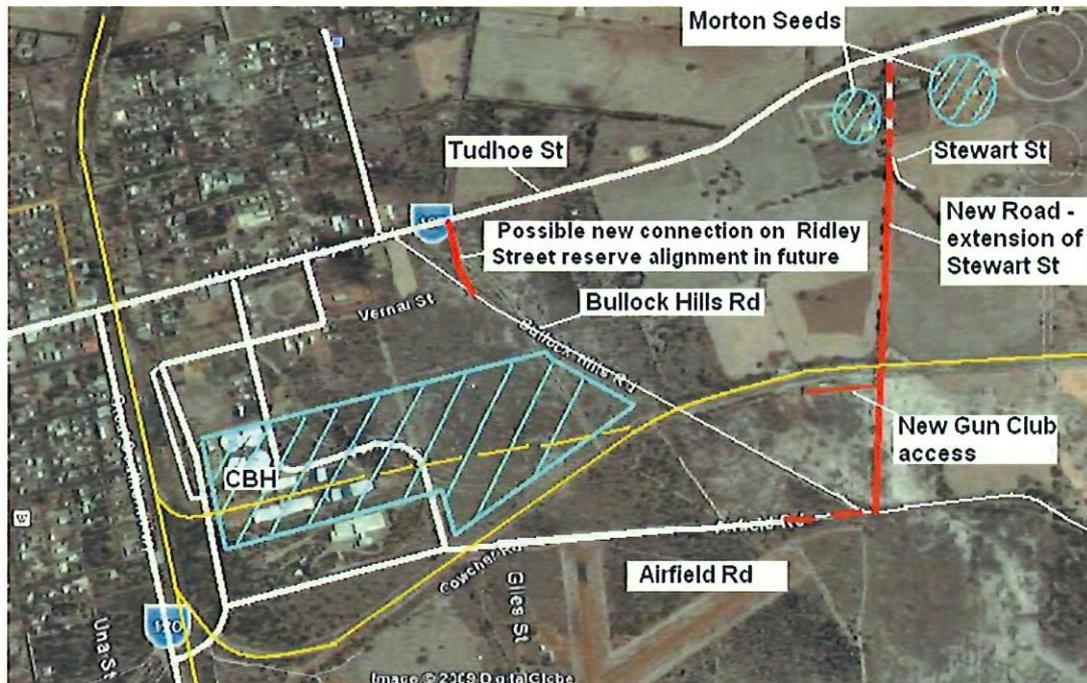
A disadvantage would be that trucks travelling to CBH from the east along Tudhoe Street would have about 2.5 kilometres further to travel to access weigh bridges and bins. Trucks travelling to CBH from the west along Tudhoe Street would have to travel about 3 kilometres further than they do now. However, 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

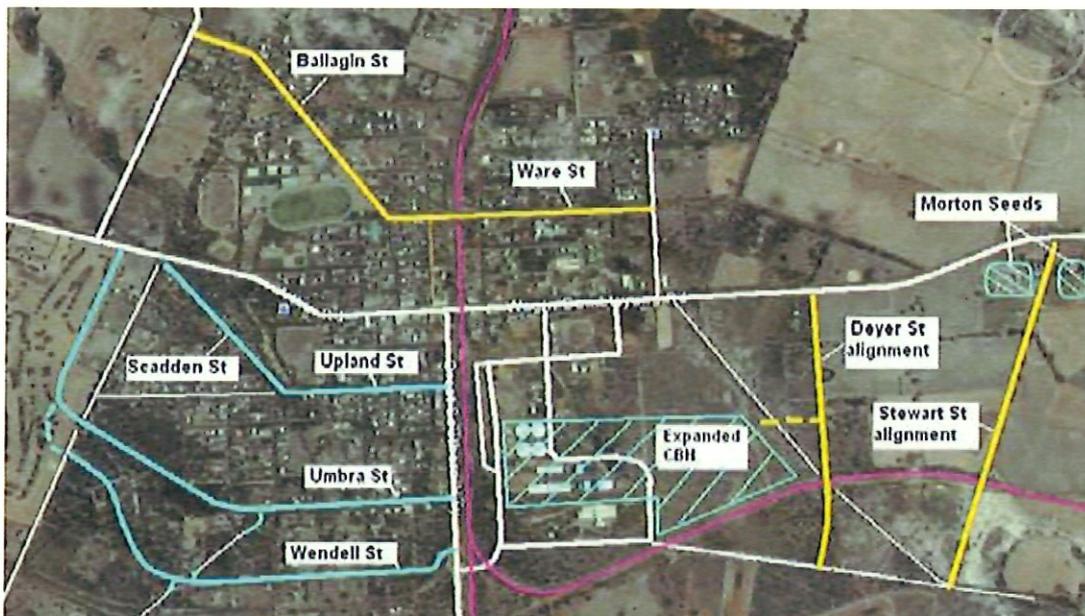
119 trucks use this section of Tudor Street on peak days. RAV are not permitted to turn left from Tudor into Tudhoe Street and assuming the turning movements are evenly distributed through the intersection then about 60 trucks flow between Tudor Street and Tudhoe Street east of Tudor Street. None of 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

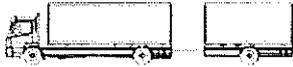
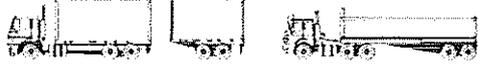
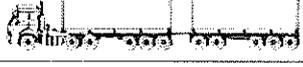
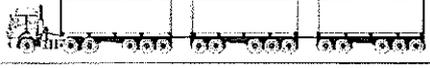
Recommendation 6: Council should seek clarification from CBH as to its plans and timing of the redevelopment of its plant including requirements for the rail spur extension, drainage channel relocation and future access (particularly for RAV).

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

Dwg No: 0293 009

Asset and Network Information - January 2002

8.2 DEPUTY CHIEF EXECUTIVE OFFICER

8.2.1 DEPUTY CHIEF EXECUTIVE OFFICER ACTIVITY REPORT

AUTHOR OF REPORT:	Deputy Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.CO.1
STRATEGIC DOCUMENT REFERENCE:	Strategic Community Plan
ATTACHMENTS:	Nil

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5403

Moved Cr B L Kilpatrick Seconded Cr G R Ball

That Council NOTES the Deputy Chief Executive Officer's report.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

The following report details activities within the Deputy Chief Executive Officer's portfolio.

BACKGROUND/COMMENT

DEPUTY CHIEF EXECUTIVE OFFICER

This month, I was annual leave for two weeks. Other than that, I have been involved with:

- Appointment of replacement Building Maintenance Officer.
- Seeking legal advice on Hangar 4.
- Finalised new three year ICT agreement. A purchase order for the new server was issued and the server UPS was also upgraded.
- Interim audit.
- Homecare staffing matters.
- Ranger Services matters.
- Swimming pool co-ordination.
- Building maintenance co-ordination, including inspection of doctor's residence and rectification of some maintenance issues.

Meetings and Events:

- Discussion with Cloud Payment Group – Debt recovery proposal.

BUILDING OFFICER

Building Permits – March

PERMIT	OWNER	BUILDER	PROJECT ADDRESS	DESCRIPTION	VALUE	FEES
99971	Robert & Sue English	Robert English	3 Urban Street	Free Standing Carport	\$8,000	\$171.65

COMMUNITY OFFICER

Social Media

Since the last Council Meeting, the Shire of Wagin’s Facebook page has remained active and consistent, with 15 posts. Content has ranged from community updates and service notices to employment opportunities, event promotion and animal control. Posts regarding found animals continue to generate the highest engagement from the community, with one post reaching over 9,600 people. Overall, the Shire of Wagin Facebook page continues to be a valuable platform for effectively communicating with and engaging the local community.

Date	Topic	Post reach
March 27 th	Shire seeking general maintenance person	2,001
March 4 th	Found Cat	9,632
March 4 th	Early Polling – For State Government Election	1,962
March 10 th	Community Budget Request	1,692
March 12 th	Requesting Feedback for Shire of Dumbleyung Lake Trail Plan	No insights
March 14 th	Weather Event Clean-Up in Progress - Wagin Works Crew on the Job	1,180
March 18 th	Shire Feedback – Telstra 3G closure	2,074
March 18 th	Found cat	2,704
March 20 th	ANZAC Day Service	6,130
March 24 th	Dept of Transport licensing computer down	1,949
March 26 th	W.D.H.S Interschool swimming carnival	2,845
March 28 th	Found Cat	2,517
April 1 st	Lifespan Dance	2,684
April 2 nd	Wagin Swimming Pool Closure Notice	5,618
April 3 rd	Blazeaid	1,991

Instagram

Over 2024, there has been a noticeable increase in activity and engagement, although overall traction remains lower compared to Facebook. We have posted 15 times and shared 12 stories, all focused on promoting community events and sharing important notices.

The most successful post so far was an appreciation post in the lead-up to Bart's 40th birthday, reaching an impressive 395 views and generating 39 interactions. The most recent post, shared on 9 April 2025, marked the start of the Indigenous 'Djeran' season, known as the season of cool change. Additionally, since Woolorama, the Instagram page has gained nine new followers.

Grant Funding

Lotterywest Grant – Bart the Ram's 40th Birthday Celebration

Funding received: \$10,000

This funding will go towards creating a family-friendly celebration, including:

- Special guest appearances such as Bluey.
- Live entertainment from The Red Crown Band.
- Event infrastructure, kids' activities, decorations and other event costs.

Department of Veterans' Affairs Grant – RSL Memorial 100th Anniversary

Funding received: \$10,000

This funding will assist in commemorating the 100th Anniversary of the Wagin RSL Memorial through:

- Supporting Navy, Air Force and Army
- Event setup, food and equipment hire
- Historical displays
- Artwork
- Commemorative activities honouring our local veterans.

RANGER SERVICES

Shire of Narrogin rangers attended on 11 March. They attended a house with a large number of cats. The cat urine smell that came from the house was very strong. The ranger asked the owner if she could make a plan to start surrendering cats over or they will come in as a team, which includes Environmental Health Officers and the RSPCA.

Rangers also visited a property in Una Street where these had been a dog attack on some lambs. Rangers tried to speak to owner, but he was not available. Rangers have continued to follow up, with a view to issuing an infringement.

Staff Call outs	March
Dog Issues	3
Cat Issues	5

SWIMMING POOL

The Wagin High School swimming carnival was held on 6 March and an interschool carnival was held on 28 March. The latter event had 180 attendees. Other attendances over the month totalled 810 people.

The last day for the current pool season is Sunday 13 April. Contract Aquatic has been engaged to set up for winterisation. This involves the installation of two sump pumps, one in each balance tank. It also includes 8-hour turnovers and servicing of the pool to be completed every two weeks.

Social Media

As expected during the pool season, the Wagin Memorial Swimming Pool's social media page has gained steady traction, with increasing community engagement and responses throughout the warmer months. As the season now draws to a close due to the changing weather, engagement has naturally begun to slow down.

Since the last Council meeting, there have been two posts shared:

- An update on the Wagin District High School Interschool Swimming Carnival, highlighting student participation and community involvement.
- A post announcing the Pool Closing Date – Sunday, 13 April 2025 – which gained the most engagement, with many likes, comments and shares from the community.

CARAVAN PARK

The caravan park patronage was very high in the first week with 7 and 8 March accommodating 36 and 35 customers respectively. The remainder of the month was stable, resulting in a total of 453 bookings during the month. One customer, who wanted to stay for an extended period, has been problematic and has now been advised to vacate by Saturday 12 April.

WAGIN LIBRARY AND GALLERY

This report provides information to councillors about events, activities and statistics in the Wagin Library & Gallery which have occurred during the reporting period.

Library Update:

- Since December 2023 we have 60 new patrons joining the Wagin Library & Gallery, this is continuing to increase every month.

Library Events:

- Wagin Library & Gallery Book Club held on Saturdays.
- Story Time is held every Wednesday and Friday. Story Time Saturday Mornings is held for parents and children who are not able to make it during the week.
- Children's Book Club is held every Tuesday.
- Board Game Morning held every week.
- Playgroup visited Wagin Library & Gallery for Story Time/Rhyme Time 28th February.

Library Regular Activities:

- Waratah Lodge regular readers' weekly exchange of books, DVDs, etc. is ongoing.
- Wagin Hospital Homebound visiting program available as required.

Library Statistics:

	April 2025	March 2025
Patron Visits	103	265
Phone Transactions	3	10
Inter Library Loans	2	6
Community Connections	17	61
Information search request	0	0

Since the last Council meeting, the Wagin Toy Library Facebook page has posted five times. The top-performing post was focused on promoting the Toy Kits available for members at a low cost. These kits cater to infants aged between 3 months to 48 months and are designed to help expose young children to learning tools that support their early childhood development.

Another key post shared important information about the Wagin Toy Library itself, providing a helpful guide for potential new members. This post outlined everything needed to know about how to join, what's available, and how the library operates.

HEMECARE

Manager Report

Changes to Aged Care Services – 1 July 2025

The Shire of Wagin has begun preparations for the transitions to the new Support at Home program. Wagin Homecare service names will change to be aligned with the new Support at Home integration as of 1 July 2025. This defined list will provide clarity as all Aged Care Service Providers will use the same service list. This list is reflective of the new levels of care available. Previously there were four; as of 1 July 2025, there will be eight.

This same service names will be used for the Commonwealth Home Support Program (CHSP). As part of the fees and charges review for the 2025/26 financial year, service names will be transitioned over and the activities will be grouped similarly.

Wagin Homecare Aged Care fees and charges must be published on the Shire website (Fees and Charges) and updated on My Aged Care website (Find a Provider Tool) as regulated by Aged Care Quality and Safety Commission to ensure pricing is transparent and enables comparability. Prices can continue to be set by the provider until 1 July 2026 when prices will be capped by the government.

Support at Home replaces the Home Care Package

There are relative funded amounts available for each of the eight levels of care managed by the Department of Social Services via quarterly budgets released for the recipient. Similar to the HCP, though with the changes, there is an expectation that providers will engage with Care Partners to assist with any Allied Health requirements. This holistic approach requires significant care management and there are business rules to this new care and service environment. The point is to ensure consistency across the sector but most importantly, safety for the participant that the services are required and are consistent with good practice and deliver planned outcomes as well that the costs are at industry standard.

All providers need to administer the financial activity of aged care services as per the business rules outlined in the guide below.

Government requires data on service delivery and care minutes. Activity units, hours and care management need to be captured via the schedule and relative to the assessed service plan for the participant. Capture of all the elements of service provision is essential to get right. Failure to do so could result in a loss of funding (a result of activity not reported). We have been assured that the developers of the program we use that the software is being evolved accordingly.

There will be information sessions offered for all end users. WHC admin attended the first virtual workshop and were guided through an overview of changes to the software. Additional training will be required, specifically for the administration of the transfer and inclusion of data.

There is a virtual transition assistant built in, however, there is some configuration that will be required. On this we have made enquiries of the developers to seek advice on whether training will suffice or if specific configuration should be purchased. The response is that there should be sufficient video training offered. This would depend on the timing of the release of the training videos. Again, if we don't get our activity reporting right in the first quarter of the next financial year, this will impact on funding.

My recommendation would be to seek assistance with configuration that includes training of key admin staff. We need to know that the program is designed to report accurately. We need to understand the data set required so we can identify errors and correct in time for reporting.

Accurate input of complete data is essential. This could mean a change to the duties of the admin staff as there will be more time required to schedule every minute and every activity. It would mean financial oversight prior to submitting reports; scrutiny of the reporting to ensure it reflects the services carried out, including care management. This is why the software is so important to be comprehensive and in line with the requirements of the Department of Social Services rules.

Training and Clinical Safety

Aged Care Quality and Safety Commission regulates how aged care is delivered and this includes Prudential Financial Planning. Training is essential for administrators as well as aged care workers to comply. Systematic release of essential training modules for each staff member is the best method to ensure consistent and relevant education is rolled out across the workforce. There is a reporting requirement to quantify and specify the training completed. There is compliance to demonstrate continuous improvement.

Safety practices including incident reporting is a significant area for management. Relevant industry trained people with regards to human resources including staff safety could be required to consult and set up systems that SOW staff can use to cover such an important and litigious aspect of an aged care service, with detailed safety measures for the care and service environment documented and demonstrated. There are such software packages available; this could be a solution.

Clinical oversight to manage how the specific care and support for each individual is not negotiable. Clinical qualifications are essential. The Council may need more specialist information on the scope of this level of service to best consider how to meet this requirement.

The SOW CEO has been in communication with the Department of Health and Ageing (Service Delivery Division for the Wheatbelt) to secure a visit to Wagin and an address to the Council. As Homecare manager, I have met with Narrogin Homecare who have a similar model of service delivery to WHC to discuss how they may be considering addressing all the challenges this next phase of the reforms presents, especially for Local Government providers. It was considered that a meeting between the respective Shire executives and homecare managers would be beneficial from the perspective of sharing ideas at the very least, to sharing resources at best. A meeting with Narrogin Homecare is scheduled for 17 April 2025.

Please see below links for references

Support at Home Service List

<https://www.health.gov.au/resources/publications/support-at-home-service-list?language=en>

CHSP Service Catalogue 2025-2027

<https://www.health.gov.au/resources/publications/chsp-service-catalogue-2025-27?language=en>

Care Management for HCP

<https://www.health.gov.au/our-work/hcp/care-management/charging>

Pricing Setting and Reviews

<https://www.health.gov.au/our-work/hcp/pricing/setting-prices#pricing-reviews>

Support at Home Pricing Changes – My Aged Care

<https://www.myagedcare.gov.au/news-and-updates/support-home-pricing-changes>

Summary of indicative Support at Home Prices

<https://www.health.gov.au/resources/publications/summary-of-indicative-support-at-home-prices?language=en>

Support at Home Business Rules Guidance

<https://www.health.gov.au/sites/default/files/2025-02/support-at-home-claims-and-payments-business-rules-guidance.pdf>



A total of 96 CHSP, 7 HCP, 1 WACHS and 1 NDIS clients received seven or more services in March; Domestic Assistance, Social Support and Social Support Group are the services in greatest demand. There were 766 CHSP, 144 HCP, 6 WACHS and 81 NDIS service deliveries that brings Wagin Homecare to a total of 997 services provided in March.

Commonwealth Home Support Package (CHSP)

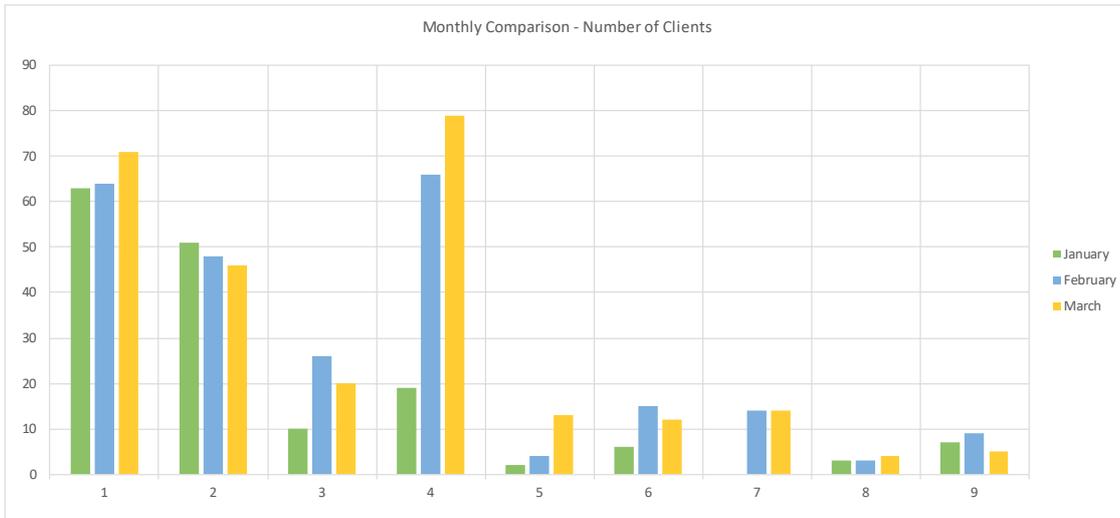
Types of services provided	Format	Provided	Contracted	Variance
Domestic Assistance	(Hours)	227	222	-5
Social Support Group	(Hours)	147	140	-7
Social Support Individual	(Hours)	160	83	-77
Home Maintenance & Gardening	(Hours)	83	106	23
Transport	(#Trips)	69	64	-5
Meals	(#Meals)	17	225	208
Nursing	(Hours)	25	16	-9
Personal Care	(Hours)	19	33	14
Other food services	(Hours)	19	27	8
Respite Care	(Hours)	0	1	1

Home Care Packages (HCP)

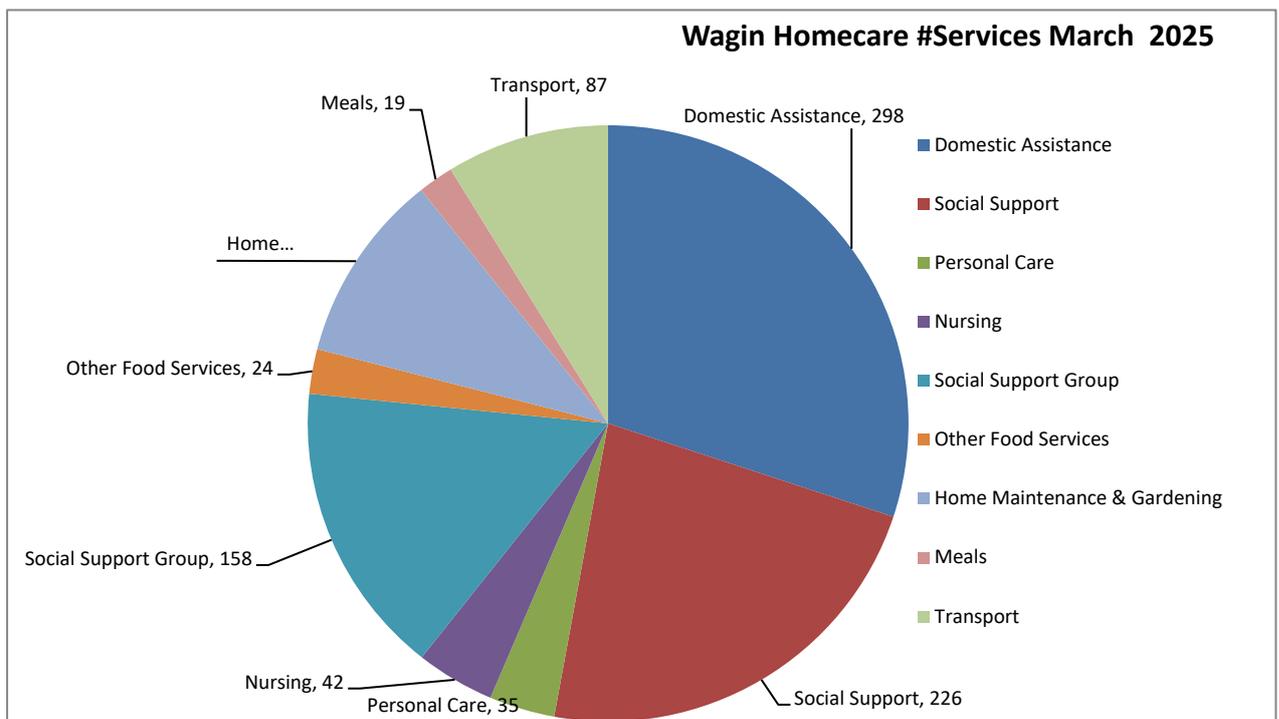
Types of services provided	Format	Provided
Domestic Assistance	(Hours)	34
Social Support Group	(Hours)	11
Social Support Individual	(Hours)	34
Home Maintenance & Gardening	(Hours)	19
Transport	(#Trips)	6
Meals	(#Meals)	2
Nursing	(Hours)	17
Personal Care	(Hours)	16
Other food services	(Hours)	5
Respite Care	(Hours)	0

NDIS

Types of services provided	Format	Provided
Assistance with Daily Living	(Hours)	37
Assistance with Social & Community Participi	(Hours)	32
Transport	(#Trips)	12



NUMBER	DATA
1	Domestic Assistance
2	Gardening
3	Transport
4	Nursing
5	Social Support Group
6	Social Support Individual
7	Meals on Wheels
8	Shopping
9	Meal Preparation
10	Personal Care



Budget and actual figures have been provided below. YTD operating income of \$566,644 is \$37,829 (7%) higher than the budget figure of \$528,814. YTD operating expenditure is \$600,923, which is \$23,070 (4%) higher than the YTD budget figure of \$577,853. Capital expenditure of \$89,820 reflects the purchase of three new Haval sedans. Proceeds on Disposal of Assets is \$35,455, being \$13,454 over budget.

Shire Of Wagin
SCHEDULE 08 - EDUCATION & WELFARE
Financial Statement for Period Ended
31 March 2025

HOMECARE PROGRAM		Revised Budget		YTD Budget		YTD Actual		YTD	
		Revenue	Expenditure	Revenue	Expenditure	Revenue	Expenditure	Variance	Variance
GL #	OB #	\$	\$	\$	\$	\$	\$	\$	%
OPERATING EXPENDITURE									
E082010	Homecare Salaries		448,526		345,011		1,656	343,355	100%
	CHSP Homecare Salaries - Chsp		0		0		119,153	(119,153)	0%
	HCP Homecare Salaries - Hcp		0		0		62,771	(62,771)	0%
	NDIS Homecare Salaries - Ndis		0		0		14,606	(14,606)	0%
	HCSO Homecare Salaries - Other		0		0		168,158	(168,158)	0%
E082013	Homecare Leave/Wages Liability GEN		0		0		0	0	0%
E082015	Maintenance & Gardening		68,389		52,600		59,256	(6,656)	(13%)
E082020	Nursing Salaries		0		0		0	0	0%
E082025	Care Workers Salaries		0		0		0	0	0%
E082030	Superannuation		52,016		40,009		42,187	(2,178)	(5%)
E082035	Other Expenses		7,000		5,229		2,458	2,771	53%
E082040	Travelling - Mileage		25,000		18,747		9,436	9,311	50%
E082045	Staff Training		5,500		4,122		3,587	535	13%
E082050	Staff Training Salaries		31,932		23,949		299	23,650	99%
E082055	Subscriptions		2,000		1,494		4,474	(2,980)	(199%)
E082060	Postage & Freight		1,000		729		845	(116)	(16%)
E082063	Telephone Expenses		1,000		747		1,974	(1,227)	(164%)
E082065	Printing & Stationery		3,000		2,250		95	2,155	96%
E082070	Insurance		8,447		8,446		9,787	(1,341)	(16%)
E082075	Building Maintenance		10,739		8,046		6,707	1,339	17%
E082080	Plant & Equipment Mlce		20,000		14,850		13,214	1,636	11%
E082083	Computer Equipment and Support		7,000		5,238		0	5,238	100%
E082085	Consumable Supplies		1,000		738		2,772	(2,034)	(276%)
E082090	Homecare Equipment and Catering Supplies		3,000		2,250		537	1,713	76%
E082095	HCP Expenses		20,000		14,994		46,707	(31,713)	(212%)
E082100	Administration Allocated		18,224		13,662		13,668	(6)	(0%)
E082110	Meals on Wheels Expenditure		0		0		0	0	0%
E082120	Loss on Sale of Asset		0		0		0	0	0%
E082130	Homecare Retention Bonus Expenditure		0		0		0	0	0%
E082190	Depreciation - Homecare		19,660		14,742		16,575	(1,833)	(12%)
OPERATING REVENUE									
I082010	CHSP Grant	421,034		294,724		283,181		(11,543)	(4%)
I082015	Meals on Wheels	0		0		0		0	0%
I082020	CHSP Fee for Service	55,982		41,985		38,768		(3,217)	(8%)
I082025	Donations	0		0		455		455	0%
I082030	Government Pay Reimbursement	0		0		0		0	0%
I082031	Homecare - Other Income	0		0		0		0	0%
I082035	Profit On Sale of Asset	22,010		16,506		22,010		5,504	33%
I082040	HCP Client Daily Fee	28,628		21,465		21,723		258	1%
I082045	HCP Government Funds	160,659		119,961		159,188		39,227	33%
I082050	NDIS Contribution	45,575		34,173		41,319		7,146	21%
SUB-TOTAL		733,888	753,433	528,814	577,853	566,644	600,923		
Operating Surplus / (Deficit)			(19,545)		(49,039)		(34,279)		
CAPITAL EXPENDITURE									
E167790	Land and Buildings - Homecare						0		
	B2302 Relocation To Wagin Town Hall		0		0		0	0	0%
E167752	Purchase Plant & Equipment - Homecare Program						0	0.00	0.00%
	E2503 Purchase Of New Homecare Sedan (P80)		30,000		30,000		29,932		
	E2504 Purchase Of New Homecare Sedan (P27)		30,000		30,000		29,932		
	E2505 Purchase Of New Homecare Sedan - Darkan (P86)		30,000		30,000		29,932		
CAPITAL REVENUE									
I082005	Proceeds on Disposal of Assets	22,000.00		22,000.00		35,455		13,454.55	61.16%
I082006	Realisation on Disposal of Assets	(22,000.00)		(22,000.00)		(35,455)		(13,454.55)	61.16%
SUB-TOTAL		0	90,000	0	90,000	0	89,797		
TOTAL - HOMECARE PROGRAM		733,888	843,433	528,814	667,853	566,644	690,720		



CONSULTATION/COMMUNICATION

Chief Executive Officer and staff of the Shire of Wagin.

STATUTORY/LEGAL IMPLICATIONS

Local Government Act 1995 and relevant regulations.

POLICY IMPLICATIONS

No direct policy implications.

FINANCIAL IMPLICATIONS

2024/25 approved budget.

VOTING REQUIREMENTS

Simple Majority.

8.2.2 SHIRE OF WAGIN MEMORIAL SWIMMING POOL MANAGEMENT - 2025-2026

AUTHOR OF REPORT:	Deputy Chief Executive Officer
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CP.MT.11
STRATEGIC DOCUMENT REFERENCE:	Strategic Community Plan
ATTACHMENTS:	Nil

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5404

Moved Cr G R Ball Seconded Cr B L Kilpatrick

That tenders be called for operations and management of the Shire of Wagin Memorial Swimming Pool for a three year term commencing with the 2025/2026 season.

CARRIED UNANIMOUSLY 5/1

**For: Crs Ball, Blight, Kilpatrick, Longmuir, West
Against: Cr O'Brien**

BRIEF SUMMARY

To consider the options for the operations and management of the Shire of Wagin Memorial Swimming Pool for the 2025/2026 season and beyond.

BACKGROUND/COMMENT

The Shire has used internal staff to manage the swimming pool for many years. In 2021/22 and 2022/23 the Shire called tenders for the operations and management of the pool. In both cases no tenders were received.

The pool was closed intermittently for several days in January 2025 due to the inability to staff the facility with a suitably qualified person in accordance with the Department of Health’s Code of Practice. Contract Aquatic Services has been contracted to provide cover for the remainder of the 2025 season. One other pool in the region has recently experienced similar issues with pool staffing resulting in a premature end to the season.

It is opportune to consider the options for the 2025/2026 season and beyond. Those are call tenders again or seek to appoint a suitably qualified and experienced staff member. Alternatively, the Council could run both of these processes concurrently to be able to assess all available alternatives.

There are advantages and disadvantages of a contract swimming pool manager versus a staff member.

Having a consistent staff member ensures continuity in pool maintenance and operations. Staff members are more likely to be invested in the facility’s long-term success, build relationships and will become familiar with the facility’s specific needs.

The Shire may have less direct control over the contractor's work style and methods compared to a staff member.

However, as experienced this year, the main issue with an employee is a greater risk of down time due to the difficulty of having backup staffing available. The pool continues to run smoothly under Contract Aquatic's management and they have access to a wider talent pool and several staff members to call on when the main operator is not available.

With an employee, the annualisation of hours for a full time employee can be problematic. That is, it is difficult to ensure that the employee balances on-season hours and off-season hours to ensure the employee works exactly 1,976 hours throughout the year. With a contract, the Shire pays for services rendered during the contract period. Provided the contractor's performance is satisfactory, the administrative overheads (such as payroll, training, and staff supervision) are lower with a contract.

In both scenarios, the Shire would aim to have sufficient lifeguards for busy days, but with a contractor, they would likely be able to provide additional lifeguards if the Shire is unable to. Note that when there are more than 100 customers in the pool, an additional lifeguard must be on site.

In terms of cost, based on the current contract rate there is very little difference in annual cost between the internal staffing and contract option. Future cost differentials would depend on the qualifications and experience of an employee and whether that person already resides in Wagin.

If not, both options would likely involve provision of accommodation. A staff member would more likely require accommodation in the form of a house, whereas a contract would stipulate that accommodation would be in the NAB building. The contractor would source a pool manager that would suit that situation.

On balance, the contract option is preferable. It is considered appropriate for contract to be for a period of three years, with the option of an extension (subject to Council approval) for a further three year term.

CONSULTATION/COMMUNICATION

Chief Executive Officer and staff of the Shire of Wagin.

STATUTORY/LEGAL IMPLICATIONS

Local Government Act 1995 and relevant regulations.

POLICY IMPLICATIONS

No direct policy implications.

FINANCIAL IMPLICATIONS

Nil.

VOTING REQUIREMENTS

Simple Majority.



8.3 MANAGER OF FINANCE

8.4 MANAGER OF WORKS

8.4.1 MANAGER OF WORKS ACTIVITY REPORT

AUTHOR OF REPORT:	Manager of Works
SENIOR OFFICER:	Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.CO.1
STRATEGIC DOCUMENT REFERENCE:	2024/25 Budget
ATTACHMENTS:	1. Plant Report

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5405

Moved Cr G R Ball Seconded Cr B L Kilpatrick

That Council NOTES the Manager of Works report.

CARRIED UNANIMOUSLY 6/0

BRIEF SUMMARY

Nil

BACKGROUND/COMMENT

CONSTRUCTION CREW:

- Grading of gravel roads
- Ballagin Road cement stabilised 2km section
- Reseal of Boddington Street & Jaloran Road 3km section
- Reseal a 2.5km section on Jaloran road.
- Ballagin road cement stabilise failed section waiting to be sealed.

TOWNS CREW

- Tiding up of parks and gardens and attending to maintenance work
- Watering parks and gardens
- Repairing reticulation
- Planting of native trees
- Spraying for weeds
- Attending to community requests including setting up for Easter and ANZAC Day services
- Street cleaning

UPCOMING WORKS:

- Ballagin Road seal failed section 710 m²
- Extend culverts on Bullockhills and Beaufort roads
- Rural roads on fire ground area clean out culverts.

ROAD MAINTENANCE:

The Works crew have attended public requests, general road maintenance issues including blow outs on unsealed roads and fallen trees as they arise.

TOWN MAINTENANCE:

The town crew have been undertaking community requests, removing fallen trees. Gardening crew has been busy tidying up, watering, weeding and cleaning up.

PLANT / MACHINERY:

General servicing of small and large plant has been carried out by Shire staff, major servicing, and mechanical repairs to be carried out by Bernie Woodhouse and shire staff.

CONSULTATION/COMMUNICATION

Nil

STATUTORY/LEGAL IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

This expenditure has been budgeted.

STRATEGIC IMPLICATIONS

These assets are required for works in the community

VOTING REQUIREMENTS

Simple Majority

PLANT REPORT			Apr-25			
PLANT	OPERATOR	PURCHASE DATE	KM / HOURS	SERVICE DUE	REGO	COMMENTS
ISUZU MUX WAGON P-01	CEO	29/10/2019	113028	120,000	W.1	
ISUZU MUX WAGON P-02	DCEO	11/10/2023	58611	64,000	W.001	
ISUZU D MAX P-04	MOW	27/10/2023	32271	40000km	W.1008	
TOYOTA KLUGER - P-05	DOCTOR	13/10/2021	95456	110000km	W.1479	
WCM LOADER P-09	WORKS	30/06/2012	3333	Mar-26	W.10292	
CAT GRADER P-10	WORKS	14/01/2021	4990	5293	W.284	
CASE LOADER P-11	WORKS	1/11/2024	422	750	W.10707	
KOMATSU GRADER P-12	WORKS	15/01/2019	7105	7500 hrs	W.041	
KOMATSU EXCAVATOR P-13	WORKS	10/12/2021	491	527 HRS		
ISUZU TRUCK P-14	WORKS	3/12/2019	132662	140000kms	W.1002	
WN ROLLER P-15	WORKS	6/12/2023	1073	1250 hrs	W.7862	
ISUZU TRUCK P-16	WORKS	21/11/2023	22248	25000kms	W.1012	
MAHINDRA P-17	HANDY MAN	21/03/2022	14807	22000kms	W.10955	
KUBOTA MOWER P-18	WORKS	31/10/2019	678	700 hrs		
VIBE ROLLER P-19	WORKS	3/01/2008	2640	2750	W.841	
JOHN DEERE P-20	WORKS	9/02/2006	4782	5000	W.9618	
ISUZU P-21 (NEW)	WORKS	27/10/2023	22060	25000kms	W.676	
JOHN DEERE P-22	WORKS	10/08/2016	712	950 HRS	W.487	
Toyota UTE P-24	WORKS	1/02/2023	52057	55000kms	W.1010	
TOYOTA UTE P-25	WORKS	25/11/2020	49502	55000kms	P50	
TRITON UTE P-26	WORKS	14/11/2014	124897	130 000 kms	W.1022	
MAHINDRA P-38	RANGER	13/01/2023	17528	25000 km	W.1044	
BOBCAT P-39	WORKS	17/09/2013	4387	4800 hrs	W.10553	
ISUZU TRUCK P-40	WORKS	29/03/2019	159813	165451 kms	W.437	
ISUZU TRUCK P-42	WORKS	27/10/2023	35378	45000km	W.1015	
TORO MOWER P-43	WORKS	12/09/2013	669	Fire Damaged		
KUBOTA MOWER P-44	WORKS	1/10/2024	65	100 hrs		
SMALL ROLLER P-45	WORKS	1/12/2024	584.9	600 hrs		
CAT BACKHOE P-47	WORKS	21/09/2015	6852	7000 hrs	W.10552	
TENNANT SWEEPER P-48	WORKS	16/10/2015	2218	4400 HRS	W.10554	
MULTIPAC ROLLER P-49	WORKS	9/01/2017	5506	5650	W.860	
ISUZUUTE - P50	WORKS	12/03/2024	9019	15000 Kms	W.924	
FORKLIFT P-51	WORKS	30/11/2018	16634	7/06/2025	W.10729	
KUBOTA RTV P-52	WORKS	31/10/2019	968	980 HRS		
ROVER MOWER P-53	WORKS	5/09/2022	387	400 hrs		
TOYOTA UTE P-85	WORKS	29/10/2020	37869	45000 kms	W.863	
TOYOTA UTE P-94	WORKS	23/10/2019	84979	95000km	W.10796	
2016 Toyota Coaster BUS P-07	COMMUNITY	2016				
H/Care H6 P-27	HEMOCARE	2024	9529	20000km		
H/Care Manager Car - P-80	HEMOCARE	2024	10599	20000km	W468	
H/Care Bus P-83	HEMOCARE	2017	44424	53000 kms		
H/Care Darkan P-86	HEMOCARE	2024	11678	20000km		
SES Vehicle - SESA03	SES	2016		September		
Fire Truck - Wedgecarrup P-97	FIRE	2011		September		
Fire Truck - Piesseville P-84	FIRE	1995		September		
Fire Truck P-98	FIRE	2013		September		
Fire Tender P-99	FIRE	1987		September		
P41 - 7 Fast Fill Standpipes	FIRE					

9 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

10 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

11 URGENT BUSINESS

In cases of extreme urgency or other special circumstance, matters may, with the consent of the person presiding, or by decision of the members present, be raised without notice and decided by the meeting.

11.1 COMMENT ON WALGA POSITION ON DEVELOPMENT ASSESSMENT PANELS AND SIGNIFICANT DEVELOPMENT PATHWAY

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	Nil
DISCLOSURE OF INTEREST:	Nil
STRATEGIC DOCUMENT REFERENCE:	Nil
ATTACHMENTS:	Nil

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5406

Moved Cr G R Ball Seconded Cr B L Kilpatrick

That Council ENDORSES the draft WALGA Advocacy Position on Development Assessment Panels and Significant Development Pathway with the addition in point one of the draft position that:

WALGA calls on the State Government to ensure that decision making on development applications (DAs) is: accessible to local communities and representative of the interests, needs and aspirations of local communities and representative of the interests, needs and aspirations of local communities including amenity, community wellbeing and safety

CARRIED UNANIMOUSLY 6/0

COMMENT

On Tuesday, 15 April 2025 WALGA promoted the opportunity to comment on a revised advocacy position that updates and expands on the Development Assessment Panels (DAPs) advocacy position to include all State Government development assessments and approvals, including the significant development pathway.

The opportunity to comment closes on Friday, 23 May 2025 prior to the next Ordinary Council Meeting.

The Significant Development Pathway enables proponents to bypass local planning frameworks and local governments and have their development applications assessed by the WA Planning Commission. Developments greater than \$5m in WA's regions are eligible for the Significant Development Pathway.

This issue of interest to the Shire not only because renewable energy developments will likely pursue the Significant Development Pathway but other conceivable projects in the Shire into the future could also. If, for example, the Essantis development was proposed today it would easily meet the \$5m threshold.

WALGA's draft Advocacy Position is as follows:

WALGA calls on the State Government to

- 1) Ensure that decision making on development applications (DAs) is:
 - a) consistent and accountable
 - b) accessible to local communities
 - c) respects and appropriately applies local planning frameworks in line with their statutory weight.
- 2) Reform the Development Assessment Panel (DAP) system to:
 - a) raise the DAP threshold from the current \$2 million to \$5 million and mandate periodic reviews of the threshold
 - b) modify the composition of DAPs to provide equal representation of Specialist Members and Local Government Members
 - c) review DAP processes to ensure proponents provide necessary information in a timely manner
 - d) provide clear guidance on the roles and functions of Local Government officers at DAP meetings
 - e) allow the use of the State Referral Coordination Unit for DAP applications to ensure timely and adequate referral responses from State Government agencies are provided to Local Governments.
3. Abolish the state significant development assessment pathway (Part 11B of the Planning and Development Act 2005). Should the significant development assessment pathway continue to operate it should be reformed to:
 - i) raise the cost threshold to \$50 million
 - ii) align statutory timeframes with DAP and Local Government determined development applications
 - iii) ensure all developments are consistent with applicable statutory planning instruments, specifically local planning schemes or planning instruments that have been reviewed in the last 10 years, or at a minimum provide comprehensive guidelines for applying extraordinary discretion
 - iv) delete references to 'mandatory significant development' to ensure the Part 11B Pathway remains entirely opt-in
 - v) remove the ability for the Premier to give authorisation for the lodgement and determination of an application

Overall, Officers support the direction of WALGA's Advocacy Position albeit with modifications suggested below. The Significant Development Pathway strips local democracy from planning approvals but leaves local governments with the regulatory and community issues associated with the developments that the State Planning system approves.

These reforms are part of broader shift in planning legislative to remove elected members from decision-making which provide considerable pressure on employees of the Council which opens up all sorts of undue influence and poor governance practices.

The Flat Rocks Wind Farm in the Shires of Kojonup and Broomehill-Tambellup has pursued the Significant Development Pathway with the conditions set by the WAPC being appealed by the proponent through the State Administrative Tribunal. In this case the developer is challenging conditions related to lighting which is activated by radar when aircraft are nearby, arrangements that would enable landowners to continue to aerial spray and noise testing requirements.

Of note too is that the WAPC's development conditions on the development related to bush fire did not address matters related to aerial firefighting.

The Neon Windfarm in Narrogin and Williams has also submitted their application through the Significant Development Pathway. This application will be assessed by the State Government without a State Planning Policy on the matter.

The WAPC's general position on wind turbines is perhaps illustrated by an animation that greets users to their website which features turbines 'popping up' in a stylised regional WA setting as a cyclist travels from the wheatbelt to Perth.



Officers suggest that WALGA's advocacy position on this matter needs to be strengthened to reflect the importance of local community views in planning matters. Officers propose the following amendments to point one:

WALGA calls on the State Government to

- 1) Ensure that decision making on development applications (DAs) is:
 - a) consistent and accountable
 - b) accessible to local communities and representative of the interests, needs and aspirations of local communities including amenity, community wellbeing and safety
 - c) respects and appropriately applies local planning frameworks in line with their statutory weight.

Adding that planning needs to be representative of the interests, needs and aspirations of local communities is the key missing feature of the current significant development pathway. The WAPC is not required currently to consider local voices and local interests related to amenity, community wellbeing, and safety.

Again, ensuring that local community input is considered within the Significant Development Pathway is of importance not only when considering renewable energy developments but any large scale development that could be contemplated in the Shire like an abattoir, a commercial waste treatment facility or battery energy facility.

VOTING REQUIREMENTS

Simple Majority



12 CONFIDENTIAL BUSINESS

COUNCIL RESOLUTION 5407

Moved Cr G K B West

Seconded Cr M A O'Brien

That Council move behind closed doors and the meeting be closed to the public in accordance with Section 5.23(a) and (c) of the *Local Government Act 1995*.

CARRIED UNANIMOUSLY 6/0

7:47pm Officers assisting the meeting closed the meeting to the public.

12.1 SHIRE PROPERTY AT 2 BALLAGIN STREET

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	March 2025 - 5391
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CP.MT.15
STRATEGIC DOCUMENT REFERENCE:	Nil
ATTACHMENTS:	Nil

In accordance with Section 5.23(a) of the Local Government Act 1995, this report is confidential as the matter affects information about the business, professional, commercial or financial affairs of a person.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5408

Moved Cr M A O'Brien

Seconded Cr G R Ball

That Council NOTES the report regarding the Shire property at 2 Ballagin Street and REQUEST that the Chief Executive Officer takes no further action in relation to this matter

CARRIED UNANIMOUSLY 6/0



12.2 SHIRE PROPERTY AT 5 OMDURMAN STREET

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	February 2025 - 5367
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CP.MT.15
STRATEGIC DOCUMENT REFERENCE:	
ATTACHMENTS:	Attachment 1 – proposed amendments to Council Policy A20 Employee Housing

This report is confidential in accordance with section 5.23(2)(a) of the Local Government Act 1995 as it deals with a matter affecting an employee

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5409

Moved Cr G R Ball Seconded Cr G K B West

That Council:

1. **AGREES** to lease 5 Omdurman Street to Mr Troy Leary for the period of his employment at the Shire of Wagin in the role as lead grader driver at an rate of \$225 per week for the first 12 months with further rates determined by the Chief Executive Officer.
2. **AMENDS** Council Policy A20 Employee Housing per attachment 1.

CARRIED UNANIMOUSLY 6/0



12.3 POTENTIAL SHARED SERVICES SHIRES OF WAGIN AND WOODANILLING

SENIOR OFFICER:	Chief Executive Officer
PREVIOUS REPORT(S):	Nil.
DISCLOSURE OF INTEREST:	Nil
FILE REFERENCE:	CM.PL.5
STRATEGIC DOCUMENT REFERENCE:	
ATTACHMENTS:	Nil.

In accordance with Section 5.23(a) of the Local Government Act 1995, this report is confidential as the matter affects information about the business, professional, commercial or financial affairs of a person.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION 5410

Moved Cr B L Kilpatrick Seconded Cr G R Ball

That Council NOTES that opportunities for shared services between the Shires of Wagin and Woodanilling will be discussed following the commencement of the new Chief Executive Officer of the Shire of Woodanilling.

CARRIED UNANIMOUSLY 6/0

COUNCIL RESOLUTION 5410

Moved Cr M A O'Brien Seconded Cr W J Longmuir

That Council reopen the meeting to the public.

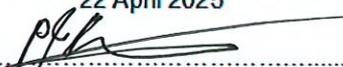
CARRIED UNANIMOUSLY 6/0

7:58pm Officers assisting the meeting reopened to the public.

13 CLOSURE

With no further business to discuss Presiding Member, Cr Blight closed the meeting at 7:59pm.

I certify that this copy of the minutes is a true and correct record of the meeting held on
22 April 2025

Signed ... 

Presiding Elected Member

Date: 27-5-2025