



SHIRE OF MORAWA
ORDINARY COUNCIL MEETING
ATTACHMENTS

Thursday, 20 October 2022



Agenda Attachments

Shire of Morawa

Ordinary Council Meeting

20 October 2022

List of Attachments

11.2 Executive Manager Corporate & Community Services

11.2.1 Statement of Financial Activity- September 2022

Attachment 1 – Monthly Financial Report for the period ending 30 September 2022

Attachment 2 – Bank Reconciliation for the period ending 30 September 2022

Attachment 3 – List of Accounts Paid for the period ending 30 September 2022

11.2.2 Strategic Resource Plan 2022-2037

Attachment 1 – Strategic Resource Plan 2022-2037

11.3 Executive Manager Works & Assets

11.3.1 Request from Main Roads Western Australia to assess the suitability of Nanekine Road, Indar Road and Heitman Road to modify the Restricted Access Vehicle Network (RAV) rating

Attachment 1 – Main Roads Heavy Vehicle Services (HVS) Application

Attachment 2 – Shire of Morawa Road Assessments

Attachment 3 – Restricted Access Vehicle Route Assessment Guidelines

11.3.2 Proposed Future Footpath Network – 2 Year Plan

Attachment 1 – Shared Path Network 2022

12 Reports of Committees

12.1 Minutes of WALGA State Council Meeting held 9 September 2022

Attachment 1 - Minutes of WALGA State Council Meeting, 9 September 2022

12.2 Minutes of WALGA Annual General Meeting held 3 October 2022

Attachment 1 – Minutes of WALGA Annual General Meeting, 3 October 2022

Ordinary Council Meeting 20 October 2022

- Attachment 1*** Monthly Financial Report for the period ending 30 September 2022.
- Attachment 2*** Bank Reconciliation for the period ending 30 September 2022.
- Attachment 3*** List of Accounts Paid for the period ending 30 September 2022
- Item 11.2.1** Statement of Financial Activity - September 2022
-



SHIRE OF MORAWA

STATEMENT OF FINANCIAL ACTIVITY

FOR THE YEAR ENDING
30 JUNE 2023



SHIRE OF MORAWA
MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 30 September 2022

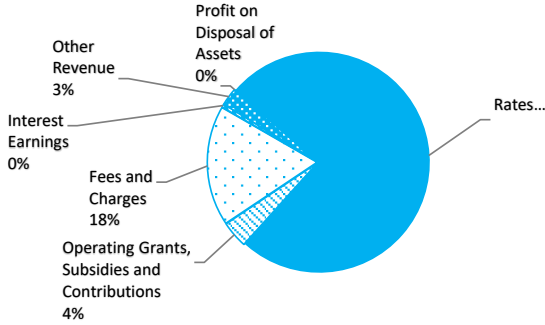
LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

TABLE OF CONTENTS

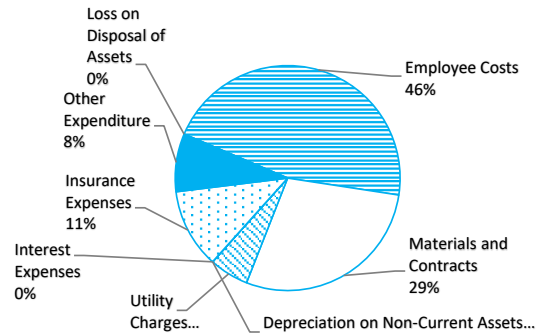
Statement of Financial Activity by Program	5
Statement of Financial Activity by Nature or Type	7
Basis of Preparation	8
Note 1 Statement of Financial Activity Information	9
Note 2 Cash and Financial Assets	10
Note 3 Receivables	11
Note 4 Other Current Assets	12
Note 5 Payables	13
Note 6 Rate Revenue	14
Note 7 Disposal of Assets	15
Note 8 Capital Acquisitions	16
Note 9 Borrowings	18
Note 10 Lease Liabilities	19
Note 11 Cash Reserves	20
Note 12 Other Current Liabilities	21
Note 13 Operating grants and contributions	22
Note 14 Non operating grants and contributions	23
Note 15 Trust Fund	24
Note 16 Explanation of Material Variances	25
Sched - 2 to 14 Summary	26

OPERATING ACTIVITIES

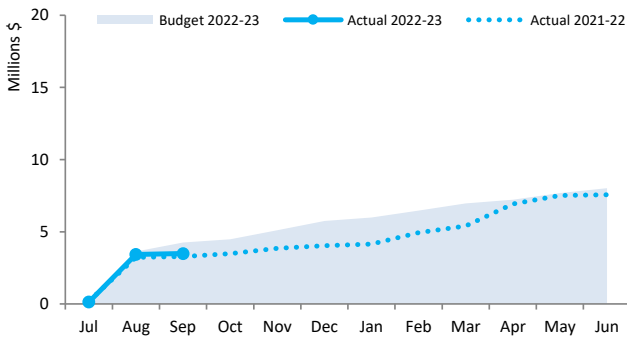
OPERATING REVENUE



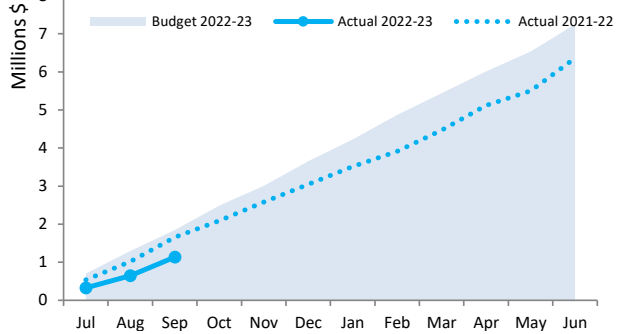
OPERATING EXPENSES



Budget Operating Revenues -v- Actual

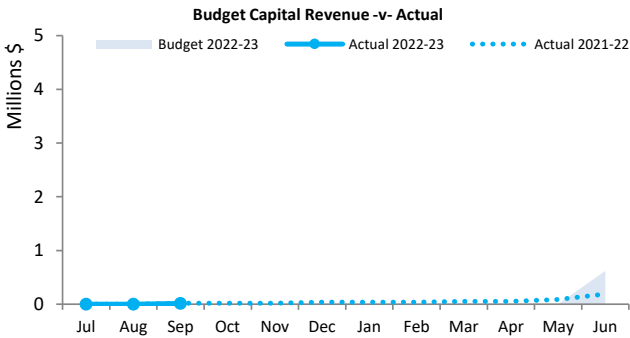


Budget Operating Expenses -v- YTD Actual

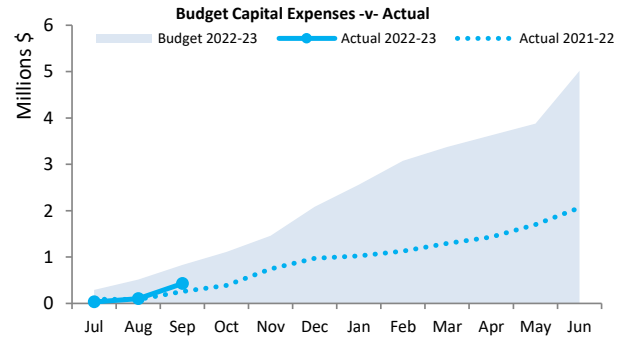


INVESTING ACTIVITIES

CAPITAL REVENUE



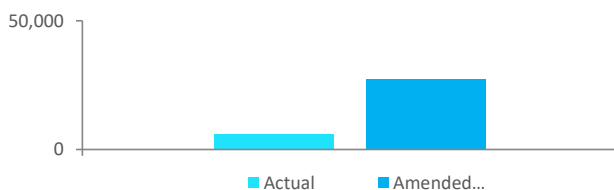
CAPITAL EXPENSES



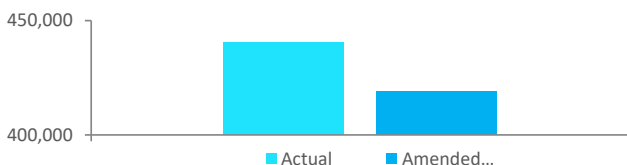
FINANCING ACTIVITIES

BORROWINGS

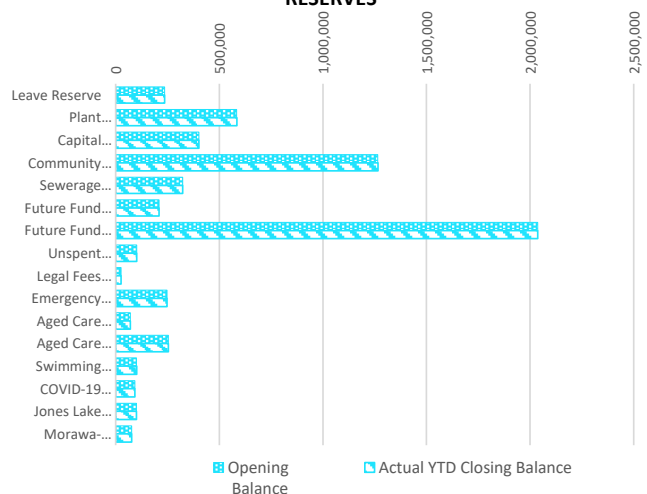
Principal Repayments



Principal Outstanding



RESERVES



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

Funding surplus / (deficit) Components

Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2.37 M	\$2.37 M	\$2.37 M	\$0.00 M
Closing	\$0.34 M	\$4.36 M	\$4.27 M	(\$0.08 M)

Refer to Statement of Financial Activity

Cash and cash equivalents		
	\$	% of total
Unrestricted Cash	\$3.88 M	38.7%
Restricted Cash	\$6.13 M	61.3%
Total	\$10.01 M	

Refer to Note 2 - Cash and Financial Assets

Payables		
	\$	% Outstanding
Trade Payables	\$0.02 M	
0 to 30 Days		(2.4%)
30 to 90 Days		12.9%
Over 90 Days		89.5%

Refer to Note 5 - Payables

Receivables		
	\$	% Collected
Rates Receivable	\$1.15 M	68.1%
Trade Receivable	\$0.08 M	
30 to 90 Days		24.9%
Over 90 Days		14.1%

Refer to Note 3 - Receivables

Key Operating Activities

Amount attributable to operating activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.29 M	\$2.35 M	\$2.29 M	(\$0.06 M)

Refer to Statement of Financial Activity

Rates Revenue		
	\$	% Variance
YTD Actual	\$2.58 M	
YTD Budget	\$2.59 M	(0.4%)

Refer to Note 6 - Rate Revenue

Operating Grants and Contributions		
	\$	% Variance
YTD Actual	\$0.13 M	
YTD Budget	\$0.52 M	(73.9%)

Refer to Note 13 - Operating Grants and Contributions

Fees and Charges		
	\$	% Variance
YTD Actual	\$0.61 M	
YTD Budget	\$0.58 M	5.2%

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$2.04 M)	(\$0.35 M)	(\$0.36 M)	(\$0.01 M)

Refer to Statement of Financial Activity

Proceeds on sale		
	\$	%
YTD Actual	\$0.01 M	
Amended Budget	\$0.18 M	(92.1%)

Refer to Note 7 - Disposal of Assets

Asset Acquisition		
	\$	% Spent
YTD Actual	\$0.43 M	
Amended Budget	\$4.30 M	(90.1%)

Refer to Note 8 - Capital Acquisitions

Capital Grants		
	\$	% Received
YTD Actual	\$0.06 M	
Amended Budget	\$2.08 M	(97.3%)

Refer to Note 8 - Capital Acquisitions

Key Financing Activities

Amount attributable to financing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$0.27 M)	(\$0.02 M)	(\$0.03 M)	(\$0.01 M)

Refer to Statement of Financial Activity

Borrowings	
Principal repayments	\$0.01 M
Interest expense	\$0.00 M
Principal due	\$0.44 M

Refer to Note 9 - Borrowings

Reserves	
Reserves balance	\$6.13 M
Interest earned	\$0.01 M

Refer to Note 11 - Cash Reserves

Lease Liability	
Principal repayments	\$0.01 M
Interest expense	\$0.00 M
Principal due	\$0.01 M

Refer to Note 10 - Lease Liabilities

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

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 30 SEPTEMBER 2022

STATUTORY REPORTING PROGRAMS

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

PROGRAM NAME AND OBJECTIVES

ACTIVITIES

GOVERNANCE

To manage Council's finances

Includes Members of Council, Civic Functions and Public Relations, Council Elections, Training/Education.

GENERAL PURPOSE FUNDING

To manage Council's finances

Includes Rates, Loans, Investments & Grants.

LAW, ORDER, PUBLIC SAFETY

To provide, develop & manage services in response to community needs.

Includes Emergency Services & Animal Control.

HEALTH

To provide, develop & manage services in response to community needs.

Includes Environmental Health, Medical & Health facilities.

EDUCATION AND WELFARE

To provide, develop & manage services in response to community needs.

Includes Education, Welfare & Children's Services.

HOUSING

To ensure quality housing and appropriate infrastructure is maintained.

Includes Staff & Other Housing.

COMMUNITY AMENITIES

To provide, develop & manage services in response to community needs.

Includes Refuse Collection, Sewerage, Cemetery, Building Control, Town Planning & Townscape.

RECREATION AND CULTURE

To ensure the recreational & cultural needs of the community are met.

Includes Pools, Halls, Library, Oval, Parks & Gardens & Recreational Facilities.

TRANSPORT

To effectively manage transport infrastructure.

Includes Roads, Footpaths, Drainage, Plant & Machine Operating Costs and Airstrip Operations.

ECONOMIC SERVICES

To foster economic development, tourism & rural services in the district.

Includes Tourism, Rural Services, Economic Development & Caravan Park.

OTHER PROPERTY AND SERVICES

To provide control accounts and reporting facilities for all other operations.

Includes Private Works, Public Works Overheads, Plant Recovery Costs, Administration Overheads and any other Unclassified Items

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

STATUTORY REPORTING PROGRAMS

	Ref Note	Adopted Budget	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	2,025,977	2,368,483	2,368,483	2,368,483	0	0.00%	
Revenue from operating activities								
Governance		25	25	0	937	937	0.00%	
General purpose funding - general rates	6	2,556,796	2,556,796	2,586,747	2,576,515	(10,232)	(0.40%)	
General purpose funding - other		1,348,320	1,348,320	331,108	150,999	(180,109)	(54.40%)	▼
Law, order and public safety		176,435	176,435	42,839	2,078	(40,761)	(95.15%)	▼
Health		7,050	7,050	0	0	0	0.00%	
Education and welfare		7,000	7,000	1,448	1,024	(424)	(29.29%)	
Housing		100,800	100,800	24,936	24,907	(29)	(0.12%)	
Community amenities		493,741	493,741	466,879	459,996	(6,883)	(1.47%)	
Recreation and culture		86,200	86,200	33,744	47,688	13,944	41.32%	▲
Transport		700,326	700,326	239,050	52,012	(187,038)	(78.24%)	▼
Economic services		239,572	239,572	59,865	89,693	29,828	49.82%	▲
Other property and services		219,300	219,300	13,072	16,330	3,258	24.92%	
		5,935,565	5,935,565	3,799,688	3,422,178	(377,510)		
Expenditure from operating activities								
Governance		(527,195)	(527,195)	(143,183)	(90,669)	52,514	36.68%	▲
General purpose funding		(283,311)	(283,311)	(69,135)	(68,941)	194	0.28%	
Law, order and public safety		(260,489)	(260,489)	(61,887)	(48,624)	13,263	21.43%	▲
Health		(195,834)	(195,834)	(53,723)	(32,591)	21,132	39.34%	▲
Education and welfare		(195,625)	(195,625)	(52,315)	(20,105)	32,210	61.57%	▲
Housing		(219,445)	(219,445)	(62,870)	(60,160)	2,710	4.31%	
Community amenities		(775,914)	(775,914)	(161,027)	(82,951)	78,076	48.49%	▲
Recreation and culture		(1,564,330)	(1,564,330)	(398,150)	(269,875)	128,275	32.22%	▲
Transport		(2,325,329)	(2,325,329)	(578,448)	(262,094)	316,354	54.69%	▲
Economic services		(801,809)	(801,809)	(193,511)	(160,422)	33,089	17.10%	▲
Other property and services		(99,818)	(99,818)	(70,702)	(37,128)	33,574	47.49%	▲
		(7,249,099)	(7,249,099)	(1,844,951)	(1,133,560)	711,391		
Non-cash amounts excluded from operating activities	1(a)	1,601,192	1,601,192	395,649	293	(395,356)	(99.93%)	▼
Amount attributable to operating activities		287,658	287,658	2,350,386	2,288,910	(61,476)		
Investing Activities								
Proceeds from non-operating grants, subsidies and contributions	14	2,083,602	2,083,602	464,762	56,733	(408,029)	(87.79%)	▼
Proceeds from disposal of assets	7	178,200	178,200	0	14,000	14,000	0.00%	▲
Payments for Infrastructure	9	(2,529,370)	(2,529,370)	(668,315)	(385,009)	283,306	42.39%	▲
Payments for property, plant and equipment	8	(1,774,867)	(1,774,867)	(142,485)	(42,436)	100,049	70.22%	▲
		(2,042,435)	(2,042,435)	(346,038)	(356,712)	(10,674)		
Amount attributable to investing activities		(2,042,435)	(2,042,435)	(346,038)	(356,712)	(10,674)		
Financing Activities								
Transfer from reserves	11	441,640	441,640	0	0	0	0.00%	
Payments for principal portion of lease liabilities	10	(28,922)	(28,922)	(7,230)	(14,479)	(7,249)	(100.27%)	
Repayment of debentures	9	(27,355)	(27,355)	(9,880)	(6,060)	3,820	38.67%	
Transfer to reserves	11	(656,564)	(656,564)	(366)	(5,454)	(5,088)	(1390.14%)	
Amount attributable to financing activities		(271,201)	(271,201)	(17,476)	(25,993)	(8,517)		
Closing funding surplus / (deficit)	1(c)	(1)	342,505	4,355,355	4,274,688			

KEY INFORMATION

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

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

The material variance adopted by Council for the 2022-23 year is \$10,000 or 10.00% whichever is the greater.

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

KEY TERMS AND DESCRIPTIONS FOR THE PERIOD ENDED 30 SEPTEMBER 2022

REVENUE

RATES

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

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

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

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS

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

REVENUE FROM CONTRACTS WITH CUSTOMERS

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

FEES AND CHARGES

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

SERVICE CHARGES

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

INTEREST EARNINGS

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

OTHER REVENUE / INCOME

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

PROFIT ON ASSET DISPOSAL

Excess of assets received over the net book value for assets on their disposal.

NATURE OR TYPE DESCRIPTIONS

EXPENSES

EMPLOYEE COSTS

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

MATERIALS AND CONTRACTS

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

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)

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

INSURANCE

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

LOSS ON ASSET DISPOSAL

Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS

Depreciation expense raised on all classes of assets.

INTEREST EXPENSES

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

OTHER EXPENDITURE

Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

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

BY NATURE OR TYPE

	Ref Note	Adopted Budget	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	\$	%	
Opening funding surplus / (deficit)	1(c)	2,025,977	2,368,483	2,368,483	2,368,483	0	0.00%	
Revenue from operating activities								
Rates	6	2,556,796	2,556,796	2,586,747	2,576,515	(10,232)	(0.40%)	
Operating grants, subsidies and contributions	13	1,795,291	1,795,291	516,959	134,903	(382,056)	(73.90%)	▼
Fees and charges		918,363	918,363	575,138	605,309	30,171	5.25%	
Interest earnings		63,564	63,564	9,170	16,185	7,015	76.50%	
Other revenue		571,425	571,425	111,674	89,266	(22,408)	(20.07%)	▼
Profit on disposal of assets	7	30,126	30,126	0	0	0	0.00%	
		5,935,565	5,935,565	3,799,688	3,422,178	(377,510)		
Expenditure from operating activities								
Employee costs		(2,122,849)	(2,122,849)	(539,725)	(521,690)	18,035	3.34%	
Materials and contracts		(2,386,532)	(2,386,532)	(561,690)	(323,570)	238,120	42.39%	▲
Utility charges		(377,375)	(377,375)	(85,681)	(64,186)	21,495	25.09%	▲
Depreciation on non-current assets		(1,582,699)	(1,582,699)	(395,649)	0	395,649	100.00%	▲
Interest expenses		(16,757)	(16,757)	(4,185)	(268)	3,917	93.61%	
Insurance expenses		(243,898)	(243,898)	(150,954)	(129,347)	21,607	14.31%	▲
Other expenditure		(476,318)	(476,318)	(107,067)	(94,500)	12,567	11.74%	▲
Loss on disposal of assets	7	(42,671)	(42,671)	0	0	0	0.00%	
		(7,249,099)	(7,249,099)	(1,844,951)	(1,133,560)	711,391		
Non-cash amounts excluded from operating activities	1(a)	1,601,192	1,601,192	395,649	293	(395,356)	(99.93%)	▼
Amount attributable to operating activities		287,658	287,658	2,350,386	2,288,910	(61,476)		
Investing activities								
Proceeds from non-operating grants, subsidies and contributions	14	2,083,602	2,083,602	464,762	56,733	(408,029)	(87.79%)	▼
Proceeds from disposal of assets	7	178,200	178,200	0	14,000	14,000	0.00%	▲
Payments for infrastructure	8	(2,529,370)	(2,529,370)	(668,315)	(385,009)	283,306	(42.39%)	
Payments for property, plant and equipment	8	(1,774,867)	(1,774,867)	(142,485)	(42,436)	100,049	(70.22%)	▲
		(2,042,435)	(2,042,435)	(346,038)	(356,712)	(10,674)		
Amount attributable to investing activities		(2,042,435)	(2,042,435)	(346,038)	(356,712)	(10,674)		
Financing Activities								
Transfer from reserves	11	441,640	441,640	0	0	0	0.00%	
Payments for principal portion of lease liabilities	10	(28,922)	(28,922)	(7,230)	(14,479)	(7,249)	(100.27%)	
Repayment of debentures	9	(27,355)	(27,355)	(9,880)	(6,060)	3,820	38.67%	
Transfer to reserves	11	(656,564)	(656,564)	(366)	(5,454)	(5,088)	(1390.14%)	
Amount attributable to financing activities		(271,201)	(271,201)	(17,476)	(25,993)	(8,517)		
Closing funding surplus / (deficit)	1(c)	(1)	342,505	4,355,355	4,274,688			

KEY INFORMATION

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

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

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

BASIS OF PREPARATION

The financial report has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government Act 1995* and accompanying Regulations take precedence over Australian Accounting Standards where they are inconsistent.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost rather than at fair value. The exception is 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.

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.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 15 to these financial statements.

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

GOODS AND SERVICES TAX

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

ROUNDING OFF FIGURES

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 September 2022

(b) Adjustments to net current assets in the Statement of Financial Activity

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*.

		Last Year Closing	This Time Last Year	Year to Date
		30 June 2022	30 Sep 2021	30 Sep 2022
Adjustments to net current assets				
Less: Reserves - restricted cash	11	(6,127,967)	(5,537,040)	(6,133,421)
Add Back: Component of Leave Liability not Required to be Fun	12	235,895	230,542	236,188
Add: Borrowings	9	27,355	20,617	21,295
Add: Lease liabilities	10	28,922	28,778	14,443
Add: User defined				
Total adjustments to net current assets		(5,835,795)	(5,257,102)	(5,861,495)

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

Current assets

Cash and cash equivalents	2	9,143,287	8,910,379	10,010,620
Rates receivables	3	520,882	1,352,624	1,115,579
Receivables	3	25,085	115,803	76,048
Other current assets	4	113,542	13,879	32,546
Less: Current liabilities				
Payables	5	(646,048)	(620,047)	(166,678)
Borrowings	9	(27,355)	(20,617)	(21,295)
Contract liabilities	12	(539,151)	(203,224)	(539,151)
Lease liabilities	10	(28,922)	(28,778)	(14,443)
Provisions	12	(357,043)	(325,812)	(357,043)
Less: Total adjustments to net current assets	1(b)	(5,835,795)	(5,257,102)	(5,861,495)
Closing funding surplus / (deficit)		2,368,483	3,937,104	4,274,688

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 at current if expected to be settled within the next 12 months, being the Council's operational cycle.

Description	Classification	Unrestricted \$	Restricted \$	Total Cash \$	Trust \$	Institution	Interest Rate	Maturity Date
Cash on hand								
Cash On Hand	Cash and cash equivalents	400		400			NIL	On Hand
At Call Deposits								
Municipal Cash at Bank	Cash and cash equivalents	2,847,641		2,847,641		Bankwest	0.10%	At Call
Muni Business Telenet Saver	Cash and cash equivalents	1,029,158		1,029,158		Bankwest	0.10%	At Call
CAB - Future Fund Grant (Interest) Reserve	Cash and cash equivalents	0	209,854	209,854		Bankwest	0.10%	At Call
CAB - Leave Reserve Account	Cash and cash equivalents	0	236,188	236,188		Bankwest	0.10%	At Call
CAB - Swimming Pool Reserve	Cash and cash equivalents	0	101,070	101,070		Bankwest	0.10%	At Call
CAB - Plant Replacement Reserve	Cash and cash equivalents	0	585,022	585,022		Bankwest	0.10%	At Call
CAB - Capital Works Reserve	Cash and cash equivalents	0	401,672	401,672		Bankwest	0.10%	At Call
CAB - Sewerage Reserve	Cash and cash equivalents	0	323,980	323,980		Bankwest	0.10%	At Call
CAB - Unspent Loans Reserve	Cash and cash equivalents	0	101,640	101,640		Bankwest	0.10%	At Call
CAB - Community & Economic Development Reserve	Cash and cash equivalents	0	765,917	765,917		Bankwest	0.10%	At Call
CAB - Future Funds (Principal) Reserve	Cash and cash equivalents	0	436,811	436,811		Bankwest	0.10%	At Call
CAB - Legal Reserve	Cash and cash equivalents	0	26,228	26,228		Bankwest	0.10%	At Call
CAB - Emergency Response Reserve	Cash and cash equivalents	0	248,099	248,099		Bankwest	0.10%	At Call
CAB - Aged Care Units 1-4 (JVA) Reserve	Cash and cash equivalents	0	70,958	70,958		Bankwest	0.10%	At Call
CAB - Aged Care Units (Excl. 1-4) Reserve	Cash and cash equivalents	0	254,915	254,915		Bankwest	0.10%	At Call
CAB - COVID-19 Emergency Response Reserve	Cash and cash equivalents	0	93,149	93,149		Bankwest	0.10%	At Call
CAB - Jones Lake Road Rehab Reserve	Cash and cash equivalents	0	100,209	100,209		Bankwest	0.10%	At Call
CAB - Morawa-Yalgoo Road Maintenance Reserve	Cash and cash equivalents	0	77,708	77,708		Bankwest	0.10%	At Call
Term Deposits								
TD: ... 8410 (Future Funds 1)	Cash and cash equivalents	0	800,000	800,000		Bankwest	0.15%	30/09/2022
TD: ... 8428 (Future Funds 2)	Cash and cash equivalents	0	800,000	800,000		Bankwest	0.15%	30/09/2022
TD: ... 8436 (Community Development Fund)	Cash and cash equivalents	0	500,000	500,000		Bankwest	0.15%	30/09/2022
Trust Deposits								
Trust Bank	Cash and cash equivalents	0			7,166		0.10%	At Call
Total		3,877,199	6,133,421	10,010,620	7,166			
Comprising								
Cash and cash equivalents		3,877,199	6,133,421	10,010,620	7,166			
		3,877,199	6,133,421	10,010,620	7,166			

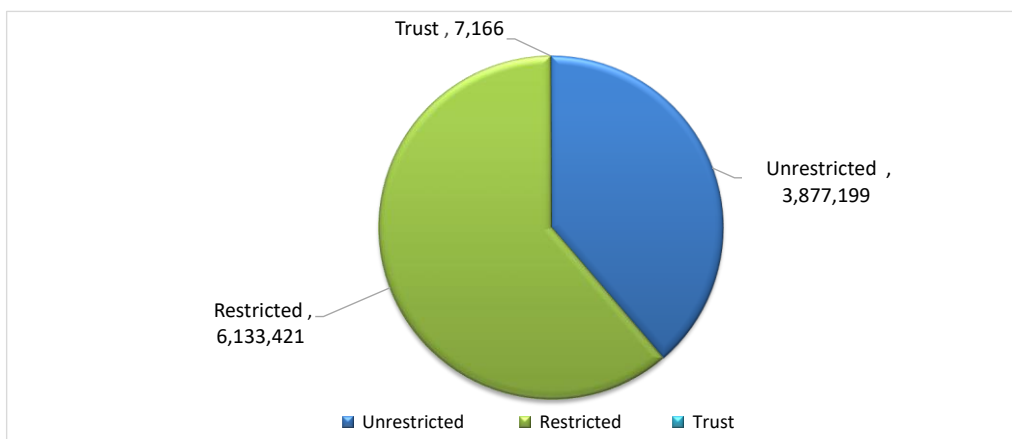
KEY INFORMATION

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 and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

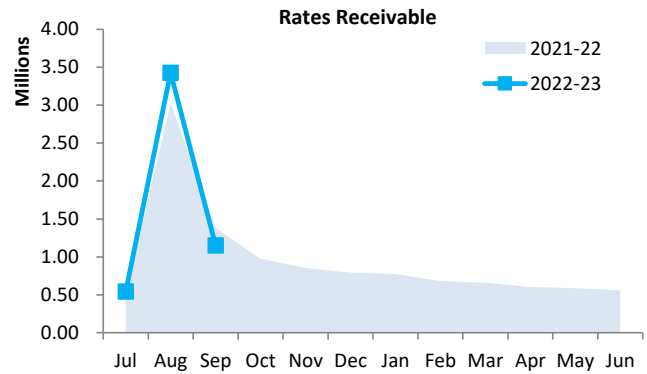
The local government classifies financial assets at amortised cost if both of the following criteria are met:

- 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 4 - Other assets.



Rates receivable	30 Jun 2022	30 Sep 2022
	\$	\$
Opening arrears previous years	527,201	556,973
Levied this year	2,590,351	3,057,137
Less - collections to date	(2,560,579)	(2,462,440)
Equals current outstanding	556,973	1,151,670
Net rates collectable	556,973	1,151,670
% Collected	82.1%	68.1%



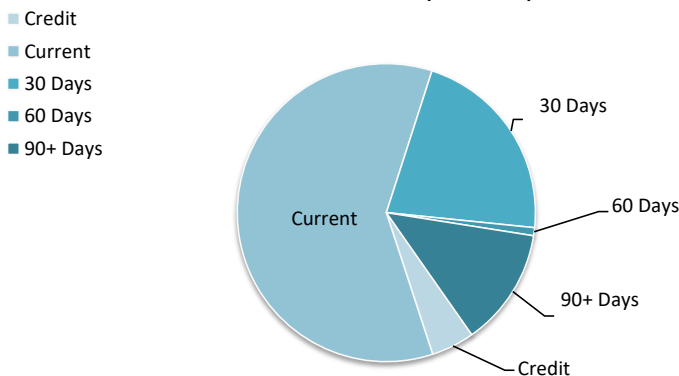
Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(1,782)	22,793	8,229	330	4,861	34,430
Percentage	(5.2%)	66.2%	23.9%	1%	14.1%	
Balance per trial balance						
Sundry receivable						34,430
GST receivable						47,149
Increase in Allowance for impairment of receivables from contracts with customers						(25,012)
Total receivables general outstanding						76,048

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. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for impairment of receivables is raised when there is objective evidence that they will not be collectible.

Accounts Receivable (non-rates)



	Opening Balance 1 July 2022	Asset Increase	Asset Reduction	Closing Balance 30 Sep 2022
	\$	\$	\$	\$
Other current assets				
Inventory				
Fuel, Oils and Materials on Hand	20,965	0	0	20,965
Other current assets				
Accrued income	92,578	0	(80,997)	11,581
Total other current assets	113,543	0	(80,997)	32,546
Amounts shown above include GST (where applicable)				

KEY INFORMATION

Inventory

Inventories are measured at the lower of cost and net realisable value.

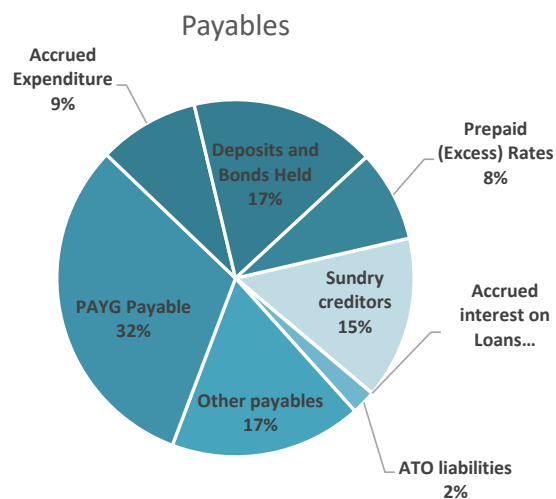
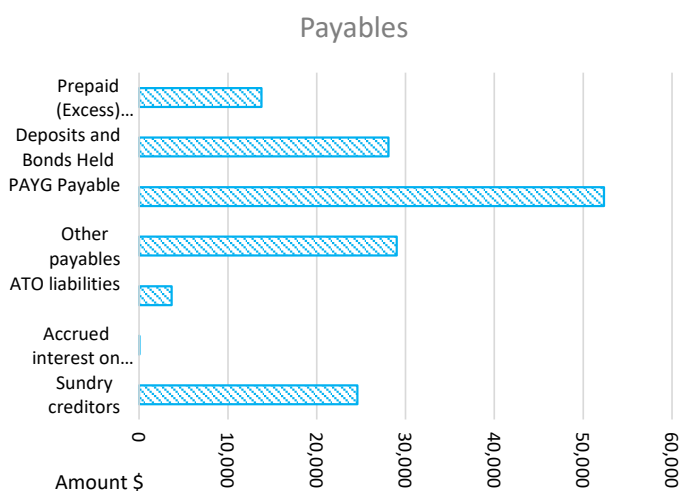
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	(592)	0	3,168	22,000	24,576
Percentage	0%	-2.4%	0%	12.9%	89.5%	
Balance per trial balance						
Sundry creditors						24,576
Accrued interest on Loans						27
ATO liabilities						3,671
Other payables						29,001
PAYG Payable						52,355
Accrued Expenditure						15,193
Deposits and Bonds Held						28,068
Prepaid (Excess) Rates						13,787
Total payables general outstanding						166,678

Amounts shown above include GST (where applicable)

KEY INFORMATION

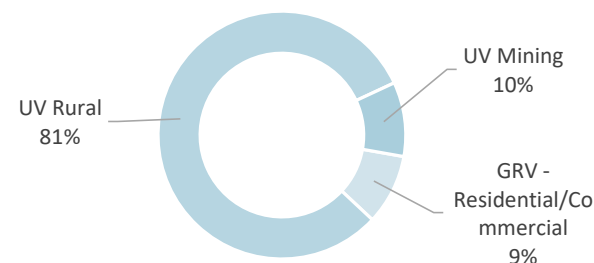
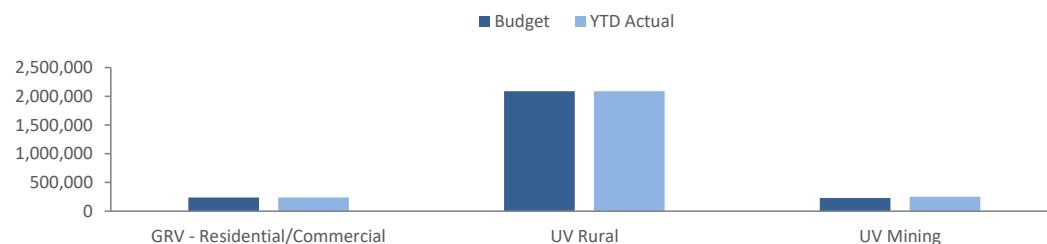
Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.



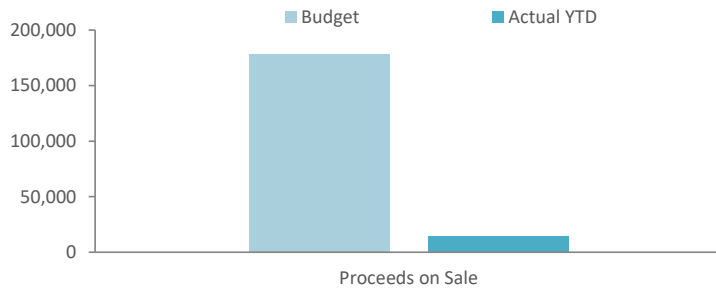
General rate revenue	Budget							YTD Actual			
	Rate in \$ (cents)	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE				\$	\$	\$	\$	\$	\$	\$	\$
General Rate											
Gross rental valuations											
GRV - Residential/Commercial	0.084538	268	2,799,272	236,645	0.00	0.00	236,645	236,645	0.00	0.00	236,645
Unimproved value											
UV Rural	0.024439	207	85,452,000	2,088,313	0.00	0.00	2,088,313	2,088,362	0.00	0.00	2,088,362
UV Mining	0.301974	31	827,575	231,376	0.00	0.00	231,376	249,906	0.00	0.00	249,906
Sub-Total		506	89,078,847	2,556,334	0.00	0.00	2,556,334	2,574,912	0	0	2,574,912
Minimum payment	Minimum \$										
Gross rental valuations											
GRV - Residential/Commercial	324.50	46	27,993	14,927	0.00	0.00	14,927	14,927	0	0	14,927
Unimproved value											
UV Rural	324.50	9	54,070	2,920	0.00	0.00	2,920	2,921	0	0	2,921
UV Mining	683.00	9	9,082	6,147	0.00	0.00	6,147	6,147	0	0	6,147
Sub-total		64	91,145	23,994	0.00	0.00	23,994	23,995	0	0	23,995
		570	89,169,992	2,580,328	0.00	0.00	2,580,328	2,598,907	0	0	2,598,907
Discount							(29,200)				(31,126)
Amount from general rates							2,551,128				2,567,781
Rates Written Off							(1,000)				(1,032)
Ex-gratia rates							6,668				9,766
Total general rates							2,556,796				2,576,515

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 2021 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.



Asset Ref.	Asset description	Updated Budget				YTD Actual			
		Value	Proceeds	Profit	(Loss)	Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
Plant and equipment									
Transport									
	Iveco 6700 Powerstar	24,252	45,000	20,748	0	0	0	0	0
	Isuzu Truck	6,261	13,200	6,939	0	0	0	0	0
	Kubota F3680 & Catcher	11,561	14,000	2,439	0	0	14,000	0	0
	Nissan Navara - 000 MO	20,065	15,000	0	(5,065)	0	0	0	0
	Fuel Tanker	1,046	1,000	0	(46)	0	0	0	0
	John Deere Grader 670 GP	127,560	90,000	0	(37,560)	0	0	0	0
		190,745	178,200	30,126	(42,671)	0	14,000	0	0



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

**INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS**

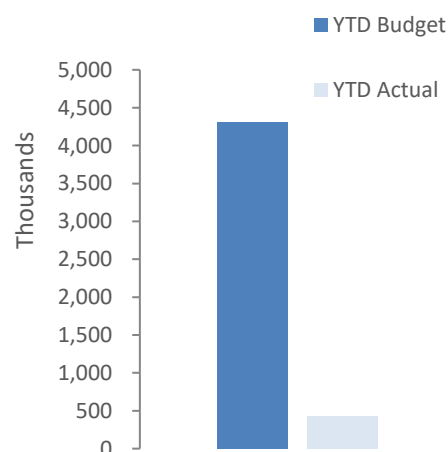
Capital acquisitions	Adopted	Amended		YTD Actual	YTD Actual Variance
	Budget	Budget	YTD Budget		
		\$	\$	\$	\$
Land and Buildings	870,000	870,000	51,999	8,936	(43,063)
Plant and equipment	904,867	904,867	90,486	33,500	(56,986)
Infrastructure - roads	1,632,000	1,632,000	467,461	262,311	(205,150)
Infrastructure - Footpaths	126,520	126,520	126,520	122,007	(4,513)
Infrastructure - Drainage	50,000	50,000	50,000	0	(50,000)
Infrastructure - Parks & Ovals	131,640	131,640	0	0	0
Infrastructure - Sewerage	60,000	60,000	0	0	0
Infrastructure - Playground Equipment	90,000	90,000	0	0	0
Infrastructure - Other	275,854	275,854	8,000	690	(7,310)
Infrastructure - Airfields	163,356	163,356	16,334	0	(16,334)
Payments for Capital Acquisitions	4,304,237	4,304,237	810,800	427,445	(383,355)
Total Capital Acquisitions	4,304,237	4,304,237	810,800	427,445	(383,355)

Capital Acquisitions Funded By:

		\$	\$	\$	\$
Capital grants and contributions	2,083,602	2,083,602	464,762	56,733	(408,029)
Other (disposals & C/Fwd)	178,200	178,200	0	14,000	14,000
Cash backed reserves					
Plant Replacement Reserve	300,000	300,000	0	0	0
Future Fund Grants (Interest) Reserve	40,000	40,000	0	0	0
ST-N/Midlands Solar Thermal Power Reserve	101,640	101,640	0	0	0
Contribution - operations	1,600,795	1,600,795	346,038	356,712	10,674
Capital funding total	4,304,237	4,304,237	810,800	427,445	(383,355)

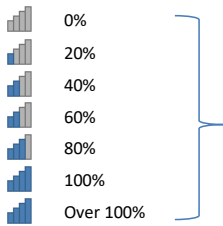
SIGNIFICANT ACCOUNTING POLICIES

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



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/Job Description	Adopted	Amended	YTD Budget	YTD Actual	Variance (Under)/ Over
	Budget	Budget			
Buildings					
Land & Buildings Renewal - Other Culture	(20,000)	(20,000)	0	0	0
Purchase Land & Buildings	(70,000)	(70,000)	(6,999)	(239)	6,760
Purchase Land & Buildings - Other Housing	0	0	0	(707)	(707)
Old Roads Board Building - Storage, entrance, water tank	(200,000)	(200,000)	0	(32)	(32)
Recreation Centre - Renewals	(500,000)	(500,000)	0	(7,958)	(7,958)
Purchase Land and Buildings	(20,000)	(20,000)	0	0	0
Caravan Park Chalets/Units - Renewals	(60,000)	(60,000)	(45,000)	0	45,000
	(870,000)	(870,000)	(51,999)	(8,936)	43,063
Plant & Equipment					
Purchase Plant & Equipment - Road Plant Purchases	(904,867)	(904,867)	(90,486)	(33,500)	56,986
	(904,867)	(904,867)	(90,486)	(33,500)	56,986
Furniture & Equipment					
Purchase Playground Equipment	(90,000)	(90,000)	0	0	0
	(90,000)	(90,000)	0	0	0
Infrastructure Other					
Other Infrastructure	(80,000)	(80,000)	(8,000)	0	8,000
Infrastructure Other - Solar Initiatives	(20,000)	(20,000)	0	(16)	(16)
Cemetery Entrance & Landscaping	(175,854)	(175,854)	0	(48)	(48)
Infrastructure Other	0	0	0	(626)	(626)
	(275,854)	(275,854)	(8,000)	(690)	7,310
Infrastructure Sewerage					
Sewerage Upgrade	(60,000)	(60,000)	0	0	0
	(60,000)	(60,000)	0	0	0
Infrastructure Parks & Ovals					
Electric Vehicle Charging Stations	(30,000)	(30,000)	0	0	0
Netball Courts - Shed Replacement	(101,640)	(101,640)	0	0	0
	(131,640)	(131,640)	0	0	0
Infrastructure Roads					
Morawa-Yalgoo Road	(450,000)	(450,000)	0	0	0
RRG Nanekine Rd - Widen and Seal FY20/21	(450,000)	(450,000)	0	(117)	(117)
Canna North East Road	(300,000)	(300,000)	(299,997)	(114,557)	185,440
Gutha West Rd	(100,000)	(100,000)	(66,666)	(80,886)	(14,220)
White Road - Gravel Resheeting	(112,000)	(112,000)	(44,798)	(20,699)	24,099
Main Street Lighting Upgrade	(110,000)	(110,000)	0	(161)	(161)
Townsite Construction - Valentine Street	(60,000)	(60,000)	(6,000)	0	6,000
Kerbing Construction - Townsite Roads	(50,000)	(50,000)	(50,000)	(45,890)	4,110
	(1,632,000)	(1,632,000)	(467,461)	(262,311)	205,150
Infrastructure Footpaths					
Granville Street - Footpath	(65,584)	(65,584)	(65,584)	(61,493)	4,091
Shared Pathway Construction - Grant Funded	0	0	0	(3,597)	(3,597)
Footpath Construction - Dreghorn Street	(60,936)	(60,936)	(60,936)	(56,917)	4,019
	(126,520)	(126,520)	(126,520)	(122,007)	4,513
Infrastructure Drainage					
Drainage Construction	(50,000)	(50,000)	(50,000)	0	50,000
	(50,000)	(50,000)	(50,000)	0	50,000
Infrastructure Aerodrome					
Community Stewardship Grant Exp - Airport Vermin Fencing	(163,356)	(163,356)	(16,334)	0	16,334
	(163,356)	(163,356)	(16,334)	0	16,334
	(4,304,237)	(4,304,237)	(810,800)	(427,445)	383,355

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

FINANCING ACTIVITIES

NOTE 9
BORROWINGS

Repayments - borrowings

Information on borrowings	Loan No.	1 July 2022	New Loans			Principal Repayments			Principal Outstanding			Interest Repayments		
			Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget
Particulars		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Housing														
24 Harley Street - Staff Housing	136	264,472	0	0	0	0	15,186	15,186	264,472	249,286	249,286	(313)	12,046	12,046
Recreation and culture														
Netball Courts Redevelopment	139	182,112	0	0	0	6,060	12,169	12,169	176,053	169,943	169,943	556	4,509	4,509
Total		446,584	0	0	0	6,060	27,355	27,355	440,524	419,229	419,229	243	16,555	16,555
Current borrowings		27,355							21,295					
Non-current borrowings		419,229							419,229					
		446,584							440,524					

All debenture repayments were financed by general purpose revenue.

Unspent borrowings

Particulars	Date Borrowed	Unspent Balance	Borrowed During Year	Expended During Year	Unspent Balance
		30 June 2022			30 Sep 2022
		\$	\$	\$	\$
New Shed	139	89,613	0	0	89,613
		89,613	0	0	89,613

KEY INFORMATION

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

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

**FINANCING ACTIVITIES
NOTE 10
LEASE LIABILITIES**

Movement in carrying amounts

Information on leases	Lease No.	1 July 2022	New Leases			Principal Repayments			Principal Outstanding			Interest Repayments		
			Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget	Actual	Amended Budget	Adopted Budget
Particulars		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Recreation and culture														
Lease - Gymnasium Equipment		28,922	0	0	0	14,479	28,922	28,922	14,443	0	0	24	202	202
Total		28,922	0	0	0	14,479	28,922	28,922	14,443	0	0	24	202	202
Current lease liabilities		28,922							14,443					
Non-current lease liabilities		0							0					
		28,922							14,443					

All lease repayments were financed by general purpose revenue.

KEY INFORMATION

At inception of a contract, the Shire assesses if the contract contains or is a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Shire uses its incremental borrowing rate.

All contracts classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Cash backed reserve

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
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Leave Reserve	235,895	948	293	5,000	0	0	0	241,843	236,188
Plant Replacement Reserve	584,297	1,734	725	300,000	0	(300,000)	0	586,031	585,022
Capital Works Reserve	401,174	1,912	498	100,000	0	0	0	503,086	401,672
Community & Economic Development Reserve	1,264,780	5,010	1,138	0	0	0	0	1,269,789.60	1,265,918
Sewerage Reserve	323,579	1,125	402	60,000	0	0	0	384,703.57	323,980
Future Fund Grants (Interest) Reserve	209,080	6,660	774	0	0	(40,000)	0	175,740	209,854
Future Fund (Principal) Reserve	2,036,179	2,049	632	0	0	0	0	2,038,228	2,036,811
Unspent Loans Reserve	101,640	0	0	0	0	(101,640)	0	(0)	101,640
Legal Fees Reserve	26,196	107	33	10,000	0	0	0	36,303	26,228
Emergency Response Reserve	247,792	813	307	10,000	0	0	0	258,605	248,099
Aged Care Units 1-4 (JVA) Reserve	70,870	291	88	0	0	0	0	71,161	70,958
Aged Care Units (Excl. 1-4) Reserve	254,599	375	316	10,000	0	0	0	264,974	254,915
Swimming Pool Reserve	100,945	333	125	20,000	0	0	0	121,278	101,070
COVID-19 Emergency Response Reserve	93,149	0	0	0	0	0	0	93,149	93,149
Jones Lake Road Rehab Reserve	100,085	207	124	50,000	0	0	0	150,292	100,209
Morawa-Yalgoo Road Maintenance Reserve	77,708	0	0	70,000	0	0	0	147,708	77,708
	6,127,967	21,564	5,454	635,000	0	(441,640)	0	6,342,891	6,133,421

	Note	Opening Balance 1 July 2022	Liability transferred from/(to) non current	Liability Increase	Liability Reduction	Closing Balance 30 Sep 2022
		\$		\$	\$	\$
Other current liabilities						
Other liabilities						
- Contract liabilities		539,151	0	0	0	539,151
Total other liabilities		539,151	0	0	0	539,151
Provisions						
Provision for annual leave		186,070	0	0	0	186,070
Provision for long service leave		170,973	0	0	0	170,973
Total Provisions		357,043	0	0	0	357,043
Total other current liabilities		896,194	0	0	0	896,194
Amounts shown above include GST (where applicable)						

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 benefits

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 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. 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.

Operating grants, subsidies and contributions revenue

Provider	Adopted Budget Revenue	Amended Budget Revenue	Amended YTD Budget	Budget Variations	YTD Revenue Actual
	\$	\$	\$	\$	\$
Operating grants, contributions and subsidies					
General purpose funding					
Grants- FAGS WALGGC - General	842,773	842,773	210,693	112,551	98,142
Grants- FAGS WALGGC - Local Roads	427,983	427,983	106,996	72,004	34,992
Law, order, public safety					
Grant - ESL BFB Operating Grant	20,000	20,000	5,000	3,231	1,769
Grant - ESL BFB Operating Grant	149,785	149,785	37,446	37,446	0
Education and welfare					
Grant - Youth Events	2,000	2,000	200	200	0
Other Income	1,500	1,500	375	375	0
Community amenities					
Grants/Contributions	20,000	20,000	5,000	5,000	0
Drummuster Contribution	250	250	0	0	0
Recreation and culture					
Grant - NAIDOC week	2,000	2,000	0	0	0
Australia Day Grant	12,000	12,000	0	0	0
Transport					
Grant - Main Roads - Direct	151,000	151,000	151,000	151,000	0
Street Light Subsidy	10,000	10,000	0	0	0
Maintenance Contribution -Silverlake - Morawa Yalgoo Road	100,000	100,000	0	0	0
Road Maintenance Contribution	55,000	55,000	0	0	0
Other property and services					
Income related to Unclassified	1,000	1,000	249	249	0
TOTALS	1,795,291	1,795,291	516,959	382,056	134,903

Non operating grants, subsidies and contributions revenue

Provider	Adopted Budget Revenue	Amended Budget Revenue	Amended YTD Budget	Budget Variations	YTD Revenue Actual
	\$	\$	\$	\$	\$
Non-operating grants and subsidies					
Community amenities					
Grants - LRCIP GEN	175,854	175,854	43,962	43,962	0
Recreation and culture					
Grant - LRCIP - Old Roads Board Building	200,000	200,000	49,998	21,632	28,366
Grant Income - LRCIP	422,000	422,000	105,498	77,131	28,367
Transport					
Grant - Regional Road Group - Road Projects	600,000	600,000	240,000	240,000	0
Grant - Roads to Recovery	499,971	499,971	0	0	0
Grant - WA Bicycle Network	63,260	63,260	25,304	25,304	0
Grant - RADS - Seal Aerodrome Apron	122,517	122,517	0	0	0
	2,083,602	2,083,602	464,762	408,029	56,733

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

**NOTE 15
TRUST FUND**

Funds held at balance date which are required by legislation to be credited to the trust fund and which are not included in the financial statements are as follows:

Description	Opening Balance 1 July 2022	Amount Received	Amount Paid	Closing Balance 30 Sep 2022
	\$	\$	\$	\$
Drug Action Group	660	0	0	660
Youth Fund Raising	865	0		865
BRB/BCITF	3,144	2,497	0	5,641
	4,669	2,497	0	7,166

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

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 2022-23 year is \$10,000 or 10.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Explanation of positive variances		Explanation of negative variances	
			Timing	Permanent	Timing	Permanent
Revenue from operating activities	\$	%				
General purpose funding - other	(180,109)	(54.40%)	▼			The phasing of the Financial Assistance Grant income budget differs from the actuals.
Law, order and public safety	(40,761)	(95.15%)	▼			The phasing of the ESL Grant income budget differs from the actuals.
Recreation and culture	13,944	41.32%	▲	Music, Art Fest is coming in higher than budget at this point in time.		
Transport	(187,038)	(78.24%)	▼			The phasing of the MRWA Direct Grant income budget differs from the actuals.
Economic services	29,828	49.82%	▲	The Caravan Park income is coming in higher than budget at this point in time.		
Expenditure from operating activities						
Governance	52,514	36.68%	▲			The phasing of various expenditure account budgets differ from the actuals. Audit fee accrual reversal \$35,300 also contributing to variance.
General purpose funding	194	0.28%				ABC Allocations tracking lower than budget to date.
Law, order and public safety	13,263	21.43%	▲			The phasing of the bushfire risk planning co-ordinator expenditure account budget differ from the actuals.
Health	21,132	39.34%	▲			The phasing of various expenditure account budgets differ from the actuals.
Education and welfare	32,210	61.57%	▲			The phasing of various expenditure account budgets differ from the actuals.
Housing	2,710	4.31%		Staff Housing negative costs recovered tracking \$37,000 lower than budget at this point.		
Community amenities	78,076	48.49%	▲			The phasing of various expenditure account budgets differ from the actuals.
Recreation and culture	128,275	32.22%	▲			The phasing of various expenditure account budgets differ from the actuals. Depreciation has not yet been run for this year and this a large contributing factor.
Transport	316,354	54.69%	▲			The phasing of various expenditure account budgets differ from the actuals. Depreciation has not yet been run for this year and this a large contributing factor.
Economic services	33,089	17.10%	▲			The phasing of various expenditure account budgets differ from the actuals.
Other property and services	33,574	47.49%	▲	The phasing of various expenditure account budgets differ from the actuals.		
Investing activities						
Proceeds from non-operating grants, subsidies and contributions	(408,029)	(87.79%)	▼	The phasing of the LRCIP Grant income budgets differs from the actuals.		
Payments for Infrastructure	283,306	42.39%	▲			The phasing of various expenditure account budgets differ from the actuals.
Payments for property, plant and equipment	100,049	70.22%	▲			The phasing of various expenditure account budgets differ from the actuals.
Financing activities						

Shire of Morawa

SCHEDULE 02 - GENERAL FUND SUMMARY Financial Statement for Period Ended 30 September 2022

		2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
		Income	Expense	Income	Expense	Income	Expense
		\$	\$	\$	\$	\$	\$
OPERATING							
General Purpose Funding	03	3,905,116	283,311	2,917,855	69,135	2,728,755	68,941
Governance	04	25	527,195	-	143,183	937	90,669
Law, Order, Public Safety	05	176,435	260,489	42,839	61,887	2,078	48,624
Health	07	7,050	195,834	-	53,723	0	32,591
Education & Welfare	08	7,000	195,625	1,448	52,315	1,024	20,105
Housing	09	100,800	219,445	24,936	62,870	24,907	60,160
Community Amenities	10	669,595	775,914	510,841	161,027	459,996	82,951
Recreation & Culture	11	708,200	1,564,330	189,240	398,150	104,421	269,875
Transport	12	1,986,074	2,325,329	504,354	578,448	52,012	262,094
Economic Services	13	239,572	801,808	59,865	193,511	89,693	160,422
Other Property & Services	14	219,300	99,818	13,072	70,702	16,330	37,128
TOTAL - OPERATING		8,019,167	7,249,098	4,264,450	1,844,951	3,480,152	1,133,560
CAPITAL							
General Purpose Funding	03	0	10,107	0	0	0	33
Governance	04	0	0	0	0	0	0
Law, Order, Public Safety	05	0	0	0	0	0	626
Health	07	0	446	0	0	0	0
Education & Welfare	08	0	0	0	0	0	0
Housing	09	0	95,852	0	10,794	0	1,848
Community Amenities	10	0	347,186	0	0	0	574
Recreation & Culture	11	101,640	1,023,064	0	13,315	0	28,671
Transport	12	300,000	3,279,290	0	750,801	0	418,851
Economic Services	13	40,000	153,719	0	53,000	0	2,544
Other Property & Services	14	0	107,414	0	366	0	293
TOTAL - CAPITAL		441,640	5,017,078	0	828,276	0	453,438
		8,460,807	12,266,176	4,264,450	2,673,227	3,480,152	1,586,998
Less Depreciation Written Back			(1,582,699)		(395,649)		0
Less Profit/Loss Written Back		(30,126)	(42,671)	0	0	0	0
Less Movement in Leave Reserve - REC INT	72101		(5,948)		0		(293)
Plus Proceeds from Sale of Assets		178,200		0		14,000	
TOTAL REVENUE & EXPENDITURE		8,608,881	10,634,858	4,264,450	2,277,578	3,494,152	1,586,706
Surplus/Deficit July 1st B/Fwd		2,025,977		2,368,483		2,368,483	
		10,634,858	10,634,858	6,632,933	2,277,578	5,862,635	1,586,706
Surplus/Deficit C/Fwd			0		4,355,355		4,275,929
		10,634,858	10,634,858	6,632,933	6,632,933	5,862,635	5,862,635

Shire of Morawa
SCHEDULE 03 - GENERAL PURPOSE FUNDING
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Rates		221,198		53,610		53,353
Other General Purpose Funding		62,113		15,525		15,588
<u>OPERATING REVENUE</u>						
Rates	2,602,796		2,592,276		2,588,310	
Other General Purpose Funding	1,302,320		325,579		140,445	
SUB-TOTAL	3,905,116	283,311	2,917,855	69,135	2,728,755	68,941
<u>CAPITAL EXPENDITURE</u>						
Rates		0		0		0
Other General Purpose Funding		10,107		0		33
<u>CAPITAL REVENUE</u>						
Rates	0		0		0	
Other General Purpose Funding	0		0		0	
SUB-TOTAL	0	10,107	0	0	0	33
TOTAL -	3,905,116	293,418	2,917,855	69,135	2,728,755	68,974

Shire of Morawa
SCHEDULE 04 - GOVERNANCE
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Members of Council		423,495		132,596		123,533
Governance General		103,700		10,587		(32,864)
<u>OPERATING REVENUE</u>						
Members of Council	25		0		900	
Governance General	0		0		37	
SUB-TOTAL	25	527,195	0	143,183	937	90,669
<u>CAPITAL EXPENDITURE</u>						
Members of Council		0		0		0
Governance General		0		0		0
<u>CAPITAL REVENUE</u>						
Members of Council	0		0		0	
Governance General	0		0		0	
SUB-TOTAL	0	0	0	0	0	0
TOTAL - PROGRAMME SUMMARY	25	527,195	0	143,183	937	90,669

Shire of Morawa
SCHEDULE 05 - LAW, ORDER & PUBLIC SAFETY
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Fire Prevention		218,628		51,432		37,671
Animal Control		40,856		10,206		10,228
Other Law, Order & Public Safety		1,005		249		726
<u>OPERATING REVENUE</u>						
Fire Prevention	173,785		42,446		1,769	
Animal Control	2,650		393		309	
Other Law, Order & Public Safety	0		0		0	
SUB-TOTAL	176,435	260,489	42,839	61,887	2,078	48,624
<u>CAPITAL EXPENDITURE</u>						
Fire Prevention		0		0		0
Animal Control		0		0		0
Other Law, Order & Public Safety		0		0		626
<u>CAPITAL REVENUE</u>						
Fire Prevention	0		0		0	
Animal Control	0		0		0	
Other Law, Order & Public Safety	0		0		0	
SUB-TOTAL	0	0	0	0	0	626
TOTAL - PROGRAMME SUMMARY	176,435	260,489	42,839	61,887	2,078	49,250

Shire of Morawa
SCHEDULE 07 - HEALTH
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
OPERATING EXPENDITURE						
Preventative Services - Meat Inspection		350		87		0
Preventative Services - Inspections & Admin		52,251		13,062		2,018
Preventative Services - Pest Control		6,104		1,521		947
Other Health		137,129		39,053		29,626
OPERATING REVENUE						
Preventative Services - Meat Inspection	350		0		0	
Preventative Services - Inspections & Admin	700		0		0	
Preventative Services - Pest Control	0		0		0	
Other Health	6,000		0		0	
SUB-TOTAL	7,050	195,834	0	53,723	0	32,591
CAPITAL EXPENDITURE						
Preventative Services - Meat Inspection		0		0		0
Preventative Services - Inspections & Admin		0		0		0
Preventative Services - Pest Control		0		0		0
Other Health		446		0		0
CAPITAL REVENUE						
Preventative Services - Meat Inspection	0		0		0	
Preventative Services - Inspections & Admin	0		0		0	
Preventative Services - Pest Control	0		0		0	
Other Health	0		0		0	
SUB-TOTAL	0	446	0	0	0	0
TOTAL - PROGRAMME SUMMARY	7,050	196,280	0	53,723	0	32,591

Shire of Morawa
SCHEDULE 08 - EDUCATION & WELFARE
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Other Education		6,976		2,938		2,540
Care of Families & Children		13,726		3,417		1,158
Other Welfare		174,923		45,960		16,407
<u>OPERATING REVENUE</u>						
Other Education	0		0		0	
Care of Families & Children	3,500		873		1,024	
Other Welfare	3,500		575		0	
SUB-TOTAL	7,000	195,625	1,448	52,315	1,024	20,105
<u>CAPITAL EXPENDITURE</u>						
Other Education		0		0		0
Care of Families & Children		0		0		0
Other Welfare		0		0		0
<u>CAPITAL REVENUE</u>						
Other Education	0		0		0	
Care of Families & Children	0		0		0	
Other Welfare	0		0		0	
SUB-TOTAL	0	0	0	0	0	0
TOTAL - PROGRAMME SUMMARY	7,000	195,625	1,448	52,315	1,024	20,105

Shire of Morawa
SCHEDULE 09 - HOUSING
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Staff Housing		89,051		27,724		18,086
Other Housing		84,102		22,435		33,031
Aged Housing		46,292		12,711		9,043
<u>OPERATING REVENUE</u>						
Staff Housing	10,500		2,625		5,955	
Other Housing	22,300		5,322		3,815	
Aged Housing	68,000		16,989		15,136	
SUB-TOTAL	100,800	219,445	24,936	62,870	24,907	60,160
<u>CAPITAL EXPENDITURE</u>						
Staff Housing		85,186		10,794		737
Other Housing		0		0		707
Aged Housing		10,666		0		404
<u>CAPITAL REVENUE</u>						
Staff Housing	0		0		0	
Other Housing	0		0		0	
Aged Housing	0		0		0	
SUB-TOTAL	0	95,852	0	10,794	0	1,848
TOTAL - PROGRAMME SUMMARY	100,800	315,297	24,936	73,664	24,907	62,008

Shire of Morawa
SCHEDULE 10 - COMMUNITY AMENITIES
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
OPERATING EXPENDITURE						
Sanitation - Household Refuse		232,324		58,065		22,704
Sanitation - Other		168,176		20,778		9,408
Sewerage		133,950		34,427		14,051
Urban Stormwater Drainage		9,500		12		0
Town Planning & Regional Development		66,003		16,497		14,846
Other Community Amenities		165,961		31,248		21,943
OPERATING REVENUE						
Sanitation - Household Refuse	111,903		110,775		109,657	
Sanitation - Other	73,288		73,037		72,108	
Sewerage	277,248		275,748		276,636	
Urban Stormwater Drainage	0		0		0	
Town Planning & Regional Development	4,000		999		222	
Other Community Amenities	203,156		50,282		1,373	
SUB-TOTAL	669,595	775,914	510,841	161,027	459,996	82,951
CAPITAL EXPENDITURE						
Sanitation - Household Refuse		50,207		0		124
Sanitation - Other		0		0		0
Sewerage		121,125		0		402
Urban Stormwater Drainage		0		0		0
Other Community Amenities		175,854		0		48
CAPITAL REVENUE						
SUB-TOTAL	0	347,186	0	0	0	574
TOTAL - PROGRAMME SUMMARY	669,595	1,123,100	510,841	161,027	459,996	83,525

Shire of Morawa
SCHEDULE 11 - RECREATION & CULTURE
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
OPERATING EXPENDITURE						
Public Halls and Civic Centres		165,841		48,372		16,284
Swimming Areas & Beaches		338,998		69,960		53,254
Other Recreation and Sport		883,423		236,073		105,479
TV and Radio Re-broadcasting		2,000		498		0
Libraries		23,288		5,817		5,808
Other Culture		150,780		37,430		89,049
OPERATING REVENUE						
Public Halls and Civic Centres	201,500		50,373		28,366	
Swimming Areas & Beaches	18,000		0		529	
Other Recreation and Sport	447,500		111,867		31,592	
TV and Radio Re-broadcasting	0		0		0	
Libraries	200		0		0	
Other Culture	41,000		27,000		43,933	
SUB-TOTAL	708,200	1,564,330	189,240	398,150	104,421	269,875
CAPITAL EXPENDITURE						
Public Halls and Civic Centres		220,000		0		48
Swimming Areas & Beaches		20,333		0		125
Other Recreation and Sport		762,731		13,315		28,497
TV and Radio Re-broadcasting		0		0		0
Libraries		0		0		0
Other Culture		20,000		0		0
CAPITAL REVENUE						
Public Halls and Civic Centres	0		0		0	
Swimming Areas & Beaches	0		0		0	
Other Recreation and Sport	101,640		0		0	
TV and Radio Re-broadcasting	0		0		0	
Libraries	0		0		0	
Other Culture	0		0		0	
SUB-TOTAL	101,640	1,023,064	0	13,315	0	28,671
TOTAL - PROGRAMME SUMMARY	809,840	2,587,394	189,240	411,465	104,421	298,545

Shire of Morawa
SCHEDULE 12 - TRANSPORT
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Construction Roads, Bridges and Depots		0		0		0
Maintenance Roads, Bridges and Depots		1,820,513		461,509		178,741
Plant Purchases		60,483		4,452		2,038
Transport Licensing		360,726		89,679		68,438
Aerodromes		83,607		22,808		12,877
<u>OPERATING REVENUE</u>						
Construction Roads, Bridges and Depots	1,163,231		265,304		0	
Maintenance Roads, Bridges and Depots	316,000		151,000		0	
Plant Purchases	30,126		0		0	
Transport Licensing	354,200		88,050		52,012	
Aerodromes	122,517		0		0	
SUB-TOTAL	1,986,074	2,325,329	504,354	578,448	52,012	262,094
<u>CAPITAL EXPENDITURE</u>						
Construction Roads, Bridges and Depots		1,819,333		643,981		384,626
Maintenance Roads, Bridges and Depots		90,000		0		0
Plant Purchases		1,206,601		90,486		34,225
Aerodromes		163,356		16,334		0
<u>CAPITAL REVENUE</u>						
Construction Roads, Bridges and Depots	0		0		0	
Maintenance Roads, Bridges and Depots	0		0		0	
Plant Purchases	300,000		0		14,000	
Aerodromes	0		0		0	
SUB-TOTAL	300,000	3,279,290	0	750,801	14,000	418,851
TOTAL - PROGRAMME SUMMARY	2,286,074	5,604,619	504,354	1,329,249	66,012	680,945

Shire of Morawa
SCHEDULE 13 - ECONOMIC SERVICES
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23		2022-23		2022-23	
	Adopted Budget		YTD Budget		YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Rural Services		35,983		8,979		3,904
Tourism & Area Promotion		367,839		92,255		90,595
Building Control		39,942		9,984		12,903
Other Economic Services		63,528		15,876		12,235
Economic Development		294,517		66,417		40,786
<u>OPERATING REVENUE</u>						
Rural Services	0		0		0	
Tourism & Area Promotion	187,000		46,737		72,721	
Building Control	6,500		1,623		4,205	
Other Economic Services	25,000		6,249		7,362	
Economic Development	21,072		5,256		5,405	
SUB-TOTAL	239,572	801,809	59,865	193,511	89,693	160,422
<u>CAPITAL EXPENDITURE</u>						
Rural Services		0		0		0
Tourism & Area Promotion		60,000		45,000		0
Building Control		0		0		0
Other Economic Services		80,000		8,000		0
Economic Development		13,719		0		2,544
<u>CAPITAL REVENUE</u>						
Rural Services	0		0		0	
Tourism & Area Promotion	0		0		0	
Building Control	0		0		0	
Other Economic Services	0		0		0	
Economic Development	40,000		0		0	
SUB-TOTAL	40,000	153,719	0	53,000	0	2,544
TOTAL - PROGRAMME SUMMARY	279,572	955,528	59,865	246,511	89,693	162,966

Shire of Morawa
SCHEDULE 14 - OTHER PROPERTY & SERVICES
Financial Statement for Period Ended
30 September 2022

PROGRAMME SUMMARY	2022-23 Adopted Budget		2022-23 YTD Budget		2022-23 YTD Actuals	
	Income	Expense	Income	Expense	Income	Expense
	\$	\$	\$	\$	\$	\$
<u>OPERATING EXPENDITURE</u>						
Private Works		27,215		6,798		4,664
Public Works Overheads		0		(8,871)		62,022
Plant Operation Costs		(2,397)		8,820		(4,777)
Stock, Fuels and Oils		0		0		(28,544)
Administration		0		26,455		412
Unclassified		75,000		37,500		3,338
<u>OPERATING REVENUE</u>						
Private Works	40,000		9,999		45	
Public Works Overheads	1,000		250		0	
Plant Operation Costs	42,000		0		3,815	
Stock, Fuels and Oils	300		75		0	
Administration	10,000		2,499		12,470	
Unclassified	126,000		249		0	
SUB-TOTAL	219,300	99,818	13,072	70,702	16,330	37,128
<u>CAPITAL EXPENDITURE</u>						
Administration		107,414		366		293
<u>CAPITAL REVENUE</u>						
Administration	0		0		0	
SUB-TOTAL	0	107,414	0	366	0	293
TOTAL - PROGRAMME SUMMARY	219,300	207,232	13,072	71,068	16,330	37,421

Shire of Morawa
Bank Reconciliation Report
For Period Ending 30 September 2022

	Municipal Account	Municipal Online Saver	Trust Account	Reserve Account	Term Deposits - Reserves
Balance as per Bank Statement	2,892,220.87	1,029,157.89	7,165.83	4,032,627.04	2,100,000.00
Balance as per General Ledger	2,881,019.27	1,029,157.89	7,165.83	4,033,421.02	2,100,000.00
Less Unpresented Payments					
Superannuation Payment	-11,204.61				
EFT15912	-905.00				
EFT15913	-77.70				
EFT15914	-355.59				
Plus Outstanding Deposits	1,558.30				
Bank Deposits made after 30/9/2022					
Term Deposit Interest not yet transferred to Reserve Account				793.98	
Unallocated due to insufficient deposit details	-217.00				
Difference	2,881,019.27 0.00	1,029,157.89 0.00	7,165.83 0.00	4,033,421.02 0.00	2,100,000.00 0.00

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
EFT15782	02/09/2022	Veeco Laundry Systems	Delivery charges for new washing machine for caravan park	999.90	1
EFT15783	02/09/2022	North Midlands Electrical	Install of Main Street BBQ Includes trenching along garden bed	2,851.75	1
EFT15784	02/09/2022	Department of Fire & Emergency Services	2022/23 ESL Quarter contribution	16,812.30	1
EFT15785	02/09/2022	Morawa Drapery Store	1 Pair boot size 12 Blue Healers For shire Employees	189.85	1
EFT15786	02/09/2022	Nutrien Ag Solutions	2 x 20L Glyphosate 400 For Paths, Verges and Reserves	952.60	1
EFT15787	02/09/2022	WesTrac Equipment Pty Ltd	Engine oil For Motor Grader P261	219.23	1
EFT15788	02/09/2022	City of Greater Geraldton	Building certificate Services April-June 2022	1,408.18	1
EFT15789	02/09/2022	Greenfield Technical Services	Preparation of Regional Road Group Submissions 23/24	1,079.93	1
EFT15790	02/09/2022	Bunnings Group Limited	buildex Buggle Batten screws x7 packets and Paint 10L	452.30	1
EFT15791	02/09/2022	McLeods Barristers and Solicitors	Advice use of letters of Administration	1,942.07	1
EFT15792	02/09/2022	Highscore Creative	Morawa A5 Artbook & Certificates for Morawa artshow	836.00	1
EFT15793	02/09/2022	Kmart	Card stock and envelopes for Zap Circus	30.00	1
EFT15794	02/09/2022	century 21 Team Brockhurst	Selling fee for property 22 Richter ave Morawa	2,059.26	1
EFT15795	02/09/2022	Daphne's Timeless Treats	Supply Tables, Carpet, paper & lights. Set up Art show	6,234.00	1
EFT15796	02/09/2022	Media Engine	Printing 50x community Plan & 25x Workforce Plan	750.00	1
EFT15797	02/09/2022	Regional Safety Services	Standard appraisal fee	800.00	1
EFT15798	06/09/2022	Aimee McGlew	Morawa 2022 Art Show Youth Award	250.00	1
EFT15799	06/09/2022	Christine Miedzyblocki	Sale of artwork no:164,less 20% commission	232.00	1
EFT15800	06/09/2022	Elmari Steyn	Award and Aquisitive Award- Art Show	9,250.00	1
EFT15801	06/09/2022	Cam Fitzgerald Art	Sale of artworks nos: 122,159,177.less 20% commission.	680.00	1
EFT15802	06/09/2022	Kimberley Robert Stewart	sale of artwork no:245 ,less 20% commission	152.00	1
EFT15803	06/09/2022	Jane Li	sale of artworks nos:129,179 less 20% commission	1,232.00	1
EFT15804	07/09/2022	Australian Services Union	Payroll deductions	77.70	1
EFT15805	07/09/2022	Department of Human Services	Payroll deductions	351.29	1
EFT15806	08/09/2022	Laura Stewart	sale of artwork no:139 ,less 20% commission.	80.00	1
EFT15815	08/09/2022	Rip-It Security Shredding (Primecode Pty Ltd)	Collection/storage of secure Archive Documents.	177.50	1
EFT15816	08/09/2022	Rohan Croot Investment	Supply Gravel for Canna North East Road	19,965.00	1
EFT15817	08/09/2022	Morawa Traders	Consumables for the Morawa Art Show	3,196.70	1
EFT15818	08/09/2022	Nutrien Ag Solutions	20 Litre Chlorine x2 for Sewerage Maintenance	924.00	1
EFT15819	08/09/2022	WesTrac Equipment Pty Ltd	Travel from/to Geraldton for Truck repair P221 Caterpillar	1,967.08	1

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
EFT15820	08/09/2022	Landgate	Mining Tenements Chargeable	42.15	1
EFT15821	08/09/2022	McDonalds Wholesalers	McDonalds Wholesalers -Milk Pauls Uht	167.85	1
EFT15822	08/09/2022	Refuel Australia	Mobil Grease XHP 222 20KG For depot	295.00	1
EFT15823	08/09/2022	Canine Control	Ranger services for Shire of Morawa.	985.49	1
EFT15824	08/09/2022	Left of Centre Concepts & Events Pty Ltd	Event management for the 2022 Morawa Art Awards	11,459.05	1
EFT15825	08/09/2022	Truckline	Trailer plug and socket for semi trailer P174	121.08	1
EFT15826	08/09/2022	Herrings Coastal Plumbing & Gas	Supply 2x hose taps for Sewarge 23 Waddilove Street, morawa	650.35	1
EFT15827	08/09/2022	Blackwoods - (J Blackwood & Son PTY Ltd)	Suppliers of Engineering ,Industrial,Electrical Products & metals	255.50	1
EFT15828	08/09/2022	Medical Director	Medical Director-support:Clinical Standard Subscription.	1,309.00	1
EFT15829	08/09/2022	Infinitum Technologies Pty Ltd	Monthly IT Support	5,264.05	1
EFT15830	08/09/2022	Mitchell and Brown Communications	Security Monitoring -Permaconn monthly.	50.00	1
EFT15831	08/09/2022	Arrinooka Pastoral Co	Wet Hire Bulldozer for canna Bulldozer	10,824.00	1
EFT15832	08/09/2022	Element Advisory Pty Ltd	Morawa,Lot 10 (#18)White Avenue	847.00	1
EFT15833	08/09/2022	Art Install	Artshow 2022 Awards judged, plinth hire, freight, art curation.	6,301.60	1
EFT15834	08/09/2022	Toll Transport Pty Ltd	Freight charges	11.01	1
EFT15835	08/09/2022	Breeze Connect Pty Ltd	Admin office VOIP telephone lines	232.00	1
EFT15836	08/09/2022	Resonline Pty Ltd	August-2022 Room Manager Invoice	134.31	1
EFT15837	08/09/2022	Winc	Stationary order Admin	14.19	1
EFT15838	08/09/2022	Incite Security	Quarterly Monitoring Services fees	117.00	1
EFT15841	08/09/2022	Karen Jeanette Chappel	Members sitting fees	8,457.00	1
EFT15842	08/09/2022	Shirley Denise Katona	Members sitting fees	2,050.00	1
EFT15843	08/09/2022	Kenneth Peter Stokes	Members sitting fees	3,140.00	1
EFT15844	08/09/2022	Jane Coker	Members sitting fees	2,050.00	1
EFT15845	08/09/2022	Bagoc Pty Ltd	Dr Ade Qtrly car allowance 1/6/2022 - 31/8/2022	5,500.00	1
EFT15846	08/09/2022	Yvette A Harris	Members sitting fees	2,050.00	1
EFT15847	08/09/2022	Debbie Collins	Members sitting fees	2,050.00	1
EFT15848	08/09/2022	Mark Coker	Members sitting fees	2,050.00	1
EFT15849	14/09/2022	Morawa District High School	Riembursement for child entry to art show paid twice	250.00	1
EFT15850	14/09/2022	Protector Fire Services	Service all fire extinguishers	3,507.68	1
EFT15851	14/09/2022	IGA Morawa	IGA account for August 2022	1,060.61	1

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
EFT15852	14/09/2022	Aquatic Services WA Pty Ltd	Annual Pre-season Service of Pool Equipment	2,626.80	1
EFT15853	14/09/2022	Infinitum Technologies Pty Ltd	Meraki switch device for cloud based centralised management	4,367.00	1
EFT15854	14/09/2022	Visimax	Infringement notices, Warning notice, Freight & Handling	269.82	1
EFT15855	14/09/2022	Avon Waste	Rubbish bin collection for August	7,736.10	1
EFT15856	14/09/2022	Element Advisory Pty Ltd	Consultancy Services - RAC Grant Application	1,897.50	1
EFT15857	14/09/2022	Terra Form Contracting	Vegetation Management/removal & travel costs	39,054.40	1
EFT15858	14/09/2022	Toll Transport Pty Ltd	Freight charges for the period September 2022	11.01	1
EFT15859	14/09/2022	CORSIGN WA PTY LTD	CCTV signs for areas with CCTV cameras around Morawa	688.38	1
EFT15860	14/09/2022	Bob Waddell Consultant	Assistance with monthly financial statements 2022 - August 2022	2,227.50	1
EFT15861	14/09/2022	Megan Howlett Premium Business Concepts	Deliver & assist with a Employee Development Framework	4,840.00	1
EFT15862	14/09/2022	Cleanpak Total Solutions	Cleaning supplies for Caravan Park	3,087.19	1
EFT15863	14/09/2022	Jetline Kerbing Contractors	Supply and Lay Kerb, Mobilise and Demobilise team (Dreghorn)	50,479.00	1
EFT15864	14/09/2022	Karen Frankel	Sale of artwork No.221 less 20% commission	128.00	1
EFT15865	14/09/2022	Seek Ltd	Job ad Plant operator, customer care support & Pool Manager	984.50	1
EFT15866	14/09/2022	MUTSUKO BONNARDEAUX	Sale of Artwork No: 110 less 20% commission	1,440.00	1
EFT15867	16/09/2022	Core Business Australia PTY Ltd	1084 AGRN Flooding March & DRFAWA Supevision Claim 3 &4	20,324.70	1
EFT15868	16/09/2022	Cohesis Pty Ltd	'MY CIO' Service Monthly Subscription (current expiry 13 Nov 22)	2,395.56	1
EFT15869	16/09/2022	G W Mechanical (Glen Wallace)	Service Ford Ranger.	402.65	1
EFT15870	16/09/2022	Australian Services Union	Payroll deductions	77.70	1
EFT15871	16/09/2022	Department of Human Services	Payroll deductions	351.29	1
EFT15872	19/09/2022	Refuel Australia	Mobil Delvac modern full protection 15w40 208lt	1,050.00	1
EFT15873	19/09/2022	Canine Control	Ranger Services for Shire of Morawa	985.49	1
EFT15874	19/09/2022	Claw Environmental	x3560 Plastic Drum bins 20/25L & 15x Steel Drums Drummuster exp	1,972.63	1
EFT15875	19/09/2022	RJ & LJ King	Supply and Install 4x 17.525 double coin tyres for P261 Truck	1,955.80	1
EFT15876	19/09/2022	Spartan Removals & Transport	Wet hire Furniture removal Truck for 78 yewers Avenue x 5 hours	440.00	1

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
EFT15877	20/09/2022	BOC Limited	Acetylene	156.53	1
EFT15878	20/09/2022	GH Country Courier	Drums and Carton	114.73	1
EFT15879	20/09/2022	Greenfield Technical Services	Concept design & update for Cemetry Road & Carpark Update	5,703.50	1
EFT15880	20/09/2022	Aerodrome Management Services Pty Ltd	Unserviceability Marker, Mini Cone & Freight.	3,659.70	1
EFT15881	20/09/2022	Wallis Computer Solutions	Agreement IT Service (ITS) Gold - for Medical Centre	15,170.76	1
EFT15882	20/09/2022	Herrings Coastal Plumbing & Gas	Sewer drainage, new water fountain supply and installation	3,736.58	1
EFT15883	20/09/2022	KAL engineering Consultants PL	Recreation Centre Roof Engineering Analysis and Reporting.	8,736.20	1
EFT15884	20/09/2022	Jayme Tapscott	Refund on hire of Community Bus	300.00	1
EFT15885	23/09/2022	Morawa District High School Parents & Citizens Assoc. Inc.	Lunch provided to students to attend Council meeting	337.50	1
EFT15886	23/09/2022	Bunnings Group Limited	Various maintenance items & Maintenance to Chambers.	331.05	1
EFT15887	23/09/2022	Hospitality Geraldton	Accommodation & Cost of meals for Employee Training	3,049.00	1
EFT15888	23/09/2022	Blackwoods - (J Blackwood & Son PTY Limited)	Lube Heavey duty treble x 400g for shire machinery	165.00	1
EFT15889	23/09/2022	Office Works	Laminator for Admin office	137.95	1
EFT15890	23/09/2022	RJ & LJ King	Supply & Install 4 x 17.5 R22.5 Doublecoin Wheel for Grader	1,955.80	1
EFT15891	23/09/2022	CORSIGN WA PTY LTD	llps govt sign 900 x 1200mm no reflective digi print aluminium	412.50	1
EFT15892	23/09/2022	Bob Waddell Consultant	Assistance with end of year asset reeconciliation work to date.	1,031.25	1
EFT15893	23/09/2022	Core Business Australia PTY Ltd	1084 AGRN Flooding August 2022	4,006.75	1
EFT15894	23/09/2022	Maia Financial Pty Limited	Matrix Gym Equipment lease for 01/11/2022 - 31/01/2023	15,953.67	1
EFT15895	23/09/2022	Thurkle's Earthmoving & Maintenance P/L	Wet hire CAT D8T dozer,operator ,Kenworth Prime & 55t float.	30,800.00	1
EFT15896	29/09/2022	Canine Control	Ranger services for September	985.49	1
EFT15897	29/09/2022	Mitchell & Brown	Gas oven for 78 Yewers and Microwave for Caravan Park	1,076.00	1
EFT15898	29/09/2022	Sandra Joy Reardon	Reimbursement of Gym Security Access Toggle Bond	10.00	1

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
EFT15899	29/09/2022	Medelect Biomedical Services	Maintenance & Materials for medical equipment	2,145.00	1
EFT15900	29/09/2022	Blackwoods - (J Blackwood & Son PTY Limited)	2 x 20kg bag Absorbent Granules 20/09/2022	20.79	1
EFT15901	29/09/2022	Toll Transport Pty Ltd	Freight charges	25.30	1
EFT15902	29/09/2022	Bob Waddell Consultant	Assistance with end of year asset reconciliation work to date	495.00	1
EFT15903	30/09/2022	Refuel Australia	Supply of fuel @ 1.8646 12000 lt diesel	22,375.20	1
EFT15904	30/09/2022	Truckline	Air suspension seat with 3 point seatbelt for Truck P221	5,015.67	1
EFT15905	30/09/2022	Total Toilets	Trailer Mounted Portable Toilet- date 01.08.2022- 31.08.2022.	965.51	1
EFT15906	30/09/2022	Terra Form Contracting	Vegetation Management (Equipment, Meals & Accom inc.)	6,270.00	1
EFT15907	30/09/2022	G W Mechanical (Glen Wallace)	Service Isuzu tip truck MO3520 P138	592.00	1
EFT15908	30/09/2022	Rahul Ramabhadran	Staff Reimbursement For Youth Centre Expenses	156.93	1
EFT15909	30/09/2022	Jetline Kerbing Contractors	Footpath Construction (Dreghorn Street)- (meals & Accom inc.)	129,360.00	1
EFT15910	30/09/2022	Heather Diane Lind	Sale of Artwork No:61,less 20% Commission.	280.00	1
EFT15911	30/09/2022	Terina Campbell	Sale of Artwork No:213 ,less 20% Commission.	80.00	1

Total EFT Payments 562,802.94

12035	02/09/2022	Water Corporation	Water expenses 1/7/2022 - 31/8/2022	23,754.53	1
12037	14/09/2022	Shire of Morawa	Payment of rates on Council owned properties	6,781.54	1

Total Cheque Payments 30,536.07

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
2223-03.01	01/09/2022	Western Australian Treasury Corporation	Loan Repayment For Netball Court	7,538.61	1
DD8709.1	05/09/2022	Telstra Corporation Limited	Telephone Expenses August Tourist Centre	50.00	1
DD8710.1	05/09/2022	Telstra Corporation Limited	Telephone Expenses 16/8/2022 - 15/9/2022	260.52	1
DD8711.1	05/09/2022	Synergy	Electricity Expenses 19/7/2022 15/8/2022	585.54	1
DD8714.1	01/09/2022	Exetel Pty Ltd	Monthly Charge On Internet For Shire Admin	1,375.00	1
DD8714.2	01/09/2022	Westnet Pty Ltd	Internet Charges For Tourist Centre	29.95	1
DD8725.1	07/09/2022	Synergy	Electricity Expenses 21/7/2022 - 17/8/2022	2,829.88	1
DD8732.1	09/09/2022	Synergy	Electricity Expenses 9/9/2022 - 19/8/2022	2,559.77	1
DD8746.1	12/09/2022	Synergy	Electricity Expenses 24/6/2022 - 22/8/2022	4,401.82	1
DD8759.1	14/09/2022	Aware Super	Payroll Deductions	6,251.14	1
DD8759.2	14/09/2022	Commonwealth Bank Group Super	Superannuation Contributions	119.03	1
DD8759.3	14/09/2022	HESTA	Superannuation Contributions	251.29	1
DD8759.4	14/09/2022	mobiSuper	Superannuation Contributions	252.00	1
DD8759.5	14/09/2022	HOSTPLUS Superannuation Fund	Superannuation Contributions	785.28	1
DD8759.6	14/09/2022	Australian Super	Superannuation Contributions	1,160.49	1
DD8759.7	14/09/2022	Hawkins Super	Superannuation Contributions	1,309.70	1
DD8759.8	14/09/2022	BT FINANCIAL GROUP	Superannuation Contributions	365.58	1
DD8759.9	14/09/2022	MLC Super Fund	Superannuation Contributions	273.15	1
DD8762.1	15/09/2022	Fleet Partners Pty Limited	Monthly Lease On Vehicle H22635	1,089.00	1
DD8763.1	14/09/2022	Synergy	Electricity Expenses 23/6/2022 - 23/8/2022	2,121.19	1
DD8764.1	15/09/2022	Synergy	Electricity Expenses 23/6/2022 - 23/8/2022	4,053.49	1
DD8765.1	13/09/2022	Synergy	Electricity Expenses 22/6/2022-23/8/2022	2,195.89	1
DD8771.1	30/09/2022	Telstra Corporation Limited	Telephone Expenses 28/8/2022 - 27/9/2022	3,407.35	1
DD8777.1	19/09/2022	Synergy	Electricity Expenses 21/7/2022 - 17/8/2022	4,422.94	1
DD8780.1	21/09/2022	Synergy	Electricity Expenses 23/6/2022 - 22/8/2022	126.52	1
DD8781.1	21/09/2022	Telstra Corporation Limited	Telephone Expenses 01/09/2022 - 01/10/2022	111.62	1
DD8792.1	28/09/2022	Aware Super	Payroll Deductions	6,467.71	1
DD8792.2	28/09/2022	Commonwealth Bank Group Super	Superannuation Contributions	119.03	1
DD8792.3	28/09/2022	HESTA	Superannuation Contributions	251.29	1

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
DD8792.4	28/09/2022	mobiSuper	Superannuation Contributions	313.02	1
DD8792.5	28/09/2022	Australian Super	Superannuation Contributions	1,075.75	1
DD8792.6	28/09/2022	Hawkins Super	Superannuation Contributions	1,299.70	1
DD8792.7	28/09/2022	BT FINANCIAL GROUP	Superannuation Contributions	365.58	1
DD8792.8	28/09/2022	MLC Super Fund	Superannuation Contributions	273.15	1
DD8792.9	28/09/2022	HOSTPLUS Superannuation Fund	Superannuation Contributions	312.33	1
DD8814.1	27/09/2022	Synergy	Electricity Expenses 22/6/2022 - 24/8/2022	49.03	1
DD8815.1	27/09/2022	Telstra Corporation Limited	Telephone Expenses 2/9/2022 - 1/10/2022	257.48	1
DD8816.1	28/09/2022	Synergy	Electricity Expenses 18/6/2022 - 16/8/2022	240.08	1
DD8817.1	23/09/2022	Synergy	Electricity Expenses 18/6/2022 - 24/8/2022	5,327.87	1
DD8819.1	19/09/2022	Telstra Corporation Limited	Telephone Expense 21/7/2022 - 17/8/2022	2,318.43	1
DD8822.1	14/09/2022	Synergy	Electricity Expenses 23/6/2022 - 23/8/2022	220.88	1
DD8826.1	27/09/2022	Telstra Corporation Limited	Telephone Expenses 1/9/2022	312.92	1
DD8830.1	27/09/2022	Telstra Corporation Limited	Telephone Expenses 1/9/2022	312.92	1
DD8759.10	14/09/2022	CBUS	Superannuation Contributions	208.25	1
DD8759.11	14/09/2022	MLC Super Fund	Superannuation Contributions	262.30	1
DD8792.10	28/09/2022	CBUS	Superannuation Contributions	212.33	1
DD8792.11	28/09/2022	MLC Super Fund	Superannuation Contributions	264.72	1
2223-03.14	30/09/2022	Department of Transport	Being Payment Of Licensing Collection	22,739.65	1

Total Direct Debit Payments 91,131.17

Shire of Morawa
List of Payments Report
For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
2223-03.02	01/09/2022	Bank West	Bank Charges	67.40	1
2223-03.03	05/09/2022	Bank West	Merchant Fees	960.25	1
2223-03.05	09/09/2022	Australian Taxation Office	Being Payment Of Bas Liability	9,049.00	1
	15/09/2022	Payroll	Payroll For Pay Cycle 1/09/2022 To 14/09/2022	64,778.44	1
2223-03.04	20/09/2022	Shire of Morawa	Refund Of Accomodation Cost For Rj Caravan Park	110.00	1
2223-03.12	20/09/2022	Australian Taxation Office	Being Payment Of Bas Liability	25,034.00	1
	29/09/2022	Payroll	Payroll For Pay Cycle 15/09/22 To 28/09/2022	57,480.96	1

Total Bank Transfers/ Payments **157,480.05**

Shire of Morawa List of Payments Report

For Period Ending 30 September 2022

Chq/EFT	Date	Name	Description	Amount	Bank
2223-03.04	05/09/2022	BankWest	Corporate card purchases payed in September 2022	1,978.55	1
		EMCCS - Coroprate Credit Card			
	28/07/2022	Quest Innaloo	Accomodation For HR Event	381.70	
	29/07/2022	The Reject Shop	Confectionary For Council Meetings	9.00	
	16/08/2022	Trinity Crawley	Staff Accomodation - Exec Leadership Training	130.00	
	17/08/2022	Hotel Products Direct	Toiletries For The Caravan Park	236.42	
	20/08/2022	Coles	Milk For Caravan Park Chalets	31.20	
	20/08/2022	Spotlight Pty Ltd	Rotary Trimmer And Polyester Thread For Admin	50.00	
	30/08/2022	Spotlight Pty Ltd	Gift Card Office Staff Farewell	200.00	
			Sub Total	1,038.32	
		CEO - Corporate Credit Card			
	8/08/2022	ZOOM.US	Zoom Standard Pro Monthly Subscription For Council	20.99	
	8/08/2022	Dropbox	Dropbox Plus Yearly Fee For Council	184.67	
	8/08/2022	Kick Solutions	Booklets And Cards For The Artshow	706.00	
	8/08/2022	Bank West	Foreign Transaction Fee (Zoom)	0.62	
	8/08/2022	Bank West	Foreign Transaction Fee (Dropbox)	5.45	
	16/08/2022	Monyash Investments	Meeting Refreshments	22.50	
			Sub Total	940.23	

TOTAL Corporate Credit Card Payment 1,978.55

Ordinary Council Meeting 20 October 2022

Attachment 1 Strategic Resource Plan 2022-2037

Item 11.2.2 Strategic Resource Plan 2022-2037



MORAWA

SHIRE OF MORAWA

**STRATEGIC RESOURCE PLAN
2022-2037**

**Incorporating Asset Management and
Long Term Financial Planning**



Contents

1.0	FOREWORD	3
2.0	KEY INFORMATION	4
3.0	EXECUTIVE SUMMARY	5
4.0	COMMUNITY PROFILE, VISION AND OBJECTIVE	6
5.0	LONG TERM FINANCIAL PLANNING OVERVIEW	7
6.0	ASSET MANAGEMENT PLANNING OVERVIEW	10
7.0	SCENARIO MODELLING	15
8.0	STRATEGIC PLANNING AND POLICIES WITH OTHER PLANS	16
9.0	RISK MANAGEMENT	17
10.0	ASSUMPTIONS, RISKS, UNCERTAINTIES AND SENSITIVITY	18
11.0	MONITORING AND PERFORMANCE	24
12.0	IMPROVEMENT PLAN	25

Shire of Morawa
PO Box 14
Morawa, WA, 6623
(08) 9971 1204
admin@morawa.wa.gov.au

www.morawa.wa.gov.au



1.0 Foreword

We are pleased to present the Shire of Morawa Strategic Resource Plan for 2022-2037.

This Plan is part of the Shire’s ongoing commitment to an integrated approach to planning for the District’s future. Despite the current uncertain times, it provides the Council and the community with a picture of the Shire’s long term financial, asset management and workforce circumstances and assists us to meet our strategic outcomes and objectives, both during and beyond the COVID-19 Pandemic.

The Shire will encounter many challenges and opportunities over the next 15 years. Changes in population levels and demographics bring with them changing community needs and expectations. The Council will require a clear understanding of its capacity to meet these service expectations as it maintains a strong focus on sound financial management.

Council welcomes community participation in the planning process as we continue to follow the strategic direction for a promising future for our district.

The Shire of Morawa’s Strategic Resource Plan is an important planning tool as we strive to achieve the strategies set out in the Shire of Morawa Strategic Community Plan 2022-2032.

This Plan will be used with the Corporate Business Plan to achieve our goals and drive the Shire in achieving its vision of "Morawa is a welcoming and inclusive community that embraces what makes it unique, offering livability, variety, and opportunity for all".

The Shire has recently devoted significant resources to improving its strategic planning. This work continues as we constantly seek to improve our systems and service delivery.

Karen Chappel
President

Scott Wildgoose
Chief Executive Officer
















Our Vision

Morawa is a welcoming and inclusive community that embraces what makes it unique, offering livability, variety, and opportunity for all



Taken from the Strategic Community Plan 2022-2032

2.0 Key Information

ASSUMPTIONS	STATISTICS ¹ ²	FINANCIAL INFORMATION ³
 <p>3.5% Inflation Rate</p>	 <p>7 Elected Members</p>	<p>\$1,981,711 Rates Revenue</p>
 <p>Stable Population</p>	 <p>34 Employees</p>	<p>\$736,361 Fees and Charges</p>
 <p>Stable Levels of Service</p>	 <p>402 Electors</p>	<p>\$5,217,040 Operating Revenue</p>
 <p>Stable Operations</p>	 <p>405 Dwellings</p>	<p>\$6,002,819 Operating Expenditure</p>
 <p>Balanced Annual Budget</p>	 <p>370km Distance from Perth</p>	<p>\$81,479,486 Net Assets</p>
 <p>6% 2022-23 4.5% → Rates</p>	 <p>3,517km Area</p>	<p>\$5,536,472 Cash Backed Reserves</p>
 <p>3.5% → Fees and Charges</p>	 <p>698 Population</p>	<p>\$473,164 Borrowings</p>
 <p>3.5% → Employee Costs</p>		

¹WALGA Online Local Government Directory 2020-21, Shire of Morawa

²Australian Bureau of Statistics Morawa (S) (LGA55670) 2016 Census of Population and Housing, viewed 17 December 2019

³Shire of Morawa 2019-20 Annual Financial Report

3.0 Executive Summary

The following information provides a brief summary of the Strategic Resource Plan 2022-2037, this should be read in conjunction with the underlying assumptions detailed in this Plan.

3.1 Planning for a Sustainable and Stable Future

The Shire of Morawa is planning for a positive and stable future, despite the current uncertainty arising from global events. The Shire seeks to maintain, and where possible, improve service levels into the future while ensuring a healthy financial position.

Long term maintenance and renewal of the Shire's infrastructure remains a significant challenge and requires external funding to ensure the economic and social benefits of the Shire's infrastructure to the broader region and Western Australia are not impacted.

3.2 Significant Issues

The continued provision of community services and infrastructure remains one of the key priorities and major expenditure items for the Shire.

Road maintenance and road renewal remain a high priority for the Shire due to the strategic economic and community benefit the road network provides to the district and broader region.

Adequate maintenance, renewal and upgrading of the road network remains highly dependent on the receipt of external grants and contributions.

Due to current global events, the economic forecast has an increased level of uncertainty.

Rate revenue increased by 6% in 2022-23 and is forecast to increase at 4.5% (3.5% CPI + 1%) per year from 2024-25 for the duration of the Plan. These increases are to assist in the long term financial stability of the Shire and to increase the level of asset renewal to the community. These increases will be reviewed annually when setting future budgets.

3.3 Forecast Capital Projects

A capital works program has been planned over the term of the Plan with a mixture of new/upgrade assets and asset renewals aimed at ensuring the continued provision of high quality community infrastructure to residents of the Shire. External funding is essential to undertaking these works.

Project by Asset Class	2022-2037 Amount (\$)
Infrastructure – Roads	
Regional Road Group	10,080,057
Roads to Recovery	4,895,416
Widen and re-seals	1,836,753
Gravel re-sheeting	1,086,000
Infrastructure - Roads Total	17,898,226
Infrastructure - Footpaths	
Footpath Renewals	590,989
Infrastructure - Footpaths Total	590,989
Infrastructure Other	
General Renewal	415,000
Infrastructure Other Total	415,000
Infrastructure – Playground Equipment	
General renewal	185,000
Infrastructure - Playground Equipment Total	185,000
Infrastructure - Airfields	
General renewal	585,000
Infrastructure - Airfields Total	585,000
Infrastructure - Dams	
General renewal	420,000
Infrastructure - Dams Total	420,000
Plant and Equipment	
Plant replacement program	6,416,949
Plant and Equipment Total	6,416,949
Buildings	
Building renewals	1,500,000
Old Town Hall Stage 3	175,000
Buildings Total	1,675,000
Furniture and equipment	
Furniture and Equipment renewals	110,000
Furniture and equipment Total	110,000
Grand Total	28,296,164

4.0 Community Profile, Vision and Objective

4.1 Location

Located in the north midlands region of Western Australia, 370kms north of Perth is the town of Morawa.

4.2 Heritage

The first European occupation of the Morawa district was by pastoralists, shepherds, sandalwood cutters and miners in the latter part of the 19th century.

The Assistant Surveyor Mr A C Gregory travelled through the Morawa area in 1846. Later, in 1869, Mr John Forrest (later Lord Forrest) and Mr E Giles in 1876 carried out exploratory trips in and around the present district of Morawa.

There is ample evidence through sites and artefacts of Aboriginal occupation of this district. The pastoralists, shepherds and sandalwood cutters followed, making use of Aboriginal guides and their watering places.

In 1870 alluvial gold was found at Peterwangey, and a small deposit of copper was mined at Wooltana.

Agriculture came into the district in the early 1900's, and Morawa was declared a townsite in 1912 with the railway coming through in 1913.

The Upper Irwin Road Board, created in 1901, administered the town but in 1916 the Perenjori-Morawa Road Board was formed. The Morawa Road Board was excised from Perenjori in 1928 and formed their own Board of Administration.

For eight years following 1966 iron ore was mined by Western Mining Corporation at the Koolanooka Hills and exported through the Port of Geraldton to Japan. The total of 5.1 million tons was the first iron ore to be exported from Australia. Significantly, mining of Koolanooka Hills recommenced in 2006, this time by Midwest Corporation Limited.

4.3 People

The following statistics reflect the Shire's population in comparison to the population of the state of Western Australia.

Population	2011		2016
Shire of Morawa	891	↓	750
WA	2.24m	↑	2.47m

The age demographic of the districts population is reflected by the orange (2011 Census) and green (2016 Census) lines in the chart below.

The West Australian population is reflected by the dotted lines, it is apparent the Shire of Morawa has a lower percentage of younger (under 30 years) residents than the State average.

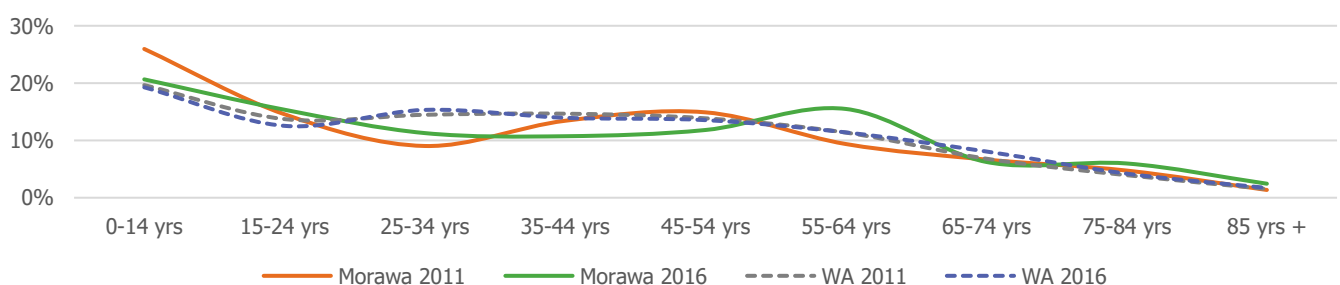
4.4 Vision

The Shire's strategic vision, as stated in the adopted Strategic Community Plan 2022-2032: Morawa is a welcoming and inclusive community that embraces what makes it unique, offering livability, variety, and opportunity for all.

4.5 Strategic Objectives

The following focus areas are identified in the Shire's Strategic Community Plan 2022-2032:

- Create a sense of place for visitors
- Activate a vibrant small business sector
- Take pride in our community and an aesthetically appealing townsite
- Embrace cultural and social diversity
- Cement strong foundations for growth and prosperity
- Occupy a safe and healthy living space
- Be future focussed in all we do

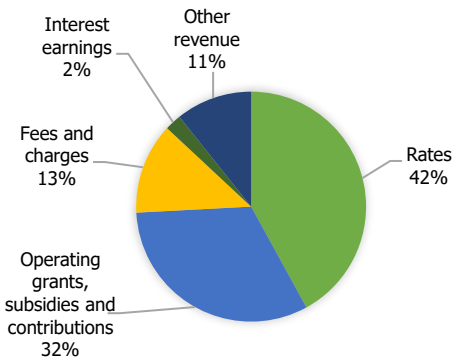


5.0 Long Term Financial Planning Overview

5.1 Forecast Revenue

Rates are expected to increase from 2022-23, with anticipated rates revenue of \$2.6m, at 6% for the first two years of the Plan and 4.5% (3.5% CPI + 1%) per annum for the remainder of the Plan, to \$4.9m in 2036-37, comprising 42% of operating revenue over the term of the Plan. The Shire is reliant on receiving \$42.6m over the next 15 years in operating grants, subsidies and contributions to maintain the current level of operations and services. Non operating grants for road renewals are expected to remain relatively stable.

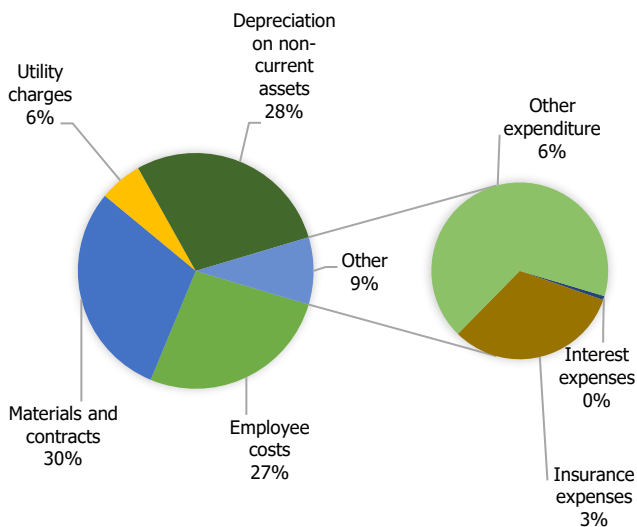
5.1.1 Revenue Composition Year 1 to 15



5.2 Forecast Expenditure

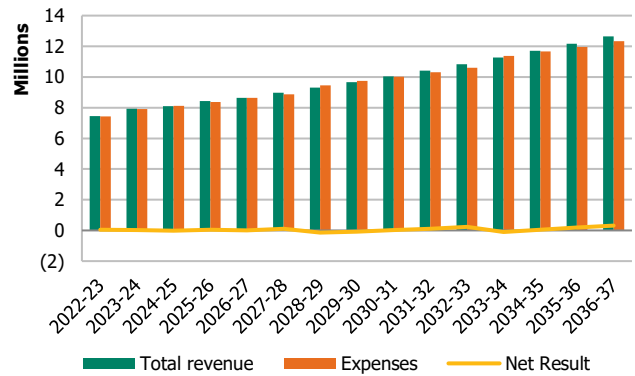
Expenditure is forecast to increase on average in line with inflation with the exception of depreciation expense, which is impacted by the addition of assets over the term of the Plan.

5.2.1 Expenditure Composition Year 1 to 15



5.3 Net Result

The chart below reflects in the columns the steady increase in operating revenue (green) and expenditure (orange) forecast over the 15 years, with the yellow line reflecting the net result.



A positive net result over the long term indicates net asset values will increase faster than depreciation expenses erodes asset values. This may be masked by continuous revaluation of assets. Improved asset funding or changes to expected useful life of assets as they are better understood may impact the net result.

5.4 Depreciation Expense

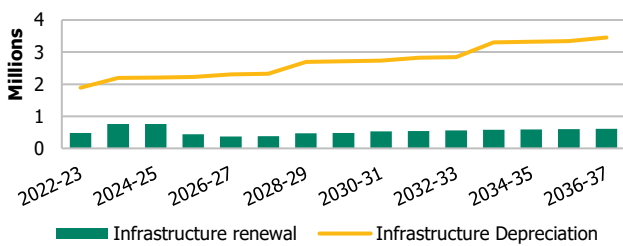
Ideally, the average asset renewal should be in line with depreciation expense over the long term, to ensure the value of assets is maintained. On average, the Shire is planning to renew its infrastructure assets at a significantly lower level than they are depreciating over the term of the Plan.

Where the planned asset renewals are lower than depreciation, the written down value of these assets will decrease over time as depreciation erodes the value of the assets. Revaluation of assets in line with inflation may mask a real decrease in value where planned asset renewals are lower than depreciation.

5.0 Long Term Financial Planning Overview (Continued)

5.4.1 Infrastructure Depreciation Expense -v- Asset Renewal Expenditure

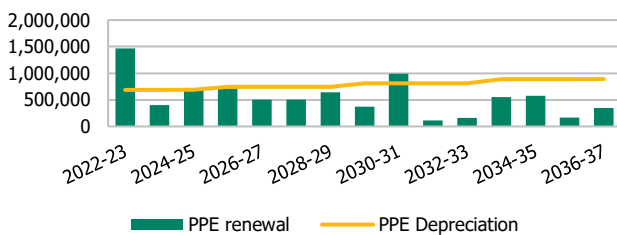
Depreciation expense increases throughout the Plan from \$2.6 in year 1 to \$4.3m in year 15 as assets are revalued and renewed. Depreciation of infrastructure over the 15 years is \$40.4m, shown by the yellow line in the chart below. The planned level of infrastructure asset renewal expenditure at \$8.2m (reflected by the green columns) is significantly below the level of depreciation for the duration of the Plan and requires further analysis.



Increases in rate revenue higher than CPI over the life of the Plan, allows for increased expenditure for road renewals. This will decrease the funding gap in the initial years and allow for adequate renewal of roads in the later years. Further review of asset useful lives for infrastructure assets may be required as changes in the construction techniques occur and traffic loads vary.

5.4.2 Property, Plant and Equipment Depreciation Expense -v- Asset Renewal Expenditure

Planned property, plant and equipment asset renewals of \$8.2m (reflected by the green columns) over the 15 years is less than the depreciation expense of \$11.8m (reflected by the yellow line) over the same period as shown in the chart below.



Further improvements in asset management data and the estimation of depreciation expense, along with the future renewal of long lived assets may result in a closer alignment between asset renewals and depreciation expense.

5.4.3 Maintenance Expenditure

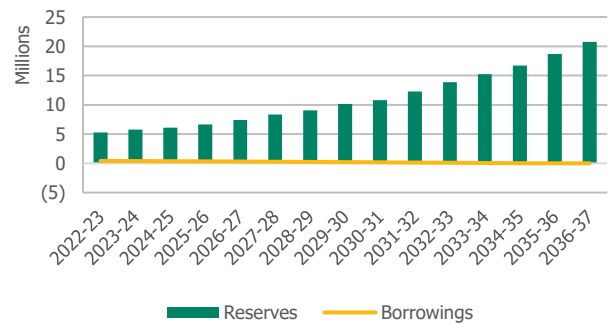
The current maintenance expenditure allocated in the annual operating budget is expected to continue at current levels, with inflationary increases occurring each year.

5.4.4 Forecast New/Upgrade Asset Expenditure

As the Shire seeks to complete its strategic objectives in providing road and other infrastructure to its community, an \$11.9m spend is currently planned to upgrade existing roads, either through sealing the roads or raising the road levels and improving drainage to minimise the impact of flooding.

5.5 Forecast Borrowings and Cash Reserves

In general, the funding finances of the Shire are expected to improve over the long term. Reserves will be utilised to save for major forecast asset renewals and then utilised to fund asset renewals. The increase in reserves over the life of the Plan will strengthen the position of the Shire to handle future capital works or manage future risks.



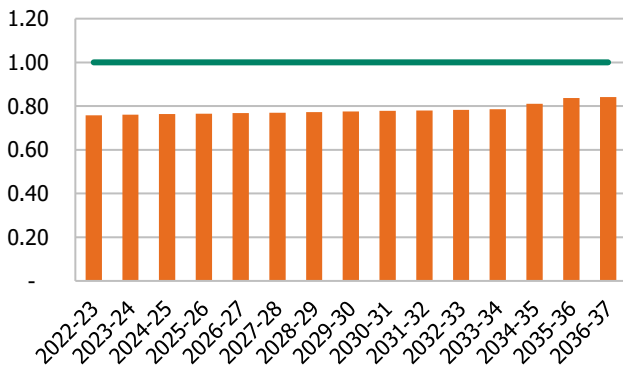
No new borrowings are planned to be taken up during the life of the Plan, allowing for the repayment and significant decrease of borrowing levels. This is part of the strategy to allow flexibility to respond to sudden or unexpected expenditure requirements. This strategy also provides scope to leverage off future grant funding opportunities when, and if, they become available and includes the use of cash backed reserves to save for significant future asset renewal spikes.

5.0 Long Term Financial Planning Overview (Continued)

5.6 Forecast Operating Ratios 2022-2037

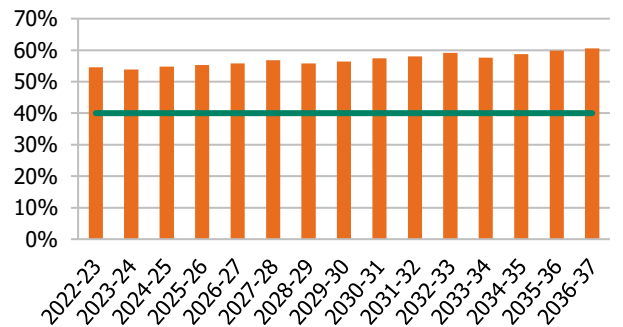
Monitoring the Shire’s financial rigidity and financial position along with its asset management performance is undertaken by preparing and monitoring various statutory ratios. The green line reflects the Department of Local Government, Sport and Cultural Industries’ (the Department) minimum target level of the ratio.

5.6.1 Current Ratio



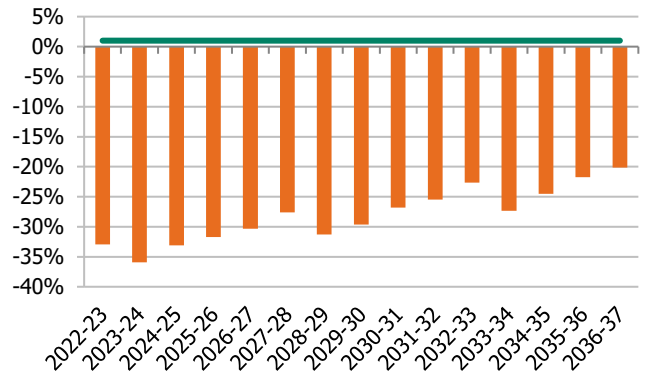
As expected for a Shire with a forecast balanced funding surplus position and current borrowing liabilities, the ratio is less than 1.0 until the borrowings are repaid. The trend is not considered to indicate a threat to the Shire’s long term financial position.

5.6.2 Own Source Revenue Coverage Ratio



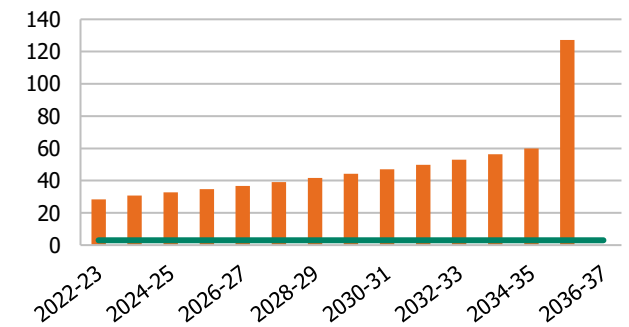
The ratio is trending up over the term of the Plan, indicating the Shire’s reducing reliance on grants and contributions.

5.6.3 Operating Surplus Ratio



The ratio above highlights how the cumulative impact of the rates increases are intended to address the Operating Surplus Ratio over the long term.

5.6.4 Debt Service Cover Ratio



The ratio indicates the Shire has an increasing capacity to take up borrowings if required.

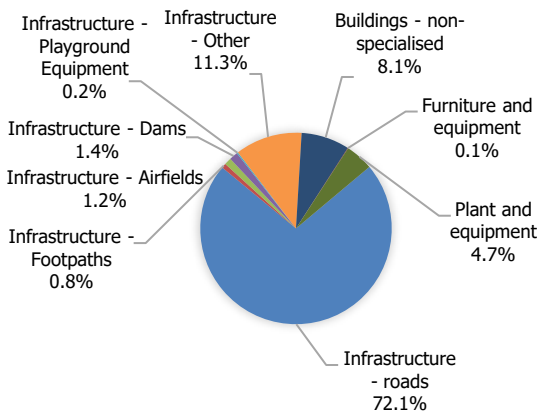
An explanation of all ratios is provided at Section 11.

6.0 Asset Management Planning Overview

6.1 Key Asset Information

The Shire controls an asset network with a written down value of \$74.7m¹, of which roads infrastructure constitutes the largest component values as reflected in the chart below.

6.1.1 Written Down Value by Asset Class



6.2 Asset Management Policy

The purpose of an asset management policy is to:

- Provide a framework for the sustainable management of the Shire’s asset portfolio;
- Ensure an organisation wide and inclusive approach is taken to asset management; and
- Ensure adequate provision is made for the maintenance and replacement of assets in accordance with the assessed levels of service.

The asset management policy is intended to provide clear direction in relation to the Council’s expectations for the sustainable management of its assets and applies to Elected Members, Employees and Contractors/Consultants engaged by the Shire.

6.3 Asset Management Strategy

Developing an asset management strategy is a planned process of continuous improvement across all its components. Key improvements for each class of asset are discussed at the end of each section in Appendix A.

When planning for the future renewal of Shire assets, a condition-based estimation of remaining useful life was applied (where possible) as it was viewed as the most appropriate methodology. Where condition information was unavailable, an age based estimation of remaining useful life was applied.

Modelling was undertaken to determine the long term funding required for asset maintenance and renewal. By adjusting the estimated useful life of assets, the balance between the risk of loss of asset service and the financial costs of asset renewal and maintenance was determined.

Detailed long term planning is required for the renewal of building assets, due to the scale of expenditure in relation to these assets and the likelihood of usage/design upgrades when renewal occurs. Unfortunately, planning for the renewal of long lived assets carries with it a high level of uncertainty. This is due to the vagary associated with the allocation of future external contributions and the potential for a sudden and unexpected change in grant funding.

It is important to note, capital works identified in this Plan, funded by external contributions may be postponed or reduced in scale should external funding not eventuate. Postponing asset renewal past forecast estimated useful life and an optimum intervention point increases the risk associated with sudden unexpected asset failure bringing with it the potential for a loss of service.

Recognising a proportion of assets have been constructed with the assistance of external financial contributions, the Shire seeks to, within its financial capacity, maintain these assets into the future. A strategy of alignment of estimated asset useful lives with the forecast financial capacity aims to ensure the long term affordability of Shire assets.

¹ 2019-20 Annual Financial Report - Shire of Morawa

6.0 Asset Management Planning Overview (Continued)

6.4 Level of Service

The level of service for roads, at its most basic, is reflected in the speed and weight ratings across the road network. As a measure, the lengths of sealed and unsealed road for each speed and weight rating is viewed as the most appropriate indicator of the level of service of the road network and will continue to be monitored into the future.

Level of service measures are defined for most asset classes within Appendix A.

6.5 Financial Management Strategy for Assets

This Plan is based on the 2020-21 Annual Financial Statements and 2021-22 Annual Budget, determining the financial baseline for operating revenue and expenditure. Modifications to this baseline were made over the 15 year term to predict forecast changes in operating revenue and expenditure.

Impacts of the COVID-19 Pandemic and worldwide supply chain issues have created a level of uncertainty. Revenue and expenditure for 2022-23 are expected to align with 2021-22. Should the need arise for additional funding to meet the impacts of COVID-19 these will be drawn from Reserve accounts. Structuring operational revenues and expenditure to ensure adequate provision for asset renewal into the future is a cornerstone of the Shire's overall financial strategy. To achieve this strategy, rate increases higher than the consumer price index (CPI) are forecast to occur from year 1 onwards, combined with the maintenance of operating expenditure in line with the CPI forecast.

Forecast planned asset renewals for the term of the Plan, along with the forecast required asset renewals to maintain services in the future, are shown as columns in the chart below with the values in the table on the right. Forecast asset renewals requirements are arrived at based on current estimates of replacement cost and remaining useful life of each asset, assessed from the asset's condition or age. The Shire is not currently planning for renewal of all assets at the end of their useful life, with further analysis required of valuation and useful life data to ascertain appropriate renewal timing. Buildings are to be maintained so they may be used beyond their standard useful life. Further useful life information is required for road assets to better determine the remaining useful life of road assets.

The annual budget cycle and resource limitations result in differences between the planned and required renewal expenditure, referred to as an asset renewal funding surplus/(deficit). The asset renewal funding surplus/(deficit) representing the difference between the planned and required asset renewals is represented by the line in the chart below, with values provided in the table below.



6.0 Asset Management Planning Overview (Continued)

6.6 Forecast Planned and Required Asset Renewals

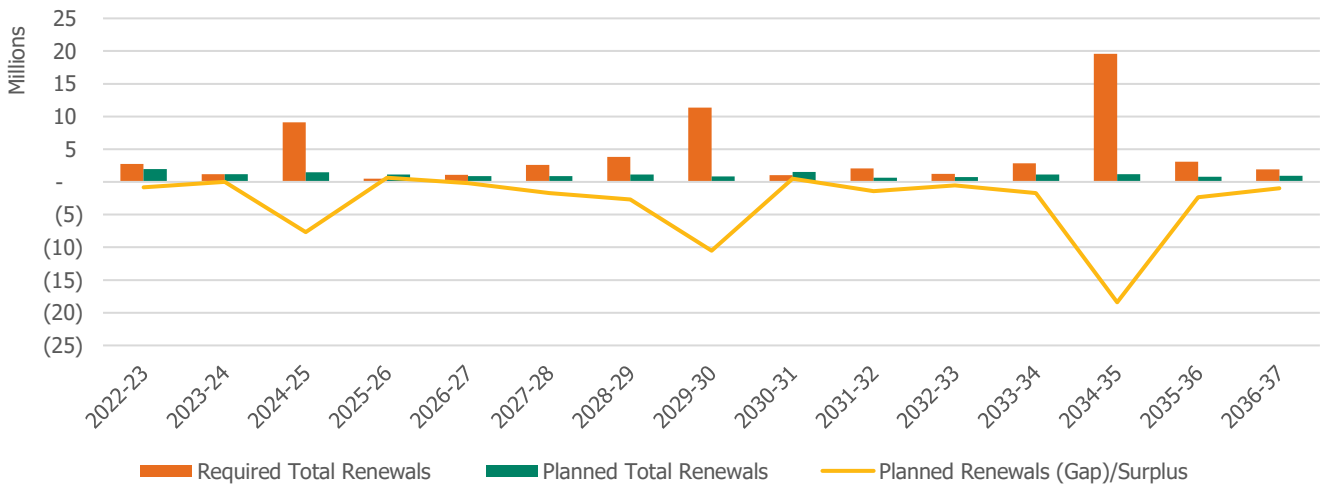
Year	Planned Asset Renewal \$	Required Asset Renewal \$	Asset Renewal Surplus/ (Deficit) \$
2022-23	1,950,355	2,768,694	(818,339)
2023-24	1,162,599	1,168,356	(5,757)
2024-25	1,456,816	9,117,914	(7,661,098)
2025-26	1,153,351	511,661	641,690
2026-27	874,237	1,070,092	(195,855)
2027-28	889,336	2,605,578	(1,716,242)
2028-29	1,116,698	3,811,392	(2,694,694)
2029-30	849,500	11,347,267	(10,497,767)
2030-31	1,518,421	1,021,438	496,983
2031-32	646,050	2,068,931	(1,422,881)
2032-33	725,370	1,246,714	(521,344)
2033-34	1,132,376	2,831,272	(1,698,896)
2034-35	1,167,267	19,573,030	(18,405,763)
2035-36	766,587	3,090,612	(2,324,025)
2036-37	955,057	1,930,572	(975,515)
Total	16,364,020	64,163,523	(47,799,503)

A number of assumptions and estimates have been utilised in arriving at these values and actual events may vary significantly from those provided.

Further review and update of this asset information should address this theoretical renewal requirement. As assets approach their initial estimated asset renewal, the timing and need for renewal will be re-assessed and may well vary, enabling the reallocation of limited resources between asset classes and years, using cash backed reserves.



6.6.1 Required Asset Renewal Expenditure by Asset Class

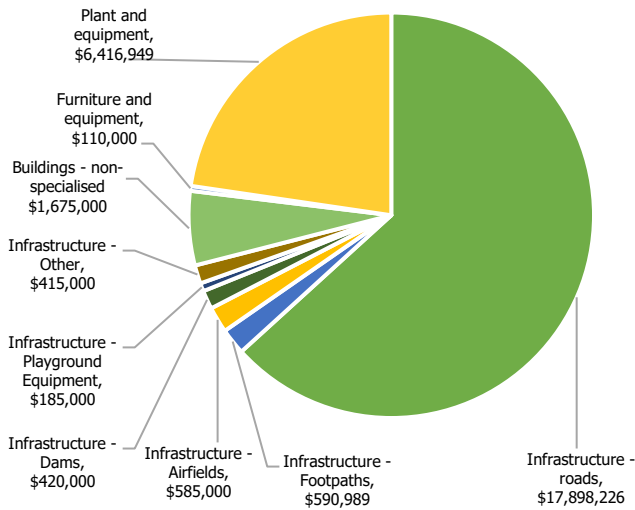


6.0 Asset Management Planning Overview (Continued)

6.7 Planned Asset Expenditure

Renewal asset expenditure of \$16.3m has been planned as per the previous table, with \$11.9m of new and expansion of assets planned.

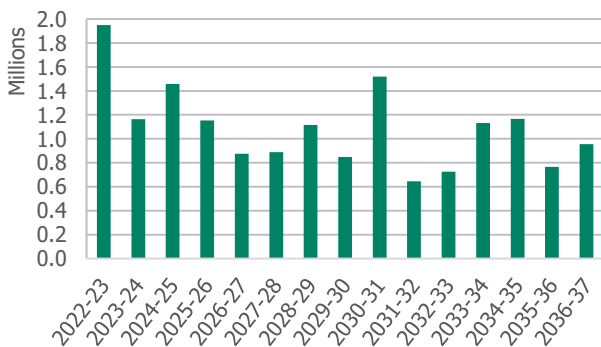
6.7.1 Planned Capital Expenditure 2022-2037



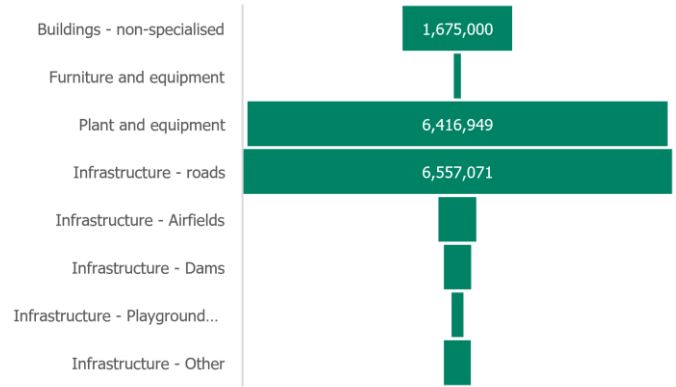
6.8 Planned Asset Renewal

Planned asset renewal expenditure has been determined by allocating the expected funds available for capital expenditure. Allocation of these funds between the various asset classes was undertaken to best match the required asset renewal expenditure. The timing and level of planned asset renewal expenditure for each asset class is summarised in the charts below.

6.8.1 Planned Asset Renewal Expenditure



6.8.2 Planned Asset Renewal Expenditure by Class



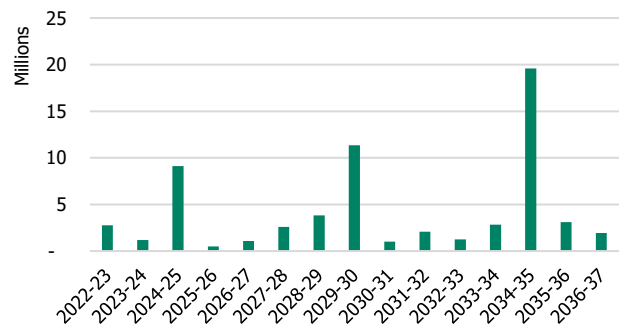
Planned asset renewals by asset class over the 15 years of the Plan, reflected in the chart above, shows the major renewal spend relates to road infrastructure.

6.9 Required Renewal Expenditure

Required asset renewal expenditure for the road network has been estimated based on road conditions and forecast estimated standard useful lives. For other asset classes, forecast asset renewals have been based on the age of the assets and their estimated remaining useful life (determined during recent revaluations) combined with current replacement costs.

Required asset renewal expenditure has been estimated based on forecast renewal costs and timings. Total asset renewals of \$64.1m are forecast to be required over the 15 years of the Plan, based on existing asset data.

6.9.1 Required Asset Renewal Expenditure

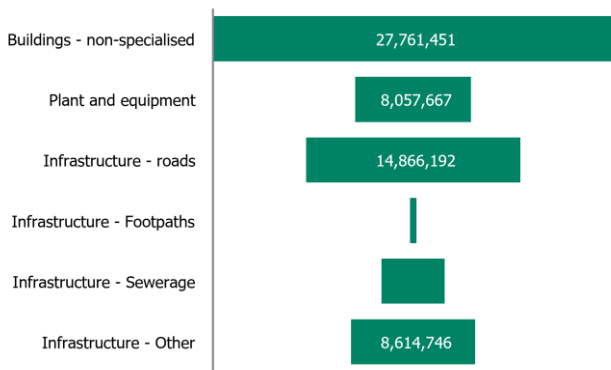


Renewal of roads infrastructure dominate the forecast required asset renewals over the 15 years.

6.0 Asset Management Planning Overview (Continued)

6.10 Asset Renewal Funding Surplus/(Gap)

Differences between the forecast planned and required asset renewals for all each asset class over the 15 years of the Plan exist, as shown in the chart below.



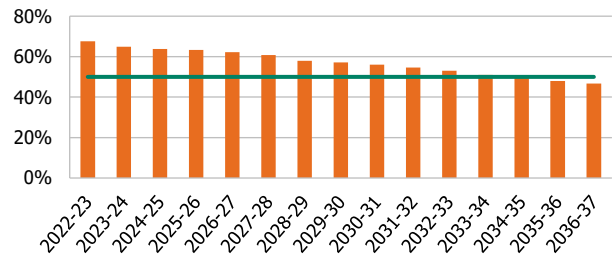
These differences in planned asset expenditure are significant and the Shire needs to undertake the planned renewals and asset maintenance. Further analysis and revision of asset valuation information and associated underlying assumptions and estimates is required to confirm true required asset renewal expenditure. Required renewal expenditure for road assets will also be heavily influenced by future road usage and maintenance.

6.11 Upgrade/New Expenditure

Road infrastructure upgrades are planned to occur over the next 15 years in response to community expectation. Where funds are available after undertaking essential renewal works, funds will be utilised for improvement and new works. Detailed annual planning will be undertaken for asset upgrade/new expenditure prior to each project.

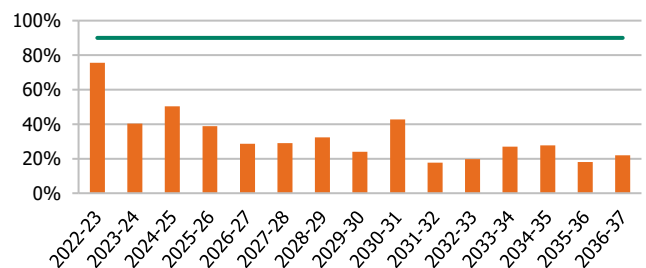
6.12 Forecast Asset Ratios 2022-2037

6.12.1 Asset Consumption Ratio



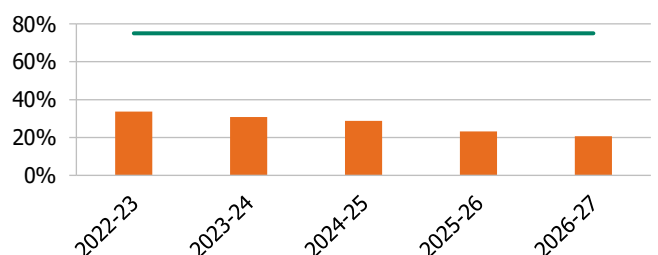
The asset consumption ratio is above the target range for the initial years of the Plan, however is decreasing as assets are not being renewed at adequate levels to maintain the average age of assets.

6.12.2 Asset Sustainability Ratio



The ratio highlights asset renewal expenditure relative to depreciation fluctuates as expected. The ratio average is below the guideline and indicates the Shire is generally not renewing assets in line with their forecast depreciation expense until this point.

6.12.3 Asset Renewal Funding Ratio



The ratio is below the target ratio, with planned asset renewal expenditure being below required asset renewal expenditure as set out in this Plan. Further improvements in forecasting the remaining useful lives of assets may result in changes to this ratio.

7.0 Scenario Modelling

7.1 Scenario Modelling

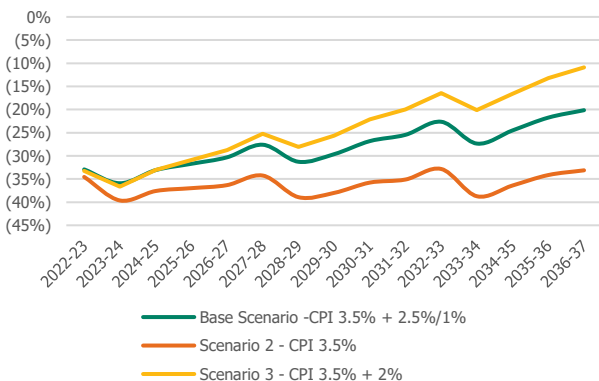
Scenarios were developed to test the financial impact of increased levels of operating funding from rates. To ascertain the effect of increased and decreased funding levels, modelling of various scenarios was undertaken.

A base scenario was developed with rates yield 2.5% above inflation (3.5%) in 2022-23 and 2023-24 and 1% above inflation from 2024-25 for the remainder of the Plan. Two alternative scenarios were also developed from this base as shown in the table below. All other assumptions remained the same across the three scenarios.

Scenario	Rates	
	Increase above CPI (3.5%) %	Total Increase
Base Scenario	2.5 1	6% 4.5%
Scenario 2	0.0	3.5%
Scenario 3	2.0	5.5%

The base scenario was selected as the most appropriate and has been used for the Plan. The base scenario includes levels of rate revenue and fees and charges to ensure the current levels of service are maintained and assets are able to be renewed.

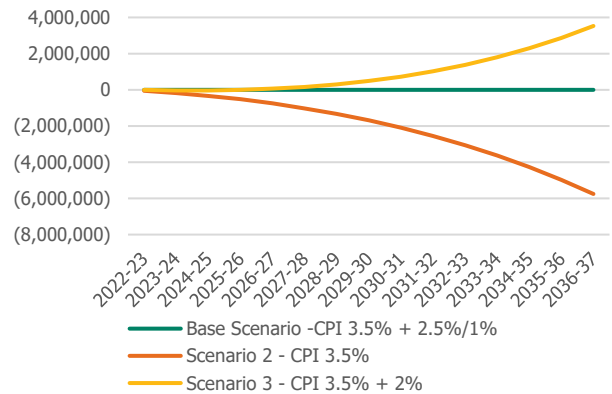
7.1.1 Scenario Comparison – Operating Surplus Ratio



The chart above shows the impact of the same change in total rates yield on the Shire’s Operating Surplus Ratio (other assumptions remaining the same). The base scenario was selected as it strengthens the Shire’s financial position and allows the Shire to meet its asset renewal expectations.

The chart below reflects the impact of a change in total rates yield on the estimated surplus (deficit) at June 30 from the base scenario (other assumptions remaining the same).

7.1.2 Estimated Surplus (Deficit) June 30 Carried Forward



The cumulative impact of the changes in rates along with fees and charges results in the surplus (deficit) shown in the table below.

	Estimated Surplus/(Deficit)		
	Base Scenario CPI + 2.5 1%	Scenario 2 CPI \$	Scenario 3 CPI + 2% \$
2022-23	0	(52,937)	(10,587)
2023-24	0	(174,898)	(35,192)
2024-25	0	(331,498)	(33,599)
2025-26	0	(522,750)	(2,555)
2026-27	0	(751,189)	61,464
2027-28	0	(1,019,491)	162,276
2028-29	0	(1,330,490)	304,009
2029-30	0	(1,687,186)	491,125
2030-31	0	(2,092,751)	728,444
2031-32	0	(2,550,536)	1,021,169
2032-33	0	(3,064,087)	1,374,909
2033-34	0	(3,637,148)	1,795,713
2034-35	0	(4,273,678)	2,290,096
2035-36	0	(4,977,855)	2,865,073
2036-37	0	(5,754,098)	3,528,191

8.0 Strategic Planning and Policies with Other Plans

8.1 Linkage

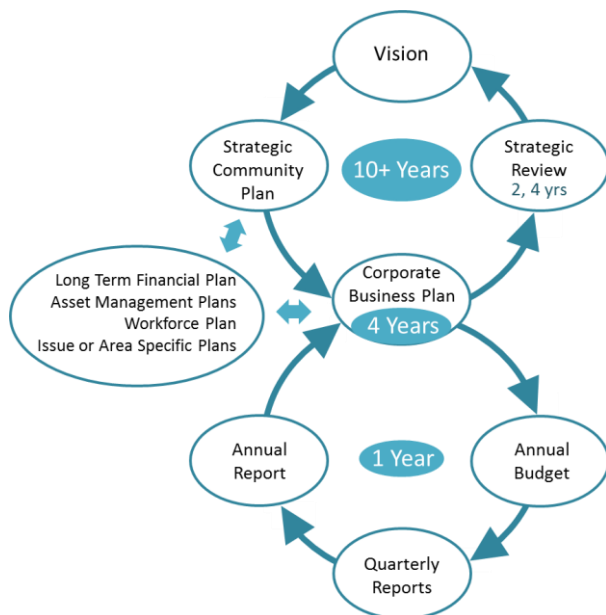
The Strategic Resource Plan is one component of a number of integrated strategic planning practices the Shire has developed. Combining asset management planning and long term financial planning into one document, the Strategic Resource Plan considers, and influences, workforce planning along with other key strategic plans. This Strategic Resource Plan has been prepared to achieve compliance with the *Local Government (Administration) Regulations 1996*.

Development of the Plan has also been influenced by the Department’s Integrated Planning Framework and Guidelines.

8.2 Strategic Documents Linkage

This Plan includes, and influences, other strategic planning activities as a mechanism to action the strategies contained in the Shire’s Strategic Community Plan, as illustrated in the diagram below.

Diagram: Integrated Planning and Reporting Cycle²



8.2.1 Strategic Community Plan 2022-2032

The Strategic Community Plan has been prepared to cover a minimum period of 10 years and set out the community’s vision, aspirations and focus areas for the Shire. To achieve the vision, a series of priorities, objectives and strategies were developed. Many strategies may be required to achieve a single objective and many objectives needed to achieve a single priority.

Individual strategies all require actions involving extra human, physical and financial resources. Achieving the Shire’s strategic priorities requires careful operational planning and prioritisation. This planning process is formalised as a Corporate Business Plan which operates on a rolling four-year basis.

8.2.2 Corporate Business Plan

The Corporate Business Plan contains details of the actions and resources (human, asset and financial) to achieve each strategy and acts as an organisational guide for the Council and management. The financial capacity and asset management practices to support the Corporate Business Plan are set out in the Strategic Resource Plan for the period. This planning provides an assurance the actions contained in the Corporate Business Plan can be adequately resourced over the next four years and highlights the long term consequences of the application of resources to undertake various projects.

8.2.3 Workforce and Other Strategic Plans

The Workforce Plan and other strategic plans integrate with the Strategic Resource Plan through the workforce requirement for assets and financial resources along with the requirements for a workforce to manage the Shire’s assets and financial resources. As far as possible, these requirements are met in the Plan.

The Shire’s Workforce Plan has been considered in the development of this Strategic Resource Plan. No financial impacts are expected from the Workforce Plan with employee costs forecast to rise in line with forecast inflation of 3.5%.

² Department of Local Government, Sport and Cultural Industries, Integrated Planning and Reporting: Framework and Guidelines, September 2016

9.0 Risk Management

9.1 Risk Management

The Shire provides a diverse range of services and facilities to the general public which exposes it to risks. As part of the implementation of Integrated Planning and Reporting, the Shire intends to formalise its risk based management practices to improve the management of identified risks.

The Shire has a practice of conducting a regular review of insurance levels of assets by the Chief Executive Officer to ensure the level is adequate. The Shire’s insurer is LGIS.

The Financial Management Regulations require the investment of surplus funds (including cash reserves) to be in term deposits held by authorised deposit taking institutions or Treasury bonds.

The Shire seeks to engage experienced and qualified personnel in areas of high risk and provides them with appropriate ongoing training and equipment to ensure they are able to undertake their roles with minimal risk to the community and the Shire.

9.2 Certainty of Assumptions

Included in the Plan is a detailed analysis of the assumptions used as part of the planning process and the level of risk associated with each assumption.

The impact of the assumptions applied to issues identified as carrying a high risk have been separately disclosed, as has the sensitivity of movements in these assumptions on the financial forecasts set out in this Plan.

9.3 Sensitivity Analysis

Where an assessment has been made that a high level of uncertainty applies to the assumptions, sensitivity analysis has been used to help quantify the potential financial impact of a change in the assumption.

Assumptions with a high level of uncertainty and a higher dollar value present the greatest risk that a movement will result in unexpected and detrimental consequences. The details of this analysis are shown adjacent to each assumption on the following pages.



10.0 Assumptions, Risks, Uncertainties and Sensitivity

10.1 Revenue – Assumptions, Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
District Growth in Population: The number of residents in the Shire is expected to remain stable.	Low	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Rates Level Increase: Annual rates have been based on an increase in the total rate yield of 6% for 2022-23 and 4.5% from 2024-25 onwards.	Medium	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Operating Grants and Contributions: Increases in line with inflation forecast.	High	The road maintenance program and general operations of the Shire are dependent on levels of Federal Financial Assistance Grants. Changes in the levels of these grants would impact directly on the Shire's ability to meet projected service levels.	High	± \$426,175 to the value of operating grants and contributions per 1% movement in the value of the Plan.
Non-operating Grants and Contributions: Remain in line with funding requirements identified for various capital works.	High	The forecast capital works program is highly dependent on Government grants and contributions. Changes in these levels would impact directly on the amount spent on capital projects and ultimately impact on service levels.	High	± \$149,664 to the value of non-operating grants and contributions per 1% movement in the value over the life of the Plan.
Fees and Charges: Increases in line with inflation forecast.	Medium	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Interest Earnings: Interest earning of an average rate of 2.0% per annum.	Low	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Other Revenue: Increases in line with inflation.	Low	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.
Profit on Asset Disposal: Profit on asset disposal results from a misallocation of depreciation over the life of the asset. As the level of depreciation is considered appropriate no profit on asset disposals has been included.	Low	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.

10.0 Assumptions, Risks, Uncertainties and Sensitivity (Continued)

10.2 Expenditure – Assumptions, Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
Employee Costs: Increased annually by forecast inflation.	Medium	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.
Materials and Contracts: Increased annually by forecast inflation.	High	The road preservation program and general operations of the Shire are dependent on levels of revenue. Changes in the levels of operating revenue would impact directly on the Shire's ability to meet projected service levels.	High	± \$436,516 to the value of materials and contracts per 1% movement in the value over the life of the Plan. A high level of uncertainty exists in relation to the costs to address impacts of the worldwide.
Depreciation: Depreciation has been calculated using an average depreciation rate based on the estimated useful lives on individual assets.	Low	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Insurance: Base year increased in line with inflation.	Medium	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Other Expenditure: Base year increased in line with inflation.	Medium	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Loss on Asset Disposal: A loss on asset disposal results from a misallocation of depreciation over the life of the asset. As the level of depreciation is considered appropriate in the Plan no loss on asset disposals has been included in the Plan.	Low	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.

10.0 Assumptions, Risks, Uncertainties and Sensitivity (Continued)

10.3 Assets – Assumptions, Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
Revaluations: In line with annual inflation.	Low	The revaluation of assets may result in changes in asset ratio analysis and depreciations leading to a change in the net result. The revaluation of assets will have no impact on Cashflows.	High	±\$292,719 to the value of property, plant and equipment per 1% movement in the value over the life of the Plan. ±\$612,896 to the value of infrastructure assets per 1% movement in the value over the life of the Plan.
Impairment of Assets: No impairment of assets has been assumed over the life of the Plan. Impairment of assets usually occurs due to unplanned or unforeseen events such as natural disasters.	High	A widespread major impairment event may result in a requirement for high levels of expenditure to maintain service levels.	Medium	Unable to be quantified.
Infrastructure Assets: Expenditure has been based on historical levels escalated by inflation.	High	The capital works program is highly dependent on Government grants and contributions. Changes in these levels would impact directly on the amount spent on capital projects and ultimately on service levels.	High	±\$149,664 to the value of infrastructure assets per 1% movement in the capital grants received over the life of the Plan.
Property, Plant and Equipment: Building expenditure is in accordance with the 10 Year Capital Plan, and plant expenditure is based on the Plant Replacement Program.	Medium	Not assessed as high financial risk as the frequency of capital grants for buildings is not as pervasive as roadwork's and plant and equipment replacement is not influenced by external grant funds.	Medium	Not assessed as high level of uncertainty.



10.0 Assumptions, Risks, Uncertainties and Sensitivity (Continued)

10.4 Liabilities – Assumptions, Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
Borrowings: New borrowings to be considered for capital works where required.	High	If the Shire is not able to secure borrowings in the future, the likely impact will be the cancellation or postponement of related asset acquisitions leading to a reduction in service levels over the short to medium term.	Low	Not assessed as high level of uncertainty.
Employee Entitlements: It has been assumed the Shire will be in a position to meet its obligations in relation to employee entitlements.	Medium	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.



10.0 Assumptions, Risks, Uncertainties and Sensitivity (Continued)

10.5 Equity Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
Cash Backed Reserves: It has been assumed the Shire will invest cash reserves in term deposits with banking institutions and these funds will be available for use during the term of the Plan.	Low	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
Revaluation Surplus: Increasing in line with inflation based revaluation.	Low	The revaluation of assets to their High fair value may result in changes in asset ratio analysis and depreciation leading to a change in the net result. The revaluations of assets will have no impact on Cashflows.	High	±\$292,719 to the value of property, plant and equipment per 1% movement in the value over the life of the Plan. ±\$612,896 to the value of infrastructure assets per 1% movement in the value over the life of the Plan.



10.0 Assumptions, Risks, Uncertainties and Sensitivity (Continued)

10.6 Other – Assumptions, Risks, Uncertainties and Sensitivity

Disclosure/Assumption	Assessed Financial Risk	Impact of High Financial Risk Assumptions	Level of Uncertainty	Financial Impact and Sensitivity for Assumption with High Level of Uncertainty/Risk
<p>Ownership of Strategic Assets: The Shire has not planned for the ownership of any strategic assets to be transferred to another party over the term of the Plan.</p>	High	Any significant changes to the ownership of strategic assets would require an amendment to this Plan and, depending on the circumstance, be subject to community consultation.	Low	Not assessed as high level of uncertainty.
<p>Inflators: Forecast inflation at 3.5% per annum.</p>	Medium	Not assessed as high financial risk.	High	± \$1,475,553 to operating revenue per 1% movement in the inflators over the life of the Plan. ± \$1,571,742 to operating expenditure per 1% movement in the inflators over the life of the Plan.
<p>Commercial Activities: The Shire has no plans to undertake a significant commercial activity during the period of the Plan.</p>	Medium	Not assessed as high financial risk.	Low	Not assessed as high level of uncertainty.
<p>General Economic Forecasts for State: The economic forecast for the State is closely linked to the success of the mining industry. Demands for minerals is forecast to remain stable in the short term with a corresponding stability of the state economy.</p>	Medium	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.
<p>General Economic Forecasts for Region: Historically, the region's economy is heavily dependent on agriculture, mining and tourism and this remains the assumption for the term of this Plan.</p>	Low	Not assessed as high financial risk.	Medium	Not assessed as high level of uncertainty.

11.0 Monitoring and Performance

11.1 Monitoring

The Plan will be the subject of a desktop review each year to consider changing circumstances, with a full revision scheduled every two years in line with the review of the Strategic Community Plan.

Monitoring the Shire’s financial rigidity and financial position along with its asset management performance is undertaken by preparing and monitoring various statutory ratios.

11.2 Ratio Targets

A series of performance indicators, in the form of financial ratios set out in the table below, have been used to assess the financial performance of the Shire.

To maintain comparability across the industry, these ratios and their respective target ranges, have been derived from the Department’s Long Term Financial Planning guidelines and *Regulation 50 of Local Government (Financial Management) Regulation 1996*.

The Department’s Advisory Standard also provides target levels for each of the ratios.

Ratio	Calculation	Indication	Minimum Target
Current Ratio	$\frac{\text{current assets minus restricted assets}}{\text{current liabilities minus liabilities associated with restricted assets minus current liabilities associated with long term borrowings}}$	A measure of the Shire’s immediate liquidity and the capacity to meet short term financial obligations from unrestricted current assets.	1.
Operating Surplus Ratio	$\frac{\text{operating revenue minus operating expense}}{\text{own source operating revenue}}$	A measure of the extent to which own source revenues raised cover operational expenses.	1%
Own Source Revenue Coverage Ratio	$\frac{\text{own source operating revenue}}{\text{operating expense}}$	A measure of the extent of the Shire’s ability to cover costs using only discretionary revenue.	40%
Debt Service Coverage Ratio	$\frac{\text{Annual operating surplus before interest and depreciation}}{\text{principal and interest}}$	A measure of the extent of the Shire’s capacity to generate sufficient cash to cover debt payments.	3
Asset Consumption Ratio	$\frac{\text{depreciated replacement cost of assets}}{\text{current replacement cost of depreciation assets}}$	A measure of the aged condition of the Shire’s physical assets.	50%
Asset Sustainability Ratio	$\frac{\text{capital renewal and replacement expenditure}}{\text{depreciation expense}}$	A measure of the extent to which assets managed by the Shire are being replaced as they reach the end of their useful lives.	90%
Asset Renewal Funding Ratio	$\frac{\text{NPV of planned capital renewals over 10 years}}{\text{NPV of required capital expenditure over 10 years}}$	The Shire’s financial capacity to fund asset renewal to support existing service levels. (This ratio is based on the ten years forecast expenditure and as such is only able to be calculated of the first five years of the Plan).	75%

12.0 Improvement Plan

12.1 Strategic Resource Improvement Plan

All strategic plans require continuous development in order to improve the quality of planning. The following asset management areas are suggested as worthy of focus in the future.

Road Asset data: Road asset data requires review to better reflect the estimated remaining life of each unsealed road sector.

Hierarchy: A hierarchy exists for road assets and should be further developed for other asset classes.

Level of Service: Level of service measures were defined within the previous Asset Management Plan. No systems are currently in place to record and report against these levels of service.

Risk Management: Risk management is used as a decision making tool to define and treat risks facing the Shire when seeking to meet its defined objectives. The Shire is in the very early stages of utilising risk techniques. As risk management is developed, a greater understanding of risks will be formalised.

Operation and Maintenance: The Shire does not have a current documented Operation and Maintenance Strategy.

Renewal and Replacement: A key component of understanding long term asset funding requirements is determination of the extent and timing of likely costs to refurbish or replace an asset in future in order to maintain a consistent level of service to the community. Constant review and improvement to these forecasts is likely to result in improved planning outcomes.

New, Upgrade and Disposal: The Shire does not have a current documented Capital Investment Plan to address future asset demands or Asset Disposal Plan (other than the disposal of plant and equipment).

Standard Useful Life Estimates: Improvements in road asset records should enable better estimation of standard useful lives of road assets components based on the method of construction used.

There are a number of improvement actions as per the Asset Management Improvement Plan, some key improvement actions resulting from this Strategic Resourcing Plan are to:

- Report levels of service for key assets;
- Improve the accuracy of future financial forecasts through improved forecasting of operational, maintenance, renewal, new and upgrade costs; and
- Maintain formal asset maintenance and renewal programs for all assets.

List of Appendices

APPENDIX A1	CRITICAL ASSETS	A1
APPENDIX A2	INFRASTRUCTURE - ROADS	A2
APPENDIX A3	BUILDINGS	A8
APPENDIX A4	INFRASTRUCTURE - FOOTPATHS	A11
APPENDIX A5	INFRASTRUCTURE - OTHER	A13
APPENDIX A6	PLANT AND EQUIPMENT	A15
APPENDIX A7	ESTIMATED ASSET LIFE AND RESIDUAL VALUE	A18
APPENDIX B1	FORECAST FINANCIAL STATEMENTS	B1
APPENDIX B2	FORECAST STATEMENT OF COMPREHENSIVE INCOME BY NATURE OR TYPE 2022-2037	B3
APPENDIX B3	FORECAST STATEMENT OF COMPREHENSIVE INCOME BY PROGRAM 2022-2037..	B4
APPENDIX B4	FORECAST STATEMENT OF FINANCIAL POSITION 2022-2037	B5
APPENDIX B5	FORECAST STATEMENT OF CHANGES IN EQUITY 2022-2037	B6
APPENDIX B6	FORECAST STATEMENT OF CASHFLOWS 2022-2037	B7
APPENDIX B7	FORECAST STATEMENT OF FUNDING 2022-2037	B8
APPENDIX B8	FORECAST STATEMENT OF NET CURRENT ASSET COMPOSITION 2022-2037.....	B9
APPENDIX B9	FORECAST STATEMENT OF FIXED ASSET MOVEMENTS 2022-2037	B10
APPENDIX B10	FORECAST STATEMENT OF CAPITAL FUNDING 2022-2037	B11
APPENDIX B11	FORECAST RATIOS 2022-2037	B12
APPENDIX B12	ASSET RENEWALS 2022-2037	B13
APPENDIX B13	FORECAST SIGNIFICANT ACCOUNTING POLICIES	B14
APPENDIX C1	GLOSSARY	C1
OTHER MATTERS.....		C3



Appendix A1 Critical Assets

1.1 Description

Along with regional and local distributor roads, a number of other assets have been nominated as critical to the Shire providing services to the community. These assets will be prioritised when allocating annual funding to help ensure they are maintained to an acceptable condition.

A list of these assets (excluding roads) is provided below along with their relevant estimated current replacement cost.

Asset	Current Replacement Cost (\$)
Shire office	2,360,000
Sewerage system	1,500,000
Morawa airport	1,620,000
Landfill	
Medical centre	405,000
Plant and equipment	4,767,600

Maintenance requirements for these assets will be identified annually and prioritised through the Annual Budget cycle.

Road assets are discussed further in Appendix A2 with regional and local distributor roads being given funding prioritisation over other road assets as required.



Appendix A2 Infrastructure - Roads

2.1 Significant Matters

The continued provision of the road network remains one of the key priorities for the Shire. A number of rural roads within the Shire are currently utilised as key remote access and tourist routes. This has resulted in these roads requiring a higher level of design than currently exists. The continued planning for future road infrastructure renewals, influenced by condition based estimation of the remaining useful life, is not currently considered important due to the extent of road upgrades currently planned. These upgrades to provide better service to the community, will be given funding prioritisation over other road assets.

2.2 Road Inventory

The Shire of Morawa has a road network servicing an area of 3,510.6¹ square kilometres.

Road assets within this Plan include the following components:

- Culverts
- Floodways
- Formed subgrade
- Kerbing
- Sealed pavement
- Signs
- Surfacing
- Underground pipe
- Unformed subgrade
- Unsealed pavement

Road asset information is recorded within a road inventory database and was extracted from the valuation undertaken as at 30 June 2019, verification of the accuracy of the valuation data is not within the scope of this Plan and has not been undertaken. The extent of road works significantly modifying the road inventory has resulted in limited reliance on the road asset data to guide planning outcomes.

Utilising the dimension data held in the Shire's road asset database along with standard unit rates, the current replacement cost provided in the road infrastructure inventory system, has been estimated by management in the table on the right.

2.2.1 Composition of Estimated Current Replacement Cost of Road Infrastructure Assets

The following table details the components, segregated by the type of seal.

Infrastructure Roads Assets	Current Replacement Cost (\$)
Asphalt	503,624
Culverts	3,791,075
Floodways	1,703,641
Formed Subgrade	22,930,507
Grids	16,096
Kerbing	951,578
Seal	6,130,652
Sealed Pavement	13,153,201
Signs	219,546
Slurry Seal	23,191
Underground Drainage	392,735
Unformed Subgrade	79,491
Unsealed Pavement	19,482,971
Infrastructure Roads Total	69,378,309



¹ Australian Bureau of Statistics Morawa (S) (LGA55670) 2016 Census of Population and Housing, viewed 7 December 2019

Appendix A2 Infrastructure - Roads (Continued)

2.3 Financial Summary

Financial impacts of managing the Shire road assets are broken down into maintenance, new and renewal expenditure, each of which is examined separately as follows.

2.3.1 Maintenance Expenditure

Road maintenance expenditure includes maintenance of associated infrastructure such as drainage and footpaths. Road maintenance expenditure is primarily related to the grading of unsealed roads and associated drainage clearing within the district, along with reactionary minor repair works and minor flood damage repairs. As far as possible the road maintenance program is scheduled annually, based on staff knowledge of road conditions and expected traffic volumes.

Road maintenance expenditure is comprised of the following estimated costs in 2022-23.

2.3.2 Maintenance Expenditure by Nature or Type

Expenditure Nature or Type	\$
Materials and contracts	(450,209)
Operating grants, subsidies and contributions	340,515
Insurance expenses	(8,390)
Employee costs	(477,397)
Utility charges	(13,383)
Road Maintenance Total	(608,864)

2.3.3 New Expenditure

Road safety related projects will be prioritised where issues are identified. External grant funding is essential to achieve any safety upgrades and road upgrades.

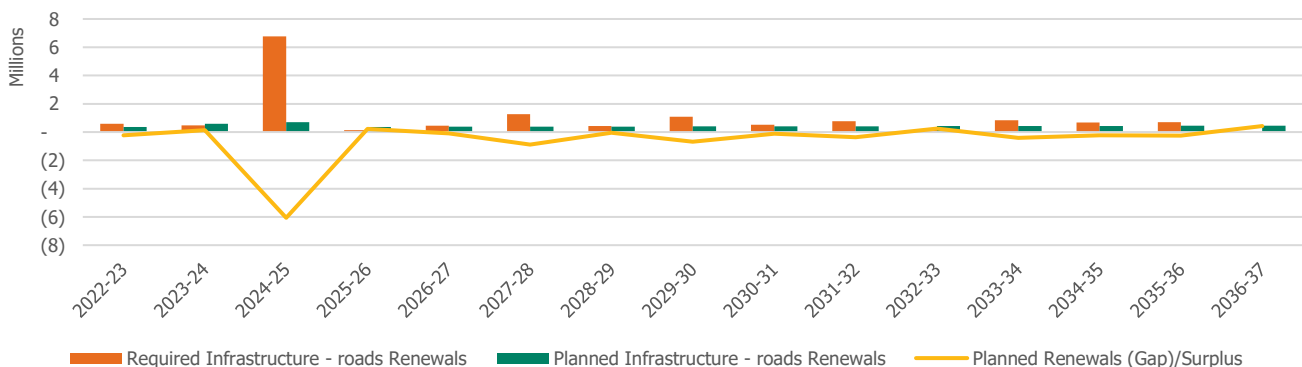
2.3.4 Renewal Expenditure

Road works are prioritised based on staff knowledge of the conditions of roads and expected usage patterns and this is conducted during the budget process. All planned works are funded through a combination of internal funds and external grants.

In the chart below, planned road expenditure is shown as green columns, with required road renewals as the orange columns. The yellow line shows the difference between the two expenditure levels. Planned road renewal over the term totals \$6.5m. Required road renewal is calculated at \$14.8m for the term, overall there is a \$8.3m renewal deficit for the Shire's road assets.

The required renewals spike in 2024-25 is due to 183km of sheeted roads theoretically requiring renewal.

2.4 Required v Planned Asset Renewals – Roads Infrastructure



Appendix A2 Infrastructure - Roads (Continued)

2.4.1 Forecast Planned and Required Road Renewal Expenditure

The level and extent of the renewal surplus is dependent on the accuracy of unit cost estimates and remaining useful life estimates for each road component. An improvement in this information once current upgrade works are complete will result in improved planning outcomes and enable the scheduling of works to minimise the negative impact of renewal spikes.

One of the largest impacts on road component lives is the volume and weight of traffic traversing a road length. Where this exceeds the roads construction capabilities, sudden unexpected road failure may occur. Whilst road renewals may be forecast based on the age and condition of the asset, expected traffic volumes and weights are an important factor and difficult to forecast within Western Australian rural areas.

The values represented in the chart on the previous page are detailed in the table below.

	Required Roads Renewals \$	Planned Roads Renewals \$	Roads Renewal Funding (Gap)/Surplus \$
2022-23	594,842	362,000	(232,842)
2023-24	464,217	592,655	128,438
2024-25	6,770,600	707,000	(6,063,600)
2025-26	132,690	365,000	232,310
2026-27	453,938	372,300	(81,638)
2027-28	1,259,296	379,746	(879,550)
2028-29	439,337	387,341	(51,996)
2029-30	1,081,625	395,088	(686,537)
2030-31	512,042	402,990	(109,052)
2031-32	768,714	411,050	(357,664)
2032-33	166,643	419,271	252,628
2033-34	833,242	427,656	(405,586)
2034-35	669,747	436,209	(233,538)
2035-36	691,528	444,933	(246,595)
2036-37	27,731	453,832	426,101
Total	14,866,192	6,557,071	(8,309,121)

Many assumptions have been utilised in arriving at the remaining useful life of each individual road asset by the external valuers. Remaining useful life of sheeted roads has not been determined by measurement of the remaining level of sheeted material with an annual rate of where applied but has rather been based on a worst-case estimate. For this reason, management has not planned to replace the unsealed roads in accordance with the valuation information.

Asset preservation for the road network remains a key priority for the Council and ensuring appropriate funds are available to renew the road network when required is a key consideration of all planning.



Appendix A2 Infrastructure - Roads (Continued)

2.5 Level of Service

Level of service measures have not been routinely recorded or reported on. Detailed performance measures and performance targets for road construction and maintenance have been developed through the review of the previously identified road level of service indicators and are shown in the following tables.

Speed and weight ratings of the road network are considered the best overall indicator of the level of service of the road network as a whole.

2.5.1 Road Construction

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Gravel Road Construction			
Condition	Gravel roads are constructed to a high standard.	Customer complaints.	One complaint per road per year.
Safety	To ensure that all roads are being constructed in a safe manner and road is made safe and signed correctly when unmanned.	Customer complaints.	One per road.
		Number of damage/injury claims.	0 claims.
Cost Effectiveness	Efficient capital works program.	Projects completed within the timeframe and on budget.	100% completed within timeframe and on budget.
Bitumen Road Construction			
Condition	Bitumen roads are constructed to a high standard.	Customer complaints.	One complaint per road per year.
Safety	To ensure that all roads are being constructed in a safe manner and road is made safe and signed correctly when unmanned.	Customer complaints.	One per road.
		Number of damage/injury claims.	0 claims.
Cost Effectiveness	Efficient capital works program.	Projects completed within the timeframe and on budget.	100% completed within timeframe and on budget.

Appendix A2 Infrastructure - Roads (Continued)

2.5.2 Road Maintenance

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Gravel Road Maintenance – Excluding Storm Damage			
Condition	Gravel roads are maintained to a high standard and on a regular basis. Drainage is also assessed in order to minimise the risk of flooding and damage.	Customer complaints.	Five complaints per road per year.
		Routine road inspection.	Five complaints per year with managers.
Function	To ensure that all gravel roads are maintained in order to provide a useable and safe transport network for users in all weather conditions.	Customer complaints.	Five complaints per road per year.
	To ensure that any maintenance issues that arise are dealt with promptly.	Within five working days of notification.	95% addressed.
Safety	To provide a gravel road network that is free of hazards.	Hazard removed within five hours of notification.	95% addressed.
Cost Effectiveness	Efficient roads maintenance program.	Maintenance program completed within timeframe and on budget.	100% completed within timeframe and on budget.
Bitumen Road Maintenance/Drainage			
Condition	Bitumen roads are maintained to a high standard and on a regular basis. Drainage is also to be assessed and drains cleaned in order to minimise the risk of flooding and damage.	Customer complaints.	Five complaints per road per year.
		Routine road inspection.	Five per year with managers.
Function	To ensure that all bituminised roads are maintained in order to provide a useable and safe transport network for users in all weather conditions.	Customer complaints.	Five complaints per road per year.
	To ensure that any maintenance issues that arise are dealt with promptly.	Within five working days of notification.	95% addressed.
Safety	To provide a bituminised road network that is free of hazards.	Hazard removed within five hours of notification.	95% addressed.
Cost Effectiveness	Efficient roads maintenance program.	Maintenance program completed within timeframe and on budget.	100% completed within timeframe and on budget.

Appendix A2 Infrastructure - Roads (Continued)

2.6 Risk Management

An assessment of risks associated with the delivery from road assets has identified the following risks and treatment strategies.

Risk	Consequence	Risk Rating	Risk Treatment
Asset condition decreases due to flood damage.	Desired level of service not maintained.	Medium	Ensure adequate drainage in road design and maintenance to mitigate risk of flood damage.
Climate change.	Likelihood of severe storm damage increases.	Medium	Consider climate change when managing assets.
Significant unforeseen increases in maintenance or renewal costs.	Desired level of service not maintained.	Medium	Monitor costs and adjust long-term plans accordingly.
Asset condition decreases due to inadequate renewal program.	Desired level of service not maintained.	Medium	Determine maintenance priorities based on lifecycle cost.
Sudden significant changes in population.	Sudden increase in level of service requirements.	Medium	Monitor population trends and industry developments in the region.
Asset condition decreases due to inadequate maintenance program.	Desired level of service not maintained.	Low	Determine maintenance priorities based risk assessment and lifecycle cost.
Traffic incident attributable to sub-standard road conditions or road layout.	Liability risk.	Low	Ensure road network is maintained in compliance with applicable standards.
Health and safety incident whilst working on assets causing fatality or serious injury.	Prosecution risk.	Low	Ensure Council has compliant Health and Safety policy. Ensure staff and contractors are trained in policy and all procedures are complied with.

2.7 Improvement

Monitoring and reporting of the key performance measures is important to help ensure levels of service are maintained.

Continued improvement in the knowledge of the road network (including road conditions) and forecasting of road renewal timing and costs is essential for managing the road network. As renewal timing and cost forecasting improves, opportunities for efficiency gains may be identified and included within future plans.

Monitoring of actual renewal costs against estimated renewal costs will improve the accuracy of future unit cost estimates. Routine monitoring of traffic volumes and road conditions will further improve the ability of the Shire to forecast future road renewal priorities.

Appendix A3 Buildings

3.1 Significant Matters

The Shire controls building assets which are vital to the provision of administrative and recreational facilities to the community.

The long life and high cost of renewing buildings results in significant spikes in future funding requirements as a building reaches a stage in its lifecycle when it can no longer provide the desired level of service. New design criteria usually result in buildings being constructed to a different standard on renewal which often results in the need for additional funding. Planning for adequate future funding of building renewals is one of the most significant long-term challenges for the Shire as it seeks to preserve assets for future generations.

3.2 Inventory

Land and buildings were valued by independent professional valuers in 2017, based on an inspection undertaken. The replacement costs of major buildings contained within the valuation report is shown in the table to the right.

3.2.1 Composition of Estimated Current Replacement Cost of Building Assets

Buildings	Current Replacement Cost (\$)
Aged Care Units	1,740,000
Airport	340,000
Business Units	2,800,000
Caravan Park	1,032,000
Dwelling	6,330,000
Men's Shed	197,000
Gutha Hall	762,000
Hairdressers	160,000
Infant Health Clinic/Child Care Centre	450,000
Koolanooka Springs Public Toilets	41,000
Medical centre	465,000
Morawa Golf and Bowling Club	2,839,000
Morawa Christian Centre Hall	779,000
Morawa Shire Administration Offices and Library	2,360,000
Morawa Old Road Board Building	1,120,000
Morawa Sporting Complex	4,080,000
Morawa Town Hall	4,720,000
Old Morawa Hospital	3,829,600
Old Police Station Museum	702,000
Pioneer Park	325,000
Public Conveniences	78,000
Recreation Grounds	4,080,000
Shire Depot	996,000
Swimming Pool	605,000
Tourist Information Bay	509,000
Transfer Station Office and Shed	71,000
Buildings Total	41,410,600



Appendix A3 Buildings (Continued)

3.3 Financial Summary

The financial impacts of managing the Shire building assets has been broken down into maintenance, new and renewal expenditure, each of which is examined separately.

3.3.1 Maintenance Expenditure

Routine maintenance expenditure is forecast to increase in line with inflation. A detailed building maintenance plan should be developed to help ensure buildings are maintained at a level to maximise their useful life and minimise the need to renew entire building structures.

3.3.2 New/Upgrade Asset Expenditure

No new/upgrade projects are forecast to be required over the life of this Plan.

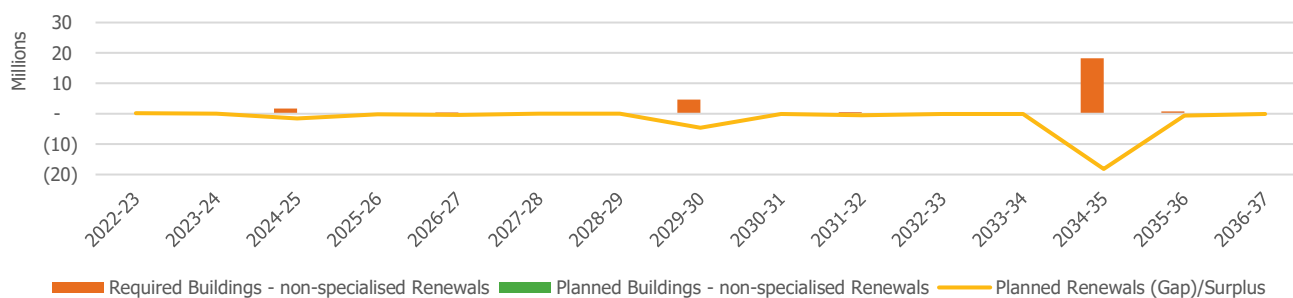
3.3.3 Renewal Expenditure

The valuation indicates the required renewal timings, however management assessment is applied to planning maintenance with building assets expected to last well beyond the indicated renewal timings.

Maintaining borrowing capacity or funds in an appropriate reserve is important to ensure funds are available in future years when buildings are required to be renewed due to the high level of expenditure in renewing building assets.

The table adjacent details the planned and required building renewals, as detailed the required renewals as per the latest building valuation information is indicating a significant renewal requirement. Further analysis and planning is required to verify these assumptions.

3.3.4 Forecast Planned and Required Building Renewal Expenditure



	Required Building Renewals \$	Planned Building Renewals \$	Building Renewal Funding (Deficit)/Surplus \$
2022-23	93,389	275,000	181,611
2023-24	96,658	100,000	3,342
2024-25	1,661,777	100,000	(1,561,777)
2025-26	237,107	100,000	(137,107)
2026-27	468,280	100,000	(368,280)
2027-28	110,917	100,000	(10,917)
2028-29	114,799	100,000	(14,799)
2029-30	4,707,463	100,000	(4,607,463)
2030-31	184,485	100,000	(84,485)
2031-32	596,378	100,000	(496,378)
2032-33	194,157	100,000	(94,157)
2033-34	136,345	100,000	(36,345)
2034-35	18,266,497	100,000	(18,166,497)
2035-36	742,031	100,000	(642,031)
2036-37	151,168	100,000	(51,168)
Total	27,761,451	1,675,000	(26,086,451)

Substantial renewal requirements are forecast in 2024-25 of \$1.6m relating to the swimming pool facilities, Frosty's yard, and two residences; in 2029-30 of \$4.7m for the old Shire office and public library, Depot office and workshop, Gutha Hall, the infant health clinic, airport building and carport and the hairdressers building (scheduled for demolition in 2022-23); and in 2034-35 of \$18.3m for the Morawa Town Hall, golf and bowling club, tourist bureau, caravan park ablution block, Frosty's yard workshop, and four residences. Renewal of these assets would require specific planning and assessment through the annual budget process.

Appendix A3 Buildings (Continued)

3.4 Level of Service

Detailed performance measures and performance targets for buildings are defined in the table below.

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Condition	The building's meets the expectations of the community.	Customer complaints.	One per year per building.
Function	To provide the communities with a facility that can be utilised for the purpose it was designed for.	Customer complaints.	One per year per building.
Safety	The building is safe and suitable for its intended use.	Number of injury claims	0 claims.

3.5 Risk Management

An assessment of risks associated with maintaining an inventory of building assets has identified the following risks and the treatment strategy for each risk.

Risk	Consequence	Risk Rating	Risk Treatment Plan
Public Liability incident attributable to sub-standard property conditions or property layout.	Liability Risk.	Medium	Ensure property assets are maintained in compliance with applicable standards.
Climate Change.	Likelihood of severe storm damage increases.	Medium	Consider climate change impacts when designing and managing assets.
Significant unforeseen increases in maintenance or renewal costs.	Desired level of service not maintained.	Medium	Monitor costs and adjust long-term plans accordingly.
Asset condition decreases due to inadequate renewal program.	Desired level of service not maintained.	Medium	Determine maintenance priorities based risk and on lifecycle cost.
Asset condition decreases due to inadequate maintenance program.	Desired level of service not maintained.	Low	Determine maintenance priorities based risk assessment and lifecycle cost.
Sudden significant increase in population.	Sudden increase in level of service requirements.	Low	Monitor population trends and industry developments in the region.
Health and safety incident whilst working on assets causing fatality or serious injury.	Prosecution risk.	Low	Ensure council has compliant Health and Safety policy. Ensure staff and contractors are trained in policy and all procedures are complied with.

3.6 Improvement

Improving asset management planning for buildings is not currently viewed as a priority, unless a critical asset, as risks are able to be managed through annual planning and improvements are limited by funding availability. Demand for building assets is expected to remain relatively stable into the future.

Enhanced monitoring and reporting of the key performance measures is important to help ensure the adequate maintenance of the Shire's building assets.

Appendix A4 Infrastructure - Footpaths

4.1 Significant Matters

The Shire controls a number of footpath infrastructure assets which are significant to our community.

The nature of these assets is one of changing requirements due to community expectations and will require further analysis to fully consider future funding requirements as individual assets require expenditure.

Availability of grant funding will significantly impact the timing and extent of expenditure on these assets.

4.2 Inventory

The Shire's footpath infrastructure assets current replacement cost at the time of valuation in 2020 was \$1.1m.

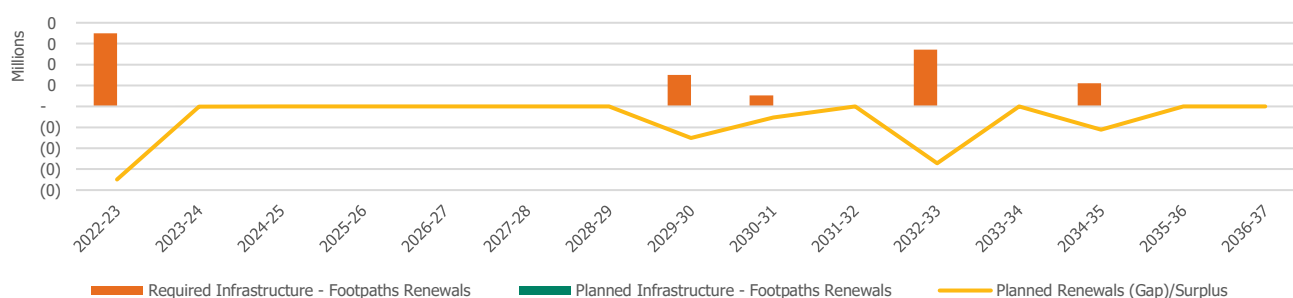
4.2.1 Composition of Estimated Current Replacement Cost of Footpath Infrastructure Assets

Assets	Current Replacement Cost (\$)
Black Asphalt	11,106
Brick Paving	169,971
Concrete Slabs	51,657
Gravel	408,187
Insitu Concrete	484,884
Footpaths Assets Total	1,125,804

4.3 Financial Summary

The financial impact of managing the Shire's other infrastructure assets is broken down into maintenance, new and renewal expenditure, each of which is examined separately.

4.3.1 Required v Planned Footpaths Infrastructure Renewals



4.3.2 Maintenance Expenditure

Other infrastructure assets maintenance expenditure is forecast to increase in line with inflation.

4.3.3 New Expenditure

The following new footpath infrastructure upgrades are planned.

Footpath Project	\$
Granville St (Solomon to Davis)	71,204
Manning St (Richter to Grove)	65,584
Granville St (Valentine to Grove)	153,653
Prater St (Croot to Dreghorn)	139,120
Stokes Rd (Valentine to Richter)	80,714
Stokes Rd (Richter to Grove)	80,714
Footpath Upgrade Expenditure	590,989

4.3.4 Renewal Expenditure

Required footpath infrastructure asset renewals over the next 15 years have been forecast. Minor asset renewals will be determined and funded within the annual budget cycle. Renewal of footpath infrastructure assets will be considered on a case by case basis at the time the asset is viewed as requiring renewal.

In the chart below, planned expenditure is shown as the green columns with forecast required renewals shown as the orange columns. The yellow line shows the variation between the two levels.

Appendix A4 Infrastructure – Footpaths (Continued)

4.4 Level of Service

Detailed performance measures and performance targets for footpaths infrastructure assets are defined in the table below.

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Condition	Footpaths are maintained to a reasonable standard and on a regular basis.	Customer complaints. Routine footpath inspection.	Five complaints per year. Five per year with managers.
Function	To ensure that all footpaths are maintained in order to provide a useable and safe footpaths network for users. To ensure that any maintenance issues that arise are dealt with promptly.	Customer complaints. Within five working days of notification.	Two complaints per year. 95% addressed.
Safety	To provide a footpath network that is free of hazards.	Hazard removed within five hours of notification.	95% addressed.
Cost Effectiveness	Efficient footpath maintenance program.	Maintenance program completed within timeframe and on budget.	100% completed within timeframe and on budget.

4.5 Risk Management

Risk	Consequence	Risk Rating	Risk Treatment Plan
Climate Change.	Likelihood of severe storm damage increases.	Medium	Consider climate change when managing assets.
Significant unforeseen increases in maintenance or renewal costs.	Desired level of service not maintained.	Medium	Monitor costs and adjust long-term plans accordingly.
Asset condition decreases due to inadequate renewal program.	Desired level of service not maintained.	Medium	Determine maintenance priorities based on lifecycle cost.
Sudden significant changes in population.	Sudden increase in level of service requirements.	Medium	Monitor population trends and industry developments in the region.
Asset condition decreases due to inadequate maintenance program.	Desired level of service not maintained.	Low	Determine maintenance priorities based risk assessment and lifecycle cost.
Traffic incident attributable to sub-standard road conditions or road layout.	Liability risk.	Low	Footpath network is maintained in compliance with applicable standards.
Health and safety incident whilst working on assets causing fatality or serious injury.	Prosecution risk.	Low	Ensure Council has compliant H&S policy. Ensure staff and contractors are trained in policy and all procedures are complied with.

4.6 Improvement

The improvement of asset management planning for footpaths infrastructure assets is not currently viewed as a priority as risks are able to be managed through annual operational planning.

Appendix A5 Infrastructure - Other

5.1 Significant Matters

The Shire controls a number of other infrastructure assets which are significant to our community.

The nature of these assets is one of changing requirements due to community expectations and will require further analysis to fully consider future funding requirements as individual assets require expenditure.

Availability of grant funding will significantly impact the timing and extent of expenditure on these assets.

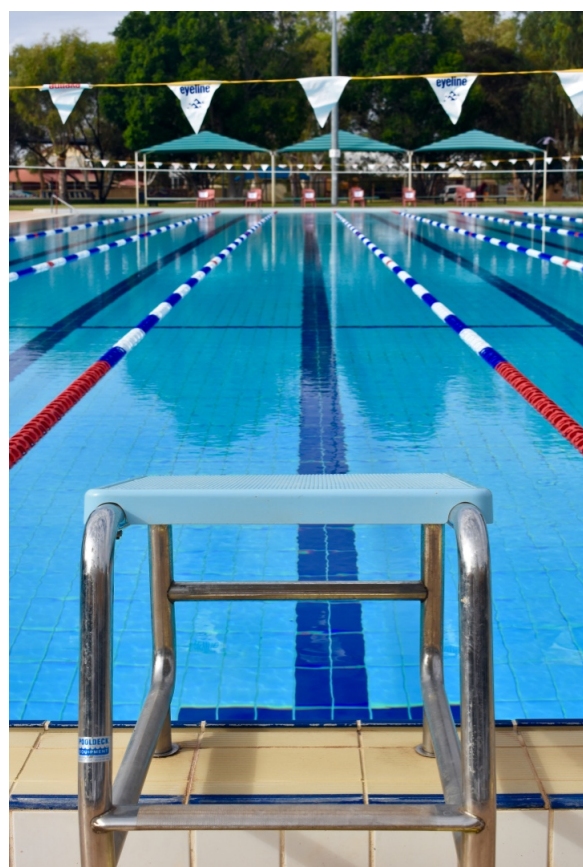
5.2 Inventory

The Shire's other infrastructure assets current replacement cost at the time of valuation in 2017 was \$19.1m and is detailed in the adjacent table.

5.2.1 Composition of Estimated Current Replacement Cost of Other Infrastructure Assets

Other Assets	Current Replacement Cost (\$)
Sewerage - wet well	118,500
Sewerage - storage tank	145,100
Sewerage – plant equipment	295,600
Sewerage - fencing	381,500
Sewerage - reticulation network	1,500,000
Sewerage - ponds	1,518,000
Sewerage - dam	1,883,000
Airport	1,620,000
BBQ	85,300
Bus shelter	20,000
Caravan park	49,000
Clock tower	103,500
Community amenities	19,000
Entry statement, wall and kiosk	196,400
Fencing	703,350
Flagpole	7,300
Garden installations	1,780,000
Information walls	44,000
Junior pool	88,000
Lighting	694,050
Loading ramp	13,500
Parking	272,000
Pedestrian bridge	22,000

Other Assets	Current Replacement Cost (\$)
Playground	230,650
Retaining walls	83,000
Reticulation	147,000
Shade structures	176,800
Sheds	10,400
Shelter	21,700
Sporting facilities	64,900
Sporting furniture and equipment	99,500
Sporting playing surfaces	2,002,500
Store	9,500
Swimming pool	4,160,000
Town furniture and equipment	5,300
Transfer station	76,000
Water tanks	335,400
Wind sock	53,000
Fuel storage tank	73,000
Infrastructure - Other Assets Total	19,107,750



Appendix A5 Infrastructure – Other (Continued)

5.3 Financial Summary

The financial impact of managing the Shire’s other infrastructure assets is broken down into maintenance, new and renewal expenditure, each of which is examined separately.

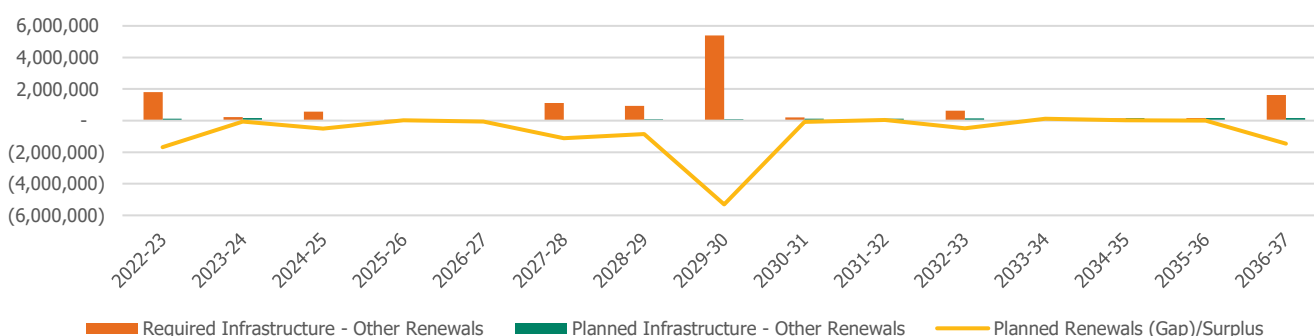
5.3.1 Maintenance Expenditure

Other infrastructure assets maintenance expenditure is forecast to increase in line with inflation.

5.3.2 New Expenditure

No additional items are forecast to be required over the life of this Plan.

5.3.3 Required v Planned Infrastructure Renewals -Other



5.3.4 Renewal Expenditure

Required other infrastructure asset renewals over the next 15 years have been forecast. Minor asset renewals will be determined and funded within the annual budget cycle. Renewal of other infrastructure assets will be considered on a case by case basis at the time the asset is viewed as requiring renewal.

In the chart below, planned expenditure is shown as the orange columns (as detailed above planned renewals are not currently modelled, however will be considered as required), with forecast required renewals shown as the black columns. The blue line shows the variation between the two levels.

5.4 Level of Service

Detailed performance measures and performance targets for other infrastructure assets are defined in the table below.

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Condition	Well maintained community facilities.	Customer complaints.	Under 5 per year
	Community satisfaction with asset.	Community survey.	90% satisfaction
Function	Fit for purpose.	Customer complaints.	Under 5 per year
	Community importance with asset.	Customer survey.	90% satisfaction
Safety	To ensure that any maintenance issues or hazards are dealt with promptly.	Issue or hazard is dealt with within one working day of notification. If hazard is serious to be addressed within 2 hours of notification.	95% addressed

5.5 Improvement

The improvement of asset management planning for other infrastructure assets is not currently viewed as a priority as risks are able to be managed through annual operational planning.

Appendix A6 Plant and Equipment

6.1 Significant Matters

The Shire has a large furniture, plant and equipment portfolio which includes items such as graders, tractors, prime movers and passenger vehicles. It also owns an extensive listing of furniture and equipment, such as office furniture, IT and communication equipment, to support operations.

A 15 year plant replacement program is updated on an annual basis as part of the Shire’s annual budget process. Heavy plant is considered a critical asset, given the part it plays in responding to any natural emergency and maintaining the road network within the Shire.

6.2 Inventory

The table below separates the Shire’s plant and equipment into the major asset types and shows the current replacement cost as per the Shire’s internally produced plant replacement program. A register of plant and equipment is maintained within the financial reporting system.

6.2.1 Composition of Estimated Current Replacement Cost of Plant and Equipment Assets

Asset	Current Replacement Cost \$
Dolly	60,000
Fire Truck	450,000
Furniture Equipment	386,000
Grader	810,000
Loader	80,000
Mower	59,000
Prime Mover	260,000
Road Sweeper	330,000
Roller	40,000
Signs	30,000
Small Plant Equipment	633,600
Station Wagon	35,000
Tractor	150,000
Trailer	528,000
Truck	815,000
Utility	101,000
Total	4,767,600

6.3 Financial Summary

The financial impacts of managing the Shire plant and equipment assets is broken down into maintenance, new and renewal expenditure, each of which is examined separately.

Maintenance is undertaken in accordance with manufacturers’ guidelines and is provided for within the annual budget and this Plan. No significant changes to maintenance or operating expenditure are forecast.

6.4 New Expenditure

The current fleet of plant and equipment is forecast to maintain the requirements of the Shire and no additional items are forecast to be required over the life of this Plan.

6.5 Renewal Expenditure

The Shire does not have a replacement/renewal or maintenance program for furniture and equipment. Furniture and equipment purchases are considered on an annual basis as part of the Shire’s annual budget allocations and are not planned in detail.

The plant replacement program is updated annually and is expected to remain fully funded by annual allocations to the Plant Replacement Cash Reserve.

In the chart on the following page at 6.7.1, planned expenditure is shown as the green columns with required renewals shown as the orange columns. The yellow line shows the variation between the two expenditure levels.

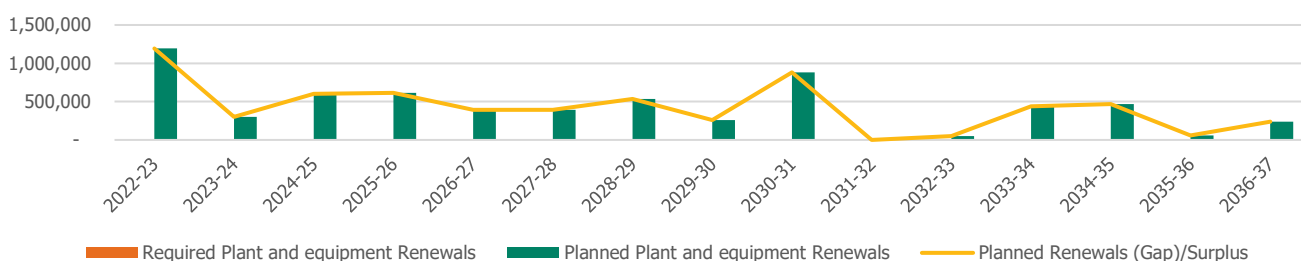


Appendix A6 Plant and Equipment (Continued)

6.6 Forecast Planned and Required Plant and Equipment Renewal Expenditure

The chart below reflects the Plant Replacement Program including within this plan. Required plant and equipment renewal has not been determined due to the required information not being available.

6.6.1 Required v Planned Asset Renewals - Plant and Equipment



6.7 Plant Disposals

This Plan incorporates the Shire’s 15 year Plant Replacement Program. The Plant Replacement Program outlines the purchase, disposal and funding elements for plant and equipment.

6.8 Level of Service

Level of service measures are defined below.

Detailed performance measures and performance targets for plant and equipment replacement and maintenance are defined in the following table.

Key Performance Measure	Level of Service	Performance Measure Process	Performance Target
Fleet Management			
Function	To ensure Council employees are able to meet Council requirements.	Council plant and equipment is serviceable for all Council programs.	90% satisfaction.
	To ensure that Councils Capital Works Program is completed.	Capital Works Program completed on time and within budget.	90% completed and within budget.
	To ensure that any maintenance requirements are carried out.	Maintenance schedule adhered to.	90% completed and on time.
Compliance	All vehicles and plant are operated as they have been designed to do and in a safe manner.	Number of complaints/number of fines.	Two per year.

Appendix A6 Plant and Equipment (Continued)

6.9 Risk Management

An assessment of risks associated with holding plant and equipment items has identified the following risks and the treatment strategy for each risk.

Risk Details	Consequence	Risk Rating	Treatment Strategy
Inadequate funding for renewal and maintenance resulting in deterioration of plant and equipment and an increase in maintenance and operating costs.	Desired level of service not maintained.	High	Ensure funding for renewals included within the plant replacement program and budgets.
Existing plant and equipment assets do not comply with regulations.	Prosecution risk.	High	Regular scheduled inspection and maintenance on all plant and equipment. Ensure safety systems in line with regulations.

6.10 Improvement Plan

Improving asset management planning for plant and equipment is not currently viewed as a priority as risks are able to be managed through annual operational planning. Demand for plant and equipment assets is expected to remain relatively stable into the future.



Appendix A7 Estimated Asset Life and Residual Value

The table below lists the estimated useful life and residual value of assets to sub-class level. These values were used to calculate the planned renewal and depreciation of an asset.

Asset Class	Asset Sub-Class	Pavement Type	Estimated Useful Life	Estimated Residual Value
Infrastructure - roads	Asphalt		20	
Infrastructure - roads	Culverts	Circular	80	
Infrastructure - roads	Culverts	Box shaped	80	
Infrastructure - roads	Culverts	Circular	30	
Infrastructure - roads	Culverts	Circular	80	
Infrastructure - roads	Culverts	Circular	30	
Infrastructure - roads	Floodways	Concrete floodway	80	
Infrastructure - roads	Floodways	Sealed floodway	80	
Infrastructure - roads	Floodways	Gravel floodway	10	
Infrastructure - roads	Floodways	Concrete floodway w/cut-off wall	10	
Infrastructure - roads	Floodways	Sealed floodway w/rock protection	30	
Infrastructure - roads	Floodways	Gravel floodway w/rock protection	30	
Infrastructure - roads	Floodways	Gravel floodway w/cut-off wall	30	
Infrastructure - roads	Floodways	Sealed floodway w/cut-off wall	10	
Infrastructure - roads	Formed subgrade		100	100%
Infrastructure - roads	Grids		80	
Infrastructure - roads	Kerbing	Kerb mountable	50	
Infrastructure - roads	Kerbing	Kerb semi barrier	50	
Infrastructure - roads	Kerbing	Kerb barrier	50	
Infrastructure - roads	Kerbing	Kerb semi mountable	50	
Infrastructure - roads	Seal	Reseal	20	
Infrastructure - roads	Seal	1st coat	20	
Infrastructure - roads	Seal	2nd coat	20	
Infrastructure - roads	Sealed pavement		80	
Infrastructure - roads	Signs	Default regulatory sign	40	
Infrastructure - roads	Signs	Default advisory sign	40	
Infrastructure - roads	Slurry seal		20	
Infrastructure - roads	Underground drainage		80	
Infrastructure - roads	Unformed subgrade		100	100%
Infrastructure - roads	Unsealed pavement		25	



Appendix A7 Estimated Asset Life and Residual Value (Continued)

Asset Class	Asset Sub-Class	Estimated Useful Life
Buildings		50
Infrastructure - footpaths	Footpath	50
Infrastructure - footpaths	Footpath	40
Infrastructure - footpaths	Footpath	10
Infrastructure - footpaths	Footpath	50
Infrastructure - footpaths	Footpath	30
Infrastructure - other		50
Infrastructure - sewerage		40
Land - freehold land		100
Plant and equipment		10
Plant and equipment	Backhoe	17
Plant and equipment	Bus	20
Plant and equipment	Compressor	10
Plant and equipment	Dolly	17
Plant and equipment	Fire truck	20
Plant and equipment	Grader	10
Plant and equipment	Loader	10
Plant and equipment	Mower	15
Plant and equipment	Prime mover	17
Plant and equipment	Road sweeper	20
Plant and equipment	Roller	15
Plant and equipment	Station wagon	5
Plant and equipment	Tractor	10
Plant and equipment	Trailer	20
Plant and equipment	Truck	15
Plant and equipment	Utility	5



Appendix B1 Forecast Financial Statements

Financial Statements

The following forecast financial statements have been prepared and are included at the end of the Plan.

These forecast statements have been prepared within a framework which accords with the Australian Accounting Standards.

The statements have been prepared based on a number of forecasts and estimates, and readers should ensure they have read and understood the reliance section under Other Matters at the end of the document.

Statements of Comprehensive Income

Often referred to as the operating statement, it shows the revenues and expenses over the periods classified by two methods (by Program and Nature or Type) to disclose a net result.

Statement of Financial Position

More commonly referred to as the Balance Sheet, this statement discloses the forecast changes in the balance of assets and liability accounts over the periods.

Statement of Changes in Equity

This statement discloses the changes in equity over the forecast period. It shows the impact of operations on net assets and the movement in cash backed and revaluation reserves.

Statement of Cashflows

Represents the forecast cash inflows and outflows and discloses the changes to the balance of cash over the period.

Statement of Funding

A statement combining operating and capital revenues and expenses and discloses the opening and closing net current forecast surplus (deficit) funding position for each year.

Statement of Net Current Asset Composition

A statement showing how the closing estimated surplus/deficit has been calculated.

Statement of Fixed Asset Movements

A summary of the impact of the Plan on the value of fixed assets over the period. It discloses the movements in the net value of property, plant, and equipment and infrastructure.

Statement of Fixed Asset Funding

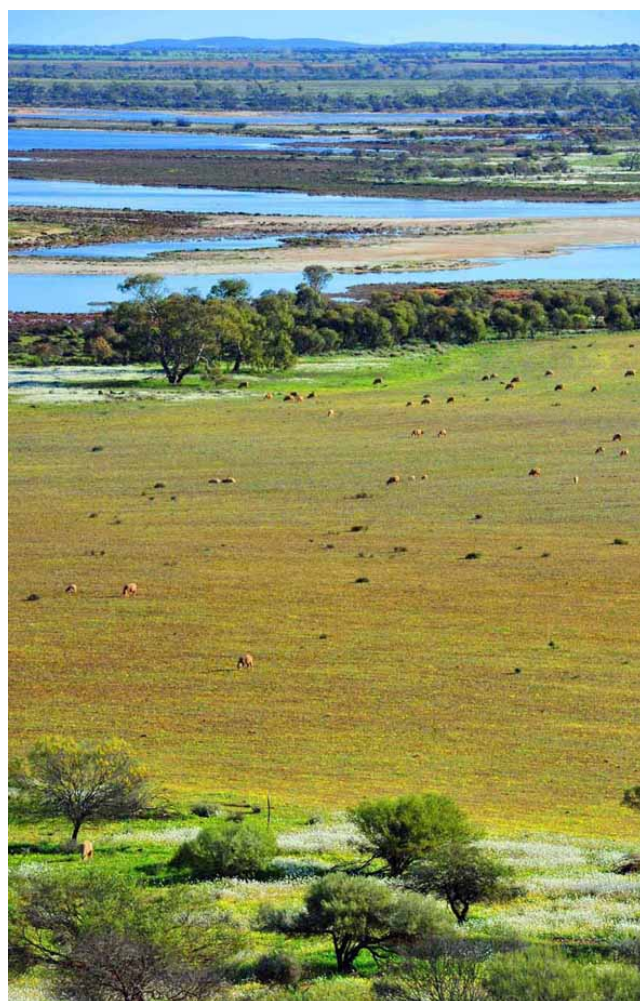
A summary of the capital expenditure by asset class and the source of funding for each class.

Forecast Ratios

The forecast ratios required by the regulations and discussed earlier under monitoring and performance.

Nature or Type

A number of statements in the Plan are disclosed using nature or type descriptors of revenue and expenditure (for example Rates and Employee Costs). This classification is in accordance with Schedule 1 of the *Local Government (Financial Management) Regulation 1996*.



Appendix B1 Forecast Financial Statements (Continued)

Service Programs

The Shire provides a wide variety of services to the community in order to achieve its vision and objectives. The following service program descriptions as per the *Local Government (Financial Management) Regulations 1996* are used in the Plan to represent these services, however not all services listed may be provided by the Shire of Morawa.

Objectives	Services
Governance	Members of Council Governance – general
General purpose funding	Rates Other general purpose funding
Law, order, public safety	Fire prevention Animal control Other law, order, public safety
Health	Maternal and infant health Preventative services <ul style="list-style-type: none"> - Immunisation - Meat inspection - Administration and inspection - Pest control - Other Other health
Education and welfare	Pre-school Other education Care of families and children Aged and disabled <ul style="list-style-type: none"> - Senior citizens centres - Meals on wheels Other welfare
Housing	Staff housing Other housing
Community amenities	Sanitation <ul style="list-style-type: none"> - Household refuse - Other Sewerage Urban stormwater drainage Protection of environment Town planning and regional development Other community amenities

Objectives	Services
Recreation and culture	Public halls, civic centre Swimming areas Other recreation and sport Television and radio re-broadcasting Libraries Other culture
Transport	Streets, roads, bridges, depots <ul style="list-style-type: none"> - Construction (not capitalised) - Maintenance Road plant purchase (if not capitalised) Parking facilities Traffic control Aerodromes Water transport facilities
Economic services	Rural services Tourism and area promotion Building control Sale yards and markets Plant nursery Other economic services
Other property and services	Private works Public works overheads Plant operation Salaries and wages Unclassified Town Planning Schemes

Appendix B2 Forecast Statement of Comprehensive Income by Nature or Type 2022-2037

	2018-19	2019-20	2020-21	Base	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Revenues																				
Rates	1,831,043	1,892,644	1,981,711	2,117,418	2,644,463	2,803,131	2,929,273	3,061,090	3,198,841	3,342,789	3,493,214	3,650,409	3,814,677	3,986,337	4,165,722	4,353,180	4,549,074	4,753,782	4,967,703	
Operating grants, subsidies and contributions	4,361,996	1,902,277	1,929,359	1,290,180	2,208,662	2,285,966	2,365,972	2,448,780	2,534,487	2,623,192	2,715,002	2,810,027	2,908,380	3,010,173	3,115,527	3,224,568	3,337,429	3,454,239	3,575,138	
Fees and charges	812,972	745,758	736,361	849,017	878,745	909,501	941,325	974,273	1,008,365	1,043,662	1,080,194	1,118,000	1,157,131	1,197,633	1,239,550	1,282,936	1,327,836	1,374,302	1,422,403	
Interest earnings	159,078	90,609	58,452	59,300	114,200	108,627	118,232	125,542	135,927	151,717	169,767	184,401	205,994	219,608	249,350	280,346	308,316	338,149	377,511	
Other revenue	252,003	125,697	511,157	711,735	736,647	762,429	789,113	816,732	845,318	874,906	905,529	937,224	970,027	1,003,979	1,039,118	1,075,487	1,113,126	1,152,085	1,192,408	
	7,417,092	4,756,985	5,217,040	5,027,650	6,582,717	6,869,654	7,143,915	7,426,417	7,722,938	8,036,266	8,363,706	8,700,061	9,056,209	9,417,730	9,809,267	10,216,517	10,635,781	11,072,557	11,535,163	
Expenses																				
Employee costs	(1,657,664)	(1,783,901)	(1,720,425)	(1,957,582)	(2,026,097)	(2,097,011)	(2,170,411)	(2,246,375)	(2,324,993)	(2,406,372)	(2,490,601)	(2,577,770)	(2,667,999)	(2,761,379)	(2,858,026)	(2,958,056)	(3,061,581)	(3,168,735)	(3,279,647)	
Materials and contracts	(3,858,161)	(1,685,401)	(1,209,255)	(2,185,743)	(2,262,269)	(2,341,446)	(2,423,375)	(2,508,196)	(2,595,971)	(2,686,828)	(2,780,873)	(2,878,216)	(2,978,957)	(3,083,228)	(3,191,134)	(3,302,825)	(3,418,416)	(3,538,056)	(3,661,896)	
Utility charges	(295,280)	(360,377)	(340,711)	(432,192)	(447,327)	(462,971)	(479,181)	(495,959)	(513,304)	(531,263)	(549,854)	(569,103)	(589,026)	(609,641)	(630,964)	(653,055)	(675,915)	(699,565)	(724,042)	
Depreciation on non-current assets	(1,876,499)	(1,917,260)	(2,009,922)	(1,991,517)	(2,577,802)	(2,881,877)	(2,894,613)	(2,972,273)	(3,053,364)	(3,070,319)	(3,445,432)	(3,528,380)	(3,546,411)	(3,641,398)	(3,659,229)	(4,196,354)	(4,214,905)	(4,233,827)	(4,346,277)	
Interest expenses	(14,017)	(11,808)	(17,465)	(15,706)	(13,247)	(12,361)	(11,533)	(10,676)	(9,790)	(8,873)	(7,925)	(6,945)	(5,932)	(4,881)	(3,796)	(2,672)	(1,510)	(306)	0	
Insurance expenses	(183,175)	(216,375)	(188,931)	(216,872)	(224,469)	(232,327)	(240,457)	(248,878)	(257,595)	(266,614)	(275,947)	(285,606)	(295,604)	(305,954)	(316,664)	(327,752)	(339,221)	(351,089)	(363,381)	
Other expenditure	(195,306)	(120,509)	(516,110)	(455,750)	(471,704)	(488,213)	(505,300)	(522,987)	(541,289)	(560,233)	(579,841)	(600,137)	(621,141)	(642,882)	(665,383)	(688,670)	(712,772)	(737,719)	(763,539)	
	(8,080,102)	(6,095,631)	(6,002,819)	(7,255,362)	(8,022,915)	(8,516,206)	(8,724,870)	(9,005,344)	(9,296,306)	(9,530,502)	(10,130,473)	(10,446,157)	(10,705,070)	(11,049,363)	(11,325,196)	(12,129,384)	(12,424,320)	(12,729,297)	(13,138,782)	
	(663,010)	(1,338,646)	(785,779)	(2,227,712)	(1,440,198)	(1,646,552)	(1,580,955)	(1,578,927)	(1,573,368)	(1,494,236)	(1,766,767)	(1,746,096)	(1,648,861)	(1,631,633)	(1,515,929)	(1,912,867)	(1,788,539)	(1,656,740)	(1,603,619)	
Non-operating grants, subsidies and contributions	542,444	868,767	1,469,848	1,335,970	877,937	1,053,166	954,179	1,001,757	913,364	931,031	949,052	967,433	986,182	1,005,306	1,024,812	1,044,708	1,065,002	1,085,702	1,106,817	
Fair value adjustments to financial assets at fair value through profit or loss	0	865	1,939	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Profit on asset disposals	9,978	0	0	10,531	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Loss on asset disposal	(303,685)	(85,184)	(17,396)	(92,564)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NET RESULT	(414,273)	(554,198)	668,612	(973,775)	(562,261)	(593,386)	(626,776)	(577,170)	(660,004)	(563,205)	(817,715)	(778,663)	(662,679)	(626,327)	(491,117)	(868,159)	(723,537)	(571,038)	(496,802)	
Other comprehensive income	479,751	5,535	4,645,000	0	0	7,526,644	3,031	2,973,604	1,882,882	3,118	8,275,885	3,206,705	4,039	1,928,510	0	12,256,585	0	0	1,979,039	
TOTAL COMPREHENSIVE INCOME	65,478	(548,663)	5,313,612	(973,775)	(562,261)	6,933,258	(623,745)	2,396,434	1,222,878	(560,087)	7,458,170	2,428,042	(658,640)	1,302,183	(491,117)	11,388,426	(723,537)	(571,038)	1,482,237	

Refer to Appendix B13 – Forecast Significant Accounting Policies

Appendix B5 Forecast Statement of Changes in Equity 2022-2037

	2019	2020	2021	Base	30 June 23	30 June 24	30 June 25	30 June 26	30 June 27	30 June 28	30 June 29	30 June 30	30 June 31	30 June 32	30 June 33	30 June 34	30 June 35	30 June 36	30 June 37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
RETAINED SURPLUS																			
Opening balance	35,169,763	34,876,226	34,659,818	34,994,479	34,018,796	33,735,270	32,661,519	31,669,337	30,572,923	29,123,420	27,657,666	26,108,198	24,250,071	22,906,552	20,793,222	18,752,096	16,485,654	14,270,428	11,731,198
Net result	(414,273)	(554,198)	668,612	(973,775)	(562,261)	(593,386)	(626,776)	(577,170)	(660,004)	(563,205)	(817,715)	(778,663)	(662,679)	(626,327)	(491,117)	(868,159)	(723,537)	(571,038)	(496,802)
Amount transferred (to)/from reserves		337,789	(333,951)	(1,908)	278,735	(480,365)	(365,406)	(519,244)	(789,499)	(902,549)	(731,753)	(1,079,464)	(680,840)	(1,487,003)	(1,550,009)	(1,398,283)	(1,491,689)	(1,968,192)	(2,043,707)
Closing balance	34,755,490	34,659,817	34,994,479	34,018,796	33,735,270	32,661,519	31,669,337	30,572,923	29,123,420	27,657,666	26,108,198	24,250,071	22,906,552	20,793,222	18,752,096	16,485,654	14,270,428	11,731,198	9,190,689
RESERVES - CASH/INVESTMENT BACKED																			
Opening balance	5,540,310	5,540,310	5,202,521	5,536,472	5,538,380	5,259,645	5,740,010	6,105,416	6,624,660	7,414,159	8,316,708	9,048,461	10,127,925	10,808,765	12,295,768	13,845,777	15,244,060	16,735,749	18,703,941
Amount transferred to/(from) retained surplus	0	(337,789)	333,951	1,908	(278,735)	480,365	365,406	519,244	789,499	902,549	731,753	1,079,464	680,840	1,487,003	1,550,009	1,398,283	1,491,689	1,968,192	2,043,707
Closing balance	5,540,310	5,202,521	5,536,472	5,538,380	5,259,645	5,740,010	6,105,416	6,624,660	7,414,159	8,316,708	9,048,461	10,127,925	10,808,765	12,295,768	13,845,777	15,244,060	16,735,749	18,703,941	20,747,648
ASSET REVALUATION SURPLUS																			
Opening balance	36,305,398	36,303,533	40,948,535	40,948,535	40,948,535	40,948,535	48,475,179	48,478,210	51,451,814	53,334,696	53,337,814	61,613,699	64,820,404	64,824,443	66,752,953	66,752,953	79,009,538	79,009,538	79,009,538
Total other comprehensive income	0	0	0	0	0	7,526,644	3,031	2,973,604	1,882,882	3,118	8,275,885	3,206,705	4,039	1,928,510	0	12,256,585	0	0	1,979,039
Closing balance	36,305,398	36,303,533	40,948,535	40,948,535	40,948,535	48,475,179	48,478,210	51,451,814	53,334,696	53,337,814	61,613,699	64,820,404	64,824,443	66,752,953	66,752,953	79,009,538	79,009,538	79,009,538	80,988,577
TOTAL EQUITY	76,601,198	76,165,871	81,479,486	80,505,711	79,943,450	86,876,708	86,252,963	88,649,397	89,872,275	89,312,188	96,770,358	99,198,400	98,539,760	99,841,943	99,350,826	110,739,252	110,015,715	109,444,677	110,926,914

Appendix B6 Forecast Statement of Cashflows 2022-2037

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Cash flows from operating activities															
Receipts															
Rates	2,644,463	2,803,131	2,929,273	3,061,090	3,198,841	3,342,789	3,493,214	3,650,409	3,814,677	3,986,337	4,165,722	4,353,180	4,549,074	4,753,782	4,967,703
Operating grants, subsidies and contributions	2,208,662	2,285,966	2,365,972	2,448,780	2,534,487	2,623,192	2,715,002	2,810,027	2,908,380	3,010,173	3,115,527	3,224,568	3,337,429	3,454,239	3,575,138
Fees and charges	878,745	909,501	941,325	974,273	1,008,365	1,043,662	1,080,194	1,118,000	1,157,131	1,197,633	1,239,550	1,282,936	1,327,836	1,374,302	1,422,403
Interest earnings	114,200	108,627	118,232	125,542	135,927	151,717	169,767	184,401	205,994	219,608	249,350	280,346	308,316	338,149	377,511
Other revenue	736,647	762,429	789,113	816,732	845,318	874,906	905,529	937,224	970,027	1,003,979	1,039,118	1,075,487	1,113,126	1,152,085	1,192,408
	6,582,717	6,869,654	7,143,915	7,426,417	7,722,938	8,036,266	8,363,706	8,700,061	9,056,209	9,417,730	9,809,267	10,216,517	10,635,781	11,072,557	11,535,163
Payments															
Employee costs	(2,026,097)	(2,097,011)	(2,170,411)	(2,246,375)	(2,324,993)	(2,406,372)	(2,490,601)	(2,577,770)	(2,667,999)	(2,761,379)	(2,858,026)	(2,958,056)	(3,061,581)	(3,168,735)	(3,279,647)
Materials and contracts	(2,262,269)	(2,341,446)	(2,423,375)	(2,508,196)	(2,595,971)	(2,686,828)	(2,780,873)	(2,878,216)	(2,978,957)	(3,083,228)	(3,191,134)	(3,302,825)	(3,418,416)	(3,538,056)	(3,661,896)
Utility charges	(447,327)	(462,971)	(479,181)	(495,959)	(513,304)	(531,263)	(549,854)	(569,103)	(589,026)	(609,641)	(630,964)	(653,055)	(675,915)	(699,565)	(724,042)
Interest expenses	(13,247)	(12,361)	(11,533)	(10,676)	(9,790)	(8,873)	(7,925)	(6,945)	(5,932)	(4,881)	(3,796)	(2,672)	(1,510)	(306)	0
Insurance expenses	(224,469)	(232,327)	(240,457)	(248,878)	(257,595)	(266,614)	(275,947)	(285,606)	(295,604)	(305,954)	(316,664)	(327,752)	(339,221)	(351,089)	(363,381)
Other expenditure	(471,704)	(488,213)	(505,300)	(522,987)	(541,289)	(560,233)	(579,841)	(600,137)	(621,141)	(642,882)	(665,383)	(688,670)	(712,772)	(737,719)	(763,539)
	(5,445,113)	(5,634,329)	(5,830,257)	(6,033,071)	(6,242,942)	(6,460,183)	(6,685,041)	(6,917,777)	(7,158,659)	(7,407,965)	(7,665,967)	(7,933,030)	(8,209,415)	(8,495,470)	(8,792,505)
Net cash provided by (used in) operating activities	1,137,604	1,235,325	1,313,658	1,393,346	1,479,996	1,576,083	1,678,665	1,782,284	1,897,550	2,009,765	2,143,300	2,283,487	2,426,366	2,577,087	2,742,658
Cash flows from investing activities															
Payments for purchase of property, plant & equipment	(1,468,355)	(399,944)	(699,816)	(713,351)	(501,937)	(504,590)	(644,357)	(369,412)	(990,431)	(110,000)	(161,099)	(549,720)	(576,058)	(166,654)	(346,225)
Payments for construction of infrastructure	(990,103)	(1,412,163)	(1,290,048)	(1,352,993)	(1,138,896)	(1,166,674)	(1,269,908)	(1,293,606)	(1,357,778)	(1,382,434)	(1,427,583)	(1,463,234)	(1,489,399)	(1,516,087)	(1,543,309)
Proceeds from non-operating grants, subsidies and contributions	877,937	1,053,166	954,179	1,001,757	913,364	931,031	949,052	967,433	986,182	1,005,306	1,024,812	1,044,708	1,065,002	1,085,702	1,106,817
Proceeds from sale of plant & equipment	220,455	32,136	116,416	220,325	67,698	98,342	50,891	26,336	179,903	0	7,300	120,886	104,785	8,093	83,766
Net cash provided by (used in) investing activities	(1,360,066)	(726,805)	(919,269)	(844,262)	(659,771)	(641,891)	(914,322)	(669,249)	(1,182,124)	(487,128)	(556,570)	(847,360)	(895,670)	(588,946)	(698,951)
Cash flows from financing activities															
Repayment of debentures	(27,353)	(28,155)	(28,983)	(29,840)	(30,726)	(31,643)	(32,590)	(33,571)	(34,586)	(35,634)	(36,721)	(37,844)	(39,007)	(19,949)	0
Repayment of leases	(28,920)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net cash provided by (used in) financing activities	(56,273)	(28,155)	(28,983)	(29,840)	(30,726)	(31,643)	(32,590)	(33,571)	(34,586)	(35,634)	(36,721)	(37,844)	(39,007)	(19,949)	0
Net increase (decrease) in cash held	(278,735)	480,365	365,406	519,244	789,499	902,549	731,753	1,079,464	680,840	1,487,003	1,550,009	1,398,283	1,491,689	1,968,192	2,043,707
Cash at beginning of year	5,710,006	5,431,271	5,911,636	6,277,042	6,796,286	7,585,785	8,488,334	9,220,087	10,299,551	10,980,391	12,467,394	14,017,403	15,415,686	16,907,375	18,875,567
Cash and cash equivalents at the end of year	5,431,271	5,911,636	6,277,042	6,796,286	7,585,785	8,488,334	9,220,087	10,299,551	10,980,391	12,467,394	14,017,403	15,415,686	16,907,375	18,875,567	20,919,274

Appendix B8 Forecast Statement of Net Current Asset Composition 2022-2037

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Estimated surplus/deficit July 1 B/Fwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CURRENT ASSETS															
Unrestricted cash and equivalents	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626	171,626
Restricted cash and cash equivalent	5,259,645	5,740,010	6,105,416	6,624,660	7,414,159	8,316,708	9,048,461	10,127,925	10,808,765	12,295,768	13,845,777	15,244,060	16,735,749	18,703,941	20,747,648
Trade and other receivables	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140	418,140
Inventories	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879	13,879
Other assets	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127	5,127
CURRENT LIABILITIES															
Trade and other payables	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)	(405,548)
Contract liabilities	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)	(203,224)
Reserves	(5,259,645)	(5,740,010)	(6,105,416)	(6,624,660)	(7,414,159)	(8,316,708)	(9,048,461)	(10,127,925)	(10,808,765)	(12,295,768)	(13,845,777)	(15,244,060)	(16,735,749)	(18,703,941)	(20,747,648)
Estimated surplus/deficit June 30 C/Fwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B10 Forecast Statement of Capital Funding 2022-2037

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Capital expenditure															
Infrastructure - roads	733,315	1,088,510	1,100,928	1,116,565	1,138,896	1,161,674	1,184,908	1,208,606	1,232,778	1,257,434	1,282,583	1,308,234	1,334,399	1,361,087	1,388,309
Infrastructure - Footpaths	136,788	153,653	139,120	161,428	0	0	0	0	0	0	0	0	0	0	0
Infrastructure - Airfields	0	0	0	0	0	0	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
Infrastructure - Dams	0	0	0	0	0	0	0	0	40,000	40,000	60,000	70,000	70,000	70,000	70,000
Infrastructure - Playground Equipment	0	0	0	0	0	5,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Infrastructure - Other	120,000	170,000	50,000	75,000	0	0	0	0	0	0	0	0	0	0	0
Buildings - non-specialised	275,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Furniture and equipment	0	0	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Plant and equipment	1,193,355	299,944	599,816	613,351	391,937	394,590	534,357	259,412	880,431	0	51,099	439,720	466,058	56,654	236,225
Total - Capital expenditure	2,458,458	1,812,107	1,989,864	2,066,344	1,640,833	1,671,264	1,914,265	1,663,018	2,348,209	1,492,434	1,588,682	2,012,954	2,065,457	1,682,741	1,889,534
Funded by:															
Capital grants & contributions															
Infrastructure - roads	609,543	846,340	854,619	866,043	883,364	901,031	919,052	937,433	956,182	975,306	994,812	1,014,708	1,035,002	1,055,702	1,076,817
Infrastructure - Footpaths	68,394	76,826	69,560	80,714	0	0	0	0	0	0	0	0	0	0	0
Infrastructure - Other	70,000	100,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0
Buildings - non-specialised	130,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Total - Capital grants & contributions	877,937	1,053,166	954,179	1,001,757	913,364	931,031	949,052	967,433	986,182	1,005,306	1,024,812	1,044,708	1,065,002	1,085,702	1,106,817
Own source funding															
Infrastructure - roads	123,772	242,170	246,309	250,522	255,532	260,643	265,856	271,173	276,596	282,128	287,771	293,526	299,397	305,385	311,492
Infrastructure - Footpaths	68,394	76,827	69,560	80,714	0	0	0	0	0	0	0	0	0	0	0
Infrastructure - Airfields	0	0	0	0	0	0	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
Infrastructure - Dams	0	0	0	0	0	0	0	0	40,000	40,000	60,000	70,000	70,000	70,000	70,000
Infrastructure - Playground Equipment	0	0	0	0	0	5,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Infrastructure - Other	50,000	70,000	50,000	50,000	0	0	0	0	0	0	0	0	0	0	0
Buildings - non-specialised	145,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000
Furniture and equipment	0	0	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Plant and equipment	972,900	267,808	483,400	393,026	324,239	296,248	483,466	233,076	700,528	0	43,799	318,834	361,273	48,561	152,459
Total - Own source funding	1,360,066	726,805	919,269	844,262	659,771	641,891	914,322	669,249	1,182,124	487,128	556,570	847,360	895,670	588,946	698,951
Borrowings															
Total - Borrowings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other (disposals & C/Fwd)															
Plant and equipment	220,455	32,136	116,416	220,325	67,698	98,342	50,891	26,336	179,903	0	7,300	120,886	104,785	8,093	83,766
Total - Other (disposals & C/Fwd)	220,455	32,136	116,416	220,325	67,698	98,342	50,891	26,336	179,903	0	7,300	120,886	104,785	8,093	83,766
Total Capital Funding	2,458,458	1,812,107	1,989,864	2,066,344	1,640,833	1,671,264	1,914,265	1,663,018	2,348,209	1,492,434	1,588,682	2,012,954	2,065,457	1,682,741	1,889,534

Appendix B11 Forecast Ratios 2022-2037

	Target Range		Average	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
LIQUIDITY RATIOS																		
Current ratio	> 1.00	> 1.20	0.78	0.76	0.76	0.76	0.77	0.77	0.77	0.77	0.78	0.78	0.78	0.78	0.79	0.81	0.84	0.84
OPERATING RATIOS																		
Operating surplus ratio	> 1.00%	> 15.00%	(28.08%)	(32.93%)	(35.92%)	(33.09%)	(31.72%)	(30.32%)	(27.60%)	(31.28%)	(29.64%)	(26.82%)	(25.46%)	(22.65%)	(27.36%)	(24.51%)	(21.75%)	(20.15%)
Own source revenue coverage ratio	> 40.00%	> 60.00%	56.97%	54.52%	53.82%	54.76%	55.27%	55.81%	56.80%	55.76%	56.38%	57.43%	57.99%	59.10%	57.64%	58.74%	59.85%	60.58%
BORROWINGS RATIOS																		
Debt service cover ratio	> 3	> 5	48.68	28.40	30.79	32.71	34.65	36.77	39.12	41.63	44.16	46.98	49.73	52.99	56.43	59.92	127.25	-
FIXED ASSET RATIOS																		
Asset sustainability ratio	> 90.00%	> 110.00%	32.96%	75.66%	40.34%	50.33%	38.80%	28.63%	28.97%	32.41%	24.08%	42.82%	17.74%	19.82%	26.98%	27.69%	18.11%	21.97%
Asset consumption ratio	> 50.00%	> 60.00%	57.11%	67.66%	64.93%	63.85%	63.29%	62.21%	60.73%	57.94%	57.16%	55.98%	54.66%	53.09%	50.97%	49.54%	47.95%	46.68%
Asset renewal funding ratio	> 75.00%	> 95.00%	27.40%	33.61%	30.79%	28.75%	23.21%	20.65%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix B12 Asset Renewals 2022-2037

Required Asset Renewals

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Asset Class															
Buildings	93,389	96,658	1,661,777	237,107	468,280	110,917	114,799	4,707,463	184,485	596,378	194,157	136,345	18,266,497	742,031	151,168
Plant and equipment	96,770	379,620	120,749	89,861	96,167	115,341	2,329,223	91,438	94,638	620,312	120,318	1,825,510	447,768	1,494,301	135,653
Infrastructure - roads	594,842	464,217	6,770,600	132,690	453,938	1,259,296	439,337	1,081,625	512,042	768,714	166,643	833,242	669,747	691,528	27,731
Infrastructure - footpaths	174,710	369	0	0	0	0	0	75,228	26,225	0	136,145	0	55,730	0	0
Infrastructure - other	1,808,982	227,493	564,788	52,003	51,707	1,120,024	928,033	5,391,513	204,048	83,528	629,451	36,175	133,288	162,753	1,616,020
Total	2,768,694	1,168,356	9,117,914	511,661	1,070,092	2,605,578	3,811,392	11,347,267	1,021,438	2,068,931	1,246,714	2,831,272	19,573,030	3,090,612	1,930,572

Planned Asset Renewals

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Asset Class															
Buildings	275,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Furniture and equipment	0	0	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Plant and equipment	1,193,355	299,944	599,816	613,351	391,937	394,590	534,357	259,412	880,431	0	51,099	439,720	466,058	56,654	236,225
Infrastructure - roads	362,000	592,655	707,000	365,000	372,300	379,746	387,341	395,088	402,990	411,050	419,271	427,656	436,209	444,933	453,832
Infrastructure - other	120,000	170,000	50,000	75,000	0	5,000	85,000	85,000	125,000	125,000	145,000	155,000	155,000	155,000	155,000
Total	1,950,355	1,162,599	1,456,816	1,153,351	874,237	889,336	1,116,698	849,500	1,518,421	646,050	725,370	1,132,376	1,167,267	766,587	955,057

Asset Renewal Funding Surplus (Deficit)

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Asset Class															
Buildings	181,611	3,342	(1,561,777)	(137,107)	(368,280)	(10,917)	(14,799)	(4,607,463)	(84,485)	(496,378)	(94,157)	(36,345)	(18,166,497)	(642,031)	(51,168)
Furniture and equipment	0	0	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Plant and equipment	1,096,585	(79,676)	479,067	523,490	295,770	279,249	(1,794,866)	167,974	785,793	(620,312)	(69,219)	(1,385,790)	18,290	(1,437,647)	100,572
Infrastructure - roads	(232,842)	128,438	(6,063,600)	232,310	(81,638)	(879,550)	(51,996)	(686,537)	(109,052)	(357,664)	252,628	(405,586)	(233,538)	(246,595)	426,101
Infrastructure - footpaths	(174,710)	(369)	0	0	0	0	0	(75,228)	(26,225)	0	(136,145)	0	(55,730)	0	0
Infrastructure - other	(1,688,982)	(57,493)	(514,788)	22,997	(51,707)	(1,115,024)	(843,033)	(5,306,513)	(79,048)	41,472	(484,451)	118,825	21,712	(7,753)	(1,461,020)
Total	(818,339)	(5,757)	(7,661,098)	641,690	(195,855)	(1,716,242)	(2,694,694)	(10,497,767)	496,983	(1,422,881)	(521,344)	(1,698,896)	(18,405,763)	(2,324,025)	(975,515)

Appendix B13 Forecast Significant Accounting Policies

Basis of Preparation

The Long Term Financial Plan (the Plan) comprises general purpose financial statements which have been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and interpretations of the Australian Accounting Standards Board, and the Local Government Act 1995 and accompanying regulations.

The Local Government Act 1995 and accompanying Regulations take precedence over Australian Accounting Standards where they are inconsistent.

The Local Government (Financial Management) Regulations 1996 specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost rather than at fair value. The exception is 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.

Accounting policies which have been adopted in the preparation of this Plan have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

Judgements, Estimates and Assumptions

The preparation of the Plan in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

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 the Plan.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the trust fund are excluded from the forecast financial statements.

Base Year Balances

Balances shown in the Plan as Base Year are as forecast at the time of preparation of the Plan and are based on the current budget and prior year annual financial reporting and may be subject to variation.

Rounding Off Figures

All figures shown in the Plan are rounded to the nearest dollar.

Comparative Figures

Where required, comparative figures have been adjusted to conform with changes in presentation.

Forecast Fair Value Adjustments

All fair value adjustments relating to re-measurement of financial assets at fair value through profit or loss (if any) and changes on revaluation of non-current assets are impacted upon by external forces and not able to be reliably estimated at the time preparation.

Fair value adjustments relating to the re-measurement of financial assets at fair value through profit or loss will be assessed at the time they occur and have not been estimated within the Plan.

It is anticipated, in all instances, any changes upon revaluation of non-current assets will relate to non-cash transactions and as such have been estimated as an inflation adjustment to Other Comprehensive Income, based on the value of the non-current assets forecasted to be held by the Shire.

Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Appendix B13 Forecast Significant Accounting Policies (Continued)

Goods and Services Tax (GST) (continued)

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

Superannuation

The Council contributes to a number of superannuation funds on behalf of employees. All funds to which the Council contributes are defined contribution plans.

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks, other short-term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts.

Trade and Other Receivables

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 uncollectible 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.

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

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

The Shire applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected loss allowance for all trade receivables. To measure the expected credit losses, rates receivable are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

Inventories

General

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.

Land held for resale

Land purchased for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.

Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point.

Land held for sale is classified as current except where it is held as non-current based on Council's intention to release for sale.

Fixed Assets

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

Revaluation

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

Depreciation

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

An effective average depreciation rate for each class of asset has been utilised to estimate the forecast depreciation expense for each year. These are provided in the table following.

Appendix B13 Forecast Significant Accounting Policies (Continued)

Depreciation (continued)

Asset Class	Effective average depreciation rate
Buildings - non-specialised	2.00%
Buildings - specialised	1.81%
Furniture and equipment	11.31%
Plant and equipment	8.03%
Infrastructure - roads	2.07%
Infrastructure - footpaths	2.78%
Infrastructure - parks and ovals	4.49%
Infrastructure - sewerage	2.50%
Infrastructure - airfields	6.41%
Infrastructure - dams	6.18%
Infrastructure - playground equipment	6.15%
Infrastructure - other	2.00%

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and Losses on Disposal

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

Employee Benefits

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

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 statement of financial position.

Other Long-Term Employee Benefits

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.

Borrowing Costs

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.

Trade and Other Payables

Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the financial year 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.

Provisions

Provisions are recognised when the Shire has a 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.

Current and Non-Current Classification

An asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Shire's operational cycle. In the case of liabilities where the Shire does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Shire's intentions to release for sale.

Appendix C1 Glossary

Funding Gap

A funding gap exists whenever an entity has insufficient capacity to fund asset renewal and other expenditure necessary to be able to appropriately maintain the range and level of services its existing asset stock was originally designed and intended to deliver. The service capability of the existing asset stock should be determined assuming no additional operating revenue, productivity improvements, or net financial liabilities above levels currently planned or projected. A current funding gap means service levels have already or are currently falling. A projected funding gap if not addressed will result in a future diminution of existing service levels.

Infrastructure Assets

Physical assets that contribute to meeting the needs of organisations or the need for access to major economic and social facilities and services, eg. properties, drainage, footpaths and cycleways. These are typically large, interconnected networks or portfolios of composite assets. The components of these assets may be separately maintained, renewed or replaced individually so that the required level and standard of service from the network of assets is continuously sustained. Generally, the components and hence the assets have long lives. They are fixed in place and often have no separate market value.

Key Performance Indicator

A qualitative or quantitative measure of a service or activity used to compare actual performance against a standard or other target. Performance indicators commonly relate to statutory limits, safety, responsiveness, cost, comfort, asset performance, reliability, efficiency, environmental protection and customer satisfaction.

Level of Service

The defined service quality for a particular activity or service area (ie street lighting) against which service performance can be measured. Service levels usually relate to quality, quantity, reliability, responsiveness, environment, acceptability and cost.

Maintenance

All actions necessary for retaining an asset as near as practicable to its original condition, but excluding rehabilitation or renewal. Maintenance occurs on a routine (at least annual) basis.

Planned Maintenance

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspection, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Reactive Maintenance

Unplanned repair work that is carried out in response to service requests and management/supervisory directions.

Significant Maintenance

Maintenance work to repair components or replace sub-components that need to be identified as a specific maintenance item in the maintenance budget.

Unplanned Maintenance

Corrective work required in the short-term to restore an asset to working condition so it can continue to deliver the required service or to maintain its level of security and integrity.

Maintenance Expenditure

Recurrent expenditure, which is periodically or regularly required as part of the anticipated schedule of works required to ensure that the asset achieves its useful life and provides the required level of service. It is expenditure which was anticipated in determining the asset's useful life.

Materiality

The notion of materiality guides the margin of error acceptable, the degree of precision required and the extent of the disclosure required when preparing general purpose financial reports. Information is material if its omission, misstatement or non-disclosure has the potential, individually or collectively, to influence the economic decisions of users taken on the basis of the financial report or affect the discharge of accountability by the management or governing body of the entity.

Modern Equivalent Asset

Assets that replicate what is in existence with the most cost-effective asset performing the same level of service. It is the most cost efficient, currently available asset which will provide the same stream of services as the existing asset is capable of producing. It allows for technology changes and improvements and efficiencies in production and installation techniques.

Appendix C1 Glossary (Continued)

Net Present Value (NPV)

The value to the organisation of the cash flows associated with an asset, liability, activity or event calculated using a discount rate to reflect the time value of money. It is the net amount of discounted total cash inflows after deducting the value of the discounted total cash outflows arising from the continued use and subsequent disposal of the asset after deducting the value of the discounted total cash outflows.

Non-Revenue Generating Investments

Investments for the provision of goods and services to sustain or improve services to the community that are not expected to generate any savings or revenue to the Council, for example parks and playgrounds, footpaths, properties and bridges, libraries, etc.

Operations Expenditure

Recurrent expenditure, which is continuously required to provide a service. In common use the term typically includes power, fuel, staff, plant equipment, on-costs and overheads but excludes maintenance and depreciation. Maintenance and depreciation is on the other hand included in operating expenses.

Pavement Management System

A systematic process for measuring and predicting the condition of property pavements and wearing surfaces over time and recommending corrective actions.

Recoverable Amount

The higher of an asset's fair value, less costs to sell and its value in use.

Recurrent Expenditure

Relatively small (immaterial) expenditure or that which has benefits expected to last less than 12 months. Recurrent expenditure includes operations and maintenance expenditure.

Recurrent Funding

Funding to pay for recurrent expenditure.

Remaining Useful Life

The time remaining until an asset ceases to provide the required service level or economic usefulness. Age plus remaining useful life is useful life.

Renewal

Works to upgrade refurbish or replace existing facilities with facilities of equivalent capacity or performance capability.

Residual Value

The estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already

of the age and in the condition expected at the end of its useful life.

Revenue Generating Investments

Investments for the provision of goods and services to sustain or improve services to the community that are expected to generate some savings or revenue to offset operating costs, eg public halls and theatres, childcare centres, sporting and recreation facilities, tourist information centres, etc.

Risk Management

The application of a formal process to the range of possible values relating to key factors associated with a risk in order to determine the resultant ranges of outcomes and their probability of occurrence.

Section or Segment

A self-contained part or piece of an infrastructure asset.

Service Potential

The total future service capacity of an asset. It is normally determined by reference to the operating capacity and economic life of an asset. A measure of service potential is used in the not-for-profit sector/public sector to value assets, particularly those not producing a cash flow.

Service Potential Remaining

A measure of the future economic benefits remaining in assets. It may be expressed in dollar values (Fair Value) or as a percentage of total anticipated future economic benefits. It is also a measure of the percentage of the asset's potential to provide services that are still available for use in providing services (Depreciated Replacement Cost/Depreciable Amount).

Specific Maintenance

Replacement of higher value components/sub-components of assets that is undertaken on a regular cycle including repainting, building roof replacement, replacement of air conditioning equipment, etc. This work generally falls below the capital/maintenance threshold and needs to be identified in a specific maintenance budget allocation.

Sub-Component

Smaller individual parts that make up a component part.

Useful Life

May be expressed as either:

- (a) The period over which a depreciable asset is expected to be used; or
- (b) The number of production or similar units (ie intervals, cycles) that is expected to be obtained from the asset.

Other Matters

Document Management

Version 2022-2037 | V3

Status Final

Date 19 September 2022

References

Reference to the following documents or sources were made during the preparation of this Strategic Resource Plan.

- Shire of Morawa Strategic Community Plan 2022-2032;
- Shire of Morawa Annual Financial Report 2019-20;
- Shire of Morawa Annual Financial Report 2020-21;
- Shire of Morawa Adopted Annual Budget 2021-22; and
- Council website: www.morawa.wa.gov.au

Ordinary Council Meeting 20 October 2022

- Attachment 1*** Main Roads Heavy Vehicle Services (HVS) Application
- Attachment 2*** Shire of Morawa Road Assessments
- Attachment 3*** Restricted Access Vehicle Route Assessment Guidelines
-
- Item 11.3.1** Request from Main Roads Western Australia to assess the suitability of Nanekine Road, Indar Road and Heitman Road to modify the Restricted Access Vehicle Network (RAV) rating
-



Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

Main Roads Heavy Vehicle Services will consider adding a road to the Restricted Access Vehicle (RAV) Network provided support from the relevant road owner is obtained. This application **must be completed by the applicant** and forwarded to Main Roads who will liaise directly with the relevant road owner to ensure they have no objections to the access.

Applicant Details

Operator Name / Company	Troy Hobbs Hobbs Logistics PTY LTD		
Contact Name	Troy Hobbs	Contact Phone Number	
Mobile Phone Number	0427272042	Contact Fax Number	
Email Address	troy@hobbslogistics.com.au		

RAV Length Category to be assessed

Tandem Drive RAV Categories 2-10 Refer to the **Prime Mover, Trailer or Truck, Trailer Operating Conditions** for approved combinations on our website.

RAV Category 7 (36.5m)

Tri Drive Categories 1-5 Refer to the **Tri Drive Prime Mover, Trailer or Tri Drive Truck, Trailer Operating Conditions** for approved combinations on our website.

PBS Categories Refer to the **WA Performance Based Standards (PBS) Scheme - Access Levels & Principles** on the **PBS** page on our website.

Other Categories (i.e. Oversize Road Train) Refer to the operating conditions of the particular **Permit Product** for approved combinations on our website.

Concessional Mass Level to be assessed

Level 1 concessional mass is automatically applied when a road is approved on the relevant base Tandem Drive, Tri Drive or PBS Networks listed in the above section.

For Level 2 and 3 concessional mass, please select the requested level below. Refer to the **Operating Conditions** on the AMMS page on our website for approved combinations.

Concessional Mass Levels			
	Tandem Axle Group	Tri Axle Group	Quad Axle Group (PBS)
Level 1	17.0t	21.5t	24.0t
Level 2	17.0t	22.5t	27.0t
Level 3	17.5t	23.5t	28.5t

Requested Mass Level

Transport Task Details

Estimated Annual Tonnage (t) Estimated Loaded Movements per day (Please Select)

Roads to be assessed Please list all requested roads where RAV Access is required (including start and end points) and attach maps.

The roads we are asking to be assessed are
 Indar RD off Nanekine RD (SLK 0.00-14.87) 5110028
 Heitman RD off Nanekine RD (SLK 0.00-7.84) 5110057
 Coalseam RD off Nanekine RD (SLK 0.00-14.00)
 Yandanooka/Melara RD off Morawa/Mingenew RD to Manara RD
 Manara RD off Yandanooka/Melara RD to Nanekine RD



Application and Road Owner Support to Add or Amend a Road on a Restricted Access Vehicle Network

Main Roads will liaise directly with the relevant road owner to complete this section.

Road Owner

Road Name

Road Number

Contact Details

Contact Name

Position

Contact Phone Number

Contact Fax Number

Mobile Phone Number

Email Address

Required Traffic Data

Please provide the AADT, Speed Limit and if the road is on a School Bus Route. If the application is for more than one road, please provide the AADT, speed limit and if the roads are on a School Bus Route for each road in comments box provided below.

Posted Speed Limit

School Bus Route ?

Yes No

AADT

Annual Average Daily Traffic is determined by the total yearly two-way traffic volume divided by 365, expressed as vehicles per day (VPD). Please tick box below.

0 to 15 vpd
 16 to 30 vpd
 31 to 50 vpd
 51 to 75 vpd
 75 to 150 vpd
 150 to 500 vpd
 500 to 1000 vpd
 1000+ vpd

Comments:

Please detail any community concerns, required conditions and other relevant information. If RAV access is endorsed, as the road owner please specify any access conditions that you would like Main Roads to consider (i.e. No operation on unsealed road when visibly wet, without road owner's approval, Headlights to be switched on at all times etc.)

If RAV access is not endorsed please provide reasoning behind your decision.

NOTE - If condition CA07 (Current written support from the Road Asset Owner, endorsing use of the road, must be obtained, carried in the vehicle and produced upon request.) is required, the road owner is responsible for the administration of condition CA07.

Road Owner Support

As the road owner you are required to conduct a preliminary assessment of the requested road/s to ensure there are no obvious issues that would deem RAV access unsuitable.

I

support the above decisions, subject to Main Roads final approval.

On behalf of

Signature

Date

Email completed form to: hvsrouteassessments@mainroads.wa.gov.au

Heavy Vehicle Services Main Roads WA
 PO Box 374 | WELSHPOOL DC | WA 6986 | Telephone 138 HVO (486) | Fax (08) 9475 8455
www.mainroads.wa.gov.au



Restricted Access Vehicle – Route Assessment

Nanekine Road



Nanekine Road (5110003)

Nanekine Road is sealed from SLK 0 – 21.83, with a sealed width of 7.2m. The formation width is approximately 12m formation, with well-managed vegetation along the route. Road shoulders are in reasonable condition with minimal drop-offs.

Pavement condition is good to fair, with localised potholing and pavement deterioration around SLK 21.41. Increasing vehicle weight and frequency will speed-up the requirement for maintenance.

There are no foreseeable issues with sight lines, steep grades or road geometry.

The current RAV rating is designated 6.1, suitable for vehicles up-to 36.5m in length. Based on the site inspection outcomes, there is no reason to object to supporting a RAV amendment from 6.1 to 7.1.

Heitman Road/Nanekine Intersection



**Heitman Road (5110057) –
Intersection Heitman/Nanekine**



Heitman Road access off Nanekine Road is an unsealed gravel surface, approximately 13m wide, leading into an 8m wide gravel road. This width cannot safely facilitate turning movements for vehicles rated RAV 2 or greater.

The two abutting property boundaries are not truncated and therefore, dictate the width of the intersection without land acquisition.

There does not appear to be any services located within the road reserve however, this cannot be confirmed without undertaking service location. Drainage is informal and can be modified if required. Main Roads would need to be engaged to relocate signage.

Sight lines are reduced due to road geometry and grades, and do not meet the minimum requirements set out in Austroads.



Pavement formation is between 8 – 10m wide from SLK 0 – 7.84 and is generally in good condition. Minor vegetation clearing within the road reserve would slightly improve sight lines.

There is a culverted floodway which may require widening to facilitate 2-way movement.

There are a number of locations where steep grades exceed those stipulated in the MRWA Access Guide Standards.

Sight lines from the property access is impeded by steep grades and obstructs on-coming traffic in both directions.

Heitman Road does not currently form part of the states RAV network. The request is to approve RAV 7.1 access however, there are a number of safety and design issues which could not safely facilitate vehicles of this size without modifications.

Indar Road



Indar Road (5110025)

Indar Road is 7m wide unsealed gravel road transitioning into 8m wide at SLK10.66. Pavement condition is in good to fair condition, with vegetation clearing required at various locations. The road has a combination of long straights, sharp bends, and long sweeping curves.



Certain geometric design elements increase crash risk. The sweeping bend shown above has an approximate radius of 100m, which increases the crash risk by 5 times.

Driver behaviour and vehicle characteristics are significant factors. Longer vehicles travelling on roads not designed with sufficient road space to accommodate heavy vehicles add further risk.

There will be requirement to widen a culvert the existing culvert located around SLK 6.68.

The current RAV rating is designated 4.1, suitable for vehicles up-to 27.5m in length. Based on the site inspection outcomes, there are a number of safety and design issues which could not safely facilitate vehicles of this size without modifications.

Report compiled by Paul Devcic



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

Standard Restricted Access Vehicle Route Assessment Guidelines

Printed copies are uncontrolled unless marked otherwise.
Refer to Main Roads website for current version.

D14#493277
May 2022

Contents

REFERENCES AND RELATED DOCUMENTS	6
DEFINITIONS	6
1 INTRODUCTION	8
1.1 Purpose	8
1.2 Application	8
1.3 Assessment Requirements	9
1.4 Planning Evaluation	9
1.5 Further Assistance	10
2 ASSESSMENT CRITERIA	10
2.1 Traffic Data & Accident Statistics	10
2.1.1 Traffic Counts	10
2.1.2 Accident Statistics	10
2.2 Structures	10
2.2.1 Load Capacity	10
2.2.2 Structure Width Requirements.....	10
2.3 Overhead Clearance.....	11
2.4 Rural Road Widths.....	11
2.4.1 Sight Distance Considerations at Curves and Tight Bends.....	12
2.4.2 Low Volume Road Width	12
2.4.3 Traffic Volume Consideration	13
2.4.4 Assessing a Road in Sections	13
2.4.5 Short Sections of Reduced Width.....	13
2.5 Urban and Town Site Road Widths.....	14
2.6 Provision for Overtaking.....	14
2.7 Steep Grades.....	16
2.7.1 RAVs Losing Speed on Grades.....	16
2.7.2 Maximum Grade Requirements for RAVs.....	16
2.8 Turning at Intersections	16
2.8.1 Vehicle Speed While Negotiating the Turn	16
2.8.2 Turning Clearances	17
2.8.3 Intersection Layout.....	18
2.8.4 Approach Sight Distance	18
2.8.5 Entering Sight Distance	19
2.9 Railway Level Crossings.....	19
2.9.1 Inadequate Approach Stacking Distance	19
2.9.2 Inadequate Departure Stacking Distance	20
2.9.3 Adequate Stacking Distance.....	20
2.9.4 RAVs at Crossings Protected by Give Way or Stop Signs	21
2.9.5 RAVs at Railway Crossings Protected by Flashing Lights.....	21

2.10 Off-road Parking 21

2.11 Other Road Users 22

3 COMMUNITY CONSIDERATIONS..... 23

4 RAIL CONTESTABILITY..... 23

5 APPENDICES 23

Appendix A: Rural Road Minimum Width 24

Appendix B Low Volume Rural Road Minimum Widths 25

Appendix C: Town Site Road Minimum Widths 26

Appendix D: Required Sight Distances 27

Appendix E: Operating Conditions 28

Appendix F: RAV Access Assessment Process 29

Document Control

Owner	Director Heavy Vehicle Services
Custodian	Manager Heavy Vehicle Road Network Access
Document Number	D14#493277
Issue Date	13 May 2022
Review Frequency	As required

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	May 2016	Removed Appendix G 'Turning Radii' Removed Appendix K 'Assessment Form Template' Updated Appendix H 'Low Volume Condition 7' Updated Appendix D to include the wording 'with dedicated cycle lane'. Updated contact details.	Appendices & 1.5
2	July 2016	Updated to include revised minimum road widths for RAV Categories 2-7 and 9-10 & moved Type B traffic volume / road length table. Added Type B traffic volume / road length table.	Appendix C and 2.4.4
3	October 2016	Amended list of standard turning templates. Updated web location for turning templates. Amended low volume condition 1.	Appendix G & H, 2.92
4	March 2017	Remove section.	2.9.5
5	April 2017	Updated Main Roads website details.	1.4
6	May 2017	Amended low volume condition 6.	Appendix H
7	July 2017	Note added relating to private driveways.	1.2
8	December 2017	Amended stopping sight distances. Amended entering sight distances. Amended wording relating to road parking. Amended wording to include load/vehicle height being 4.6m.	Appendix E, F, D, 2.3
9	August 2018	Amended wording relating to provision for overtaking. Amended wording relating to turning at intersections. Amended wording and requirements for railway level crossing. Amended wording relating to off-road parking. Amended appendices, Appendix E, (Templates) & I removed. Added Figure 1 to 8. Incorporated concessional assessment requirements Amended section 2.4.1 Signage, 2.8.1 Acceleration Lanes, 2.9.1 Signage & 2.9.4 Rail Crossings.	2.6, 2.9, 2.10, 2.11, Appendix A, B, C, D, E 1.1, 2.21

10	September 2018	Amended wording relating to turning at intersections. Amended wording relating to provision of overtaking and removed Figure 1. Amended wording relating to Approach Sight Distance and Entering Sight Distance.	2.6, 2.8, 2.84, 2.85
11	November 2019	Amended introduction to clarify the intent of the guidelines.	Page 6
12	13 May 2022	Reviewed entire document and moved onto current branding (no technical changes).	All

REFERENCES AND RELATED DOCUMENTS

The following documents relate to these Guidelines and are available on the Access Requirements in WA page on the Main Roads website.

Document Number	Description
D16#198414	Guidelines for Approving RAV Access
D16#374056	Tri Drive Route Assessment Guidelines
N/A	RAV Route Assessment Form

DEFINITIONS

The following are definitions for terms used in these Guidelines.

Term	Definition
AADT	Annual Average Daily Traffic (AADT) the daily number of vehicles travelling on a road, averaged over one year. It is determined by the total yearly two-way traffic volume divided by 365, expressed as vehicles per day.
Approach Sight Distance (ASD)	The distance required for a driver of a RAV, travelling at a given speed, to observe the approaching intersection, and react or stop if necessary.
Bridge	A structure (with the exception of gantries) having a clear opening in any span of greater than 3 metres measured between the faces of piers and/or abutments or structures of a lesser span with a deck supported on timber stringers.
Carriageway Width	That portion of a road or structure devoted particularly to the use of vehicles that is between guide posts, kerbs or barriers where these are provided, inclusive of shoulders and auxiliary lanes.
Culvert	A structure under a road having only clear openings of less than or equal to 3 metres measured between the faces of piers and/or abutments or a pipe shaped structure of any diameter.
Entering Sight Distance (ESD)	The required sight distance for a RAV driver to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely.
HVS	Main Roads Heavy Vehicle Services.
Main Roads website	www.mainroads.wa.gov.au
Passenger Car Equivalence	Passenger Car Equivalence (PCE) factors are a relative measure of the traffic flow impedance effects of different vehicle types. The PCE factor for a particular vehicle type is the equivalent number of passenger cars (AUSTROADS Vehicle Class 1) that would have the same impedance effect as a single vehicle of that type.
Order	An Order issued under the <i>Road Traffic (Vehicles) Act 2012</i> .
RAV	Restricted Access Vehicles (RAV) consists of all combinations of vehicles exceeding 19 metres in length or 42.5 tonnes gross mass including B-Doubles, road trains and truck-and-trailer combinations.

Term	Definition
Remote Road	A general term for a main arterial road carrying mostly long distance traffic.
Rural Road	All roads that provide a secondary network of National, State and local government roads connecting cities and towns.
Seal Width	Width between edges of sealed surface or between edge lines (where installed on undivided carriageways), whichever is less.
Structure	A bridge or culvert.
TPA	Tonnes per annum.
Urban and Town Site Road	All roads within a populated area of established dwellings, a central place of trade and recognised as a distinct place. Generally the area will act as a central hub of activity for the community.
VPD	Vehicles Per Day (VPD) is the number of vehicles observed passing a point on a road in both directions for 24 hours. It is a measure of daily traffic volume, often more relevant to low volume, local government roads, typically rural roads in these guidelines. VPD can differ from AADT in being a better measure of traffic volume during periods of more intensive RAV usage or seasonal tourist traffic.
Vehicle Regulations	The <i>Road Traffic (Vehicles) Regulations 2014</i> .

1 INTRODUCTION

1.1 Purpose

These guidelines have been prepared to provide guidance to a person conducting an onsite assessment, on an existing road, for the purpose of assisting Main Roads Heavy Vehicle Services (HVS) in making an informed decision as to whether a road is suitable for use by a particular category of Restricted Access Vehicle (RAV).

These guidelines are to be read in conjunction with the following documents, available on the Access Requirements in WA page on the Main Roads website:

- *Guidelines for Approving RAV Access*; and
- *Tri Drive Route Assessment Guidelines*;

The *RAV Route Assessment Form* is also available on the Main Roads website to further assist in ensuring the required information is captured during the onsite assessment.

These Guidelines form part of the overall RAV access assessment process, as outlined in [Appendix F](#), to enable HVS to make an informed decision on behalf of the Commissioner of Main Roads, in accordance with the Commissioner's authority to approve RAV access under provisions of the *Road Traffic (Vehicles) Act 2012*.

These guidelines are not road design standards. However, if a road is constructed to the appropriate road design standards for the particular category of RAV and approved by Main Roads, the road will pass the RAV access assessment process.

1.2 Application

For the purpose of these guidelines, "standard" RAVs are those vehicle combinations specified as Category 1 to 10 Approved Vehicle Combinations under the *Prime Mover, Trailers Combinations Order 2017* and *Truck, Trailer Combinations Order 2017*.

For the purpose of these guidelines, the standard RAV Categories have been grouped into four (4) assessment groups, as follows:

- Group 1 - RAVs Categories 2-4 (e.g., pocket road train, B-Double, and other RAVs with a maximum length of 27.5 m);
- Group 2 - RAVs Categories 5-6 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 87.5T);
- Group 3 - RAVs Categories 7-8 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 107.5T); and
- Group 4 - RAVs Categories 9-10 (e.g., RAVs with a maximum length of 53.5 m).

Note 1: *A road approved for one of the standard RAV Categories, is also approved and added to AMMS level one (1) for the equivalent RAV network.*

Note 2: *Where a RAV route assessment is for operations under a concessional loading scheme, such as the Accredited Mass Management Scheme (AMMS), the assessor must take into account the additional mass when requesting a structures assessment as per Section 2.2.*

Where quantitative limits are recommended, they are intended as a guide only and are no substitute for common sense and judgement based on experience. In certain cases, routes which do not meet the requirements outlined in this document can be accepted as RAV routes by imposing conditions, such as speed restrictions. Refer to the *Guidelines for Approving RAV Access*.

1.3 Assessment Requirements

Route assessments will only be accepted from a suitably qualified person. The assessor should have experience and knowledge of the following:

- The principles of heavy vehicle operations, including vehicle configurations, maximum dimensions and axle load limits;
- Heavy vehicle dynamic performance characteristics, including limitations on the ability of heavy vehicles to accelerate, brake, ascend grades and negotiate intersections;
- Heavy transport issues, legal requirements and permit systems; and
- Road safety concepts and principles.

When considering a potential RAV route, the assessor is advised to initially perform a desktop assessment using all available information. In some cases, this initial assessment will identify physical constraints, such as posted bridge load limits and road width deficiencies, which may render the route unacceptable, without the need for further onsite assessment.

If the applicant is willing to pursue upgrades to the road, then a full assessment is required to identify all deficiencies. This is to alleviate any problems with some upgrades being carried out and then the full assessment conducted, only to then identify additional deficiencies. The assessment will only identify the deficiencies and will not provide upgrade design requirements.

RAV use on a particular route may have some negative impacts on the environment, community and traffic. Assessors must first determine if the proposed route is the most appropriate route for the particular operation(s) and recommend variations to the initially proposed route to reduce such impacts. Consideration should also be given to the impact if RAV access is not approved, i.e. will the operation(s) occur regardless and then be carried out with increased heavy vehicle movements.

As part of any route assessment for a RAV, HVS does not assess any access for driveways adjoining a RAV network road. It remains the responsibility of the property owner to ensure safe ingress and egress to the property.

Before making a decision on an application for RAV access, HVS may deem it necessary to do any or all of the following:

- Perform a further assessment of the route;
- Assess the suitability of the road pavement;
- Assess the suitability of all structures on the proposed route to accommodate the specific vehicle;
- Specify conditions of access, such as speed limits restrictions;
- Obtain local government agreement for the proposed RAV access;
- Recommend road improvements as condition of approval;
- Conduct a Performance Based Standards (PBS) Scheme assessment to assess the proposed vehicle's safety performance.

When assessing a road, all connection points to existing RAV networks must be assessed for suitability and a holistic approach should be taken to ensure overall RAV network connectivity in the area.

1.4 Planning Evaluation

Assessment of a proposed RAV route should be checked against any future planning proposals to evaluate the potential impact of RAVs. The relevant road managers should be consulted as part of the assessment process.

1.5 Further Assistance

Additional information and guidance is available from HVS via telephone 138 486 or hvsrouteassessments@mainroads.wa.gov.au

2 ASSESSMENT CRITERIA

2.1 Traffic Data & Accident Statistics

2.1.1 Traffic Counts

In order to determine the suitability of a road for RAV access, it is essential to obtain current traffic counts for the particular road. The traffic counts must be considered when determining appropriate road widths, potential congestion issues and relevant operating conditions. If traffic data is not available, an estimate from the road manager should be obtained.

2.1.2 Accident Statistics

Consultation with the road manager is necessary to establish if there is an accident history on the particular road that needs to be considered during the assessment process. Consideration should be given to applying conditions to the proposed RAV access to mitigate the risks, such as speed restrictions or curfew conditions, which cannot be applied to general access heavy vehicles.

2.2 Structures

2.2.1 Load Capacity

All bridges and load restrictive culverts on the requested route will be assessed for the proposed RAV access by Main Roads Structures Engineering Branch, via HVS. When carrying out an assessment for Network 2, a separate Structures Engineering assessment must be carried out for the Short B-triple combination.

Any bridge restrictions for the Short B-triple combination must be specified in the access conditions for the relevant road.

Consultation with local governments is required to ensure all culverts on local government roads have been appropriately considered.

2.2.2 Structure Width Requirements

To ensure RAVs can safely pass oncoming vehicles when crossing structures, the minimum width between kerbs on a bridge or over a culvert must not be less than the width specified in Table 1.

Table 1: Minimum Width between Kerbs/Carriageway on a Structure

AADT	Minimum Width Between Kerbs/carriageway (m)	Quality of Approaches
Less than 75	3.5*	Structures with adequate Approach Sight Distance (ASD)**.
75 to 150	5.3	Structures with adequate ASD, clearly signed and road clearly marked.
	7.0	Structures that have inadequate ASD, inadequate signage or no road markings.
150 to 500	5.8	Structures with adequate ASD, clearly signed and road clearly marked.
	7.2	Structures that have inadequate ASD, inadequate signage or no road markings.
More than 500	7.2	All structures at this traffic volume

*Conditions apply; refer to 2.4.2 and [Appendix B](#);

**RAV ASD should be measured from a truck driver's eye height of 2.4 metres. Minimum requirements for ASD refer to [Appendix D](#).

2.3 Overhead Clearance

Standard RAVs are approved to travel with a height of up to 4.6 metres. RAV route assessments must confirm that adequate vertical clearances are available to safely accommodate a load/vehicle height of 4.6 metres. An adequate vertical clearance is considered to be 4.6 metres, plus the following overhead clearance:

- Overhead structures, such as bridges and gantry signs - 300 millimetres overhead clearance; and
- Power lines - the minimum overhead clearance required by telecommunications and electrical transmission cable providers.

Where telecommunications and/or electrical transmission cables cross the route, approval for a load/vehicle height of 4.6 metres must be obtained from the relevant controller(s) listed in the “Contact Details for Other Agency Approvals” located on the Oversize Over-mass Permits page of the Main Roads website.

Where the required load/vehicle height of 4.6 metres is not approved by the cable provider, the cable provider must specify the maximum approved load/vehicle height and the location of the restricting power line. RAV access may still be considered with appropriate height conditions.

2.4 Rural Road Widths

When the hauling unit of a RAV travels along a straight path over an uneven surface, the trailing units do not follow along the same path as the lead unit. This is defined as “off-tracking” and depends on several factors, including:

- The steering actions of the driver;
- Vehicle configuration and coupling arrangements between units;
- Misalignment of the axles;
- Suspension (geometry, bump and roll steer effects) and tyre characteristics;
- Vehicle length;
- External disturbances that include road roughness, cross-slope and side loading from wind-gusts; and
- Speed of travel.

The maximum deviation in tracking over a straight section of road, when added to the width of the RAV, and then a safety margin applied, determines how much road width is needed to safely accommodate the RAV.

To assess the widths of rural roads, tables of minimum carriageway widths and sealed widths to accommodate the RAV are listed at [Appendix A](#).

To be suitable for RAV access, a road should be sealed if AADT is over 150 and annual freight tonnage is over 300,000 tonnes per annum. The requirement for the road to be sealed is partly for safety reasons, but more so for road sustainability.

In the absence of any traffic data, the following parameters may enable a judgement as to whether a road needs to be sealed:

- If the road is unlikely to be used by more than 10 RAVs per day; or
- If the road is unlikely to be used by more than 60 RAVs per day over a seasonal two month period.

When considering whether a road has adequate width, an assessment should also be made in relation to any potential risks posed by:

- Crests;
- Pronounced cambers;
- Poor shoulder condition;
- Surface roughness; and
- Reduced sight distances.

Despite a road's width being above the specified minimum in [Appendix A](#), these factors may require additional width, application of specific RAV operating conditions, or in extreme cases, mean the route is unsuitable for RAV access.

Minor width deficiencies are acceptable, particularly if it is only for a small portion of the road. If width requirements are relaxed, consideration should be given to applying conditions to mitigate risk and to ensure safe operation.

Off-tracking of a vehicle combination is more severe at high speeds; therefore minimum seal width may be reduced where speeds are reduced to 60 km/h or less.

Minimum seal widths may also be reduced on roads where all other road users are familiar with the operation of heavy vehicles e.g., farm access roads, industrial areas and mine access roads.

2.4.1 Sight Distance Considerations at Curves and Tight Bends

When the hauling unit of a RAV travels around a curve or tight bend, the trailing units pull across the curve or tight bend and as such, require additional road width. This is defined as "swept width" and depends on several factors, including:

- Radius of the curve or tight bend;
- Length of vehicle combination;
- Number and type of articulation points; and
- Road surface and geometry.

In instances where it is identified the RAV would be required to utilise additional road width when travelling around a curve or tight bend, potentially encroaching into oncoming traffic, the assessor must ensure there is sufficient visibility on the approach to the curve or tight bend to observe oncoming vehicles, and react or stop if necessary. The table in [Appendix D](#) shows the required sight distance for RAVs, given the speed and the gradient of the road.

It will be necessary for the assessor to conduct swept path assessments on curves to determine if the RAV is likely to encroach into oncoming traffic.

Note: *Access should be declined if the RAV crosses a solid white line when traversing a curve or tight bend, unless there is sufficient sight distance.*

2.4.2 Low Volume Road Width

When assessing road width, where traffic volumes are less than 75 vehicles per day and the road width does not meet the requirements in [Appendix A](#), the width of the road may be assessed in accordance with the requirements in [Appendix B](#) and the relevant conditions in [Appendix E](#) should be applied.

A Type B low volume road should not exceed the maximum road length stipulated in Table 2.

Table 2: Maximum allowable road length for Type B suitability

Daily Traffic Volume	0 to 15 VPD	16 to 30 VPD	31 to 50 VPD	51 to 75 VPD
Max Road Length	5.0 km	2.0 km	1.5 km	1.0 km

2.4.3 Traffic Volume Consideration

It is important to use the most appropriate measure of traffic volume when determining if [Appendix A](#) or [Appendix B](#) should be applied.

AADT is an average daily traffic count for the year, while VPD is an actual measure of the daily traffic count, which is more appropriate for recording seasonal traffic.

[Appendix A](#) road widths should always be used, unless both the AADT and any increased seasonal traffic volumes (measured in VPD) are less than 75, in which case it is appropriate to use [Appendix B](#).

2.4.4 Assessing a Road in Sections

The road may be composed of a number of sections that vary in their standard and that would fall into different categories of RAV suitability, or require different operating conditions (e.g., for low volume roads). Width variation is a typical example of this principle. Where differing sections are reasonably long, it can be beneficial to separately assess each section as to its category of RAV access and any applicable operating conditions. Assessors should only consider applying this method of assessment where there is a likely benefit and a practical start and finish point, otherwise it is extremely difficult for drivers to comply with the changing conditions.

2.4.5 Short Sections of Reduced Width

There may be short narrow sections along the road due to narrow structures, roadside vegetation or short narrow sections of pavement. The entire length of the road does not need to meet the minimum road width requirements, provided the narrow sections comply with paragraphs (a) and (b) below.

(a) Traffic Volume Less than 75 Vehicles per Day

This paragraph only applies to low volume rural roads that do not meet the width requirement in [Appendix A](#), the road width has been assessed in accordance with [Appendix B](#) and the relevant conditions in [Appendix E](#) have been applied.

Where all narrow sections of the low volume rural road meet the following criteria, the narrow sections can be excluded from the overall road width assessment:

- Narrow sections must not be less than 3.5 metres wide;
- Each narrow section must not be more than 100 metres long;
- A combination of narrow points that are all within a single 100 metres length of road can be considered to be one single narrow section;
- Two adjacent narrow sections must not be within 150 metres of each other;
- The approach sight distance from both ends of the narrow section must comply with [Appendix D](#); and

If any narrow section fails to meet the 3.5 metres minimum width criteria, the route shall be considered unsuitable for RAV access.

Where all narrow sections meet the 3.5 metres minimum width criteria, but do not meet all the remaining criteria, the road shall be considered unsuitable for two-way RAV access. However, the

road may still be suitable for one-way RAV access only, provided relevant conditions as per [Appendix B](#) for a Type B road are applied. Type B roads suitability is also subject to traffic volume and road length requirements outlined in Table 2.

(b) Traffic Volume from 75 to 500 Vehicles per Day

This paragraph only applies to medium volume roads that is having the road width assessed in accordance with [Appendix A](#).

Where all narrow sections of a medium volume road meet the following criteria, the narrow sections can be excluded from the overall road width assessment: :

- Narrow sections should not have a carriageway width more than 1.3 metres below the requirements in [Appendix A](#);
- For a sealed road, narrow sections should not have a sealed width more than 0.2 metres below the requirements in [Appendix A](#);
- Each narrow section should not be more than 2 kilometres long; and
- The combined length of narrow sections should not be more than 15% of total road length.

2.5 Urban and Town Site Road Widths

There are a number of width requirements to be considered for RAVs travelling in urban and town site areas. As well as accommodating the additional swept width of RAVs, the width requirements for activities such as cycling and kerbside parking also need to be taken into account. The minimum road width requirements for town site areas are listed in [Appendix C](#).

2.6 Provision for Overtaking

RAVs tend to operate at lower average speeds than light vehicles. If the road does not have sufficient overtaking opportunities, drivers of light vehicles may experience delays behind slower moving RAVs and in some cases may form queues of vehicles waiting to overtake. This may cause driver frustration and thereby increase the risk of drivers attempting to overtake when it is not safe. Therefore, it is essential, from a road safety perspective, to have adequate overtaking opportunities on a RAV route.

It is recommended that AADT figures are used to assess overtaking opportunities, however the assessor should consider the impact of seasonal traffic during the assessment, as the AADT could be less than seasonal peak traffic volumes.

The volume of traffic and percentage of RAVs on the route affects the requirement for overtaking opportunities. To assess the suitability of overtaking opportunities, an AADT derived using the Passenger Car Equivalence (PCE) factors (refer to Table 3) shall be used. The derived AADT is calculated by multiplying the AADT for each of the Austroads vehicle classes by the PCE factor based on the road's terrain. This derived AADT is the figure to use to determine the maximum distance between overtaking opportunities in Table 4.

An example of calculating the derived AADT is listed below:

	Sum of AVG AADT	PCE Flat Terrain	AADT Flat Terrain
Austroads 1 & 2	3,180	1	3,180
Austroads 3, 4 & 5	1,893	2	3,786
Austroads 6, 7 8 & 9	285	2.5	713
Austroads 10 (RAV 2 - 4)	120	4	480
Austroads 11 (RAV 5 - 8)	117	4	468
Austroads 12 (RAV 9 -10)	2	9	14
		AADT derived	8,640

PCE factors represent the equivalent number of light vehicles for a particular type of RAV or general access heavy vehicle. The use of PCE factors provides a derived AADT value that can then be used to better assess overtaking opportunities.

Table 3: Passenger Car Equivalence Factors for RAVs

Vehicle Types	PCE Factors on Flat Terrain	PCE Factors on Rolling Terrain
Austrroads Class 1	1	1.3
Austrroads Class 2	1	1.3
Austrroads Class 3 to 5	2	3.5
Austrroads Class 6 to 9	2.5	5
Austrroads Class 10 - RAVs Categories 2-4	4	10
Austrroads Class 11 - RAVs Categories 5-8	4	10
Austrroads Class 12 - RAVs Categories 9-10	9	22

The maximum distances between overtaking opportunities are shown in Table 4.

Table 4: Maximum Distances between Overtaking Opportunities

AADT (Derived using PCE Factors)	Maximum average distance between overtaking opportunities	Maximum distance between any two overtaking opportunities	Notes
500 or below	N/A	N/A	Provision of additional opportunities is usually not justified.
501 to 1000	15 km	30 km	
1001 to 1800	8 km	15 km	
1801 and above	5 km	10 km	At AADT > 2700, additional opportunities that exceed the criteria may be necessary.

For each overtaking opportunity, the portion of road available to complete the overtaking opportunity should meet the minimum length shown in Table 5.

Table 5: Minimum Length for Overtaking Opportunities

Road Section Operating Speed (km/h)	Assumed Truck Speed (km/h)	Length (m)		
		RAVs Categories 2-4	RAVs Categories 5-8	RAVs Categories 9-10
70	60	600	640	690
80	69	740	790	860
90	77	890	950	1040
100	86	1070	1130	1240
110	94	1290	1310	1440

Note: The above lengths are generally determined by measuring the length of the divided line where overtaking is permitted.

2.7 Steep Grades

2.7.1 RAVs Losing Speed on Grades

The speed of RAVs ascending long and steep grades can be reduced to the extent that the speed differential is hazardous for vehicles approaching from behind. If possible, steep ascending grades should have overtaking lanes.

In some cases where an overtaking lane is not provided, the drivers of faster following vehicles may become frustrated and attempt an overtaking manoeuvre when unsafe to do so. A RAV speed reduction to 40 km/h is considered the threshold point at which drivers will seek to overtake a slower vehicle, regardless of whether or not adequate sight distance is available.

Table 6 outlines the maximum distance required for a laden RAV travelling up a grade to slow down to 40 km/h. For roads with grades, or consecutive varying grades, exceeding these distances, it is recommended that the road should have an additional climbing lane for RAVs.

Table 6: Maximum distances (m) of uphill travel before RAV speeds are reduced to 40 km/h

Grade %	RAVs Categories 2-6		RAVs Categories 7-8		RAVs Categories 9-10	
	80 km/h Approach Speed	100 km/h Approach Speed	80 km/h Approach Speed	100 km/h Approach Speed	80 km/h Approach Speed	100 km/h Approach Speed
3	*	*	*	*	1080	1650
4	950	1410	900	1350	690	1110
5	640	980	610	960	520	840
6	480	760	470	750	410	680
7	390	630	380	620	340	570
8	330	530	320	530	290	490

* RAV can maintain a higher speed than 40 km/h on these grades.

2.7.2 Maximum Grade Requirements for RAVs

For a route to be suitable for RAV access there must be no steep grades that are in excess of the limits in Table 7.

Table 7: Grades Limits for RAVs

	Sealed Roads	Gravel Roads
RAVs Categories 2-6	8%	5%
RAVs Categories 7-8	6%	4%
RAVs Categories 9-10	5%	3%

2.8 Turning at Intersections

It is essential that intersections can be safely negotiated, with minimal or no interference to other traffic and minimal risk of damage to property.

2.8.1 Vehicle Speed While Negotiating the Turn

The vehicle turning radius is directly related to the maximum turning speed of the vehicle:

- For intersections where the vehicle must always stop before turning (e.g., at a Stop sign), a turning speed of 5-15 km/h is generally sufficient;
- For intersections where the vehicle rarely or never needs to stop before turning, a speed of 20 km/h to 30 km/h can be assumed; and
- A turning speed of 30 km/h or more can be used on roads with high posted speed limits with high traffic volumes, where the RAV is likely to turn at a higher speed.

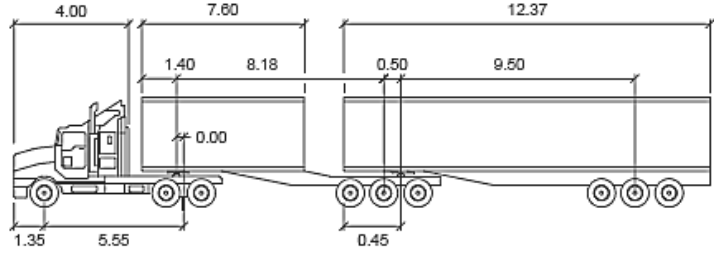
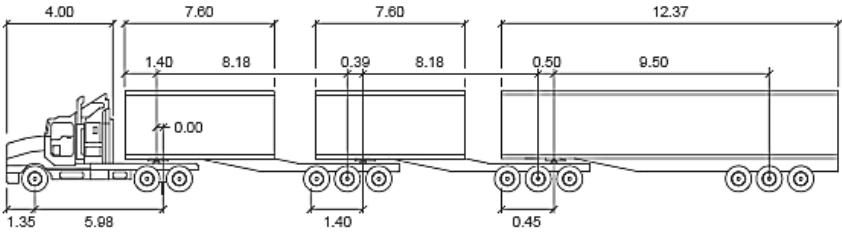
2.8.2 Turning Clearances

Where there is any possibility that the RAV may have insufficient clearance from kerbs or other nearby objects, standard turning templates shall be used to accurately check the swept path of the RAV.

Using a suitable vehicle swept path simulation software, the appropriate vehicle combination must be used to check all turning movements at all required intersections and any clearance problems should be noted on the *RAV Route Assessment Form*. As a rule:

- The wheel paths of the rear trailer of the RAV must not come any closer than 200 millimetres from the face of any kerb, unless the kerb is designed to be mounted, in which case the 200 millimetres clearance is not applied.
- If there is no kerb (such as a gravel road), the edge of the road formation can be taken as the kerb.
- The swept path must not come any closer than 200 millimetres to a nearby object.
- For a left or right turn, the wheel paths must not cross over the centreline of the road, unless the sight distances in all directions of the intersection are adequate according to [Appendix D](#).

Table 8: Vehicle combinations for completing swept path assessments

RAV Categories	Assessment Vehicle	Maximum Length (m)																
<p>2-4</p>	<p>B-double</p>  <p>B-Double HVS meters</p> <table border="0"> <tr> <td>Tractor Width</td> <td>: 2.50</td> <td>Lock to Lock Time</td> <td>: 6.0</td> </tr> <tr> <td>Trailer Width</td> <td>: 2.50</td> <td>Steering Angle</td> <td>: 35.0</td> </tr> <tr> <td>Tractor Track</td> <td>: 2.50</td> <td>Articulating Angle</td> <td>: 70.0</td> </tr> <tr> <td>Trailer Track</td> <td>: 2.50</td> <td></td> <td></td> </tr> </table>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			<p>27.5</p>
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	
<p>5-7</p>	<p>B-triple</p>  <p>B-Triple HVS meters</p> <table border="0"> <tr> <td>Tractor Width</td> <td>: 2.50</td> <td>Lock to Lock Time</td> <td>: 6.0</td> </tr> <tr> <td>Trailer Width</td> <td>: 2.50</td> <td>Steering Angle</td> <td>: 35.0</td> </tr> <tr> <td>Tractor Track</td> <td>: 2.50</td> <td>Articulating Angle</td> <td>: 70.0</td> </tr> <tr> <td>Trailer Track</td> <td>: 2.50</td> <td></td> <td></td> </tr> </table>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			<p>36.5</p>
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	

9-10	Double B Double	53.5
<p>Double B-Double HVS</p> <p>Track Width 2.50m Trailer Width 2.50m Tractor Width 2.50m Trailer Track 2.50m</p> <p>Lock to Lock Time 6.0 Steering Angle 35.0 Articulating Angle 70.0</p>		

2.8.3 Intersection Layout

To assist in ensuring network performance levels are maintained, the assessor needs to identify if acceleration lanes and turn pockets are present at intersections and the length of these treatments.

Capturing this information in the assessment will assist in determining if network improvements are necessary, in consultation with the road manager.

2.8.4 Approach Sight Distance

The route shall be rejected if the driver of a RAV approaching the intersection has insufficient visibility to observe the intersection, or advance intersection warning, and react or stop if necessary. The table in [Appendix D](#) shows the required sight distances for RAVs, given the vehicle type, speed and the gradient of the road. When measuring the available approach sight distance, the measurement must be taken from a truck driver’s eye height of 2.4 metres.

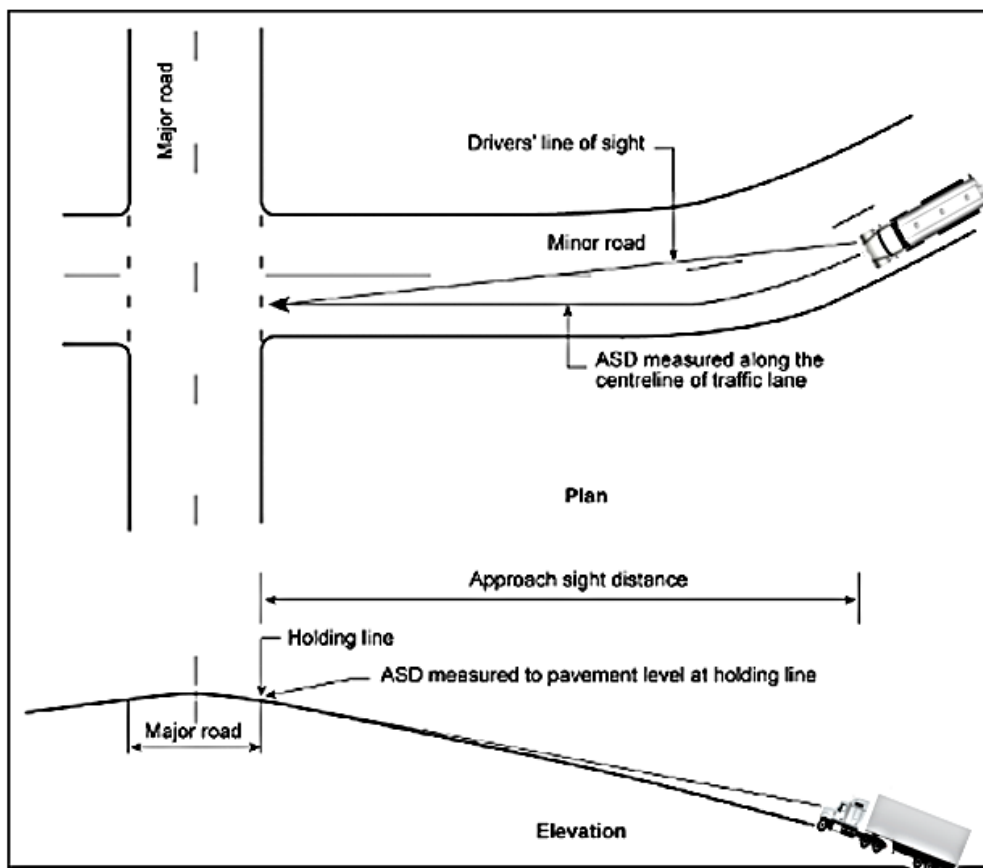


Figure 1: Example of Approach Sight Distance

2.8.5 Entering Sight Distance

The road shall be rejected if the driver of a RAV, entering a through road, does not have appropriate sight distance to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely. The table in [Appendix D](#) shows the required sight distances for RAVs, given the vehicle type, speed and the gradient of the road. When measuring the available entering sight distance, the measurement must be taken from a truck driver’s eye height of 2.4 metres to a height that considers all traffic.

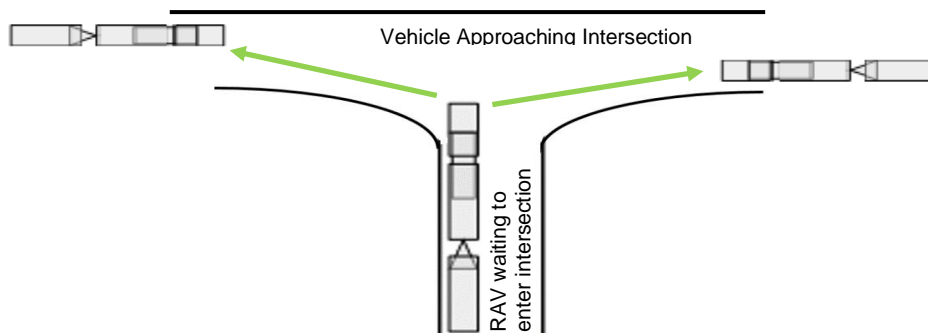


Figure 2: Example of Entering Sight Distance

The angle and gradient of the intersection should also be considered to determine if additional time is required for a RAV to manoeuvre the intersection, for instance a steep upgrade in the direction of travel will adversely affect the RAV’s start up and acceleration when entering the through road.

Note: *The entering sight distance requirement is only required for intersections that are not controlled by traffic signals, with the exception of a right turning movement with no right turn arrow.*

2.9 Railway Level Crossings

The various operational requirements at railway crossings are described in the *Railway Crossing Control in Western Australia Policy and Guidelines* found on the Main Roads website.

The following points highlight the main considerations for RAVs at railway crossings for the various levels of protection.

2.9.1 Inadequate Approach Stacking Distance

Inadequate approach stacking distance occurs where the distance between the railway and a nearby intersection is insufficient to enable a vehicle to stop at the crossing without impeding the traffic flow at the intersection.

Approach stacking distance is measured from the vehicle stopping line at the railway crossing to the nearest shoulder edge of the crossroad. The vehicle stopping line at a railway crossing is normally indicated by a painted line or, in the absence of a marked line, it is assumed to be 3.5 metres back from the nearest rail.

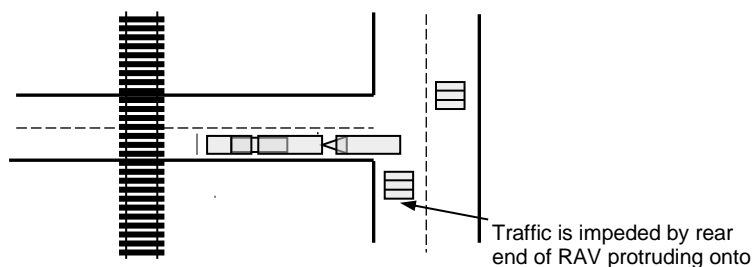


Figure 3: Examples of Inadequate Approach Stacking Distance

2.9.2 Inadequate Departure Stacking Distance

Inadequate departure stacking distance occurs when part of a vehicle would encroach within 3.5 metres of the railway track, while stopped to give way to traffic on the priority road of an adjacent intersection. An exception is in cases where the intersection is controlled by traffic signals that are coordinated with the railway crossing signals.

Departure Stacking Distance is measured from the vehicle stopping line at the intersection to within 3.5 metres of the nearest railway track. In the absence of marked lines, the measurement is to be taken from the edge of the through lane (if there are edge lines) or the edge of the seal.

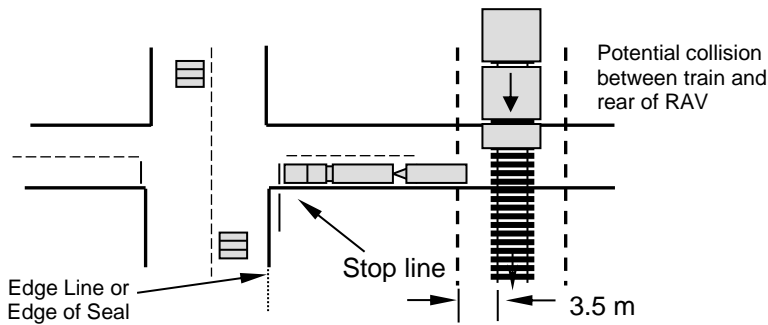


Figure 4: Examples of Inadequate Departure Stacking Distance

2.9.3 Adequate Stacking Distance

Figure 5 shows the methodology for measuring approach and departure stacking distances. Ideally, a clearance of 3.5 metres should be applied when assessing the available approach stacking distance. However, if the approach stacking distance is at least the length of the RAV and there is sufficient ESD for other vehicles departing the intersection, while there is a RAV stopped at the rail, a lesser clearance is acceptable.

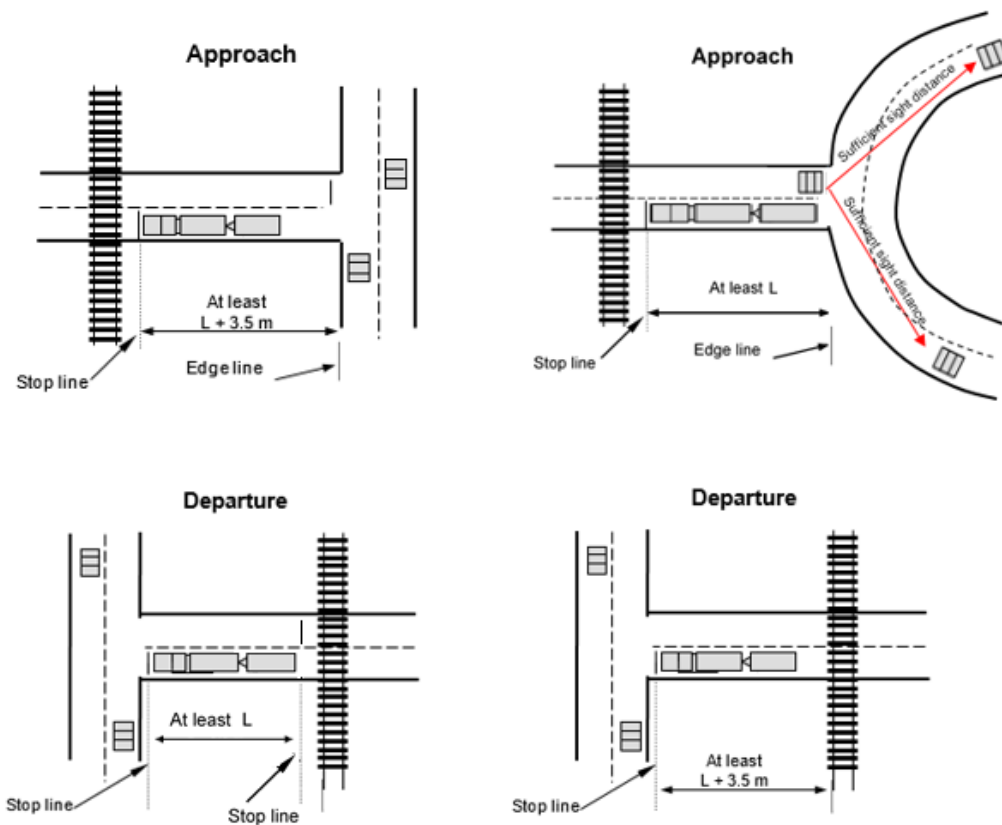


Figure 5: Examples of Adequate Stacking Distances

2.9.4 RAVs at Crossings Protected by Give Way or Stop Signs

The driver of a RAV approaching a railway crossing protected by a GIVE WAY or a STOP sign needs to be able to see the crossing from a sufficient distance to allow enough time to stop the RAV if required. The ASD to a railway crossing must meet [Appendix D](#).

There also needs to be sufficient sight distance for the driver of a RAV, after having stopped at a railway crossing with a GIVE WAY or STOP sign, to see an oncoming train and allow adequate time to safely cross. The required sight distances for RAVs at railway crossings must meet:

- The S3 formula for STOP signs of the Australian Standards AS1742.7-2016 – Manual of Uniform Traffic Control Devices – part 7: Railway Crossings.

The S3 formula determines the minimum distance required for the driver of a vehicle stopped at the railway crossing to be able to see an oncoming train in order to safely cross.

When measuring the available sight distance to all directions at rail crossings, a truck driver's eye height of 2.4 metres is recommended.

Where railway crossings with STOP signs are located along the proposed route, the assessor must record the information shown below in Figure 6 on the *RAV Route Assessment Form*. This information is then used to calculate the S3 formula.

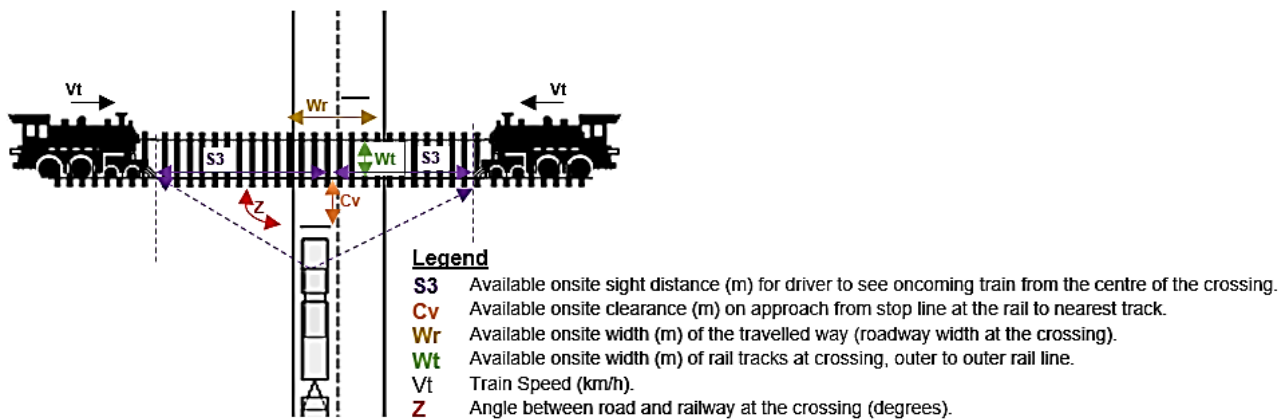


Figure 6: Required Information from Onsite Assessment for S3 Calculation

2.9.5 RAVs at Railway Crossings Protected by Flashing Lights

The visibility of the primary flashing lights and advance flashing yellow warning signs displayed on the approach to crossings, must be assessed so that the driver can safely stop if required. The sight distance to the flashing lights, or alternatively the advance flashing yellow warning signs must meet the minimum requirements in [Appendix D](#).

When measuring the available sight distance to all directions at rail crossings, a truck driver's eye height of 2.4 metres is recommended.

2.10 Off-road Parking

In rural and remote areas, the route should have adequate off-road truck parking facilities at sufficient spacing along the route.

In any one direction of travel, the maximum spacing for off-road parking facilities should be:

- Rural Area roads - 80 kilometres
- Remote Area roads - 120 kilometres

Adequate off-road parking facility is defined as any:

- Service station or roadhouse, (or other commercial establishment), with provision for public truck parking;
- Signed parking bay, truck bay, rest area; or
- Designated road train assembly area.

Which meets the following criteria:

- Minimum approach sight distance (measured from a truck driver’s eye height of 2.4 metres) to the entry/exit point are in accordance with [Appendix D](#); and
- Minimum entering sight distance (measure from a truck driver’s eye height of 2.4 metres to a height that considers all traffic.) from the entry/exit point in accordance with [Appendix D](#); and
- The full length of the RAV can be parked within the parking area, without encroachment onto the carriageway. The ideal minimum clearance between the parked RAV and the adjacent road is shown in Table 9 (as per the example in Figure 7).

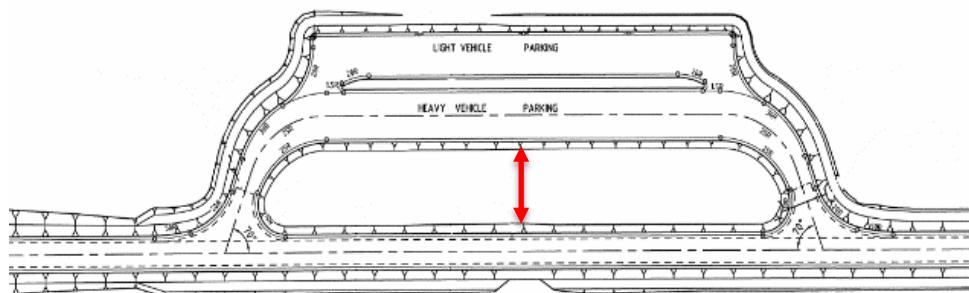


Figure 7: Minimum clearance between road pavement and parking bay

Table 9: Minimum safe clearance distance of parked RAV from road

Speed Limit (km/h)	Minimum Clearance from edge of pavement* (m)
60	5
70	5.7
80	6.2
90	7.6
100	8.8
110	11

2.11 Other Road Users

Consideration must be given to the risks a RAV may pose to more vulnerable road users, such as the following:

- Pedestrians;
- Cyclists;
- Tourists and recreational users (who may be unfamiliar with the conditions);
- School buses, where the buses are dropping children adjacent to the road in a non-dedicated bus stop.

3 COMMUNITY CONSIDERATIONS

HVS will consult with the relevant Local Government and/or Main Roads Region for input in relation to potential adverse impacts on the local community that may result from approving RAV access.

4 RAIL CONTESTABILITY

HVS will consult with the Department of Transport if they consider the proposed RAV access may be contestable with rail.

5 APPENDICES

Appendix	Title
Appendix A	Rural Road Minimum Widths
Appendix B	Low Volume Rural Road Minimum Widths
Appendix C	Townsite Road Minimum Widths
Appendix D	Required Sight Distance
Appendix F	Operating Conditions
Appendix F	RAV Access Assessment Process

Appendix A: Rural Road Minimum Width

	60 to 70 km/h		80 to 100 km/h	
	Carriageway Width (m)	Sealed Width (m)	Carriageway Width (m)	Sealed Width (m)

0 to 150 AADT / VPD***

RAVs Categories 2-4	7.6	3.3	7.9	3.4
RAVs Categories 5-7	7.7	3.4	8.0	3.5
RAVs Categories 8-10	8.2	3.8	8.6	3.9

150 to 500 AADT / VPD

RAVs Categories 2-4	7.6	5.6	7.9	5.9
RAVs Categories 5-7	7.7	5.7	8.0	6.0
RAVs Categories 8-10	8.2	6.1	8.6	6.4

500 to 1 000 AADT

RAVs Categories 2-4	7.9	6.1	8.2	6.4
RAVs Categories 5-7	8.0	6.2	8.3	6.5
RAVs Categories 8-10	8.6	6.6	9.0	6.9

More than 1 000 AADT

RAVs Categories 2-4	9.6	6.8	9.9	7.1
RAVs Categories 5-7	9.7	6.9	10.0	7.2
RAVs Categories 8-10	10.6	7.6	11.0	8.0

Notes:

- The carriageway widths given in the above table should be used for assessing usable width on gravel roads.
- A road should be sealed if the AADT is over 150 and the annual freight tonnage is over 300,000 TPA. In the absence of any traffic data, the following parameters may be a guide: the uniform annual loaded RAV traffic volume exceed 10 vehicles per day; or the loaded RAV traffic volume exceed 60 vehicles per day over a seasonal two month period.

Appendix B Low Volume Rural Road Minimum Widths

Type A Road (suitable for two-way RAV traffic)

	40 km/h	60 km/h
	Carriageway Width (m)	Carriageway Width (m)
RAVs Categories 2-7	5.8	6.1
RAVs Categories 9-10	5.9	6.3

Notes:

- This section is not to be used for assessing routes for RAV Category 8.
- For Type A low volume roads, [Appendix E](#) operating conditions 1, 2, 3, 4, 5, 7 and 8 may be applied as a condition;
- If a road is at least 1.0 metre wider than the widths specified for 60km/h, an 80km/h speed restriction should be considered. A speed restriction above 80km/h should only be considered if the road is sealed, has good sight distance and presents no significant safety concern.

Type B Road (unsuitable for two-way RAV traffic)

	40 km/h
	Carriageway Width (m)
RAVs Categories 2-7	3.5*
RAVs Categories 9-10	3.5*

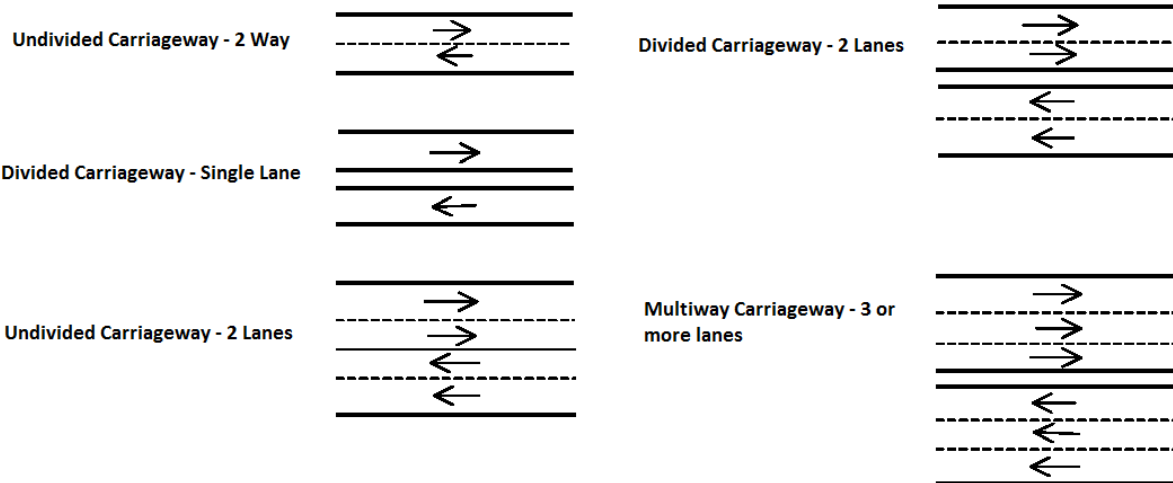
Note:

- For type B low volume roads, [Appendix E](#) operating conditions 1, 2, 3, 4, 5, 6, 7 and 8 may be applied as a condition.

Appendix C: Town Site Road Minimum Widths

Feature	RAVs Categories 2-4		RAVs Categories 5-8		RAVs Categories 9-10	
	60 - 70 km/h	80-100 km/h	60 - 70 km/h	80-100 km/h	60 - 70 km/h	80-100 km/h
(Undivided carriageway – 2 Way) Width between sealed edge and road centre (m)						
Basic / unmarked	3.2	3.5	3.3	3.7	3.6	4.1
with marked separation line	3.5	3.8	3.6	4.0	3.9	4.4
with dedicated cycle lane	4.7	5.5	4.8	5.7	5.1	6.1
with dedicated or regular parallel parking	5.7	NA	5.8	NA	6.1	NA
with dedicated angle (45°) parking	9.2	NA	9.3	NA	9.6	NA
(Divided carriageway – single lane) Width between sealed edge and edge of median or traffic island (m)						
Basic / unmarked	3.5	3.8	3.6	4.0	3.9	4.4
with dedicated cycle lane	5.0	5.8	5.1	6.0	5.4	6.4
with dedicated or regular parallel parking	6.0	NA	6.1	NA	6.4	NA
with dedicated angle (45°) parking	9.5	NA	9.6	NA	9.9	NA
(Undivided carriageway – 2 lanes) Width between sealed edge and road centre (m)						
Basic / unmarked	6.6	7.0	6.7	7.1	7.0	7.5
with dedicated cycle lane	8.1	9.0	8.2	9.1	8.5	9.5
with dedicated or regular parallel parking	9.1	NA	9.2	NA	9.5	NA
(Divided carriageway – 2 lanes) Width between sealed edge and edge of median or traffic island (m)						
Basic / unmarked	6.6	7.0	6.7	7.1	7.0	7.5
with dedicated cycle lane	8.1	9.0	8.2	9.1	8.5	9.5
with dedicated or regular parallel parking	9.1	NA	9.2	NA	9.5	NA
(Multiple Lane Carriageways – 3 or more lanes) Width of additional through lane (m)						
basic	3.2	3.4	3.3	3.5	3.4	3.6

Note: An explanation of road type descriptors is as follows:



Appendix D: Required Sight Distances

Posted Speed km/h	Downhill				Level	Uphill			
	-8%	-6%	-4%	-2%		2%	4%	6%	8%
40	74	72	70	68	66	65	64	62	61
50	102	98	95	92	89	87	85	84	82
60	134	128	123	119	116	112	110	107	105
70	170	162	155	149	144	140	136	133	130
80	209	198	190	182	176	170	165	161	157
90	252	239	228	218	210	203	197	191	186
100	308	290	275	263	252	242	234	227	220

The above values have been derived using the formula given in Austroads Guidelines with following factors:

Reaction Time	4.0 s
---------------	-------

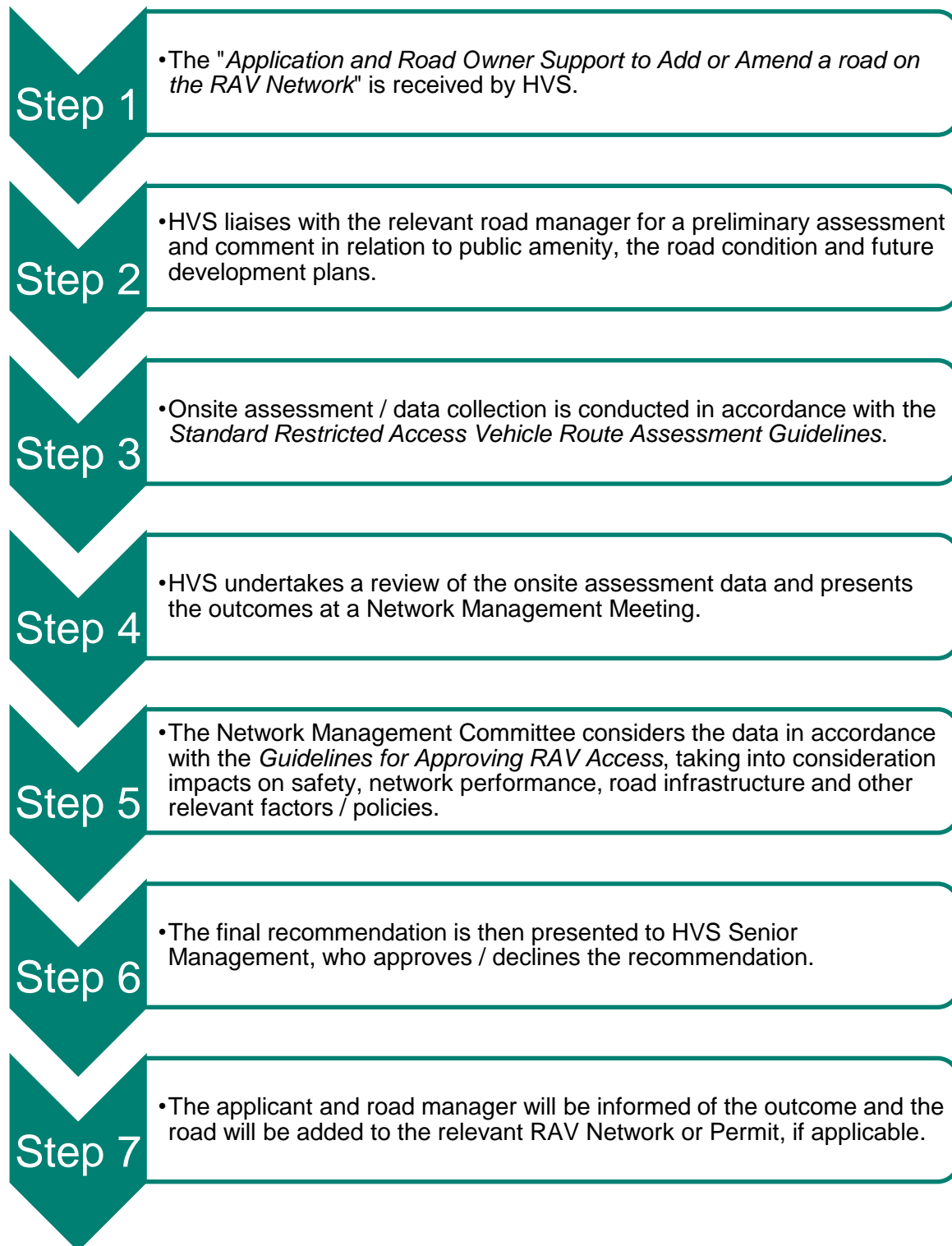
(Deceleration rate of 0.29g up to 90 km/h, 0.28g at 100 km/h.)

Appendix E: Operating Conditions

These and other similar operating conditions may be applied to the assessment of low volume roads.

1. When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover.
2. No operation on unsealed road segment when visibly wet, without road owner's approval.
3. Headlights must be switched on at all times.
4. Speed restrictions of 40 km/h or 60 km/h as determined from [Appendix B](#).
5. Direct radio contact must be maintained with other RAVs to establish their position on or near the road (suggested UHF Ch 40).
6. For a single lane road, the road must not be entered until the driver has established via radio contact that there is no other RAV on the road travelling in the oncoming direction.
7. Operation is not permitted while the school bus is operating on the road. Operators must contact the relevant schools directly and obtain school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs/ pick-ups have been completed on the road.
8. Current written support from the road asset owner, endorsing use of the road, must be obtained, carried in the vehicle and produced upon request.

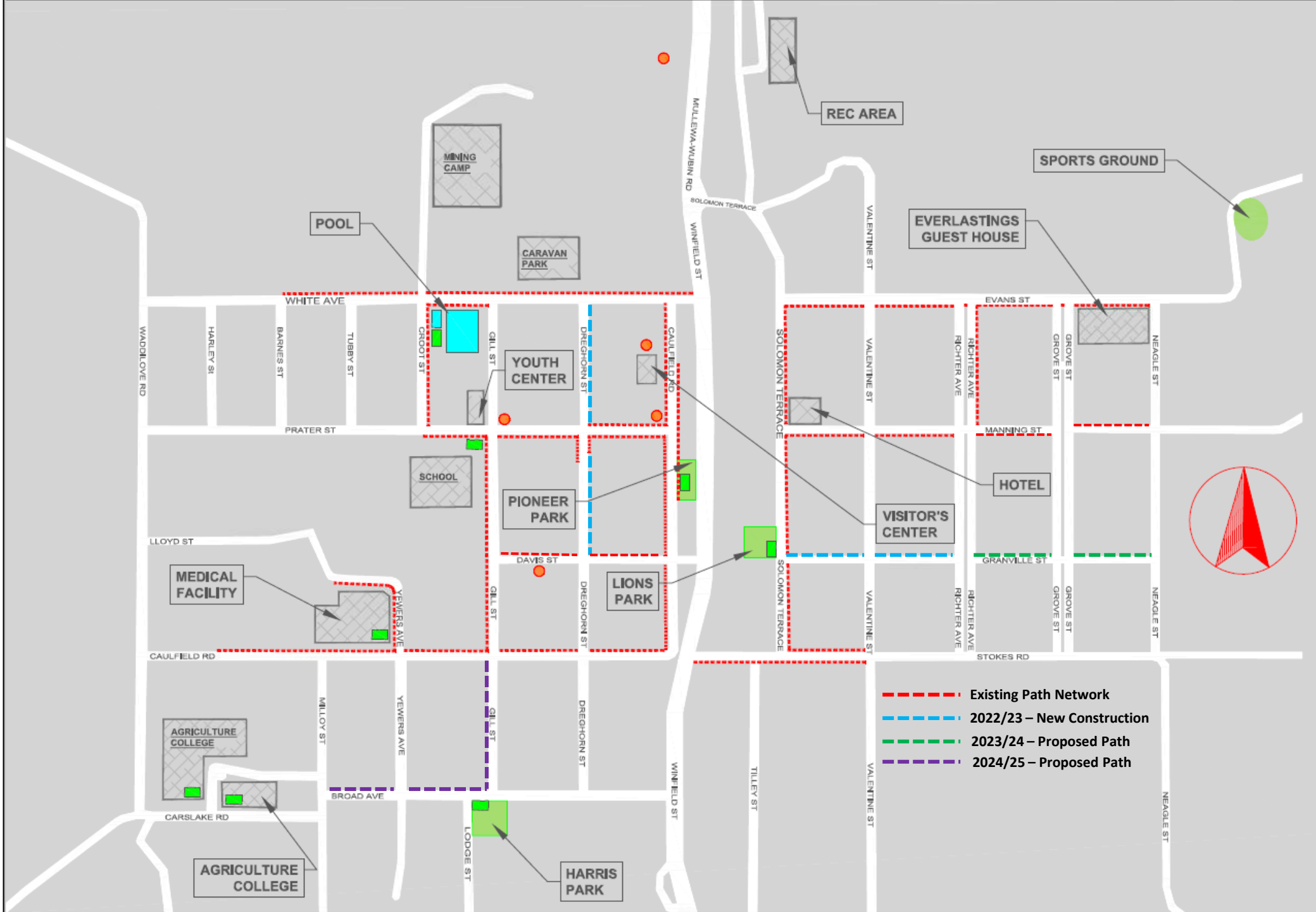
Appendix F: RAV Access Assessment Process



Ordinary Council Meeting 20 October 2022

Attachment 1 Shared Path Network 2022

Item 11.3.2 Proposed Future Footpath Network – 2
Year Plan



POOL

MINING CAMP

CARAVAN PARK

REC AREA

SPORTS GROUND

EVERLASTINGS GUEST HOUSE

WHITE AVE

YOUTH CENTER

EVANS ST

WADDILOCK RD

HARLEY ST

BARNES ST

TUBBY ST

CHROOT ST

GILL ST

DREGHORN ST

CAULFIELD RD

SOLOMON TERRACE

VALENTINE ST

RICHTER AVE

GROVE ST

NEAGLE ST

PRATER ST

SCHOOL

PIONEER PARK

MANNING ST

VISITOR'S CENTER

HOTEL

LLOYD ST

MEDICAL FACILITY

GILL ST

DAVIS ST

LIONS PARK

GRANVILLE ST

YEWERS AVE

GILL ST

DREGHORN ST

SOLOMON TERRACE

VALENTINE ST

RICHTER AVE

GROVE ST

GROVE ST

NEAGLE ST

CAULFIELD RD

YEWERS AVE

GILL ST

DREGHORN ST

SOLOMON TERRACE

VALENTINE ST

RICHTER AVE

STOKES RD

- Existing Path Network
- 2022/23 - New Construction
- 2023/24 - Proposed Path
- 2024/25 - Proposed Path

AGRICULTURE COLLEGE

MILLOV ST

YEWERS AVE

GILL ST

DREGHORN ST

WINFIELD ST

TILLEY ST

VALENTINE ST

NEAGLE ST

BROAD AVE

AGRICULTURE COLLEGE

LODGE ST

HARRIS PARK



Ordinary Council Meeting 20 October 2022

Attachment 1 Minutes of WALGA State Council Meeting 9 September 2022

Item 12.1 Minutes of WALGA State Council Meeting held 9 September 2022

State Council

Full Minutes

9 September 2022

Regional Meeting

Hosted by the Peel Country Zone

City of Mandurah Council Chambers

Ordinary meeting no. 4 of 2022 of the Western Australian Local Government Association (WALGA) State Council hosted by the Peel Country Zone at the City of Mandurah Council Chambers, 83 Mandurah Terrace, Mandurah on **Friday, 9 September**.

OPEN and WELCOME

The Chair declared the meeting open at 11:07am.

The Chair asked all meeting attendees to stand for a minute's silence in honour of the recent passing of Her Majesty Queen Elizabeth II.

PAPERS

State Councillors were distributed the following papers under separate cover:

- 5.3 – Finance and Services Committee Minutes 31 August 2022;
- 5.4 – Selection Committee Minutes– CONFIDENTIAL;
- 5.5 – LGIS Board Minutes 23 June 2022 – CONFIDENTIAL;
- 5.6 – LGIS Board Remuneration – CONFIDENTIAL;
- 5.7 – CEO Performance Review Report 2021-2022 – CONFIDENTIAL;
- 5.8 – CEO Performance Review Committee;
- CEO's Report to State Council for September 2022;
- President's Report for September 2022 (previously emailed to all Zones).

1. ATTENDANCE, APOLOGIES & ANNOUNCEMENTS

1.1 Attendance

Members	President of WALGA - Chair Avon-Midland Country Zone Central Country Zone Central Metropolitan Zone Central Metropolitan Zone East Metropolitan Zone East Metropolitan Zone Goldfields Esperance Country Zone Great Eastern Country Zone Great Southern Country Zone Kimberley Country Zone Murchison Country Zone Northern Country Zone North Metropolitan Zone North Metropolitan Zone North Metropolitan Zone Peel Country Zone South East Metropolitan Zone South East Metropolitan Zone South Metropolitan Zone South Metropolitan Zone South Metropolitan Zone South West Country Zone	President Cr Karen Chappel JP President Cr Rosemary Madacsi (Deputy) President Cr Phillip Blight Cr Helen Sadler Cr Kerry Smyth (Deputy) Cr Catherine Ehrhardt Cr John Daw President Cr Laurene Bonza President Cr Stephen Strange President Cr Chris Pavlovich Cr Chris Mitchell JP Cr Les Price Cr Isabelle Scott (Deputy) Cr Frank Cvitan JP Mayor Mark Irwin Cr Russ Fishwick JP President Cr Michelle Rich Cr Carl Celedin Mayor Ruth Butterfield Cr Doug Thompson Mayor Carol Adams OAM Mayor Logan Howlett JP President Cr Tony Dean
Ex Officio	President, LG Professionals WA	Ms Annie Riordan
Secretariat	Chief Executive Officer Executive Director Member Services Executive Manager Infrastructure	Mr Nick Sloan Mr Tony Brown Mr Ian Duncan

Executive Manager Policy
Chief Financial Officer
Manager Association and Corporate
Governance
Executive Officer Governance

Ms Nicole Matthews
Mr Rick Murray
Mr Tim Lane
Ms Kathy Robertson

The Chair welcomed:

- State Councillors
- Avon-Midland Country Zone Deputy State Councillor, President Cr Rosemary Madacsi
- Central Metropolitan Zone Deputy State Councillor, Cr Kerry Smyth
- Northern Country Zone Deputy State Councillor, Cr Isabelle Scott
- LG Professionals WA President, Ms Annie Riordan
- WALGA secretariat

Observers:

- South East Metropolitan Zone Deputy State Councillor, Cr Melissa Northcott
- Elected Members from the Peel Country Zone

1.2 Apologies

- The Rt. Hon. Lord Mayor Basil Zempilas
- Avon-Midland Country Zone State Councillor, Cr Ken Seymour
- Central Metropolitan Zone State Councillor, Cr Paul Kelly
- Gascoyne Country Zone State Councillor, President Cr Cheryl Cowell
- Gascoyne Country Zone Deputy State Councillor, President Cr Eddie Smith
- Northern Country Zone State Councillor, President Cr Moira Girando JP
- WALGA Executive Manager Advocacy, Ms Narelle Cant

1.3 Announcements

- 1.3.1 WALGA acknowledged the Bindjareb Noongar People who are the original inhabitants and Traditional Custodians of the land in and around Mandurah on which the meeting was held and pays respect to their Elders past and present.

2. MINUTES OF THE PREVIOUS MEETINGS

2.1 Minutes of meeting held 6 July 2022

RECOMMENDATION

Moved: Mayor Logan Howlett JP
Seconded: President Cr Michelle Rich

That the Minutes of the WALGA State Council meeting held on [Wednesday, 6 July 2022](#) be confirmed as a true and correct record of proceedings.

RESOLUTION 375.7/2022

CARRIED

2.1.1 Business arising from the Minutes of meeting held 6 July 2022

Nil.

2.2 Minutes of special meeting held 22 August 2022

RECOMMENDATION

Moved: Mayor Logan Howlett JP
Seconded: President Cr Michelle Rich

That the Minutes of the WALGA State Council special meeting held on [Monday, 22 August 2022](#) be confirmed as a true and correct record of proceedings.

RESOLUTION 375.7/2022

CARRIED

2.2.1 Business arising from the Minutes of special meeting held 22 August 2022

Nil.

2.3 Flying Minute – 2023-24 State Budget Submission Approach

RECOMMENDATION

Moved: Mayor Logan Howlett JP
Seconded: President Cr Michelle Rich

That the [Flying Minute – 2023-24 State Budget Submission Approach](#) be confirmed as a true and correct record of proceedings.

RESOLUTION 375.7/2022

CARRIED

2.3.1 Business arising from the Flying Minute – 2023-24 State Budget Submission Approach

Nil.

3. DECLARATION OF INTEREST

- President Cr Michelle Rich declared an interest in item 5.4 Selection Committee Minutes.
- Mayor Logan Howlett JP declared an impartiality interest in item 5.4 Selection Committee Minutes.

4. EMERGING ISSUES

Nil.

Contents

5. MATTERS FOR DECISION	7
5.1 2023-24 State Budget Submission (05-0001-03-0006 DM).....	7
5.2 Proposed Advocacy Position on Management of Bush Fire Brigades (05-024-02-0059 SM)	49
MATTERS FOR CONSIDERATION BY STATE COUNCILLORS (UNDER SEPARATE COVER)	81
5.3 Finance and Services Committee Minutes 31 August 2022	81
5.4 Selection Committee Minutes 17 August 2022 – CONFIDENTIAL.....	82
5.5 LGIS Board Minutes 23 June 2022 – CONFIDENTIAL	83
5.6 LGIS Board Remuneration – CONFIDENTIAL.....	84
5.7 CEO Performance Review Report 2021-2022 – CONFIDENTIAL.....	85
5.8 CEO Performance Review Committee.....	87
6. MATTERS FOR NOTING / INFORMATION.....	88
6.1 Local Government Homelessness Knowledge Hub (05-086-03-0004 VB)	88
6.2 State Road Funds to Local Government Agreement 2023/24 (05-001-03-0001 ID)	91
6.3 Paid Family and Domestic Violence Leave Entitlements Update (05-034-01-0001 DH)....	95
6.4 Proposed State Industrial Relations Transition (05-034-01-0001 DH).....	98
6.5 2023-24 State Budget Submission Approach (05-0001-03-0006 DM).....	101
7. ORGANISATIONAL REPORTS.....	102
7.1 Policy Team Reports	102
7.1.1 Environment and Waste Policy Team Report.....	102
7.1.2 Governance and Organisational Services Policy Team Report	104
7.1.3 Infrastructure Policy Team Report	107
7.1.4 People and Place Policy Team Report.....	112
7.2 Key Activity Reports.....	114
7.2.1 Report on Key Activities, Advocacy Portfolio.....	114
7.2.2 Report on Key Activities, Infrastructure Portfolio	117
7.2.3 Report on Key Activities, Member Services Portfolio	120
7.2.4 Report on Key Activities, Policy Portfolio	124
7.3 President’s Report	127
7.4 CEO’s Report	127
7.5 Ex-Officio Reports.....	127
7.5.1 City of Perth Report.....	127
7.5.2 LG Professional’s Report.....	127
8. ADDITIONAL ZONE RESOLUTIONS.....	128
9. DATE OF NEXT MEETING.....	130
10. CLOSURE	130
STATUS REPORT ON STATE COUNCIL RESOLUTIONS.....	131

5. MATTERS FOR DECISION

5.1 2023-24 State Budget Submission (05-0001-03-0006 DM)

By Dana Mason, Manager Economics

RECOMMENDATION

That the 2023-24 State Budget Submission be endorsed.

Executive Summary

- Each year, WALGA prepares a submission to the State Government outlining the sector's priorities for the upcoming budget.
- The identified priorities will help to deliver a number of important objectives for the future of the State, including:
 1. Supporting industry and diversifying our economy
 2. Taking action on climate change
 3. Supporting the wellbeing of all Western Australians
 4. Delivering a legislative environment that meets the needs of our modern economy and society
- The proposed approach to the 2023-24 Submission and priorities were endorsed by State Council in July via [Flying Minute](#).

Attachment

- 2023-24 State Budget Submission

Policy Implications

The submission reflects related WALGA policy positions.

Background

Each year, WALGA prepares a submission to the State Government outlining the sector's priorities for the upcoming budget.

In July 2022, WALGA circulated a proposed submission approach and list of priorities to the State Council, which was endorsed. It asserted that to provide the best chance of success and standing out from the crowd, WALGA's submission would be:

- *Targeted* – an extended list of priorities is not likely to be considered by Government given they already have a full agenda of election commitments and other emerging priorities.
- *Aligned to with Government election commitments, policies and priorities (e.g., Diversify WA and supporting key industries, climate action)* – the Government is more likely to fund requests that align with their agenda or that address a pressing or emerging issue.
- *Of demonstrable benefit to the State and the Community* – a strong evidence base is needed to demonstrate the value that the initiatives will deliver for the community. Those which already have a demonstrated track record, or where there is a co-funding arrangement are likely to have a greater chance of success, or where there can be quantifiable, tangible benefits from the investment or legislative/policy/regulatory reform/implementation

Based on the feedback from State Council, the initiatives for inclusion in the submission are below.

- Additional funding under the **State Road Funds to Local Government Agreement**, to support renewal of Local Government roads and improve safety.
- Create a **training program for building surveyors in Local Government**, to address current and emerging shortages which have the potential to impact on future construction activity.
- Invest in climate change adaptation, including funding for managing urgent **coastal erosion hotspots**, and enhancing the **urban tree canopy**.

- **Ensure adequate capital funding is provided under the Local Government Grant Scheme (LGGS).** In the first instance funding should be provided to undertake an audit of existing facilities, appliances, vehicles, and major items of equipment for both Local Government Volunteer Bush Fire Brigades (BFB) and State Emergency Services (SES) in order to create a comprehensive asset management plan, that can guide future investment decisions. LGGS funding should also be increased to support the unsuccessful capital grants funding applications by Local Governments to the 2020-21 LGGS Capital Grants Committee.
- **Expand the Community Emergency Services Manager** program to all Local Governments that manage bush fire brigades.
- Increased funding for the **Bushfire Mitigation Activity Funding Grant Program** to enable Local Governments to undertake activities to reduce bushfire risk on high-risk State-owned land across WA, and expand the program to allow Local Governments to manage bushfire risk and deliver programs that support local community bushfire preparedness.
- Address under funding and lack of access to **health services in regional and rural areas** of WA, and improve coordination in the planning and provision of GPs and related primary health services in these areas.
- Prepare a high-level **Mid-Tier Public Transport Plan and Strategy** for greater Perth, in consultation with relevant Local Governments, to alleviate ongoing congestion on our roads and create a safer and more convenient transport network.
- Additional funding to assist Local Governments to build communities across regional Western Australia through the **Regional Development Assistance Program**, and redefining the program to separate projects in smaller towns and those in larger towns and cities.
- In partnership with Local Government, contribute funding for the **State Underground Power Program** with State Government funding prioritised to project areas where the benefits to the households are less (lower property values) and the financial capacity to contribute is less.
- Provide funding to support the costs associated with the implementation of **Local Government Act Reform Priorities** to ensure the sector has the capacity and capability to transition to the new requirements and fulfil its obligations.
- Resourcing for the **implementation of legislative reform priorities**, including:
 - *Aboriginal Cultural Heritage Act 2021*
 - *Public Health Planning under Stage 5 of the Public Health Act 2016*
 - *Consolidated Emergency Services Act*
 - *Work Health and Safety Act 2020*

The initiatives in WALGA's State Budget Submission total \$443.8 million across the forward estimates.

Comment

The current economic challenges being posed by inflation make a difficult environment in which to set the State Budget. The Government will be faced with rising costs of program and infrastructure delivery and challenges in progressing the asset investment pipeline within expected timeframes; without placing additional financial pressures on the WA community.

While WA's sound fiscal position (predicted budget surplus of \$3.5 billion in 2023-24) means the State is well placed to navigate a high-cost environment, now more than ever it is important to ensure that spending is directed towards programs and infrastructure that will provide the highest value to the community.

Local Governments are committed to working constructively with the State Government, and with their unique knowledge of local communities can help to ensure that funding is targeted to priority initiatives. The State Budget Submission is an important opportunity to put forward priority issues for Local Governments, and to demonstrate the sector's willingness to work collaboratively with the State Government.

Once the submission has been endorsed by State Council, WALGA will be undertaking advocacy linked into the key milestones associated with the State Government's process for developing the

Budget and target a number of audiences including the Minister for Local Government, Premier/Treasurer, key members of the Expenditure Review Committee, and heads of key agencies. There will also be traditional and digital media promotion of the key initiatives included in the submission.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation supported
Central Metropolitan Zone	WALGA recommendation supported
East Metropolitan Zone	WALGA recommendation supported
Gascoyne Country Zone	WALGA recommendation supported
Goldfields Esperance Country Zone	WALGA recommendation supported
Great Eastern Country Zone	WALGA recommendation supported
Great Southern Country Zone	WALGA recommendation supported
Kimberley Country Zone	WALGA recommendation supported
Murchison Country Zone	No meeting held
Northern Country Zone	WALGA recommendation supported
Peel Country Zone	WALGA recommendation supported
Pilbara Country Zone	WALGA recommendation supported
South East Metropolitan Zone	WALGA recommendation supported
South West Country Zone	WALGA recommendation supported

CENTRAL COUNTRY ZONE

That the 2023-24 State Budget Submission be endorsed, subject to the following additions:

1. Using the Central Country Zone as a pilot, scope, design and cost an effective solution to enable full and resilient mobile and internet connectivity across the region; and
2. Encourage greater utilisation of rail for grain logistics and increased funding for the rail network.

SECRETARIAT COMMENT

1. Noted. Telecommunications services is a Federal Government responsibility and the State will likely resist calls to accept further responsibility for telecommunications. The incoming Federal Government committed more than \$650 million for a range of measures to improve telecommunications in regional Australia, primarily \$400 million to improve non-metropolitan mobile coverage. Through ALGA and in conjunction with the Department of Primary Industries and Regional Develop the Association will seek to maximise the opportunities to regional Western Australia from this investment.
2. Noted. The May 2022 State Budget announced \$200 million (\$160m Federal and \$40m State funded) investment in the grain rail network including:
 - \$72m to recommission part of the Narrogin – Kulin (Tier 3) rail line;
 - \$68m to upgrade 11 grain loading rail sidings
 - \$60m to increase axle load capacity on part of the Midland Line.
 Local Government continues to work with industry to identify investments that will encourage use of rail rather than road for grain freight. Industry is better placed to identify the investments that will have the largest impact in encouraging use of rail.

NORTH METROPOLITAN ZONE

That the North Metropolitan Zone supports item 5.1 Matter for Decision, subject to the inclusion of an additional initiative to WALGA's 2023-24 State Budget Submission under the 'supporting the health and wellbeing of Western Australians' focus area:

Increased funding to the Community Sporting and Recreation Facilities Fund (CSRFF) to enable Local Governments to better support community health and wellbeing through the provision of contemporary facilities, public open spaces and other key infrastructure.

SECRETARIAT COMMENT

Noted. WALGA's State Government budget priorities 2020-21 submission sought an increase in the CSRFF to \$25 million per annum and the development of a long-term, Regional Sports Facilities Investment Strategy.

At WALGA's 2021 AGM the following resolution was carried:

That WALGA lobby the State Government to:

1. Increase the CSRFF funding pool to at least \$25 million per annum and revert the contribution ratio to 50% split to enable more community programs and infrastructure to be delivered.
2. Increase the \$1 million per annum quarantined for female representation to at least \$2 million per annum.

The WALGA President wrote to Minister Templeman on 28 January 2022, to request an increase in the CSRFF funding pool in line with the State Council Resolution. The Minister's response received 22 March 2022 stated:

Since the 2017 election of the McGowan Government, over \$320 million has been committed to community and regional level sport and recreation infrastructure through a variety of mechanisms, including CSRFF, the WA Recovery Plan, the Club Night Lights Program and election commitments. The State Government fully supports the development of facilities which encourage female participation. While the quarantined allocation through CSRFF is \$1 million, I am happy to advise that, since inception, this has been exceeded and in the most recent CSRFF round, approximately \$4.93 million was allocated to projects that proposed to develop new or upgraded gender neutral changerooms to encourage female participation.

Further it is noted that \$1 million is notionally allocated each round out of the \$12.5 million available to projects that improve the usability of facilities for female participants.

Investment in community infrastructure remains a priority for Local Governments and WALGA is continuing to advocate for increased funding and will revise the CSRFF advocacy recommendation in the 2022/23 Budget Priorities for the State Government.

SOUTH METROPOLITAN ZONE

That the 2023-24 State Budget Submission be endorsed subject to including funding for Tier 3 rail lines and increase CSRFF funding in the State Budget Submission.

SECRETARIAT COMMENT

1. Noted. The May 2022 State Budget announced \$200 million (\$160m Federal and \$40m State funded) investment in the grain rail network including:
 - \$72m to recommission part of the Narrogin – Kulin (Tier 3) rail line;
 - \$68m to upgrade 11 grain loading rail sidings
 - \$60m to increase axle load capacity on part of the Midland Line.

Local Government continues to work with industry to identify investments that will encourage use of rail rather than road for grain freight. Industry is better placed to identify the investments that will have the largest impact in encouraging use of rail.

2. Noted. WALGA's State Government budget priorities 2020-21 submission sought an increase in the CSRFF to \$25 million per annum and the development of a long-term, Regional Sports Facilities Investment Strategy.

At WALGA's 2021 AGM the following resolution was carried:

That WALGA lobby the State Government to:

1. *Increase the CSRFF funding pool to at least \$25 million per annum and revert the contribution ratio to 50% split to enable more community programs and infrastructure to be delivered.*

2. *Increase the \$1 million per annum quarantined for female representation to at least \$2 million per annum.*

The WALGA President wrote to the Minister Templeman on 28 January 2022, to request an increase in the CSRFF funding pool in line with the State Council Resolution The Minister's response received 22 March 2022 stated:

Since the 2017 election of the McGowan Government, over \$320 million has been committed to community and regional level sport and recreation infrastructure through a variety of mechanisms, including CSRFF, the WA Recovery Plan, the Club Night Lights Program and election commitments. The State Government fully supports the development of facilities which encourage female participation. While the quarantined allocation through CSRFF is \$1 million, I am happy to advise that, since inception, this has been exceeded and in the most recent CSRFF round, approximately \$4.93 million was allocated to projects that proposed to develop new or upgraded gender neutral changerooms to encourage female participation.

Further it is noted that \$1 million is notionally allocated each round out of the \$12.5 million available to projects that improve the usability of facilities for female participants.

Investment in community infrastructure remains a priority for Local Governments and WALGA is continuing to advocate for increased funding and will revise the CSRFF advocacy recommendation in the 2022/23 Budget Priorities for the State Government.

RESOLUTION

Moved: Cr Frank Cvitan JP

Seconded: Mayor Ruth Butterfield

That the 2023-24 State Budget Submission be endorsed with the inclusion of the addition of an initiative to support increased funding to the Community Sporting and Recreation Facilities Fund (CSRFF).

RESOLUTION 376.7/2022

CARRIED

Agenda item 5.1
Attachment: 2023-24 State Budget Submission

ABOUT THE WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

The Western Australian Local Government Association (WALGA or 'the Association') is the peak organisation for Local Government in Western Australia. The Association is an independent, membership-based group representing and supporting the work and interests of 137 mainland Local Governments in Western Australia, plus the Indian Ocean Territories of Christmas Island and Cocos (Keeling) Islands.

The Association provides an essential voice for more than 1,200 Elected Members, more than 23,000 Local Government employees, and the 2.6 million constituents that they serve and represent. The Association also provides professional advice and offers services that provide financial benefits to Local Governments.

WALGA is committed to advancing the vision for Local Government in Western Australia where:

- Local Governments will be built on good governance, autonomy, local leadership, democracy, community engagement and diversity.
- Local Governments will have the capacity to provide economically, socially and environmentally sustainable services and infrastructure that meets the needs of their communities.

INTRODUCTION

Since March 2020, governments, the community and businesses have been focussed on navigating the COVID-19 pandemic.

Balancing the conflicting objectives of protecting the health and wellbeing of Western Australians, while supporting jobs and the economy has been a difficult task.

While the pandemic is not yet over, focus is increasingly shifting towards living with the virus and planning for life beyond the pandemic.

While a global pandemic was unexpected – and its impact unprecedented – it is incumbent on all levels of government to respond, plan and prepare for the range of economic, social and environmental challenges already with us and on the horizon for Western Australia.

Inflation is an immediate concern, with supply chain constraints and shortages of labour adding to costs faced by households, businesses and Government, and acting as a brake on economic growth.

WA's soft landing from COVID-19 to date and our robust fiscal position means the State is well placed to navigate rising costs, but this will require a disciplined approach and a focus on delivering programs that will provide the highest value to the community.

Local Governments are committed to working constructively with the State Government, and with their unique understanding of their local communities can help ensure funding is well-targeted and effectively supports Western Australians through current and future economic, social and environmental challenges. The State Government, with its leadership and policy direction, and Local Government, with an on the ground presence in all communities, have complementary strengths. By working together, WA communities will be better off.

The initiatives in WALGA's Budget Submission, totalling \$493.8 million across the forward estimates, will deliver significant benefits to communities across the State through:

- Supporting industry and diversifying our economy
- Taking action on climate change
- Supporting the wellbeing of all Western Australians
- Delivering a legislative environment that supports a stronger economy and sharing prosperity

While modest in quantum, if adopted these initiatives will have significant impact and align with several of the State Government's important priorities and policy objectives.

WALGA welcomes the opportunity to work with the State Government to progress these initiatives.

BUDGET CONTEXT

The 2023-24 Budget will be set against the backdrop of a challenging and uncertain time for the global economy.

High levels of inflation are being experienced around the world, due to COVID-19 disruptions to supply chains, the war in Ukraine, and elevated levels of demand.

WA is not immune from these factors. The Perth Consumer Price Index grew by 7.4% over the 12 months to June 2022, the highest level in three decades and well above the national CPI of 5.1%. WA is also facing labour shortages and capacity constraints in some sectors, which are further exacerbating this high-cost environment.

The construction sector has been particularly hard hit by supply constraints for key materials such as bitumen, structural steel, and ready-mixed concrete, as well as labour shortages, coinciding with increased activity in response to COVID-19 related stimulus spending. This has resulted in double digit rates of growth in construction prices over the past year, with building construction costs up 16.4% over the year to June, and road and bridge construction costs up by 12%.¹ Construction wages are expected to grow faster than the average wages growth for WA.²

The State Government is facing rising costs of program and infrastructure delivery and challenges in progressing the asset investment pipeline within expected timeframes; while the WA community is feeling increasing financial pressures.

Local Governments have also faced similar challenges in setting their budgets in recent times. After a period where most Local Governments froze rates during the first year of the COVID-19 pandemic and many either froze or had minimal increases last year to support residents and businesses through that difficult time, the sector is now facing rising costs in providing community services and infrastructure. This has been reflected in WALGA's Local Government Cost Index (LGCI). Annual growth in the LGCI hit 5.2% in the March quarter, the highest level since 2008. WALGA forecasts the LGCI to finish the year up 5.9% in 2021-22. These costs are not expected to decrease in future years, though the rate of growth will ease with the LGCI forecast to slow to 3.2% in 2022-23 and 2.4% in 2023-24.

WALGA members report that these cost pressures are particularly acute in regional areas, due to limited suppliers and supply of materials, worker shortages and high demand from major infrastructure projects.

Now more than ever it is important to ensure that spending is directed towards programs and infrastructure that will provide the highest value to communities throughout WA. Local Governments are committed to working constructively with the State Government, and with their in-depth knowledge of local communities can help ensure funding is directed to the areas of greatest need and has the greatest impact.

¹ Macromonitor, *Construction Cost Indexes Western Australia*, June 2022

² Macromonitor, *Construction Cost Indexes Western Australia*, June 2022

PRIORITY AREAS FOR FUNDING

Initiative	How funding will be used	Funding request
Restore the Local Government share of motor vehicle licensing revenue to 27%	<ul style="list-style-type: none"> • Renewal of Local Government roads • Inclusion of safety improvements as part of renewal projects • Mass action safety improvements across targeted parts of the network 	Additional \$150 million between 2023-24 and 2026-27
Provide Training for Building Surveyors	Training for candidates including: <ul style="list-style-type: none"> • Advanced Diploma of Building Surveying or Bachelor of Building Surveying • Paid work experience with their Local Governments • Other training and professional development opportunities 	\$6.5 million between 2023-24 and 2024-25 to support 40 Local Government building surveyor positions
State Urban Forest Strategy and Urban Greening Grant Program	<ul style="list-style-type: none"> • Facilitate the planting of 60,000 trees 	\$20 million between 2023-24 and 2026-27
Protect priority coastal erosion hotspots	<ul style="list-style-type: none"> • Support Local Governments to complete and implement coastal hazard risk assessment and adaptation planning to manage coastal erosion and inundation hot spots 	\$55 million between 2023-24 and 2026-27 to be allocated to the Coastal Adaptation and Protection Fund
Increase Local Government Grant Scheme funding	<ul style="list-style-type: none"> • Fund backlog of capital projects • Prepare a Comprehensive Asset Management Plan for Local Government emergency services facilities and equipment. • Support Local Governments to meet increased Work Health and Safety requirements, deliver training and support flexible small asset purchases depending on local requirements 	Immediate allocation of \$5.9 million to capital grants in 2023-24 Allocation for the preparation of a Comprehensive Asset Management Plan for Local Government emergency services facilities and equipment Immediate increase in annual

		LGGS operating grant budget of \$2.75 million from 2023-24
Expand the Community Emergency Services Manager (CESM) Program	<p>Expand the CESM program over two stages:</p> <ul style="list-style-type: none"> • Stage 1 expand CESM Program to an additional 24 Local Governments that manage volunteer Bush Fire Brigades • Stage 2 expand CESM Program to other interested Local Governments that do not manage volunteer Bush Fire Brigades 	<p>Stage 1 – Additional \$3 million annually from 2023-24</p> <p>Stage 2 – Additional \$1.4 million annually from 2026-27</p> <p>Program should be fully funded by the Emergency Services Levy (with additional funds from other revenue sources if required)</p>
Increase funding for the Mitigation Activity Funding Grant Program	<ul style="list-style-type: none"> • Support Local Governments to carry out essential mitigation works on Crown Land to reduce bushfire risk to local communities • Fund the preparation of improved and safer access to and from land during bushfire response activities • Support collaboration between key stakeholders in management of bushfire risk in WA 	\$10 million annually from 2023-24, comprised of \$5 million from the Emergency Service Levy funds, and the reinstatement of \$5 million annually from the Royalties for Regions Program
Improve access to primary health services in regional, rural and remote areas	<ul style="list-style-type: none"> • Retain and attract GPs and other primary health services in regional, rural and remote areas 	Funding requirements to be determined in consultation with key stakeholders
Redefine and increase funding for the Regional Development Assistance Program	<ul style="list-style-type: none"> • Contribute to the cost of headworks and other land development costs in regional areas constrained by a lack of housing and where private development is not viable • Separate projects in smaller towns from projects in larger towns and cities • Fund a broader range of projects of regional significance, administered through Voluntary Regional Organisations of Councils and Regional Subsidiaries 	Additional \$5 million per annum from 2023-24

<p>Increase funding for the Community Sport and Recreation Facilities Fund (CSRFF)</p>	<ul style="list-style-type: none"> Financial assistance to community groups and Local Governments to develop basic infrastructure for sport and recreation and address unmet needs 	<p>Additional \$12.5 million per annum from 2023-24</p>
<p>Prepare a Mid-Tier Public Transport Plan and Strategy for greater Perth</p>	<ul style="list-style-type: none"> Prepare a high-level Mid-Tier Public Transport Plan and Strategy for greater Perth (including cycling and walking connections), in consultation with relevant Local Governments 	<p>\$10 million between 2023-24 and 2024-25</p>
<p>Contribute funding for the Network Renewal Underground Power program</p>	<ul style="list-style-type: none"> Replacement of overhead distribution poles and conductors with underground power in areas with lower property values and a higher proportion of property owners with lower financial capacity 	<p>\$34 million per annum from 2024-25</p>
<p>Fund the Establishment of a Chief Inspector of Local Government and Office of the Local Government Inspector</p>	<ul style="list-style-type: none"> Funding for approximately 14 FTE staff including accommodation and travel 	<p>\$2.5 million per annum from 2023-24</p>
<p>Implement key legislative reform priorities, including:</p> <ul style="list-style-type: none"> <i>Aboriginal Cultural Heritage Act 2021</i> Public Health Planning under Stage 5 of the <i>Public Health Act</i> The consolidation of the Emergency Services legislation 	<ul style="list-style-type: none"> Detailed consultation and engagement with Local Governments and other relevant stakeholders Training and support for Local Governments to fulfil their obligations under new legislative frameworks (e.g. implementation of Public Health Plans) Provision of funding to support smaller rural and regional Councils with the development of Local Public Health Plans The establishment and ongoing functioning of the new Aboriginal heritage system, with respect to Aboriginal Cultural Heritage Council (ACHC), Local Aboriginal Cultural Heritage Services and Local Governments (LACHS) 	<p>Funding requirements to be determined</p>

SUPPORTING INDUSTRY AND DIVERSIFYING OUR ECONOMY

Throughout the COVID-19 pandemic, WA's economy has proved resilient.

Our economy continued to grow at a time when other economies around Australia and the world were in recession. In 2019-20, WA's economy grew by 1.05% (compared to no growth in the national economy), followed by 2.6% in 2020-21 (compared to national growth of 1.5%). This positive trend is expected to continue with Treasury forecasting gross state product to expand by 3.75% in 2021-22.

Our labour market has also recovered quickly, with the unemployment rate dropping back to 3.4% in June 2022 - well down on the COVID-19 induced high of 8.5% in June 2020 – and more than 181,000 jobs created since the pandemic hit.

WA's positive economic performance has in large part been due to the state's mining sector, which has continued to underpin growth on the back of strong commodity prices.

While the strength of our mining sector has been central to our economic performance during the pandemic, progress towards diversifying the WA economy has been limited. In 2020-21, mining represented more than 40% of WA's gross state product – up from almost 30% a decade earlier.³ This dwarfed the next largest contributions made by the construction and healthcare sectors (around 5.4% respectively).

Diversification remains an important objective to limit WA's exposure to commodity cycles, and this has been recognised by the State Government through its *Diversify WA* Economic Development Framework.

Diversify WA identifies an important role for Government in facilitating diversification by setting the “strategic foundations for growth and diversification, including a stable regulatory environment, appropriate infrastructure and sound fiscal management.”

It is important to recognise that Local Government can also support the setting of these “strategic foundations” for diversification.

Local Government has a broad range of responsibilities and functions that affect the economic and business environment, such as the provision of infrastructure, regulatory activities, and local-level leadership and planning.

The Local Government sector is ready and willing to be an important partner to help the State achieve its goal of a strong and diversified economy delivering secure, quality jobs through increased investment across a broad range of industries. Local Governments can also play a key role in driving local projects that stimulate job creation and economic growth and support small and medium businesses to thrive in a more diversified economy.

³ ABS State Accounts, GVA CVM

Restore the Local Government share of motor vehicle licensing revenue to 27%

Return the Local Government share of motor vehicle licensing revenue to 27% over the course of the next State Road Funds to Local Government Agreement.

Funding Required

Additional \$150 million between 2023-24 and 2026-27

Program Benefits

- Support the movement of freight and efficient supply chains
- Maintain a safe and efficient road network
- Improve Aboriginal employment outcomes within the road industry
- Develop Local Government capacity to use recycled materials in road construction and renewal
- Mass action safety improvements across targeted parts of the network, and inclusion of low-cost road safety treatments as part of renewals work

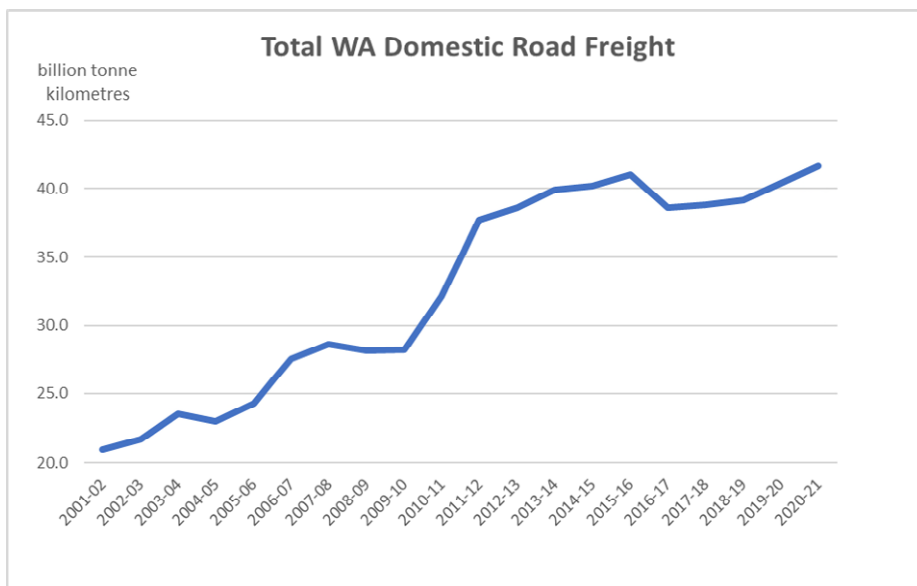
Summary

Investing in appropriate infrastructure will be an important enabler to unlock new industries and support WA’s transition to a more diversified economy. In particular, roads are critical to support the development of new industries by connecting markets and supply chains.

WA’s key export industries in mining and agriculture and areas of future opportunity such as energy, tourism and other primary industries, rely on increased freight productivity in order to remain globally competitive. In many cases new industry development opportunities are in remote parts of the State that are not served by freight rail or high standard National or State highways. Critical parts of the supply chain for these projects require use of the Local Government road network.

There is a pressing need for on-going and increased funding for Local Government roads from licence fee revenue for a number of reasons.

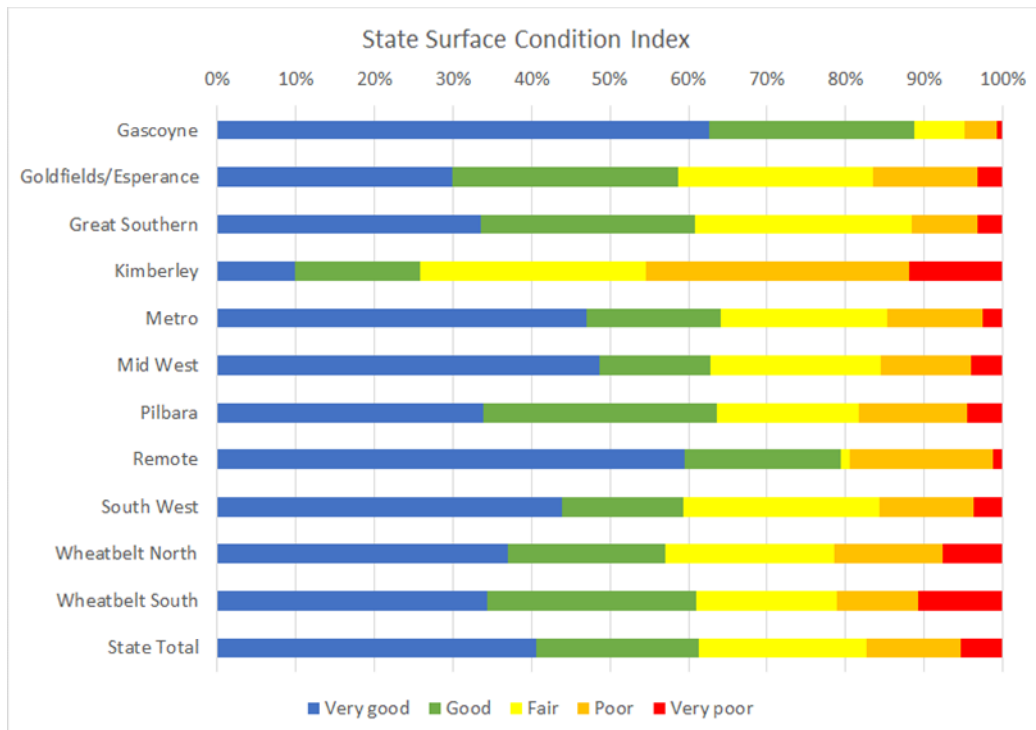
- *Road Utilisation and Consumption is Increasing* - Heavy vehicles have the greatest impact on road consumption or wear, particularly outside the major urban areas. Growth in road freight movements in WA averaged nearly 4% per year cumulatively for the past 20 years. Almost all these journeys include use of the Local Government road network.



Source: Bureau of Infrastructure Transport and Regional Economics, Infrastructure: Australian Infrastructure and Transport Statistics - Yearbook 2021

WA leads the nation in providing extensive road network access for large, heavy freight trucks, enabling an economically productive road freight industry. However, this comes at the cost of increased road consumption, requiring more frequent renewal of pavements and surfaces.

Local Governments are focussed on the need to optimise road maintenance and renewal to minimise the lifecycle costs of roads. However, currently around 15% of the network has a Poor or Very Poor surface condition.⁴ Without sustained, well-targeted intervention, the condition of parts of the network can deteriorate quickly resulting in much higher overall costs.



Source: Road Assets and Expenditure Report 2020-21

- *Costs are increasing rapidly* - Road and bridge construction costs increased 11.1% in the 12 months to March 2022⁵, and are expected to increase 12.3% in the year to June 2022. Cost increases are forecast to remain above trend in 2022-23 before moderating at a new, substantially higher level. Increases of this magnitude cannot be absorbed within Local Governments existing budgets.
- *Funding Capacity is Limited* - Outside of the Perth Metropolitan Region, 69% of Local Governments would need to spend more than 60% of total estimated revenue raising capacity just to fund the difference between (Federal and State) road grants and road preservation needs⁶. This illustrates the dependence of the vast majority of Local Governments on State funding and the lack of opportunities to increase funding from other sources.

As well as the economic imperative to invest in local roads, there are also important road safety outcomes that can be delivered through an increase in funding through the State Road Funds to Local Government Agreement.

⁴ WALGA 2022 Local Government Road Assets and Expenditure Report 2020-21

⁵ Australian Bureau of Statistics, Producer Price Indices, Australia Accessed 29 April 2022 at: <https://www.abs.gov.au/statistics/economy/price-indexes-and-inflation/producer-price-indexes-australia/latest-release#data-download>

⁶ WALGA 2022 Local Government Road Assets and Expenditure Report 2020-21

Approximately 75% of all serious crashes involve a mistake⁷ not a breach of road rules. While driver behaviour remains important, a safe system requires that all parts of the system, including roads, roadsides and vehicles work together to eliminate the risk of death and serious injuries from road crashes, despite the fact that drivers are imperfect and make mistakes. Investment through programs within the State Road Funds to Local Government Agreement enable targeted and mass action treatments that respond to the most frequent serious crash types and locations.

Local Government roads carry 44% of total traffic but 58% of all road fatalities and serious injuries occur on roads managed by the sector. The personal tragedy from serious crashes coupled with the \$2.4 billion per year burden on the community through health, emergency response and broader economic costs means we must continue to improve the system.

The current State Road Funds to Local Government Agreement is due to be renewed in June 2023, providing the opportunity to review how revenue raised from motorists through vehicle licensing fees is applied to deliver critical maintenance and improvements to the 87% of the public road network that is managed by Local Governments.

The Local Government share of motor vehicle licensing revenue was cut from 27% to 20% as part of temporary budget repair measures by the previous government. There is clear evidence that by 2027-28, 27% of licence fee revenue will be required to sustainably fund essential Local Government road maintenance and network development needs in order to support industry and improved safety outcomes.

WALGA is seeking the return of Local Government's share of motor vehicle licensing revenue to 27% over the course of the next State Road Funds to Local Government Agreement, and the inclusion of provisions related to:

- furthering Aboriginal participation in the roads industry
- rolling out widespread, low-cost road safety treatments as part of routine renewal works
- investigating the potential for recycled materials to be used in Local Government roads

⁷ Driving Change Road Safety Strategy for Western Australia 2020 – 2030 p16 Accessed at: https://www.wa.gov.au/system/files/2021-07/Driving-Change-Road-Safety-Strategy-2020_2.pdf

Provide Training for Building Surveyors

Address skills shortages through the creation of a training program for Local Government building surveyors

Funding Required

\$6.5 million between 2023-24 and 2024-25, to support \$75,000 a year for 40 Local Government building surveyor positions.

Program Benefits

- Address critical area of skills shortage
- Support activity in the construction sector as a key part of the State's post-COVID19 recovery and diversification of the economy
- Provide career opportunities in regional areas, in line with the State's Regional Development Strategy, to develop local capability,
- Support the implementation of the State's building regulation reforms

Summary

Local Governments have reported skills and labour shortages across a range of different roles, such as Environment Health officers, finance, pool managers and CEOs.

An area of critical shortages that has been identified across the state is building surveyors. This state-wide shortage has occurred at a time where significant increases in workloads are being experienced due to the high levels of activity in the construction sector. Combined with the low level of recruitment into the building surveyor profession and the ageing workforce, this has significant implications for Local Governments' current statutory obligations and the implementation of the State's building reforms in the years ahead. It also has the potential to inhibit activity in the construction sector into the future.

The Department of Training and Workforce and Development's *State Priority Occupation List 2021*⁸ identifies building surveyors as a State Priority 1, and notes that there is high level of demand, ongoing difficulty in filling positions, and challenges in attracting young people to the profession. These trends are expected to continue for at least the next three years.

In a recent survey undertaken by WALGA, approximately half of the Local Government building surveyors that responded indicated they planned to leave the industry sometime in the next five years. This would represent a loss of over 1,200 years of experience sector wide.

These challenges are not unique to WA, with similar trends observed across Australia. The Australian Institute of Building Surveyors has been reporting a national shortage of building surveyors since at least 2015.

Other States have begun to act in response to these trends. In 2021, the Victorian Government established the Women Building Surveyors Program to help meet skills shortage in Building Surveying and drive construction stimulus projects. This program funded 40 women to enrol in an accredited training course, gain work experience with their Local Government and attend other development opportunities. This program prioritised existing Local Government officers in regional areas, to encourage upskilling of existing regional based employees, who are more likely to remain in these areas. According to the State Government of Victoria, this program is fully subscribed.⁹

⁸ Department of Training and Workforce and Development, 2021, *State Priority Occupation List*

⁹ Media Release, Premier of Victoria, *Forty New Jobs for Women Building Surveyors*, January 2021. Accessed 8 August 2022 from [Forty New Jobs For Women Building Surveyors | Premier of Victoria](#)

A career in Local Government needs promotion backed by education opportunities of the various skills required. For building surveyors, this will be particularly important given that there is an increasing focus on Local Government building departments to deliver good governance, local leadership and sustainable services that meet the needs of their communities whilst supporting local jobs and economic growth and diversification. Assessments of the effectiveness of building control systems across Australia, including in the Building Confidence Report, have recognised the diminishing public confidence in the building and construction industry and that change is required to ensure buildings are safe and perform to expected standards.

Considering evidence that the building surveyor profession is experiencing a degree of structural and market-driven disruption relative to other occupations in WA, and the likelihood the State's building reforms will place additional requirements and expectations on Local Government building surveyors, WALGA is seeking funding in the 2023-24 Budget for the State Government to establish a similar program in Western Australia. The funding request for \$6.5 million would provide \$75,000 a year for two years for 40 Local Government building surveyor positions across WA. The funding request includes the cost of managing the scheme.

The funding would be used to pay for candidates to study an Advanced Diploma of Building Surveying or Bachelor of Building Surveying, gain paid work experience with their Local Governments as well as attend professional development events and other training opportunities.

TAKING ACTION ON CLIMATE CHANGE

Climate change is a significant threat to our wellbeing, economy and the environment.

There is clear evidence that climate change is occurring and is making communities vulnerable to hotter temperatures, more extreme weather events, and damage to infrastructure.

It is predicted that average annual temperatures across WA will increase by 1.1 to 2.7°C in a medium-emission scenario, and 2.6 to 5.1°C in a high-emission scenario by the end of this century.¹⁰

We are already experiencing more frequent extreme weather events in WA, with recent examples including the 2021 Wooroloo bushfire and Tropical Cyclone Seroja. These events had a devastating impact on many communities across the state and cost hundreds of millions of dollars in repair and recovery.

Addressing the causes and impacts of climate change requires a collaborative effort across all three levels of government, business and our communities.

Local Governments are actively working to reduce their greenhouse gas emissions, engage in climate change mitigation and adaptation activities and have an important role to support their communities to prepare for the impacts of climate change. The sector also provides education and encourages awareness and behaviour change amongst residents.

With the number and severity of extreme weather events set to rise going forward, protecting communities from the impacts of bushfires, floods, and sea-level rise – and helping them adapt to climate change – must be priorities.

Focussing on mitigation and adaptation will reduce the risks faced by communities, as well as reducing the need for recovery funding after a disaster has occurred. Research by the Productivity Commission shows that more resilient communities that invest in prevention and preparedness up front are likely to experience lower costs related to disasters.¹¹

While Local Governments are already playing a lead role in delivering climate change initiatives, additional support from the State Government will accelerate the benefits that communities experience from the programs that are currently underway.

¹⁰ Department of Primary Industries and Regional Development, 2021, *Climate Projections for Western Australia*. Accessed 2 August 2022 from <https://www.agric.wa.gov.au/climate-change/climate-projections-western-australia>

¹¹ Productivity Commission, 2014, *Natural Disaster Funding Arrangements*, Inquiry Report No. 74, Vol. 2, p. 373.

State Urban Forest Strategy and Urban Greening Grant Program

Develop a State Urban Forest Strategy and expand the Urban Canopy Grant Program to facilitate the planting of 60,000 trees

Funding Required

\$20 million between 2023-24 and 2026-27

Program Benefits

- Increase climate change resilience
- Reduce the impact of urban heat on vulnerable communities
- Improve liveability and amenity of metropolitan and regional urban centres
- Engagement and involvement of volunteers and the corporate sector

Summary

Trees in urban areas are a key climate change adaptation and mitigation measure.

Higher temperatures are a significant contributor to negative health outcomes and exacerbate cost of living pressures. These impacts fall disproportionately on the most disadvantaged groups in society.¹² Cities are on average 1°C to 3°C hotter than rural areas as a result of the urban heat island effect caused by the prevalence of heat absorbing materials used in roads and buildings.¹³

The shading and cooling provided by trees reduces the urban heat island effect and delivers a broader range of benefits for local communities including improved neighbourhood liveability and amenity, better air quality, biodiversity conservation and positive impacts on psychological and emotional wellbeing.

Tree canopy across the Perth and Peel regions is declining, largely through land clearing for development on private land. The 2017 report *Where should all the trees go?* showed an overall decline in established vegetation across Perth and Peel between 2009 and 2016 and that 41% of all Local Governments in WA had experienced a significant loss of tree canopy. 85% of this canopy loss had occurred on private land.

Local Governments recognise the importance of maintaining canopy cover across their suburbs and are taking action to reduce tree loss on private land and implementing tree planting programs on street verges, parks and other public areas.

The State Government's recent changes to the WA State Planning Framework to preserve existing trees and include additional trees in new developments are welcome, however, as recommended by Infrastructure WA, further review of existing planning policy settings with regards to the treatment of trees in new greenfield and infill developments is needed.

Existing measures will not be enough to reverse urban canopy decline. A comprehensive strategy accompanied by a significant investment in tree planting is required.

This is acknowledged in the State Infrastructure Strategy, which recommends the development of an overarching urban forest strategy, including expanding the Urban Canopy Grant Program, partnering with Local Governments, community groups and land managers in the strategy rollout, and a review

¹² Tong S, Prior J, McGregor G, Shi X, Kinney P., 2021, *Urban heat: an increasing threat to global health* BMJ; 375 :n2467 doi:10.1136/bmj.n2467

¹³ Government of New South Wales, 2022, *Climate Change Impacts on Urban Heat*. Accessed 2 August 2022 from <https://www.climatechange.environment.nsw.gov.au/urban-heat>



of the current policy settings around the treatment of trees, particularly in greenfield and infill developments.

WALGA is seeking funding in the 2023-24 Budget for an expanded Local Government Urban Forest Grant Program for metropolitan and regional urban centres which would focus on tree planting in areas of low canopy cover and increased exposure to heat. Through this program, funds would be provided to Local Governments, through a competitive grant program, to be spent on tree purchase, planting and associated works to support ongoing tree health.

Protect priority coastal erosion hotspots

Provide additional funding to support Local Governments to complete and implement coastal hazard risk assessment and adaptation plans (CHRMAP) to address priority coastal erosion hotspots

Funding Required

\$55 million between 2023-24 and 2026-27 to be allocated to the Coastal Adaptation and Protection Fund

Program Benefits

- Protect valuable coastal infrastructure to enable recreation, tourism and other economic activities
- Support a strategic approach to coastal erosion management and coastal adaptation across WA
- Manage and adapt to coastal hazard threats and pressures in line with the WA Coastal Zone Strategy and State Planning Policy

Summary

Climate change induced sea level rise presents a real and direct threat to the liveability of our communities. Adequate planning and action are required now to ensure our cities, towns and regions remain resilient to these challenges.

Sea level in WA is projected to be at least 0.9m higher in 2100 compared to 1990 levels, meaning that coastal settlements are highly vulnerable to both coastal erosion and inundation. The *IPCC's Sixth Assessment Report* indicates that even if warming is limited to 1.5°C, sea levels will still rise by about two to three metres globally.¹⁴

The intensity of storm events will also increase, leading to acute erosion and inundation events along the coast. Most of WA's urban centres are found on the coast, and coupled with the low lying and sandy nature of the Swan Coastal Plain, population centres in the South-West are particularly vulnerable to storm tide inundation. Historical development trends also mean that erosion and inundation are significant threats to critical infrastructure including ports and roads, public assets, private dwellings and natural coastal ecosystems.

A total of 55 locations (15 metropolitan and 40 regional) have been identified as 'coastal erosion hotspots' by the State Government. Hotspots are where coastal erosion is expected to impact public and private physical assets and require management and adaptation action within 25 years. An additional 31 locations (eight metropolitan and 23 regional) have been placed on a watch-list for future consideration. The State Government is also currently mapping coastal inundation hotspots.

In 2019, the State Government estimated the cost of managing the 55 hotspots at \$110 million over the next five years, with greater funding required over the medium to long-term. Infrastructure WA has also identified the need to improve climate change adaptation response within State Government and across infrastructure sectors, including vulnerability to increased coastal inundation and erosion.¹⁵ Further, Infrastructure Australia has recently identified a national coastal erosion strategy on its Infrastructure Priority List.¹⁶

¹⁴ Intergovernmental Panel on Climate Change, 2022, *Sixth Assessment Report*. Accessed 1 August 2022 from [Sixth Assessment Report — IPCC](#)

¹⁵ Infrastructure WA, 2022, *Foundations for a Stronger Tomorrow*. Accessed 1 August 2022 from [2022 Final SIS.pdf \(infrastructure.wa.gov.au\)](#)

¹⁶ Infrastructure WA, 2022, *Foundations for a Stronger Tomorrow*. Accessed 1 August 2022 from [2022 Final SIS.pdf \(infrastructure.wa.gov.au\)](#)

Local Government has a significant role in planning for and addressing predicted erosion and inundation hazards. State Planning Policy 2.6 requires Local Governments to prepare coastal hazard risk management and adaptation plans (CHRMAP) to address coastal erosion and inundation. The State has similar responsibilities for land it manages. However, the cost to manage these hotspots is well beyond the financial and technical capacity of Local Government. Under the Coastal Adaptation and Protection (CAP) and other CoastWA grants, the State Government provides Local Governments with grants to assist with coastal management and adaptation.

While funding for both CAP and CoastWA increased significantly in 2020-21, the amount available to local coastal managers remains well below the State Government's estimate of what is required to effectively manage the identified hotspots and create climate resilient communities.

In the 2023-24 Budget, WALGA is seeking increased funding to CAP Grants, and predominantly the *Hotspot Coastal Adaptation and Protection (H-CAP) Major Project Fund*, to \$55 million over four years.

WALGA is also seeking a commitment from the State Government to support ongoing efforts to manage coastal erosion and inundation at a national level, including leveraging Commonwealth funding, and the development of a national approach that establishes equitable funding models to manage and adapt to coastal hazards.

Increase Local Government Grant Scheme funding

An increase in Local Government Grant Scheme (LGGs) funding to meet the current and future emergency response capability needs of Bush Fire Brigades (BFB) and State Emergency Services (SES), to prepare a comprehensive asset management plan for Local Government emergency services facilities and equipment and to meet increased work health and safety requirements.

Funding Required

- Immediate allocation of \$5.9 million in capital grants in 2023-24 to clear the backlog of unsuccessful 2020-21 LGGs capital grants applications
- Allocation for the preparation of a Comprehensive Asset Management Plan for Local Government emergency services facilities and equipment
- Immediate increase in annual LGGs operating grant budget of \$2.75 million from 2023-24 to support Local Governments to meet increased Work Health and Safety requirements, the delivery of training and to support flexible small asset purchases depending on local requirements

These initiatives should be funded by the Emergency Services Levy (ESL) in the first instance, or through consolidated revenue if ESL funds are not available.

Program Benefits

- Enhance community preparedness for disasters and emergencies
- Support operating and capital requirements for Bush Fire Brigades and State Emergency Services, including facilities, appliances, and operating expenses
- Ensure WA emergency services personnel have access to contemporary and fit for purpose equipment to respond to incidents ranging from bushfires, floods and storms to road crashes
- Support Local Governments to ensure that Bush Fire Brigades function and operate in accordance with new Work Health and Safety legislation

Summary

With the predicted increase in extreme weather events in WA, there is a pressing need to enhance community preparedness for disasters and emergencies and ensure that emergency services personnel have access to the necessary equipment to respond to incidents.

WA Local Governments manage 563 Bush Fire Brigades (BFB) and administer funding for both BFBs and State Emergency Services (SES) units which is provided through the Local Government Grant Scheme LGGs. The LGGs is funded by the ESL and has two components:

- **Capital grants** for significant capital works initiatives, including facilities, appliances, vehicles and major items of equipment; and
- **Operating grants** for general operating costs and minor purchases including fleet and facility maintenance, training, PPE, insurances, and other minor non-recurrent items.

There is a need to ensure that the funding provided through the LGGs is sufficient to meet the current and future emergency response capability of BFB and SES.

LGGs funding has not kept pace with increasing costs of assets and the scheme is currently oversubscribed. There is no centralised comprehensive asset management plan for Local Government emergency services facilities or equipment for BFBs or SES, which means that future funding requirements are unclear. Furthermore, Work Health and Safety legislation has increased the obligations on Local Governments with respect to their management of BFBs.

WALGA is seeking funding in the 2023-24 State Budget for a number of initiatives over the forward estimate period to ensure that LGGS funding is sufficient to meet the current and future requirements of BFB and SES units.

Funding the backlog of capital grant applications in 2020-21

Since the LGGS commenced, applications for renovation, replacement or additions to BFB facilities have exceeded the available funding in 18 out of 19 years, and funding requests for appliances have exceeded the available funding every year. LGGS funding that was established in 2003-04 has not kept pace with cost increases. It is expected that cost pressures will continue to increase, including from:

- more frequent and intense natural disasters occurring throughout the State, and
- more stringent safety standards and legislative requirements such as in the new *Work Health and Safety Act 2020*.

Despite an increase in LGGS funding over the years, funding has not grown at a sufficient rate to account for the increasing costs of assets, in particular buildings and vehicles and external cost pressures, or the increasing need for equipment in light of the increasing frequency and severity of bushfires, and the longer northern and southern fire seasons.

The LGGS allocation for 2020-21 totalled \$35 million, comprising \$12 million in operating grants and \$23 million in capital grants. A further \$11.9 million of capital grant funding applications were not funded due to lack of funds. The Department of Fire and Emergency Services (DFES) sought additional funding under the COVID-19 WA Recovery Plan for the unfunded applications for the 2020-21 LGGS capital grants funding round. DFES received \$6 million of funding, leaving a gap of \$5.9 million in unfunded applications.

An allocation of \$5.9 million in 2023-24 will enable the funding of those capital grant applications in full.

Comprehensive Asset Management Plan

Currently there is no centralised comprehensive asset management plan for Local Government emergency services facilities or equipment for BFBs or SES, as this information is contained within each Local Governments' asset management register.

Funding in the 2023-24 Budget is needed for an audit of existing buildings, facilities, appliances, vehicles, and major items of equipment for BFBs and SES units to inform the preparation of a Comprehensive Asset Management Plan to guide future funding requests.

The Comprehensive Asset Management Plan will assist in forecasting the emergency response requirements of communities across WA over the next 10 years, and the modifications, replacements and additions required to fulfil this demand. The Plan should also investigate the extent to which BFB and SES facilities can be co-located or integrated with other infrastructure needs and existing infrastructure.

Additional operating grant funding of \$2.75 million annually

WALGA is seeking an increase of \$2.75 million in annual operating grant funding through the LGGS. This would enable each of the 563 BFBs across the State to receive an extra \$5,000 annually for operational costs.

The new Work Health and Safety legislation has increased the obligations on Local Governments with respect to their management of BFBs. In particular, Local Governments must ensure that BFBs are adequately trained and resourced to undertake their work in a safe way.

Expand the Community Emergency Services Manager (CESM) Program

Funding to expand the Community Emergency Services Manager (CESM) Program to all interested Local Governments

Funding Required

Funding allocated to the expansion of the CESM program through a staged approach across the forward estimates:

- Stage 1 expansion of the CESM Program to an additional 30 Local Governments that manage volunteer Bush Fire Brigades. This would require an additional \$3 million annually from 2023-24
- Stage 2 expansion of the CESM Program to other interested Local Governments that do not manage volunteer Bush Fire Brigades. This would require a further \$1.4 million annually from 2026-27

The CESM Program should be fully funded by the ESL (with additional funds from other revenue sources if required).

Once the CESM Program is expanded to all Local Governments with an interest in participating and fully funded by the State Government, the estimated annual cost is approximately \$8 million.

Program Benefits

- Support Local Governments and their communities to effectively prevent, prepare, respond and recover from emergencies
- Enhance emergency management skills and capability in the Local Government sector
- Support a best practice partnership approach to emergency management delivery between State and Local Government

Summary

With extreme weather events occurring more frequently and with greater intensity due to climate change, Local Governments are requiring enhanced skills and capability to undertake their extensive emergency management responsibilities.

The Community Emergency Services Manager (CESM) program was launched in 2003 by the Department of Fire and Emergency Services (DFES) to provide Local Governments and Bush Fire Brigade volunteers with an enhanced and comprehensive approach to bushfire risk management¹⁷ through the appointment of CESMs. The program was expanded in 2007 to encompass an all-hazards approach across prevention, preparedness, response and recovery (PPRR).

The CESM program is designed to bolster Local Government emergency management capability to deliver services to support community resilience including undertaking community preparedness and engagement activities, bushfire risk management, LGGs funding applications and acquittals, management and training of volunteer Bush Fire Brigades, and supporting the implementation and review of Local Emergency Management Arrangements (LEMA).

Currently, 35 CESM positions across WA support 56 Local Governments pursuant to varying cost sharing arrangements between each Local Government and DFES, depending on the Band of each Local Government. In 2021, WALGA undertook a Local Government Emergency Management Survey. Results indicated that Local Governments that participate in the CESM Program generally

¹⁷ Department of Fire and Emergency Services, 2021, *Community Emergency Service Managers Reference Manual*

feel more confident about their management of Bush Fire Brigades, compared to Local Governments without a CESM. The Survey responses also indicated that at least an additional 24 Local Governments that manage Bush Fire Brigades are interested in participating in the CESM program.

The CESM Program should be extended to all Local Governments that wish to participate. Additionally, each CESM should service no more than two Local Governments, to ensure they are able to discharge their responsibilities adequately.

Expanding the CESM program to all Local Governments will support the Local Government sector to discharge their emergency management responsibilities and support the resilience and preparedness of local communities. Additionally, the CESM Program supports enhanced emergency management capability of Local Governments and in particular bolsters their resources to manage volunteer Bush Fire Brigades, an increasingly resource intensive obligation in light of enhanced safety standards and legislative requirements such as the new *Work Health and Safety Act 2020*.

Recognising current labour market shortages, WALGA is seeking an expansion of the CESM Program in two stages, to be fully funded by the State Government through the ESL. Initially, the CESM Program should be expanded over the next two years to all Local Governments that manage Bush Fire Brigades and wish to participate. A total of 111 Local Governments manage Bush Fire Brigades, with 56 Local Governments already supported by 35 existing CESM positions. Therefore, the addition of a further 30 CESM positions would enable this expansion as well as an adjustment so that no CESM covers more than two Local Governments. The estimated cost for this is \$3 million annually.

The next phase would involve expanding the program to remaining Local Governments that do not manage Bush Fire Brigades but wish to participate in the Program. It is estimated that this would require the creation of a further 14 CESM positions for the remaining 28 Local Governments. The estimated cost for this phase is a further \$1.4 million annually.

Increase funding for the Mitigation Activity Funding Grant Program

Increase funding and scope for the Mitigation Activity Funding (MAF) Grant Program to reduce bushfire risk

Funding Required

\$10 million annually from 2023-24, comprising \$5 million from the ESL, and the reinstatement of \$5 million annually from the Royalties for Regions Program

Program Benefits

- Support Local Governments to carry out essential mitigation works on Crown Land to reduce bushfire risk to local communities.
- Fund the preparation of improved and safer access to and from land during bushfire response activities.
- Support collaboration between key stakeholders in management of bushfire risk in WA

Summary

Climate change is leading to an increase in frequency and intensity of bushfires in WA, as well as longer northern and southern fire seasons. The funding of critical bushfire risk mitigation treatments is essential in order to reduce the risk to WA communities and natural environments.

Under the *State Hazard Plan – Fire*, the Fire and Emergency Services Commissioner through DFES has overall responsibility for the prevention and mitigation of the hazard of fire and Local Government and the Department of Biodiversity, Conservation and Attractions have supporting roles in fire prevention and mitigation, particularly in the application of treatments to reduce bushfire risk.

In WA, land owners and occupiers are responsible for managing bushfire fuels on their land and requirements to do so are published by Local Governments in their annual fire management notice. State Government agencies that manage land are not legally required to comply with fire management notices, although they have a legal and moral obligation to take reasonable steps to prevent bushfires on their lands, including by managing fuels. Local Governments are responsible for fuel management on all lands vested in them, including parks, reserves and other managed land.

Mitigation Activity Fund grants (MAF grants) are available to Local Governments that have an endorsed Bushfire Risk Management Plan (BRMP). The DFES-run program aims to support Local Governments in identifying high risk assets in their communities and designating options for treatment. Activities that can be undertaken as part of the MAF grants include building fire breaks, reducing fuel loads and carrying out hazard reduction burns. Completing these treatments during the cooler months is crucial for reducing the risk of intense bushfire behaviours in the high threat season. Therefore, it is imperative that Local Governments continue to be supported in their efforts to reduce fuel loads and bushfire risks and protect communities and natural environment.

MAF funding has not changed since 2016, despite a significant increase in the number of Local Governments with endorsed BRMPs. For example, in 2021-22 72 Local Governments were eligible for MAF funding. In 2022-23 this number has grown to 85.

Currently, the MAF Grants are funded through a combination of the Emergency Services Levy (ESL) and Royalties for Regions (RfR). Since the program's inception in 2017, around \$38.6 million funding has supported 55 Local Governments to conduct nearly 5,100 mitigation activities to protect their communities¹⁸. \$30 million of this funding is from RfR with the current RfR funding due to conclude in 2023-24.

¹⁸ Media release, Premier of Western Australia, *Major boost to help Local Governments reduce bushfire risks*. Accessed 2 August 2022 from

WALGA is seeking the RfR funding be reinstated at \$5 million annually from 2023-24 and a commitment of \$5 million of Emergency Services Levy funding annually, to support Local Governments to carry out priority mitigation works to reduce bushfire risk and prepare improved and safer access to bushfire prone areas.

The scope of MAF grants should also be reviewed, given that many other important aspects of bushfire risk management are not currently eligible for funding including communication, education and engagement with community and stakeholders to support preparedness, training of staff, and policy and procedure development.

<https://www.mediastatements.wa.gov.au/Pages/McGowan/2022/07/Major-boost-to-help-local-governments-reduce-bushfire-risks.aspx>

INVESTING IN THE HEALTH, SAFETY AND WELLBEING OF WESTERN AUSTRALIANS

All Western Australians, regardless of where they live, have in common a desire to enhance their quality of life and wellbeing, allowing individuals, families and communities to thrive.

There are many different aspects of wellbeing. Some examples of these are highlighted by the OECD in their Better Life Initiative including health, work-life balance, education, social connection, governance, the environment and personal security.¹⁹

The COVID-19 pandemic has shone a light on critical aspects of wellbeing, including physical health, mental health and social connection. While it is still too early to determine the full impact of the pandemic on communities, there have been a range of studies that have identified some of the adverse impacts on wellbeing resulting from the pandemic. For example, research from the WA Department of Health indicates that COVID-19 led to a greater number of Western Australians engaging in sedentary behaviour and higher alcohol consumption.²⁰ The Australian Institute of Health and Welfare identified that the COVID-19 pandemic has led to increased levels of loneliness in the community and a reduction in life satisfaction.²¹ There have also been reports about increased mental health emergencies and incidents of family and domestic violence.²²

The State Government's COVID-19 Recovery Plan, seeks to address these impacts through initiatives such as suicide prevention projects, support for victims of family and domestic violence, mental health, drug and alcohol support.²³

While it is important to respond to the immediate challenges created by the pandemic, there must also be a focus on programs that will deliver improvements in wellbeing over the longer term.

Liveability is also an important aspect of community wellbeing and building resilience, with clear links between people's overall physical and mental health and the environments in which they live. This has been reinforced by the Australian Institute of Health and Welfare, which notes that the built environment influences health and wellbeing in a number of ways, particularly through activity levels, contact with nature and social interaction.²⁴ Access to essential services and housing is also a critical priority for our regional, rural and remote communities.

Local Governments are well placed to work with the State Government to identify priority areas of spending to build resilient communities that promote individual and community wellbeing and cohesiveness in daily life.

¹⁹ Organisation for Economic Cooperation and Development, 2022, *Better Life Initiative*. Accessed 2 August 2022 from [OECD-Better-Life-Initiative.pdf](#)

²⁰ Western Australian Department of Health, 2021, *COVID-19 in Western Australia: Bulletin 1: The Impact on Lifestyle*. Accessed 29 July 2022 from [COVID-19 in Western Australia Bulletin 1: The impact on lifestyle \(healthywa.wa.gov.au\)](#)

²¹ Australian Institute of Health and Welfare, 2021, *Australia's Welfare*. Accessed 28 July 2022 from [Australia's welfare 2021: data insights - Chapter 3 \(aihw.gov.au\)](#)

²² Department of Health, 2021, *COVID-19 Pandemic WA Impact Statement*. Accessed 28 July 2022 from [300721-WA-Impact-Statement-July-2021.pdf \(www.wa.gov.au\)](#)

²³ Western Australian Government, 2021, *COVID-19 coronavirus: Western Australian Government response*. Accessed 27 July 2022 from [COVID-19 coronavirus: Western Australian Government response \(www.wa.gov.au\)](#)

²⁴ Australian Institute of Health and Welfare 2022, *Built Environment and Health*. Accessed 1 August 2022 from [Built environment and health - Australian Institute of Health and Welfare \(aihw.gov.au\)](#)

Improve access to primary health services in regional, rural and remote areas

Improve coordination between Federal and State Government, Regional Development Australia Boards, and key regional stakeholders to prioritise funding to attract and retain General Practitioners and related primary health services in regional, rural and remote WA.

Program Benefits

- Ensure regional, rural, and remote communities have access to essential primary health care services

Summary

Timely and affordable access to primary health services – General Practitioners (GPs), nurses, midwives, allied health professionals, pharmacists, dentists, and Aboriginal health workers and practitioners – in regional areas of WA is much lower than in metropolitan areas. People in the regions statistically experience higher prevalence of chronic disease and mental health conditions, higher hospital admissions and emergency department attendances²⁵. In addition, ambulance services in regional areas are dangerously stretched and rely completely on volunteers.

The sustainability of WA's Health System has been under review since the commencement of the Sustainable Health Review in 2017. The review recognised the increasing prevalence of complex health needs, particularly of those living in rural and remote areas and makes several recommendations to improve equity of health services in regional areas.

Of significant importance is the sustainability of GP practices, particularly sole GP practices, in regional areas. Many are at risk of closing because a large cohort of GPs are reaching retirement age with a limited pool of GPs available to replace them. Additionally, it is widely reported that there is an overreliance on locums to fill vacancies and cover annual leave which is costly and unsustainable. In a regional context the role of a GP in preventing conditions which may require more expensive and intensive care and diverting non-urgent care from emergency departments is critical.

Rural Health West's 2021 Annual Workforce Update indicates that there are 197 General Practices, excluding hospitals, operating across regional WA. Of these 130 (66%) are group practices, 47 (23.9%) are sole practices and 20 (10.2%) are Aboriginal Corporation Controlled Health Services (ACCHS). The Wheatbelt region contains the largest number and proportion of sole practices, with 18 of 34 being sole (52.9%).

The recent Senate Inquiry into the Provision of general practitioner and related primary health services to outer metropolitan, rural, and regional Australians - Interim Report, 2022, reported that many GPs and practice managers cannot viably operate a practice on the current Medicare rebates and must charge a co-payment to meet practice costs.²⁶

In May 2018, WALGA conducted a Local Government Regional Health Services Survey of to determine service levels, delivery gaps and identify Local Government driven solutions. 91 Local Governments responded to this survey, representing the vast majority of WA's regional, rural and remote Local Governments. Challenges in recruiting and retaining doctors, nurses, and allied health staff was identified as the most significant issue, followed by distance to travel to see a health professional and access to health professionals.

²⁵ Australian Institute of Health and Welfare, 2022, *Rural and Remote Health*. Accessed 1 August 2022 from [Rural and remote health - Australian Institute of Health and Welfare](https://www.aihw.gov.au/rural-and-remote-health) (aihw.gov.au)

²⁶ Parliament of Australia, 2022, *Provision of general practitioner and related primary health services to outer metropolitan, rural, and regional Australians - Interim Report*. Accessed 2 August 2022 from [Provision of general practitioner and related primary health services to outer metropolitan, rural, and regional Australians - Interim Report – Parliament of Australia](https://www.aph.gov.au/Provision-of-general-practitioner-and-related-primary-health-services-to-outer-metropolitan-rural-and-regional-Australians-Interim-Report) (aph.gov.au)

Issues were also raised around the inadequacy of the emergency service delivery model in regional areas. Regional communities do not have guaranteed access to ambulance services and the majority of the services rely on volunteers. The State Government Standing Committee on Public Administration report on the Delivery of Ambulance Services in WA: Critical Condition, May 2022, identified that 98.5% of the geographic area of the State is not meeting ambulance response times. WALGA supports the report's recommendation to ensure that the Department of Health provides a state-wide ambulance services framework that reduces the inequity between metropolitan and regional WA.²⁷

The Survey also identified that, in response to increasing critical shortages of health professionals and increasing medical practice costs, many Local Governments are compelled to enter costly medical contracts to ensure access to primary health services are provided in the area. Lack of housing and accommodation continues to be a significant barrier to the attraction and retention of GPs in regional areas. Local Governments are meeting the costs of housing, vehicles, and medical centre operations, to retain and/or attract GPs to the area.

Critical health infrastructure needs are identified the State Infrastructure Strategy which recommends that gaps in the health service system are addressed by prioritising the finalisation of the WA Health Clinical Services Framework 2014 – 2024 and fast tracking the implementation of the Sustainable Health Review.²⁸

In addition to the recommendations of the State Infrastructure Strategy and Sustainable Health Review, WALGA acknowledges the State Government Department of Health recruitment drive, the Belong Campaign, which commenced in October 2021, along with the 2022-23 State Budget announcement of additional health infrastructure spending of \$5 million to address urgent and critical staff accommodation issues in regional WA.

While these initiatives are welcomed, greater coordination between Commonwealth and State Governments and key regional stakeholders is needed to address the pressing need to provide adequate funding to retain and attract GPs, and other primary health professionals in regional, rural and remote areas.

²⁷ Standing Committee on Public Administration, 2022, p. 123.

²⁸ Infrastructure WA, 2022, *Foundations for a Stronger Tomorrow*. Accessed 1 August 2022 from [2022 Final SIS.pdf \(infrastructure.wa.gov.au\)](#)

Increase funding for the Community Sport and Recreation Facilities Fund

Increase the Community Sport and Recreation Facilities Fund (CSRFF) to \$25 million per annum to meet the needs of the State's growing population.

Program Benefits

- Support Community Health and Wellbeing
- Reduce health and welfare costs
- Reduce absenteeism and increased productivity at work and school
- Increase youth engagement
- Reduce crime
- Generate economic activity

Summary

Sporting and recreation facilities deliver numerous health and wellbeing benefits to communities. In regional areas in particular, sporting and recreation facilities are a focal point for community activity, create employment and are critical to attracting and keeping people in the regions.

The provision of high quality, well-designed sport and recreation facilities that encourage increased physical activity and foster social inclusion and community connectedness can contribute to reducing the significant costs imposed on health and welfare systems from obesity, stress, depression, mental illness, and associated medical conditions. This incidence of these conditions is increasing and is forecast to affect up to a third of the population within the next 20 years.

As well as supporting community health and wellbeing, CSRFF expenditure is also a generator of economic activity. The Department of Sport and Recreation report *More than Winning* estimated that every dollar invested by the State Government through the CSRFF generates \$2.36 in direct economic activity and \$6.51 in total economic activity²⁹.

Cuts to the CSRFF from \$20 million per annum in 2016-17 to \$12.5 million in 2022-23 have limited Local Governments' capacity to invest in infrastructure to meet the sport and recreation needs of the State's growing population now and into the future. This is evidenced by the considerable unmet demand for the CSRFF which has been oversubscribed each year by several million dollars.

²⁹ Department of Sport and Recreation, [More than winning – the real value of sport and recreation in Western Australia](https://www.dlgsc.wa.gov.au) ([dlgsc.wa.gov.au](https://www.dlgsc.wa.gov.au))

Redefine and increase funding for the Regional Development Assistance Program

Additional funding for the Regional Development Assistance Program, and redefine the program to:

- Separate projects in smaller towns from projects in larger towns and cities
- Fund a broader range of projects of regional significance, administered through Voluntary Regional Organisations of Councils and Regional Subsidiaries, as they are formed

Funding Required

Additional \$5 million per annum from 2023-24. This will bring total funding for the program to \$9 million per annum

Program Benefits

- Facilitate economic development in regional areas
- Alleviate housing shortages
- Lower costs of the Government Regional Officer Housing program

Summary

The prohibitive costs of water, wastewater and power supply headworks charges associated with land development in regional WA can make creation of new residential or industrial lots unviable for private developers. These charges may be proportional and appropriate in the context of the metropolitan area but are inhibiting development in those regional areas with low land values, including the development of housing for essential State Government staff. The lack of housing and industrial land then constrains economic development in these towns as there is no accommodation available for workers.

The Regional Development Assistance Program (RDAP) provides funding to assist Local Governments to build communities across regional Western Australia. The Program contributes to the cost of headworks and other land development costs in regional areas constrained by a lack of housing and where private development is not viable.

Annual funding for the program of \$4 million has not changed since it was established in 2006. However, over that time the scope of the program has been expanded to include land developments in larger regional cities, resulting in smaller scale projects - critical to local economic development – not being supported.

An additional \$5 million per annum for the RDAP would bring the level of investment in line with the expanded scope of the program.

This initiative will make a significant contribution to achieving the Government's WA Housing Strategy 2020-2030 commitments to:

- a 6% net increase in social homes over the next 10 years (2,600 homes)
- diversifying the rental sector
- supporting home ownership opportunities for people on low to moderate incomes
- improving the availability of liveable designed housing
- building liveable, inclusive and connected communities that improve social and economic participation
- a more integrated approach to housing and service assistance
- creating jobs and contribute to the State's economy.

The requested funding to partly meet headworks charges in targeted regional areas is a highly cost-effective means to achieve these outcomes and should be viewed in the context of the much larger investments that the State has recently made, such as the \$444 million Housing Stimulus Package announced in June 2020.



In addition, WALGA also supports the State Government reducing headworks charges in some or all regional areas for affordable housing development, taking account of local land markets and other economic conditions.

Prepare a Mid-Tier Public Transport Plan and Strategy for greater Perth

A high-level Mid-Tier Public Transport Plan and Strategy for greater Perth (including cycling and walking connections) to support METRONET, in consultation with relevant Local Governments.

Funding Required

\$10 million between 2023-24 and 2024-25

Program Benefits

- Coordinate development to provide certainty to Local Governments and businesses
- Provide quality last-mile connections to a number of METRONET stations and activity centres
- Increase public transport usage
- Reduce pollution and traffic congestion
- Save on road capacity upgrades

Summary

Alleviating ongoing congestion on our roads, creating a safer and more convenient transport network, and managing population growth in the Perth region are important objectives to ensure the liveability of our suburbs.

Mid-Tier Transport has an important role to play in achieving these objectives, by:

- Bridging the nexus between climate, liveability, congestion and housing diversity and affordability
- Strengthening the METRONET network
- Building a public transport network that will deliver the necessary infrastructure to support Perth's growing population
- Complementing Perth's METRONET and help connect dense urban centres not directly serviced by a major rail route
- Supporting housing affordability by offering transport choices that mean people don't have to live on a train line to save on petrol. More accessible transport allows for the development of diverse housing options that cater to a broader range of the community

Currently there is no comprehensive metropolitan Mid-Tier Public Transport Strategy endorsed for Perth. The creation of such a Strategy will be critical to address the gap in transport planning between METRONET and local area travel plans and will support the delivery of the *Directions 2031 and Beyond* and *Perth @3.5 million* urban infill targets. It also aligns with Infrastructure WA's *Foundations for a Stronger Tomorrow (2022)*, that recommended planning for light rail and/or bus rapid transit for the next stage of major project transport priority investment in Perth.³⁰

Funding is sought in the 2023-24 Budget for the development of a Mid-Tier Public Transport Strategy. A consortium of 15 Local Governments has formed to develop a preferred network of mid-tier public transport routes intended to complement METRONET by improving connections between rail stations and activity centres, and will be an important stakeholder group in the development of this plan.

³⁰ Infrastructure WA, 2022, *Foundations for a Stronger Tomorrow*. Accessed 1 August 2022 from [2022 Final SIS.pdf \(infrastructure.wa.gov.au\)](#)

To provide confidence to Local Government and the development industry, the Mid-Tier Public Transport Strategy will need to include as a minimum, the following components:

- the identification of all Mid-Tier Public Transport route alignments within the Perth and Peel area
- all route alignments to be identified at a road level supported by a concept plan that identifies the adaptability of the route for all Mid-Tier Public Transport vehicle options
- the preparation of corridor width plans to identify if widening of existing roads is required
- identification of areas where vehicle maintenance and storage is to occur
- identification of priority routes for implementation and further investigation
- undertaking of traffic and patronage modelling to support route selection
- undertaking land intensity planning to support route selection
- engagement with Local Governments in preparing the strategy
- planning for pedestrian and cycling access to all routes, including connecting railway stations

Completion of the above work in the strategy will enable the Department for Planning, Lands and Heritage to initiate the necessary Metropolitan Region Scheme amendments to confirm the Mid-Tier Public Transport corridors and Local Planning Scheme amendments to confirm the routes and land use planning to support the Mid-Tier Public Transport network. The above work will also enable further business case planning to support priority implementation and funding.

Planning for pedestrian and cycling access is consistent with a number of Government policies, including METRONET's Delivering Successful METRONET Station Precincts; the WA Bike Network Plans "Connecting Stations" initiative; and the Public Transport Authority's Station Access Strategies.

The proposed mid-tier public transport network includes the Fremantle to Cockburn Central and Murdoch links, which were added to the Infrastructure Australia Priority List in June 2022.

Contribute funding for the Network Renewal Underground Power program.

The State Government co-invest with Local Government and Western Power to replace ageing areas of the electricity distribution infrastructure that has reached the end of its service life with underground power, including areas with lower property values and a higher proportion of property owners with lower financial capacity.

Funding Required

\$34 million per annum from 2024-25

Program Benefits

- Improve reliability and security of electricity supply for consumers
- Focus on areas with lower property values and property owners with lower financial capacity
- Enhance streetscapes and visual amenity
- Improve street lighting providing safety benefits for pedestrians and other road users
- Reduced street tree maintenance costs and allow more trees to be established to lower heat island effects
- Reduce maintenance and emergency response costs for Western Power

Summary

Placing powerlines underground significantly improves the reliability of the electricity supply, particular during severe weather events. The State Underground Power Program, which has been in place since 1996, was established in response to major disruptions to power supply in Perth and the south-west of the State resulting from a severe storm. Western Power found that 80% of power failures during that storm were caused by trees and branches falling on power lines. The program has been running successfully, with approximately 60% of Perth properties now having underground power.

A redesigned State Underground Power Program will leverage the significant electricity distribution renewal investment that will be undertaken by Western Power during the next Access Arrangement Period (2022-23 to 2026-27), ensuring that infrastructure is replaced as it reaches the end of its service life and upgraded to cater for the requirements of distributed power generation as set out in the Distributed Energy Resources Roadmap³¹.

Significant parts of the electricity distribution infrastructure in middle ring suburbs have reached the end of their service life and will need to be replaced over the next decade to provide a safe network that can support future use of the grid. This provides an opportunity for Local Governments and the State Government to co-invest with Western Power to secure benefits that simply replacing old poles and wires with new ones will not achieve.

There are a range of benefits from converting to underground electricity distribution, and the Economic Regulation Authority estimated a benefit-cost ratio of between 2.6 and 2.7 based on such projects undertaken between 1996 and 2010.³² By more strongly aligning with network reinvestment priorities, future projects should achieve a similar or higher net benefit.

Western Power is proposing to spend \$685 million over five years replacing overhead distribution poles and conductors with underground power³³. The proposed State Government funding contribution is 25% of the total investment, averaged across all projects. This extension will include

³¹ Energy Transformation Taskforce, 2019, *Distributed Energy Resources Roadmap* (<https://www.wa.gov.au/government/distributed-energy-resources-roadmap>)

³² Economic Regulation Authority, 2010, *Inquiry into State Underground Program Cost Benefit Study*.

³³ Western Power, 2022, *Access Arrangement Revisions for the Fifth Access Period*. Accessed 2 August 2022 from <https://www.erawa.com.au/cproot/22418/2/Access-Arrangement-Information-for-the-AA5-Period-1-February-2022-.pdf>

areas with lower property values and a higher proportion of property owners with lower financial capacity. The previous program design, requiring property owners to meet the majority of the costs, is unlikely to secure widespread community support in these areas. It is proposed that the State Government contribution will be particularly targeted to these areas.

The proposed investment will replace 876km of electricity distribution conductors with underground power and is a core action proposed by Western Power to deliver on safety and reliable supply objectives³. Western Power research highlights community support for investments to improve network resilience in response to extreme climate events including undergrounding³⁴.

Outside of security of supply, underground power delivers a range of other benefits including lower maintenance costs, and facilitation of more renewable connections. Undergrounding existing overhead infrastructure also provides better amenity and streetscapes by allowing tree canopy to grow³⁵. Western Power highlights the undergrounding program will play a key role in supporting the future uptake of electric vehicles by enhancing capacity on our distribution network to accommodate charging services³⁶.

³⁴ Western Power, 2022, *Access Arrangement Revisions for the Fifth Access Period*. Accessed 2 August 2022 from <https://www.erawa.com.au/cproot/22418/2/Access-Arrangement-Information-for-the-AA5-Period-1-February-2022-.pdf>

³⁵ Western Power, 2022, *Access Arrangement Revisions for the Fifth Access Period*. Accessed 2 August 2022 from <https://www.erawa.com.au/cproot/22418/2/Access-Arrangement-Information-for-the-AA5-Period-1-February-2022-.pdf>

³⁶ Western Power, 2022, *Access Arrangement Revisions for the Fifth Access Period*. Accessed 2 August 2022 from <https://www.erawa.com.au/cproot/22418/2/Access-Arrangement-Information-for-the-AA5-Period-1-February-2022-.pdf>

DELIVERING A MODERN LEGISLATIVE FRAMEWORK

In a constantly evolving society, legislation and regulation needs to keep pace with community values, needs and preferences, technological enhancements and changing business models. This supports an efficient, flexible and competitive economy, as well as ensures safety, social and environmental objectives are met.

Since being elected, the State Government has been progressing an agenda of legislative reform. To ensure that the full benefits of these reforms are realised, it will be necessary to allocate appropriate funding for the implementation of these changes, including support for transition and any recurrent functions that arise out of the reform program.

While reforms to the *Local Government Act 1995* obviously have the most direct impact on Local Governments, the breadth of Local Government responsibilities, including the implementation of various legislative controls, mean reform in other areas also affect the sector. These include the protection of cultural heritage, improving and protecting health and wellbeing, and strengthening disaster resilience and response.

Fund the Establishment of a Chief Inspector of Local Government and Office of the Local Government Inspector

The establishment of a Chief Inspector of Local Government, supported by an Office of the Local Government Inspector in line with the Local Government legislative reform initiative on Early Intervention and Effective Regulation

Funding Required

\$2.5 million per annum from 2023-24 to create an office of approximately 14 FTE staff including accommodation and travel costs

Program Benefits

- Allow for the smooth implementation of the Local Government legislative reform initiative on Early Intervention and Effective Regulation
- Provide early intervention and capacity building assistance to the Local Government sector
- Save time and money on the current lengthy Local Government.

Summary

The Minister for Local Government has announced that a key platform of the Local Government legislative reform program is “Early Intervention, Effective Regulation and Stronger Penalties”. In this category of reforms, the State Government is planning to establish a Chief Inspector of Local Government (the Inspector), supported by an Office of the Local Government Inspector (the Inspectorate).

In implementing the reforms, the primary area requiring additional funding is the establishment of the Office of the Local Government Inspector. This includes setting up a panel of Monitors to enter a Local Government and try to proactively resolve problems (as opposed to allocating blame or collecting evidence). The Inspectorate would be an independent arm of the Department of Local Government, Sport and Cultural Industries, however report to the Director General and be housed within the Department.

WALGA considers an allocation in the order of \$2.5 million per annum will be required to establish the Office, which would provide for approximately 14 FTE staff as well as travel and accommodation. Funding for the Office could be in part provided by reallocating existing resources that are provided for Local Government inquiries.

Implement key legislative reform priorities

Funding to support the implementation of legislative reform priorities, including:

- *Aboriginal Cultural Heritage Act 2021*
- Public Health Planning under Stage 5 of the *Public Health Act 2016*
- The new *Consolidated Emergency Services Act*
- *Work Health and Safety Act 2020*

Resources Required

Support in the 2023-24 Budget for the implementation of legislative reforms:

- Detailed Consultation and engagement with Local Governments and other relevant stakeholders
- Training and assistance for Local Governments to fulfil their obligations under new legislative frameworks (for example, implementation of Public Health Plans)
- Provision of funding to assist smaller rural and regional Council's with the development of Local Public Health Plans
- The establishment and ongoing functioning of the new Aboriginal heritage system, with respect to the Aboriginal Cultural Heritage Council (ACHC), Local Aboriginal Cultural Heritage Services and Local Governments (LACHS)
- Provision of funding for Local Governments to assist in the transition to the *Work Health and Safety Act 2020*

Total resources required to be determined in consultation with Local Governments, State Government and relevant stakeholders.

Program Benefits

- Enhancing the performance and efficiency of the Local Government sector
- Equitable level of services across the state
- Maximising the benefits of reform

Summary

Local Government is a diverse sector, ranging from large metropolitan cities to very small remote towns. Across the sector there is a range of maturity in governance and administration. Therefore, it is vital that the Government's legislative and regulatory reform program establishes best practice and improves the capacity of Local Governments to provide their communities with an equitable level of services.

Approaches to legislative and regulatory reform that focus on preventative and early interventions such as education, guidance and monitoring are proven to increase Local Government's efficiency and effectiveness and reduce breaches and complaints.

The proposed reforms across the *Aboriginal Cultural Heritage Act*, *Public Health Act 2016*, and *Consolidated Emergency Management Act* (in drafting phase) will have a significant impact on the resources of Local Government, including increased demands on staff time and training requirements. Further, the proposed reforms with the *Public Health Act 2016* and the consolidation of the *Emergency Services Act*, are reliant on Local Government to give effect to the new legislation.

Currently there are no clear strategies aimed at building the capacity of Local Government, to better manage and respond to increasing regulatory requirements and complexity. Funding is being sought in the 2023-24 Budget to assist Local Governments with capacity building in this regard.

The State Government has set a precedent in providing funding support to sectors impacted by significant regulatory reform. By way of example, in 2021 the Department of Mines, Industry

Regulation and Safety (DMIRS) provided \$300,000 funding to peak bodies of significant industries to support the implementation of the *Work Health and Safety Act 2020* to support legislative reform implementation. The funding was to prepare resources for to assist businesses in updating safety systems and practices. A similar approach could be used to assist Local Governments to meet their obligation under the revised Aboriginal Cultural Heritage, Public Health, and Emergency Services regimes.

In addition to support to Local Governments to fulfil their obligations under the new legislative framework, it is essential that the Aboriginal Cultural Heritage Council and Local Aboriginal Cultural Heritage Services are adequately resourced to enable them to respond to applications for permits and management plans pursuant to the new legislation. The Aboriginal cultural heritage reforms are a significant improvement on the current system, however funding must be allocated to ensure the benefits of these reforms are fully realised.

5.2 Proposed Advocacy Position on Management of Bush Fire Brigades (05-024-02-0059 SM)

By Susie Moir, Policy Manager, Resilient Communities

RECOMMENDATION

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. ***Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.***
2. ***Future management and funding of volunteer Bush Fire Brigades must:***
 - a) ***Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;***
 - b) ***Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and***
 - c) ***Be adequately and equitably resourced through the Emergency Services Levy.***
3. ***The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:***
 - a) ***establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so;***
 - b) ***Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);***
 - c) ***Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by a fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and***
 - d) ***Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.***
4. ***The State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.***

Executive Summary

- Under the Bush Fires Act 1954, Local Governments have responsibility for the establishment and management of volunteer Bush Fire Brigades (BFBs).
- It is timely for the sector to consider its position on the most appropriate future management arrangements for BFBs as:
 - the State Government is currently preparing the *Consolidated Emergency Services Act*, which is expected to be released for consultation in early 2023; and
 - the *Work Health and Safety Act 2020* (WHS Act), enacted in March 2022, has raised the sector's concerns regarding risk and liability in the management of BFBs.

- WALGA consulted the sector on this issue from 24 May to 29 July 2022 through a paper, *Arrangements for management of Bush Fire Brigades: Proposed Advocacy Position* (the Paper).
- A total of 89 submissions were received from Local Governments, representing 64% of the Local Government sector and 77% of Local Governments that manage BFBs.
- Based on the feedback received, a revised Advocacy Position on Management of BFBs is proposed for State Council consideration.

Attachment

- Report: Management Arrangements for Management of Volunteer Bush Fire Brigades, August 2022
- [Arrangements for Management of Volunteer Bush Fire Brigades: Proposed Advocacy Position, May 2022](#)

Policy Implications

WALGA does not currently have an [Advocacy Position](#) on the management of Bush Fire Brigades.

Eight updated Advocacy Position Statements relating to Emergency Management, and an Advocacy Position on the expansion of the Community Emergency Services Manager Program, were endorsed in July 2022.

Background

The [Arrangements for Management of Volunteer Bush Fire Brigades: Proposed Advocacy Position Paper](#) was developed to obtain feedback from the sector to assist the Association to prepare an Advocacy Position on the management of Bush Fire Brigades.

The Paper outlined four options for future BFB management:

1. **Status quo** – continue with the current arrangements for management of BFBs whereby the majority are managed by Local Government and transfer arrangements are negotiated on an ad hoc basis between DFES and Local Governments (or their BFBs);
2. **Improvements** – continue with the current arrangements for Local Government management of BFBs with additional support provided by the State Government with respect to increased funding and better access to training resources and other support;
3. **Hybrid Model** – Local Government continues to manage BFBs where they have the capacity, capability and resources to do so; however where they do not have the capacity, capability and resources, responsibility for management of BFBs is transferred to DFES; and
4. **Transfer** – Responsibility for management of all BFBs is transferred to the State Government, consistent with the arrangements in other States and Territories.

The Hybrid Model was proposed as most appropriate.

The Paper outlined the rationale for the following proposed Advocacy Position:

Management of Bush Fire Brigades (May 2022)

1. *The Association advocates that the State Government must provide for:*
 - a) *A clear pathway for Local Governments to transfer responsibility for the management of Bush Fire Brigades to the State Government when ongoing management is beyond the capacity, capability and resources of the Local Government;*
 - b) *The co-design of a suite of relevant guidelines and materials to assist those Local Governments that manage Bush Fire Brigades;*
 - c) *Mandatory and minimum training requirements for Bush Fire Brigade volunteers supported by a universally accessible training program managed by the Department of Fire and Emergency Services (DFES); and*
 - d) *The recognition of prior learning, experience and competency of Bush Fire Brigade volunteers.*

2. That a Working Group comprising representatives of WALGA and DFES be established to develop a process and timeline for the transfer of responsibility for Bush Fire Brigades in accordance with 1(a).
3. Where management of Bush Fire Brigades is transferred to DFES in accordance with 1(a), DFES should be resourced to undertake the additional responsibility.

The Paper also noted that whatever future management arrangements are in place Local Governments that manage BFBs require additional support and resourcing.

Comment

A total of 89 submissions were received from Local Governments, representing 64% of the Local Government sector and 77% of Local Governments that manage BFBs. Of these:

- 86 submissions were from Local Governments that manage BFBs (incl. those through an MOU with DFES in Pilbara/ Kimberley); and
- 82 submissions were from regional Local Governments and the remaining from metropolitan Local Governments.

Submissions were received from Local Governments in all WALGA Zones except for the Central Metropolitan Zone and the Kimberley Zone.

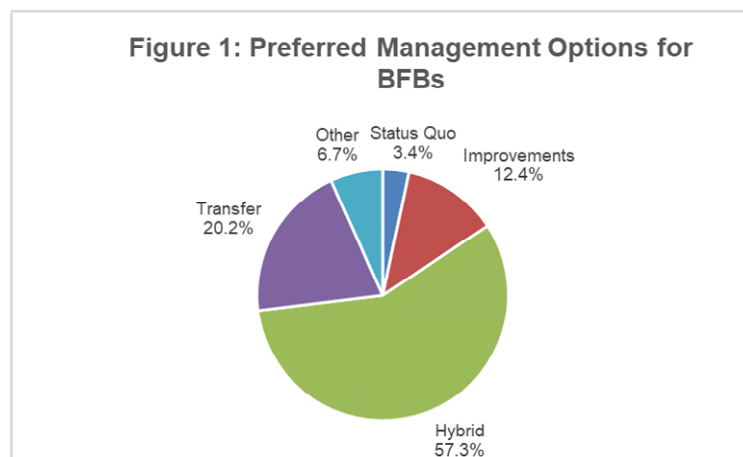
With regard to the proposed Advocacy Position:

- 40 (44.9% of respondents) supported the position in full;
- 12 (13.5%) conditionally support;
- 13 (14.6%) did not support; and
- 24 (27.0%) proposed alternative positions or did not provide direct comment.

With regard to the identified BFB management options:

- Three (3.4% of respondents) supported maintaining the status quo;
- 11 (12.4%) supported improvements to the current arrangements;
- 51 (57.3%) supported the hybrid model; and
- 18 (20.2%) supported a full transfer to the State Government.

BFB management options preferences are shown in the following chart.



Local Governments also provided comment regarding:

- the importance of Bush Fire Brigades and volunteers;
- the need for additional resources and funding to increase Local Governments' capability to effectively manage BFBs;
- concerns with the WHS Act and the risk profile of BFBs
 - many indicated that additional resources are needed to assist Local Government with respect to the discharge of their obligations under the WHS Act; and
 - some proposed the WHS legislation should be amended to reduce liability;

- strong support for the continuation and expansion of the Community Emergency Services Manager (CESM) Program;
- the importance of retaining local bushfire management knowledge whether BFBs are managed by Local Government or the State Government, and that non-BFB management responsibilities of Local Governments under the *Bush Fires Act 1954*, require further consideration; and
- the need for further consideration of an operational model for the management of BFBs under the State Government, including an independent Rural Fire Service as recommended in the 2016 Ferguson Report.

In considering the preferences expressed and issues raised in Local Governments' submissions, the following revised Advocacy Position is proposed:

8.10 Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
 - d) *establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so;*
 - e) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - f) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by a fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - g) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *The State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

Zone Consideration	
Central Metropolitan Zone	WALGA recommendation supported
Gascoyne Country Zone	WALGA recommendation supported
Kimberley Country Zone	WALGA recommendation supported
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation supported
Northern Country Zone	WALGA recommendation supported
Pilbara Country Zone	WALGA recommendation supported
South East Metropolitan Zone	WALGA recommendation supported
South Metropolitan Zone	WALGA recommendation supported
South West Country Zone	WALGA recommendation supported

AVON MIDLAND COUNTRY ZONE

The Zone supported the recommendation and highlighted the importance of item 2(b) of the advocacy position.

SECRETARIAT COMMENT

Comment is noted.

CENTRAL COUNTRY ZONE

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. The State Government to consider the most appropriate operational model for the management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.
2. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
3. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy to ensure that Local Government has the same or similar capacity to manage and attend emergency bush fire events to DFES resourcing capability.*
4. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
 - a) *establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so in consultation with their local volunteer bush fire brigades;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport, and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by a fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*

SECRETARIAT COMMENT

The Zone has made comment about the need for the State Government to consider, as a matter of priority, the appropriate operational model for Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report. WALGA Recommendation 4 has been amended to highlight this.

Addition at 3c not considered necessary as provided for with existing wording 'adequately and equitably'.

Addition at 4a not supported as removes the decision-making power from the Local Government. Additionally, the working group proposed at 4b includes representatives of VBFBs.

EAST METROPOLITAN ZONE

That the Proposed Position refer to Advocacy Position 8.7 Emergency Services Levy and 8.8 Local Government Grants Scheme.

SECRETARIAT COMMENT

Advocacy Positions 8.7 and 8.8 will immediately precede this Advocacy Position in the Advocacy Position Manual, therefore specific cross-referencing is not required.

GOLDFIELDS ESPERANCE COUNTRY ZONE

GVROC support the WALGA Advocacy Position on Management of Bush Fire Brigades as presented noting the comments provided below being taken into consideration.

The GVROC:

- *Support the concept of a hybrid model as all LGAs have different capacity and capabilities, with some in the Goldfields have very good Bush Fire Brigades and operations in place e.g. Shire of Esperance and others not having the capacity and capability to deliver, e.g. Shire of Ngaanyatjaraku. This allows those that wish to continue on to do so and others to handover full responsibility to whatever operational model the State Government moves to.*
- *Strongly supports the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report, rather than all responsibility and management being transferred to the Department of Fire and Emergency Services (DFES).*
- *Request assurances that the management of the ESL and its funding be separated from the control of DFES to ensure an ongoing equitable distribution of funding to all Bush Fire Brigades, whether they are continued to be managed through an LGA or through a Rural Fire Service or DFES.*

SECRETARIAT COMMENT

Comments are noted.

The need for the State Government to consider, as a matter of priority, the appropriate operational model for Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report. WALGA Recommendation 4 has been amended to highlight this.

Advocacy Position 8.7 Emergency Services Levy was endorsed by State Council in July 2022 and supports implementation of the recommendations of the 2017 ERA Review of the ESL, including that the ESL be administered by an independent organisation that is funded through consolidated revenue.

Section (2) of the proposed Advocacy Position addresses the third bullet point.

GREAT EASTERN COUNTRY ZONE

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*

- a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
- a) *establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by locally delivered fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *The State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

SECRETARIAT COMMENT

The Zone's amendment is consistent with recommendation 1 where we state that local knowledge and skills are integral to bush fire management in WA.

GREAT SOUTHERN COUNTRY ZONE

That the Great Southern Country Zone Supports Matter for Decision, item 5.2 as listed above in the September 2022 State Council Agenda, subject to:

The WALGA Secretariat clarifying the legal liability of local government and Bush Fire Brigade Volunteers in the chain of Work Health and Safety responsibilities.

SECRETARIAT COMMENT

Comment is noted. WALGA and LGIS will continue to provide support to the sector with respect to compliance with WHS obligations under the new legislation. The WHS Act imposes a duty on a person conducting a business or undertaking (PCBU) to ensure health and safety that requires the person to eliminate risks to health and safety so far as is reasonably practicable, and if it is not reasonably practicable to do so, to minimise the risks so far as is reasonably practicable.

PEEL COUNTRY ZONE

That the Peel Country Zone supports item 5.2 subject to the amendment to point 4 as below:

5. As a matter of priority within the emergency services Acts review, the State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.

SECRETARIAT COMMENT

The Zone has made comment about the need for the State Government to consider, as a matter of priority, the appropriate operational model for Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report. WALGA Recommendation 4 has been amended to highlight this.

COMPOSITE RECOMMENDATION

Moved: President Cr Tony Dean
Seconded: President Cr Stephen Strange JP

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
 - a) *Establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by locally delivered fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *As a matter of priority within the emergency services Acts review, the State Government to consider the most appropriate operational model for management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

AMENDMENT

Moved: President Cr Phil Blight
Seconded: Mayor Logan Howlett JP

That the words "*in consultation with their local Bush Fire Brigades*" be inserted at the end of 3(a) so that it now reads:

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*

- a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
- a) *Establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so in consultation with their local Bush Fire Brigades;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by locally delivered fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *As a matter of priority within the emergency services Acts review, the State Government to consider the most appropriate operational model for management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

THE AMENDMENT WAS PUT AND LOST

THE ORIGINAL COMPOSITE RECOMMENDATION WAS PUT

RESOLUTION

That the following Advocacy Position on Management of Bush Fire Brigades be endorsed.

Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act and/or other mechanism's must:*
 - a) *Establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government,*

- Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
- c) Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by locally delivered fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
- 4. As a matter of priority within the emergency services Acts review, the State Government to consider the most appropriate operational model for management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.**

RESOLUTION 377.7/2022

CARRIED

Agenda item 5.2
Attachment 1: Management Arrangements for
Volunteer Bush Fire Brigades Report, August 2022

Management Arrangements for Volunteer Bush Fire Brigades

August 2022

Executive Summary

- Under the *Bush Fires Act 1954*, Local Governments have responsibility for the establishment and management of volunteer Bush Fire Brigades (BFBs).
- It is timely for the sector to consider its position on the most appropriate future management arrangements for BFBs as:
 - the *Work Health and Safety Act 2020* (WHS Act), enacted in March 2022, has raised the sector's concerns regarding risk and liability in the management of BFBs,
 - the State Government is currently preparing *Consolidated Emergency Services Act*, which is expected to be released for consultation in early 2023.
- WALGA requested sector feedback on this issue through a paper, *Arrangements for Management of Bush Fire Brigades: Proposed Advocacy Position* (the Paper) from 24 May to 29 July.
- The paper outlined four options for future BFB management: status quo; improvements; hybrid model; and transfer
 - the Hybrid Model was proposed as most appropriate.
- The Paper also noted that whatever future management arrangements are in place Local Governments that manage BFBs require additional support and resourcing.
- There was a high level of response to the Paper with 89 submissions received, 86 from Local Governments that manage BFBs and 60 of which were Council endorsed.
- With regard to the proposed Advocacy Position:
 - 40 (44.9% of respondents) supported the position in full;
 - 12 (13.5%) conditionally support;
 - 13 (14.6%) did not support; and
 - 24 (27.0%) proposed alternative positions or did not provide direct comment.
- With regard to the identified BFB management options:
 - Three (3.4% of respondents) supported maintaining the status quo;
 - 11 (12.4%) supported improvements to the current arrangements;
 - 51 (57.3%) supported the hybrid model;
 - 18 (20.2%) supported a full transfer to the State Government; and
 - Six (6.7%) indicated that they do not support any proposed option.
- Local Governments also provided comment regarding:
 - the importance of BFBs and volunteers;
 - the need for additional resources and funding to increase Local Governments' capability to effectively manage BFBs;
 - concerns with the Work Health and Safety Act 2020 and the risk profile of BFBs
 - many indicated that additional resources are needed to assist Local Government to meet WHS Act requirements; and
 - some proposed the WHS legislation should be amended to reduce liability;
 - strong support for the continuation and expansion of the Community Emergency Services Manager (CESM) Program;
 - the importance of retaining local bushfire management knowledge whether BFBs are managed by Local Government or the State Government, and that non-BFB management responsibilities of Local Governments under the *Bush Fires Act 1954*, require further consideration; and
 - the need for further consideration of an operational model for the management of BFBs under the State Government, including an independent Rural Fire Service as recommended in the 2016 Ferguson Report.

In considering the preferences expressed and issues raised in Local Governments' submissions, the following revised Advocacy Position is proposed:

8.10 Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act or other mechanism must:*
 - a) *establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by a fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and LGIS, and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *The State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

1. Introduction

Western Australian Local Governments have extensive roles and responsibilities across the emergency management spectrum of prevention, preparedness, response, and recovery. Under the *Bush Fires Act 1954*, Local Governments have responsibility for the establishment and management of BFBs. Currently, 111 Local Governments manage 563 BFBs involving approximately 20,000 volunteers.

This consultation was in relation to part of the 'response' role of Local Government and did not seek to address the non-BFB related responsibilities of Local Government under the *Bush Fires Act 1954*, which rely on local technical bushfire knowledge.

Between May and July 2022, WALGA undertook a consultation with WA Local Governments to inform the preparation of a sector Advocacy Position on the arrangements for the future management of volunteer BFBs.

This Report details the consultation process, feedback received from the sector and proposes a revised Advocacy Position.

1.1 Background

In May 2022 WALGA released a paper entitled [Arrangements for Management of Volunteer Bush Fire Brigades: Proposed Advocacy Position](#) (the Paper) to guide the consultation process. Reasons for consulting the sector on this issue included:

- the need for a Position to guide WALGA's advocacy in light of the State Government drafting the Consolidated Emergency Services Act (CES Act), harmonising the *Fire Brigades Act 1942*, *Bush Fires Act 1954* and *Fire and Emergency Services Act 1998* into a single piece of legislation, anticipated to be released as a Green Bill for consultation in early 2023;
- feedback received during WALGA's 2021 Local Government Emergency Management Survey indicating concerns within the sector about the current arrangements for managing BFBs; and
- concerns within the sector about the *Work Health and Safety Act 2020* (WHS Act), enacted in March 2022, regarding risk and liability in the management of BFBs, resourcing requirements, training and competency.

Consultation commenced on Tuesday, 24 May. The original closing date of Friday, 8 July was extended until Friday, 29 July. Council endorsed positions and engagement with local volunteers and communities was encouraged.

The Paper presented four options for the future management of BFBs:

1. **Status quo** – continue with the current arrangements for management of BFBs whereby the majority are managed by Local Government and transfer arrangements are negotiated on an ad hoc basis between DFES and Local Governments (or their BFBs);
2. **Improvements** – continue with the current arrangements for Local Government management of BFBs with additional support provided by the State Government with respect to increased funding and better access to training resources and other support;
3. **Hybrid Model** – Local Government continues to manage BFBs where they have the capacity, capability and resources to do so; however where they do not have the capacity, capability and resources, responsibility for management of BFBs is transferred to DFES; and
4. **Transfer** – Responsibility for management of all BFBs is transferred to the State Government, consistent with the arrangements in other States and Territories.

The Paper also noted that whatever future management arrangements are in place Local Governments with responsibility for management of BFBs require additional support and resourcing, including:

- development of guidelines and resources to assist Local Governments in their management of BFBs, particularly with respect to the discharge of obligations under the WHS Act;
- expansion of the Community Emergency Services Manager (CESM) Program so that every Local Government with responsibility for managing BFBs has access to the Program if they wish to participate;
- universal access to DFES training for BFBs; and
- development of mandatory and minimum training requirements including recognition of competency for volunteers.

The following Advocacy Position was proposed:

Management of Bush Fire Brigades (May 2022)

1. *The Association advocates that the State Government must provide for:*
 - a) *A clear pathway for Local Governments to transfer responsibility for the management of Bush Fire Brigades to the State Government when ongoing management is beyond the capacity, capability and resources of the Local Government;*
 - b) *The co-design of a suite of relevant guidelines and materials to assist those Local Governments that manage Bush Fire Brigades;*
 - c) *Mandatory and minimum training requirements for Bush Fire Brigade volunteers supported by a universally accessible training program managed by the Department of Fire and Emergency Services (DFES); and*
 - d) *The recognition of prior learning, experience and competency of Bush Fire Brigade volunteers.*
2. *That a Working Group comprising representatives of WALGA and DFES be established to develop a process and timeline for the transfer of responsibility for Bush Fire Brigades in accordance with 1(a).*
3. *Where management of Bush Fire Brigades is transferred to DFES in accordance with 1(a), DFES should be resourced to undertake the additional responsibility.*

The Paper posed the following questions:

1. Does your Local Government manage BFBs?
2. Does your Local Government support the proposed Advocacy Position on arrangements for the management of BFBs? Why or why not?
3. Does your Local Government have any further suggestions or changes to the proposed Advocacy Position?
4. For Local Governments that manage BFBs, is your Local Government's preference to continue to manage BFBs or to transfer responsibility to the State Government?
5. Is your response endorsed by Council? If so, please include the Council paper and resolution.
6. Do you have any further comments to make?

2. Summary of findings

2.1 Submissions received

A total of 89 submissions were received, representing 64% of the Local Government sector and 77% of Local Governments that manage BFBs. Of these:

- 60 submissions were formally Council endorsed;
- 86 submissions were from Local Governments that manage BFBs (including those through an MOU with DFES); and
- 82 submissions were from regional Local Governments and the remaining from metropolitan Local Governments.

There was participation from Local Governments in all WALGA Zones except for the Central Metropolitan Zone and the Kimberley Country Zone.

Submissions were provided via a variety of methods:

- response to the consultation survey;
- direct written response to the consultation questions/ submission or provision of a Council decision; and
- general commentary on the matter via email or letter.

In addition to their view on the proposed Advocacy Position and preferred management option, many Local Governments provided other insights and feedback, including their own Local Government's preference for future BFB management, work health and safety, training and equipment, funding and a governance structure to coordinate ongoing engagement. This feedback has informed the revised Advocacy Position.

2.2 Feedback on the Proposed Advocacy Position

Feedback on the proposed Advocacy Position was as follows:

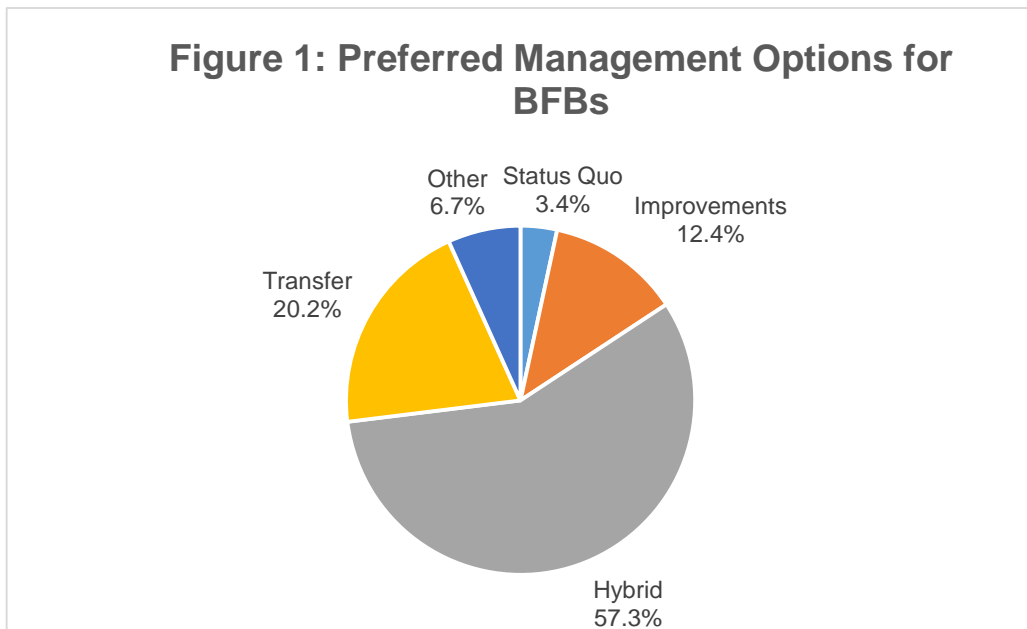
- 40 Local Governments, 44.9% of respondents indicated support in full;
- 12 Local Governments, or 13.5% conditionally support;
- 13 Local Governments, or 14.6% indicated they do not support; and
- 24 Local Governments, or 27% Local Governments have proposed alternative positions or not provided direct comment on the proposed position.

2.3 Feedback on Preference for the Management of Bush Fire Brigades

2.3.1 Preferred Management Model

The Paper provided four potential options for the future management of BFBs – Status Quo, Improvements, Hybrid Model and Transfer. As anticipated, there were mixed views from the sector on a preferred option.

Three (3.4% of respondents) supported maintaining the status quo; 11 (12.4%) supported improvements to the current arrangements; 51 (57.3%) supported the hybrid model; and 18 (20.2%) supported a full transfer to the State Government; and (see Figure 1).



2.3.2 Feedback on the Four Management Options presented in WALGA’s Paper

Option One: Status Quo

Only 3.4%, or three Local Governments expressed a preference for the Status Quo. Reasons for this position included that that they had positive working relationships with their BFBs, and considered their current resourcing levels to be adequate.

“The City is happy with the current relationship maintained between DFES and the City and the service provided to the bushfire brigades and by the bushfire brigades to the community.”
 Band 1, metropolitan Local Government

Option Two: Improvements

11 responses (12.4%) supported Local Government retaining responsibility for management of BFBs with improvements. These Local Governments considered that it was appropriate for Local Government to continue to manage BFBs, but that the provision of additional resources particularly through the Emergency Services Levy (ESL), Local Government Grants Scheme (LGGs) and CESM Program were essential to support Local Governments in managing BFBs.

“It is important the Local Governments have the ability to determine what is best for their local communities. However it is also important that Bush Fire Brigades are well resourced and managed to provide the best service possible. Further support by the State Government for Bush Fire Brigade management is essential.”

Option Three: Hybrid Model

51 responses (57.3%) supported a Hybrid Model. Many submissions were based on the principle of self-determination, being that regardless of their own Local Government's preference to continue to manage BFBs or not, a Hybrid Model was supported to empower each Local Government to determine their own local situation and requirements, and enable the transition of management to the State Government for those that determined it to be appropriate.

“Council supports the transition to a hybrid model where Local Governments have the ability to transfer brigade management to DFES where there is significant support and resource to better implement the move to a more structured brigade response regime.”

Band 4, regional Local Government

Concerns expressed about the Hybrid Model included the potential for:

- decreased ESL/Local Government Grant Scheme (LGGs) funding being allocated to Local Governments that continued to manage BFBs;
- confusion about the continuing roles and responsibilities of Local Government in relation to bushfire management;
- detrimental impact to BFB operations due to inefficiencies of split responsibilities; and
- impact on the CESM program, which was initially established to supplement Local Government bushfire preparedness and response capability.

Presently, DFES manages BFBs in the Kimberley and Pilbara regions pursuant to Memorandum of Understanding (MOU) arrangements with relevant Local Governments. This MOU arrangement is essentially a Hybrid Model delivered through a MOU as the current *Bush Fires Act 1954* does not support the arrangement.

A number of MOU Local Governments responded to the consultation in support of the MOU approach.

“This was an outcome that we fought hard to achieve on the basis that DFES are subject matter experts in this area and best placed to provide the operational support required. As expected this arrangement has worked well and we would recommend the approach to others. Whilst we are happy with the transition of the daily management to DFES the MOU still sees the City with responsibility for the maintenance of the Brigades facilities and assets and the administration of budgets, grants and funding applications. We question the need for Local Governments to be involved in these matters as it seems to only create additional administration for all parties. It would be our preference and recommendation that the State, via DFES take over all aspects of the management of these Brigades.”

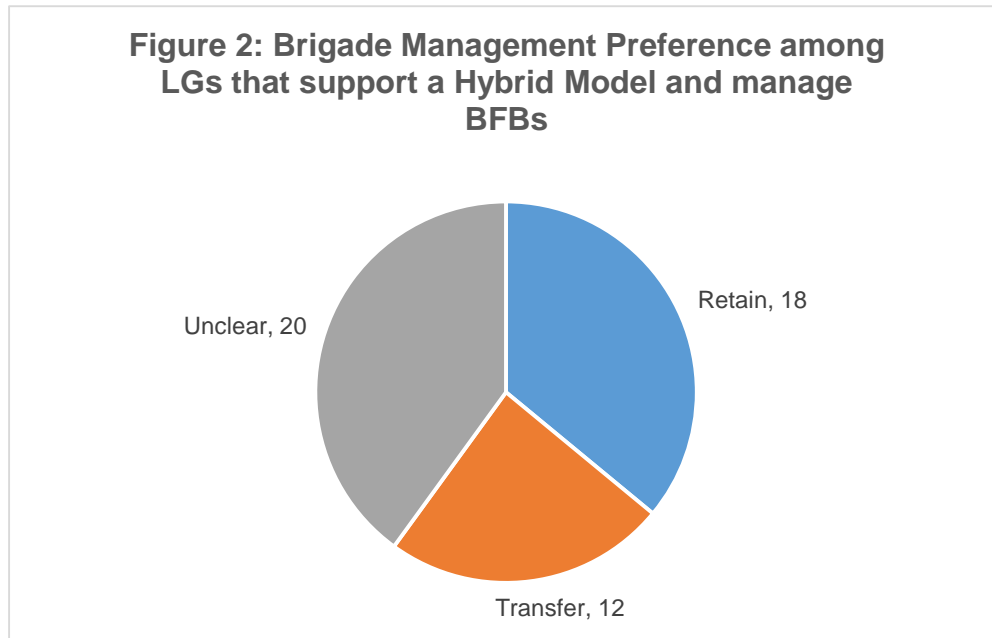
Band 1, Regional Local Government

“The MOU with DFES has worked well within the Pilbara, with the units being provided training, management and oversight. Much better service provided by an organisation whose core business is emergency management. Training is provided to their standard, to provide consistency and enable interoperability at larger fires.”

Band 1, regional Local Government

Among Local Governments that supported the Hybrid Model and manage BFBs, there was a mix with respect to individual preference to keep or transfer. 18 (36.0%) indicated a preference to retain management of their BFBs, 12 (24.0%) indicated a preference to transfer management of their BFBs, and 20 (40.0%) did not indicate their preference for their own BFBs (see Figure 2).

Figure 2: Brigade Management Preference among LGs that support a Hybrid Model and manage BFBs



Option Four: Transfer

18 Local Governments, or 20.2% of responses, supported the Transfer model. Generally these Local Governments considered it inappropriate for Local Government to manage BFBs when the State Government holds the knowledge and capability to create a tailored and cohesive Bush Fire Service.

“Modernisation of Western Australian emergency services legislation, including alignment of the WA Bush Fires Act 1954 with the rest of Australia by removing the legislative requirement for WA Local Governments to manage Volunteer Bush Fire Brigades (VBFB)...”
 Band 3, regional Local Government

The Shire of Waroona supports transfer and has shared its position with the sector. It advocates transfer of responsibility for management of BFBs to an independent Rural Fire Service established by the State Government as recommended in the 2016 Ferguson Report, as well as a review of the current emergency services legislation.

Ferguson Report Recommendation 15: The State Government to create a Rural Fire Service to enhance the capability for rural fire management and bushfire risk management at a State, regional and local level. The proposed Rural Fire Service will:

- *be established as a separate entity from the Department of Fire and Emergency Services or, alternatively, be established as a sub-department of the Department of Fire and Emergency Services;*
- *have an independent budget;*
- *be able to employ staff;*
- *have a leadership structure which, to the greatest degree possible, is regionally based and runs the entity;*
- *be led by a Chief Officer who reports to the responsible Minister on policy and administrative matters; and to the Commissioner for Fire and Emergency Services during operational and emergency response;*
- *have responsibilities and powers relating to bushfire prevention, preparedness and response; and*
- *operate collaboratively with the Department of Fire and Emergency Services, the Department of Parks and Wildlife, Local Government and volunteer Bush Fire Brigades.*

In creating the Rural Fire Service, the State Government to consider whether back office and corporate support services could be effectively provided by an existing Department, such as the Department of Fire and Emergency Services or the Department of Parks and Wildlife.

The State Government to review the creation of the Rural Fire Service two years after its establishment, to assess whether its structure and operations are achieving the intended outcome.

Option Five - Other

Six Local Governments, (6.7% of responses), indicated that in the absence of a clear operational model for the future management of BFBs by the State Government, with respect to structure, funding and resources, they found it difficult to support any proposed position or model.

“It is difficult to comment with the info available as there is no model to view or comment on apart from the other fire services intrastate (sic) being mentioned.”

Band 4, regional Local Government

Four of these submissions stated that they would prefer to continue to manage BFBs until such time as an alternative State-led model for the management of BFBs was developed in consultation with the sector.

2.4 Resources

There was strong support for the preparation of additional guidelines and resources to support Local Governments in managing BFBs, and provide for consistent and coordinated management of the emergency services volunteering sector.

“...any guidelines should not be for the exclusive use of LGs, but rather, there should be a “standard” developed that acknowledges the diversity of our Bush Fire Brigades across the state, that any entity that is responsibility for the management of BFBs should have access to, and more importantly, be expected to utilise.”

Band 2, regional Local Government

“With climate change fires are only going to get more frequent and harder to manage over the coming years. Insurance etc are going to rise due to the environment we are moving into putting further pressure on the ESL and the volunteers, we have seen this on the East Coast with the fires and flood. With more responsibility on Local Governments this will also require further resources e.g. staff to manage the increasing workloads that the changes will bring.”

Band 4, regional Local Government

“From a Local Government perspective the increase in obligation through legislation and acquittal processes is impacting capacity of staff as well as increasing the risk profile of the organisation and officers within it. Additional support and guidance through the existing and new legislation is required, as well as an appreciation of the additional level of accountability that is placed on the Shire. In regional Shires, staff tend to work across a number of areas within the organisation and an increase in requirements in one area can have an impact across many work areas.”

Band 2, regional Local Government

Numerous responses spoke positively of the CESM program and the benefit it has brought to Local Governments in discharging their emergency management responsibilities, particularly with respect to training and managing BFBs. A number of Local Governments with a CESM were strong advocates for all Local Governments having the opportunity to participate in the CESM Program, and some stated that CESMs should be wholly funded through the ESL.

“Council supports the proposed Advocacy Position to a large degree, with the inclusion of providing CESMs to those Shires that require them, perhaps in conjunction with neighbouring Shires.”

Band 4, regional Local Government

“We do not have a CESM and struggle to provide the support necessary to our BFBs, particularly in light of the new WHS legislation.”

Band 4, regional Local Government

“Local volunteers were mostly supportive of [the Shire’s position] as they believe they would see little change on ground. A CESM would still be their first point of contact.”

Band 4, regional Local Government

“A small number of local governments have been successful in their bid for a CESM (generally 50/50 funding split between DFES and the local government), however, this opportunity is not available for all local governments due to the resourcing constraints of DFES. It is therefore noted, and understandable, that those local governments who have a CESM are more likely to be comfortable for the responsibility remaining with the local government. The employment of a CESM reduces risk in many areas, including the WHS risks and volunteer burnout. It therefore follows, that the level of risk borne by each local government is variable, and a direct factor of a State Government resourcing decision.”

Band 4, regional Local Government

A significant number of responses highlighted the need for additional funding through the ESL and LGGS, and the need for formal reviews of these funding streams, further to the Economic Regulation Authority’s 2017 Review into the ESL.

“The Shire still believes that the ESL funding process should not be managed by DFES. A change in management of this funding i.e. through Treasury, would be more transparent. Increases in responsibilities for LG through legislation is not being acknowledged through funding streams.”

Band 2, regional Local Government

“The current Emergency Services Levy Local Government Grant Scheme limits what Local Government can allocate the funds to. BFBs have been frustrated in some circumstances that the funding doesn’t fully cover all areas of bushfire management activities and has asked for a more flexible model.”

Band 2, regional Local Government

In July 2022, WALGA State Council endorsed positions on the ESL and LGGS that address many of these concerns, including advocating for the implementation of the recommendations of the 2017 ERA review of the ESL, and an independent review of the LGGS. All of WALGA’s Emergency Management Advocacy Positions can be found in Appendix 5.

2.5 Standards for Training and Equipment

The proposed position provided for the development of *“Mandatory and minimum training requirements for BFB volunteers supported by a universally accessible training program managed by the DFES”*.

Submissions provided feedback that training standards should:

- be ‘fit for purpose’, recognising the difference between a Brigade using DFES appliances and a farmer response unit, as well as different natural landscapes and conditions;
- not be so onerous as to discourage volunteer retention and attraction;
- not create any additional burden for Bushfire Control Officers (BFCOs) in managing BFBs during operational response; and
- be readily accessible and delivered locally.

A small number of Local Governments did not support mandatory minimum training standards as they were concerned that it would be an additional burden on BFCOs and discourage volunteering.

Some feedback noted that any training should acknowledge the local needs and skills in different areas and Brigades. Others supported mandatory training as it would provide them with confidence in the capability of BFB volunteers from their own and other Local Government managed BFBs.

Additionally, commentary around recognition of competency and prior learning and experience for volunteers was resoundingly supportive.

2.6 Working Group to Guide Process

Many submissions recommended that the Working Group tasked with the governance of ongoing consultation on this issue should be expanded to include other key stakeholders that would be impacted by any changes to management arrangements for BFBs. Suggestions included BFB volunteers, Local Government, the Association of Volunteer Bush Fire Brigades, and Regional/District Operational Area Committees (RAOCs/DOACs).

“The [City] believes any “Working Group” established “to develop a process and timeline for the transfer of responsibility of Bush Fire Brigades” must include volunteer representation.”

Band 1, regional Local Government

“It was felt strongly that if there is to be discussions about the future of Bush Fire Brigades, that input should be expanded from Department of Fire and Emergency Services (DFES) and WALGA, and that Brigade input should also be included. This would be best serviced via the Regional Operation Advisory Committee.”

Band 2, regional Local Government

2.7 State Government Management of BFBs

The proposed position advocated for *“A clear pathway for Local Governments to transfer responsibility for the management of Bush Fire Brigades to the State Government when ongoing management is beyond the capacity, capability and resources of the Local Government”*. A small number of respondent Local Governments did not support the use of the criteria of “capacity, capability and resources” without a clear definition or framework for its meaning and who would make the decision as to whether a Local Government had “capacity, capability and resources”.

Some Local Governments indicated a desire for further information about what a State Government operational model might look like, and raised concerns about matters including:

- that existing programs that support Local Governments to undertake their emergency management responsibilities could cease, such as the CESM program;
- that increased bureaucracy and higher standards that may come with being managed by the State Government could threaten the culture of BFBs and negatively impact local volunteering; and
- the risk of losing local autonomy, the current structure and knowledge in bushfire management, with BFBs no longer being agile or empowered in local decision-making. Transferring to the State Government could compromise local decision-making regarding Harvest Vehicle Movement Bans, Fire Break Notices, and burning times.

“Volunteers are the backbone of regional bushfire brigades. Support for volunteers is an integral part of ensuring continued high number and engaged volunteers. Local Government brigades currently have a sense of community and an ability to be part of the decision-making process. There is often concerns raised that a transition across to a government department such as DFES that the local decision-making influence will be lost.”

Band 2, regional Local Government

“Any transfer to state should still have the local government as the key stakeholder in the region for discussion on mitigation and assets allocated to the region.”

Band 4, regional Local Government

“It is noted that there is a requirement for key local stakeholders to remain involved with the application of Harvest bans (not being applied by someone on forecast conditions in the city), involvement with changing prohibited or restricted burning times based on local conditions and issuing permits to burn.”

Band 4, regional Local Government

“The statement should recognise the need for local knowledge in bushfire management”

Band 3, regional Local Government

“In fire situations particularly, local knowledge, ability to quickly respond, mobilise resources and make quick decisions is critical. This is a far different modus operandi than DFES which is more concerned with protecting property rather than quickly suppressing small fires at their source to prevent them from becoming large fires. This response time and capacity cannot be compromised by a cumbersome chain of command where decisions are filtered down from DFES to local Brigades.”

Band 4, regional Local Government

16 Local Governments, or 18% of responses, supported the establishment of a Rural Fire Service or equivalent organisation independent from DFES, to manage and provide strategic oversight of BFBs. Most of these Local Governments also indicated a preference to transfer management of their BFBs to such an entity.

“The core business of the [Shire] is not fighting fires, however it is the core business of DFES or a State Government run Fire Division.”

Band 4, regional Local Government

“As noted in the proposed position paper, the recommendation from the Ferguson Report is to establish a rural fire service to address the issues of under resourced local governments and DFES’s management deficiencies. This has not been completed despite the government at the time committing to implementing the recommendations of the report. The future management of BFBs question has already been resolved and agreed – it just has to be implemented.”

Band 4, regional Local Government

“It would be more expedient to have One Rural Fire Agency rather than five different fire organisations.”

Government

Band 1, metropolitan Local

2.8 Work Health and Safety

More than half of responding Local Governments noted their concern with the new *Work Health and Safety Act 2020* (WHS legislation). Numerous submissions noted concerns about the risks associated with managing BFBs including liability of staff, and the safety and welfare of BFB volunteers.

“This standard [of duty of care for volunteers] has brought into focus the fact that local government is no longer the right entity to be discharging the duty of care and the duty of provision of extreme risk bush fire management services in Western Australia. Western Australia, while its health and safety legislation is now in alignment with the rest of Australia, is now at odds with the rest of Australia in terms of State Government responsibility for volunteer bush fire brigades.”

Band 4, regional Local Government

“Given that Council and its officers have little control over these spontaneous volunteers, the risk levels associated with maintaining Local Government brigade status are high given that the new WHS legislation has given volunteers “employee status” even though the council management struggles to control or exclude them from a fireground.”

Band 4, regional Local Government

“The State Government has made crystal clear its overarching expectations regarding duty of care, including to volunteers. In doing so, however, it has raised a fundamental question about the appropriate provision of leadership and support for volunteer bush fire brigades in the extreme risk environment in which they operate.”

Band 3, regional Local Government

Other submissions stated that Local Governments should be and are already addressing WHS requirements for their BFBs.

“A local government’s BFB and local emergency management networks should be well trained and experienced in emergency management activities of prevention, preparedness, response and recovery. The new Work Health and Safety Act 2020 should not have changed anything and itself shouldn’t be used as a reason to try and transition management of BFBs to the State Government.”

Band 3, regional Local Government

Feedback was provided in relation to:

- the need for clarity on who is responsible for the safety and welfare of BFB volunteers through the new CES Act, particularly when operational control is managed by another agency (e.g. DFES, DBCA or another Local Government);
- clarity on what is ‘reasonably practicable’ under the WHS Act;
- clear definition of ‘due diligence’ to meet WHS responsibilities;
- options to discharge or protect Local Governments from liability in relation to their WHS responsibilities for BFBs; and
- the need for consideration to be given to amendment of relevant provisions in the WHS legislation around liability for management of fire and emergency services.

Many Local Governments supported the development of standardised processes and procedures for matters including fatigue management, minimum physical capability, minimum training, equipment use, and Personal Protective Equipment/ Personal Protective Clothing (PPE/ PPC).

“LGs are not subject matter experts in the fire space and this opens the risk of procedures being missed and impacting safety, and causing frustration for BFBs when changes are hard to initiate. Standards vary across LGs for PPE etc. There should be one source and no room for error when safety is involved and therefore this responsibility should sit with an entity trained in this space.”

Band 3, regional Local Government

2.9 Volunteerism

Many submissions noted the value and importance of BFBs to local communities.

“[The City] values its Bushfire Brigade and the contribution Brigade members make towards community safety and the community more broadly.”

Band 1, metropolitan Local Government

In addition to this, submissions identified that succession planning for volunteers and equipment was imperative to support sustained BFB cohorts into the future.

It was also identified that ageing cohorts of volunteers and ageing equipment (including PPE/PPC) and facilities is a significant risk to the safety of BFBs, and that there is a need for a program to support the replacement and upgrading of facilities and equipment, and ongoing recruitment of volunteers.

“The availability of volunteers will increasingly become a critical issue into the future. The future needs and challenges may be well beyond local volunteers and the Shire alone.”

Band 3, regional Local Government

3. Advocacy Position

In considering the preferences expressed and issues raised in Local Governments' submissions, the following revised Advocacy Position is proposed:

8.10 Management of Bush Fire Brigades

1. *Bush Fire Brigade volunteers play a critical role in helping to protect their local communities. Local knowledge and skills are integral to bushfire management in Western Australia.*
2. *Future management and funding of volunteer Bush Fire Brigades must:*
 - a) *Recognise the changing risk environment, including work health and safety requirements, and the increasing intensity and frequency of bushfires;*
 - b) *Take account of the differing circumstances of Bush Fire Brigade units and regional variations in bush firefighting approaches; and*
 - c) *Be adequately and equitably resourced through the Emergency Services Levy.*
3. *The State Government, through the Consolidated Emergency Services Act or other mechanism must:*
 - a) *establish a clear framework to enable transfer of Bush Fire Brigades to the State Government if a Local Government decides to do so;*
 - b) *Consult on the process, timeline, and implications for transfer of responsibility for Bush Fire Brigades in accordance with 3(a) through the establishment of a working group comprising representatives of Local Government, Bush Fire Brigades, the Department of Local Government, Sport and Cultural Industries (DLGSC) and the Department of Fire and Emergency Services (DFES);*
 - c) *Provide for mandatory and minimum training requirements and recognition of competency and prior learning for Bush Fire Brigade volunteers, supported by a fit-for-purpose and universally accessible training program, designed in consultation with Bush Fire Brigade representatives, Local Government and Local Government Insurance Services (LGIS), and managed by DFES; and*
 - d) *Develop a co-designed suite of relevant management guidelines and materials to assist in the management of Bush Fire Brigades.*
4. *The State Government to consider the most appropriate operational model for State Government management of Bush Fire Brigades, which may include the establishment of an independent Rural Fire Service, as recommended in the 2016 Ferguson Report.*

Appendices

Appendix 1: Submissions

Local Governments:

City of Albany
Shire of Augusta Margaret River
Shire of Beverley
Shire of Boddington
Shire of Boyup Brook
Shire of Bridgetown-Greenbushes
Shire of Brookton
Shire of Broomehill-Tambellup
Shire of Bruce Rock
City of Bunbury
City of Busselton
Shire of Capel
Shire of Carnamah
Shire of Carnarvon
Shire of Chapman Valley
Shire of Chittering
City of Cockburn
Shire of Collie
Shire of Corrigin
Shire of Cranbrook
Shire of Cuballing
Shire of Cue
Shire of Dalwallinu
Shire of Dandaragan
Shire of Dardanup
Shire of Denmark
Shire of Donnybrook-Balingup
Shire of Dowerin
Shire of Dumbleyung
Shire of Dundas
Shire of East Pilbara
Shire of Esperance
Shire of Exmouth
Shire of Gnowangerup
Shire of Goomalling
City of Gosnells
City of Greater Geraldton
Shire of Harvey
Shire of Jerramungup
City of Joondalup
City of Karratha
Shire of Katanning
Shire of Kellerberrin
Shire of Kent
Shire of Kojonup

Shire of Koorda
Shire of Kulin
City of Kwinana
Shire of Lake Grace
City of Mandurah
Shire of Manjimup
Shire of Mingenew
Shire of Moora
Shire of Morawa
Shire of Mount Magnet
Shire of Mount Marshall
Shire of Mundaring
Shire of Murray
Shire of Narembeen
Shire of Narrogin
Shire of Ngaanyatjaraku
Shire of Northam
Shire of Northampton
Shire of Nungarin
Shire of Pingelly
Shire of Plantagenet
Town of Port Hedland
Shire of Quairading
Shire of Ravensthorpe
Shire of Serpentine Jarrahdale
Shire of Shark Bay
City of Swan
Shire of Tammin
Shire of Toodyay
Shire of Trayning
Shire of Upper Gascoyne
Shire of Victoria Plains
Shire of Wagin
Shire of Wandering
Shire of Waroona
Shire of West Arthur
Shire of Westonia
Shire of Wickopin
Shire of Williams
Shire of Woodanilling
Shire of Wyalkatchem
Shire of Yalgoo
Shire of Yilgarn
Shire of York

Zones: Gascoyne Country Zone
Letter received from the Association of Volunteer
Bush Fire Brigades

Appendix 2: WALGA engagement during consultation period

- Item for discussion on all WALGA Zone meeting Agendas ahead of July State Council meeting
- Item for Noting for July 2022 State Council meeting
- Emergency Management Policy Team Attendance at the following zone meetings:
 - South Metropolitan Zone
 - Great Eastern Country Zone
 - North Metropolitan Zone
- WALGA President Karen Chappel
 - Interview with Andrew Collins ABC Regional Radio (65k listeners)
 - Interview with Belinda Varischetti ABC Country Hour (listeners unknown)
 - Statement on GWN TV News (45k viewers)
 - Comments in The Countryman Newspaper (6k circulation)
 - Also ran in Manjimup-Bridgetown Times and MidWest Times Northern Guardian
 - Comments in Farm Weekly Newspaper (15k circulation)
- WALGA President email via all Local Government Elected members on Friday, 1 July 2022 reinforcing the intent of the discussion paper and encouraging responses.
- WALGA CEO email via Local Government CEOs to Local Governments yet to respond sent Wednesday, 20 July.
- Letter to the Association of Volunteer Bush Fire Brigades WA on Friday, 8 July 2022 (in response to letter from Association of 22 June).

Appendix 3: Arrangements for Management of Volunteer Bush Fire Brigades: Proposed Advocacy Position (May 2022)

https://walga.asn.au/getattachment/Documents/2022_WALGA_Proposed_Advocacy_Position_BFBs.pdf?lang=en-AU

Appendix 4: WALGA Emergency Management Advocacy Positions

These can be viewed on the WALGA website <https://walga.asn.au/policy-advocacy/our-policy-areas/emergency-management> or below.

8 Emergency Management

Local Governments in Western Australia play a significant role in emergency management. Both Commonwealth and State Government policy identify Local Government as a key player in community disaster resilience, preparedness and response. Local Governments however face a number of challenges in addressing their emergency management responsibilities, and these challenges differ greatly across the State.

8.1 Emergency Management Principles

1. The State Government bears fundamental responsibility for emergency management and has the role of providing strategic guidance, support and services for emergency management activities in Western Australia.
2. The State Government should provide financial and resourcing support as necessary to enable Local Governments to adequately deliver their extensive emergency management roles and responsibilities under the State Emergency Management Framework.
3. The Local Government Sector should be engaged as a partner in policy and legislative reviews that impact Local Government emergency management roles and responsibilities.

8.2 State Emergency Management Framework

Local Governments are supported to undertake their emergency management responsibilities by a simple and streamlined State Emergency Management Framework with the primary objectives of:

1. Protecting people, the economy, and the natural environment from disasters;
2. Supporting communities in preventing, preparing for, responding to and recovering from emergencies;
3. Clearly outlining roles, responsibilities and accountabilities for Local Government and other emergency management stakeholders;
4. Scalability and adaptability that supports Local Governments of varied capacity and capability; and
5. Supporting agency interoperability through common systems and approaches to key activities including data management, communications, and hazard management.

8.3 Sustainable Grant Funding Model for Emergency Management

Local Government should be empowered to discharge its emergency management responsibilities through sustainable grant funding models that support a shared responsibility and all hazards approach to prevention, preparedness, response and recovery from natural disasters. A sustainable grant funding model for Local Government emergency management:

1. empowers Local Governments to undertake proactive approaches to preparedness, prevention, response and recovery;
2. supports the resilience of local communities through capacity-building activities and programs;
3. is responsive to the variations in Local Government resourcing and context;
4. develops the skills, capacity and capability of the emergency management workforce; and
5. is consistent, flexible, timely, accessible, scalable, strategic and the guidance provided is comprehensive.

8.4 Consolidated Emergency Services Act

1. The Association advocates for the development of a Consolidated Emergency Services Act to provide a comprehensive and contemporary legislative framework to support the effective delivery of emergency services in Western Australia. The Legislation should clearly define the roles and responsibilities of all emergency management stakeholders including Local Government.

2. The Local Government sector seeks ongoing engagement in the scoping and co-design of the Act and associated Regulations and supporting materials such as Guidelines and fact sheets.
3. The Association advocates for DFES to undertake a full costing analysis of the new Act and to provide to Local Government details of the cost implications prior to the release of any Exposure Draft Bill.
4. Any new or increased responsibilities placed on Local Government by the Consolidated Emergency Services Act must be accompanied by funding and resource support to enable Local Governments to adequately discharge those responsibilities.
5. The Association recognises that in addition to the Consolidated Emergency Services Act, the Regulations and other supporting materials that are developed to support it provide a key resource for Local Governments in understanding and discharging their legislative obligations.

8.5 Resource Sharing

Local Governments and the Association support resource sharing across the Local Government Sector for the purpose of emergency management, to support Local Governments to undertake effective and timely response and recovery to emergencies as well as conduct business as usual. The Association will endeavour to facilitate support to the sector in undertaking resource sharing arrangements.

8.6 Lessons Learnt Management

The Association advocates for the implementation of a transparent and contemporary assurance framework for emergency management lessons management overseen by the State Emergency Management Committee. Findings from inquiries and reviews, and progress on implementation of recommendations, should be publicly reported regularly and consistently.

8.7 Emergency Services Levy

1. Local Government request the implementation of the recommendations from the 2017 Economic Regulation Authority (ERA) Review of the Emergency Services Levy, which supported increased transparency and accountability in the administration and distribution of the ESL through:
 - a) Expansion of the ESL to fund Local Government emergency management activities across prevention, preparedness and response;
 - b) Administration of the ESL by an independent organisation that is funded through consolidated revenue, with regular independent reviews of expenditure and assessment of the effectiveness of ESL funding expenditure to support prevention, preparedness and response activities;
 - c) Public disclosure of the allocation and expenditure of the ESL;
 - d) Public disclosure by the State Government on the progress of implementation of each of the ERA Review recommendations; and
 - e) A review of the role, responsibilities and reporting arrangements of the Community Emergency Services Manager (CESM) Program.
2. Local Government advocates that the ESL should be collected by the State Government, but failing that, the administration fee should recompense Local Governments for the complete cost of administering the ESL.

8.8 Local Government Grants Scheme (LGGGS)

Local Government supports:

1. A full, independent review of the LGGGS to investigate and analyse how ESL funds are allocated to Local Government via the LGGGS;
2. A redesign of the LGGGS to remove the ineligible and eligible list and create a sustainable, modern, equitable grants program that funds Local Government emergency management activities across prevention, preparedness and response;
3. An audit of existing buildings, facilities, appliances, vehicles, and major items of equipment for both Local Government Volunteer Bushfire Brigades (BFB) and State Emergency Services

- (SES) to inform the preparation of a Comprehensive Asset Management Plan and to guide future funding requests; and
4. in the interim, an immediately increase in the quantum of State Government funding to enable the provision of funding of operating and capital grant applications in full, to provide all resources necessary for the safe and efficient operation of Local Government Bushfire Brigades, in accordance with obligations of the Work Health and Safety 2020 legislation.

8.9 Expansion of the Community Emergency Services Manager Program

That the Association advocates for an expansion of the Community Emergency Services Manager (CESM) Program, as follows:

1. All Local Governments should have the option of participating in the CESM Program.
2. The full cost of the CESM Program should be funded through the Emergency Services Levy.

MATTERS FOR CONSIDERATION BY STATE COUNCILLORS (UNDER SEPARATE COVER)

5.3 Finance and Services Committee Minutes 31 August 2022

By Tony Brown, Executive Director Member Services

RESOLUTION

Moved: Cr Helen Sadler
Seconded: Mayor Logan Howlett JP

That the Minutes of the Finance and Services Committee meeting held on 31 August 2022 be endorsed.

RESOLUTION 378.7/2022

CARRIED

Executive Summary

- The Finance and Services Committee met on 31 August 2022.
- The Committee was joined by auditors from Deloitte.
- The Minutes have been distributed to members of State Council under separate cover.

Attachments (under separate cover)

- Finance and Services Committee Minutes 31 August 2022
- Attachments to Minutes:
 - Item 3.1 – Financial Dashboard 31 July 2022
 - Item 3.2 – Management Financials Pack 2021-22
 - Item 3.2 – Financial Dashboard 30 June 2022
 - Item 3.4 – WALGA Financial Report 2021-22
 - Item 3.4 – Deloitte Report to Finance and Services Committee 2021-22

Background

Minutes of the Finance and Services Committee meeting held on 31 August 2022 together with attachments have been distributed to members of State Council under separate cover.

Comment

Finance and Services Committee members will be in attendance at the State Council meeting to respond to questions and provide any further explanation that may be sought.

5.4 Selection Committee Minutes 17 August 2022 – CONFIDENTIAL

President Cr Michelle Rich declared an interest in this item and left the meeting at 11:32am.

Mayor Logan Howlett JP declared an impartiality interest in this item.

RESOLUTION

Moved: Cr Les Price
Seconded: President Cr Phil Blight

That the recommendation contained in the 17 August 2022 Selection Committee Minutes be endorsed.

RESOLUTION 379.7/2022

CARRIED

President Cr Michelle Rich returned to the meeting at 11:34am.

Executive Summary

- The Selection Committee met on 17 August 2022 to consider nominees for a vacancy on the Control of Vehicles (Off Road Areas) Act Advisory Committee.
- The Minutes containing the Selection Committee's recommendation for State Council endorsement are provided as an attachment, and the full agenda incorporating nomination documentation is available on request.

Attachment (under separate cover)

- Selection Committee Minutes – 17 August 2022

Background

Pursuant to the resolution of State Council in February 2002, the WA Local Government Association Selection Committee was established to oversee the selection process for Local Government vacancies on boards and committees.

The Selection Committee conducts a merit-based and transparent assessment process encompassing the principle of "best person for the job". Upon completion of the assessment of nominations for vacancies, the Selection Committee either endorses preferred candidates for appointment (under delegated authority) or makes advisory recommendations to State Council for ratification of preferred candidates.

Comment

Information regarding the Selection Committee's deliberations in relation to the Control of Vehicles (Off Road Areas) Act Advisory Committee is contained in the 17 August 2022 Selection Committee Minutes.

5.5 LGIS Board Minutes 23 June 2022 – CONFIDENTIAL

By Craig Hansom, LGIS Contract Manager, Member Services

RESOLUTION

Moved: Cr Chris Mitchell JP
Seconded: President Cr Laurene Bonza

That State Council note the Minutes of the LGISWA Scheme Board meeting held on 23 June.

RESOLUTION 380.7/2022

CARRIED

Executive Summary

- The Scheme's financial performance continues to be challenged by high net claims expenses and lower investment returns with a forecast deficit for 30 June of \$7.25 M.
- Available capital remains within the "identify and monitor" range at 141% against the Minimum Capital Requirement.

Attachment (under separate cover)

- LGISWA Scheme Board Minutes 23 June 2022

Background

Minutes of the recent LGIS Board meetings have been distributed to the members of the State Council under separate cover.

5.6 LGIS Board Remuneration – CONFIDENTIAL

By Craig Hansom, LGIS Contract Manager, Member Services

MOTION

Moved: Cr Frank Cvitan JP
Seconded: Mayor Logan Howlett JP

That State Council approve the remuneration for LGIS Board members is increased by 3% for the 2022/23 financial year as per the LGIS Corporate Governance Charter guidance.

PROCEDURAL MOTION

Moved: Cr Russ Fishwick JP
Seconded: President Cr Michelle Rich

That the item be deferred for consideration at the next meeting of State Council when further information about the current remuneration of LGIS Board members has been provided.

RESOLUTION 381.7/2022

THE PROCEDURAL MOTION WAS PUT AND CARRIED

Executive Summary

- Following the guidance of the LGIS Corporate Governance Charter, the LGIS Board Member remuneration adjustment for the 2022/23 financial year will be an increase of 3.0% per annum.

Background

The LGIS Corporate Governance Charter defines that an adjustment to LGIS Board Member remuneration is made at the beginning of each financial year based on the Average Weekly Earnings figure (Perth, ABS schedule 6302.0) for the 12 months ending November of the previous year.

Comment

The change to the Average Weekly Earnings figure for the 12 months ending November 2021 is 3.0%.

As per the WALGA-LGIS Trust Deed (clause 17.6), any adjustment to Board Member remuneration is determined by WALGA, and therefore any decision to increase Board members' remuneration is the responsibility of the State Council.

5.7 CEO Performance Review Report 2021-2022 – CONFIDENTIAL

WALGA staff (excluding the WALGA CEO Mr Nick Sloan) left the meeting at 11:38am.

WALGA CEO Mr Nick Sloan left the meeting at 11:45am and Executive Director Member Services Mr Tony Brown returned to the meeting.

RESOLUTION

Moved: President Cr Michelle Rich
Seconded: Cr Chris Mitchell JP

That State Council:

1. Notes that the appraisal of Mr Nick Sloan, Chief Executive Officer, has been completed for the period of July 2020 to June 2021.
2. Endorses the findings of the 2021-22 Annual Performance Review Report as presented by Price Consulting and thanks Mr Sloan for his efforts.
3. Approves the CEO's Performance Criteria for the 2022-2023 period, as per Attachment 1.

AMENDMENT

Moved: President Cr Rosemary Madasci
Seconded: President Cr Chris Pavlovich

That point 4 be added;

4. Notes that the CEO contract includes a clause that provides an annual CPI increase, however the CEO has requested a lower percentage increase in line with the recent staff increase of 2.5%.

RESOLUTION 382.7/2022

THE AMENDMENT WAS PUT AND CARRIED

THE MOTION AS AMENDED WAS PUT

That State Council:

1. Notes that the appraisal of Mr Nick Sloan, Chief Executive Officer, has been completed for the period of July 2020 to June 2021.
2. Endorses the findings of the 2021-22 Annual Performance Review Report as presented by Price Consulting and thanks Mr Sloan for his efforts.
3. Approves the CEO's Performance Criteria for the 2022-2023 period, as per Attachment 1.
4. Notes that the CEO contract includes a clause that provides an annual CPI increase, however the CEO has requested a lower percentage increase in line with the recent staff increase of 2.5%.

RESOLUTION 383.7/2022

CARRIED

All WALGA staff returned to the meeting at 11:52am.

Executive Summary

- In July, the CEO Performance Review Committee appointed external consultant Price Consulting Group to undertake the CEO performance review process on behalf of the Committee
- The CEO Performance Review Committee finalised the review on 1 September 2022.
- Price Consulting Group have provided the attached Annual Performance Review Report for the period of July 2020 to June 2021.

Attachment (under separate cover)

- Price Consulting Group CEO Performance Review 2021-2022 Summary Report to State Council (including confidential Attachment 1)

Background

- The key functions of the CEO Performance Review Committee are to:
 - determine Key Performance Indicators (KPIs) for the CEO in conjunction with the CEO;
 - undertake the formal review process of the performance of the CEO against the agreed KPIs; and
 - make recommendations to State Council relevant to the employment and performance of the CEO.

Comment

Members of the CEO Performance Review Committee will be in attendance at the State Council meeting to respond to questions from members and provide any further explanation that may be sought.

5.8 CEO Performance Review Committee

RESOLUTION

Moved: President Cr Michelle Rich

Seconded: Cr Chris Mitchell JP

That State Council:

1. endorses the attached updated Terms of Reference; and
2. authorises the WALGA President to approve CEO's leave applications on behalf of State Council.

RESOLUTION 384.7/2022

CARRIED

Attachment (under separate cover)

- CEO Performance Review Committee Terms of Reference

Background

Terms of Reference

The Committee have updated the Terms of Reference for the Committee. The previous Terms of Reference, which are included in the Corporate Governance Charter, the committee believe require more detail.

CEO Employment Contract – Leave Provisions

The current contract states as follows:

Clause 7.6 Approval for Leave

Leave by the Employee is to be taken at a time, or during periods that are approved by the State Council (or, if the State Council so resolved, by the President).

The Committee are seeking State Council's endorsement for the President to approve CEO's leave applications on behalf of State Council.

6. MATTERS FOR NOTING / INFORMATION

6.1 Local Government Homelessness Knowledge Hub (05-086-03-0004 VB)

By Vikki Barlow, Senior Policy Advisor Community

RECOMMENDATION

That the completion of the Local Government Homelessness Knowledge Hub be noted.

Executive Summary

- Shelter WA was awarded Lotterywest funding to develop an Online Homelessness Knowledge Hub to provide resources and tools to assist Local Government in responding to homelessness.
- WALGA supported the development of the Hub through a Memorandum of Understanding with Shelter WA and Local Government Professionals WA.
- The Knowledge Hub, which includes a website and training for Local Government, was launched on Friday, 5 August as part of Homelessness Week 2022.

Attachment

- [Homelessness Knowledge Hub Website](#)

Policy Implications

WALGA's [Advocacy Position](#) 3.11 Homelessness states:

WALGA recognises that Local Government through its planning, health, community development and regulatory powers can facilitate positive local and regional responses to end homelessness, however, does not see that it has a lead role. Rather, Local Government's role is one of a stakeholder that requires early engagement in the understanding of collaborative approaches that improve the quality of life for people experiencing homelessness in all of its manifestations.

Background

Shelter WA is the peak body for social and affordable housing and ending homelessness in WA. In 2021 Shelter WA was awarded a Strengthening and Adapting Organisations Grant from Lotterywest to undertake the development of a Homelessness Knowledge Hub for Local Government in partnership with WALGA and Local Government Professionals WA.

WALGA provided support for the project through a Memorandum of Understanding (MOU) with Shelter WA and Local Government Professionals WA.

Comment

Under the MOU WALGA:

- participated in the project reference group comprised of Local Government representatives from across WA, peak bodies, and the Department of Communities;
- provided Local Government expertise and helped facilitate access to information about Local Government homelessness responses; and
- assisted in organising and promoting sector engagement and input.

The centerpiece of the Project is an online homelessness resource (a Local Government Homelessness Knowledge Hub) for Local Governments to share information and to inform evidence-based homelessness responses.

The Hub includes information on the drivers of homelessness, case studies, guiding documents, examples of best practice in strategic, policy and operational responses from a range of Local Governments to inform local approaches.

As part of the project, Shelter WA has also developed training for the Local Government sector. The training is designed to benefit Local Government front line staff who engage people experiencing homelessness such as Rangers, Community Development Officers, Library and Leisure Centre staff, and relevant policy, planning and managerial staff.

The objectives of the training are for Local Government staff to have a better understanding of:

- Information about homelessness including definition and terms;
- Statistics and trends;
- The systemic and individual drivers of homelessness;
- The role and function of local, State and Federal Government in ending homelessness in WA;
- Examples of Local Government homelessness policies, protocols and responses;
- The Housing First Model and no wrong door approach;
- Trauma, de-escalation and self-care.

A series of information sessions on the Hub and training are being delivered for Local Government.

The Hub was launched on Friday, 5 August as part of Homelessness Week 2022.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Peel Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

GOLDFIELDS ESPERANCE COUNTRY ZONE

GVROC note the WALGA completion of the Local Government Homelessness Knowledge Hub and request WALGA State Council to note the comments below.

While the GVROC note the WALGA completion of the Local Government Homelessness Knowledge Hub it requests the State Council to note that the GVROC LGAs believe this is another cost shift and transfer of responsibility from the State Government on to Local Governments. It is not a core role for LGAs to be engaged in this project and is ultimately the State Government's role to address homelessness through the Department of Communities.

NORTHERN COUNTRY ZONE

The Northern Country Zone of WALGA asks WALGA to investigate the Local Government Homelessness Hub further to ensure there is not a shift of responsibility from State Government to Local Government.

SECRETARIAT COMMENT

Comments are noted. The Local Government Homelessness Knowledge Hub was a Lotterywest funded project that WALGA supported through participation on the Steering Committee. The Project does not involve any cost to Local Governments. The Hub provides resources to support Local Governments in responding to homelessness. WALGA's *Advocacy Position 3.11 Homelessness* provides that WALGA recognises that Local Government through its planning, health, community development and regulatory powers can facilitate positive local and regional responses to end homelessness, however does not see that it has a lead role. Rather, Local Government's role is one of a stakeholder that requires early engagement in the understanding of collaborative approaches that improve the quality of life for people experiencing homelessness in all of its manifestations.

RESOLUTION

Moved: President Cr Phil Blight
Seconded: Cr Doug Thompson

That the completion of the Local Government Homelessness Knowledge Hub be noted.

RESOLUTION 385.7/2022

CARRIED

6.2 State Road Funds to Local Government Agreement 2023/24 (05-001-03-0001 ID)

By Ian Duncan, Executive Manager, Infrastructure

RECOMMENDATION

That the update on negotiations toward a new State Road Funds to Local Government Agreement be noted.

Executive Summary

- WALGA has commenced discussions with Main Roads WA concerning the framework and content of an agreement with the State Government that would apply a share of revenue hypothecated from motor vehicle licence fees to Local Government roads. The proposed agreement would supersede the current five-year agreement that expires in June 2023.
- Local Governments are seeking incremental improvement to the existing arrangements and increased funding.
- Both Main Roads WA and WALGA support retaining the broad structure of the current agreement.
- The State Government is seeking to maximise wider benefits from investment in roads managed by Local Governments through stronger commitments to increased employment of Aboriginal people and businesses in road construction, more extensive use of recycled materials in road construction and an increased emphasis on safety outcomes.
- Subject to progress, State Council may need to consider a proposed agreement prior to the December meeting.

Attachment

- [State Road Funds to Local Government Agreement 2018/19 to 2022/23](#)

Background

The current five-year State Road Funds to Local Government Agreement (SRFTLGA) expires in June 2023. Since 2018/19 the SRFTLGA has provided \$1,022 million to maintain, renew and improve roads managed by Local Governments. This is \$56 million (5.8%) higher than forecast when the current Agreement was signed in 2018, reflecting higher than expected numbers of vehicles registered in Western Australia.

The key programs funded through the SRFTLGA are:

1. Road Project Grants (46.6% of total funds)

For renewal and upgrade of high traffic volume and regionally significant roads with projects assessed and prioritised by each of the ten Regional Road Groups (RRGs) using their documented methodology.

2. Direct Grants (13.2% of total funds)

For maintenance of any roads. Distribution between Local Governments is based on the Road Asset Preservation Model Values determined by the Local Government Grants Commission.

3. State Initiatives on Local Roads (14.0% of total funds)

Typically large and/or complex road and bridge works on urban or rural roads. These State Government initiated projects are generally delivered by Main Roads WA on behalf of Local Governments and may involve Federal Government funding.

4. Traffic Management, Signs & Pavement Marking (13.0% of funds)

Provision and maintenance of signs, pavement markings, installation and operating cost of traffic control signals.

5. State BlackSpot Program (5.5% of funds)

For improving the safety performance of roads with a proven crash history or high-risk locations with the likelihood of crashes occurring.

6. Bridge Works and Inspections (5.0% of funds)

For replacement and refurbishment of bridges, including matching funding for projects supported by the Commonwealth Bridges Renewal Program and the Bridges Component of Financial Assistance Grants allocation to Western Australia.

In early 2022 the Minister for Transport provided Main Roads WA approval to enter into discussions with WALGA concerning a new Agreement. Local Government delegates to the State Road Funds to Local Government Advisory Committee, appointed by WALGA State Council, are leading engagement with Government regarding the funding and commitments within a new Agreement.

Comment

WALGA is seeking that the new Agreement:

1. Preserve or increase the investment decision-making opportunities for Local Governments directly and through the Regional Road Groups

The State Government is committed to ensure that the key inter- and intra-regional roads meet the wider community and industry needs. Discussions concerning whether there is a need to influence the balance of investment between renewal of existing roads and improvement of the network to meet safety and capacity requirements are continuing.

2. Maintain or increase funding available for investment in local roads and paths

The Local Government share of motor vehicle licensing revenue was cut from 27% to 20% in 2015/16 as part of temporary budget repair measures. Significant increases in road works costs, increased road wear from heavy vehicles coupled with an existing gap between actual maintenance / renewal investment and that required to maintain the existing asset condition means that funding for Local Government roads from vehicle licence fees needs to increase over the coming five years. The capacity of industry to deliver these essential works will be considered when proposing how this increased investment will be delivered.

3. Maximise opportunities to improve the safety of the road transport system for all users.

Local Government roads carry 44% of total traffic but 58% of all road fatalities and serious injuries occur on roads managed by Local Governments. The personal tragedy from serious crashes coupled with the \$2.4 billion per year burden on the community through health, emergency response and broader economic costs justifies investment to improve the system. Opportunities being considered include mechanisms to encourage low-cost safety improvement treatments to be included in road rehabilitation and improvement projects, and mass action treatments that can be applied to reduce the frequency and severity of the most common crash types.

Through Main Roads WA, the State Government has advised that it is seeking increased focus and stronger commitments to:

1. Aboriginal employment and procurement from Aboriginal controlled businesses;
2. Use of recycled materials in road construction; and
3. Road safety.

The State Government is seeking a commitment from Local Governments that, within an agreed time frame, systems and processes for encouraging, monitoring and reporting be implemented for Aboriginal employment, use of recycled materials and Safe System treatments in Direct Grant and Road Project Grant funded works.

Discussions with the State Government will need to address Local Governments' capacity to deliver and acquit road grant funds. Just \$4.1 million was carried forward from unspent funds into 2018/19, the first year of the current Agreement. This grew to \$45.7 million that was carried forward into 2021/22, despite focussed efforts of RRGs to work with Local Governments and only allocate funds where projects could be delivered. Final acquittal results for 2021/22 were not known at time of writing, but it is estimated that the amount requested to carry forward into 2022/23 will be higher than in 2021/22. Given constraints on staff and contractor availability it will likely remain difficult to deliver these projects, in addition to the new projects awarded funding in 2022/23.

To inform the development of a new Agreement, WALGA has consulted with RRG Chairs, a Local Government Reference Group comprising Officer representation from each RRG, the RRG Secretariates and SAC delegates. The parties have indicated that the structure of the current Agreement is satisfactory and there is no need for substantial changes. Most matters of concern identified can be improved through changes to the Procedures.

WALGA and Main Roads WA are continuing to work toward agreed wording of a new agreement ahead of meetings with the Director General and Minister for Transport concerning funding.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Peel Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

GOLDFIELDS ESPERANCE COUNTRY ZONE

GVROC note the WALGA update on negotiations toward a new State Road Funds to Local Government Agreement and request WALGA to consider the below comments when continuing the negotiations.

The GVROC request that WALGA consider in the following in continuing negotiations on a new agreement:

- *An increase in the road funding pool and percentages towards regional road works.*
- *A change in the methodology and terminology around what is considered for road funding so that rather than just undertaking preservation and maintenance of roads that it also allows for improvements. E.g. many problems with roads that need fixing due to increased usage of road trains or natural disaster events like flooding occur again if just replaced to what was there before, rather than the alternative of using the funding to improve the design so that the works do not fail again and again.*
- *Provide assistance to LGAs to increase the capacity and capability to undertake the road works and spend the allocated road funds when distributed.*
- *Engage discussion with the Goldfields RRG on the above matters.*

SECRETARIAT COMMENT

A case for increasing the road funding pool over the next five years has been prepared for discussion with the Minister for Transport. The allocation of funding between regional and metropolitan road works has been independently assessed against a range of principles and criteria. This will also form part of the discussion with Main Roads and the Government.

The funding agreement allows road improvement projects. Project prioritisation, which occurs within each Region, determines the extent to which funding is allocated to preservation works, versus improvements noting that improvements are typically more expensive. The Association will work with the Goldfields RRG to explore the impact and opportunity cost of prioritising improvement work within the budget.

RESOLUTION

Moved: President Cr Phil Blight
Seconded: Cr Doug Thompson

That the update on negotiations toward a new State Road Funds to Local Government Agreement be noted.

RESOLUTION 385.7/2022

CARRIED

6.3 Paid Family and Domestic Violence Leave Entitlements Update (05-034-01-0001 DH)

By Davina Hunter, Employee Relations Service Manager

RECOMMENDATION

That the update on Paid Family and Domestic Violence Leave Entitlements be noted.

Executive Summary

- Local Governments operating in the Federal and State industrial relations (IR) systems are currently required to provide employees with a minimum of five days of unpaid family and domestic violence leave (FDVL).
- The Full Bench of the Fair Work Commission (FWC) undertook a review of FDVL entitlements and sought submissions on whether an entitlement to 10 days of paid FDVL should be introduced in modern awards, including the Federal Local Government Industry Award 2020 (Federal Award).
- WALGA made a submission to the FWC on behalf of WA Local Governments and other Local Government Associations supporting the introduction of five days of paid FDVL as a minimum entitlement in the Federal Award.
- In May 2022 the FWC published its provisional view that 10 days of paid FDVL should be included in modern awards.
- In July 2022 the Federal Government introduced a bill to provide all employees in the Federal IR system with 10 days of paid FDVL.
- If this bill is successfully passed, there will be no need for the FWC to amend any modern awards, including the Federal Award, to include an entitlement to paid FDVL as it will become a minimum legislative entitlement in the National Employment Standards (NES) in the *Fair Work Act 2009* (Cth) (FW Act).
- The bill proposes to extend the entitlement of paid FDVL to non-national system employees, meaning that if the bill is successfully passed, Local Governments operating in the State IR system would also be required to provide employees with a minimum of 10 days of paid FDVL.

Attachment

- [Full Minutes of the WALGA State Council Meeting on 1 December 2021](#) – see pages 8 to 26
- [Fair Work Amendment \(Paid Family and Domestic Violence Leave\) Bill 2022 \(Cth\)](#)

Background

Federal IR system

During the four yearly review of modern awards, the Australian Council of Trade Unions (ACTU) made a claim for 10 days' paid FDVL. The Full Bench issued a decision on 26 March 2018 rejecting the ACTU claim for 10 days of paid FDVL but the majority of the Full Bench expressed the preliminary view that all employees should have access to unpaid FDVL and that employees should be able to access personal/carer's leave for the purposes of taking FDVL.

On 13 December 2018, the *Fair Work Amendment (Family and Domestic Violence Leave) Act 2018* amended the FW Act to provide all employees with a new entitlement to five days' unpaid FDVL as a NES entitlement.

In April 2021 the FWC commenced a review of the FDVL term in modern awards to consider:

- whether employees should be able to access paid personal/carer's leave for the purpose of taking FDVL;
- the adequacy of the unpaid FDVL entitlement; and

- whether provisions should be made for paid FDVL.

On 3 February 2022, WALGA filed a [joint submission](#) in the FWC’s FDVL Review. The joint submission was made on behalf of the Local Government Association of the Northern Territory, Local Government NSW (which later withdrew from the submission), the Municipal Association of Victoria and WALGA.

WALGA’s joint submission was based on WALGA’s State Council resolution 292.7/2021 and the WA results from the FDVL survey that WALGA conducted. The joint submission was made in respect of the Federal Award and advocated for five days of paid FDVL as a minimum entitlement, access to paid personal/carer’s leave for the purposes of taking FDVL and that the current NES entitlement of five days of unpaid FDVL is inadequate.

On 16 May 2022, the FWC published a [Decision](#) setting out the provisional view of the Full Bench regarding the review of paid FDVL, which is that the inclusion of 10 days of paid FDVL in modern awards is necessary to achieve the modern awards objective.

On 28 June 2022 the Federal Government confirmed that it sought to introduce legislation to provide for paid FDVL. In response, the FWC has put the progress of the modern award amendments on hold, until it is clear if and when a legislative entitlement to paid FDVL will be introduced.

On 28 July 2022, the Federal Government introduced the [Fair Work Amendment \(Paid Family and Domestic Violence Leave\) Bill 2022](#). The Bill provides employees in the Federal IR system with 10 days of paid FDVL and proposes to extend this entitlement to employees in the State IR system.

State IR system

On 20 June 2022 the *Minimum Conditions of Employment Act 1993 (WA)* (MCE Act) was amended to include an entitlement to five days of unpaid FDVL, which applies as a minimum entitlement for employees in the State IR system. The Bill introduced by the Federal Government proposes to extend the 10 days of paid FDVL to employees in the State IR system. If the Bill is successfully passed as proposed, employees in the State IR system will also be entitled to 10 days of paid FDVL. It is unclear whether the State Government intends to amend the MCE Act to also provide for a paid FDVL entitlement.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Goldfields Esperance Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Peel Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Cr Doug Thompson

That the update on Paid Family and Domestic Violence Leave Entitlements be noted.

RESOLUTION 385.7/2022

CARRIED

6.4 Proposed State Industrial Relations Transition (05-034-01-0001 DH)

By Davina Hunter, Employee Relations Service Manager

RECOMMENDATION

That the update on the proposed State industrial relations (IR) transition be noted.

Executive Summary

- Although the State IR legislation was Proclaimed on 20 June 2022, it is still unclear whether any declaration that all Local Governments are not “national system employers” for the purpose of the *Fair Work Act 2009* (Cth) (FW Act) will be endorsed by the Federal Minister for Employment and Workplace Relations.
- Therefore the proposed transition and the timeframe for commencement of any transition is also still unclear.
- WALGA continues to advocate on behalf of Local Governments as per item 2.6.1 of WALGA’s Advocacy Positions Manual.

Attachments

- [WALGA Fact Sheet – Steps for Transition to Occur](#)
- [Letter from WALGA to the Hon. Tony Burke MP, Minister for Employment and Workplace Relations dated 3 June 2022](#)
- [Letter in response from the Attorney General’s Department of the Australian Government to WALGA dated 7 July 2022](#)
- [Letter from WALGA to the Hon. Bill Johnston MLA, Minister for Industrial Relations dated 5 July 2022](#)
- [Letter in response from the Hon. Bill Johnston MLA to WALGA dated 9 August 2022](#)

Policy Implications

WALGA’s [Advocacy Position](#) 2.6.1 Industrial Award Coverage states:

That WALGA:

1. *Advocate for modernization of the WA industrial relations framework with a view to achieve consistency with the predominant Federal industrial relations system.*
2. *Further, WALGA opposes the proposed transfer of all Local Governments to the State Industrial Relations System.*
3. *If Local Government is to be transferred to the State Industrial Relations system, the State system must be modernised first to ensure it aligns with the Federal system.*
4. *If the State Government reintroduces legislation to require all Local Governments to operate within the State Industrial Relations System, continue to advocate for the State Government to:*
 - a. *Amend the Industrial Relations Act 1979 (WA) to include additional provisions to modernise the State IR system; and*
 - b. *Provide adequate funding and resourcing to ensure Local Governments are equipped with the appropriate tools and training to enable a smooth transition.*

Background

Historically WA Local Governments have been regulated by the Federal IR system. Since the commencement of the FW Act in 2009, 79% of WA Local Governments apply the FW Act and the federal Local Government Industry Award 2020 and have enterprise agreements registered by the Fair Work Commission. A small portion of Local Governments apply the State IR legislation resulting in a dual IR system for WA Local Governments.

The *Industrial Relations Act 1979* (WA) was amended on 20 June 2022 to enable a declaration to be

endorsed by the Federal Minister for Employment and Workplace Relations that all Local Governments are not 'national system employers' for the purpose of the FW Act. The effect of this legislation is to transition Local Governments to the State IR system.

The *Industrial Relations (General) Regulations 1997 (WA)* have also been amended to individually name all WA Local Governments and Regional Councils (with the exception of the Shire of Christmas Island and the Shire of Cocos Keeling).

At this stage it is unclear whether any declaration will be endorsed by the Federal Minister, and therefore the timeframe for commencement of any transition is unclear.

A summary of the outstanding steps that are required to be completed before Local Governments are transitioned to the State IR system is set out in a fact sheet prepared by WALGA Employee Relations.

In terms of recent advocacy with the Federal Government, WALGA:

- Met with the advisor to the former Federal Industrial Relations Minister in February 2022.
- Wrote to the former Federal Industrial Relations Minister in March 2022.
- Wrote to the new Federal Minister for Employment and Workplace Relations, the Hon. Tony Burke MP in June 2022.

On 7 July 2022, the Attorney General's Department of the Australian Government advised WALGA that it will carefully consider the matters raised in the latest correspondence to the Federal Minister if a request is received from the State Government to endorse such a declaration.

In terms of recent advocacy with the State Government, WALGA:

- Met with the Minister for Industrial Relations, the Hon. Bill Johnston MLA in May 2022.
- Wrote a follow up letter to the Minister in July 2022.

On 9 August, the State Minister wrote to WALGA to obtain further particulars of the funding request, inform WALGA of his intention to discuss the timing of the 'relevant day' with stakeholders and reconvene the Local Government Taskforce if the Federal Minister endorses the declaration.

WALGA has a meeting scheduled with the Minister's advisor and representatives from the Department of Mines, Industry Regulation and Safety in August 2022 to discuss funding for the sector to support the transition.

Comment

A WALGA survey of the sector, undertaken in April/May 2022, illustrates that of the 71 Local Governments that participated in the survey:

- 77.46% do not support the transition from the Federal to the State IR system; and
- 66.20% would prefer a referral of powers so that Local Governments can all operate in the Federal IR system.

WALGA continues to advocate on behalf of members in accordance with item 2.6.1 of WALGA's Advocacy Positions Manual.

The key focus of advocacy, if the Federal Government endorses the declaration that will mandate Local Governments to operate in the State IR system, is:

- For a smooth transition, including working together with the State Government.
- Requesting funding in accordance with the estimated costing of \$15 million over two years based on a WALGA survey.
- Requesting a 6-month clear transitional timeframe before Local Governments are required to comply with the State IR system.
- For the Taskforce to be reconvened.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Peel Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

GOLDFIELDS ESPERANCE COUNTRY ZONE

GVROC note the WALGA update on the proposed State industrial relations (IR) transition and provide the below comments for noting by WALGA and State Council.

The GVROC note the WALGA update on the proposed State industrial relations (IR) transition but all LGAs within the GVROC unanimously state that their preference is to stay under the Federal Industrial Relations Award rather than transition to the State. This transition will only add additional resource burdens and costs on to the LGAs.

SECRETARIAT COMMENT

The Zones position is consistent with WALGA's advocacy position in opposing mandating that Local Governments move to the State Industrial Relations System. The State Government has already legislated for this to happen and is now requesting the Federal Governments endorsement. WALGA has written to the Federal Government advising of our position to not support this proposal.

If the transition goes ahead, WALGA is requesting transitional funding support and also for the State IR system to be modernised.

RESOLUTION

Moved: President Cr Phil Blight
Seconded: Cr Doug Thompson

That the update on the proposed State industrial relations (IR) transition be noted.

RESOLUTION 385.7/2022

CARRIED

6.5 2023-24 State Budget Submission Approach (05-0001-03-0006 DM)

By Dana Mason, Manager Economics

RECOMMENDATION

That the approach for the 2023-24 State Budget Submission, which was endorsed via Flying Minute, be noted.

Executive Summary

- Each year, WALGA prepares a submission to the State Government outlining the sector's priorities for the upcoming budget.
- The attached presentation outlines WALGA's proposed approach and priorities for the 2023-24 submission.
- The Association's approach to the State Budget Submission was endorsed by State Council via Flying Minute.
- The final submission is provided for the State Council's endorsement at [Agenda item 5.1](#).

Attachment

- [2023-24 State Budget Submission – Proposed Approach](#)

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Goldfields Esperance Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Peel Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

RESOLUTION

Moved: President Cr Phil Blight

Seconded: Cr Doug Thompson

That the approach for the 2023-24 State Budget Submission, which was endorsed via Flying Minute, be noted.

RESOLUTION 385.7/2022

CARRIED

7. ORGANISATIONAL REPORTS

7.1 Policy Team Reports

7.1.1 Environment and Waste Policy Team Report

Presented by Policy Team Chair, Cr Les Price

RECOMMENDATION

That the matters considered by the Environment and Waste Policy Team be noted.

Background

The Environment and Waste Policy Team includes the following subject areas:

- *Climate change*
- *Native vegetation and biodiversity*
- *Biosecurity*
- *Water resources*
- *Sustainability*
- *Waste management*

This Report provides an update on matters considered, since the last State Council meeting, by the Environment and Waste Policy Team at its meeting held on 6 July.

1. Matters for State Council Decision

Nil

2. Matters for Noting by State Council

At its meeting on 6 July, the Environment and Waste Policy Team:

- received a presentation from Ruby Pettit, Policy Officer Planning and Jade Mains, Senior Policy Advisor Environment on WALGA's Issues Paper: *Local Government Approaches to Tree Retention* (included in the July State Council Agenda);
- considered the request from the South East Metropolitan Zone regarding an Elected Member Sustainability Network. The Policy Team will provide information to the Zone identifying the existing opportunities for Elected Member engagement in this important topic;
- discussed the review of the *Biosecurity and Agriculture Management Act 2007* (BAM Act), the WALGA BAM Act Review Discussion Paper and the emerging issues relating to biosecurity, such as the varroa mite and its potential impact on the apiarist industry;
- received an update on WALGA's work regarding:
 - ARENA Future Fuels Fund for Electric Vehicles, including the significant response from Local Government to this potential funding opportunity;
 - Cultural Burning Practices, focusing on the South West Cultural Burning Project which provides an opportunity to showcase and provide training in cultural burning practices;
 - Transition to Electrification, identifying that following advocacy from WALGA the Cities Power Partnership will be providing a toolkit and other resources to assist Local Governments transition to electrification.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Goldfields Esperance Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

RESOLUTION

Moved: Mayor Logan Howlett JP
Seconded: Cr John Daw

That the matters considered by the Environment and Waste Policy Team be noted.

RESOLUTION 386.7/2022

CARRIED

7.1.2 Governance and Organisational Services Policy Team Report

Presented by Policy Team Chair, Cr Russ Fishwick JP

RECOMMENDATION

That State Council:

1. **Retains Advocacy Positions:**
 - a. **2.1.1 Rating Exemptions – Rate equivalency payments**
 - b. **2.4.3 NBN Delivery to Regional WA**
 - c. **2.5.6 Leave of Absence: State or Federal Elections**
 - d. **2.5.7 Disqualification Due to Conviction**
 - e. **2.8.1 Payment of Sitting Fees to Local Government Representatives**
2. **Amends Advocacy Position 2.5.60 External Oversight, by inserting an additional item 5 as follows**
 5. ***If State Government, does not support external oversight of behaviour complaint, WALGA advocates for a new category of interest be included in the Act, that requires any Council Member who is either the complainant or the respondent to a behaviour complaint, be required to disclose the interest and be required to leave the meeting and therefore be prohibited from participation in debate or voting on the matter.***
3. **Requests the Secretariat write to the Minister for Local Government reinforcing WALGA’s Advocacy Position 2.5.60 ‘External Oversight’ and the sector’s concerns with the potential for undue influence on fair and reasonable consideration of a behaviour complaint by members who are party to the complaint, advising the Minister of the additional item 5 as WALGA’s alternative advocacy.**

Background

The Governance and Organisational Services Policy Team includes the following subject areas:

- *Employee relations*
- *Governance*
- *Strategy and Association Governance*
- *Training*
- *Regional Capacity Building / Local Government Reform*

This Report provides an update on matters considered, since the last State Council meeting, by the Governance and Organisational Services (GOS) Policy Team at its meeting held on 4 July.

1. Matters for State Council Decision

The GOS Policy Team reviewed a number of WALGA Advocacy Positions and provides recommendations for State Council consideration.

Advocacy Positions may be reviewed in the WALGA [Advocacy Position Manual](#).

1.1 Advocacy Position 2.1.1 Rating Exemptions – Rate equivalency payments

GOS Policy Team comment: The Rating Exemptions Review is being pursued by WALGA, along with the specifics of Advocacy Position 2.1.1, through the Local Government Reform (Act Review) consultations with the Department of Local Government, Sport and Cultural Industries and the Minister.

The GOS Policy Team recommends State Council **retain** Advocacy Position 2.1.1 Rating Exemptions – Rate equivalency payments.

1.2 Advocacy Position 2.4.3 NBN Delivery to Regional WA

GOS Policy Team comment: Stable, resilient and fast broadband solutions remains an issue for regional and remote Western Australia.

The GOS Policy Team recommends State Council **retain** Advocacy Position 2.4.3 NBN Delivery to Regional WA.

1.3 Advocacy Position 2.5.6 Leave of Absence: State or Federal Elections

GOS Policy Team comment: Advocacy Position 2.5.6 remains contemporary and will be pursued through the Local Government Reform (Act Review) consultations with the Department of Local Government, Sport and Cultural Industries and the Minister.

The GOS Policy Team recommends State Council **retain** Advocacy Position 2.5.6 Leave of Absence: State or Federal Elections.

1.4 Advocacy Position 2.5.7 Disqualification Due to Conviction

GOS Policy Team comment: Advocacy Position 2.5.7 remains contemporary and will be pursued through the Local Government Reform (Act Review) consultations with the Department of Local Government, Sport and Cultural Industries and the Minister.

The GOS Policy Team recommends State Council **retain** Position 2.5.7 Disqualification Due to Conviction.

1.5 Advocacy Position 2.8.1 Payment of Sitting Fees to Local Government Representatives

GOS Policy Team comment: This Advocacy Position remains a contemporary matter and will be pursued by WALGA through the Local Government Reform (Act Review) consultations with the Department of Local Government, Sport and Cultural Industries and the Minister.

The GOS Policy Team recommends State Council **retain** Advocacy Position 2.8.1 Payment of Sitting Fees to Local Government Representatives.

1.6 Advocacy Position 2.5.60 External Oversight

GOS Policy Team comment: Considered a request from the City of Wanneroo, for WALGA to obtain legal advice as to the validity of [Model Code of Conduct] Division 3 provisions. Secretariate advice included:

It is not considered necessary for legal advice to be obtained as the flaw of the behaviour complaints system and potential for undue influence over fair and reasonable consideration of complaints is self evident.

The GOS Policy Team recommends State Council **amend** Advocacy Position 2.5.50 External Oversight, to include further advocacy on this matter as per the recommendation.

2. Matters for Noting by State Council

Nil

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation supported
Central Country Zone	WALGA recommendation supported
Central Metropolitan Zone	WALGA recommendation supported
East Metropolitan Zone	WALGA recommendation supported
Gascoyne Country Zone	WALGA recommendation supported
Goldfields Esperance Country Zone	WALGA recommendation supported
Great Eastern Country Zone	WALGA recommendation supported
Great Southern Country Zone	WALGA recommendation supported
Kimberley Country Zone	WALGA recommendation supported
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation supported
Northern Country Zone	WALGA recommendation supported
Pilbara Country Zone	WALGA recommendation supported
South East Metropolitan Zone	WALGA recommendation supported
South Metropolitan Zone	WALGA recommendation supported
South West Country Zone	WALGA recommendation supported

RESOLUTION

Moved: Cr Russ Fishwick JP
 Seconded: Cr Frank Cvitan

That State Council:

1. Retains Advocacy Positions:
 - a. 2.1.1 Rating Exemptions – Rate equivalency payments
 - b. 2.4.3 NBN Delivery to Regional WA
 - c. 2.5.6 Leave of Absence: State or Federal Elections
 - d. 2.5.7 Disqualification Due to Conviction
 - e. 2.8.1 Payment of Sitting Fees to Local Government Representatives
2. Amends Advocacy Position 2.5.60 External Oversight, by inserting an additional item 5 as follows
 5. *If State Government, does not support external oversight of behaviour complaint, WALGA advocates for a new category of interest be included in the Act, that requires any Council Member who is either the complainant or the respondent to a behaviour complaint, be required to disclose the interest and be required to leave the meeting and therefore be prohibited from participation in debate or voting on the matter.*
3. Requests the Secretariat write to the Minister for Local Government reinforcing WALGA's Advocacy Position 2.5.60 'External Oversight' and the sector's concerns with the potential for undue influence on fair and reasonable consideration of a behaviour complaint by members who are party to the complaint, advising the Minister of the additional item 5 as WALGA's alternative advocacy.

RESOLUTION 387.7/2022

CARRIED

7.1.3 Infrastructure Policy Team Report

Presented by Policy Team Chair, President Cr Chris Pavlovich

RECOMMENDATION

That State Council:

1. amend Advocacy Position 5.3.2 Western Australian Bicycle Network by inserting:

That WALGA advocate for:

1. *At least 33% increase in funding for the Perth Bicycle Network and Regional Bicycle Network programs; and*
2. *That PBN and RBN grants be offered to Local Governments on the basis of \$2 from the State and \$1 from Local Government, in line with road funding arrangements.*

2. amend Advocacy Position 5.2.5 The Role of Local Government in the Future of Warden Controlled Children's Crossings by inserting:

That WALGA:

1. *Through its representation on the Children's Crossings and Road Safety Committee of the WA Police Force:*
 - a) *Oppose any recommendation by the Children's Crossings and Road Safety Committee to the Minister of Police that the moratorium on removing Children's Crossings be lifted.*
 - b) *Support finding alternative methods to alleviating the lack of Traffic Wardens which may, amongst other measures, include advocating:*
 - i. *That income from serving as a Traffic Warden is exempt from income tax, and the income test for pension eligibility, to make the job more attractive.*
 - ii. *For an increase in the pay of Traffic Wardens.*
 - iii. *Removing the requirement to live within a specified distance of the crossing.*
 - iv. *For providing funding to support the training of volunteer Traffic Wardens.*
 - c) *Support the conversion of Children's Crossings on roads 60 km/h and above to fixed, mid-block, pedestrian priority, signalised crossings, reducing the need for Traffic Wardens.*
2. *Advocate for funding to create safe active travel routes within a 1500m radius of schools.*

3. note the matters considered by the Infrastructure Policy Team at its meeting on 6 July 2022.

Background

The Infrastructure Policy Team includes the following subject areas:

- *Roads and paths*
- *Road safety*
- *Transport*
- *Freight*
- *Utilities (including telecommunications and underground power)*

This Report provides an update on matters considered since the last State Council meeting by the Infrastructure Policy Team at its meeting held on 6 July 2022.

1. Matters for State Council Decision

The Infrastructure Policy Team reviewed WALGA Advocacy Positions as per below and provides recommendations for State Council consideration.

Advocacy Positions may be viewed in the WALGA [Advocacy Positions Manual](#).

1.1 Advocacy Position 5.3.2 Western Australian Bicycle Network

Current Position Statement The Local Government sector supports a bicycle network which connects key activity centres identified in Directions 2031, expansion of the Principal Shared Path network to train/bus stations, shops and schools, funding provided to Local Governments for the maintenance of paths, increased funding each financial year to deliver PSP projects and provide grants to Local Governments, a quantified economic assessment of the benefits from investment and a set out funding program over time to reflect cost inflation and growth in demand.

State Council Resolutions March 2022 – 325.2/2022
July 2012 – 89.4/2012

Infrastructure Polity Team comment: The Long-Term Cycling Network Plan and WA Bicycle Network Plan 2014-2031 were supported by State Council and all but one metropolitan Local Government.

The Department of Transport administers the Perth Bicycle Network and Regional Bicycle Network Grants Programs which offer grants of up to 50% of the total project cost, for the planning, design and implementation of bicycle network infrastructure and programs. Funding (\$2.34m in 2022/23) for these programs is through the State Initiatives component of the State Road Funds to Local Government Agreement (20% of vehicle licence fees).

State Government funding for road renewal and improvement projects under the State Road Funds to Local Government agreement is provided on the basis of \$2 from the State and \$1 from the Local Government.

The Infrastructure Policy team believes that aligning the funding arrangements will achieve greater equity in support for different transport modes.

Unless there is an increase in funding, the proposed change in co-funding arrangements will result in less projects being delivered.

The Infrastructure Policy Team recommends State Council amend Advocacy Position 5.3.2.

1.2 Advocacy Position 5.2.5 The Role of Local Government in the Future of Warden Controlled Children's Crossings

Current Position Statement The Local Government sector:

1. opposes the concept of transferring oversight of warden controlled children's crossing away from the WA Police Service;
2. recommends the core responsibility for this important road and traffic safety issue should be allocated to one State Government agency, preferably the WA Police Service; and
3. supports the continued assistance through the areas for which it has responsibility and expertise.

Infrastructure Policy Team comment: The existing Advocacy Position in relation to Children’s Crossings deals with the responsibilities for managing crossings but does not provide clarity on the Local Government sector’s position in relation to the politically sensitive removal of crossings.

The Infrastructure Policy Team acknowledge the existing shortage of Traffic Wardens for children’s crossing and highlight the negative impact of removing crossings on the proportion of children walking or riding to school and the risk that communities will demand Local Governments fill the gaps created by the removal of staffed crossings.

The Infrastructure Policy Team recommends State Council amend Advocacy Position 5.2.5.

2. Matters for Noting by State Council

At the meeting on 6 July, the Infrastructure Policy Team considered matters related to:

- Safe use of eRideables;
- Disaster Recovery Funding Arrangements;
- WA Rail Access Code;
- Draft State Active Mobility Strategy.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation supported
Central Country Zone	WALGA recommendation supported
Central Metropolitan Zone	WALGA recommendation supported
East Metropolitan Zone	WALGA recommendation supported
Gascoyne Country Zone	WALGA recommendation supported
Goldfields Esperance Country Zone	WALGA recommendation supported
Great Eastern Country Zone	WALGA recommendation supported
Great Southern Country Zone	WALGA recommendation supported
Kimberley Country Zone	WALGA recommendation supported
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation supported
Northern Country Zone	WALGA recommendation supported
Pilbara Country Zone	WALGA recommendation supported
South East Metropolitan Zone	WALGA recommendation supported
South Metropolitan Zone	WALGA recommendation supported
South West Country Zone	WALGA recommendation supported

PEEL COUNTRY ZONE

That the Peel Country Zone supports item 7.1.3 Infrastructure Policy Team Report subject to the additional amendment to Advocacy Position 5.3.2 Western Australian Bicycle Network below:

2. *amend Advocacy Position 5.2.5 The Role of Local Government in the Future of Warden Controlled Children’s Crossings by inserting:*

That WALGA:

1. *Through its representation on the Children’s Crossings and Road Safety Committee of the WA Police Force:*
 - a) *Oppose any recommendation by the Children’s Crossings and Road Safety Committee to the Minister of Police that the moratorium on removing Children’s Crossings be lifted.*

- b) *Support finding alternative methods to alleviating the lack of Traffic Wardens which may, amongst other measures, include advocating:*
 - i. *That income from serving as a Traffic Warden is exempt from income tax, and the income test for pension eligibility, to make the job more attractive.*
 - ii. *For an increase in the pay of Traffic Wardens.*
 - iii. *Removing the requirement to live within a specified distance of the crossing.*
 - iv. *For providing funding to support the training of volunteer Traffic Wardens.*
 - c) *Support consideration of the conversion of Children's Crossings on roads 60 km/h and above to fixed, mid-block, pedestrian priority, signalised crossings, reducing the need for Traffic Wardens.*
2. *Advocate for funding to create safe active travel routes within a 1500m radius of schools.*

SECRETARIAT COMMENT

The appropriate treatment should be considered for each Children's Crossing, considering all relevant factors.

RESOLUTION

Moved: President Cr Chris Pavlovich
Seconded: Cr Chris Mitchell JP

That State Council:

1. amend Advocacy Position 5.3.2 Western Australian Bicycle Network by inserting:

That WALGA advocate for:

1. *At least 33% increase in funding for the Perth Bicycle Network and Regional Bicycle Network programs; and*
2. *That PBN and RBN grants be offered to Local Governments on the basis of \$2 from the State and \$1 from Local Government, in line with road funding arrangements.*

2. amend Advocacy Position 5.2.5 The Role of Local Government in the Future of Warden Controlled Children's Crossings by inserting:

That WALGA:

1. *Through its representation on the Children's Crossings and Road Safety Committee of the WA Police Force:*
 - a) *Oppose any recommendation by the Children's Crossings and Road Safety Committee to the Minister of Police that the moratorium on removing Children's Crossings be lifted.*
 - b) *Support finding alternative methods to alleviating the lack of Traffic Wardens which may, amongst other measures, include advocating:*
 - i. *That income from serving as a Traffic Warden is exempt from income tax, and the income test for pension eligibility, to make the job more attractive.*
 - ii. *For an increase in the pay of Traffic Wardens.*
 - iii. *Removing the requirement to live within a specified distance of the crossing.*
 - iv. *For providing funding to support the training of volunteer Traffic Wardens.*
 - c) *Support consideration of the conversion of Children's Crossings on roads 60 km/h and above to fixed, mid-block, pedestrian priority, signalised crossings, reducing the need for Traffic Wardens.*
2. *Advocate for funding to create safe active travel routes within a 1500m radius of schools.*

3. note the matters considered by the Infrastructure Policy Team at its meeting on 6 July 2022.

RESOLUTION 388.7/2022

CARRIED

7.1.4 People and Place Policy Team Report

Presented by Policy Team Chair, President Cr Tony Dean

RECOMMENDATION

That the matters considered by the People and Place Policy Team be noted.

Background

The People and Place Policy Team includes the following subject areas:

- *Community*
- *Emergency Management*
- *Planning and Building*

This Report provides an update on matters considered, since the last State Council meeting, by the People and Place Policy Team at its meeting held on 30 June.

1. Matters for State Council Decision

A draft advocacy position on the management of Volunteer Bush Fire Brigades will be considered at the September State Council meeting.

Advocacy Positions may be viewed in the WALGA [Advocacy Positions Manual](#).

2. Matters for Noting by State Council

At the meeting on 30 June, the Policy Team:

- received a presentation on WALGA's Issues Paper: *Local Government Approaches to Tree Retention*;
- noted relevant matters in the July 2022 State Council Agenda;
- noted the timing and scope of WALGA's 2022-23 State Budget Submission; and
- received an update on the *ESD Forum Webinar – National Construction Code's energy efficiency standards* hosted by WALGA in June.

The Policy Team also discussed the review of WALGA's Coastal Planning Advocacy Position. A final draft of the position will be considered by the Policy Team at its next meeting and be provided for consideration at the December meeting of State Council.

Zone Consideration	
Avon Midland Country Zone	WALGA recommendation noted
Central Country Zone	WALGA recommendation noted
Central Metropolitan Zone	WALGA recommendation noted
East Metropolitan Zone	WALGA recommendation noted
Gascoyne Country Zone	WALGA recommendation noted
Goldfields Esperance Country Zone	WALGA recommendation noted
Great Eastern Country Zone	WALGA recommendation noted
Great Southern Country Zone	WALGA recommendation noted
Kimberley Country Zone	WALGA recommendation noted
Murchison Country Zone	No meeting held
North Metropolitan Zone	WALGA recommendation noted
Northern Country Zone	WALGA recommendation noted
Pilbara Country Zone	WALGA recommendation noted
South East Metropolitan Zone	WALGA recommendation noted
South Metropolitan Zone	WALGA recommendation noted
South West Country Zone	WALGA recommendation noted

RESOLUTION

Moved: President Cr Tony Dean
Seconded: Cr Frank Cvitan

That the matters considered by the People and Place Policy Team be noted.

RESOLUTION 389.7/2022

CARRIED

Cr Helen Sadler left the meeting at 12:10pm and did not return.

7.2 Key Activity Reports

7.2.1 Report on Key Activities, Advocacy Portfolio

By Narelle Cant, Executive Manager Advocacy

RESOLUTION

Moved: Mayor Logan Howlett JP
Seconded: Mayor Peter Long

That the Key Activity Report from the Advocacy Portfolio to the September 2022 State Council meeting be noted.

RESOLUTION 390.7/2022

CARRIED

The Advocacy Portfolio comprises the following work units:

- *Marketing*
- *Communications*
- *Media*
- *Member Engagement*
- *Government Relations*
- *Events*

The following outlines the activities of the Advocacy Portfolio since the last State Council meeting.

Rates Campaign

Throughout June and July, WALGA ran a competition and paid media campaign with Seven West Media on how rates make our local communities a better place to live. The campaign aimed to showcase Local Government as delivering value for money, by demonstrating the positive impact of rates. The campaign was also supported by digital marketing through WALGA's website, social media and electronic newsletters.

The 2022 campaign outperformed all 2021 metrics with 15 per cent less investment, for example hits to the campaign page on the WALGA website increased by 24 per cent, with 7,668 page views.

To increase engagement, a "Win Your Rates" Competition was again incorporated into the campaign. There were 118,147 entries, which was a 19 per cent increase on 2021 entries. Of these, 18,170 were unique entries, a 25 per cent increase on last year's competition.

WALGA President Karen Chappel conducted several media interviews on rates during the lead up to the campaign, including:

- TV interview with Channel 9 News (55,000 viewers)
- Radio interview with ABC Radio Great Southern (65,000 listeners)
- Radio interview with ABC Radio Perth Drive (12,000 listeners).

Market research was run pre-campaign to identify the understanding of and interest in rates with WA ratepayers. In addition, the research gathered information on the perception of rates, specifically where revenue from rates goes and the value of rates. Post campaign research will revisit the understanding, interest and impact of rates, as well as measure campaign awareness and recall. The final report will be delivered in September 2022.

Media

Local Government Reform

Following Minister Carey's announcement of the finalisation of the State Government's Local Government Reform package on Sunday 3 July, WALGA issued a [media statement](#) that day and President Karen Chappel participated in the following media:

- Media interview with Geof Parry Channel 7 News on Sunday, 3 July (155,000 viewers)
- Radio interview with ABC Great Southern (51,000 listeners)
 - News grabs running on ABC Radio over two days
- Comments in a story in The West Australian newspaper (124,000 circulation).

Future of Volunteer Bush Fire Brigades discussion

WALGA President Karen Chappel provided media commentary on WALGA's Position Paper on the Future of Volunteer Bush Fire Brigades via the following media channels:

- Interview with ABC Regional Radio (65,000 listeners)
- Interview with ABC Country Hour (listeners unknown)
- Statement on GWN TV News (45,000 viewers)
- Comments in The Countryman Newspaper (6,000 circulation)
 - Note: this story also ran in Manjimup-Bridgetown Times and MidWest Times Northern Guardian
- Comments in Farm Weekly Newspaper (15,000 circulation)

Economic Briefing Campaign

WALGA's Quarterly Economic Briefing offers comprehensive information on the Local Government Cost Index, along with broader insights on the Western Australian economy. WALGA launched the [July edition of the Economic Briefing](#) on 21 July through an integrated campaign strategy, with the key objective of increasing the reach of the publication, promoting its value, and profiling the economics expertise within WALGA.

The campaign for the July edition included a newly designed website, publication and infographic, two LinkedIn blogs (targeting finance managers, Local Government leaders and the broader business community) and articles in WALGA's electronic newsletters.

In the first eight days since the campaign launched there have been 478 unique website views, which is 600% more than the last edition and 540% more than the July edition last year.

All digital activity will be tracked and reported for future learnings and improvements.

Quarterly Services Report

In mid-July, WALGA sent a freshly designed Quarterly Services Report to members, focussed on services uptake. The Quarterly Services Report was sent using our email marketing tool to allow measurement of open rates and click through so we can better understand levels of engagement and areas for improvement.

Energy Project Promotional Videos

During June, three Local Governments involved in the Energy Project (a joint renewable energy procurement project) participated in videos produced by Synergy, with WALGA's involvement. The three Councils showcased in the videos were Shire of Morawa, City of Kwinana and Shire of Dandaragan. The videos will be used to promote the Project, including at the Energy Week Local Government Virtual Session on Monday, 22 August, and the Local Government Convention plenary session, "Leading the Way for Climate Resilient Regions".

Local Government Convention and Trade Exhibition

Registration for the 2022 Local Government Convention and Trade Exhibition is open. The event will be held at Crown Perth, from Sunday, 2 October to Tuesday, 4 October.

This year's theme is "Embracing Change" and the conference program will explore current and anticipated changes to the Local Government landscape, and how the sector can collaborate to inform, guide and embrace change. Speakers secured include:

- Mr Simon Trott, CEO, Rio Tinto Iron Ore
- Hon Catherine King MP, Federal Minister for Infrastructure, Transport, Regional Development and Local Government
- Hon Kristy McBain MP, Federal Minister for Regional Development, Local Government and Territories
- Bernard Salt AM, one of Australia's leading social commentators
- Dr Craig Challen, OAM, the Australian cave diver that was part of the rescue of 12 boys and their coach in the 2018 Thai Cave Rescue
- Former coach of the Australian men's cricket team, Justin Langer AM.

This year's event will be supported by an integrated marketing and communications strategy including:

- Personalised event marketing targeting Local Government members that have not been to a Convention or not attended in recent years
- Pre and post marketing campaign
- Media opportunities and live social media during the event
- Refined feedback strategy, with in-situ surveys
- Updated Convention collateral, including a new look and feel brochure, and staff promotional collateral (including social media tiles)
- Post event sponsor profiling and revised sponsorship packages.

The Exhibition is selling well with 80% of the available booths sold as at end July.

ALGA NGA22

There was a record number of WA representatives (85) at ALGA's NGA in Canberra in June, with eight motions from WA on the agenda.

The event itself, WA motions and the many WA speakers and panel members were highlighted by a WALGA social media campaign, which also provided key updates from the conference on Twitter, LinkedIn, Facebook and Instagram.

7.2.2 Report on Key Activities, Infrastructure Portfolio

By Ian Duncan, Executive Manager Infrastructure

RESOLUTION

Moved: Mayor Logan Howlett JP

Seconded: Mayor Peter Long

That the Key Activity Report from the Infrastructure Portfolio to the September 2022 State Council meeting be noted.

RESOLUTION 390.7/2022

CARRIED

The Infrastructure Portfolio comprises the following work units:

- Roads
- Funding
- Urban and Regional Transport
- Utilities
- Road Safety

The following outlines the activities of the Infrastructure Portfolio since the last State Council meeting.

Roads

Condition Assessment of Roads of Regional Significance

Funding has been provided through the State Road Funds to Local Government Agreement to perform visual condition surveys and video of Significant sealed roads (ROADS 2040). The first two phases of this project, covering the Mid-West, Great Southern and Goldfields-Esperance regions have been completed. Australian Road Research Board (ARRB) have been appointed for the next phase covering the Wheatbelt region and work has commenced.

Local Government Transport and Roads Research and Innovation Program

WALGA and Main Roads are developing a research program that will deliver practical guidance for Local Governments to enhance productivity and identify best practice initiatives. An operations team of Local Government and Main Roads practitioners have identified and prioritised projects for the program. WALGA and Main Roads are developing the scope of works for the selected projects and project work will commence in the next quarter.

WALGA Road Visual Condition Assessment Manual Update

WALGA is working with the IPWEA WA Asset Management Committee to review and update the Road Visual Condition Assessment Manual, originally published in 2016. The Manual provides the guidelines for the manual collection of visual surface condition data and has been used widely across WA. The update is forecast to be completed by November/December 2022.

Transport and Roads Forum 2023

WALGA has commenced early planning for the next Transport and Roads Forum. It is intended that the Forum take place in March 2023 and will be run as a joint event with the WALGA Field Day, in which various road-working machinery is displayed by suppliers. The event will be held at Canning Show Grounds.

Funding

State Road Funds to Local Government Agreement

The current Agreement expires in June 2023 and negotiations for a new Agreement are proceeding. The sector is represented and led in the negotiation process by the Local Government delegates to SAC with input from the Regional Road Group Chairs and a reference group of senior Local Government officers. Decisions regarding a proposed agreement will need to be made by State Council with input from the Zones later in 2022. WALGA and Main Roads are meeting fortnightly to facilitate the process. The State Government has indicated that a new agreement should provide an increased focus on Aboriginal employment, use of recycled materials and road safety.

Urban and Regional Transport

Local Government Cycling Reference Group

WALGA will reconvene the Local Government Cycling Reference Group in September 2022, to seek feedback from Local Government officers on key matters for advocacy concerning cycling and eRideables.

Utilities

Underground Power

WALGA staff met with and supported Local Governments that are working with Western Power to deliver projects within the Network Renewal Undergrounding Program Pilot (NRUPP) and Round 6 of the State Underground Power Program. State Government consideration of an on-going Network Renewal Undergrounding Program has progressed and it is proposed that funding for this be included in the WALGA submission for the 2023/24 State Budget.

WALGA met with the Economic Regulation Authority concerning street lighting, underground power and non-references services. The Authority is yet to publish its findings or decision in relation to the proposed investment by Western Power in undergrounding the distribution network over the coming five years.

Telecommunications

A Working Group including representation from ALGA established by the Federal Telecommunications Powers and Immunities Reference Group is considering options concerning regulations governing deployment of multi-function (Smart) poles. Telecommunications carriers are advocating strongly to the Federal Government that 5G antennae and multi-function poles be added to the Low Impact facilities Determination (LIFD), which would mean that no planning approval is required prior to their installation. It seems unlikely that the Group will be able to agree a recommendation to the Minister.

Road Safety

Road Safety Ratings for Local Government Roads Project

As part of a project to develop a new tool or adapt an existing tool to evaluate the safety of Local Government roads, WALGA recently held consultation workshops across WA. These workshops provided very useful information to inform the direction of the project and support the adaptation or development of a tool to best suit the needs of Local Governments. With this information as a basis, WALGA will begin the process of developing/adapting a tool. WALGA will pilot the new tool in the first two quarters of 2023 and are currently seeking interested Local Governments to participate.

Road Safety Council Update

The Road Safety Council met on 29 June. The Minister responsible for road safety, the Hon Paul Papalia MLA, attended the meeting to introduce Ms Katie-Hodson-Thomas as the newly appointed Chair of the Road Safety Council. The Minister also thanked the outgoing Chair, Mr Iain Cameron, and reflected on his remarkable contribution to road safety. The Road Safety Council acknowledged

Mr Cameron's leadership and welcomed Ms Hodson-Thomas. Other matters considered at the meeting, included: a planned review of the regulations for eRideables, further discussion on the governance of the Road Trauma Trust Account, and a presentation from Main Roads WA on the benefits of decreasing speed limits.

Demonstration Project – Local Government Road Safety Management System

The Shire of Manjimup, one of three Local Governments that WALGA has worked with for this demonstration project, endorsed a Road Traffic Safety Policy at their July Council meeting. This is a major achievement towards embedding good practice road safety into the strategic and operational business of the Council. This work and the demonstration project will be showcased at the Australasian Road Safety Conference in September.

7.2.3 Report on Key Activities, Member Services Portfolio

By Tony Brown, Executive Director Member Services

RESOLUTION

Moved: Mayor Logan Howlett JP

Seconded: Mayor Peter Long

That the Key Activity Report from the Member Services Portfolio to the September 2022 State Council meeting be noted.

RESOLUTION 390.7/2022

CARRIED

The Member Services Portfolio comprises the following work units:

- Association and Corporate Governance
- Commercial Contract Services
- Commercial Development
- Commercial Management
- Employee Relations
- Governance and Procurement
- Training

The following outlines the activities of the Member Services Portfolio since the last State Council meeting.

Association and Corporate Governance

Guidelines for Appointments to Boards and Committees

The [guidelines](#) governing WALGA's process for nominations and appointments to more than 60 Government and other external boards and committees have been updated by State Council. Outcomes of the Selection Committee's update of the guidelines include greater clarity of processes and modernisation of language. Diversity and gender equity considerations have also been reviewed. Elected Members and senior officers with an interest in nominating for any vacancy are encouraged to consult the guidelines to develop an understanding of the process and the assessment criteria.

Commercial Development

Energy

WALGA's Energy Project has completed its first operating quarter of fully implemented activity. Report data has been received and currently being analysed. A report relating to the projects early activity, and follow up presentations will be made. A webinar was broadcast to support the billing and account management of project activity.

Construction

The first category of the new Construction Preferred Supplier Panel (PSP) has been implemented for the supply of Modular and Prefabricated Dwellings. WALGA will shortly be tendering for additional categories of new building construction, building refurbishment, demolition, earthworks and site remediation. Through development of this new Panel WALGA is commissioning a new set of legal terms, and working with the industry and representative bodies to address some of the pressure points within the construction sector.

Preferred Supplier Development

There are currently Tenders out for five of the PSP Panels, that are anticipated to collectively add approximately 40 new suppliers to the WALGA Program. With the Panel terms now renewed in two year increments, the first of the post-transition panels is coming up for review and recontracting, with several other panels now in the review phase. Some changes have been made to the structures and definitions of the legal services category. A new set of draft specifications has been developed and released to support use of the Roads Panel.

Investment Services

Following a presentation to the WALGA State Council Strategic Forum, a new project is being scoped to develop Investment advisory and management services. Early stage project scoping (Research and Development) has commenced to inform the development of a formal business case. The project aims to provide financial advisory capability and investment vehicle mechanisms to optimise the level of investment returns on reserves and cash equity held within the Local Government sector.

Sustainable Fleet and Transport Infrastructure

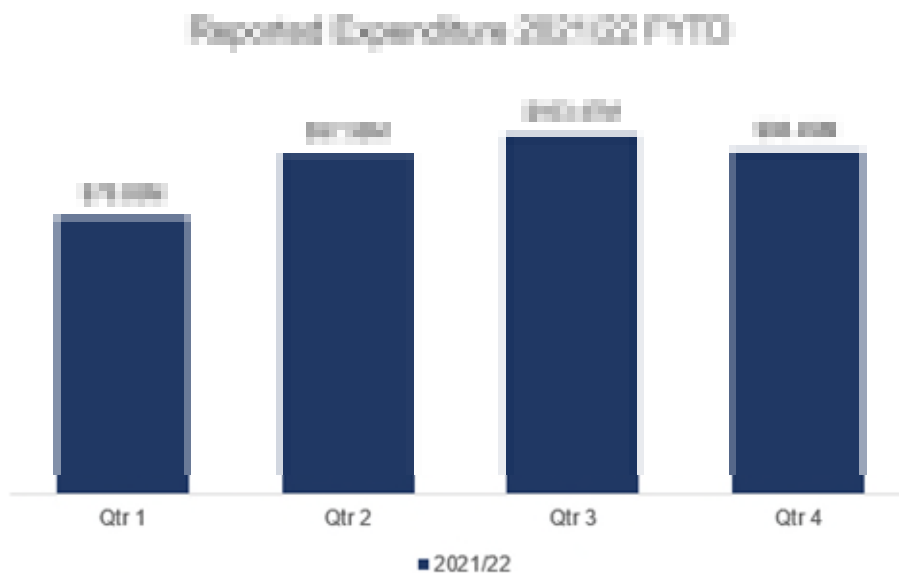
The WALGA Preferred Supplier Program (PS) will be enhanced with EV fleet, and related charging infrastructure, concurrent to a potential project for EV transition grant funding. A new category of supply for the fleet contract has also been tendered in the area of Fleet Management Advisory Services, with a view to supporting EV transition strategies and evolving sustainable transport networks.

Commercial Management

Preferred Supplier Program (PSP) Annual Report

During the 2021-22 Q3 period the program delivered \$103.33 million of goods, services and works, providing estimated savings of \$3.73 million.

The Q4 operating quarter ending June 2022 is open for reporting with 87.05% of reports submitted with reported expenditure of \$98.32 million for the quarter. Year to date WALGA has supplied approximately \$380 million of goods, services and works under the program.



Employee Relations

HR Forums

On Friday, 29 July WALGA Employee Relations hosted a successful Metro HR Forum at Wembley Golf Course. 70 Local Government HR/IR practitioners attended the Forum to hear presentations from the team on topics including union right of entry, State industrial claims, managing disciplinary processes, WHS Mentally Healthy Workplace Codes of Practice, HR issues in contemporary workplaces and a general ER news update. A Regional HR Forum with a similar program was delivered in Merredin on 12 August with 32 attendees.

Webinar on Salary and Workforce Survey

WALGA hosted a webinar on 24 July with Salary One to deliver the results of the 2021-22 WALGA Salary and Workforce Survey and to launch a new Position Description Library for WALGA Employee Relations subscribers. 68 WA Local Governments representing 16,409 employees out of a possible 23,000 employees in the sector completed the comprehensive survey which captured survey data for 3,500 salaries for 140 job roles.

Governance and Procurement

Local Government Legislative Reform

The working group tasked with the detailed design of the new legislation continues to progress work on the Local Government Act amendments. Meetings have been held that have considered issues relating to earlier intervention and effective regulation and the potential workings of the Office of the Inspector, together with matters pertaining to Electoral Reforms and Transitional Arrangements. Electoral reforms relate to the transitional arrangements for directly elected Mayors and Shire Presidents for Band 1 and 2 Local Governments, reduction in Councillor numbers and for Wards to be abolished for bands 3 and 4. WALGA will provide regular updates to the sector as the legislative reform process progresses and information is able to be shared.

Training

WALGA Training has successfully added the Certificate III in Local Government (LGA30120) onto our scope of registration with the Training Accreditation Council (TAC). We recently have submitted a tender applying to be appointed to the preferred supplier panel with the Department of Training and Workforce Development (DTWD) in preparation to launch the Certificate III in Local Government as a Traineeship.

The previous financial year has seen an increase in training activity both at WALGA and training delivered at Local Governments which has resulted in an increase of 20% in revenue. Our commitment continues to improve our training offerings, mentor and support our highly skilled trainers and develop new courses capturing emerging topics such as Culture and Behaviour training.

Our team is busy preparing for the WALGA Convention where we will promote our course offerings which now include three accredited training programs plus 54 Short courses.

Nationally Accredited Training

- LGA50220 - Diploma of Local Government – Elected Member
- LGA30120 - Certificate III in Local Government
- 52862WA - Course in Type 1 Child Car Restraint Fitting

Elected Member Courses

- 5 x Council Member Essential
- 10 x Professional Development

Officer Courses

- 7 x Governance
- 5 x Procurement courses
- 3 x Communication Skills courses
- 4 x Record Management courses
- 2 x Employee Relations courses
- 1 x Waste course

Elected Member and Officer Courses

- 2 x Strategic and Statutory Land Use Planning courses
- 4 x Emergency Management courses

eLearning

- 13 x eLearning courses

7.2.4 Report on Key Activities, Policy Portfolio

By Nicole Matthews, Executive Manager Policy

RESOLUTION

Moved: Mayor Logan Howlett JP

Seconded: Mayor Peter Long

That the Key Activity Report from the Policy Portfolio to the September 2022 State Council meeting be noted.

RESOLUTION 390.7/2022

CARRIED

The Policy Portfolio comprises the following work units:

- *Economics*
- *Environment and Waste*
- *Planning and Building*
- *Resilient Communities*

The following outlines the activities of the Policy Portfolio since the last State Council meeting.

Economics

Economic Briefing

WALGA's quarterly [Economic Briefing](#) was released in July, in a refreshed and more contemporary format.

This edition focussed on the economy-wide cost pressures that are currently being experienced as a result of COVID-19 supply constraints, the outbreak of war in Ukraine, and shortages of workers. It included a closer examination of construction costs, which have been identified by members as an area of significant concern in recent months. The construction sector has been particularly hard hit by supply constraints for key materials as well as labour shortages, at a time where COVID-19 related stimulus spending has meant that activity has ramped up.

The report also contains updated forecasts for the Local Government Cost Index.

Local Government Economic Development

WALGA recently commenced a project to update research undertaken in 2019 that formed the basis of its [Local Government Economic Development Framework](#). This project aimed to support Local Governments to better understand the role they can play in driving local economic development. It also identified barriers and challenges to Local Government's economic development activities and to put forward solutions.

A survey of members was conducted in June 2022 to understand the current economic development landscape and to identify the key issues for local economies, with a series of focus groups also held to further explore the key themes and issues identified.

The insights gained from this research will be used to shape WALGA's support to the sector on economic issues in coming months.

2022-23 State Budget Submission

Work was undertaken to develop WALGA's submission in advance of the 2023-24 State Budget. A draft submission has been provided to State Council for endorsement (see [Agenda item 5.1](#)).

Census Data

WALGA has received feedback from a number of members in regional WA concerned with the accuracy of the recently released Census data, particularly with respect to undercounting of population.

WALGA has elevated this issue to a national level via ALGA and has directly contacted the Australian Bureau of Statistics (ABS) to raise the sector's concerns.

The ABS recently presented to the ALGA board meeting and in coming months will provide opportunities to brief impacted Local Governments.

Regional Data Hub

WALGA also participated in a testing program for the Regional Data Hub prototype website. The Regional Data Hub is being managed by the Federal Department of Infrastructure, Transport and Regional Development, and will bring together publicly available information related to regional Australia (e.g. Census data, housing, industry, NBN coverage, climate etc). Once the Hub has launched, it will be searchable by Local Government area and more data sets will be added as it progresses.

Environment

Biosecurity

Consultation on the review of the *Biosecurity and Agriculture Management Act 2007* has commenced. WALGA has developed a [Discussion Paper](#) identifying key issues in relation to biosecurity, which has been provided to the sector and Zones for feedback. The feedback on the Discussion Paper will inform WALGA's engagement in the Review. WALGA is meeting with the Independent Panel undertaking the Review in early September.

Climate Action

Funding has been [awarded](#) for two projects as part of the Regional Climate Alliance Pilot:

- The South Coast Alliance: Future Proofing the South Coast through Sustainable Building Design to assess member Local Government buildings and facilities to identify cost-effective emissions reduction measures.
- GVROC: Carbon Emissions Baseline Study, to identify emissions sources for the member Local Governments, promote emissions reporting and monitoring tools and support the prioritisation of new investments.

Planning and Building

Public Open Space Consultation Session

On Wednesday, 27 July WALGA hosted an in-person information session in conjunction with the Department of Planning, Lands and Heritage (DPLH) on the review of the public open space (POS) policy framework, with over 40 Local Government participants. The session included the use of interactive feedback sessions to gauge the views of participants. This information will be used by DPLH to further inform recommendations to the Western Australian Planning Commission. WALGA is also currently reviewing its advocacy position on POS.

Local Government Planning Showcase

The second WALGA *Local Government Planning Showcase* will be held on 4 October 2022. The Showcase runs alongside the WALGA Convention and is an opportunity for Local Government planners to connect with peers and share new practice, policies and projects to foster relationships and share knowledge across the sector. The event showcases projects which demonstrate the breadth and depth of Local Government planning, crossing strategic and statutory planning from across the State.

Planning Fees and Charges

WALGA continues to advocate to the State Government for a review of the planning fees and charges set through the Planning and Development Regulations 2009. Following recent increases to the State Government's planning fees, WALGA has written to the Minister to request a review as a matter of priority.

Environmentally Sustainable Design – Update

In December 2021, State Council adopted a policy position to support the Trajectory for Low Energy Buildings (the Trajectory). Subsequently, WALGA released a discussion paper to outline and seek feedback from members on the key challenges and opportunities for supporting implementation of the Trajectory in Western Australia. A key opportunity that emerged from the discussion paper, and aligns with WALGA's current policy position, is to advocate for the adoption of contemporary energy efficiency building standards as proposed by the Australian Building Codes Board in 2021. In recent months, this has been progressed through meetings with several state agencies, ministerial offices and industry associations. A more detailed update on this work can be found [here](#).

Resilient Communities

Aboriginal Cultural Heritage Co-Design Phase 2

Phase 2 of the co-design process for the supporting materials and guidelines for the Aboriginal Cultural Heritage Act closes on Friday, 19 August 2022. WALGA convened a meeting of the Local Government Aboriginal Heritage Reference Group to consider the draft materials and will prepare a sector submission. WALGA and DPLH delivered a co-design webinar for the sector on Wednesday, 3 August. WALGA is working with DPLH to deliver a further information session webinar in September.

Child Safe Policy for Local Government

WALGA is supporting the Department of Communities and Department of Local Government, Sport and Cultural Industries' engagement with the sector on the development of a template Child Safe Policy for Local Government. The initial consultation period on the draft template was extended to Friday, 12 August. The template Child Safe Policy will be reviewed following this consultation and provided to State Council for consideration at the December 2022 meeting.

Local Government Community Safety Network

The Local Government Community Safety Network, hosted by WALGA, WA Police and Injury Matters delivered a series of "Bite Size" webinars addressing Local Governments' role in Mental Health and Family and Domestic Violence, with a focus on prevention. Guest presenters from the Mental Health Commission and the Centre for Womens Wellbeing provided insightful and informative presentations. Approximately 50 Local Government representatives attended the webinars.

State Emergency Management Policy section 5.12 – Funding for Emergency Responses

A new working group has been established by the State Emergency Management Committee to undertake a review of State Emergency Management Policy section 5.12 in order to ensure the policy is clear about which agency is responsible for payment for activities undertaken during emergency response. The Local Government sector is represented on the working group by the Shire of Dundas, Shire of Serpentine-Jarrahdale and WALGA. The remaining representatives are from the Department of Fire and Emergency Services and WA Police. Once an updated draft Policy is developed, it will be released for emergency management sector consultation.

7.3 President's Report

WALGA President Cr Karen Chappel JP

RESOLUTION

Moved: Mayor Logan Howlett JP
Seconded: Mayor Peter Long

That the President's Report for September 2022 be received.

RESOLUTION 391.7/2022

CARRIED

7.4 CEO's Report

WALGA Chief Executive Officer, Mr Nick Sloan

Report provided under separate cover

RESOLUTION

Moved: Mayor Logan Howlett JP
Seconded: Mayor Peter Long

That the CEO's Report for September 2022 be received.

RESOLUTION 391.7/2022

CARRIED

7.5 Ex-Officio Reports

7.5.1 City of Perth Report

The Rt. Hon. Lord Mayor Basil Zempilas was an apology for this meeting.

7.5.2 LG Professional's Report

Ms Annie Riordan, President, LG Professionals WA, provided a report to the meeting.

8. ADDITIONAL ZONE RESOLUTIONS

RESOLUTION

Moved: President Cr Phil Blight
Seconded: Cr Catherine Ehrhardt

That the additional Zone Resolutions from the August 2022 round of Zones meetings as follows be referred to the appropriate policy area for consideration and appropriate action, noting that some may have already been referred.

RESOLUTION 392.7/2022

CARRIED

EAST METROPOLITAN ZONE (Member Services)

Cat Act and Relevant Local Laws

That WALGA;

1. Seeks legal advice on behalf of member Councils, on the ability to make Local Laws that:
 - a. restrict cats from all public areas;
 - b. place conditions on when a cat may be permitted in a public area; and/or
 - c. restricts all cats in the district to their owner's premises;under the existing provisions of the *Cat Act 2011*.
2. Advocates to responsible Ministers (namely, Environment and Local Government) to consistently apply the provisions of the *Cat Act 2011* such that it allows the making of such Local Laws.

EAST METROPOLITAN ZONE (Policy)

New Dwelling Gas Installation

That, in light of the climate crisis and the need to minimise committed emissions, WALGA develop a policy position in relation to the phasing out the installation of gas connections in new dwellings.

NORTH METROPOLITAN ZONE (Advocacy)

Australian Local Government Women's Association WA

That WALGA outlines financial and in kind support offered annually to ALGWA for discussion at a future State Council meeting.

PEEL COUNTRY ZONE (Member Services)

Funding for Improving Cybersecurity in Local Government

WALGA request the Department of Local Government, Sport and Cultural Industries (DLGSC) to determine the most appropriate method to assist Local Governments in improving the Local Government cyber security profile, to include a range of options including:

1. Providing access to State Government infrastructure and controls at no cost to Local Governments to ensure that the Local Government industry has the same level of protection as State Government departments.
2. Adopt a similar approach to how they fund State Government departments cyber security service.
3. Making a funding pool available for Local Governments to improve cyber security through purchasing of hardware and software infrastructure.

SOUTH METROPOLITAN ZONE (Policy)

Basketball Court Noise Complaints

The Zone requested WALGA staff to develop an advocacy position on basketball courts in residential areas for the Zones consideration at a future meeting.

SOUTH EAST METROPOLITAN ZONE (Policy)

Emergency Services Levy – Administration Fee

That the South East Metropolitan Zone recommend to State Council that, in the absence of the State Government agreeing to collect the ESL itself, the Minister for Emergency Services be requested to increase the administration fee paid to Local Governments for collecting the ESL in line with annual increases to the ESL.

SOUTH EAST METROPOLITAN ZONE (Advocacy)

Local Government Convention Speakers

In the interest of promoting gender equity and inclusion within Local Government, we call on WALGA to consider equal representation by engaging female guest speakers in plenary and concurrent sessions at future Local Government Conventions.

SOUTH WEST COUNTRY ZONE (Member Services)

Cat Control Measures and Advocacy for Reforms to the Cat Act

That the South West Country Zone request WALGA to support and advocate that the State Government progress remaining reforms of the *Cat Act 2011*.

SOUTH WEST COUNTRY ZONE (Policy)

Renergi Waste Processing

That the South West Country Zone request WALGA to:

1. Adopt a position that supports the utilisation of emerging waste processing technologies; and
2. Advocate to the Minister for Environment to review the regulatory framework surrounding environmental approvals and operational obligations to allow new, alternative treatment processes and technologies that will reduce landfill reliance by improving resource recovery rates, including the processing of FOGO and un-separable, co-mingled material.

SOUTH WEST COUNTRY ZONE (Policy)

Bush Fire Brigades and WHS

That WALGA be advised that:

1. None of the proposed models, including the Hybrid Model appear to address or achieve the issues of liability under the WHS Act or recommendations of the Ferguson Report.
2. The Zone recommends that WALGA engage fully with DFES and key stakeholders around a desired structure for volunteer BFB's with the key objective of maximising the capability of the service.
3. Key factors to be considered in that process should be seeking a sound position on the implications and responses to address WHS legislation including:
 - a. development of resources, capability and capacity
 - b. training
 - c. RPL process
 - d. consequential implications of the CES Act
4. That WALGA advocate for changes in the WHS Act that
 - a. Expands the definition of a dangerous operation to include Volunteer Emergency Services Workers. or
 - b. Expand the definitions section to include fire ground operations – means the performance of a function, or the exercise of a power, of a emergency services worker in circumstances where the performance of the function, or the exercise of the power, is not

reasonably practicable without exposing a ESW to a serious risk to the ESW health or safety emanating from an immediate or imminent exposure to a hazard.

5. That WALGA advocate for protection for Authorised Officers similar to that provided to those that provide WHS services relating to work health and safety under 26A(1)(b)(iii) emergency services provided by police officers, or other emergency services personnel, in situations where there is a serious risk to the health or safety of any individual.

9. DATE OF NEXT MEETING

The next ordinary meeting of the WALGA State Council will be held in the Boardroom at WALGA, ONE70, LV1, 170 Railway Parade, West Leederville on Wednesday, 7 December commencing at 4:15pm.

10. CLOSURE

There being no further business the Chair declared the meeting closed at **12:51pm**.

STATUS REPORT ON STATE COUNCIL RESOLUTIONS To the September 2022 State Council Meeting

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
<p>6 July 2022 Item 5.1 Review of Advocacy Positions relating to Emergency Management</p>	<p>That State Council:</p> <ol style="list-style-type: none"> 1. Endorse the removal of the following Emergency Management Advocacy Positions <ol style="list-style-type: none"> 8.1 Community Resilience 8.2 Disaster Mitigation 8.3 Emergency Services Levy 2. Endorse the following Emergency Management Advocacy Positions: <ol style="list-style-type: none"> 8.1 Emergency Management Principles 8.2 State Emergency Management Framework 8.3 Sustainable Grant Funding Model for Emergency Management 8.4 Consolidated Emergency Services Act 8.5 Resource Sharing 8.6 Lessons Learnt Management 8.7 Emergency Services Levy, <u>with point 3 of the position amended, so it states: The ESL should be collected by the State Government, but failing that, the administration fee should recompense Local Governments for the complete cost of administering the ESL;</u> 8.8 Local Government Grants Scheme (LGGS) <p>RESOLUTION 354.5/2022</p>	<p>WALGA is continuing advocacy on new EM positions including through the 2022-23 WALGA State Budget Submission.</p>	<p>Complete</p>	<p>Nicole Matthews Executive Manager Policy</p>
<p>6 July 2022 Item 5.2 New Emergency Management</p>	<p>That the following WALGA Advocacy Position relating to the Community Emergency Service Manager (CESM) Program be endorsed:</p>	<p>WALGA is continuing advocacy on expansion and funding for the CESM program, including through the 2022-23 State Budget Submission.</p>	<p>Complete</p>	<p>Nicole Matthews Executive Manager Policy</p>

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
Advocacy Position – Community Emergency Service Manager Program	<p>8.9 Expansion of the Community Emergency Services Manager Program</p> <p>That the Association advocates for an expansion of the Community Emergency Service Manager (CESM) Program, as follows:</p> <ol style="list-style-type: none"> All Local Governments should have the option of participating in the CESM Program. The full cost of the CESM Program should be funded through the Emergency Services Levy. <p>RESOLUTION 355.5/2022</p>			
<p>6 July 2022</p> <p>Item 5.4</p> <p>Finance and Services Committee Minutes incorporating the 2022-23 Budget</p>	<p>That:</p> <ol style="list-style-type: none"> The Minutes of the Finance and Services Committee meeting on 29 June 2022 be endorsed. The 2022-23 Governance Budget for the Association as recommended by the Finance and Services Committee be endorsed. <p>RESOLUTION 357.5/2022</p>	Action has been taken to implement the 22/23 WALGA budget.	Complete	Tony Brown Executive Director Member Services
<p>6 July 2022</p> <p>Item 5.5</p> <p>Selection Committee Minutes</p>	<p>That:</p> <ol style="list-style-type: none"> The recommendations contained in the 29 June 2022 Selection Committee Minutes be endorsed, and The resolutions contained in the 29 June 2022 Selection Committee Minutes be noted. <p>RESOLUTION 358.5/2022</p>	Selection Committee appointments have been actioned	Complete	Tony Brown Executive Director Member Services
<p>6 July 2022</p> <p>Item 5.6</p> <p>Selection Committee Guidelines</p>	<p>That the Selection Committee Guidelines – <i>Selection Process for Appointments to State Government, Federal Government, WALGA and Other Boards and Committees</i> – be endorsed.</p> <p>RESOLUTION 359.5/2022</p>	The Selection Committee Guidelines have been updated	Complete	Tony Brown Executive Director Member Services
<p>6 July 2022</p> <p>Item 5.9</p> <p>Honours Panel – Appointment of Non-executive Member</p>	<p>That Ms Lynne Craigie OAM be appointed to the WALGA Honours Panel as Non-executive Member representing country interests.</p> <p>RESOLUTION 362.5/2022</p>	Lynne Craigie has been advised of her appointment and participated in the most recent Honours Panel meeting.	Complete	Tony Brown Executive Director Member Services

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
6 July 2022 Item 6.2 Proposed Advocacy Position on Arrangements for Management of Volunteer Bush Fire Brigades	That the Proposed Advocacy Position Paper regarding the arrangements for the management of Bush Fire Brigades be noted. RESOLUTION 363.5/2022	Proposed Advocacy Position is provided for State Council consideration at September meeting.	September 2022	Nicole Matthews Executive Manager Policy
6 July 2022 Item 6.4 Western Power Access Arrangement Review Submission	That the submission to the Economic Regulation Authority concerning the proposed Western Power Access Arrangement 2022-23 – 2026/27 endorsed via Flying Minute on 20 April 2022 be noted. RESOLUTION 363.5/2022	WALGA Staff met with the Economic Regulation Authority staff in July to discuss in more detail the need for clearly defined Reference services for street lighting, using examples from other jurisdictions to highlight how governance arrangements can foster cooperation between electricity distributors and Local Governments. The ERA is yet to publish its draft determination for the Western Power Access Arrangement 2023 – 2027.	Complete	Ian Duncan Executive Manager Infrastructure
6 July 2022 Item 7.1.2 Governance and Organisational Services Policy Team Report	That State Council: <ol style="list-style-type: none"> 1. retains Advocacy Positions: <ol style="list-style-type: none"> a. 2.5.56 Rating Exemptions – Charitable Purposes b. 2.9.1 Cyber Bullying Protections 2. amends Advocacy Positions: <ol style="list-style-type: none"> a. 2.2.2 Local Government Audit Structure, by inserting items 5 to 8 as follows: <ol style="list-style-type: none"> 5. <i>Local Government Annual Financial Audits should be completed by the 31 October each year, so that Local Governments can reasonably comply with legislative provisions for Annual Reports and Elector Meetings.</i> 6. <i>Completion of Local Government Annual Financial Audits should not be delayed to enable completion of financial audits of a third party entity to which the Local Government is a participant or member, on the basis that each Local Government and Regional Local Government is a separate and independent entity and Australian Accounting standards equity accounting provisions already apply.</i> 	The Advocacy Positions Manual has been updated.	Complete	Tony Brown Executive Director Member Services

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
	<p>7. <i>Audit issues should be raised with a Local Government no more than four weeks from submission of the Annual Financial Statements to the Office of the Auditor General.</i></p> <p>8. <i>Requests the OAG to review the accounting treatment for road assets transferred from Local Government to Main Roads WA, as the approach applied in 2020/21 resulted in significant distortion of operating results for Local Government in the year in which the transfer occurs.</i></p> <p>b. 2.5.69 Surveillance Devices Act 1998 Amendment, as follows: <i>WALGA advocates for amendment of Regulation 4 of the Surveillance Devices Regulations 1999 (WA) so that it includes “Local Government ‘Authorised Persons’ employees as defined in the Local Government Act 1995 section 5.36(1)(b) who perform law enforcement functions on behalf of the Local Government” as a class of Law Enforcement Officers for the purposes of the Surveillance Devices Act 1998 (WA).</i></p> <p>c. 2.7 Elected Member Training, as follows: i. Delete items 3 and 4 as these items have been achieved, AND ii. Amend item 2:</p> <p>2. Requests the State Government through the Minister for Local Government to provide funding assistance to compensate Local Governments for Elected Members to receive participation in universal training;</p> <p>3. adopts WALGA Advocacy Position – Legislative Council Member Allowances – Regional Representation, as follows: <i>Position Statement: WALGA advocates to State Government through the Minister for Electoral Affairs and the Salaries and Allowances Tribunal to provide additional allowances to Members of the Legislative</i></p>			

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
	<p><i>Council (MLC), on the proviso that they have a staffed office in country areas, to facilitate a regional presence of MLCs.</i></p> <p>RESOLUTION 365.5/2022</p>			
<p>6 July 2022 Item 7.1.4 People and Place Policy Team Report</p>	<p>That State Council:</p> <ol style="list-style-type: none"> note the matters considered by the People and Place Policy Team at its meetings on 6 April and 18 May 2022; rescind its decision (resolution no. 326.2/2022) of 2 March 2022 where it relates to Advocacy Position 6.9; and reinstate the Advocacy Position subject to the changes endorsed by the People and Place Policy team on 22 February, that reads: <p><i>6.9 Sex Industry Regulation</i> <i>Position Statement</i> <i>The Local Government sector supports in principle, the recognition and licensing of sex work in WA as it allows normal regulatory controls to be put in place, on condition that brothels should be excluded from predominantly residential areas.</i></p> <p><i>Background</i> <i>The Association has been involved in discussions / proposals to decriminalise sex work since 1999. State Council has determined the position through consultation with all member Councils (on several occasions), and consideration of feedback and representative position papers, workshops, discussions with other government agencies, support groups and members of the sex industry. The Association will only comment on regulatory, operational, amenity and cost implications that arise for Local Government from any sex work legislation – not moral issues.</i></p> <p>RESOLUTION 367.5/2022</p>	<p>The Advocacy Positions Manual has been updated.</p>	<p>Complete</p>	<p>Nicole Matthews Executive Manager Policy</p>

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
<p>4 May 2022 Item 5.2 Local Government Grant Scheme Funding</p>	<p>That WALGA advocates to the Minister for Emergency Services and the Fire and Emergency Services Commissioner for:</p> <ol style="list-style-type: none"> 1. An allocation of Local Government Grant Scheme (LGGGS) funding to undertake an audit of existing facilities, appliances, vehicles, and major items of equipment for both Local Government Volunteer Bush Fire Brigades (BFB) and State Emergency Services (SES). 2. Following the completion of the audit, an allocation of funding through the Local Government Grant Scheme (LGGGS) to prepare a Comprehensive Asset Management Plan that: <ol style="list-style-type: none"> a. Aligns with the principles in the Department of Local Government, Sport and Cultural Industries' (DLGSC) Asset Management National Framework and Guidelines, and the Integrated Planning and Reporting Framework. b. Forecasts the emergency response needs of communities across Western Australia over the next 10 years, to estimate the quantum of the facilities, appliances, vehicles, and major items of equipment that will be needed. c. Outlines a 10 year forward plan of modifications, replacements and additions required. d. Investigates the extent to which future BFB facilities can be co-located with other emergency services facilities. 3. The establishment of a Working Group involving WALGA, the Department of Fire and Emergency Services (DFES) and LGIS to oversee the preparation of the Comprehensive Asset Management Plan. 4. Support for the Comprehensive Asset Management Plan to be reviewed every five years. 5. Support for an increase in overall Local Government Grant Scheme (LGGGS) funding pool to future capital 	<p>A letter was sent to the Minister for Emergency Services and Fire and Emergency Services Commissioner advising of the State Council resolution on 25 May 2022.</p> <p>WALGA continuing advocacy on new this and other new EM positions including through the 2022-23 WALGA State Budget Submission.</p>	<p>Complete</p>	<p>Nicole Matthews Executive Manager Policy</p>

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
	<p>grants that align with the Comprehensive Asset Management Plan (as updated from time to time).</p> <p>RESOLUTION 336.4/2022</p>			
<p>1 December 2021 Item 5.3 2021 Annual General Meeting</p>	<p>That:</p> <p>1. The following resolutions from the 2021 WALGA Annual General Meeting be endorsed for action:</p> <p><u>Cost of Regional Development</u> That WALGA makes urgent representation to the State Government to address the high cost of development in regional areas for both residential and industrial land, including the prohibitive cost of utilities headworks, which has led to market failure in many regional towns.</p> <p>...</p> <p>RESOLUTION 294.7/2021</p>	<p>It is proposed to include a request for significant funding increase and re-structuring of the Regional Development Assistance Program in the WALGA submission to the 2023/24 State Budget.</p>	<p>Ongoing</p>	<p>Ian Duncan Executive Manager Infrastructure</p>
<p>1 December 2021 Item 5.11 Constitution and Governance Review</p>	<p>That the proposed Constitution and Governance Review as outlined in this report be endorsed.</p> <p>RESOLUTION 301.7/2021</p>	<p>The Governance Review Project is now well underway. A Steering Committee has been formed, with membership including the WALGA President and Deputy President, 2 State Councillors, 2 Elected Members and 2 Chief Executive Officers together with the WALGA CEO.</p> <p>Price Waterhouse Coopers (PwC) have been appointed as consultants to support the Committee through their deliberations. There will be ongoing engagement with State Council, the Zones and other stakeholders throughout the Project, with the aim of presenting an item on principles and framework to 2022 Annual General Meeting and looking to finalise a report by the end of this calendar year.</p> <p>Any proposed constitutional amendments will need to be scheduled for the 2023 WALGA AGM for Member consideration and endorsement.</p>	<p>October 2023</p>	<p>Tony Brown Executive Director Member Services</p>
<p>3 September 2021 Item 5.2 Tender Exemption Provisions – General</p>	<p>That WALGA:</p> <p>1. Adopt a new Advocacy Position Statement under ‘Local Government Legislation - Tender Exemption General Practitioner Services’:</p> <p><i>WALGA advocates for the inclusion of a tender exemption for General Practitioner (GP) services under Part 4, Division 2 of the Local Government</i></p>	<p>1. Correspondence has been sent to the Minister for Local Government advocating for this position.</p> <p>2. The Minister for Local Government held a roundtable discussion with effected Local Governments on this issue. The Ministers Office and the Department of Local Government are carrying out further research on this matter.</p>	<p>Ongoing</p>	<p>Tony Brown Executive Director Member Services</p>

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
Practitioner Services	<p><i>(Functions and General) Regulations 1996, to support Local Governments to secure and retain necessary primary health care services for their communities; and</i></p> <p>2. Undertake additional research in support of the Advocacy Position with the following aims:</p> <ol style="list-style-type: none"> Identify State and Federal Government policy settings and other factors contributing to gaps in primary health care services in regional communities; and Quantify the number of regional Local Governments that have current contracts, or are proposing to enter into contracts, for General Practitioner services and the associated costs to Local Government incurred. <p>RESOLUTION 264.5/2021</p>			
<p>3 September 2021</p> <p>Item 6.1</p> <p>Stop Puppy Farming Legislation</p>	<ol style="list-style-type: none"> That the update on the Dog Amendment (Stop Puppy Farming) Bill 2021 be noted. That: <ol style="list-style-type: none"> any additional costs incurred by a Local Government in administering the Dog Act be paid by the State Government; and the Fees and Charges set in Regulations are reviewed bi-annually and at minimum, be adjusted by the Local Government Cost Index. <p>RESOLUTION 275.5/2021</p>	Correspondence has been sent to the Minister for Local Government advising of resolution 2.	Ongoing	Tony Brown Executive Director Member Services
<p>5 May 2021</p> <p>Item 5.4</p> <p>Review of the State Industrial Relations System</p>	<p>That WALGA:</p> <ol style="list-style-type: none"> Seek confirmation from the State Government on whether it intends to re-introduce legislation for Local Governments to operate solely in the State Industrial Relations System. If the State Government reintroduces legislation to require all Local Governments to operate within the State Industrial Relations System, continue to advocate for the State Government to: 	<p>The Industrial Relations Legislation Amendment Bill 2021 (IR Bill) was given Royal Assent on 22 December 2021 as Act No. 30 of 2021. Part 1 of the <i>Industrial Relations Legislation Amendment Act 2021 (WA)</i> (IRLA Act) commenced on 22 December, which deals with preliminary matters. All other parts of the IRLA Act will be proclaimed by publishing a notice of proclamation in the Western Australian Government Gazette.</p> <p>The declaration that all Local Governments are not national system employers will have the effect of transitioning all Local Governments to the State industrial relations system</p>	Ongoing	Tony Brown Executive Director Member Services

MEETING	RESOLUTION	COMMENT	Completion Date	Officer Responsible
	<p>a. Amend the <i>Industrial Relations Act 1979</i> (WA) to include additional provisions to modernise the State IR system; and</p> <p>b. Provide adequate funding and resourcing to ensure Local Governments are equipped with the appropriate tools and training to enable a smooth transition.</p> <p>RESOLUTION 207.2/2021</p>	<p>if it is endorsed by Federal Minister for Employment and Workplace Relations, Hon Tony Burke MP.</p> <p>WALGA has written to the New Minister for Federal Minister for Employment and Workplace Relations, Hon Tony Burke MP advising that:</p> <p>(a) WA Local Governments do not support the legislation mandating Local Governments to operate in the State IR system.</p> <p>(b) However, if the political will of both the WA and Federal Governments are such that WA Local Governments will be declared to be non-national system employers under the FW Act, Local Governments and WALGA wish to work constructively with all parties to ensure any transition is smooth and appropriately resourced to minimise the impact on Local Government employers and employees.</p> <p>(c) If you elect to provide in-principal support or endorse a declaration to transfer Local Governments to the State IR system:</p> <p>i. Encourage the WA Government to agree to a six-month transitional timeframe from the 'relevant day' before Local Government are required to comply with the State IR system.</p> <p>ii. Enact Federal transitional legislation to deal with proceedings on foot in the Federal IR system at the time of the transition.</p> <p>iii. Encourage the WA Government to allocate appropriate funding and resources to assist the sector with the transition to the State IR system. Currently no funding has been committed to assist with any proposed transition.</p>		

Ordinary Council Meeting 20 October 2022

Attachment 1 Minutes of WALGA Annual General Meeting, 3 October 2022

Item 12.2 Minutes of WALGA Annual General Meeting held 3 October 2022

Annual General Meeting

Minutes

Monday, 3 October 2022

Crown Perth, Grand Ballroom

Table of Contents

1. Apologies, Announcements, Standing Orders and Previous Minutes	3
1.1 Record of Apologies	3
1.2 Announcements	3
1.3 Adoption of AGM Association Standing Orders	3
1.4 Confirmation of Previous Minutes	3
2. Adoption of Annual Report	4
3. Consideration of Executive and Member Motions	5
3.1. Road Traffic Issues	5
3.2. Car Parking and Traffic Congestion Around Schools	7
3.3. Proposal for Regional Road Maintenance Contracts with Main Roads WA	10
3.4. Northern Australia Beef Roads Program	12
3.5. 3D House Printing Building Compliance	14
3.6. South West Native Title Settlement	17
3.7. Land Offset Compensation to Local Governments	21
3.8. Review of the Rating Methodology used by the Valuer-General	23
3.9. WA Local Government Rating Model	24
3.10. Reform of the <i>Cat Act 2011</i>	26
3.11. WALGA Best Practice Governance Review – Principles	28
3.12. Special Urgent Business	32
3.12.1. Abandoned Shopping Trolleys	32
3.12.2. Mandatory Superannuation for Elected Members in Band 1 and 2 Councils	33
4. Closure	33

1. Apologies, Announcements, Standing Orders and Previous Minutes

The Chair declared the meeting open at **11:45am**.

1.1 Record of Apologies

- Shire of Carnamah
- Shire of Jerramungup
- Shire of Kellerberrin
- Shire of Sandstone
- Shire of Three Springs

1.2 Announcements

Nil

1.3 Adoption of AGM Association Standing Orders

The AGM Association Standing Orders were contained within the Agenda.

RESOLUTION

Moved: President Cr Phillip Blight, Shire of Wagin
Seconded: Cr Karen Wheatland, City of Melville

That the AGM Association Standing Orders be adopted.

CARRIED

1.4 Confirmation of Previous Minutes

The [Minutes of the 2021 WALGA Annual General Meeting](#) were contained within the Agenda.

RESOLUTION

Moved: Cr Bronwyn Ife, Town of Victoria Park
Seconded: Cr Helen Sadler, Town of Cottesloe

That the Minutes of the 2021 WALGA Annual General Meeting be confirmed as a true and correct record of proceedings.

CARRIED

2. Adoption of Annual Report

The [2021-2022 Annual Report](#), including the 2021/22 Audited Financial Statements, was distributed to members separately.

RESOLUTION

Moved: Cr Frank Cvitan JP, City of Wanneroo

Seconded: President Cr Phillip Blight, Shire of Wagin

That the 2022 Annual Report, including the 2021/22 Audited Financial Statements, be received.

CARRIED

3. Consideration of Executive and Member Motions

3.1. Road Traffic Issues

Shire of Dardanup

RESOLUTION

Moved: President Cr Michael Bennett, Shire of Dardanup
Seconded: Cr Tyrrell Gardiner, Shire of Dardanup

That WALGA Advocate on behalf of the local government sector to the State Government and in particular, Main Roads, to increase importance and weight given to local knowledge and input regarding road traffic issues including requests for speed reduction, intersection treatments and overall preventative and traffic safety measures.

CARRIED

MEMBER COMMENT

The Shire of Dardanup and its community have experienced a number of instances where preventative action was only taken after fatalities occurred on roads and intersections, despite pleas and requests from the local government, community and stakeholders.

Recent examples include the following intersections:

- Hynes Road on Forrest highway, fatalities occurred before safety concerns were addressed and speed limit reduced;
- Hynes Road on South Western Highway, fatalities occurred before safety concerns were addressed and speed limit reduced;
- South Western Highway section from Hynes Road westbound to Picton, high number of fatalities occurred before safety concerns were addressed and speed limit reduced;
- Eaton Drive numerous intersection designs, almost 10 years of traffic studies paid for by the local government as requested by Main Roads which eventually culminated in a treatment plan for all intersection that was agreed to by Main Roads South West, but rejected by Main Roads Perth request further traffic studies delaying action and deferring addressing community and safety concerns.

SECRETARIAT COMMENT

The Commissioner for Main Roads has the authority to erect, alter or take down any road sign or traffic control signal under the provisions of Regulation 297 of the *Road Traffic Code 2000*. This authority has not been delegated to Local Governments, except under very limited conditions. To effectively manage the local road network Local Governments need to work with Main Roads WA Traffic Management Services. The issues identified in the motion are consistent with the experience of other Local Governments.

In response to advocacy from WALGA and Local Governments, Main Roads WA undertook a review of the Speed Zoning Policy and Application Guidelines in 2020. Following adoption of the new policy, 52 Local Governments that had applied one or more times to amend a speed zone completed a survey undertaken by WALGA in 2021 which found that a higher proportion of applications to reduce speed limits on local roads were rejected under the new policy than was previously the case. Local Governments highlighted that the process was slow, somewhat unpredictable and lacked feedback indicating changes are required.

The proposed motion is broadly consistent with the WALGA State Council advocacy position in relation to travel speed management;

1. That the Road Safety Council initiate the development of a comprehensive speed reform plan. That the speed reform plan be designed, to meet the various needs of metropolitan, rural and remote Western Australian communities, with the aim of improving liveability, amenity and safety.
2. That a speed reform plan incorporates:
 - a. measures to ensure that Local Governments are consulted in the process of changing speed limits on the local road network, and
 - b. processes to reduce the barriers and red tape for Local Governments seeking lower speed limits in targeted locations on local urban roads.

[September 2019 – 99.6/2019]

Main Roads WA has evolved its policy position in relation to intersection treatments in the past three years such that “roundabouts or other treatments will be preferred over traffic signalisation, unless evaluation clearly demonstrates those other solutions are unsuitable”¹. There have also been significant technical changes in the modelling required, including the type of software to be used to demonstrate the effectiveness of the proposed intersection treatment². These new policies and operational requirements were introduced without adequate consideration of the long planning timeframes associated with road network development.

¹ Main Roads WA 2021 p13 [Traffic Signals Approval Policy](#)

² Main Roads WA 2021 [Operational Modelling Guidelines](#)

3.2. Car Parking and Traffic Congestion Around Schools

City of Wanneroo

RESOLUTION

Moved: Cr Frank Cvitan JP, City of Wanneroo

Seconded: Cr Glynis Parker, City of Wanneroo

That WALGA engages with the State Government on behalf of Local Government to review issues associated with car parking and traffic congestion around school sites including but not limited to:

- 1. Reviewing car parking standards for schools;**
- 2. Ensuring sufficient land is set aside for the provision of parking on school sites;**
- 3. Reviewing the co-location of schools to avoid issues being exacerbated;**
- 4. Restricting school access from major roads;**
- 5. Developing plans to enable schools to manage school traffic;**
- 6. Develop programs to educate drivers; and**
- 7. Develop options and implement initiatives to encourage alternative modes of transport to school.**

CARRIED

MEMBER COMMENT

Background

The City of Wanneroo has for some time been concerned about traffic congestion and car parking in and around school sites. In particular, the City is concerned about the car parking and congestion issues that occur over the morning drop-off and afternoon pick-up times due to the high demand and intensity of activity over relatively short periods of time. Causes seem to range from a lack of parking availability, lack of adequate drop-off and pick-up areas and driver behaviour. The results observed by the City include illegal parking and traffic movements leading to conflict and potentially dangerous situations.

As an outer metropolitan growth council, the City of Wanneroo will continue to face the issue of car parking and traffic congestion unless measures are taken to address the increasing challenges and issues associated with schools throughout the City.

It is apparent that the issue of car parking and traffic congestion around schools is not exclusive to the City of Wanneroo. It follows that a comprehensive and coordinated approach to the problem is called for. This motion is submitted to request that WALGA take a lead role in helping bring about such a solution on behalf of all member councils.

Comment

There is a need to approach the State Government to identify and implement new approaches that can contribute to a comprehensive solution. These include:

- Reviewing parking standards for educational establishments;
- Ensuring sufficient land is set aside for the provision of parking on school sites;
- Reviewing the co-location of schools to avoid issues being exacerbated;
- Restricting school access from major arterial roads;
- Developing plans to enable schools to manage school traffic;
- Develop programs to educate drivers; and
- Develop options and implement initiatives to encourage alternative modes of transport for travel to and from school.

The City's Councillors are very concerned about the issues and are supportive of the City pursuing options to reduce the problems at existing schools and prevent them from occurring where new schools are developed. An example of the problem faced in relation to traffic and congestion has been highlighted by a Councillor. Mercy College in Koondoola is located at the intersection of two major roads (Beach Road and Mirrabooka Avenue) where it has been observed that:

- At school pick-up times, cars stop along Mirrabooka Avenue, approximately 200m before the intersection of Beach Road / Mirrabooka Avenue.
- The gate at Mercy College doesn't open until about 2:45pm. Cars are banked up from 2:30, causing significant congestion issues.
- A drop off / pick up entrance along Beach Road appears to be well managed, unlike the one on Mirrabooka Avenue.

The City has operated a school parking program to provide education, manage parking and where necessary take compliance/enforcement action. The City has also worked with the Department of Transport (DOT) *Your Move* team to help in the development of safe routes to school. Despite these efforts, issues of congestion and parking problems persist.

The City acknowledges the Department of Transport (DOT) report "*The declining rate of walking and cycling to school in Perth*" issued in November 2021. The City generally supports the conclusions and recommendations of the report and looks forward to the implementation of the actions proposed.

The City is also aware of the Department of Planning, Lands and Heritage Development Control Policy 2.4: School Sites and the draft operational Policy 2.4: Planning for School Sites. The former policy has been in place since 1998 and the issues of parking and traffic congestion have continued throughout its duration. While the draft policy discusses sufficient parking and embayments and facilities for drop-off and pick-up it does not appear to have measures in place to deal with the high demand and intensity of activity over short periods of time that deal with the resultant congestion and potentially dangerous situations. There is no requirement for schools to manage the traffic they generate.

The City of Wanneroo's observations are that the issue of car parking and traffic congestion occurs at schools in the entire Local Government area regardless of the type (public or private), age and location. That is to say that the issue has been occurring for many years and according to the DOT report has become more of an issue as the rate of walking and cycling to school has declined over the past 40 years.

There is a need for WALGA, as representative of Local Government, to lead discussions with the State Government to find a solution to the issue of parking and traffic congestion around schools.

Addressing car parking provision, driver behaviour and mode of transport can help reduce the issues occurring at schools.

The City's view is that addressing school location, improving safe pedestrian and cycle access routes, provision of safe bicycle storage facilities, ensuring sufficient car parking provision and drop-of/pick-up areas are provided, improving driver behaviour through education and mode of transport can help reduce the issues occurring in and around schools. Improved and safe pedestrian and cycle routes can lead to healthier outcomes for users and can contribute to stronger connected communities.

SECRETARIAT COMMENT

This motion outlines three key requests:

1. A wide-ranging review of standards and school location

There are two main types of schools: Public schools and private schools.

Land for public schools is required to be identified and set aside as part of the structure planning and subdivision process. Public schools are considered as public works, are not controlled by local planning schemes and are exempt from the requirement to obtain development approval. Consequently, Local Governments have limited direct control over the concerns raised in the motion for new public schools. Private schools, the demand for which usually materialises after neighbourhoods are well established, are controlled by local planning schemes and the parking standards and other requirements set out in these schemes.

Draft Operational Policy 2.4 (Western Australian Planning Commission 2020) is the primary planning policy that sets standards for new schools. This draft policy “is intended to assist in addressing issues that may arise in residential areas between schools and their surroundings particularly in respect of traffic and noise generating activities, and mitigation of impacts on existing transport network and services.” The policy sets standards related to minimum number of road frontages and road types, access to active and public transport connections, and requirements to provide traffic impact assessments. The policy was drafted in 2020 and will be finalised following the review of Liveable Neighbourhoods.

Liveable Neighbourhoods is the Western Australian Planning Commission’s primary policy for the design and assessment of structure plans (regional, district and local) and subdivision for new urban (predominantly residential) areas. This policy includes a component on education facilities, including particular design requirements for schools.

The finalisation of Draft Operational Policy 2.4 and current revision of Liveable Neighbourhoods provide opportunities for Local Governments and WALGA to seek amendments to these documents in accordance with member concerns.

2. Better management of traffic by schools and development of driver education programs

Driver behaviour, as well as transport mode choice, contributes to reducing the impact of traffic congestion and safety around schools.

3. Development of options and programs to alternative modes of travel to and from school

In May 2022 WALGA State Council endorsed the Draft Active Travel to School Roadmap, subject to amending Urban Environment Initiative No 1 to “Consult local governments to identify sub-regional school transport challenges and amend existing planning guidelines and develop new guidelines where gaps exist (RESOLUTION 337.4/2022).

State Council also resolved that WALGA:

- Works with the Department of Transport to finalise the Roadmap and encourage Local Government participation in the initiatives identified where these offer solutions to the local issues encountered in each area; and
- Uses the Draft Active Travel to School Roadmap to strengthen advocacy for increased funding for walking and cycling infrastructure in Western Australia by the State and Federal Government.

WALGA has some involvement with the Active Transport to School Working Group, which is led by the Department of Transport and includes representation from the Department of Education. The Department of Transport has developed a new category within the next round of WA Bicycle Network Grants to co-fund Active Transport Officers with Local Governments. This is an evolution of the former Travel Smart Officers with the new officers having a greater role in working with schools.

3.3. Proposal for Regional Road Maintenance Contracts with Main Roads WA

Shire of Dundas

RESOLUTION

Moved: President Cr Laurene Bonza, Shire of Dundas

Seconded: Cr Sharon Warner, Shire of Dundas

That WALGA assist Local Governments and work with the Hon Minister Rita Saffioti to introduce a similar program that is currently in play in Queensland and introduce a sole invitee Program for Local Governments to engage in a Road Maintenance Performance Contract with Main Roads WA.

CARRIED

MEMBER COMMENT

On 1 April 2022, the McGowan Labour Government [announced](#) it was returning up to 660 maintenance road workers back in-house to Main Roads.

An interactive Q-Trip Funding Tool ([here](#)) provided by the Queensland Government, details the next four years of State Government and Local Government Partnership providing safer roads and sustainability to regional and remote Shires.

To enable the Shire of Dundas to be involved in the direction of WALGA to assist with issues impacting us directly, and other regional resource communities impacted by the related Acts and Regulations.

Given the recent State Government announcement, there is an opportunity for all Local Governments to look at this proposal from WA State Government on how this proposal to keep jobs in house within Main Roads WA and the possibility to work with local governments when contracting the required road maintenance to Local Governments (see [here](#)).

It is suggested that the Queensland Government model, which can be viewed [here](#), works well and allows Councils to recover costs for usage of plant and equipment and recoup plant costs as hire charges against activities to cover all maintenance, depreciation and operating costs for Local Governments as agreed when undertaking joint routine maintenance on State controlled roads.

It is important that when developing this type of model and contract terms to get the document standards and the WHS and the Main Roads Preferred Suppliers correct. In Queensland, Main Roads assisted with these requirements in a partnership arrangement.

If Local Governments across WA are allowed into this space and work for the State Government on a contractual basis, it could be an opportunity to increase revenue significantly, especially in remote rural areas across WA. This would help Council cover cost relating to new imposed WHS Reforms, Local Government Reforms, Auditing Requirements, and associated costs.

SECRETARIAT COMMENT

The decision by the State Government to move to in-sourcing road maintenance delivery and management provides new opportunities for Local Governments to participate in delivering maintenance and minor capital work on the State road network. Local Governments and Regional Organisations of Council have previously contracted to Main Roads WA to deliver road maintenance services. There were several reasons that Councils and Main Roads WA decided not to continue with these arrangements. The Association will need to understand the interest and capacity of Local

Governments to undertake road maintenance work on the State road network, to inform engagement with the State Government.

The extent and type of road works that Main Roads WA will deliver using staff and those operations that will be delivered by contract are likely to vary in different parts of the State.

3.4. Northern Australia Beef Roads Program

Shire of Dundas

RESOLUTION

Moved: President Cr Laurene Bonza, Shire of Dundas
Seconded: Cr Sharon Warner, Shire of Dundas

That WALGA work with the Hon Madeleine King MP Minister for Resources and Minister for Northern Australia to make Beef Road Funding available to all Australian Local Governments north and south, or establish a Southern Australia Beef Road Funding Program to allow for equitable support across Australia's beef and agriculture industries.

CARRIED

MEMBER COMMENT

The extension to the south of the country of Roads and Beef Road Funding will be vital to get cattle to the saleyards and be competitive with their counterparts from the North who receive [Federal Funding](#) to assist them in their efforts to transport cattle.

Reliable access has always been the most significant issue facing the community and businesses operating in the remote Northern Nullarbor region and is a serious concern for those emergency service personnel who are called upon in times of crisis. The 2019-2020 bushfires which closed the Eyre Highway (effectively the gateway into WA) is an example of inaccessibility. The Trans Access Road is the only road servicing this area and has in the past been impassable for months due to flooding. This project would deliver transport efficiencies, stimulate and support economic activity, and provide a safer access road for regular users, tourists, and emergency service personnel. The Eyre highway is the number one strategic link into Western Australia. The Trans-Access Road is the only road East linking the Aboriginal Communities, remote roadhouses, and pastoral stations. Linking the two roads increases accessibility, safety, and improves the social service access between the communities on both roads. Cattle and sheep movements can be hampered when the Trans Access Road is closed, and WA freight movements (in and out) are hampered when the Eyre highway is closed, as per the bushfire season of 2020.

This road improvement will shorten the distance from 1,041 to 91.7km (within our Shire), making traffic movements more efficient, as well as safer with a better-quality formed road. The Commodities can get to market with increased certainty, safety, and more efficiently.

This is only the situation with one road and their numerous pastoral leaseholders having the same issues in Western Australia and all the southern pastoral leaseholders across Southern Australia.

See [here](#) a map showing Northern Australia Local Government Roads receiving Funding.

SECRETARIAT COMMENT

The Northern Australia Beef Roads Program was a \$100 million Federal Government investment within the \$980 million Northern Australia Roads Program, which is delivering upgrades to high priority roads in northern Australia essential to the movement of people and freight to support the North's economic development. The Northern Australia Beef Roads Program is making targeted upgrades to key roads necessary for transporting cattle to improve the reliability, productivity and resilience of cattle supply chains in northern Australia, thereby reducing freight costs and strengthening links to markets. The Federal Government announced projects to be funded in October 2016, and the program is now nearing completion.

A key feature of the Northern Australia Beef Roads Program was the active engagement with the beef industry and transport sector to identify potential projects and modelling of different scenarios by the CSIRO using the Transport Network Strategic Investment Tool (TraNSIT) to determine the benefits and assist in prioritising projects. Success in establishing a new Beef Roads Program in Southern Australia would likely require similar support and evidence. Northern Australia provides 90% of Australia's live cattle exports³.

The Northern Australia Program is framed around the [Our North, Our Future: White Paper](#) on Developing Northern Australia, with annual statements to Parliament on progress. It is outside of the Minister for Northern Australia responsibilities to establish funding programs in other parts of Australia.

Depending on the scale of investment required, a business case detailing the costs and benefits of the proposed upgrades will be required to underpin advocacy to State and Federal Ministers. The Hon Catherine King, Minister for Infrastructure, Transport and Regional Development of Australia is a primary decision-maker when seeking funding to respond to the identified needs.

³ Office of Northern Australia 2022 ([Office of Northern Australia | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#)).

3.5. 3D House Printing Building Compliance

Shire of Dundas

RESOLUTION

Moved: President Cr Laurene Bonza, Shire of Dundas
Seconded: Cr Sharon Warner, Shire of Dundas

That WALGA requests:

- 1. Assistance from Minister for Industry and Science The Hon Ed Husic MP, Minister for Housing and Homelessness, Small Business The Hon Julie Collins MP, Minister for Infrastructure, Transport, Regional Development and Local Government The Hon Catherine King MP to work with Ministers from all State and Territory Governments who have Building and Construction in their portfolios, to collaborate and to consider removing impediments within the National Construction Code Series and associated Australian Standards, that dissuade industry from adopting 3D printing as a building method.**
- 2. That the Government provide instruments to incentivise private industry to develop 3D printing and include this as an acceptable building practice.**

CARRIED

MEMBER COMMENT

Australia's construction industry may be in for a shake-up, with the arrival of commercial 3D house-printing technology capable of slashing build times and costs.

On the heels of the country's first 3D-printed house – erected in three days Melbourne in January - COBOD, an international leader in the disruptive field, has partnered with Australian company Fortex to distribute its equipment.

COBOD has spearheaded the development of 3D house-printing, having sold about 50 systems featuring multifunctional construction robots across the globe since 2019. They were used to help build the first single-, two- and three-storey 3D-printed dwellings in Europe, the first 3D-printed house and school in Africa, and first wind turbine tower base.

Unfortunately, laws, codes and regulations rarely keep pace with technology. This is the case for using 3D printing to construct houses.

The Shire of Dundas Elected Members supported this motion at the [Ordinary Council Meeting on 28 July 2022](#) (item 10.1.2 WALGA AGM item – 3D Building Compliance).

Australia is currently experiencing an unprecedented housing crisis. Staff and material shortages are now affecting all industries and especially impacting critical industries like housing construction. The construction of buildings in Australia is controlled through a legislative framework that includes reference to the need to comply with the National Construction Code (NCC) and the Building Code Australia (BCA). The NCC is a uniform set of technical provisions for the design and construction of buildings and other structures, including building systems throughout Australia. In WA the NCC/BCA is called up in the *Building Act 2011* and the Building Regulations 2012. It is a statutory requirement that a building or system must be demonstrated to achieve NCC/BCA compliance. The NCC is a performance-based code, containing all performance requirements for the construction of buildings. It's built around a hierarchy of guidance and code compliance levels, with the performance requirements being the minimum level that buildings, building elements, and systems must meet. A building will comply with the NCC if it satisfies the performance requirements, which are the mandatory requirements of the NCC. The performance requirements are also supported by general requirements. These cover other aspects of applying the

NCC including its' interpretation, reference documents, the acceptance of design and construction, including related evidence of suitability/documentation, and the classification of buildings within the NCC. The key to the performance-based NCC is that there is no obligation to adopt any particular material, component, design factor or construction method. This provides for a choice of compliance pathways.

At the [National General Assembly on 19-22 June 2022](#), Motion number 100 was presented by Murray River Council NSW.

Motion number 100 Murray River Council NSW

This National General Assembly calls on the Australian Government to collaborate with local government to remove impediments within the National Construction Code Series (BCA) and associated Australian Standards, that dissuade industry from adopting 3D printing, and the Government provide instruments to incentivise private industry to develop 3D printing.

OBJECTIVE

There is mounting financial pressure on governments, with limited fiscal levers available, to slow the price trajectory of housing. Major change across any industry is difficult for profit-driven entities, especially smaller players, to orchestrate, as simply the risk is high, the financial capacity is limited, and the reward will soon be diluted across their competitors. There are investigations into housing affordability occurring in NSW already, which is commendable. Further opportunities can be harvested if the state partners with local government to review the building codes (which by default do not currently reflect the new technology).

KEY ARGUMENTS

Often the scale of the research and development required is beyond even the most affluent or well-resourced. The longer an industry has been in existence, the harder it is to change, amplified by the educational institutions and financial commitments that both have long lead times and future commitments. Furthermore, regulations (in this instance building codes and standards) are always slow to change and are often an even bigger impediment. In August 2021, the first 3D printed houses were sold in the USA. The investment in research and development in 3D printed structures over the next few years in many counties, largely driven by price pressures, government policies, international treaty obligations, but also because of the frailty of global supply chains, is profound.

Housing affordability is now becoming critical, yet the policy levers appear to be slow moving. Although it will take some time to achieve, the initial indicators are that 3D Printed houses will lower prices. Therefore, it would be prudent to adapt our rules to facilitate.

References

- <https://www.jdsupra.com/legalnews/not-your-average-desktop-printer-how-3d-3943618/>
- <https://www.canberratimes.com.au/story/7785621/3d-printers-set-to-disrupt-building-sector/>
- https://www.dezeen.com/2021/08/31/east-17th-street-residences-3d-printed-homes-icon-austin/
- <https://www.procore.com/jobsite/6-of-the-worlds-most-impressive-3d-printed-buildings/https://all3dp.com/2/best-companies-building-3d-printed-houses/>

Statutory Environment

- [National Construction Code \(NCC\)](#)

SECRETARIAT COMMENT

Changes to the National Construction Code - All components used for building work in Australia must meet certain performance and legal requirements. These requirements help ensure that buildings are safe, healthy for occupants and maintain performance over the expected life of a building. Following a building fire in Melbourne Docklands in 2014, and the cladding fire at Grenfell Tower in London in 2017 which killed 72 people, all State and Territory Building Ministers agreed to an assessment of the effectiveness of building compliance systems across Australia. The resulting Building Confidence Report, released in 2018, identified that problems exist with building product safety in Australia. Subsequently, all Building Ministers agreed to the development of a National Product Assurance Framework to strengthen building product performance requirements. A discussion paper outlining the proposed framework was released by the Australian Building Codes Board in 2021 and can be found [here](#). Any change allowing new forms of construction would require substantial evidence to be presented by industry to the Australian Building Codes Board.

Alternative construction methods such as modular buildings, buildings with pre-engineered components and Structural Insulated Panels (SIPS panels) have risen in popularity in Western Australia in recent years, partly in response to supply chain issues and labour shortages. For example, a display home was built in Mandurah from SIPS panels that was supplied and installed in 16 weeks. Strategies that seek to promote diverse housing options, supply and sustainability should consider the suite of alternative construction methods.

3.6. South West Native Title Settlement

Shire of Gingin

RESOLUTION

Moved: President Cr Wayne Fewster, Shire of Gingin

Seconded: Cr Andrea Vis, Shire of Gingin

That WALGA advocate to the State Government that Local Governments be provided with the full list of potential land to be requested for transfer as part of the South West Native Title Settlement and that a minimum of three months be provided for Council to provide feedback.

CARRIED

MEMBER COMMENT

The Shire of Gingin and many other Local Governments are being requested to consider parcels of land to be allocated for transfer as part of the South West Native Title Settlement.

The Shire of Gingin has received its third request, totalling approximately 45 parcels of land, for consultation as part of this process and in each instance is provided only 40 days to provide feedback to the Department.

For each land parcel in question, which can be numerous, Council is requested to consider the following:

1. Is the Shire supportive of the transfer of this land to the Noongar People under the Settlement?
2. Does the Shire have any interest in the land?
3. Does the Shire have existing or planned infrastructure within the land parcel that requires protection? If yes, please provide details and advise if access to this infrastructure will need to be maintained.
4. Is the land parcel subject to any mandatory connection to services?
5. Are any future proposals for the land identified? Please provide detail of what is proposed and in what timeframe?
6. Are there any future proposals for adjoining land that may affect the land identified in the spreadsheet? If so, in what timeframe?
7. Please advise of any proposed planning scheme amendments that may affect the zoning of this land at a State or Local Government level. If a scheme amendment is to occur, what is the change proposed and when will it come into effect?
8. Please advise of any known land management issues such as site contamination, hazards, debris or rubbish dumping, unauthorised land use and environmental considerations (such as inundation or similar site constraints).
9. Please provide any additional comments on the proposed transfer of this land as part of the Settlement.

The 40-day consultation does not provide any ability for Local Government to consult with the community regarding Council's support for the land transfer and as such is ignorant as to the changes in land management.

Local Governments, as part of this process, are not advised as to any intent for the future purpose of the land and/or how it is proposed to be managed into the future and this is creating angst as part of the consultation with Council. For example, it is difficult for any Local Government to approve the transfer of the land without understanding as to what purpose the land is being requested for and who will manage the area, and will it be freehold transfer? This advice may be as simple as the site is

requested for cultural significance or for commercial purposes and will be administered by SWLCC as a reserve vested.

The Shire of Gingin, through consultation with the Department, have been advised that within the Shire there are an additional some 230 more locations identified for potential transfer. The Shire, and all Local Governments, should be provided this full list to be able to undertake early due diligence on the land identified.

Without knowing what other Councils are being requested to consider, the Shire requested the Department to ensure that the Shire of Gingin and other Local Governments are not being targeted due to the commercial potential for land. There should be more clarity surrounding the lands that have been requested and identified across all Local Government and this be publicly accessible.

SECRETARIAT COMMENT

Background on the South West Native Title Settlement (Settlement):

The Settlement, in the form of six Indigenous Land Use Agreements (ILUAs), is a landmark native title agreement negotiated between the Noongar people and the State Government of Western Australia (State). The Settlement officially commenced on 25 February 2021, followed by the establishment of the Noongar Boodja Trust and the appointment of Perpetual as the initial Noongar Boodja Trustee on 29 March 2021. Following commencement, as prescribed by the ILUAs, native title rights and interests were surrendered on 13 April 2021, in exchange for a negotiated package of benefits that the State is delivering.

The Noongar Land Estate is a key benefit under the Settlement and will be comprised of up to 300,000 hectares of land handed over as reserve, and up to 20,000 hectares of land transferred in freehold. The first transfers of land to create the NLE were executed by all parties on 14 July 2021. The Department of Planning, Lands and Heritage (DPLH) is the agency responsible for the delivery of the NLE, on behalf of the Minister for Lands. The NLE is intended to provide significant opportunities for the Noongar people to achieve sustainable economic, social and cultural outcomes. The land to be transferred to the NLE is primarily drawn from unallocated Crown land (UCL), unmanaged reserves (UMR) and Aboriginal Lands Trust (ALT) properties within the Settlement area and will be determined through the ILUA-prescribed land identification, assessment and eventual transfer processes managed by DPLH over the five year ILUA implementation period. This work is undertaken consultatively with the Trustee, SWALSC and a broad range of key stakeholders.

A key component of this process is the Assessment Phase, at which point DPLH consults with stakeholders, including Local Government. Consultation with Local Government in this manner is consistent with general Crown land administration requirements, where tenure matters are referred for comment under section 14 of the *Land Administration Act 1997* (LAA). Referrals to Local Governments under the Settlement request detail (if available) on the following:

- whether there are existing interests in the land parcels under consideration for inclusion in the NLE that cannot be met elsewhere;
- whether there are future proposals for the same land or land within the same general location;
- whether there are planning scheme amendments that could affect future use of the land;
- whether there are other relevant land use, land management or land development issues; and
- any other advice they may wish to provide in relation to the subject land.

WALGA asked DPLH if it would it be possible to advise each Local Government of all of the land under consideration within their area at the same time, and DPLH responded as follows:

DPLH regularly provides Local Government Authorities (LGAs) with a list of unallocated Crown land (UCL) and unmanaged reserves (UMR) that may be eligible for inclusion in the Noongar

Land Estate within the boundaries of the LGA. This information is provided upon the request of the LGA, in the spirit of proactive and transparent engagement with key stakeholders.

Importantly, DPLH advise that the list provided is reflective of land under consideration at a specific point in time and may be subject to change. Further, all LGAs are advised that DPLH are progressing land through the Phases of the Noongar Land Base Strategy (Strategy) at Annexure J to ILUAs for the Settlement. The Strategy provides an agreed process to be followed and includes a five-year timeframe for the staged delivery of the full 320,000 hectare Noongar Land Estate. As a result, DPLH will likely engage with a number of the involved LGAs numerous times during the five-year period.

WALGA asked DPLH if a 3 month consultation period would be considered, and DPLH responded as follows:

Consultation with LGAs is consistent with general Crown land administration requirements, where tenure matters are referred for comment under section 14 of the LAA. The 40 day timeframe for consultation is prescribed by the Noongar Land Base Strategy (Strategy) at Annexure J to the ILUAs. The sections of the ILUA (including the Settlement Terms) can only be varied by agreement in writing that is executed by or on behalf of the State, each of the Government parties, each Regional Corporation or the relevant Native Title Agreement Group and the Central Services Corporation.

The timeframe for consultation with LGAs is outlined under the Strategy and is intended to ensure the structured delivery of State Government and Trustee for the Noongar Boodja Trust (Trustee) obligations relating to the handover of land. DPLH would also like to emphasise that the LGAs are asked to consider the change of tenure only, not a proposal for the use / development of the land.

The Strategy and therefore the activities of DPLH are consistent with best practice Crown land administration activities, though with prescribed timeframes to ensure adherence to tight project timeframes. The referral questions posed by DPLH during consultation with LGAs are intended to collect detail on what is known to apply to the land at the time of the referral, noting that detailed due diligence and site-specific investigations would need to be undertaken by the Trustee at the point of land use / land development. In the event that an LGA is unable to provide the detailed information within the 40 day timeframe, DPLH is able to discuss and possibly grant timeframe extensions on a case-by-case basis.

WALGA asked DPLH if it was possible to advise Local Governments, at the time of request, as to the intended use of each parcel of land eg cultural or economic development, and DPLH responded as follows:

This information is not provided to DPLH by the representatives of the Noongar people. Instead, the flexible reserve purpose of Noongar Social, Cultural and / or Economic Benefit and the flexibility provided by delivering freehold tenure allows for land to be used by the Trustee in line with the aspirations of the Noongar people – in accordance with the applicable statutory and policy framework. LGAs will retain standard decision-making powers relevant to the use and management of land, under the Local Planning Scheme / Town Planning Scheme and any applicable statute.

The Noongar Land Estate will be a diverse landholding across the six ILUA Areas and approximately 101 involved LGAs. The consultation process undertaken by DPLH is intended to ensure that LGAs can disclose relevant information to inform the decision-making of the Trustee as to whether or not the land should be included in the Noongar Land Estate. Decisions around whether or not land is Cultural Land, Development Land or a combination of both is for the Trustee to make in consultation with the relevant Noongar Regional Corporation after land is accepted for transfer, and may have relevance to the future management of the land.

However, LGAs can safely assume that land included into the Noongar Land Estate will be used and managed in accordance with the applicable zoning.

WALGA advised DPLH that generally, a Local Government would consult with their local community about changes to the use of Local Government managed land, and that the 40 day consultation timeframe did not allow for this. DPLH responded as follows:

LGAs may elect to undertake consultation with community regarding tenure change proposals, but it is not a requirement of the Strategy nor of the State Government more broadly. DPLH recommends that the standard approach taken by LGAs for any other Crown land administration matters referred by DPLH is the example to follow.

Community consultation may be more appropriate at the point of a development proposal being submitted to the LGA by the Trustee, as all detail requested above would be known and consultation can be well-informed. It is understood that consultation with community on development proposals is commonly undertaken by LGAs before consideration of a proposal by Council.

Please be advised that UCL and UMR (and Crown land more broadly) are the jurisdiction of the Minister for Lands, and while LGAs may have a role in regulating or to an extent managing UCL and UMR, this role does not form an interest in the land or a veto power for tenure proposals over the land.

DPLH made the additional further comment:

DPLH undertakes comprehensive consultation on land under consideration for possible inclusion in the Noongar Land Estate to obtain any and all information that may be relevant to the future use and management of the land by the Trustee. This includes all relevant LGAs and key State Agencies including the Department of Mines, Industry Regulation and Safety, the Department of Biodiversity, Conservation and Attractions and the Department of Water and Environmental Regulation. Service providers are also consulted on each land parcel.

All are provided with a 40 day timeframe for providing a response. At present, DPLH is actively progressing approximately 100,000 hectares of land across the six ILUA Areas through the Phases of the Strategy towards formal offer to the Trustee. The scope of this process is substantial, so the timeframes within the Strategy are critical for ensuring information collection can occur in a timely manner.

3.7. Land Offset Compensation to Local Governments

Shire of Gingin

RESOLUTION

Moved: President Cr Wayne Fewster, Shire of Gingin

Seconded: Cr Andrea Vis, Shire of Gingin

That WALGA advocate to the State Government that the Developer requiring land offsets should be required to provide the offsets within the Local Government where the clearing occurs and where this is not possible, the Developer requiring land offsets within another Local Government be required to pay a fee to the Local Government for the loss of rates and ongoing maintenance of infrastructure to the Land.

CARRIED

MEMBER COMMENT

It is proposed that Councils similar to the Shire of Gingin who are having large sections of rateable land locked away due to Developer Land Offsets need to be compensated for the loss of revenue.

The Shire of Gingin recently met with the Department of Biodiversity, Conservation and Attractions (DBCA) representatives regarding this matter, and they agreed that the Shire of Gingin is being targeted due to the type of Banksia bush that is within the Shire. The Shire of Gingin is not and will not be the only Local Government targeted through this type of scheme into the future.

The issues for the Shire of Gingin, other Local Governments and future Local Governments are as follows:

1. The requirement of land offsets is currently 1/7. Being that for every acre of land required by a developer, seven acres needs to be provided as offset.
2. What is currently rateable land for the Shire is being purchased and then handed to DPIRD for management.
3. The Shire of Gingin's loss of rates on a once off may seem minimal (last year the reduction was approximately \$10,000) but accumulating every year and then compounding becomes a significant amount of future income.
4. Council still needs to maintain the assets surrounding the site, providing access and egress from the blocks for DBCA and other adjoining ratepayers.
5. The land within the Shire of Gingin is in high demand due to its proximity to the metropolitan area and intensive agriculture and horticulture is dominant.
6. DBCA receives a 7-year management payment from the Developer to manage the newly offset land which is not enough for DBCA to manage the property, yet Council receives nothing other than a negative rates bill and continuous maintenance cost.
7. Whilst the metropolitan based Developer is making large amounts of money from the development and the metropolitan Council is receiving an increased rate book, the loser in the equation is the Local Government where the land is being offset and DBCA.
8. The current amount of non-Rateable land within the Shire is in excess of 30% and growing each year.
9. The additional land that is added to DBCA requires this Department to be appropriately funded, however advice received is that DBCA is underfunded and this in turn affects Local Government in regard to land management and increased fire risk.

The Shire of Gingin is not unique with this matter, however we are being significantly affected at this current time and will be well into the future and as such, request that WALGA advocate to the State to ensure that Local Governments losing rateable land through offset purchases are properly compensated for the loss of rates and continued maintenance.

SECRETARIAT COMMENT

In Western Australia, there are many reasons for land being transferred for public purposes to the Crown. In parts of the State, these lands represent significant portions of the total Local Government area, for example Local Governments with extensive areas of National Parks and State Forest.

The State Government Offsets Register shows offset land acquisitions or land transfers to conservation within these Local Government areas: Shires of Dandaragan, Gingin, Chittering, Waroona, Harvey, Augusta-Margaret River, Cities of Bunbury, Busselton, Mandurah and in the Perth metropolitan region.

Over 50 per cent of new housing construction in the Perth and Peel region is expected to be provided through greenfield development, indicating that the issue identified by the Shire of Gingin is likely to persist.

The requirement to provide environmental offsets is legislated through the Environmental Protection Act 1986 (WA) and under Part 9 of the *Environmental Protection and Biodiversity Conservation Act 1999* (Commonwealth). In Western Australia, offsets are implemented through the WA Environmental Offsets [Framework](#). A [review](#) of this framework was conducted in 2019.

WALGA's comments on the review advocated for adequate resourcing to manage offset lands to address any biosecurity and bush fire risk implications and to require that Local Governments be consulted regarding any proposed offsets in their areas. These points were also raised in WALGA Submissions on the Strategic Assessment for Perth and Peel and the [WA offset metrics guidelines](#).

Under the WA [Environmental Offsets Guidelines](#), it is the responsibility of the proponent to consult all relevant stakeholders regarding offsets, particularly those directly affected, including Local Government. The Guidelines identify the Department of Biodiversity, Conservation and Attractions (DBCA) as the key stakeholder in relation to offset planning due to their role as specialist scientific advisor and manager of the State's conservation lands.

In May 2022, the State Government released the Native Vegetation Policy for Western Australia, with a five year Implementation Roadmap which includes improvements to the environmental offsets framework. This will provide WALGA with the opportunity for continued advocacy on this issue.

3.8. Review of the Rating Methodology used by the Valuer-General

Shire of Serpentine Jarrahdale

RESOLUTION

Moved: President Cr Michelle Rich, Shire of Serpentine Jarrahdale

Seconded: President Cr Wayne Fewster, Shire of Gingin

Advocate for a full review of the rating methodology used by the Valuer-General to value all land in the State of Western Australia.

CARRIED

MEMBER COMMENT

The Valuer-General is an entity created under the *Valuation of Land Act 1978*. The Valuer-General forms part of Landgate's functions.

Landgate valuers conduct independent valuations of property based on the Gross Rental Values (GRVs) or and Unimproved Values (UVs) of a property.

These valuations are used by local governments, government agencies and emergency services as a basis to determine property rates, service charges and levies as well as land tax.

In Victoria, valuations are conducted using the capital improved value of a property. Capital improved value is based on the value of the land plus the buildings on it and any other capital improvements. This method may provide a more fair and equitable assessment of the value of land across various land uses in Western Australia including agriculture, residential, commercial and mining. This in turn would provide a more fair and equitable basis for local government rating.

A review of rating methodologies set in the *Valuation of Land Act 1978* would ensure that valuation methods relied upon by local government represent the most appropriate method.

SECRETARIAT COMMENT

WALGA currently does not have an advocacy position on which is the most appropriate valuation methodology.

3.9. WA Local Government Rating Model

Shire of Gingin

MEMBER MOTION

That WALGA advocate to the State Government and the Valuer Generals' Office that a different rating model be trialled across several Councils whereby the Unimproved Value rate is abolished, and all properties are rated for Gross Rental Value or Capital Value.

THE SHIRE OF GINGIN WITHDREW THE MOTION

MEMBER COMMENT

The Shire of Gingin and many other Local Governments struggle to have appropriate rates raised that are adequate for the correct use of the land within the Shire that addresses the impacts that these ratepayers have on the Shire's Assets.

For example, within the Shire of Gingin, there are large numbers of Unimproved Value (UV) rated properties that have large scale infrastructure servicing significant commercial operations but are captured within the definition as a Rural Pursuit. Some of these properties have tens of millions of dollars of infrastructure but only contribute a UV valuation and an additional differential rate.

If all properties were rated Gross Rental Value (GRV) or the rates based on Capital Value (value that the land would likely sell for on the open market), all rural land would still hold an appropriate GRV/Capital Value that would not be too dissimilar to their current rates, however those that intensify their land would achieve a naturally higher GRV/Capital Value making the rating across a Shire far more equitable, easier to manage and would simplify and reduce the cost of the valuation process.

Whilst not every Council may wish to take this step, it is proposed that the Local Government has the ability to review and decide if it wishes to remove the UV rate. With the Valuer Generals' Office conducting routine valuations for both UV and GRV it would not be out of the question for the valuation to be changed to meet this process.

It is noted that within South Australia and Victoria 89% of the Local Governments use Capital Value, Tasmania is progressing to Capital Value whilst New South Wales is based on Land Value only, Northern Territory is based only on Unimproved Capital Value, Queensland is Site Value and Unimproved Value and the ACT is Unimproved Value only. It is clear that whilst there is a range of valuations across Australia there is a bias growing towards utilising Capital Value of Land.

For example, we have a location within the Shire that has a water license and two bore holes. Whilst this is the extent of the infrastructure, they pump water out 24/7 for bottling in Perth, a GRV/Capital Value would be much higher in value to Council than the minimum rates currently being received. This company has significant heavy vehicles utilising Council roads every day of the week to keep up with the demand and creates significant road maintenance issues for Council.

The impacts of water licenses within the Shire have been dramatic as they are now a strong trading commodity and have doubled the value of land with a water license, yet it is not being considered by the Valuer Generals' Office as part of the overall valuation assessment of the land. Water licenses are incredibly valuable to producers as it increases their productivity and profits from smaller properties and as water licenses are very difficult to access, as allocations are full in most areas, many are trading or selling off portions of licenses clearly showing that water licenses have an inherent value that is increasing rapidly.

Again, the Shire calls on WALGA to advocate to the Minister and Valuer Generals' Office to undertake a review of the rating system to either abolish the UV valuation or provide the ability for the Local Government to choose its rating structure.

SECRETARIAT COMMENT

WALGA currently does not have an advocacy position on which is the most appropriate valuation methodology.

3.10. Reform of the *Cat Act 2011*

Shire of Capel

RESOLUTION

Moved: Cr Rosina Mogg, Shire of Capel

Seconded: Cr Christine Terranroy, Shire of Capel

That the WA Local Government sector requests the WA State Government prioritise reforms to the *Cat Act 2011*, in accordance with the Statutory Review undertaken and tabled in the State Parliament on 27 November 2019.

CARRIED

MEMBER COMMENT

Background

The Western Australian State Government through the (then) Department of Local Government released a Discussion Paper (January 2011) titled *Proposal for Domestic Cat Control Legislation*.

This consultation and proposed reform process ultimately led to the *Cat Act 2011* (Cat Act) receiving Royal Assent on 1 November 2012. The Cat Act fully commenced in 2013 and was introduced to:

- provide for the control and management of cats; and
- promote and encourage the responsible ownership of cats, and for related matters.

The Department of Local Government, Sport and Cultural Industries (DLGSC) commenced a statutory review of the *Cat Act 2011* and the *Dog Amendment Act 2013* in May 2019. The review undertaken by DLGSC was tabled in the WA Parliament by the Minister for Local Government on 27 November 2019.

Findings of the Review in relation to Cat Act included:

2. Registration of cats is strongly supported. The current three options for periods of registration should remain.
3. Registration periods for cats and dogs should be the same.
4. A central registration database for cats should be explored.
5. Feedback indicated that the wearing of collars and tags achieves the purpose of enabling a cat to be identified by rangers — including making it obvious that it is a domestic cat that has an owner. There is strong support for this to continue with no change.
6. Strong support from the public, local governments and industry exists for the practice of microchipping cats to continue.
7. Improvements could be made to the way microchip details are stored — this could be in either a national or State-based database.
8. Feedback indicated that education on the current requirements of microchipping, focusing on obligations of owners/breeders/rescues when a cat is transferred to a new owner and the need to keep information up-to-date, is necessary to achieve the desired outcomes of reuniting pets with their owners and the obligations of being a responsible cat owner.
9. There is strong support for cat numbers and confinement/curfews of cats to be implemented State-wide (in legislation) rather than through individual local laws — to provide consistency among local governments.
10. As a means of controlling cat numbers, there were multiple requests in the feedback received for the Cat Act to be brought into alignment with the Dog Act by placing greater restrictions on cat owners in relation to the number of cats that people can own.
11. The provisions in the Cat Act for cats to be sterilised should remain.
12. Feedback indicated that the age of cat sterilisation should be lowered, although further expert consultation on this will be needed.

Outcomes from the Statutory Review were:

- The *Dog Amendment (Stop Puppy Farming) Act 2021* received Royal Assent on 22 December 2021 with the aim to:
 - to amend the Dog Act 1976 to provide for matters relating to the sterilisation and breeding of dogs and the supply of dogs to and by relevant pet shop businesses;
 - to amend the Dog Act 1976 and the Cat Act 2011 to provide for a centralised registration system; and
 - to make other amendments to the Dog Act 1976

No further amendments, nor reforms of the *Cat Act 2011* have occurred since.

Comment

Any proposed changes to cat control measures should include public consultation.

The Shire of Capel hopes the State Government prioritises reforms of the Cat Act, similar to recent reforms with the Dog Act and Animal Welfare regulations.

The Shire of Capel supports a review of current cat control measures and to look at initiatives to better protect native wildlife, along with an accompanying education campaign.

Many Local Governments throughout the State have looked at similar reforms recently, however the current Act inhibits the control of cats and their impacts on native wildlife.

Shire understands that many people in the community love cats, with reforms looking to find a balance between valued family pets and protecting our unique and in some cases, endangered native animals.

SECRETARIAT COMMENT

This is a developing issue in the sector. A number of Local Governments have already attempted to make Cat Local Laws that seek to prohibit cats from roaming, require cats to be securely kept on premises of the owner, and prohibited from being in any public place. Parliament's Delegated Legislation Committee has disallowed a number of such attempts on the grounds that the local law-making head of power in the Cat Act does not contemplate local laws to be made for these purposes.

The Committees views are summarised in this excerpt from the Annual Report 2016 (Report 89 at 5.32):

In each of these cases, the Committee considered that the relevant provisions of the local law were inconsistent with or repugnant to the provisions of the Cat Act 2011 which:

- *allow for cats to be in public places unless they do not comply with the provisions of the Act requiring registration, microchipping and sterilisation*
- *empower the making of local laws prohibiting cats in certain specified areas.*

WALGA's current advocacy position supports a review of the Cat Act that will introduce broader powers of cat control.

3.11. WALGA Best Practice Governance Review – Principles

Executive Member motion

RESOLUTION

Moved: Cr Paul Kelly, Town of Claremont
Seconded: President Cr Phillip Blight, Shire of Wagin

That:

1. The update on the Best Practice Governance Review project be noted, and
2. The principles to inform WALGA's future governance model, as follows and as per the attached *Principles* document, be endorsed:
 - a. **Representative** – WALGA unites and represents the entire Local Government sector in WA and understands the diverse nature and needs of members, regional communities and economies.
 - b. **Responsive** – WALGA is an agile association which acts quickly to respond to the needs of members and stakeholders.
 - c. **Results Oriented** – WALGA dedicates resources and efforts to secure the best outcomes for Local Government and supports the delivery of high-quality projects, programs and services.

CARRIED

Attachment

- *WALGA Best Practice Governance Review: Principles*

Background

State Council commissioned the WALGA Best Practice Governance Review in March 2022 to ensure that WALGA's governance model is contemporary and agile and maximises engagement with members.

Governance Reviews allow organisations to re-examine their membership structure, constitution, board role, board composition, governance approach and policies.

For WALGA, the Best Practice Governance Review represents an opportunity to review and reshape the governance model to ensure WALGA is well-placed to:

- Deliver strong, clear, focused, and consistent policy positions on strategic matters of the most importance to Local Governments in WA,
- Drive advocacy outcomes and impact on behalf of Local Government in WA, and the communities they serve, and
- Embed agility and responsiveness, ensuring member concerns are heard, respected, and represented in a timely, efficient, and effective manner.

There are several drivers for the review.

WALGA's [Corporate Strategy 2020-2025](#) identifies the governance model as a key enabler of performance, with the following description: *We have contemporary governance and engagement models.*

Member and stakeholder feedback from a range of sources over several years has highlighted dissatisfaction with the governance model. Specifically, feedback relates to:

- **Structure** – WALGA’s governance structure is seen by members and stakeholders as creating roadblocks, hindering decision-making, and holding WALGA back.
- **Responsiveness** – there is a perception among members and stakeholders that WALGA’s governance model is slow and bureaucratic in an environment that requires agility.
- **Prioritisation and focus** – members and stakeholders acknowledge the challenges of developing unified Local Government policy positions and advocacy priorities given the diversity of Local Government sector interests.
- **Transparency and accountability** – feedback from members and stakeholders suggests that WALGA should be more transparent about its decision-making processes.
- **Zones** – Feedback from members and stakeholders in relation to Zones and Zone meetings is mixed. A proportion of WALGA’s membership believes that Zones are not as representative, strategic nor effective as they potentially could be.

Legislative reforms could also impact WALGA’s governance arrangements. The Minister for Local Government’s reforms to the *Local Government Act 1995* propose to remove WALGA from being constituted under the Local Government Act. Secondly, the Review of WA’s *Industrial Relations Act 1979* provides an opportunity for WALGA to be constituted as a registered employer organisation, which would enable WALGA to make applications in its own right on behalf of the sector.

Following several reviews and amendments, the Best Practice Governance Review also represents an opportunity to ensure alignment between WALGA’s governance documentation. In addition, State Council resolved in September 2021 for amendments to the Constitution to be developed to deal with matters related to State Councillors’ candidature for State or Federal elections.

To undertake the Best Practice Governance Review, State Council appointed a Steering Committee comprising the following members:

President Cr Karen Chappel JP	WALGA President (Chair)
Cr Paul Kelly	WALGA Deputy President
President Cr Phil Blight	Country State Councillor
Mayor Carol Adams OAM	Metropolitan State Councillor
President Cr David Menzel, Shire of Wyndham East Kimberley	Country Elected Member
Mayor Albert Jacob, City of Joondalup	Metropolitan Elected Member
Andrew Sharpe, City of Albany	Country Chief Executive Officer
David MacLennan, City of Vincent	Metropolitan Chief Executive Officer
Nick Sloan	WALGA Chief Executive Officer

The Steering Committee is supported by consultants PwC and WALGA officers, Tony Brown, Executive Director Member Services, Tim Lane, Manager Corporate and Association Governance, and Kathy Robertson, Executive Officer Governance.

The Steering Committee has met five times to late August and has:

- Endorsed terms of reference and an overarching project plan
- Considered the 2019 review including previous deliberations and outcomes
- Commissioned and considered work on comparator membership-based advocacy organisations:
 - Australian Hotels Association (AHA)
 - Australian Medical Association (AMA)
 - Chamber of Minerals and Energy (CME)
 - Chamber of Commerce and Industry (CCI)
 - Pharmacy Guild of WA

- Reviewed governance models of Local Government Associations in other States and New Zealand:
 - Local Government New South Wales (LGNSW)
 - Municipal Association of Victoria (MAV)
 - Local Government Association of Tasmania (LGAT)
 - Local Government Association of South Australia (LGASA)
 - Local Government Association of Queensland (LGAQ)
 - Local Government Association of the Northern Territory (LGAT)
 - Local Government New Zealand (LGNZ)
- Adopted a timeline for the way forward including member consultation and engagement, and
- Endorsed principles to be presented to the membership at the 2022 Annual General Meeting as per this agenda item.

SECRETARIAT COMMENT

Supported by State Council, the Steering Committee is putting forward principles to this Annual General Meeting to gauge member support for progressing the Best Practice Governance Review to the development of potential options for member consultation and engagement.

The principles put forward by the Steering Committee and endorsed by State Council at their 22 August 2022 Special Meeting, will guide the development of potential models for member consultation.

As per the attached Principles document, the three principles – Representative, Responsive and Results Oriented – comprise three or four components, component descriptions and governance implications.

Embedded in the governance implications are considerations for potential changes as well as principles that will be adhered to in the development of model options.

For instance, the principles propose that WALGA's governing body will:

- Maintain equal metropolitan and country representation,
- Continue the practice of electing the President from and by the governing body, and
- Facilitate responsive decision making with clear processes for members to influence policy and advocacy.

Potential models may be considered by the Steering Committee, and subsequently State Council and WALGA members, that could:

- Potentially lead to a reduction in the size of the governing body,
- Consider alternative election arrangements to the governing body, and
- Consider alternative arrangements to the existing Zones.

Following consideration of the principles at the 2022 Annual General Meeting, as per this item, an extensive consultation and engagement process will be undertaken with members on potential governance model options.

The consultation and engagement process will be undertaken during October, November, and December 2022. Feedback from member submissions, workshops, and discussions will inform a final report to be considered at February 2023 Zone meetings and subsequently, the March 2023 State Council meeting.

Constitutional amendments will then be prepared for consideration by State Council followed by the broader membership at the 2023 Annual General Meeting. As per WALGA's Constitution, amendments to the Constitution require endorsement by a 75 percent majority at both State Council and a general meeting of members.

The principles are put forward for member consideration.

Item 3.11 – Attachment: WALGA Best Practice Governance Review Principles

	Principle	Principle component	Component description	Governance implications
Representative	WALGA unites and represents the entire local government sector in WA and understands the diverse nature and needs of Local Government members, regional communities and economies.	Composition	The composition of WALGA's governance model represents Local Government members from metropolitan and country councils	The governing body will maintain equal country and metropolitan local government representation
		Size	An appropriate number of representatives oversees WALGA's governance	Potential reduction in the size of the overarching governing body
		Diversity	WALGA's governance reflects the diversity and experience of its Local Government members	Potential for the introduction of a mechanism to ensure the governance model comprises an appropriate diversity of skills and experience
		Election Process	Considers the processes by which WALGA's governance positions are elected and appointed	Consideration of alternative election and appointment arrangements, with the President to be elected by and from the governing body
Responsive	WALGA is an agile association which acts quickly to respond to the needs of Local Government members and stakeholders.	Timely Decision Making	WALGA's governance supports timely decision making	WALGA's governance model facilitates responsive decision making
		Engaged Decision Making	WALGA's Local Government members are engaged in decision making processes	WALGA's governance model facilitates clear and accessible processes for Local Government members to influence policy and advocacy with consideration to alternatives to the existing zone structure
		Agility	Considers the flexibility of WALGA's governance to adapt to changing circumstances	WALGA's governance model is agile and future proofed for external changes
Results Oriented	WALGA dedicates resources and efforts to secure the best outcomes for Local Government members and supports the delivery of high-quality projects, programs and services.	Focus	Considers the clarity and separation of responsibilities and accountabilities of WALGA's governance	Governance bodies have clearly defined responsibilities and accountabilities, with the capacity to prioritise and focus on strategic issues
		Value Added Decision Making	Facilitates opportunities for value to be added to decision making	Adoption of best practice board processes, and introduction of governance structures that are empowered to inform decisions
		Continuous Improvement	Considers regular review processes for components of the governance model, their purpose and achieved outcomes	WALGA's governance is regularly reviewed every 3 to 5 years to ensure the best outcomes are achieved for Local Government members

3.12. Special Urgent Business

Two items of Special Urgent Business were submitted to the meeting for consideration.

3.12.1. Abandoned Shopping Trolleys

City of Cockburn

RESOLUTION

Moved: Mayor Logan Howlett JP, City of Cockburn
Seconded: Cr Tarun Dewan, City of Cockburn

That the members agree that the following item of Special Urgent Business relating to Abandoned Shopping Trolleys be considered.

ABSOLUTE MAJORITY DECISION REQUIRED

CARRIED BY ABSOLUTE MAJORITY

MEMBER COMMENT

Many Local Governments (particularly metropolitan and regional areas) in Western Australia and other parts of Australia continue to experience abandoned shopping trolleys in suburbs adjacent to shopping centres.

While some local governments have introduced various policies, it remains as an issue for communities where shopping trolleys are left abandoned in their neighbourhoods.

The owners of supermarkets respond in different ways to the collection of these shopping trolleys or not all, even those that are known as national retailers.

Local Governments increasingly are collecting these trolleys, impounding them, charging a fee to the retailer to collect them, and in some cases are left to dispose of the shopping trolleys to scrap merchants when they remain uncollected.

RESOLUTION

Moved: Mayor Logan Howlett
Seconded: Cr Tarun Dewan

That this meeting supports the recent petition to be tabled in the Legislative Council, Parliament of Western Australia, "Removal and Abandonment of Shopping Trolleys 22-0017" calling on the State Government to implement stringent and uniform shopping trolley containment laws for the whole state of Western Australia.

CARRIED

3.12.2. Mandatory Superannuation for Elected Members in Band 1 and 2 Councils

City of Gosnells

RESOLUTION

Moved: Cr Sarah Patterson, City of Gosnells

Seconded: Cr David Goode JP, City of Gosnells

That the members agree that the following item of Special Urgent Business relating to Mandatory Superannuation for Elected Members in Band 1 and 2 Councils be considered.

ABSOLUTE MAJORITY DECISION REQUIRED
CARRIED BY ABSOLUTE MAJORITY

MEMBER COMMENT

The exclusion of superannuation for Elected Members has significant financial implications for young Elected Members and disproportionately for women.

Minister Carey this morning expressed his support for mandatory superannuation for Local Government Elected Members in Band 1 and Band 2 Councils. Minister Carey acknowledged financial implications are cost prohibitive for Band 3 and Band 4 Local Governments. Which is why, we ask for the support of mandatory superannuation for Bands 1 and 2 and voluntary for Bands 3 and 4.

RESOLUTION

Moved: Cr Sarah Patterson, City of Gosnells

Seconded: Cr David Goode JP, City of Gosnells

That this meeting supports requesting WALGA to advocate for the Local Government reforms to include mandatory superannuation for elected members of Band 1 and Band 2 Councils and supports the optional payment of superannuation for Band 3 and 4 Councils.

CARRIED

4. Closure

The Chair declared the meeting closed at 12:43pm.

DECLARATION

These Minutes will be confirmed at the 2023 Annual General Meeting.