

# Ordinary Council Meeting Agenda

*24 May 2022*

*3.30pm*



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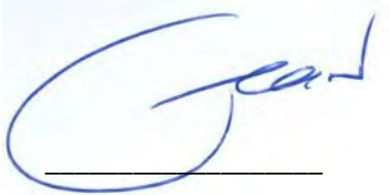


**Shire of Dalwallinu**

**NOTICE OF MEETING**

NOTICE is hereby given that the next Ordinary Meeting of Council of the Shire of Dalwallinu will be held on Tuesday, 24 May 2022 in the Council Chambers, Dalwallinu commencing at 3.30pm.

Signed:



Jean Knight

**Chief Executive Officer**

17 / 5 / 2022

Date

**DISCLAIMER**

No responsibility whatsoever is implied or accepted by the Shire of Dalwallinu for any act, omission or statement or intimation occurring during Council/Committee meetings or during formal/informal conversations with staff. The Shire of Dalwallinu disclaims any liability for any loss whatsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council/Committee meetings or discussions. Any person or legal entity that acts or fails to act in reliance upon any statement does so at that person's and or legal entity's own risk.

In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for license, any statement or limitation or approval made by a member of officer of the Shire of Dalwallinu during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of Dalwallinu. The Shire of Dalwallinu warns that anyone who has an application lodged with the Shire of Dalwallinu must obtain and only should rely on WRITTEN CONFIRMATION of the outcome of the application and any conditions attaching to the decision made by the Shire of Dalwallinu in respect of the application.



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## **SHIRE OF DALWALLINU**

**AGENDA** for the Ordinary Meeting of Council to be held at the Council Chambers, Shire Administration Centre, Dalwallinu on Tuesday 24 May 2022 at 3.30pm.

### **1 OPENING & ANNOUNCEMENT OF VISITORS**

The Chairperson (President) opened the meeting at \_\_\_\_\_ pm.

### **2 ANNOUNCEMENTS OF PRESIDING MEMBER**

### **3 ATTENDANCE RECORD**

#### **3.1 Present**

Shire President	Cr KL Carter
Deputy Shire President	Cr SC Carter
	Cr KJ Christian
	Cr JL Counsel
	Cr DS Cream
	Cr MM Harms
	Cr KM McNeill
	Cr NW Mills
Chief Executive Officer	Mrs JM Knight
Executive Assistant	Mrs DJ Whitehead

#### **Public**

#### **3.2 Apologies**

#### **3.3 Leave of Absence Previously Granted**

### **4 DECLARATIONS OF INTEREST**

### **5 PUBLIC QUESTION TIME**



**6 MINUTES OF PREVIOUS MEETINGS**

**6.1 Ordinary Council Meeting – 26 April 2022**

**MOTION**

Moved           Cr  
Seconded       Cr

That the Minutes of the Ordinary Meeting of Council held 26 April 2022 be confirmed.

**0/0**

**7 PETITIONS/PRESENTATIONS/DEPUTATIONS/DELEGATES/REPORTS/SUBMISSIONS**

**7.1 Petitions**

**7.2 Presentations**

**7.3 Deputations**

**7.4 Delegates Reports/Submissions**

**8 METHOD OF DEALING WITH AGENDA BUSINESS (SHOW OF HANDS)**



## **9 REPORTS**

### **9.1 WORKS & SERVICES**

There were nil reports this month for Works & Services.



## 9.2 PLANNING & DEVELOPMENT

### 9.2.1 Workforce Accommodation (DA 112122)\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Quality Builders P/L
<b>File Ref</b>	A535
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Doug Burke, Manager Planning & Development Services
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Attachments</b>	Supporting Documentation

#### Purpose of Report

Council is requested to consider an application for approval to allow for the proposed development of a transportable dwelling for 'Workforce Accommodation' on the subject property as submitted by the applicant on 14 April 2022.

The proposed development requires discretionary approval from the Council.

It is recommended that the proposed development be approved subject to given conditions.

#### Background

Subject Property:	Lot 1539 Hourigan Road, East Damboring
Land Use Zoning:	Rural
Property Owner:	Arizona P/L
Applicant:	Quality Builders P/L
Consent Authority:	Shire of Dalwallinu Council
Proposed Development:	Workforce Accommodation
Value of Development:	\$270.9K
Outside Consultation:	Nil

The proposal is for placement of a transportable premanufactured accommodation unit on the subject property (refer to attachment) in close proximity to insitu infrastructure; e.g. existing homestead and sheds.

The proposed building, will be a 4 bedroom unit with a footprint of 1204m<sup>2</sup>. It will be constructed on concrete bases with steel framing, compressed fibre wall cladding and finished with a colorbond roof.

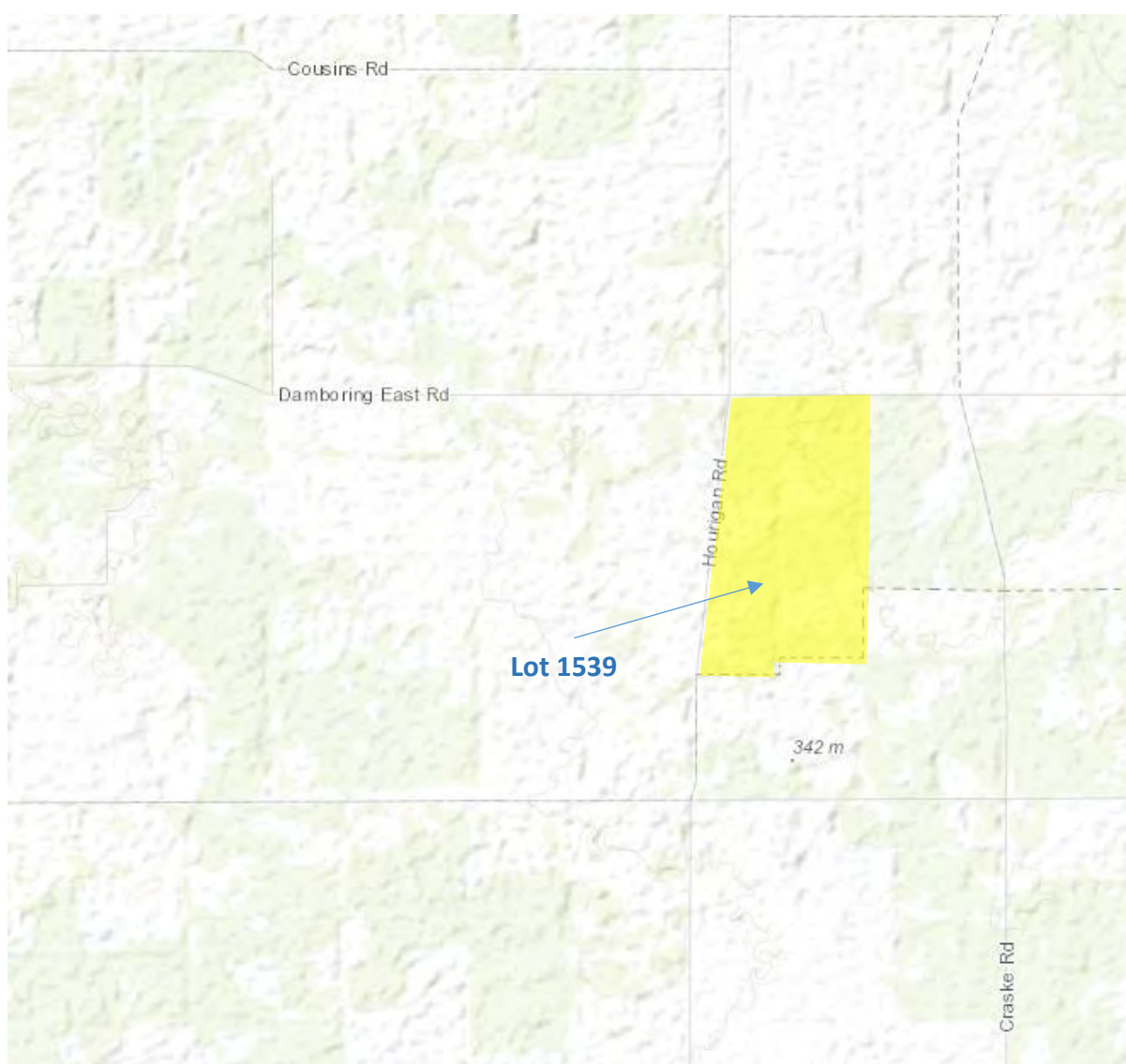


***‘Workforce Accommodation’ is defined under the Planning and Development (Local Planning Schemes) Regulations 2015 as being:***

***premises, which may include modular or relocatable buildings, used —***

- (a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis; and***
- (b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors.***

The subject property is zoned ‘Rural’ under the *Shire of Dalwallinu Planning Scheme N° 2*. Workforce accommodation is discretionary under the Local Planning Scheme. This means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.



**Site of Proposed Development**



## Consultation

There is no requirement nor impetus to seek consultation with near neighbours, the wider community nor any government agency with regard to the matter.

## Legislative Implications

### State

#### *Planning and Development Act 2005*

The *Planning and Development Act 2005* directs that that any development referred to within the Scheme is not to be commenced or carried out without approval being obtained. Any determination of an application for such development is to be considered under those matters referred to in the *Planning and Development (Local Planning Schemes) Regulation 2015*.

In considering an application for development approval, Council is to have due regard to the following matters to the extent that, in the opinion of Council, those matters that are relevant to the development the subject of the application. In assessing the development application, the matters listed in Section 67 of the *Planning and Development (Local Planning Schemes) Regulation 2015* have been taken into consideration for the preparation of this report and are addressed as follows:

'Matters for Consideration'	Comments
The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	<p>The following Schemes are applicable:</p> <p><i>Shire of Dalwallinu Planning Scheme N<sup>o</sup> 2</i></p> <p>The applicable objective for the Rural land use zone is:</p> <p><i>'To provide for a range of rural pursuits that are compatible with the capability of the land and retain the rural character and amenity of the location.'</i></p> <p><i>'To support sustainable farming practices and the retention of remnant vegetation.'</i></p> <p><i>'To prevent any development that may affect the viability of a holding.'</i></p>
The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving.	<p>There are no proposed amendments in progress that would affect a determination.</p> <p>There are no other planning instruments currently being considered.</p>



Any approved State planning policy	<p><i>State Planning Policy 2.5 – Rural Planning</i></p> <p>This policy seeks to limit the introduction of sensitive land uses that may compromise existing and future primary production on rural land. In considering these zones and land uses, the Western Australia Planning Commission's (WAPC) position is that:</p> <p><i>'where primary production sites require caretakers' dwellings for management or operational purposes, these dwellings should not be considered a sensitive land use, noting that occupational health and workplace safety requirements will apply'</i></p>
Any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d)	Nil identified.
Any policy of the Commission	Nil applicable
Any policy of the State	Nil applicable
Any local planning policy for the Scheme area	Nil applicable
Any structure plan, activity centre plan or local development plan that relates to the development	Nil applicable
Any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	Nil applicable
In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	Not applicable
The built heritage conservation of any place that is of cultural significance;	No items of cultural significance noted



The effect of the proposal on the cultural heritage significance of the area in which the development is located;	Nil impact
The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the effect of the height, bulk, scale, orientation and appearance of the development	The proposed development is regarded as being ancillary to existing development on the site and suitable in the context of its siting.
<p>The amenity of the locality including the following —</p> <ul style="list-style-type: none"> <li>(i) environmental impacts of the development;</li> <li>(ii) the character of the locality;</li> <li>(iii) social impacts of the development</li> </ul>	Nil issues identified
The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	Nil
Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	<p>The surrounding land uses are predominantly rural with cropping being the major use.</p> <p>Native vegetation was cleared from the site many years ago to enable agricultural activities. There is no evidence of significant trees or other vegetation of note that should be retained.</p>
The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk	The land does not have a history of experiencing these types of events.



The suitability of the land for the development taking into account the possible risk to human health or safety	Nil issues identified that would pose a possible risk to occupants/workers.
<p>the adequacy of —</p> <p>(i) the proposed means of access to and egress from the site; and</p> <p>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles</p>	<p>Frontage to an unsealed road (Hourigan) and an unsealed road (Damboring East).</p> <p>Adequate parking available on the section of the allotment reserved for infrastructure and vehicular access.</p>
The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety	Employee vehicles and motorised agricultural implements.
<p>The availability and adequacy for the development of the following —</p> <p>(i) public transport services;</p> <p>(ii) public utility services;</p> <p>(iii) storage, management and collection of waste;</p> <p>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> <p>(v) access by older people and people with disability</p>	<p>No public transport services available.</p> <p>Electricity and potable water are available.</p> <p>Solid waste can be adequately stored and removed from site to an approved landfill.</p> <p>A wastewater treatment system will be developed onsite to service the approved development.</p> <p>The development is not a public access facility and as such the provision of equitable access for pedestrians, cyclists and older people or those with a disability is not envisioned nor set as a requirement.</p>
The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	Nil impact anticipated.
The history of the site where the development is to be located	Prior/current use was as a private property previously cleared of native vegetation to allow for cereal cropping.



The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	Nil identified
Any submissions received on the application	N/A
The comments or submissions received from any authority consulted under clause 66	N/A
Any other planning consideration the Council considers appropriate	Nil

### **Policy Implications**

Nil

### **Financial Implications**

Nil

### **Strategic Implications**

*The Shire of Dalwallinu Local Planning Strategy 2013.*

The Planning Strategy mission statement recognises that:

*'The Dalwallinu Shire endeavours to meet the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.'*

The primary objective for the agricultural areas is to:

*'Promote the continued contribution of the agricultural sector in Dalwallinu and the surrounding district.'*

### **Site Inspection**

A site inspection was not undertaken.

### **Triple Bottom Line Assessment**

#### Economic implications

There are no known significant economic implications associated with this proposal.

#### Social implications

There are no known significant social implications associated with this proposal.

#### Environmental implications

There are no known significant environmental implications associated with this proposal.

### **Officer Comment**

An assessment and recommendation has been prepared (the subject of this report) taking into account all relevant provisions of the Act and associated regulations.



The Local Planning Scheme cites that notwithstanding the right to develop a single house on an existing lot, residential development in the Rural zone shall comply with the specific requirements of the Council, however these shall not be less than those specified for the Residential Design Code R2, with the exception of lot area.

The erection of more than one (1) single house per lot will generally not be supported, except where it can be demonstrated that the additional houses are for workers accommodation.

All proposals for development in the Rural zone must have regard to both on-site and off-site impacts and, where necessary, should be accompanied by information identifying—

- a) environmental values and any environmental risks;
- b) the potential for land use conflict;
- c) the potential impacts and restrictions on allowed uses on adjacent or nearby locations;
- d) the separation distances and/or buffers relating to a potentially incompatible land use which need to be provided on-site and the appropriate conditions relating to subdivision and development.

The documents supporting the application (refer to attachments) adequately address the points raised in the Local Planning Scheme that require consideration. It is understood that the proposed development will enhance the productivity of the property without having undue impact upon the immediate or neighbouring natural or built environment.

Council may determine an application for development approval by —

- a) granting development approval without conditions; or
- b) granting development approval with conditions; or
- c) refusing to grant development approval.

It is recommended that the proposed development be approved subject to given conditions.

#### **Officer Recommendation**

That Council approve the development application (DA 112122) for Lot 1539 Hourigan Road, East Damboring pursuant to Section 68(2) of the *Planning and Development (Local Planning Schemes) Regulation 2015* subject to the following conditions:

1. The development (Workforce Accommodation) is to be carried out in accordance with the documents endorsed with the Shire's stamp, except where amended by other conditions of this consent. If there is any inconsistency between the above documents, the most recent document shall prevail to the extent of the inconsistency. However, the conditions of this consent shall prevail to the extent of any inconsistency;
2. Without further approval from Shire of Dalwallinu Council, in writing, this approval will lapse and have no force or effect after two years of the date of this permit.



## Recommendation/Resolution

### MOTION

Moved            Cr  
Seconded       Cr

0/0

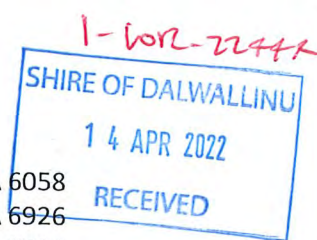




**QUALITY BUILDERS PTY LTD**

20 Walters Way Forrestfield WA 6058  
PO Box 303 Kalamunda WA 6926  
Ph: 9454 9700 Fax: 9454 9711

ABN: 51 881 383 907



12/4/2022

Attn: Planning Department  
Shire of Dalwallinu  
PO Box 141  
Dalwallinu WA 6609

To Whom It May Concern,

**RE: DEVELOPMENT APPLICATION**

We wish to apply for a Development Application for a transportable dwelling to be constructed in accordance with the plans and specifications enclosed. The dwelling will be used for a Farm Manager.

The dwelling is for *Arizona Pty Ltd (Shane Bradford)* of PO Box 23, Ballidu WA 6606, and will be situated on the property known as *1179 Hourigan Road, East Damboring WA 6606*.

The contract price for the home is \$270,956.51.

If you have any queries please don't hesitate to contact me.

Yours sincerely

**ELYSIA OMODEI**  
Client Liaison Manager



## APPLICATION FOR PLANNING CONSENT

### Owner Details

Name: Arizona Pty Ltd

ABN (if applicable): 67 557 786 257

Postal Address: PO Box 23, Ballidu WA Post Code: 6606

Phone Number: 0427 743 035

Email: touellefarms@outlook.com

Signature: *A Brachford* Date: 27/03/2022

### Applicant Details (if different to owner)

Name: Quality Builders Pty Ltd

Postal Address: PO Box 303, Kalamunda WA Post Code: 6926

Phone Number: 9454 9700

Email: elysia@qualitybuilders.com.au

Signature: *E. S. S.* Date: 28/3/2022

### Property Details

Lot N°: 1539 Volume N°: 1114 Diagram N°:

Street N°: 1179 Street Name: Hourigan Road Town/Locality: East Damboring

### Proposed Development

Description of proposed development: Construction of 4 bed 2 bath new 3 load transportable dwelling for farm manager

Approximate Cost of Development: \$ 270,956.51

Estimated Time of Completion: 9 Months

## 5.12 Rural Development

(a)

- Environmental values include maintaining flora and fauna around the central area of the farm buildings where sheds, machinery etc. are located. There will be no unnecessary clearing or excavation of land and water will still flow into the nearby dam.
- The environmental risks are minimal if any. The house pad will be levelled on current cropping land to allow the accommodation to be away from the noise of the main shed. The current drainage waterway will be covered and a new channel rerouted around the building. This will ensure that when there is heavy rain the water can still flow downhill into the nearby dam.

(b)

- There is no potential for land use conflict as the house will be located near the other workers accommodation and a machinery shed, on land I own. The nearest neighboring residential home is more than a kilometer away, so no view would be obstructed or any other issue created by our home.

(c)

- There will be no potential impacts or restrictions created on the allowed uses of adjacent or nearby locations as they are a considerable distance from this building site. The surrounding land owned by others will still be utilised as it was before, with no impact from this building.

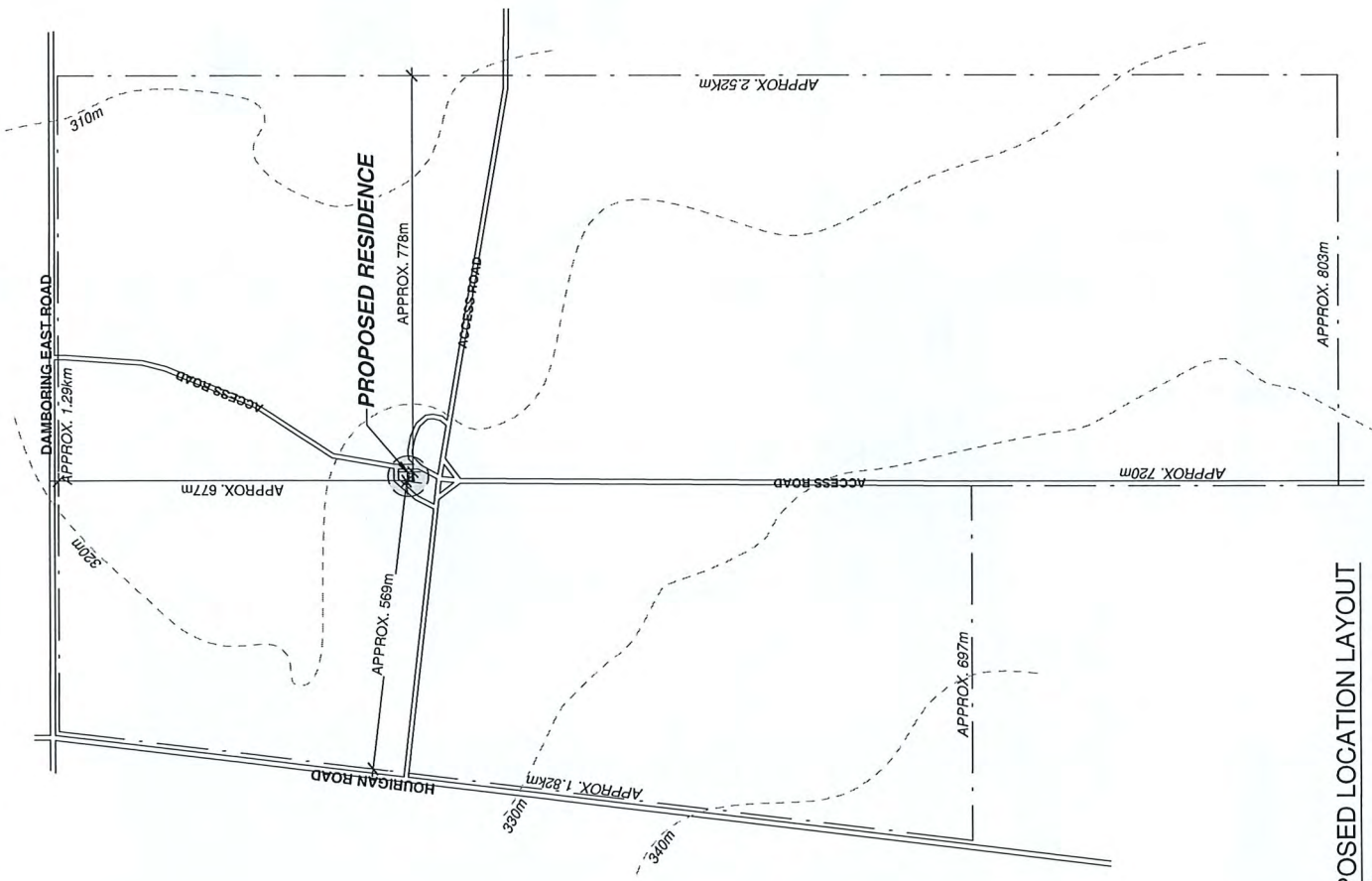
(d)

- No separation distances or buffers are needed on site. I own the surrounding land, hence there will be no potential incompatible usage of the land, as mentioned in (c). Therefore, no subdivision or development will be necessary or will occur due to this.

SHIRE OF DALWALLINU  
14 APR 2022  
RECEIVED

18

1-162-22444



1 PROPOSED LOCATION LAYOUT  
A08 1 : 10000

# FOR APPROVAL

**TRANS HOMES**  
A Division Of Quality Builders  
PO Box 303, Kalamunda WA 6926  
(08) 9454 9522  
www.qualitybuilders.com.au



B	UPDATED SITE LAYOUT	RIR	17/02/2022		
A	ADDED LOCATION SITE LAYOUT & SUB FLOOR VENT	RIR	05/01/2022		
ISSUE	AMENDMENT	BY	DATE		

SHEET CONTENT:

## LOCATION LAYOUT

DATE:	DRAWN BY:	CHECKED BY:
05/01/2022	RIR	EO
SCALE:	1 : 10000	

PROPOSED RESIDENCE FOR

ARIZONA PTY. LTD.  
LOT 1569 (#1179) HOURIGAN ROAD,  
EAST DAMBORING, 6606

PROJECT NO.	DWG. NO.	REV.
TR359	A08	B
		A3

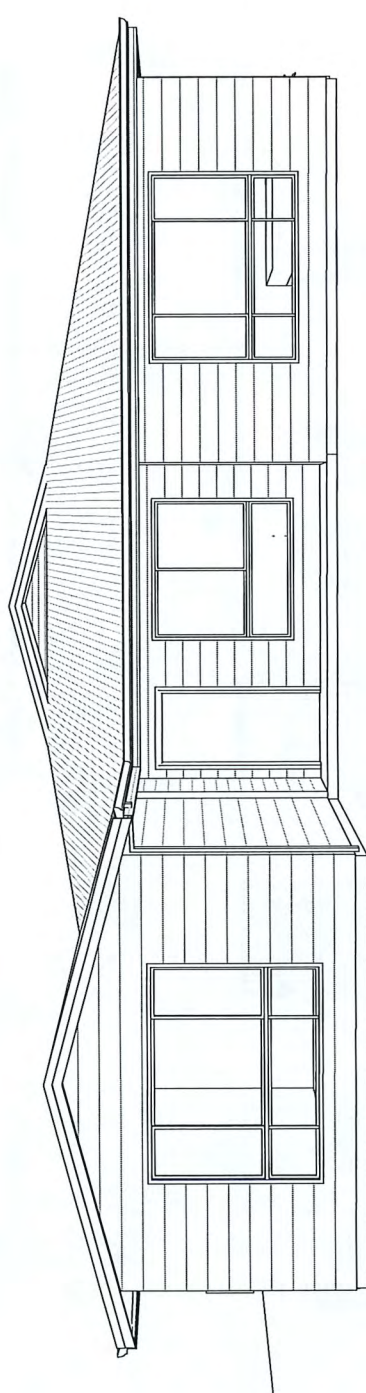
1-COR-22442

SHIRE OF DALWALLINGU  
14 APR 2022  
RECEIVED

FOR APPROVAL

PROPOSED RESIDENCE FOR  
ARIZONA PTY. LTD.  
LOT 1569 (#1179) HOURIGAN ROAD,  
EAST DAMBORING, 6606

PROJECT NO. TR359  
DWG. NO. A00  
REV. E



SHEET CONTENT:


ARTIST'S PERSPECTIVE

DATE: 29/04/2021  
CHECKED BY: EO

DRAWN BY: RIR  
SCALE: A3

ISSUE	BY	DATE
E	RIR	25/11/2021
D	RIR	25/09/2021
C	RIR	28/05/2021
B	RIR	03/05/2021
A	RIR	29/04/2021

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PO Box 303, Kalamunda WA 6926  
(08) 9454 9522  
www.qualitybuilders.com.au



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# GENERAL NOTES:

- DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS SHOWN ON THIS PLAN ARE TO STEEL FRAME AND DO NOT INCLUDE EXTERNAL CLADDING OR INTERNAL LINING WIDTH.
- CONTRACTORS TO CHECK DIMENSIONS AND LOCATIONS OF ALL DIMENSIONS AND ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.
- CONTRACTORS TO CHECK DIMENSIONS AND LOCATIONS OF ALL DIMENSIONS AND ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.

## CLIENT NOTE:

READ IN CONJUNCTION WITH ADDENDA

## INTERNAL OPENINGS:

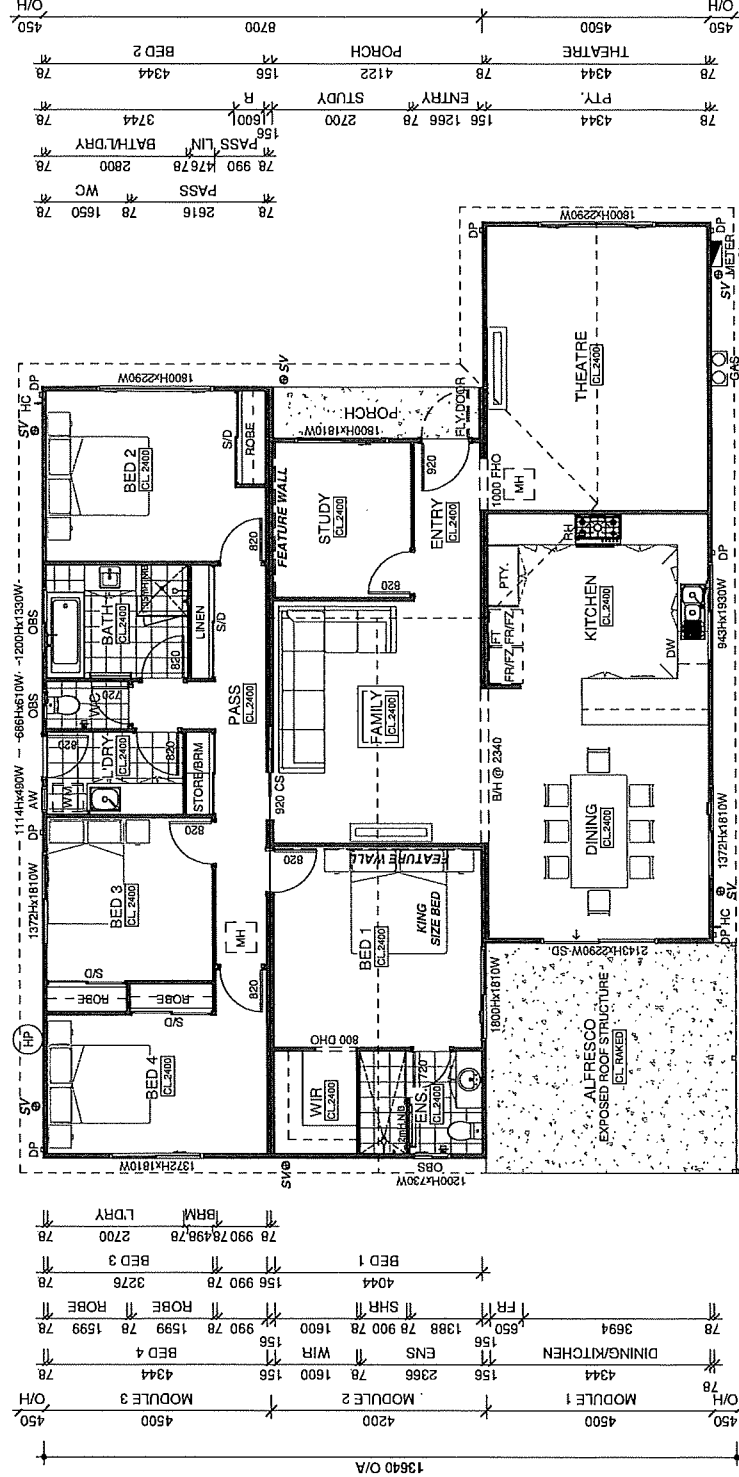
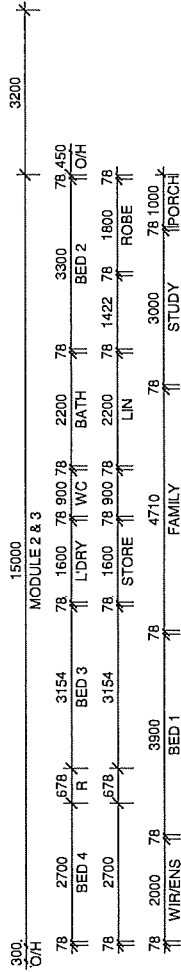
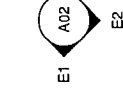
DWG. DOOR HEIGHT OPENING 2040mm A.F.L.  
UNLESS OTHERWISE NOTED.

## ABBREVIATION LEGEND

A/C AIR CONDITIONING UNIT - SPLIT TYPE  
RCHD RANGEROOD  
LBO UNDERBENCH OVEN  
FR/PZ FRIDGE / FREEZER RECESS  
WM WASHING MACHINE RECESS  
TRH TOILET ROLL HOLDER  
DTR DOUBLE TOWEL RAIL  
MNTL MANTLING  
BRM BROOM  
OBS OBTUSE  
HC HOSE TAP  
DP DOWN PIPE  
SV SUB-FLOOR VENT

## STRUCTURAL NOTES

- TRIPLE GRIP FIXING TO BOTH SIDE OF EACH END OF ROOF TRUSS.
- ROOF SHEET SCREW FIXING TO EVERY SECOND RIB IN TO ROOF BATTEN.



ELECTRICITY ENTRY

WATER ENTRY

1 FLOOR PLAN  
A01 1:100

FOR APPROVAL

SHEET CONTENT:

FLOOR PLAN

PROPOSED RESIDENCE FOR

ARIZONA PTY. LTD.  
LOT 1569 (#1179) HOURIGAN ROAD,  
EAST DAMBORING, 6606

TRANS HOMES  
A Division of Quality Builders  
PO Box 303, Kalamunda WA 6926  
(08) 9454 9522  
www.qualitybuilders.com.au

ISSUE  
A 1st DRAFT  
BY  
DATE

DATE  
29/04/2021  
SCALE: 1:100

CHECKED BY: EO  
DRAWN BY: RIR

PROJECT NO. TR359  
DWG. NO. A01

REV.  
I

### 9.3 CORPORATE SERVICES

#### 9.3.1 Accounts for Payment for April 2022\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Shire of Dalwallinu
<b>File Ref</b>	FM/9 Financial Reporting
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Christie Andrews, Senior Finance Officer
<b>Supervised by</b>	Ally Bryant, Manager Corporate Services
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Attachments</b>	Summary of Accounts for Payment

#### **Purpose of Report**

Council is requested to consider the acceptance and approval of the Schedule of Accounts for Payment.

#### **Background**

A list of invoices paid for the month of April 2022 from the Municipal Account, to the sum of \$1,596,057.82 paid by EFT is attached together with a list of bank fees, payroll, direct debit payments, loan payments and transfer to Term Deposits. These payments total \$1,877,306.38. There were no payments from the Trust Account. Total payments from all accounts being \$1,877,306.38 have been listed for Council's ratification.

#### **Consultation**

In accordance with the requirements of the *Local Government Act 1995* a list of accounts paid, by approval of the Chief Executive Officer under Council's delegated authority, is to be completed for each month showing:

- The payees names
- The amount of the payments
- Sufficient information to identify the payment
- The date of the payment

The attached list meets the requirements of the Financial Regulations,

In addition to the above statutory requirements, Financial Management Regulation Section 13(4) requires 'the total of the other outstanding accounts be calculated and a statement be presented to Council at the next Council meeting'.

#### **Legislative Implications**

##### State

*Local Government Act 1995*

*Local Government (Financial Management) Regulations 1996*



## Policy Implications

Nil

## Financial Implications

Payments are in accordance with the adopted revised budget for 2021/2022.

## Strategic Implications

Nil

## Site Inspection

Not applicable

## Triple Bottom Line Assessment

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## Officer Comment

Accounts for Payments are in accordance with the adopted revised budget for 2021/2022 or authorised by separate resolution.

## Officer Recommendation

That Council, in accordance with the requirements of sections 13(1), 13(3), and 13(4) of the *Local Government (Financial Management) Regulations 1996* a list of payments made in April 2022 under Chief Executive Officer's delegated authority is endorsed in respect to the following bank accounts:

Municipal Fund Account totalling \$1,877,306.38 consisting of:

EFT Payments (EFT13107-EFT13203)	\$1,596,057.82
EFT Payments (Payroll)	\$121,962.00
Direct Debit – Superannuation (DD16617.1-11, DD16634.1-12 & DD16647.1-12)	\$38,121.47
Direct Debit – Credit Card (DD16642.1)	\$6,288.33
Direct Debit – Housing Bonds (DD16621.1 & DD16633.1)	\$1,772.00
Direct Debit – Gym Equipment Lease (DD16615.1)	\$5,144.45
Direct Debit – Payments to Department of Transport	\$71,764.85
Bank Fees	\$446.03
Loan Payment Loan 157 – Dalwallinu Discovery Centre	\$35,749.43



## Recommendation/Resolution

### MOTION

Moved            Cr  
Seconded       Cr

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT13107	07/04/2022	On Hold On Line	Monthly on hold message - Apr 22	1		77.00
INV INV2629	05/04/2022	On Hold On Line	Monthly on hold message - Apr 22		77.00	
EFT13108	07/04/2022	KEITH LESLIE CARTER	Member attendance fees - Q3	1		2,273.92
INV MEMBEE28	03/2022	KEITH LESLIE CARTER	Member attendance fees - Q3, Member travel allowance - Q3		2,273.92	
EFT13109	07/04/2022	KAREN MARIE MCNEILL	Member attendance fees - Q3	1		460.00
INV MEMBEE28	03/2022	KAREN MARIE MCNEILL	Member attendance fees - Q3		460.00	
EFT13110	07/04/2022	EDWARD JAMES RICHARDS	Return of venue & key bond paid 31/3/22 for hire 2/4/22	1		120.00
INV BONDRE05	04/2022	EDWARD JAMES RICHARDS	Return of venue & key bond paid 31/3/22 for hire 2/4/22		120.00	
EFT13111	07/04/2022	JOHN R WALLIS ENGINEERING	Assorted goods January to March 2022	1		5,063.82
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	1 x box LX2 grease cartridges, 1 x 20LTS ELC Coolant for DL122		359.00	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Drag chain - wide deck float trailer		139.00	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	28 x 3/4 " bolts and nuts for DL122		249.20	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Repairs to two chain saws		495.00	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	2 x N51L battery for generator		260.80	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Wire rope & clamp - sewearge scheme, Spark plug - sundry plant,		495.56	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Camlock, hosetail, clamp - DL10324, Bolt & washer - oval dam,			
			White mud flap - DL10324, Fuel filter - DL420, Bolt, nut &			
			washer for DL10324, JB weld - pool, Pipe joiners - sewerage			
			scheme, Hose clamp - Dalwallinu oval, Poly metric pressure fitting			
			- sewerage lagoon, Bolt & washer - DL9039, Brake clean - stores			
			Mudflaps for DL147			
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	3 " suction hose and various camlock fittings - pump @ Pithara		137.90	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Dam		794.85	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	Repairs to Honda earth auger		398.20	
INV INV-227510	01/2022	JOHN R WALLIS ENGINEERING	20ltr 85/140 gear oil for DL122		128.00	

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
INV INV-225710/01/2022		JOHN R WALLIS ENGINEERING	Repair plate compactor, Repair vertical rammer,		859.43	
INV INV-227510/01/2022		JOHN R WALLIS ENGINEERING	1 x Hyd Coolant hose & fittings		106.88	
INV INV-218520/01/2022		JOHN R WALLIS ENGINEERING	3" Water pump w/ electric start		640.00	
EFT13112	07/04/2022	RBC - RURAL	Travel charge to repair & service C4500 photocopier @ Shire admin	1		145.00
INV 0003067805/04/2022		RBC - RURAL	Travel charge to repair & service C4500 photocopier @ Shire admin		145.00	
EFT13113	07/04/2022	THE PAPER COMPANY OF AUSTRALIA	50x A4 80gsm Australian Green & Gold	1		253.00
INV 0004992431/03/2022		THE PAPER COMPANY OF AUSTRALIA	50x A4 80gsm Australian Green & Gold		253.00	
EFT13114	07/04/2022	JASON SIGNMAKERS	Various signs and posts per Quote 24201	1		4,180.02
INV 227223	14/03/2022	JASON SIGNMAKERS	Various signs and posts per Quote 24201		4,180.02	
EFT13115	07/04/2022	WATER CORPORATION	Water Usage and Service Charges astvarious properties January to April 2022	1		9,080.35
INV 9007841325/03/2022		WATER CORPORATION	Water Service Charges - Kalannie Club Residence - 1/3 to 30/4,		262.93	
INV 9007841225/03/2022		WATER CORPORATION	Water Usage - Kalannie Club Residence - 27/1 to 24/3		69.60	
INV 9007842225/03/2022		WATER CORPORATION	Water Service Charges - Kalannie Town Hall - 1/3 to 30/4, Water Usage - Kalannie Town Hall - 27/1 to 24/3		47.77	
INV 9007841025/03/2022		WATER CORPORATION	Water Service Charge - Kalannie Caravan Park - 1/3 to 30/4		8,700.05	
EFT13116	07/04/2022	WRIGHT EXPRESS FUEL CARDS AUSTRALIA LTD	Water Usage - Kalannie Oval - 27/1 to 24/3, Water Usage - Kalannie Sports Pavillion- 27/1 to 24/3	1		2,767.26
INV 89	31/03/2022	WRIGHT EXPRESS FUEL CARDS AUSTRALIA LTD	Fuel for DL131 - Mar 22, Fuel for DL492 - Mar 22, Fuel for DL186 - Mar 22, Fuel for DL281 - Mar 22, Fuel for DL2 - Mar 22, Fuel for DL103 - Mar 22, Fuel for DL89 - Mar 22, Fuel for sundry plant - Mar 22, Card fee DL89 - Mar 22, Surcharge fee DL89 - Mar 22		2,767.26	
EFT13117	07/04/2022	AUSTRALIA POST - SHIRE	Postage charges for shire admin - Mar 22	1		94.38
INV 1011409803/04/2022		AUSTRALIA POST - SHIRE	Postage charges for shire admin - Mar 22		94.38	

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT13118	07/04/2022	BOC LIMITED	Monthly container rental for Oxygen indust G size, Dissolved acetylene G size & Argoshield light - w/shop	1		39.40
INV 5005694829/03/2022		BOC LIMITED	Monthly container rental for Oxygen indust G size, Dissolved acetylene G size & Argoshield light - w/shop		39.40	
EFT13119	07/04/2022	Bridgestone Service Centre Dalwallinu	2 new tyres & wheel alignment for DL 73	1		530.00
INV 81263	30/03/2022	Bridgestone Service Centre Dalwallinu	2 new tyres & wheel alignment for DL 73		530.00	
EFT13120	07/04/2022	THE ROYAL LIFE SAVING SOCIETY OF AUSTRALIA	2 x Rashie 2 x Starter Packs 2 x Caps & Postage	1		266.00
INV 161487	28/02/2022	THE ROYAL LIFE SAVING SOCIETY OF AUSTRALIA	Stage Certificates, 2 x Rashie 2 x Starter Packs 2 x Caps & Postage,		266.00	
EFT13121	07/04/2022	BURGESS RAWSON (WA) PTY LTD	Water usage at Kalannie January to March 2022	1		2,314.46
INV 14916	29/03/2022	BURGESS RAWSON (WA) PTY LTD	Water usage Kalannie Railway Station building, 27/1 to 24/3		96.06	
INV 14917	29/03/2022	BURGESS RAWSON (WA) PTY LTD	Water usage 27/1 to 24/3 - Kalannie Parks		2,218.40	
EFT13122	07/04/2022	WALLIS COMPUTER SOLUTIONS	Full configuration of the new phone system including installation, cabling and programming as per quote 000663 v1	1		12,323.73
INV 23110	28/02/2022	WALLIS COMPUTER SOLUTIONS	13 x Yealink T53W IP Phones, 2 x Yealink T54W 16 line IP phones, 2 x Yealink EXP50 and 3 x Yealnk adapters as per quote 000663 v1, Full configuration of the new phone system including installation, cabling and programming as per quote 000663 v1		12,323.73	
EFT13123	07/04/2022	OFFICEWORKS	March 16 Stationery Order for Shire Admin	1		363.36
INV 2561327217/03/2022		OFFICEWORKS	March 16 Stationery Order for Shire Admin		363.36	
EFT13124	07/04/2022	SYNERGY	Electricity Usage - January to March 2022	1		6,041.78
INV 8917180328/03/2022		SYNERGY	Electricity Usage - Wubin Town Hall - 5/1 to 3/3		121.72	
INV 7153362701/04/2022		SYNERGY	Electricity Usage - Streetlights - 25/2 to 24/3		5,920.06	
EFT13125	07/04/2022	HYDE PARK FARMS	Gravel royalties from Atkinson Road pit to Bell Road at \$5.50 per m3	1		61,693.50
INV 280322	28/03/2022	HYDE PARK FARMS	Gravel royalties from Atkinson Road pit to Bell Road, at \$5.50 per m3		61,693.50	

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EFT13126	07/04/2022	Refuel Australia	9000Ltr of Diesel for Shire Depot	1		18,513.95
INV 0200022825/03/2022		Refuel Australia	9000Ltr of Diesel for Shire Depot		18,513.95	
EFT13127	07/04/2022	PJ BYWATERS & CO	Single semi water cart hire for gravel resheeting.	1		5,346.00
INV 0000009021/03/2022		PJ BYWATERS & CO	Single semi water cart hire for gravel resheeting.		5,346.00	
EFT13128	07/04/2022	ELECTRICAIR	Repairs to air con at 2 Dungey Way Dalwallinu	1		533.95
INV 0000488130/03/2022		ELECTRICAIR	Repairs to air con at 2 Dungey Way Dalwallinu		533.95	
EFT13129	07/04/2022	STEVEN CLIFFORD CARTER	Member attendance fees - Q3	1		880.48
INV Q3MEME28/03/2022		STEVEN CLIFFORD CARTER	Member attendance fees - Q3, Member travel allowance - Q3		880.48	
EFT13130	07/04/2022	KALANNIE JUNIOR CRICKET CLUB	Return of venue bond paid 18/10/21 for 2021/22 season hire	1		210.00
INV BONDRE05/04/2022		KALANNIE JUNIOR CRICKET CLUB	Return of venue bond paid 18/10/21 for 2021/22 season hire		210.00	
EFT13131	07/04/2022	DAVE WATSON CONTRACTING PTY LTD	Street trees prune as per Western Power request	1		7,485.50
INV 0000250522/03/2022		DAVE WATSON CONTRACTING PTY LTD	Street trees prune as per Western Power request		4,697.00	
INV 0000252403/04/2022		DAVE WATSON CONTRACTING PTY LTD	Pruning of tree's Memorial Park, ELC, Admin grounds		2,788.50	
EFT13132	07/04/2022	Access 1 Security Systems	Alarm monitoring service - Q4 Alarm	1		283.92
INV 44539	01/04/2022	Access 1 Security Systems	monitoring service for Shire admin - Q4 Alarm		141.96	
INV 44566	01/04/2022	Access 1 Security Systems	monitoring service for Shire depot - Q4		141.96	
EFT13133	07/04/2022	Ampac Debt Recovery	Debt recovery costs for Mar 22	1		2,494.30
INV 82960	10/03/2022	Ampac Debt Recovery	Debt recovery costs for Mar 2022		642.13	
INV 83051	24/03/2022	Ampac Debt Recovery	Debt recovery costs for Mar 22, Debt recovery costs for Mar 22		1,852.17	
EFT13134	07/04/2022	Toll Transport Pty Ltd	Freight charges for March 2022	1		305.89
INV 0537-S4213/03/2022		Toll Transport Pty Ltd	Freight charges on work uniforms ex Totally Workwear		11.01	

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
INV 0538-S4220/03/2022		Toll Transport Pty Ltd	Freight charges on pool samples, Freight charges on return library exchange, Freight charges on signs ex Jason Signmakers, Freight charges on staff uniforms sent for embroidery		294.88	
EFT13135	07/04/2022	Jemma Louise Counsel	Member attendance fees Q3	1		1,010.08
INV MEMBEE28/03/2022		Jemma Louise Counsel	Member attendance fees Q3, Member travel allowance Q3		1,010.08	
EFT13136	07/04/2022	River Engineering	Cross fall and modify stormwater pipe/swale system Roberts Road	1		4,708.00
INV DALW0417/03/2022		River Engineering	Cross fall and modify stormwater pipe/swale system Roberts Road		3,520.00	
INV DALW0417/03/2022		River Engineering	Respond to tenderers questions and assessment and recommendation of tender submissions		1,188.00	
EFT13137	07/04/2022	Liberty Plumbing & Gas	Various repairs - March 2022	1		2,072.50
INV INV-153828/03/2022		Liberty Plumbing & Gas	Fix leaking toilet at Kalannie Town Hall		412.50	
INV INV-154129/03/2022		Liberty Plumbing & Gas	Repairs to water fountain at the Dalwallinu Rec Centre		330.00	
INV INV-153929/03/2022		Liberty Plumbing & Gas	Unblock drainage system and downpipes @ 7 South St		380.00	
INV INV-154005/04/2022		Liberty Plumbing & Gas	Balance tank repairs at the Dalwallinu Aquatic Centre		750.00	
INV INV-154506/04/2022		Liberty Plumbing & Gas	Repairs to leaking urinal at Shire admin		200.00	
EFT13138	07/04/2022	Civil Engineering Project Management Pty. Ltd	Engineering Consultancy - Preparation of Tender Documentation - Mar 22	1		28,611.00
INV 2021 146 31/03/2022		Civil Engineering Project Management Pty. Ltd	Engineering Consultancy - Preparation of Tender Documentation - Mar 22		28,611.00	
EFT13139	07/04/2022	Advanced Traffic Management Wa	TMP for Roberts Road.	1		1,042.80
INV 0015517025/03/2022		Advanced Traffic Management Wa	TMP for Roberts Road.		1,042.80	
EFT13140	07/04/2022	Site Architecture Studio	Dalwallinu Multi Purpose Early Childhood Learning Centre-Design Development	1		5,042.40
INV 103074	01/04/2022	Site Architecture Studio	Dalwallinu Multi Purpose Early Childhood Learning Centre-Design Development		5,042.40	
EFT13141	07/04/2022	Dalwallinu Foodworks	Assorted goods as selected by Shire staff for Mar 22 - Coffee beans, tea, sugar, milo, coffee	1		225.37

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
INV MAR22	04/04/2022	Dalwallinu Foodworks	Assorted goods as selected by Shire staff for Mar 22 - stationery, flysprays & soap on tap, Assorted goods as selected by Shire staff for Mar 22 - Coffee beans, tea, sugar, milo, coffee, Assorted goods for Council - lollies & water, Assorted goods for Council - lollies & water		225.37	
EFT13142	07/04/2022	Diane Shirley Cream	Member attendance fees - Q3	1		360.00
INV MEMBEE28	03/2022	Diane Shirley Cream	Member attendance fees - Q3		360.00	
EFT13143	07/04/2022	Department Of Mines, Industry Regulations And Safety	BSL collected for the month of March 2022	1		777.63
INV BSLMAR05	04/2022	Department Of Mines, Industry Regulations And Safety	BSL collected for the month of March 2022		777.63	
EFT13144	07/04/2022	Tractus Australia	Assorted Tyres and Repairs - March 2022	1		789.00
INV 1003299	18/03/2022	Tractus Australia	Supply and fit 2 x new truck tyres to DL 10324 Quote 1003299		739.00	
INV 1003320	21/03/2022	Tractus Australia	Puncture repair to DL 9346 Quote 1003320		50.00	
EFT13145	07/04/2022	RICOH FINANCE	Lease fees for Shire admin printers MPC4504EXP & MPC6004 - 8/4/22 to 7/5/22	1		507.09
INV 144660	09/03/2022	RICOH FINANCE	Lease fees for Shire admin printers MPC4504EXP & MPC6004 - 8/4/22 to 7/5/22, Lease fees for Shire admin printers MPC4504EXP & MPC6004 - 8/4/22 to 7/5/22, Lease fees for Shire admin printers MPC4504EXP & MPC6004 - 8/4/22 to 7/5/22, Lease fees for Shire admin printers MPC4504EXP & MPC6004 - 8/4/22 to 7/5/22		507.09	
EFT13146	07/04/2022	Jurovich Surveying Pty Ltd	Survey Services for Roberts Road Ref RFQ2122-32	1		12,167.10
INV 22179-01	29/03/2022	Jurovich Surveying Pty Ltd	Survey Services for Roberts Road, Ref RFQ2122-32		12,167.10	
EFT13147	07/04/2022	TELAIR PTY LTD	Shire admin NBN service fee 1/4/22 to 30/4/22	1		430.90
INV TA11981-31	03/2022	TELAIR PTY LTD	Shire admin NBN service fee 1/4/22 to 30/4/22		430.90	
EFT13148	07/04/2022	Commercial Locksmiths Pty Ltd ATF the Luksa Family Trust	Salto System Annual maintenance check	1		2,173.49

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
INV 90948	06/04/2022	Commercial Locksmiths Pty Ltd ATF the Luksa Family Trust	Salto System Annual maintenance check, Salto System Annual maintenance check		2,173.49	
EFT13149	07/04/2022	Stalkey Carpet Cleaning Service	Hire and use of vacuum for wet carpets - over flow at the Rec Centre Foyer	1		1,200.00
INV 310322	31/03/2022	Stalkey Carpet Cleaning Service	Hire and use of vacuum for wet carpets - over flow at the Rec Centre Foyer		1,200.00	
EFT13150	07/04/2022	Three Sons Pty Ltd	Provision of GP Services, Medical and Cleaning Services	1		56,720.83
INV 31039	30/03/2022	Three Sons Pty Ltd	Preplacement medical for Lauren Willis		192.50	
INV 22027	01/04/2022	Three Sons Pty Ltd	Provision of GP Services to Dalwallinu, 1 April 2022 - 30 June 2022		55,000.00	
INV 22028	01/04/2022	Three Sons Pty Ltd	Contribution to Cleaning Services - April - June 2022		1,528.33	
EFT13151	07/04/2022	Novus Autoglass	Supply & fit windscreen for DL 9346	1		950.00
INV 8204076423/03/2022		Novus Autoglass	Supply & fit windscreen for DL 9346		950.00	
EFT13152	07/04/2022	PRISM CONTRACTING & CONSULTING PTY LTD	Project Management	1		17,425.51
INV 00731	13/03/2022	PRISM CONTRACTING & CONSULTING PTY LTD	Project Management, 32.71%, Project Management, 42.69%, Project Management, 7.53%, Project Management, 9.32%, Project Management, 7.75%		6,120.18	
INV 00734	13/03/2022	PRISM CONTRACTING & CONSULTING PTY LTD	Project Management, 32.71%, Project Management, 42.69%, Project Management, 7.53%, Project Management, 9.32%, Project Management, 7.75%		3,825.11	
INV 00728	13/03/2022	PRISM CONTRACTING & CONSULTING PTY LTD	Project Management, 32.71%, Project Management, 42.69%, Project Management, 7.53%, Project Management, 9.32%, Project Management, 7.75%		7,480.22	
EFT13153	07/04/2022	JMH Group WA	Service for DL 121	1		1,047.93
INV 305564	05/04/2022	JMH Group WA	Service for DL 121		1,047.93	
EFT13154	07/04/2022	Western Resource Recovery	Pump out including solid from imhoff tank	1		6,343.60
INV 96900	13/03/2022	Western Resource Recovery	Pump out including solid from imhoff tank		6,343.60	

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT13155	07/04/2022	Sherrin Rentals Pty Ltd	Hire of 15ton pad foot roller \$220 per day - 21/3 to 31/3 (Transport yard to site, site to yard) Ref RFQ 2122-33	1		8,082.25
INV 5169458	31/03/2022	Sherrin Rentals Pty Ltd	Hire of 15ton pad foot roller \$220 per day - 21/3 to 31/3 (Transport yard to site, site to yard), Ref RFQ 2122-33		8,082.25	
EFT13156	07/04/2022	NOEL WILLIAM MILLS	Member attendance fees - Q3	1		920.00
INV MEMBEE28	03/2022	NOEL WILLIAM MILLS	Member attendance fees - Q3		920.00	
EFT13157	07/04/2022	KALANNIE COMMUNITY RESOURCE CENTRE	Advertising in the Kalannie Kapers - March	1		180.00
INV IV00000006	04/2022	KALANNIE COMMUNITY RESOURCE CENTRE	Advertising in the Kalannie Kapers - 1/3 - Kalannie community meeting/flood recovery/lots for sale, Advertising in the Kalannie Kapers - 8/3 - Kalannie community meeting, Advertising in the Kalannie Kapers - 8/3 - Bike plan community meeting, Advertising in the Kalannie Kapers - 22/3 - Bike plan community meeting		180.00	
EFT13158	07/04/2022	MELISSA MAE HARMS	Member attendance fees - Q3	1		978.40
INV MEMBEE28	03/2022	MELISSA MAE HARMS	Member attendance fees - Q3, Member travel allowance - Q3		978.40	
EFT13159	07/04/2022	KAREN JOY CHRISTIAN	Member attendance fee - Q3	1		820.00
INV MEMBEE28	03/2022	KAREN JOY CHRISTIAN	Member attendance fee - Q3		820.00	
EFT13160	07/04/2022	DALWALLINU COMMUNITY RESOURCE CENTRE	Return of venue bond paid 22/3/22 for hire 23/3/22	1		210.00
INV BONDRE04	04/2022	DALWALLINU COMMUNITY RESOURCE CENTRE	Return of venue bond paid 22/3/22 for hire 23/3/22		210.00	
EFT13161	14/04/2022	The Rural Building Company Pty Ltd	Progress payment - 'slab ground floor complete' for Construction of "The Quindalup" 4x2 Executive Residence at Lot 2 Bell Street, Dalwallinu	1		50,066.00
INV 049164	08/04/2022	The Rural Building Company Pty Ltd	Progress payment - 'slab ground floor complete' for Construction of "The Quindalup" 4x2 Executive Residence at Lot 2 Bell Street, Dalwallinu		50,066.00	
EFT13162	14/04/2022	WCP Civil Pty Ltd	RRG Road Rehabilitation Works - Dal/Kal Rd (SLK 12.06-15.00)	1		301,878.42

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INV 26668A	28/03/2022	WCP Civil Pty Ltd	WSFN Road Rehabilitation Works - Dal/Kal Rd (SLK 10.48-12.06), WSFN Road Rehabilitation Works - Dal/Kal Rd (SLK 0.00-8.96), WSFN Road Rehabilitation Works - Bell (SLK 8.68-14.69), RRG Road Rehabilitation Works - Dal/Kal Rd (SLK 12.06-15.00), WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - stand down (28/2 - 1/3), WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - Bell Rd (SLK8.68-14.69) - traffic control for Bitutek, WSFN Road Rehabilitation Works - Bell Rd (SLK8.68-14.69) - spotting for spray seal, WSFN Road Rehabilitation Works - general items		301,878.42	
EFT13163	14/04/2022	JMH Group WA	Investigate barke/hub fault & Repair water pump fault - DL10324	1		8,582.08
INV 305627	11/04/2022	JMH Group WA	Investigate barke/hub fault & Repair water pump fault - DL10324		8,582.08	
EFT13164	14/04/2022	Himac Attachments	1 x OFS18160UN Slasher as quoted RFT 2122-46	1		12,163.80
INV SI-32577	04/04/2022	Himac Attachments	1 x OFS18160UN Slasher as quoted, RFT 2122-46		12,163.80	
EFT13165	14/04/2022	Zage Pty Ltd	Repair door to tipping body on DL 147	1		2,530.00
INV 1102	11/04/2022	Zage Pty Ltd	Repair door to tipping body on DL 147		2,530.00	
EFT13166	19/04/2022	WCP Civil Pty Ltd	RRG Road Rehabilitation Works - Dal/Kal Rd (SLK 12.06-15.00)	1		301,878.42
INV 26668B	28/03/2022	WCP Civil Pty Ltd	WSFN Road Rehabilitation Works - Dal/Kal Rd (SLK10.48-12.06), WSFN Road Rehabilitation Works - Dal/Kal Rd (SLK0.00-8.96), WSFN Road Rehabilitation Works - Bell Rd (SLK 8.68-14.69), RRG Road Rehabilitation Works - Dal/Kal Rd (SLK 12.06-15.00), WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - stand down (28/3 - 1/4), WSFN Road Rehabilitation Works - general items, WSFN Road Rehabilitation Works - Bell Rd - traffic control for Bitutek, WSFN Road Rehabilitation Works - Bell Rd - spotting for spray seal, WSFN Road Rehabilitation Works - general items		301,878.42	

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EFT13167	21/04/2022	WESTRAC EQUIPMENT PTY LTD	Supply of One (1) New Caterpillar 259D3 Compact Track Loader As per WALGA T&C's Ref: Westrac Quote 62809	1		110,351.89
INV PI68468429/03/2022		WESTRAC EQUIPMENT PTY LTD	10 x Scarifier tips		219.89	
INV 1800022308/04/2022		WESTRAC EQUIPMENT PTY LTD	Supply of One (1) New Caterpillar 259D3 Compact Track Loader, As per WALGA T&C's Ref: Westrac Quote 62809, Trade in of One (1) 2013 Volvo Skid Steer Loader		110,132.00	
EFT13168	21/04/2022	Bridgestone Service Centre Dalwallinu	New tyres and wheel alignment - March	1		1,496.00
INV 81320	06/04/2022	Bridgestone Service Centre Dalwallinu	New tyres and wheel alignment - DL 9360		748.00	
INV 81319	06/04/2022	Bridgestone Service Centre Dalwallinu	New tyres and wheel alignment DL 350		748.00	
EFT13169	21/04/2022	AVON WASTE	Domestic waste collections for Mar 22	1		19,516.53
INV 0004917431/03/2022		AVON WASTE	Domestic waste collections for Mar 22, Commercial waste collections for Mar 22, Recycling collections for Mar 22, Additional Monday rubbish collections for Mar 22, Street Bin collections for Mar 22, Bulk recycling collections for Mar 22, Processing charges kerbside recycling services for Mar 22, Processing charges frontlift recycling services for Mar 22, Replacement recycle bins x 2		19,516.53	
EFT13170	21/04/2022	TELSTRA	Admin main line - directory charges (overcharged due to service cancellation - credit to be applied)	1		4,701.61

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INV 7844693014/04/2022		TELSTRA	Admin line 1 - usage to 6/4/22 & service/rental to 6/5/22, Adminfax line - usage to 6/4/22 & service/rental to 6/5/22, Adminfax line - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu C/van Park - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu Aquatic Centre - usage to 6/4/22 & service/rental to 6/5/22, Admin line 4 - usage to 6/4/22 & service/rental to 6/5/22, Visitor Centre line - usage to 6/4/22 & service/rental to 6/5/22, Telstra Bush Fire Radio line - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu Medical Centre - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu Medical Centre - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu Works Depot - usage to 6/4/22 & service/rental to 6/5/22, Dalwallinu Works Depot fax - usage to 6/4/22 & service/rental to 6/5/22, HPT/CTT line - usage to 6/4/22 & service/rental to 6/5/22, MPDS line - usage to 6/4/22 & service/rental to 6/5/22, Foundation module SMS - usage to 6/4/22 & service/rental to 6/5/22, OSH ipad - usage to 6/4/22 & service/rental to 6/5/22, MCS mobile - usage to 6/4/22 & service/rental to 6/5/22, MWS mobile - usage to 6/4/22 & service/rental to 6/5/22, CEO mobile - usage to 6/4/22 & service/rental to 6/5/22, CEO mobile - usage to 6/4/22 & service/rental to 6/5/22, MPDS mobile - usage to 6/4/22 & service/rental to 6/5/22, MCS ipad - usage to 6/4/22 & service/rental to 6/5/22, Cr ipads - usage to 6/4/22 & service/rental to 6/5/22, Admin internet backup - usage to 6/4/22 & service/rental to 6/5/22, Bell St sewerage - usage to 6/4/22 & service/rental to 6/5/22, Rec Ctr - usage to 6/4/22 & service/rental to 6/5/22, Vehicle tracking - usage to 6/4/22 & service/rental to 6/5/22, CEO ipad - usage to 6/4/22 & service/rental to 6/5/22, Unallocated ipad - usage to 6/4/22 & service/rental to 6/5/22, Admin main line - usage to 6/4/22 & service/rental to 6/5/22, Admin main line - directory charges (overcharged due to service cancellation - credit to be applied), Telstra roundings		4,701.61	
EFT13171	21/04/2022	PURCHER INTERNATIONAL	2 x keys cut for Fuso Canter as per quote 114545	1		127.60
INV 552670	07/04/2022	PURCHER INTERNATIONAL	2 x keys cut for Fuso Canter as per quote 114545		127.60	
EFT13172	21/04/2022	SYNERGY	Electricity Usage - Dalwallinu Caravan Park - 2/2 to 3/4	1		2,350.98

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INV 3561932505/04/2022		SYNERGY	Bell St sewerage usage 3/2 to 4/4		218.19	
INV 6177322406/04/2022		SYNERGY	Electricity Usage - Dalwallinu Caravan Park - 2/2 to 3/4		1,485.42	
INV 1073087113/04/2022		SYNERGY	Electricity Usage - Dalwallinu Discovery Centre - 9/3 to 12/4		647.37	
EFT13173	21/04/2022	STEWART & HEATON CLOTHING CO PTY LTD	Buntine volunteer 1x Jacket, trouser & hood	1		303.33
INV SIN-352705/04/2022		STEWART & HEATON CLOTHING CO PTY LTD	Buntine volunteer 1x Jacket, trouser & hood		303.33	
EFT13174	21/04/2022	ELECTRICAIR	Repairs and replace parts to air compressor at Kalannie oval	1		3,920.48
INV 0000489108/04/2022		ELECTRICAIR	New lighting in Bar and Lounge areas at the Kalannie Sports Club		387.74	
INV 0000491819/04/2022		ELECTRICAIR	Repairs and replace parts to air compressor at Kalannie oval		3,532.74	
EFT13175	21/04/2022	STATE LIBRARY OF WA	2nd payment for 21/22 annual freight recoup - inter library loans	1		165.86
INV RIO316108/04/2022		STATE LIBRARY OF WA	2nd payment for 21/22 annual freight recoup - inter library loans		165.86	
EFT13176	21/04/2022	ROWDY'S ELECTRICAL	Electrical fault @ Rec Ctr traced to crossed neutrals in board and Isolating Switch replaced.	1		918.86
INV INV-060612/02/2022		ROWDY'S ELECTRICAL	Electrical fault @ Rec Ctr traced to crossed neutrals in board and Isolating Switch replaced.		634.11	
INV INV-066801/04/2022		ROWDY'S ELECTRICAL	Investigate & repair faulty light - DDC male outside toilets		284.75	
EFT13177	21/04/2022	Ampac Debt Recovery	Debt recovery costs for Mar 22	1		679.25
INV 83151	31/03/2022	Ampac Debt Recovery	Debt recovery costs for Mar 22		679.25	
EFT13178	21/04/2022	Hanks Maintenance And General	General Maintenance of Kalannie Townscape - Mar 22	1		2,431.00
INV 125	20/04/2022	Hanks Maintenance And General	General Maintenance of Kalannie Townscape - Mar 22		2,431.00	
EFT13179	21/04/2022	Toll Transport Pty Ltd	Return of excess pulse oximeters	1		47.87
INV 0539-S4227/03/2022		Toll Transport Pty Ltd	Return of excess pulse oximeters, Freight on return library exchange		47.87	
EFT13180	21/04/2022	R n R Auto Electrics	Bosch battery for Deacon St standpipe	1		334.18

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INV 9886	08/04/2022	R n R Auto Electrics	Bosch battery for Deacon St standpipe		334.18	
EFT13181	21/04/2022	McLeods Barristers & Solicitors	Legal Advice - Query on Serious Misconduct Matter (Taylor)	1		698.88
INV 123765	31/03/2022	McLeods Barristers & Solicitors	Legal Advice - Query on Serious Misconduct Matter (Taylor)		698.88	
EFT13182	21/04/2022	DALLCON	30m3 Stabilised sand for Roberts Rd drainage	1		16,588.00
INV 316350	12/04/2022	DALLCON	Supply and deliver .6m3 concrete for Generator pad - Rec Ctr		220.00	
INV 316351	12/04/2022	DALLCON	.6 m3 concrete supply and deliver to Johnston street		220.00	
INV 316353	12/04/2022	DALLCON	1.5 m3 concrete for sewer pond wall drain		478.50	
INV 316355	12/04/2022	DALLCON	2 m3 concrete for Annetts Road footpath		638.00	
INV 316354	12/04/2022	DALLCON	Supply and deliver 1m3 of concrete to Xantippe for seating		495.00	
INV 316356	12/04/2022	DALLCON	1.5m3 concrete for footings to new carport @ Wilfred Thomas Lodge		742.50	
INV 316413	14/04/2022	DALLCON	18 m3 Stab sand for Roberts road		3,762.00	
INV 316411	14/04/2022	DALLCON	18 m3 Stabilised sand for Roberts Rd drainage		3,762.00	
INV 316412	14/04/2022	DALLCON	30m3 Stabilised sand for Roberts Rd drainage		6,270.00	
EFT13183	21/04/2022	River Engineering	Preliminary investigation and detailed Design North sewer network	1		8,965.00
INV DALW0406/04/2022		River Engineering	Preliminary investigation and detailed Design North sewer network		8,965.00	
EFT13184	21/04/2022	P & J Transport Pty Ltd	Freight charges on winter pool chemicals	1		179.30
INV 0000514213/04/2022		P & J Transport Pty Ltd	Freight charges on winter pool chemicals, Freight charges on Davey pool pump		179.30	
EFT13185	21/04/2022	Ixom Operations Pty Ltd	Container service fee for sewerage scheme - Mar 22	1		84.57
INV 6509787	31/03/2022	Ixom Operations Pty Ltd	Container service fee for sewerage scheme - Mar 22		84.57	
EFT13186	21/04/2022	Liberty Plumbing & Gas	Repairs to female disable toilet at shire admin	1		780.00
INV INV-154912/04/2022		Liberty Plumbing & Gas	Unblock sewer main at 8 Pioneer Place		330.00	
INV INV-155012/04/2022		Liberty Plumbing & Gas	Repairs to female disable toilet at shire admin		450.00	

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EFT13187	21/04/2022	Wa Contract Ranger Services Pty Ltd	Ranger services incl travel, 22/3 & 5/4	1		1,782.00
INV 0000389114/04/2022		Wa Contract Ranger Services Pty Ltd	Ranger services incl travel, 22/3 & 5/4		1,782.00	
EFT13188	21/04/2022	West Coast Stabilisers	Provision of Grading Services - March 2022 - Goodlands Rd	1		55,093.50
INV 0000534531/03/2022		West Coast Stabilisers	Provision of Grading Services - March 2022 - Glamoff Rd, , Provision of Grading Services - March 2022 - Nugadong East Rd, , Provision of Grading Services - March 2022 - Goodlands Rd, , Provision of Grading Services - March 2022 - Leeson Rd,		55,093.50	
EFT13189	21/04/2022	E Fire & Safety	Exit/Emergency lighting test, fire equipment service & replace extinguishers Depot	1		3,410.00
INV 561400	31/03/2022	E Fire & Safety	Fire indicator panel testing at Shire admin building - Mar 22		495.00	
INV 561991	06/04/2022	E Fire & Safety	Exit/Emergency lighting test & fire equipment service DDC, Exit/Emergency lighting test, fire equipment service & replace extinguishers Depot, Exit/Emergency lighting test & fire equipment service Shire Admin, Exit/Emergency lighting test & fire equipment service Nugadong, Exit/Emergency lighting test & fire equipment service Community Arts, Exit/Emergency lighting test & fire equipment service Wubin Sports, Exit/Emergency lighting test & fire equipment service Dalwallinu Rec Centre, Exit/Emergency lighting test & fire equipment service Dalwallinu Aquatic Centre, Exit/Emergency lighting test & fire equipment service Kalannie Sports, Exit/Emergency lighting test & fire equipment service Kalannie Hall, Exit/Emergency lighting test & fire equipment service Dalwallinu Hall		2,915.00	
EFT13190	21/04/2022	Frontline Fire and Rescue Equipment	32 x 20L Solberg Firebreak foam Class A	1		6,011.84
INV 74133	31/03/2022	Frontline Fire and Rescue Equipment	32 x 20L Solberg Firebreak foam Class A		3,590.40	
INV 74179	06/04/2022	Frontline Fire and Rescue Equipment	Radio swivel mounts for Buntine Fire Truck two way, Radio swivel mounts for Dalwallinu Fire Truck two way, Radio swivel mounts for Kalannie Fire Truck two way		2,421.44	
EFT13191	21/04/2022	Domain Digital	IT Support Services as per RFT 2019/08 for April 22	1		3,444.54

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INV SLA-P69801	04/2022	Domain Digital	IT Support Services as per RFT 2019/08 for April 22, IT support services for Dalwallinu Recreation Centre for April 22, Backup disaster recovery software April 22, Anti virus software, Azure premium & Microsoft Business premium April 22		3,444.54	
EFT13192	21/04/2022	JP PROMOTIONS	5 New Casual Polo shirts - Ally Bryant (L); Lauren Willis (L); Amy Campbell (XL); Deb Whitehead (3XL); Julie Bain (3XL); including embroidery	1		248.05
INV INV2496511	04/2022	JP PROMOTIONS	5 New Casual Polo shirts - Ally Bryant (L); Lauren Willis (L); Amy Campbell (XL); Deb Whitehead (3XL); Julie Bain (3XL); including embroidery, Freight for 5 new Polo shirts - Amy, Ally, Deb, Julie, and Lauren		248.05	
EFT13193	21/04/2022	Three Sons Pty Ltd	Pre-placement Medical - Ally Bryant 01/03/2022	1		192.50
INV 30182	01/03/2022	Three Sons Pty Ltd	Pre-placement Medical - Ally Bryant 01/03/2022		192.50	
EFT13194	21/04/2022	BUNNINGS TRADE	Bike locks, hand showers padlocks - stock	1		439.81
INV MAR22	31/03/2022	BUNNINGS TRADE	Assorted weather seals & steel caps - stores, Paint scrapers - town bbq's, Bike locks, hand showers padlocks - stock, Padlocks for sewerage pond, Padlocks for Rec Ctr, Basin hob & hand shower - 11A Anderson Way, Bathroom silicone - 11A Anderson Way		439.81	
EFT13195	21/04/2022	Dalwallinu Traders	Ordit timer and station for DDC	1		1,973.36
INV 398322	01/03/2022	Dalwallinu Traders	Assorted cleaning products - Pool		21.20	
INV 398245	01/03/2022	Dalwallinu Traders	Brush door seals - Kalannie Pavillion		59.75	
INV 398350	01/03/2022	Dalwallinu Traders	Nuts & bolts - stores		8.90	
INV 398285	01/03/2022	Dalwallinu Traders	Sunscreen for pool, Priming fluid & coupling for pool		60.70	
INV 398360	02/03/2022	Dalwallinu Traders	6 x cement - sewerage lagoon		65.70	
INV 398362	02/03/2022	Dalwallinu Traders	Cable tie, scrapers & chains - bbq's		40.90	
INV 398434	02/03/2022	Dalwallinu Traders	Adaptor SDS Max		130.00	
INV 398452	03/03/2022	Dalwallinu Traders	Cleaning products - U1/11 James St		12.29	
INV 398498	03/03/2022	Dalwallinu Traders	All directional shower chrome - 11A Anderson Way		26.00	

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INV 398518	03/03/2022	Dalwallinu Traders	Insect screen - Kalannie Pavillion		52.00	
INV 398583	04/03/2022	Dalwallinu Traders	Wettasoil & feed n weed - DDC		32.25	
INV 398597	04/03/2022	Dalwallinu Traders	Flo-span repair coupling and 100ml joiner, Orbit timer and station for DDC		310.45	
INV 398618	04/03/2022	Dalwallinu Traders	Cistern plastic seat link - 8 Pioneer Place		89.00	
INV 398612	04/03/2022	Dalwallinu Traders	Connector hose - 8 Pioneer Place		7.70	
INV 398913	09/03/2022	Dalwallinu Traders	Toolbox - admin		21.00	
INV 399066	10/03/2022	Dalwallinu Traders	Bannister brush - DL122		6.60	
INV 399031	10/03/2022	Dalwallinu Traders	Allen key & lubricant - pool		33.25	
INV DI60020111/03/2022		Dalwallinu Traders	Ant & Spider Spray for Building Maintenance Officer		150.00	
INV 399119	11/03/2022	Dalwallinu Traders	Compound joint finish tub - Sullivan Lodge		17.00	
INV 399337	14/03/2022	Dalwallinu Traders	Priming fluid, solvent cement & pvc pressure pipe - Caravan Park		69.32	
INV 399384	14/03/2022	Dalwallinu Traders	Priming fluid & solvent cement - gardens		16.20	
INV 399443	15/03/2022	Dalwallinu Traders	Cover roller & paint brush for Sullivan Lodge		12.00	
INV 399531	16/03/2022	Dalwallinu Traders	Tradies broom, screws & washers - 7 South St		57.75	
INV 399604	16/03/2022	Dalwallinu Traders	Mouse trap - admin		2.35	
INV 399701	17/03/2022	Dalwallinu Traders	Brass union		9.20	
INV 399681	17/03/2022	Dalwallinu Traders	Mouse trap - DDC		5.00	
INV 399737	18/03/2022	Dalwallinu Traders	Coupling & raid earth - pool		10.10	
INV 400329	24/03/2022	Dalwallinu Traders	Mousetraps - pool		22.00	
INV 400337	25/03/2022	Dalwallinu Traders	Broom for w/shop		31.25	
INV 400600	28/03/2022	Dalwallinu Traders	Cable ties - Memorial Park		11.20	
INV 400692	29/03/2022	Dalwallinu Traders	8 bags premium potting mix - CBD gardens		98.00	
INV 400704	29/03/2022	Dalwallinu Traders	Aluminium sharpie marker - stores		3.35	
INV 400776	30/03/2022	Dalwallinu Traders	Zirconia flap discs - Kalannie Sports		18.20	

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INV 400784	30/03/2022	Dalwallinu Traders	Antex granules		8.90	
INV 400806	30/03/2022	Dalwallinu Traders	PVC barrel union & blue solvent cement - pool		33.70	
INV 400819	30/03/2022	Dalwallinu Traders	Bremick screw - oval dam		6.40	
INV 400833	30/03/2022	Dalwallinu Traders	Bremick screw, clothesline wire & carbo tin thin wheel - 5 South St		85.00	
INV 400868	31/03/2022	Dalwallinu Traders	Silicone and nozzle for bathroom repairs at 8 Pioneer Place, New door lock for kiosk at aquatic centre, New hooks for flag poles at Memorial Park		116.70	
INV 400874	31/03/2022	Dalwallinu Traders	4 x general purpose cement - Roberts Rd		43.80	
INV 400880	31/03/2022	Dalwallinu Traders	Sliding door lock - pool		90.00	
INV 400887	31/03/2022	Dalwallinu Traders	Keys cut - pool		13.90	
INV 400906	31/03/2022	Dalwallinu Traders	Tap adaptor & 2hr timer - Kalannie Parks		31.00	
INV 400933	31/03/2022	Dalwallinu Traders	Screen door closer - 5 South St		23.75	
INV 400939	31/03/2022	Dalwallinu Traders	Double end drill bit		9.60	
EFT13196	21/04/2022	SJM Spatial Design	2D Concept Plan and Estimated Cost of Project for Dalwallinu Town Hall	1		1,100.00
INV 212	20/04/2022	SJM Spatial Design	2D Concept Plan and Estimated Cost of Project for Dalwallinu Town Hall		1,100.00	
EFT13197	21/04/2022	JMH Group WA	Service for street sweeper, 1370Hr	1		430.72
INV 305701	19/04/2022	JMH Group WA	Service for street sweeper, 1370Hr		430.72	
EFT13198	21/04/2022	H C Construction Services Pty Ltd	Drainage repairs to 7 South Street as per quote 3013 Ref RFQ 2122-40	1		70,400.00
INV 1067	16/03/2022	H C Construction Services Pty Ltd	Drainage repairs to 7 South Street as per quote 3013, Ref RFQ 2122-40		70,400.00	
EFT13199	21/04/2022	Subterranean Service Locations WA	Pothole and mark services Roberts Road	1		5,442.80
INV INV-182228/03/2022		Subterranean Service Locations WA	Pothole and mark services Roberts Road		5,442.80	
EFT13200	21/04/2022	BOEKEMAN MACHINERY	15,000km Service for DL 131 at Beockeman Dalwallinu	1		440.10
INV 336804	24/03/2022	BOEKEMAN MACHINERY	15,000km Service for DL 131 at Beockeman Dalwallinu		440.10	

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EFT13201	21/04/2022	LANDGATE	Gross rental valuations chargeable schedule no G2022/3 dated 19/2/22 to 18/3/22	1		182.10
INV 371289	23/12/2021	LANDGATE	Mining tenements chargeable, chedule no. M2021/9, 20/11/21 to 15/12/21		41.30	
INV 373042	29/03/2022	LANDGATE	Gross rental valuations chargeable schedule no G2022/3 dated 19/2/22 to 18/3/22		70.40	
INV 373040	29/03/2022	LANDGATE	Rural Uv's chargeable schedule : R2022/2, 5/2/22 to 4/3/22		70.40	
EFT13202	21/04/2022	DALWALLINU COMMUNITY RESOURCE CENTRE	Advertising in the Totally Locally - 6/4 Health survey	1		81.00
INV 0006017606/04/2022		DALWALLINU COMMUNITY RESOURCE CENTRE	Advertising in the Totally Locally - 6/4 Health survey		81.00	
EFT13203	28/04/2022	Bitutek Pty Ltd	14/10 Prima Seal Bell Road SLK 8.69-14.69	1		294,708.74
INV 0000698731/03/2022		Bitutek Pty Ltd	14/10 Prima Seal Bell Road SLK 8.69-14.69		294,708.74	

**REPORT TOTALS**

Bank Code	Bank Name	TOTAL
1	Municipal - 536591-4	1,596,057.82
<b>TOTAL</b>		<b>1,596,057.82</b>

DIRECT DEBITS FOR THE MONTH OF APRIL 2022

Chq/EFT	Date	Name	Description	Amount	Bank	Type
DD16615.1	01/04/2022	Maia Financial Pty Ltd	Matrix Gym equipment purchase - 1/4 to 30/6 lease fee	-5144.45	1	CSH
DD16617.1	01/04/2022	Aware Super	Superannuation contributions	-6779.42	1	CSH
DD16617.2	01/04/2022	AUSTRALIA SUPER	Payroll deductions	-543.32	1	CSH
DD16617.3	01/04/2022	THE TRUSTEE FOR COLONIAL SUPER RETIREMENT FUND	Payroll deductions	-451.43	1	CSH
DD16617.4	01/04/2022	CBUS	Superannuation contributions	-236.92	1	CSH
DD16617.5	01/04/2022	Local Government Superannuation Scheme	Payroll deductions	-845.05	1	CSH
DD16617.6	01/04/2022	PRIME SUPER	Superannuation contributions	-198.96	1	CSH
DD16617.7	01/04/2022	Hostplus	Payroll deductions	-925.96	1	CSH
DD16617.8	01/04/2022	Catholic Super	Payroll deductions	-685.45	1	CSH
DD16617.9	01/04/2022	BT Super for Life The Trustee for Retirement Wrap	Payroll deductions	-803.85	1	CSH
DD16617.10	01/04/2022	Rest Industry Super	Superannuation contributions	-316.27	1	CSH
DD16617.11	01/04/2022	Australian Super	Superannuation contributions	-849.85	1	CSH
DD16621.1	04/04/2022	Bond Administrator	Bond payment for bond 20860/22, transaction number L2070422	-992.00	1	CSH
DD16633.1	20/04/2022	Bond Administrator	Bond 21962/22 for U1/11 James St, Trans number L14150422	-780.00	1	CSH
DD16634.1	15/04/2022	Aware Super	Superannuation contributions	-6870.37	1	CSH
DD16634.2	15/04/2022	AUSTRALIA SUPER	Payroll deductions	-543.32	1	CSH
DD16634.3	15/04/2022	THE TRUSTEE FOR COLONIAL SUPER RETIREMENT FUND	Payroll deductions	-428.96	1	CSH
DD16634.4	15/04/2022	CBUS	Superannuation contributions	-238.26	1	CSH
DD16634.5	15/04/2022	Local Government Superannuation Scheme	Payroll deductions	-845.05	1	CSH
DD16634.6	15/04/2022	PRIME SUPER	Superannuation contributions	-198.96	1	CSH
DD16634.7	15/04/2022	Hostplus	Payroll deductions	-836.24	1	CSH
DD16634.8	15/04/2022	Catholic Super	Payroll deductions	-685.45	1	CSH
DD16634.9	15/04/2022	BT Super for Life The Trustee for Retirement Wrap	Payroll deductions	-803.85	1	CSH
DD16634.10	15/04/2022	Rest Industry Super	Superannuation contributions	-299.80	1	CSH
DD16634.11	15/04/2022	Australian Super	Superannuation contributions	-1039.94	1	CSH
DD16634.12	15/04/2022	Spirit Super	Superannuation contributions	-73.78	1	CSH
DD16642.1	21/04/2022	BANKWEST	Credit card purchases for March 2022	-6288.33	1	CSH
902641	13/03/2022	BANKWEST	Fuel - DL2	99.12	1	INV
125717272	24/03/2022	BANKWEST	Number plate re-make DL103	42.40	1	INV
125721319	24/03/2022	BANKWEST	Change plates on DL103 to 1HJV834 pending trade-in	30.50	1	INV
13915	28/03/2022	BANKWEST	4 reprints of banners designed 2021 for extra banner poles	660.00	1	INV
16896	31/03/2022	BANKWEST	Dog waste bags for town parks	350.00	1	INV

2100158878	01/04/2022 BANKWEST	Repairs to foyer air con @ Shire Administration (Daikin)	3169.29 1	INV
131189630	01/04/2022 BANKWEST	Monthly charge for internet at Shire admin building for the period 1/4/22 to 1/5/22	129.95 1	INV
JB-11186748	01/04/2022 BANKWEST	HP Office Jet printer for DDC	308.95 1	INV
30366	01/04/2022 BANKWEST	Netball hoops for Recreation Centre & outdoor courts	59.40 1	INV
15805	05/04/2022 BANKWEST	Parking - meeting with 'Site' re new multi purpose ECLC	8.08 1	INV
562678014	15/03/2022 BANKWEST	50 Sanitary disposal cartridges for all Public Toilets	621.51 1	INV
1708011	16/03/2022 BANKWEST	Accommodation for CEO J Knight - Financial Professionals Conference 16-17 March	495.88 1	INV
3126	17/03/2022 BANKWEST	Meal - LG Professionals Conference J Knight	23.00 1	INV
1146	18/03/2022 BANKWEST	Meal - LG Professionals Conference J Knight	10.00 1	INV
1715771	16/03/2022 BANKWEST	Meal - LG Professionals Conference J Knight	24.29 1	INV
286669	20/03/2022 BANKWEST	Fuel for DL2	148.96 1	INV
340898	22/03/2022 BANKWEST	Monthly charge for on-line newspapers, The West Australian & The Sunday Times	28.00 1	INV
16718214	07/03/2022 BANKWEST	Monthly charge for internet at Dalwallinu Rec Centre for the period 7/3 to 6/4	79.00 1	INV
DD16647.1	29/04/2022 Aware Super	Superannuation contributions	-6805.46 1	CSH
DD16647.2	29/04/2022 AUSTRALIA SUPER	Payroll deductions	-543.32 1	CSH
DD16647.3	29/04/2022 THE TRUSTEE FOR COLONIAL SUPER RETIREMENT FUND	Payroll deductions	-428.96 1	CSH
DD16647.4	29/04/2022 CBUS	Superannuation contributions	-246.03 1	CSH
DD16647.5	29/04/2022 Local Government Superannuation Scheme	Payroll deductions	-845.05 1	CSH
DD16647.6	29/04/2022 PRIME SUPER	Superannuation contributions	-198.96 1	CSH
DD16647.7	29/04/2022 Hostplus	Payroll deductions	-828.74 1	CSH
DD16647.8	29/04/2022 Catholic Super	Payroll deductions	-708.09 1	CSH
DD16647.9	29/04/2022 BT Super for Life The Trustee for Retirement Wrap	Payroll deductions	-803.85 1	CSH
DD16647.10	29/04/2022 Rest Industry Super	Superannuation contributions	-299.80 1	CSH
DD16647.11	29/04/2022 Australian Super	Superannuation contributions	-877.23 1	CSH
DD16647.12	29/04/2022 Spirit Super	Superannuation contributions	-35.52 1	CSH

#### REPORT TOTALS

Bank Code	Bank Name	Description	Total
1	Municipal - 536591-4	Direct Debit Superannuation Payments April 2022	-38,121.47
1	Municipal - 536591-4	Direct Debit Credit Card Payments April 2022	-6,288.33
1	Municipal - 536591-4	Direct Debit Lease of Gym Equipment April 2022	-5,144.45
1	Municipal - 536591-4	Direct Debit Bond Administrator April 2022	-1,772.00
<b>Total</b>			<b>-51,326.25</b>

## Municipal Account

### Payroll April 2022

15/04/2022	Payroll fortnight ending 15/04/2022	\$ 61,623.00
29/04/2022	Payroll fortnight ending 29/04/2022	\$ 60,339.00
	TOTAL	<u>\$ 121,962.00</u>

### Bank Fees April 2022

01/04/2022	Bpay Transaction Fee (Muni)	\$ 66.40
04/04/2022	CBA Merchant Fee (Muni)	\$ 373.53
01/04/2022	OBB Record Fee (Muni)	\$ 6.10
	TOTAL	<u>\$ 446.03</u>

### Direct Debit Payments April 2022

	Superannuation Payments (Pay endings 01/04/2022, 15/04/2022 & 29/04/2022)	\$ 38,121.47
21/04/2022	Credit Card Payments to Bankwest	\$ 6,288.33
04/01/2022	Gym Equipment Lease Payments by direct debit	\$ 5,144.45
11/04/2022	Loan Payment 157 - Dalwallinu Discovery Centre	\$ 35,749.43
20/04/2022	Bond Administrator - Housing Bonds	\$ 1,772.00
	Payments to Department of Transport Licensing	\$ 71,764.85
	TOTAL	<u>\$ 158,840.53</u>

### 9.3.2 Monthly Financial Statements for April 2022\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Shire of Dalwallinu
<b>File Ref</b>	FM/9 Financial Reporting
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Ally Bryant, Manager Corporate Services
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Attachments</b>	Monthly Statements of Financial Activity, Variance Report, Investments Held and Bank Reconciliations

#### **Purpose of Report**

Council is requested to receive and accept the Financial Reports for the month end 30 April 2022.

#### **Background**

There is a statutory requirement that Financial Reports be recorded in the Minutes of the meeting to which they are presented. The financial Reports, as circulated, give an overview of the current financial position of the Shire and the status of capital income and expenditure.

#### **Consultation**

Nil

#### **Legislative Implications**

##### State

*Local Government Act 1995*

*Local Government (Financial Management) Regulations 1996 s34(1), s19(1)(2) and s34(2)*

#### **Policy Implications**

Nil

#### **Financial Implications**

Nil

#### **Strategic Implications**

Nil

#### **Site Inspection**

Site inspection undertaken: Not applicable

#### **Triple Bottom Line Assessment**

##### Economic implications

There are no known significant economic implications associated with this proposal.

##### Social implications

There are no known significant social implications associated with this proposal.



### Environmental implications

There are no known significant environmental implications associated with this proposal.

### **Officer Comment**

Financial Reports as at last day of business of the previous month are appended, for the period ending 30 April 2022.

Attached for council's consideration are:

1. Statement of Financial Activity
2. Variance Reports
3. Investments Held
4. Bank Reconciliations

As per Council resolution, all items that have a variance of more than \$10,000 have been noted on the variance reports.

### **Officer Recommendation**

That Council accept the Financial Reports as submitted for the month ending 30 April 2022.

### **Recommendation/Resolution**

#### **MOTION**

Moved            Cr  
Seconded       Cr

**0/0**



**SHIRE OF DALWALLINU**

**MONTHLY FINANCIAL REPORT**  
**(Containing the Statement of Financial Activity)**  
**For the period ending 30 April 2022**

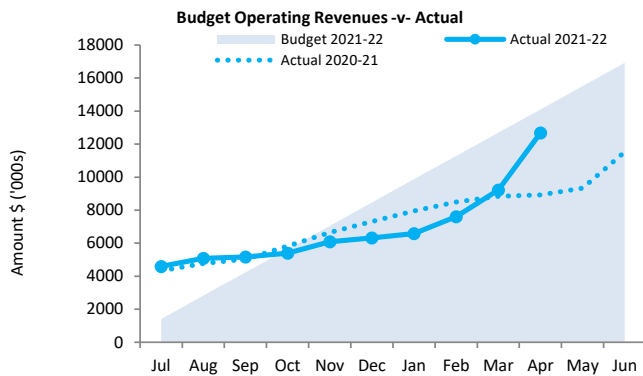
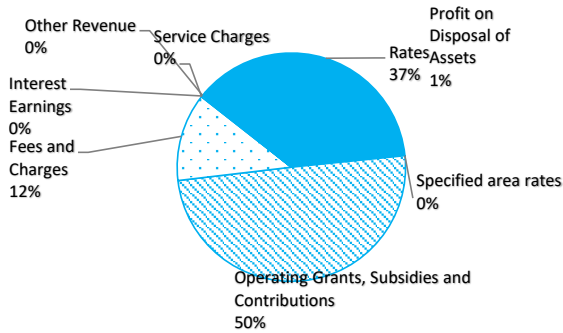
**LOCAL GOVERNMENT ACT 1995**  
**LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**

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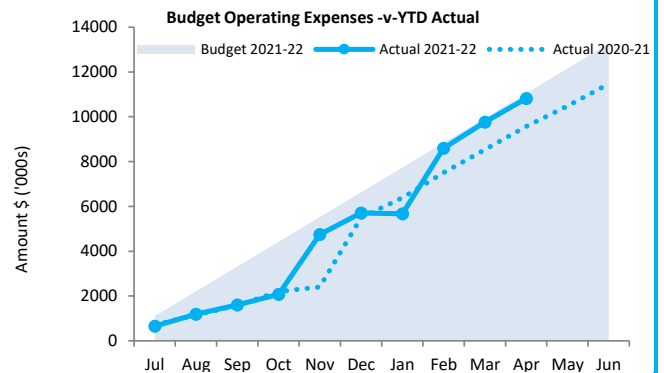
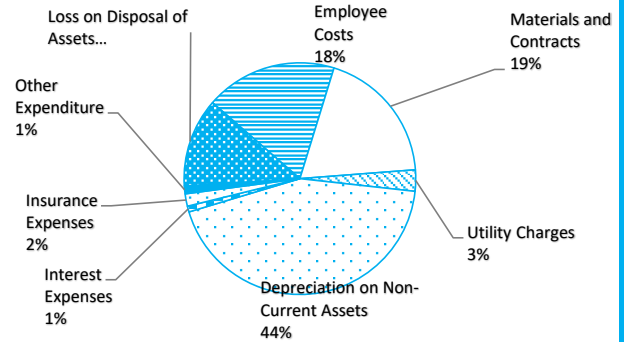
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OPERATING ACTIVITIES

OPERATING REVENUE

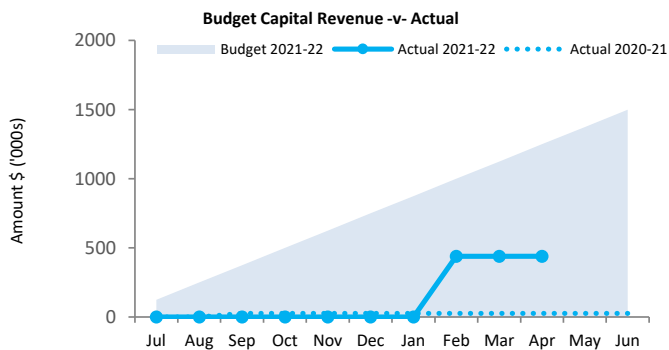


OPERATING EXPENSES

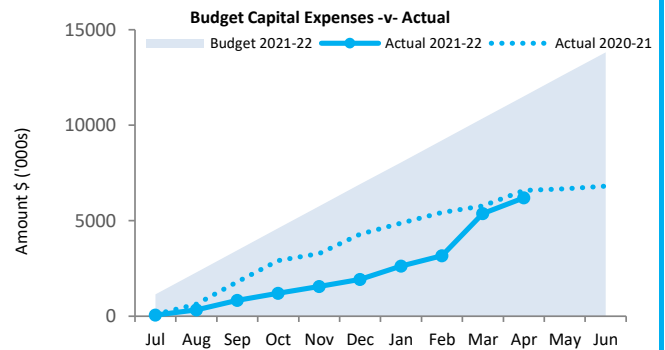


INVESTING ACTIVITIES

CAPITAL REVENUE



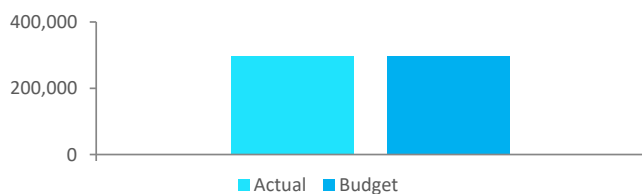
CAPITAL EXPENSES



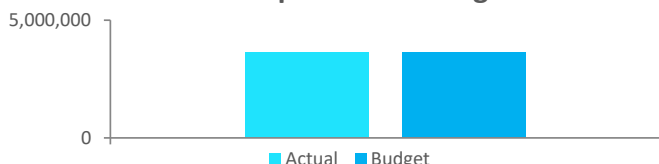
FINANCING ACTIVITIES

BORROWINGS

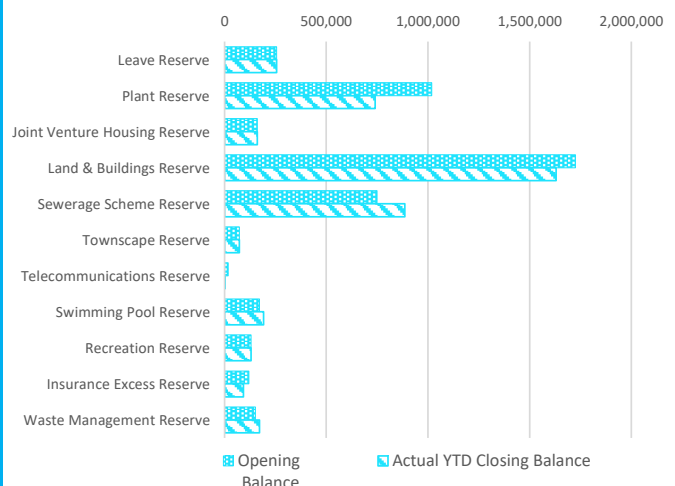
Principal Repayments



Principal Outstanding



CASH BACKED RESERVES



Funding surplus / (deficit) Components

Funding surplus / (deficit)

	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2.31 M	\$2.31 M	\$2.31 M	\$0.00 M
Closing	\$0.01 M	(\$2.09 M)	\$4.24 M	\$6.33 M

Refer to Statement of Financial Activity

Cash and cash equivalents

	\$9.27 M	% of total
Unrestricted Cash	\$4.93 M	53.2%
Restricted Cash	\$4.33 M	46.8%

Refer to Note 2 - Cash and Financial Assets

Payables

	\$0.93 M	% Outstanding
Trade Payables	\$0.85 M	
Over 30 Days		0.5%
Over 90 Days		0.4%

Refer to Note 5 - Payables

Receivables

	\$0.93 M	% Collected
Rates Receivable	\$0.06 M	98.3%
Trade Receivable	\$0.93 M	
Over 30 Days		9.8%
Over 90 Days		8.7%

Refer to Note 3 - Receivables

Key Operating Activities

Amount attributable to operating activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.43 M	\$0.96 M	\$4.24 M	\$3.28 M

Refer to Statement of Financial Activity

Rates Revenue

YTD Actual	\$3.35 M	% Variance
YTD Budget	\$3.35 M	(0.0%)

Refer to Note 6 - Rate Revenue

Operating Grants and Contributions

YTD Actual	\$4.50 M	% Variance
YTD Budget	\$1.81 M	148.4%

Refer to Note 13 - Operating Grants and Contributions

Fees and Charges

YTD Actual	\$1.13 M	% Variance
YTD Budget	\$1.12 M	0.7%

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)
(\$3.36 M)	(\$4.87 M)	(\$2.23 M)	\$2.65 M

Refer to Statement of Financial Activity

Proceeds on sale

YTD Actual	\$0.35 M	%
Amended Budget	\$0.42 M	(16.8%)

Refer to Note 7 - Disposal of Assets

Asset Acquisition

YTD Actual	\$6.20 M	% Spent
Amended Budget	\$13.82 M	(55.1%)

Refer to Note 8 - Capital Acquisition

Capital Grants

YTD Actual	\$3.62 M	% Received
Amended Budget	\$10.04 M	(63.9%)

Refer to Note 8 - Capital Acquisition

Key Financing Activities

Amount attributable to financing activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.63 M	(\$0.49 M)	(\$0.08 M)	\$0.41 M

Refer to Statement of Financial Activity

Borrowings

Principal repayments	\$0.30 M
Interest expense	\$0.09 M
Principal due	\$3.62 M

Refer to Note 9 - Borrowings

Reserves

Reserves balance	\$4.33 M
Interest earned	\$0.01 M

Refer to Note 11 - Cash Reserves

Lease Liability

Principal repayments	\$0.02 M
Interest expense	\$0.00 M
Principal due	\$0.02 M

Refer to Note 10 - Lease Liabilities

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

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

PROGRAM NAME AND OBJECTIVES	ACTIVITIES
<b>GOVERNANCE</b> To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific Shire services.
<b>GENERAL PURPOSE FUNDING</b> To collect revenue to allow for the provision of services.	Rates income & expenditure, Grants commission and Pensioners deferred rates interest.
<b>LAW, ORDER, PUBLIC SAFETY</b> To provide services to help ensure a safer and environmentally conscious community.	Supervision of various by-laws, fire prevention, emergency services and animal control.
<b>HEALTH</b> To provide an operational framework for environmental and community health.	Food quality, pest control, immunisation services and other health.
<b>EDUCATION AND WELFARE</b> To provide services to disadvantaged persons, the elderly, children and youth.	School support, assistance to playgroups, retirements villages and other voluntary services.
<b>HOUSING</b> To provide and maintain employee, non-employee and elderly residents housing.	Provision and maintenance of staff and rental housing.
<b>COMMUNITY AMENITIES</b> To provide services required by the community.	Rubbish collection services, operation of tips, noise control, administration of the town planning scheme, maintenance of cemeteries, maintenance of public conveniences, storm water drainage maintenance, sewerage scheme operation, litter control and roadside furniture.
<b>RECREATION AND CULTURE</b> To establish and effectively manage infrastructure and resource which will help the social well being of the community.	Provision of facilities and support for organisations concerned with leisure time activities and sport, support for performing and creative arts and preservation of the natural estate. This includes maintenance of halls, aquatic centres, recreation and community centres, parks, gardens, sports grounds and operation of libraries.
<b>TRANSPORT</b> To provide safe, effective and efficient transport services to the community.	Construction, maintenance and cleaning of streets, roads, bridges, drainage works, footpaths, parking facilities and traffic signs, cleaning and lighting of streets, depot maintenance and airstrip maintenance.
<b>ECONOMIC SERVICES</b> To help promote the Shire and its economic wellbeing.	The regulation and provision of tourism, area promotion, building control, noxious weed control, vermin control, standpipes and land subdivisions.
<b>OTHER PROPERTY AND SERVICES</b> To monitor and control the shire's overheads and operating accounts.	Private works operation, public works overheads, materials, salaries & wages, plant repairs and operation costs. With the exception of private works, the above activities listed are mainly summaries of costs that are allocated to all the works and services undertaken by Council.

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

**STATUTORY REPORTING PROGRAMS**

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening funding surplus / (deficit)</b>	1(c)	2,307,420	2,307,420	<b>2,307,420</b>	0	0.00%	
<b>Revenue from operating activities</b>							
Governance		300	260	<b>0</b>	(260)	(100.00%)	
General purpose funding - general rates	6	3,348,948	3,349,611	<b>3,348,311</b>	(1,300)	(0.04%)	
General purpose funding - other		1,729,440	1,309,843	<b>3,999,485</b>	2,689,642	205.34%	▲
Law, order and public safety		39,312	30,316	<b>37,458</b>	7,142	23.56%	
Health		23,714	20,276	<b>11,393</b>	(8,883)	(43.81%)	
Education and welfare		3,272	2,704	<b>23,471</b>	20,767	768.01%	▲
Housing		358,262	317,696	<b>295,370</b>	(22,326)	(7.03%)	
Community amenities		587,388	575,499	<b>599,874</b>	24,375	4.24%	
Recreation and culture		179,325	159,046	<b>130,222</b>	(28,824)	(18.12%)	▼
Transport		376,930	370,852	<b>370,146</b>	(706)	(0.19%)	
Economic services		174,213	150,341	<b>145,223</b>	(5,118)	(3.40%)	
Other property and services		63,609	52,781	<b>88,096</b>	35,315	66.91%	▲
		<b>6,884,713</b>	<b>6,339,225</b>	<b>9,049,049</b>	2,709,824		
<b>Expenditure from operating activities</b>							
Governance		(743,467)	(612,303)	<b>(566,757)</b>	45,546	7.44%	
General purpose funding		(142,681)	(119,599)	<b>(101,130)</b>	18,469	15.44%	▼
Law, order and public safety		(211,382)	(180,270)	<b>(183,104)</b>	(2,834)	(1.57%)	
Health		(339,814)	(316,715)	<b>(305,805)</b>	10,910	3.44%	
Education and welfare		(163,117)	(136,565)	<b>(176,070)</b>	(39,505)	(28.93%)	▲
Housing		(522,577)	(413,416)	<b>(351,572)</b>	61,844	14.96%	▼
Community amenities		(953,376)	(808,976)	<b>(685,959)</b>	123,017	15.21%	▼
Recreation and culture		(3,325,551)	(3,006,416)	<b>(2,829,805)</b>	176,611	5.87%	
Transport		(6,032,348)	(4,945,755)	<b>(4,882,275)</b>	63,480	1.28%	
Economic services		(642,090)	(557,250)	<b>(535,000)</b>	22,250	3.99%	
Other property and services		(183,059)	(184,837)	<b>(200,807)</b>	(15,970)	(8.64%)	
		<b>(13,259,462)</b>	<b>(11,282,102)</b>	<b>(10,818,284)</b>	463,818		
Non-cash amounts excluded from operating activities	1(a)	6,806,039	5,902,381	<b>6,008,221</b>	105,840	1.79%	
<b>Amount attributable to operating activities</b>		<b>431,290</b>	<b>959,504</b>	<b>4,238,986</b>	3,279,482		
<b>Investing Activities</b>							
Proceeds from non-operating grants, subsidies and contributions	14	10,038,666	7,083,572	<b>3,624,426</b>	(3,459,146)	(48.83%)	▼
Proceeds from disposal of assets	7	417,212	417,212	<b>347,137</b>	(70,075)	(16.80%)	▼
Payments for property, plant and equipment and infrastructure	8	(13,815,301)	(12,373,447)	<b>(6,197,631)</b>	6,175,816	49.91%	▼
<b>Amount attributable to investing activities</b>		<b>(3,359,423)</b>	<b>(4,872,663)</b>	<b>(2,226,069)</b>	2,646,594		
<b>Financing Activities</b>							
Transfer from reserves	11	1,499,527	236,377	<b>438,831</b>	202,454	85.65%	
Payments for principal portion of lease liabilities	10	(23,053)	(22,184)	<b>(22,183)</b>	1	0.00%	
Repayment of debentures	9	(297,874)	(148,937)	<b>(297,874)</b>	(148,937)	(100.00%)	▼
Transfer to reserves	11	(551,070)	(551,070)	<b>(198,541)</b>	352,529	63.97%	▼
<b>Amount attributable to financing activities</b>		<b>627,530</b>	<b>(485,814)</b>	<b>(79,767)</b>	406,047		
<b>Closing funding surplus / (deficit)</b>	1(c)	<b>6,817</b>	<b>(2,091,553)</b>	<b>4,240,568</b>			

**KEY INFORMATION**

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 16 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2021-22 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 APRIL 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 APRIL 2022**

**BY NATURE OR TYPE**

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening funding surplus / (deficit)</b>	1(c)	2,307,420	2,307,420	<b>2,307,420</b>	0	0.00%	
<b>Revenue from operating activities</b>							
Rates	6	3,348,948	3,349,611	<b>3,348,311</b>	(1,300)	(0.04%)	
Operating grants, subsidies and contributions	13	2,262,262	1,811,901	<b>4,500,914</b>	2,689,013	148.41%	▲
Fees and charges		1,208,629	1,118,948	<b>1,127,191</b>	8,243	0.74%	
Interest earnings		23,801	17,712	<b>22,524</b>	4,812	27.17%	
Other revenue		100	80	<b>0</b>	(80)	(100.00%)	
Profit on disposal of assets	7	40,973	40,973	<b>50,109</b>	9,136	22.30%	
		<b>6,884,713</b>	<b>6,339,225</b>	<b>9,049,049</b>	2,709,824		
<b>Expenditure from operating activities</b>							
Employee costs		(2,395,637)	(2,100,107)	<b>(1,987,582)</b>	112,525	5.36%	
Materials and contracts		(3,129,757)	(2,440,518)	<b>(2,057,493)</b>	383,025	15.69%	▼
Utility charges		(428,426)	(359,891)	<b>(321,382)</b>	38,509	10.70%	▼
Depreciation on non-current assets		(5,534,680)	(4,633,154)	<b>(4,718,158)</b>	(85,004)	(1.83%)	
Interest expenses		(129,049)	(128,986)	<b>(87,575)</b>	41,411	32.11%	▼
Insurance expenses		(189,912)	(189,708)	<b>(187,286)</b>	2,422	1.28%	
Other expenditure		(139,669)	(119,538)	<b>(118,638)</b>	900	0.75%	
Loss on disposal of assets	7	(1,312,332)	(1,310,200)	<b>(1,340,172)</b>	(29,972)	(2.29%)	
		<b>(13,259,462)</b>	<b>(11,282,102)</b>	<b>(10,818,286)</b>	463,816		
Non-cash amounts excluded from operating activities	1(a)	6,806,039	5,902,381	<b>6,008,221</b>	105,840	1.79%	
<b>Amount attributable to operating activities</b>		<b>431,290</b>	<b>959,504</b>	<b>4,238,984</b>	3,279,480		
<b>Investing activities</b>							
Proceeds from non-operating grants, subsidies and contributions	14	10,038,666	7,083,572	<b>3,624,426</b>	(3,459,146)	(48.83%)	▼
Proceeds from disposal of assets	7	417,212	417,212	<b>347,137</b>	(70,075)	(16.80%)	▼
Payments for property, plant and equipment	8	(13,815,301)	(12,373,447)	<b>(6,197,631)</b>	6,175,816	49.91%	▼
<b>Amount attributable to investing activities</b>		<b>(3,359,423)</b>	<b>(4,872,663)</b>	<b>(2,226,069)</b>	2,646,594		
<b>Financing Activities</b>							
Transfer from reserves	11	1,499,527	236,377	<b>438,831</b>	202,454	85.65%	▲
Payments for principal portion of lease liabilities		(23,053)	(22,184)	<b>(22,183)</b>	1	0.00%	
Repayment of debentures	9	(297,874)	(148,937)	<b>(297,874)</b>	(148,937)	(100.00%)	▼
Transfer to reserves	11	(551,070)	(551,070)	<b>(198,541)</b>	352,529	63.97%	▲
<b>Amount attributable to financing activities</b>		<b>627,530</b>	<b>(485,814)</b>	<b>(79,767)</b>	406,047		
<b>Closing funding surplus / (deficit)</b>	1(c)	<b>6,817</b>	<b>(2,091,553)</b>	<b>4,240,568</b>	6,332,122		

**KEY INFORMATION**

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

Refer to Note 16 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

REPORT PURPOSE

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

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards.

Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant and Equipment paragraph 7*.

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 09 April 2022

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.

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

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.

(a) Non-cash items excluded from operating activities

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

	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
<b>Non-cash items excluded from operating activities</b>				
		\$	\$	\$
<b>Adjustments to operating activities</b>				
Less: Profit on asset disposals	7	(40,973)	(40,973)	(50,109)
Add: Loss on asset disposals	7	1,312,332	1,310,200	1,340,172
Add: Depreciation on assets		5,534,680	4,633,154	4,718,158
<b>Total non-cash items excluded from operating activities</b>		<b>6,806,039</b>	<b>5,902,381</b>	<b>6,008,221</b>

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

		Last Year Closing 30 June 2021	This Time Last Year 30 April 2021	Year to Date 30 April 2022
<b>Adjustments to net current assets</b>				
Less: Reserves - restricted cash	11	(4,572,716)	(4,097,380)	(4,332,426)
Less: Provisions		(367,548)	(439,736)	(367,321)
Add: Borrowings	9	297,875	(78,902)	1
Add: Provisions - employee	12	367,548	439,533	367,548
Add: Lease liabilities	10	23,359	2,136	894
Add: Cash backed leave portion		209,381	209,380	209,381
<b>Total adjustments to net current assets</b>		<b>(4,042,101)</b>	<b>(3,964,969)</b>	<b>(4,121,923)</b>

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

<b>Current assets</b>				
Cash and cash equivalents	2	7,724,964	6,178,987	9,266,195
Rates receivables	3	59,824	64,220	57,215
Receivables	3	135,410	88,618	933,589
Other current assets	4	14,628	10,851	16,003
<b>Less: Current liabilities</b>				
Payables	5	(605,621)	(828,483)	(925,436)
Borrowings	9	(297,875)	78,902	(1)
Contract liabilities	12	(290,902)	0	(616,633)
Lease liabilities	10	(23,359)	(2,136)	(894)
Provisions	12	(367,548)	(439,533)	(367,548)
<b>Less: Total adjustments to net current assets</b>	1(b)	<b>(4,042,101)</b>	<b>(3,964,969)</b>	<b>(4,121,923)</b>
<b>Closing funding surplus / (deficit)</b>		<b>2,307,420</b>	<b>1,186,457</b>	<b>4,240,568</b>

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

Description	Classification	Unrestricted	Restricted	Total Cash	Trust	Institution	Interest Rate	Maturity Date
		\$	\$	\$	\$			
<b>Cash on hand</b>								
TelenetSaver Account	Cash and cash equivalents	2,852,525		2,852,525		Bankwest	0.05%	At Call
Municipal Account	Cash and cash equivalents	69,706		69,706		Bankwest	0.00%	At Call
Term Deposit - Municipal Excess	Cash and cash equivalents	2,011,288		2,011,288		Bankwest	0.22%	04/03/2022
Term Deposit - Reserves	Cash and cash equivalents	0	4,332,426	4,332,426		Bankwest	0.27%	24/05/2022
Floats Held	Cash and cash equivalents	250		250		Shire float	0.00%	N/A
<b>Total</b>		<b>4,933,769</b>	<b>4,332,426</b>	<b>9,266,195</b>	<b>0</b>			
<b>Comprising</b>								
Cash and cash equivalents		4,933,769	4,332,426	9,266,195	0			
		<b>4,933,769</b>	<b>4,332,426</b>	<b>9,266,195</b>	<b>0</b>			

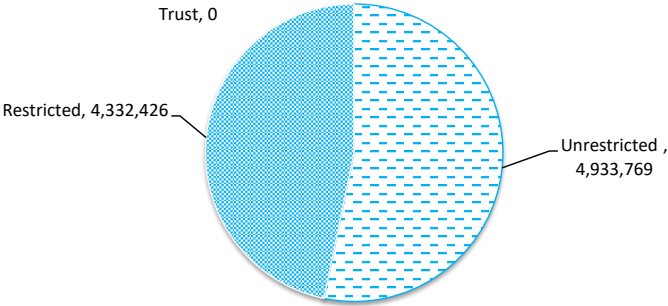
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments 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.



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

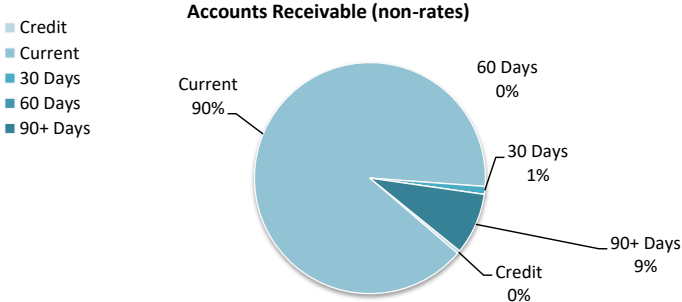
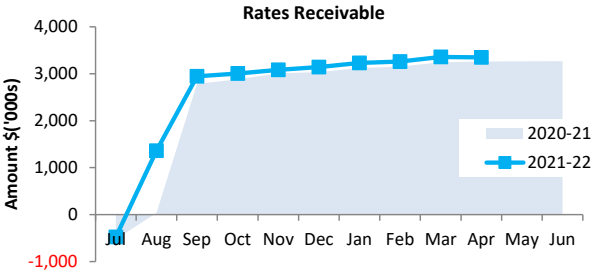
OPERATING ACTIVITIES  
NOTE 3  
RECEIVABLES

Rates receivable	30 June 2021	30 Apr 2022
	\$	\$
Opening arrears previous years	49,498	59,824
Levied this year	4,010,253	3,348,312
Less - collections to date	(3,999,927)	(3,350,921)
Equals current outstanding	59,824	57,215
<b>Net rates collectable</b>	<b>59,824</b>	<b>57,215</b>
% Collected	98.5%	98.3%

Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	(4,177)	807,789	9,904	12	77,115	890,644
Percentage	(0.5%)	90.7%	1.1%	0%	8.7%	
<b>Balance per trial balance</b>						
Sundry receivable	(4,177)	807,789	9,904	12	77,115	890,644
GST receivable						42,945
<b>Total receivables general outstanding</b>						<b>933,589</b>
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.



	Opening Balance 1 July 2021	Asset Increase	Asset Reduction	Closing Balance 30 April 2022
<b>Other current assets</b>	\$	\$	\$	\$
<b>Inventory</b>				
Inventories Fuel & Materials	14,628	1,375	0	16,003
<b>Total other current assets</b>	<b>14,628</b>	<b>1,375</b>	<b>0</b>	<b>16,003</b>
<b>Amounts shown above include GST (where applicable)</b>				

#### KEY INFORMATION

##### Inventory

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

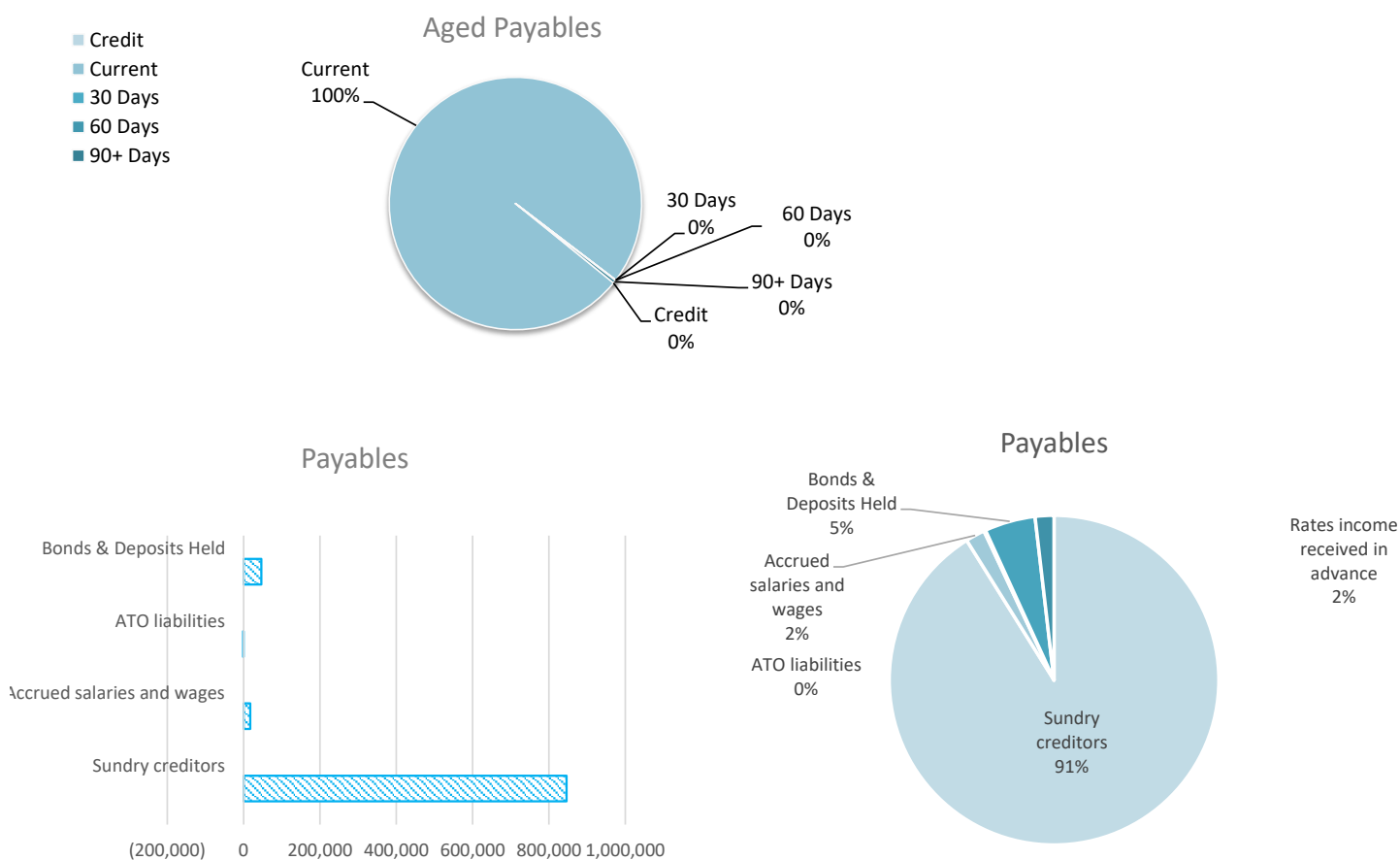
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	733,143	136	564	2,790	736,633
Percentage	0%	99.5%	0%	0.1%	0.4%	
<b>Balance per trial balance</b>						
Sundry creditors	0	833,208	136	564	2,790	845,962
Accrued salaries and wages						17,635
ATO liabilities						(1,537)
Bonds & Deposits Held						46,250
Rates income received in advance						17,126
<b>Total payables general outstanding</b>						<b>925,436</b>

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.



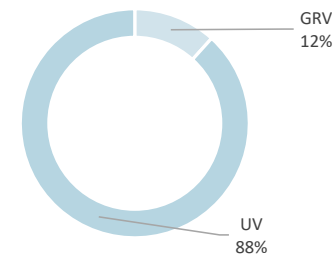
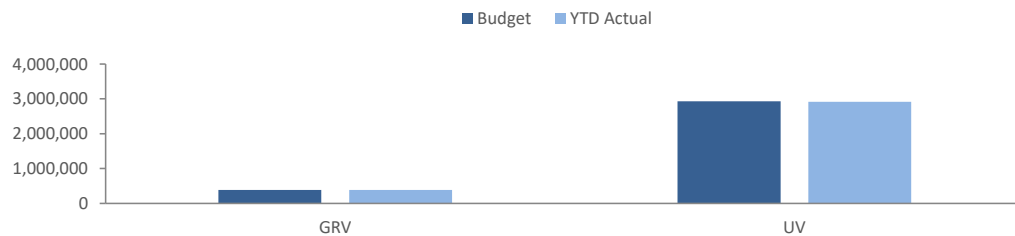
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022

OPERATING ACTIVITIES  
NOTE 6  
RATE REVENUE

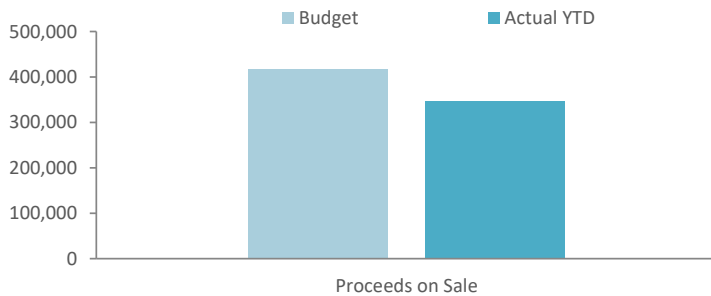
General rate revenue	Budget							YTD Actual			Total Revenue
	Rate in \$ (cents)	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	
RATE TYPE				\$	\$	\$	\$	\$	\$	\$	\$
<b>Gross rental value</b>											
GRV	0.09181	288	4,147,377	380,771	3,000	0	383,771	380,771	4,616	1,378	386,765
<b>Unimproved value</b>											
UV	0.01701	363	172,802,000	2,939,362	2,000	(8,943)	2,932,419	2,939,362	(9,281)	(12,018)	2,918,063
<b>Sub-Total</b>		<b>651</b>	<b>176,949,377</b>	<b>3,320,133</b>	<b>5,000</b>	<b>(8,943)</b>	<b>3,316,190</b>	<b>3,320,133</b>	<b>(4,665)</b>	<b>(10,640)</b>	<b>3,304,828</b>
<b>Minimum payment</b>	<b>Minimum \$</b>										
<b>Gross rental value</b>											
GRV - Dalwallinu	600	124	595,316	74,400	0	0	74,400	74,400	0	0	74,400
GRV - Kalannie	600	34	156,743	20,400	0	0	20,400	20,400	212	0	20,612
GRV - Other Towns	600	81	277,575	48,600	0	0	48,600	48,600	247	0	48,847
<b>Unimproved value</b>											
UV - Rural	700	35	634,578	24,500			24,500	24,500	0	0	24,500
UV - Mining	700	37	293,730	25,900			25,900	25,900	8,604	1,663	36,167
<b>Sub-total</b>		<b>311</b>	<b>1,957,942</b>	<b>193,800</b>	<b>0</b>	<b>0</b>	<b>193,800</b>	<b>193,800</b>	<b>9,062</b>	<b>1,663</b>	<b>204,526</b>
Discount							(161,042)				(161,042)
<b>Total general rates</b>							<b>3,348,948</b>				<b>3,348,312</b>

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 2020 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	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	<b>Land &amp; Buildings</b>								
	Sale of Lot 572 Sawyers Ave	69,394	69,394	0	0	0	0	0	0
	Sale of Lot 3 Bell Stret	160,795	68,182	0	(92,613)	156,998	67,727	0	(89,271)
	Caravan Park Ablution	59,519	0	0	(59,519)	59,519	0	0	(59,519)
	Dalwallinu Golf Club Toilets	19,641	0	0	(19,641)	19,641	0	0	(19,641)
	<b>Other Infrastructure</b>								
	Pithara Golf Course	1,132,034	0	0	(1,132,034)	1,132,033	0	0	(1,132,033)
	<b>Plant and equipment</b>								
	<b>Recreation and culture</b>								
	Dalwallinu Sportmans Cub Shed			0	0	31,905		0	(31,905)
	<b>Transport</b>								
	Mack Granite Truck DL2478	69,194	83,636	14,442	0	69,193	83,636	14,443	0
	Skid Steer Loader DL150	26,793	22,000	0	(4,793)	23,802	16,000	0	(7,802)
	Utility DL103	30,782	38,000	7,218	0	30,000	39,091	9,091	0
	Utility DL281	24,133	27,000	2,867	0	25,168	28,182	3,014	0
	Hyundai iLoad DL304	14,386	24,500	10,114	0	14,386	24,091	9,705	0
	Low Loader	21,168	27,500	6,332	0	21,168	27,500	6,332	0
	<b>Other property and services</b>								
	Nissan Pathfinder DL131	33,732	30,000	0	(3,732)	26,385	30,000	3,615	0
	Nissan Pathfinder DL492	27,000	27,000	0	0	27,000	30,909	3,909	0
		<b>1,688,571</b>	<b>417,212</b>	<b>40,973</b>	<b>(1,312,332)</b>	<b>1,637,198</b>	<b>347,137</b>	<b>50,109</b>	<b>(1,340,171)</b>



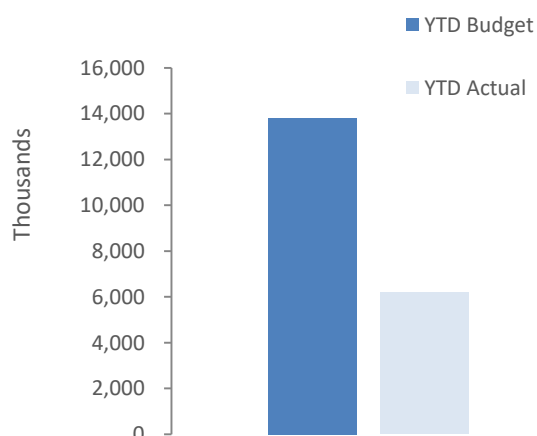
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 APRIL 2022**

**INVESTING ACTIVITIES  
NOTE 8  
CAPITAL ACQUISITIONS**

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Land	124,567	134,567	88,672	(45,895)
Buildings	1,069,916	845,069	547,593	(297,476)
Furniture and equipment	39,783	19,000	39,783	20,783
Plant and equipment	734,883	677,500	703,613	26,113
Infrastructure - roads	10,874,887	9,794,969	4,200,250	(5,594,719)
Infrastructure - Other	971,265	902,342	617,719	(284,623)
<b>Payments for Capital Acquisitions</b>	<b>13,815,301</b>	<b>12,373,447</b>	<b>6,197,631</b>	<b>(6,175,816)</b>
<b>Total Capital Acquisitions</b>	<b>13,815,301</b>	<b>12,373,447</b>	<b>6,197,631</b>	<b>(6,175,816)</b>
<b>Capital Acquisitions Funded By:</b>				
	\$	\$	\$	\$
Capital grants and contributions	10,038,666	7,083,572	3,624,426	(3,459,146)
Other (disposals & C/Fwd)	417,212	417,212	347,137	(70,075)
Cash backed reserves				
Plant Reserve	419,266	349,366	280,633	(68,733)
Land & Buildings Reserve	897,598	897,598	97,598	(800,000)
Townscape Reserve	72,063	72,063	0	(72,063)
Telecommunications Reserve	17,000	17,000	17,000	0
Recreation Reserve	50,000	50,000	0	(50,000)
Insurance Excess Reserve	43,600	43,600	43,600	0
Contribution - operations	1,859,896	3,443,036	1,787,238	(1,655,798)
<b>Capital funding total</b>	<b>13,815,301</b>	<b>12,373,447</b>	<b>6,197,631</b>	<b>(6,175,816)</b>

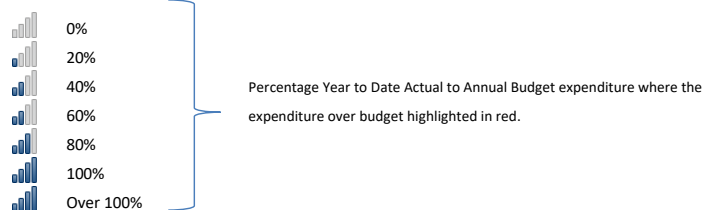
**SIGNIFICANT ACCOUNTING POLICIES**

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



Capital expenditure total

Level of completion indicators



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

		Amended			
Account Description		Budget	YTD Budget	YTD Actual	Variance (Under)/Over
<b>LAND &amp; BUILDINGS</b>					
E148311	Bell Street Subdivision	72,567	72,567	72,567	(0)
E092041	Construction of Employee Housing	550,000	366,630	102,090	264,540
K98	6 McLevie Way, Dalwallinu JV - Capital Upgrade	23,397	19,184	23,397	(4,213)
K97	23 Rayner St, Dalwallinu JV - Capital Upgrade	6,000	6,000	3,270	2,730
E093855	Purchase of 8 Myers Street Land	52,000	52,000	0	52,000
		0	0	0	0
K5	Dalwallinu Recreation Centre - Capital Upgrade	62,000	62,000	16,105	45,895
K49	Dalwallinu Caravan Park - Capital Upgrade	383,519	356,255	378,747	(22,492)
K88	Administration Office - Capital Upgrade	45,000	45,000	40,089	4,911
<b>ROADS</b>					
E121700	Regional Road Group	621,645	527,350	354,484	172,866
E121720	Roads To Recovery	733,170	610,930	724,898	(113,968)
E121735	Wheatbelt Secondary Freight Network	4,751,410	3,959,470	2,611,287	1,348,183
E121730	Road Program	884,175	655,629	442,407	213,222
E121795	DRFAWA 962 - Flood Damage Repair Works	4,041,592	4,041,590	67,175	3,974,415
<b>OTHER INFRASTRUCTURE</b>					
E135875	Fencing for Dams	25,000	25,000	5,340	19,660
K95	Dalwallinu Aquatic Centre - Capital Upgrade	43,600	57,000	43,600	13,400
E112849	Capital Expenditure - Other Infrastructure	81,000	80,000	81,000	(1,000)
O21	Stormwater Dam - Roberts Road, Dalwallinu	250,000	250,000	48,411	201,589
O12	Dalwallinu Recreation Precinct Playground	31,950	31,950	31,950	0
O22	Shade Structure - Dalwallinu Sports Club	75,000	75,000	0	75,000
E103844	Sewerage System Upgrade	446,745	365,422	389,328	(23,906)
O14	Tourism Seating - Reserves	9,500	9,500	9,620	(120)
O23	Dump Point at Kalannie Caravan Park	8,470	8,470	8,470	0
<b>FOOTPATH CONSTRUCTION</b>					
<b>PLANT &amp; EQUIPMENT</b>					
E113838	Capital Expenditure - Plant & Equipment	37,383	30,000	41,205	(11,205)
E123826	Excavator	254,000	300,000	254,000	46,000
E123889	Track Loader	120,000	120,000	116,120	3,880
E123827	Low Loader	96,000	0	96,000	(96,000)
E123841	Sundry Plant	16,000	16,000	16,761	(761)
E123881	MWS Vehicle - DL103	49,500	49,500	50,643	(1,143)
E123882	WS Vehicle - DL281	44,000	44,000	44,412	(412)
E123895	Trailer Mounted Cherry Picker	42,000	42,000	0	42,000
E145802	MCS Vehicle - DL 131	38,000	38,000	40,600	(2,600)
E145803	MPDS Vehicle - DL492	38,000	38,000	43,873	(5,873)
<b>FURNITURE &amp; FIXTURES</b>					
E107808	Capital Expenditure - Furniture & Equipment	11,610	19,000	11,610	7,390
E145805	Capital Expenditure - Furniture & Equipment	28,173	28,173	28,173	0
		<b>13,972,406</b>	<b>12,401,620</b>	<b>6,197,631</b>	<b>6,203,989</b>

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

**FINANCING ACTIVITIES  
NOTE 9  
BORROWINGS**

**Repayments - borrowings**

Information on borrowings		1 July 2021	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	Loan No.		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Community amenities</b>										
Dalwallinu Sewerage Scheme	64	90,136			19,395	19,395	70,741	70,741	4,339	8,412
<b>Recreation and culture</b>										
Dalwallinu Discovery Centre	157	519,948			59,933	59,933	460,015	460,015	10,686	15,266
Dalwallinu Recreation Centre	159	2,585,200			60,015	60,015	2,525,185	2,525,185	66,270	95,109
<b>Other property and services</b>										
Bell St subdivision	160	721,098	0	0	158,530	158,531	562,568	562,567	5,428	9,382
<b>C/Fwd Balance</b>		3,916,382	0	0	297,874	297,874	3,618,508	3,618,508	86,723	128,169
<b>Total</b>		3,916,382	0	0	297,874	297,874	3,618,508	3,618,508	86,723	128,169
Current borrowings		297,874					1			
Non-current borrowings		3,618,508					3,618,507			
		3,916,382					3,618,508			

All debenture repayments were financed by general purpose revenue.

**KEY INFORMATION**

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

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

**FINANCING ACTIVITIES  
NOTE 10  
LEASE LIABILITIES**

**Movement in carrying amounts**

Information on leases		1 July 2021	New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	Lease No.		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Recreation and culture</b>										
Maia Financial - Gymnasium Equipment	E6N0162493	35,703			17,852	17,852	17,851	17,851	645	645
<b>Other property and services</b>										
Ricoh - 2 x photocopiers		9,959			4,332	5,201	5,627	4,758	207	235
<b>Total</b>		45,662	0	0	22,183	23,053	23,479	22,609	852	880
Current lease liabilities		23,359					894			
Non-current lease liabilities		23,028					23,028			
		46,387					23,922			

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.

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

OPERATING ACTIVITIES  
NOTE 11  
CASH RESERVES

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	255,492	511	421	0	0	0	0	256,003	255,913
Plant Reserve	1,019,118	2,038	1,447	0	0	(419,266)	(280,633)	601,890	739,932
Joint Venture Housing Reserve	161,012	322	87	1,426	0	0	0	162,760	161,099
Land & Buildings Reserve	1,725,559	3,451	2,678	209,394	0	(897,598)	(97,598)	1,040,806	1,630,639
Sewerage Scheme Reserve	750,114	1,500	1,408	275,249	135,249	0	0	1,026,863	886,771
Townscape Reserve	72,063	0	119	0	0	(72,063)	0	0	72,182
Telecommunications Reserve	17,324	35	172	0	0	(17,000)	(17,000)	359	496
Swimming Pool Reserve	171,043	342	307	20,000	20,000	0	0	191,385	191,350
Recreation Reserve	129,517	259	214	0	0	(50,000)	0	79,776	129,731
Insurance Excess Reserve	119,521	239	162	16,000	16,000	(43,600)	(43,600)	92,160	92,083
Waste Management Reserve	151,953	304	276	20,000	20,000	0	0	172,257	172,229
	<b>4,572,716</b>	<b>9,001</b>	<b>7,292</b>	<b>542,069</b>	<b>191,249</b>	<b>(1,499,527)</b>	<b>(438,831)</b>	<b>3,624,259</b>	<b>4,332,426</b>

Other current liabilities	Note	Opening Balance 1 July 2021	Liability Increase	Liability Reduction	Closing Balance 30 April 2022
		\$	\$	\$	\$
<b>Contract liabilities</b>					
Unspent grants, contributions and reimbursements					
- operating	13	12,620	0.00	(12,620)	0
- non-operating	14	278,282	3,962,777	(3,624,426)	616,633
<b>Total unspent grants, contributions and reimbursements</b>		<b>290,902</b>	<b>3,962,777</b>	<b>(3,637,046)</b>	<b>616,633</b>
<b>Provisions</b>					
Annual leave		177,982			177,982
Long service leave		189,566			189,566
Landfill Sites		0			0
<b>Total Provisions</b>		<b>367,548</b>	<b>0</b>	<b>0</b>	<b>367,548</b>
<b>Total other current assets</b>		<b>658,450</b>	<b>3,962,777</b>	<b>(3,637,046)</b>	<b>984,181.00</b>
<b>Amounts shown above include GST (where applicable)</b>					

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 13 and 14

#### 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.

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

NOTE 13

OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent operating grant, subsidies and contributions liability					Operating grants, subsidies and contributions revenue					
	Liability 1 July 2021	Increase in Liability	Liability Reduction (As revenue)	Liability 30 Apr 2022	Current Liability 30 Apr 2022	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Operating grants and subsidies</b>											
<b>General purpose funding</b>											
General Purpose Grant (FAGS)				0		672,963	780,759	672,963		672,963	2,396,133
Untied Roads Grant (FAGS)				0		491,405	450,477	491,405		491,405	1,522,248
<b>Law, order, public safety</b>											
DFES Operating Grant				0		34,288	25,716	34,288		34,288	32,639
<b>Education and welfare</b>											
Youth Week Grant				0		0	0	0		0	1,000
<b>Community amenities</b>											
Stronger Communities Round 7				0						0	18,053
<b>Recreation and culture</b>											
LRCIP Grant - Water Fountain DDC	4,177		(4,177)	(0)	(0)	4,300	3,580	12,500		12,500	4,177
LRCIP Grant - Water Fountain Pool	2,783		(2,783)	0	0	4,480	4,480	0		0	2,783
LRCIP Grant - Water Fountains Rec Centres	5,660		(5,660)	(0)	(0)	8,480	8,480	0		0	5,660
Bike Plan Grant				0		12,500	12,500	0		0	4,000
Road Safety Commision Grant				0		0	0	0		0	5,000
<b>Transport</b>											
Direct Grant - Main Roads				0		299,557	299,557	299,557		299,557	299,557
	<b>12,620</b>	<b>0</b>	<b>(12,620)</b>	<b>(0)</b>	<b>(0)</b>	<b>1,527,973</b>	<b>1,585,549</b>	<b>1,510,713</b>	<b>0</b>	<b>1,510,713</b>	<b>4,291,250</b>
<b>Operating contributions</b>											
<b>Governance</b>											
Miscellaneous Reimbursements				0		100	80	100		100	0
<b>General purpose funding</b>											
Ex- Gratia Rates				0		41,612	41,612	41,612		41,612	41,604
Collection of Legal Costs				0		16,000	13,326	16,000		16,000	9,385
<b>Health</b>											
Miscellaneous Reimbursements				0		20,614	17,176	20,614		20,614	8,308
<b>Education and welfare</b>											
Miscellaneous Reimbursements				0		3,272	2,703	3,272		3,272	22,470
<b>Housing</b>											
Miscellaneous Reimbursements				0		20,071	16,720	20,071		20,071	10,952
<b>Community amenities</b>											
Miscellaneous Reimbursements				0		3,315	5,423	3,315		3,315	6,199
Containers Deposit Scheme Income				0		3,000	2,493	3,000		3,000	871

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

NOTE 13

OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent operating grant, subsidies and contributions liability					Operating grants, subsidies and contributions revenue					
	Liability 1 July 2021	Increase in Liability	Liability Reduction (As revenue)	Liability 30 Apr 2022	Current Liability 30 Apr 2022	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Recreation and culture</b>											
Miscellaneous Reimbursements				0		53,622	44,675	53,622	56,896	110,518	24,741
<b>Transport</b>											
Street Lighting Contribution				0		5,900	4,913	5,900		5,900	1,778
Miscellaneous Reimbursements				0		500	410	500		500	215
<b>Economic services</b>											
Miscellaneous Reimbursements				0		34,803	34,193	34,803		34,803	35,486
<b>Other property and services</b>											
Fuel Rebates				0		32,000	26,659	32,000		32,000	28,586
Miscellaneous Reimbursements				0		19,200	15,969	19,200		19,200	19,069
	0	0	0	0	0	254,009	226,352	254,009	56,896	310,905	209,664
<b>TOTALS</b>	<b>12,620</b>	<b>0</b>	<b>(12,620)</b>	<b>(0)</b>	<b>(0)</b>	<b>1,781,982</b>	<b>1,811,901</b>	<b>1,764,722</b>	<b>56,896</b>	<b>1,821,618</b>	<b>4,500,914</b>

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

NOTE 14

NON-OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent non operating grants, subsidies and contributions liability					Non operating grants, subsidies and contributions revenue		
	Liability 1 July 2021	Increase in Liability	Liability Reduction (As revenue)	Liability 30 Apr 2022	Current Liability 30 Apr 2022	Amended Budget Revenue	YTD Budget	YTD Revenue Actual (b)
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Non-operating grants and subsidies</b>								
<b>Housing</b>								
Maintenance Grant 6 McLevie Way	19,184	0	(19,184)	0	0	19,184	19,184	19,184
<b>Recreation and culture</b>								
LRCIP Phase 2 Grant Pool Shade Sails	80,000	0	(80,000)	0		80,000	80,000	80,000
LRCIP Phase 2 Grant Other Sports & Recreation	75,056		(75,056)	(0)	(0)	123,950	123,950	75,056
<b>Transport</b>								
Regional Road Group Grant		223,237	(217,974)	5,263	5,263	448,930	448,928	217,974
Roads to Recovery Grant		687,339	(687,339)	0	0	723,094	542,319	687,339
Wheatbelt Secondary Freight Network Grant		3,052,201	(2,440,832)	611,369	611,369	4,458,869	2,972,282	2,440,832
DRFAWA Grant		0	0	0	0	3,862,414	2,574,684	0
<b>Economic services</b>								
LRCIP Grant - Phase 2 Grant	104,042	0	(104,042)	0	0	322,225	322,225	104,042
	<b>278,282</b>	<b>3,962,777</b>	<b>(3,624,426)</b>	<b>616,633</b>	<b>616,633</b>	<b>10,038,666</b>	<b>7,083,572</b>	<b>3,624,426</b>

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

NOTE 15  
BUDGET AMENDMENTS

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

GL Code		Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
					\$	\$	\$	\$
		Budget adoption		Opening surplus	0	0	0	0
Various		Budget Review	9864	Operating Expenses		6,817		6,817
					0	6,817	0	

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

**NOTE 16  
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 2021-22 year is \$10,000 or 10.00% whichever is the greater.

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
<b>Revenue from operating activities</b>				
General purpose funding - other	2,689,642	205.34%	▲ Permanent	Early FAGS payment for 22/23 year
Education and welfare	20,767	768.01%	▲ Permanent	Contribution to Childcare Centre from AGT
Recreation and culture	(28,824)	(18.12%)	▼ Timing	Reimbursements Other Rec and Sport under budget by 19k other various accounts under budet
Other property and services	35,315	66.91%	▲ Permanent	Private Works over budget 13k and other various accounts over budget small amounts
<b>Expenditure from operating activities</b>				
General purpose funding	18,469	15.44%	▼ Timing	Valuation charges and debt recovery less than budgeted YTD
Education and welfare	(39,505)	(28.93%)	▲ Timing	Consultant expenditure more than budgeted YTD
Housing	61,844	14.96%	▼ Timing	7 South St 20k under budget various other accounts under budget
Community amenities	123,017	15.21%	▼ Timing	Sewage Consultant under budget 28k & Townscape Project not commenced.
<b>Investing activities</b>				
Proceeds from non-operating grants, subsidies and contributions	(3,459,146)	(48.83%)	▼ Timing	Budgeted to have received 3.8m from DRFAWA
Proceeds from disposal of assets	(70,075)	(16.80%)	▼ Timing	1 land lot still to sell
Payments for property, plant and equipment and infrastructure	6,175,816	49.91%	▼ Timing	Capital roadworks less than budgeted YTD Refer to Note 8 for breakdown
<b>Financing activities</b>				
Repayment of debentures	(148,937)	(100.00%)	▼ Timing	Timing variance between budget to date and actuals
Transfer to reserves	352,529	63.97%	▼ Timing	Less than budgeted YTD

# Shire of Dalwallinu

## Bank Reconciliation

### as at 30 April 2022

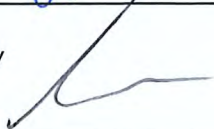
<b>Balance as per General Ledger as at 1 April 2022</b>				
A910000 - Municipal Fund	72,319.39			
A910001 - Telenet Saver	1,200,442.16	✓ 1,272,761.55		1,272,761.55
<b>Add Cash Receipts</b>				
Daily Receipts		3,004,261.87	✓	
BPAY Receipts		22,425.86		
Interest Received		88.55		
Transfer from Muni excess funds Term Deposit		500,000.00		
				3,526,776.28
				4,799,537.83
<b>Less Cash Payments</b>				
EFT Payments - Payroll		121,962.00	✓	
EFT Payments (EFT13107-EFT13203)		1,596,057.82	✓	
Direct Debit - Credit Card Payments (DD16642.1)		6,288.33		
Direct Debit - Housing Bonds (DD16621.1 & DD16633.1)		1,772.00		
Direct Debit - Gym Equipment Lease (DD16615.1)		5,144.45		
Direct Debit (Superannuation Payments)		38,121.47		
Bank Fees		446.03	✓	
Loan Payments Loan 157 - Dalwallinu Discovery Centre		35,749.43		
Direct Debit - Payment to DoT		71,764.85		
				1,877,306.38
<b>Balance as per General Ledger as at 30 April 2022</b>				
A910000 - Municipal Fund	69,706.21			
A910001 - Telenet Saver	2,852,525.24			
		2,922,231.45	0.00	2,922,231.45
<b>Add</b>				
<b>Le</b>				
Banking 29/04/22 Banked on 02/05/22				80.50
				2,922,150.95
<b>Balance as per Bank Statements as at 30 April 2022</b>				
Muni Cheque Account - 5365914		69,625.71		
Business Telenet Saver - 0373562		2,852,525.24	0.00	2,922,150.95

Prepared by



03/05/2022

Reviewed by



10/5/22



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## BUSINESS ZERO TRAN ACCOUNT STATEMENT MUNI FUND

BSB Number	306-008
Account Number	536591-4
Period	23 Apr 22 - 29 Apr 22
Page 1 of 2	Statement Number 4107

THE COMMITTEE  
SHIRE OF DALWALLINU  
PO BOX 141  
DALWALLINU WA 6609

Account of: SHIRE OF DALWALLINU

### TRANSACTION DETAILS FOR ACCOUNT NUMBER: 536591-4

Date	Particulars	Debit	Credit	Balance
23 APR 22	<b>OPENING BALANCE</b>			<b>\$61,012.11</b>
26 APR 22	J D Cream 01:30AM 25Apr Di Cream		\$520.00	\$61,532.11
26 APR 22	BILL PAYMENT 1000002836 001 CBA202204230		\$60.00	\$61,592.11
26 APR 22	CREDIT TRANSFER FROM MRS JAQUELINE F		\$276.00	\$61,868.11
26 APR 22	BILL PAYMENT 1000003008 001 ANZ202204248		\$100.00	\$61,968.11
26 APR 22	BILL PAYMENT 2000497695 001 WBC202204269		\$838.30	\$62,806.41
26 APR 22	BILL PAYMENT 2000499765 001 ANZ202204266		\$80.00	\$62,886.41
26 APR 22	H HUGHES 09:22PM 22Apr Hannah rent 40 le		\$324.00	\$63,210.41
26 APR 22	M FOGARTY 07:34AM 26Apr Mfогarty rent 26		\$197.00	\$63,407.41
26 APR 22	IRENE DUTTON Irene Dutton Rent		\$260.00	\$63,667.41
26 APR 22	Ezidebit 13930124		\$234.06	\$63,901.47
26 APR 22	CBA POS POS 16507100 26APR		\$5,622.88	\$69,524.35
26 APR 22	EMMA BRYANT Rent Emma Bryant		\$187.00	\$69,711.35
26 APR 22	TRANSPORT DALO20220421	\$5,604.30		\$64,107.05
27 APR 22	BILL PAYMENT 1000063112 001 PIB202204271		\$107.74	\$64,214.79
27 APR 22	BILL PAYMENT 1000089419 001 BVA202204270		\$10.00	\$64,224.79
27 APR 22	To Muni		\$1.00	\$64,225.79
27 APR 22	ATO ATO009000016103043		\$134.38	\$64,360.17
27 APR 22	CBA POS POS 16507100 27APR		\$1,517.75	\$65,877.92
27 APR 22	TRANSPORT DALO20220422	\$1,379.30		\$64,498.62
27 APR 22	DOJ-08 9425 2177 FER 291570		\$192.40	\$64,691.02
28 APR 22	BILL PAYMENT 1000005646 001 CBA202204280		\$20.00	\$64,711.02
28 APR 22	BILL PAYMENT 2000502162 001 CBA202204280		\$313.10	\$65,024.12
28 APR 22	26/04/2022		\$3,543.95	\$68,568.07
28 APR 22	Dallcon Rent		\$15.00	\$68,583.07
28 APR 22	BILL PAYMENT 2000498502 001 CBA202204280		\$1,777.99	\$70,361.06
28 APR 22	CREDIT TRANSFER FROM PAMELA MARGARE		\$50.00	\$70,411.06
28 APR 22	<b>CARRIED FORWARD</b>			<b>\$70,411.06</b>

Make sure you check the entries on this statement carefully. If you see something that doesn't seem right, call us on 13 17 19. For more information about your account, and for details of the dispute resolution mechanism that covers disputed transactions and complaints (including how to access the mechanism and to make a complaint – including to the external dispute resolution body - the Australian Financial Complaints Authority), please see the Product Disclosure Statement for this product (available at our website and branches), or call/visit us. Bankwest, a division of Commonwealth Bank of Australia ABN 48 123 123 124 AFSL / Australian credit licence 234945. If you don't want to receive promotional information from us, let us know by calling us on 13 17 19.

TRANSACTION DETAILS (Cont.)				
Date	Particulars	Debit	Credit	Balance
28 APR 22	<b>BROUGHT FORWARD</b>			<b>\$70,411.06</b>
28 APR 22	CREDIT TRANSFER FROM ANDREW WITHERII		\$260.00	\$70,671.06
28 APR 22	BILL PAYMENT 1000005488 001 WBC202204284		\$274.75	\$70,945.81
28 APR 22	Telenet to muni		\$340,000.00	\$410,945.81
28 APR 22	PAY	\$60,339.00		\$350,606.81
28 APR 22	CREDITORS 28.04.22	\$294,708.74		\$55,898.07
28 APR 22	BILL PAYMENT 2000491349 001 BWA202204280		\$414.10	\$56,312.17
28 APR 22	BILL PAYMENT 2000491349 001 BWA202204280		\$490.00	\$56,802.17
28 APR 22	0000000-030 DALWALLINU LPO 27APR2022		\$449.22	\$57,251.39
28 APR 22	CBA POS POS 16507100 28APR		\$156.30	\$57,407.69
28 APR 22	TRANSPORT DALO20220426	\$5,622.70		\$51,784.99
29 APR 22	RICHARD SANTIAGO 09:30PM 28Apr 38 Leahy		\$303.00	\$52,087.99
29 APR 22	Dallcon Rent		\$303.00	\$52,390.99
29 APR 22	28.04.2022		\$26,946.95	\$79,337.94
29 APR 22	BILL PAYMENT 1000004535 001 CBA202204290		\$40.00	\$79,377.94
29 APR 22	BILL PAYMENT 1000003761 001 NAB202204293		\$50.00	\$79,427.94
29 APR 22	CREDIT TRANSFER FROM STEPHEN ROSS MK		\$260.00	\$79,687.94
29 APR 22	BILL PAYMENT 2000497190 001 ANZ202204298		\$138.54	\$79,826.48
29 APR 22	BILL PAYMENT 1000002766 001 BWA202204290		\$526.32	\$80,352.80
29 APR 22	BILL PAYMENT 1000461152 001 BWA202204290		\$70.00	\$80,422.80
29 APR 22	H HUGHES 10:27AM 29Apr Hannah rent 40 le		\$320.00	\$80,742.80
29 APR 22	BILL PAYMENT 2000493604 001 BWA202204290		\$63.38	\$80,806.18
29 APR 22	BILL PAYMENT 1000003433 001 BWA202204290		\$292.17	\$81,098.35
29 APR 22	BILL PAYMENT 1000461198 001 BWA202204290		\$396.01	\$81,494.36
29 APR 22	BILL PAYMENT 1000063103 001 BWA202204290		\$100.00	\$81,594.36
29 APR 22	BERNADETTE HARME		\$606.00	\$82,200.36
29 APR 22	CBA POS POS 16507100 29APR		\$4,006.06	\$86,206.42
29 APR 22	ELIZABETH WALLIS JOHNWALLIS DDCHIRE		\$360.00	\$86,566.42
29 APR 22	TRANSPORT DALO20220427	\$4,824.70		\$81,741.72
29 APR 22	N FOGARTY N Fogarty Rent		\$505.00	\$82,246.72
29 APR 22	SuperChoice P/L 862448426450012804	\$12,621.01		\$69,625.71
29 APR 22	<b>CLOSING BALANCE</b>			<b>\$69,625.71</b>
	TOTAL DEBITS	\$385,099.75		
	TOTAL CREDITS		\$393,713.35	

# TRANSACTION SEARCH RESULTS

**Account:** 302-162 0373562  
**Account Nickname:** BUSINESS TELENET SAVER  
**Range:** April  
**Transaction Types:** All Transaction Types  
**Opening Balance:** \$1,200,442.16  
**Closing Balance:** \$2,852,525.24

BSB NO.	ACCOUNT NO.	TRANSACTION DATE	NARRATION	CHEQUE NO.	DEBIT	CREDIT	ACCOUNT BALANCE
302-162	0373562	28/04/2022	Telenet to muni		-\$340,000.00		\$2,852,525.24
302-162	0373562	21/04/2022	Telenet to muni		-\$328,000.00		\$3,192,525.24
302-162	0373562	19/04/2022	To muni a/c		-\$265,000.00		\$3,520,525.24
302-162	0373562	14/04/2022	Telenet to muni		-\$370,000.00		\$3,785,525.24
302-162	0373562	13/04/2022	Muni to telenet			\$2,765,000.00	\$4,155,525.24
302-162	0373562	11/04/2022	Muni to Telenet			\$500,000.00	\$1,390,525.24
302-162	0373562	07/04/2022	Telenet to muni		-\$310,000.00		\$890,525.24
302-162	0373562	01/04/2022	CREDIT INTEREST			\$83.08	\$1,200,525.24

Page 1



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**BUSINESS ZERO TRAN ACCOUNT STATEMENT  
TRUST**

BSB Number	<b>306-008</b>
Account Number	<b>536593-0</b>
Period	<b>28 Apr 22 - 29 Apr 22</b>
Page 1 of 1	Statement Number 3561

THE COMMITTEE MEMBERS  
SHIRE OF DALWALLINU  
PO BOX 141  
DALWALLINU WA 6609

Account of: SHIRE OF DALWALLINU

TRANSACTION DETAILS FOR ACCOUNT NUMBER: 536593-0				
Date	Particulars	Debit	Credit	Balance
28 APR 22	OPENING BALANCE			\$0.00
29 APR 22	CLOSING BALANCE			\$0.00
	TOTAL DEBITS	\$0.00		
	TOTAL CREDITS		\$0.00	

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# Shire of Dalwallinu

## Trust Bank Reconciliation

### as at 30 April 2022

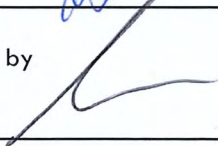
<b>Balance as per General Ledger as at 1 April 2022</b> 2T9900000 - Trust Fund	0.00	0.00		0.00
<b>Add Cash Receipts</b>				0.00
<b>Less Cash Payments</b>				0.00
		0.00		0.00
<b>Balance as per General Ledger as at 30 April 2022</b> 2T9900000 - Trust Fund	0.00	0.00	0.00	0.00
<b>Add</b>				
<b>Less</b>				
<b>Balance as per Bank Statements as at 30 April 2022</b> 2T9900000 - Trust Fund		0.00	0.00	0.00

Prepared by



3/5/2022

Reviewed by



6/5/22

### 9.3.3 Schedule of Fees and Charges 2022-2023\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Shire of Dalwallinu
<b>File Ref</b>	FM/11 – Budgeting Allocations
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Ally Bryant, Manager Corporate Services
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Absolute Majority
<b>Attachments</b>	Draft Schedule of Fees and Charges 2022-2023

#### Purpose of Report

Council is requested to review the proposed Shire of Dalwallinu Schedule of Fees and Charges for the 2022-2023 financial year.

#### Background

Each year a local government authority is required to impose a Schedule of Fees and Charges as part of the annual budget process. Reviewing the schedule prior to budget adoption allows Council time to consider the proposed fees and charges separate to assessing the budget, allowing more time for review. Also as the 2022-2023 budget will not be adopted prior to 30 June 2022, adoption of the 2022-2023 Schedule of Fees and Charges now will allow them to take effect from 1 July 2022.

#### Consultation

Chief Executive Officer  
Manager Works and Services  
Manager of Planning and Development  
Administration Staff

#### Legislative Implications

##### State

*Local Government Act 1995*

*Local Government (Financial Management) Regulations 1996*

*Waste Avoidance and Resource Recovery Act 2007*

#### Policy Implications

Nil

#### Financial Implications

The schedule of fees and charges, when adopted, sets the level of revenue items contained within the budget.

#### Strategic Implications

Nil

#### Site Inspection

Site inspection undertaken: Not applicable



## Triple Bottom Line Assessment

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## Officer Comment

Over a twelve month period to the end of December 2021 quarter, the CPI (Consumer Price Index) rose 3.5% in Australia. This increase has been applied to the fees and charges for 2022-2023 however some fees and charges may have been increased less/more if justified by the actual cost recovery.

The following new fees and charges are included in the review:

Page 2 – Shire Animal Release Fee

Page 7 – Buntine Fire Shed Training Room Hire

Page 9 – Dalwallinu Recreation Centre – outdoor sports hire per season

Page 10 – Dalwallinu Gymnasium – Added the Fees for 3 monthly and 6 monthly membership.

The following fee has been reduced:

Page 9 – Squash Courts – Fee reduced to \$2.50 for half an hour

This reduction is proposed as we have had a request to reduce the fee or allow for an annual fee. An annual fee is not feasible as the lights run on a token system and it is not ideal to be handing out keys to bypass the token lighting system. Reducing the fee seems to be an acceptable outcome.

An updated Schedule of Fees and Charges is submitted to Council for adoption and inclusion in the budget for the 2022-2023 financial year.

## Officer Recommendation

That Council adopt the Schedule of Fees and Charges as presented for the financial year 2022-2023, with all Fees and Charges to come into effect as of 1 July 2022.

## Recommendation/Resolution

### MOTION

Moved            Cr  
Seconded       Cr

0/0



General Ledger  Account (Code)	Particulars	Unit  Rate	2022/23 Charges incl. GST if applicable
<b>GENERAL PURPOSE FUNDING</b>			
	<u>Rating</u>		
I 031180.46	Rate Enquiries		50.00
I 031180.46	Health/Building Orders (Non Food Premises)		37.50
I 031172.46	4 Instalment Plan Admin Fee		30.00
I 031172.46	Adhoc Payment Plan Admin Fee		35.00
<b>GOVERNANCE</b>			
I 041035.46	<u>Other Charges</u>		
	Copy of Council Minutes	Per month	5.00
	<u>Other Sundry Charges</u>		
I 145060.46	Shire Maps	Per map	6.00
I 041037.46	Electoral Rolls	Per copy	13.50
I 132036.46	"Wajarri Wisdom" Book Sales	Per Copy	42.00
I 132037.46	"A Century of Memories 1910-2010" Book -Soft Cover	Per copy	free
I 132037.46	"A Century of Memories 1910-2010" Book -Hard Cover	Per copy	free
I 132037.46	"As They Saw It" Photographs Book Sales	Per copy	free
I 145015.90	Postage/Freight - book sales		per Aust Post
I 132037.46	Dalwallinu Centenary Medallions	Per medallion	free
I 132037.46	Shire Merchandise - Travel Cup	each	15.00
I 132037.46	Shire Merchandise - Coffee Mug	each	15.00
I 132037.46	Shire Merchandise - Black Cap	each	10.00
I 132037.46	Shire Merchandise - Bucket Hat	each	15.00
I 132037.46	Shire Merchandise - Stubby Cooler	each	5.00
I 132037.46	Shire Merchandise - Magnet	each	2.00
I 145020.46	Photocopying - First 4 Copies	Per A4 page	0.75
	- Each Additional Copy	Per A4 page	0.25
	- Student Copying of Library Books	Per A4 page	0.25
	- Colour Copies	Per A4 page	0.75
	*** NOTE: A3 pricing is 2 x A4 charges ***		
	Freedom of Information fees as per the Freedom of Information Regulations 1993 Schedule 1		
I 145065.46	Special Series Plate Admin Fees		65.00
I 145015.90	Freedom of Information (FOI) Application Fee		30.00
I 145015.90	FOI - Search Fee	Per hour	30.00
I 145015.90	Replacement Cheque Fee	Per Cheque	29.00

General Ledger  Account (Code)	Particulars	Unit  Rate	2022/23 Charges incl. GST if applicable
<b>LAW, ORDER &amp; PUBLIC SAFETY</b>			
I 051043.43	<b><u>Bush Fire Infringements</u></b>		
	These infringement amounts are as fixed by the Bush Fires Act 1954 and regulations		
I 052043.43	<b><u>Dog Infringements</u></b>		
	These infringements amounts are as fixed by The Dog Act 1976 and regulations		
I 052046.46	<b><u>Dog &amp; Cat Pound Fees</u></b>		
	Shire Impounding Fee	Per dog	100.00
	Shire Impounding Fee - After Hours	Per dog	130.00
	Shire Animal Release Fee	Per dog	50.00
	Shire Pound Sustenance Fee	Per day	20.00
I 052047.46	Destruction of a Dog Fee	Per dog	50.00
I 052042.42	<b><u>Dog Registration Fee</u></b>		
	These fees are as fixed by the Dog Act 1976 and Regulations		
I 052044.46	<b><u>Cat Registration Fees</u></b>		
	These fees are as fixed by the Cat Act 2011 and Regulations		
	Bond for Cat cage		100.00
I 053046.46	<b><u>Impounded Vehicle/Good Fees</u></b>		
	collection of impounded item	per item	500.00
	holding fee	daily	15.00
<b>HEALTH</b>			
I 071042.42	<b><u>Connection to Sewerage Scheme Fees</u></b>		
	Waste Water connection fee	Per unit	118.00
	Waste Water application fee	Per unit	59.00
I 071042.42	<b><u>Health Act Fees</u></b>		
	These fees are as fixed by the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Amendment Regulations 2004		as per Act
I 071043.46	<b><u>Food Act Fees</u></b>		
	Notification Fee - As per Food Act 2008 110. (3)(c) - Food Regulations 2009	On Commencement	as per Act
	Registration Fee - As per Food Act 2008 110. (3)(c) - Food	On	as per Act
	Settlement enquiry of a food business	Per Enquiry	55.00
	Re-Inspection Fee (as per S 6.16(2)(d) of the Local Gov Act 1995)	Per inspection	295.00

General Ledger  Account (Code)	Particulars	Unit  Rate	2022/23 Charges incl. GST if applicable
<b>HEALTH</b>			
I 071042.42	<b><u>Offensive Trade Fees</u></b>		
	These fees are as specified in the Health (Offensive Trades Fees) Regulations 1976	As per the regulations	
I 071042.42	<b><u>Public Building Fees</u></b>		
	Public Building Approval	Per Approval	250.00
	These fees are as specified in the Health (Public Building) Regulations 1992		
	<b><u>Request for Service (Inspection by Officer)</u></b>		
	as per Local Government Act 1995 sec 6.18	Per Hour (or part)	127.00
I 106190.46	<b><u>Liquor Licensing Fees</u></b>		
	Section 39 Certificate	Per Certificate	58.00
	Section 40 Certificate	Per Certificate	58.00
	Extended Trading Permit Referrals	Per Referral	58.00
I 071045.42	<b><u>Stallholders Fees</u></b>		
	Registration of Lodging House (Local health by laws)		180.00
I 071045.42	<b><u>Stallholders Fees</u></b>		
	Daily (Community fundraising organisations are exempt)		50.00
I 071045.42	Street Traders Licence Fees	Per annum	300.00
<b>HOUSING</b>			
I 091210.41	<b><u>Council Housing Rentals (Staff)</u></b>		
(STAFF)	(where otherwise not agreed to in employment contracts)		
	3 Salmon Gum Place, Dalwallinu	Per week	361.00
	36 Annetts Road, Dalwallinu	Per week	228.00
	1 Wattle Close, Dalwallinu	Per week	228.00
	11B Anderson Way, Dalwallinu (2bed)	Per week	228.00
	6A Cousins Road, Dalwallinu	Per week	296.00
	6B Cousins Road, Dalwallinu	Per week	361.00
	46 Leahy Street, Dalwallinu	Per week	336.00
	2 Dowie Street, Dalwallinu	Per week	228.00
	10 Roberts Road, Dalwallinu	Per week	228.00
	13 Rayner Street, Dalwallinu	Per week	222.00
	15 Rayner Street, Dalwallinu	Per week	222.00
	65 Johnston Street, Dalwallinu	Per week	228.00
	68 Annetts Road, Dalwallinu	Per week	228.00

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>HOUSING</b>			
	<b><u>Other Housing Rentals</u></b>		
<b>I 092411</b>	<b><i>Non-Employees</i></b>		
	8 Harris Street, Dalwallinu (Vet)	Per week	25.00
	2 Dungey Road, Dalwallinu	Per week	457.00
	1 Salmon Gum Place, Dalwallinu	Per week	538.00
	11A Anderson Way, Dalwallinu (3bed)	Per week	260.00
	1 Wasley Street, Dalwallinu	Per week	260.00
	38 Leahy Street, Dalwallinu	Per week	318.00
	1 South Street, Dalwallinu	Per week	318.00
	3 South Street, Dalwallinu	Per week	318.00
	5 South Street, Dalwallinu	Per week	318.00
	7 South Street, Dalwallinu	Per week	318.00
	40 Leahy Street, Dalwallinu	Per week	336.00
	4 Dowie Street, Dalwallinu	Per week	228.00
<b>I 092414</b>	<b><i>Joint Venture</i></b>		
	Rentals subject to Dept of Housing Income Test. All household incomes included		
	Following Rentals Indicative Only		
	6 McLevie Way, Dalwallinu	Maximum pw	260.00
	21 Rayner Street, Dalwallinu	Maximum pw	207.00
	23 Rayner Street, Dalwallinu	Maximum pw	207.00
	Unit 1, 11 James Street, Dalwallinu (low income)	Maximum pw	228.00
	Unit 2, 11 James Street, Dalwallinu (low income)	Maximum pw	228.00
	Unit 3, 11 James Street, Dalwallinu (low income)	Maximum pw	196.00
	Unit 4, 11 James Street, Dalwallinu (low income)	Maximum pw	196.00
	Lot 72 Prior Street, Kalannie	Maximum pw	260.00
<b>I 092412</b>	<b><i>Aged Persons Housing</i></b>		
	Rentals are calculated as 30% of Total Aged Pensions if Tenant can produce a valid Pensioner Entitlement Card		
	Sullivan Lodge Units (3)	Maximum pw	137.00
	Wilfred Thomas Lodge Units (2)	Maximum pw	147.00
	8 Pioneer Place, Dalwallinu	Maximum pw	164.00
<b>L 930580</b>	<b><i>Bonds</i></b>		
	Unless the rent for the premises exceeds \$1,200 per week, the security bond must not exceed the sum of 4 weeks' rent		
	Pet Bond (if tenant has a pet)	per property	260.00
<b>COMMUNITY AMENITIES</b>			
<b>I 101047.47</b>	<b><u>Refuse Removal Charges</u></b>		
	Once Weekly Service	Per annum	223.00
	Twice Weekly Service	Per annum	435.00
	Fortnightly Recycling Service - 240l	Per annum	138.00
	Fortnightly Recycling Service - 3m3	Per annum	2,461.00

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>COMMUNITY AMENITIES</b>			
I 102053.46	<b><u>Refuse Site Charges - Refuse From Out of Shire</u></b>		
	Household Waste (Kitchen, Food scraps, etc) - dumped in pit	m <sup>3</sup>	26.00
	General Waste (Building, Metal, Green) – not dumped in pit	m <sup>3</sup>	20.00
I 103045.45	<b><u>Sewage Rates</u></b>		
	As set by section 41 of the Health Act 1911		
I 103046.46	<b><u>Septic Tank Pumpouts &amp; Sullage Waste Removal</u></b>		
	<b><u>Septic Tank Pump Out</u></b>		
	- Initial Charge		238.00
	- Septic Tank Pumpout	Per tank	207.00
	- Travel Inside Shire (One Way Only)	Per km	4.00
	- Travel Outside Shire (Both Ways)	Per km	4.00
	(Minimum travel distance = 15km to dump site)		
	(eg if a property is 50km from Dalwallinu town the total kms would be 50+15=65. 70km from Dalwallinu town and Outside of the Shire, the total kms would be 70+70+15=155.)		
	<b><u>Sullage Waste Removal</u></b>		
	- Initial Charge		238.00
	- Sullage Waste Removal Charge	Per 500 litres	39.00
	- Travel Inside Shire (One Way Only)	Per km	4.00
	- Travel Outside Shire (Both Ways)	Per km	4.00
	(Minimum travel distance = 15km to dump site)		
	(eg if a property is 50km from Dalwallinu town the total kms would be 50+15=65. 70km from Dalwallinu town and Outside of the Shire, the total kms would be 70+70+15=155.)		
	<b><u>Portable Toilet Pumpout</u></b>		
	- Initial Charge		57.00
	- Portable Toilet Pumpout	Per Toilet	124.00
	- Travel (Both Ways)	Per km	4.00
I 102049.46	<b><u>Asbestos Waste Disposal</u></b>		
	From Buildings within the Shire	m3	free
	(must be wrapped in appropriate plastic - contact Shire for exact processes)		

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>COMMUNITY AMENITIES</b>			
I 106046.46	<b><u>Town Planning Fees - Part 1 - Maximum Fixed Fees</u></b>		
	The fees for town planning are as set under the Planning and Development (Local Government Planning Scheme) Regulations 2000.	as per Act	
I 106048.46	<b><i>Scheme amendment fees calculated by regulation and available on application.</i></b>		
	Waste water Headworks charges (applicable when the development is to be connected to the Shire Sewerage Scheme) Standard fee per lot/ residential service		2,084.00
	Storm water Headworks Contribution per lot		540.00
	<b><u>Cemetery Fees</u></b>		
I 107046.46	<b><i>Interment</i></b>		
	Adult Burial		652.00
	Child Burial ( under 7 years )		464.00
	Re - Opening Fee ( Ordinary Grave )	} plus burial fee	153.00
	" " ( Monumented Grave )		186.00
I 107047.46	<b><i>Grant of Right of Burial (25 years) issue or renewal</i></b>		
	Land for grave 2.4m x 1.2m		103.00
	Land for grave 2.4m x 2.4m (side by side plots)		155.00
	Copy of Right of Burial		52.00
I 107046.46	<b><i>Additional Burial Services</i></b>		
	Interment without due notice		65.00
	Late Interment		65.00
	Interment ( Weekends & Public Holidays )		236.00
	Grave Digging beyond 1.8m		64.00
I 107046.46	<b><i>Exhumation Fees</i></b>		
	Exhumation Fee		464.00
	Re-interment after Exhumation		303.00
I 107047.46	<b><i>Monumental Permit Fees</i></b>		
	Permit - Headstone Erection		43.00
	Permit - Monument		43.00
I 107046.46	<b><i>Placement of Ashes</i></b>		
	Disposal of Ashes		
	- Interment of ashes in a family grave	} plus reopening fee	65.00
	Niche Wall Fees		
	- Purchase of single niche	} additional artwork will incur extra costs	310.00
	- Purchase of double niche		564.00
	- Double niche (Second Standard Inscription)		257.00
	- Plaque only install during the week		76.00
	- Plaque only install non workday		155.00
	Interment of Ashes in Niche Wall inc plaque install		
	- Normal workday during the week		106.00
	- Non workday		215.00
	Reservations		55.00

General Ledger	Particulars	Unit	2022/23 Charges incl. GST if applicable
Account (Code)		Rate	
<b>COMMUNITY AMENITIES</b>			
I 107047.46	<b><u>Cemetery Fees</u></b>		
	<b><u>Licences</u></b>		
	Funeral Directors	Annual	43.00
	Monumental Workers	Annual	43.00
	The fees for cemeteries are as set under the Cemeteries Act 1986 and Local Laws		
	<b><u>Public Amenity Fees</u></b>		
I 107048.46	<b><u>Dalwallinu Ablution Block</u></b>		
	Shower - hot water usage	5min	2.00
<b>RECREATION &amp; CULTURE</b>			
	<b><i>**Under Recreation and Culture - Junior Sports, Schools &amp; P&amp;C hires for children's functions receive a 50% discount on fees unless otherwise stated**</i></b> <b><i>**Community hire = Community group that is registered in the Shire of Dalwallinu and function is open for all community members**</i></b>		
	<b><u>Hall Hire Fees</u></b>		
I 111002.44	<b><i>Fees applicable for - Dalwallinu Hall</i></b>		
I 111005.44	<b><i>- Wubin Hall Supper Room</i></b>		
I 111003.44	<b><i>- Kalannie Hall</i></b>		
	<b><i>Commercial/Retail Trade/Businesses</i></b>	Per Day	229.00
	Hourly Fee	Per hour	32.00
	<b><i>Private Functions</i></b>	Per Day	152.00
	<b><i>Community Hire</i></b>		
	a) Without Entry Charge	Per Day	free
	b) With Entry Charge	Per Day	76.00
	<b><i>Buntine Fire Shed Training Room - Commercial/Retail Trade/Businesses</i></b>	Per Day	76.00
	<b><i>Buntine Fire Shed Training Room - Private Functions</i></b>	Per Day	47.00
	<b><i>Buntine Fire Shed Training Room - Community Hire</i></b>		
	Without Entry Charge		free
	With Entry Charge	Per Day	31.00
I 111004.44	<b><i>Pithara Supper Room - Commercial/Retail Trade/Businesses</i></b>	Per Day	76.00
	<b><i>Pithara Supper Room - Private Functions</i></b>	Per Day	47.00
	<b><i>Pithara Supper Room - Community Hire</i></b>		
	Without Entry Charge		free
	With Entry Charge	Per Day	31.00
I 111008.46	<b><u>Discovery Centre - Community Room</u></b>		
	<b><i>&gt; Room Hire w/ no set-up</i></b>	Per Day	83.00
	<b><i>&gt;Room Hire w/ set-up</i></b>	Per Day	135.00
	<b><i>Hall Hire Bonds (incl Community Room)</i></b>		
	refundable on clear inspection		210.00
	<b><i>Key Bond</i></b>	Per Key	70.00
I 113044.44	<b><u>Equipment Hire</u></b>		
	Flatfold Tables / per table	Per day	7.00
	Chairs / Per chair	Per day	0.85
	<b><i>Equipment Bond</i></b>		50.00

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>RECREATION &amp; CULTURE</b>			
I 112046.46	<b><u>Swimming Pool Fees (cont)</u></b>		
	<b><i>Gate Admissions</i></b>		
	Adults, Students & Children (5 - 15 years of age)	Per day	3.50
	Seniors/Pensioners	Per day	2.00
	Toddlers (from 0-4 years of age)		free
	Spectator Fee	Per day	1.50
	Multi Entry Booklet (10 x gate entry) - non-refundable	Per booklet	30.00
	Event Entry Fee (eg movie night/disco)		5.00
	After Hours Usage (2 people needed with Bronze Medallion)	Per 1/2 hour	35.00
	School - Interm Swimming/Carnivals (9am-3pm) - normal school discount is not applicable	Per person	2.50
I112050.46	Swim School Lessons (1st & 2nd child)	per child/lesson	12.00
I112050.46	Swim School Lessons (3rd and subsequent child)	per child/lesson	10.00
I112050.46	Bronze Medallion Course 12hrs (min. 4 participants)	per course	150.00
I112050.46	Aqua Aerobics Classes	per class	15.00
I 112046.46	<b><u>Season Tickets</u></b>		
	<b><i>Does not cover School Functions (Carnivals, Swimming Lessons), Private Lessons or Events (No discounts available under this section)</i></b>		
	Adults, Children, Students		150.00
	Seniors, Pensioners		120.00
	Family - (4 members of the same family unit)		420.00
	- Each extra family member		70.00
	<b><i>Discount on Season Tickets</i></b>		
	15 Kilometres and over from Pool -10%		
	1/2 Season (from 1st January) - 50%		
	<b><i>Exclusive Use (manager on duty)</i></b>		
	Main Pool - Morning Hire	Per hour	83.00
	- Afternoon Hire	Per hour	83.00
	- Night Hire	Per hour	105.00
	Hire of Large Inflatable	per hire	55.00
	Hire of facility to conduct swimming lessons or other water activities	per hour	15.00
I 113046.44	<b><u>Reserve Hire Fees</u></b>		
	Pithara Speedway Club Inc		147.00
	Dalwallinu Golf Club		147.00

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>RECREATION &amp; CULTURE</b>			
I 113044.44	<b><u>Dalwallinu Recreation Centre</u></b>		
	<b><i>Full Complex</i></b>		
	(8am - midnight)	Daily	785.00
	<b><i>Basketball Court</i></b>		
	(8am - midnight)	Daily	209.00
		Hourly	63.00
	<b><i>Basketball Court incl. Kitchen/Bar</i></b>	Daily	314.00
	<b><i>Main Hall (previously Oval Room)</i></b>		
	(8am - midnight)	Daily	262.00
		Hourly	68.00
	<b><i>Main Hall incl. Kitchen/Bar</i></b>	Daily	366.00
	<b><i>Meeting Room or Foyer Only</i></b>	Daily	73.00
	<b><i>Meeting Room or Foyer incl. Kitchen/Bar</i></b>	Daily	157.00
	<b><i>Kitchen/Bar Only</i></b>	Daily	125.00
	<b><i>any additional cleaning (minimum 2 hours)</i></b>	Hourly	57.00
	<b><i>Replacement Access Key Card</i></b>	each	10.00
	<b><u>Other Charges</u></b>		
	Multi-purpose courts light usage	Hourly	20.00
	Indoor Sports Hire (eg Basketball, Netball)	Per season	683.00
	- includes use of Outdoor Courts		
	- Limit One Hiring Per Week		
	Junior Sports Hire	Per season	50% of charge
	Oval & Changerooms	Daily	213.00
	Oval	Daily	80.00
	Outdoor Sports Hire Oval (cricket)	Per season	200.00
	Squash Court Tokens - non-refundable	half hour	2.50
	Ag Society & Art Festival (Whole Complex plus Meeting Room up to 10 times)		787.00
	Dalwallinu Football Club - All Home Games and Training Sessions)		3,664.00
L930580.00	<b><i>Recreation Centre Bonds</i></b>		
	Full Complex	Per hire	450.00
	Main Hall or Basketball Courts	Per hire	350.00
	Meeting Room or Foyer	Per hire	50.00
	Oval Bond for commercial use	Per hire	500.00
	Tennis nets and court poles	Per hire	34.00
	Any Recreation Centre Key	Per key	70.00
	Equipment Bond (Microphone, Score Board Remote)	Per mic	100.00
	<i>Government Agencies are exempt from bonds.</i>		

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>RECREATION &amp; CULTURE</b>			
<b>I 113045.44</b>	<b><u>Wubin Sports Pavillion</u></b>		
	<b><i>Commercial/Retail Trade/Businesses</i></b>		
	Daily Fee	Daily	209.00
	Hourly Fee	Per hour	31.00
	<b><i>Private Functions</i></b>		
	Daily Fee	Daily	152.00
	<b><i>Community Hire</i></b>		
	Daily Fee	Daily	53.00
	<b><i>Wubin Sports Pavillion Bonds</i></b>		
	Full Complex	Per hire	210.00
<b>I 113144.44</b>	<b><u>Kalannie Sports Pavilion</u></b>		
	<b><i>Commercial/Retail Trade/Businesses</i></b>		
	Daily Fee	Daily	209.00
	Hourly Fee	Per hour	31.00
	<b><i>Private Functions</i></b>		
	Daily Fee	Daily	152.00
	<b><i>Community Hire</i></b>		
	Daily Fee	Daily	53.00
	<b><i>Kalannie Sports Pavillion Bonds</i></b>		
	Full Complex	Per hire	210.00
	Oval & Changerooms	Daily	213.00
	Oval	Daily	80.00
	Outdoor Sports Hire (eg Cricket, Hockey)	Per season	207.00
	- Oval, Changeroom, Kitchen, Viewing Room		
	- Limit One Hiring Per Week		
	Kalannie Football Club - All Home Games and Training Sessions)		1,584.00
<b>I 115043.43</b>	<b><u>Library Fees</u></b>		
	Lost Library Book Replacement Fees		at cost
<b>I 113043.44</b>	<b><u>Gymnasium Charges</u></b>		
	Up front fee	Annual	702.00
	Up front fee paid by direct debit only	6 Monthly	390.00
	Up front fee paid by direct debit only	3 Monthly	195.00
	Up front fee paid by direct debit only	Monthly	65.00
	Up front fee paid by direct debit only	Fortnightly	30.00
	plus - Access Card fee - non-refundable	one off	10.00
	Corporate membership (5 memberships - minimum)	Annual	3,000.00
	- Each extra corporate member	Annual	550.00
	<b><u>Casual Gymnasium Charges</u></b>		
	casual option is for non-shire residents (tourists, contractors and irregular business travellers)		
	Up front fee	Weekly	25.00
	plus - Access Card fee - refundable	one off	10.00
	<b><u>Card Replacement Fee -non refundable</u></b>	one off	10.00

General Ledger  Account (Code)	Particulars	Unit  Rate	2022/23 Charges incl. GST if applicable
<b>ECONOMIC SERVICES</b>			
I 133042.42	<b><u>Building Control</u></b> The fees are set in Building Regulations 2012 - Schedule 2 Applications for Building Permit, Demolition Permit, Occupancy Permit and Building Approval Certificate		
L930580.00	Shire Infrastructure Bond		\$150/lineal metre to a maximum of \$3,000
I 133042.42	Certificate of Design Compliance	\$1.75/m2	\$305 min fee
I 133042.42	Certificate of Construction Compliance	\$1.25/m2	\$80 min fee
I 133042.42	Certificate of Building Compliance	\$1.25/m2	\$80 min fee
I 133042.42	Bushfire Attack Level Assessment (BAL)	per assessment	400.00
I 071046.46	Swimming Pool Enclosures Inspection Fee		58.45
L930580.00	#Building Services Levy (BSL)	\$	#
	#Occupancy Permit	\$	#
	#Building Approval Certificate	\$	#
	#Unauthorised Building Work	%	#
I 145005.39	Includes administration fee of \$5.00 (No GST) # as defined by statutory regulations		
L930580.00	Building Construction Industry Training Fund Levy (0.2% of estimated value including GST)	%	#
I 145005.39	\$8.25 Administration Fee (inc GST)		8.25
I 134046.46	<b><u>Other Economic Services</u></b>		
	Water from Standpipes 1000 Litres = 1 Kilolitre	Per kilolitre	10.20
L 930580	Swipe Card Bond		50.00
	Caravan Park Overflow Charge around Recreation Area	per caravan per night	23.00

General Ledger		Unit	2022/23
Account (Code)	Particulars	Rate	Charges incl. GST if applicable
<b>OTHER PROPERTY &amp; SERVICES</b>			
	<b><u>Extractive Industries</u></b>		
I 145015.46	Licence Application Fee		357.00
I 145015.46	Annual Licence Renewal		
	Excavation less then 1 Hectare		178.00
	Excavation between 1 - 5 Hectares		357.00
	Excavation Greater than 5 Hectares		357.00
	Secured Sum		
	a) Excavate Sand, Clay etc		
	Rate of Bond per Hectare		1,182.00
	b) Excavate Stone, Gravel etc		
	Rate of Bond per Hectare		1,773.00
	- Licence Transfer Fee		61.00
	<b><u>Sales of Stock and Materials</u></b>		
I 144046.46	- Used Grader Blades	Each	80.00
	- Used Grader Tyres	Each	160.00
I 143046.46	- Sand - up to 7m3	m3	24.00
	- over 7m3	m3	18.00
	- 5mm, 10mm & 14mm Aggregate ex Stock	m3	84.00
	- Metal Sweepings	m3	34.00
	- Used Cement Slabs	Each	3.10
	- Gravel	Tonne	3.10
	**Delivery not included**		
I 141396.46	<b><u>Private Works Rates</u></b>		
	<b><i>Hire of Plant - includes Operator (NO dry hire)</i></b>		
	Staff Hire Rate	Per hour	cost plus 25% plus GST
	Plant Hire Rate (includes operator)	Per hour	cost plus 25% plus GST
	<b><i>Private Works based on Cost Plus</i></b>		
	Cost plus Admin Fee of 12.5%		
	Plus Profit Margin of 12.5%		

### 9.3.4 Request to reduce fees and charges – Dalwallinu & District Dance Group\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Dalwallinu & District Dance Group
<b>File Ref</b>	CU/6 – Customer Service requests
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Ally Bryant, Manager Corporate Services
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Attachments</b>	9.3.4.1 Letter from Dalwallinu & District Dance Group

#### Purpose of Report

Council is requested to consider a reduction in fees and charges to Dalwallinu & Districts Dance Group for the use of the Town Hall and the Discovery Centre Community Room.

This item is brought to Council as Officers have no authority to alter or waive fees and charges.

#### Background

For the past two (2) years, DM Dance & Fitness Dalwallinu (Dayna Christian) has used the Town Hall and hired the Discovery Centre Community Room at a discounted rate based on the following motion from Ordinary Council Meeting dated 28 May 2019:

#### **SUBSTANTIVE MOTION 9366**

*Moved* Cr AR Dickins

*Seconded* Cr KM McNeill

*That Council direct the Chief Executive Officer to:*

- 1) inform the applicant that the listed fees and charges for the squash court are appropriate and the usage of the Town Hall will attract no fee as it is used by a community group;*
- 2) offer alternative venue of Community Room at the Dalwallinu Discovery Centre for a 50% reduction of fee, to encourage similar activity; and*
- 3) advise the applicant that tap dance classes are not to be conducted in the Recreation Centre.*

***CARRIED (8/1) BY ABSOLUTE MAJORITY***

Correspondence has been received from Dalwallinu and District Dance Group requesting that Council consider a continuation of the previous concession granted.

#### Consultation

Nil

#### Legislative Implications

State

*Local Government Act 1995 – section 6.12*

#### Policy Implications

Nil



### **Financial Implications**

Should the council support the officer's recommendation there will be a loss of revenue from the fees associated with the hire of approximately \$2034.00

### **Strategic Implications**

*Shire of Dalwallinu Strategic Community Plan 2017-2027*

Outcome 1.4 – Improve youth activities and services

### **Site Inspection**

Site inspection undertaken: Not applicable

### **Triple Bottom Line Assessment**

#### Economic implications

There are no known significant economic implications associated with this proposal.

#### Social implications

Youth activities may have a positive impact on the social wellbeing of the youth in the community.

#### Environmental implications

There are no known significant environmental implications associated with this proposal.

### **Officer Comment**

Improved youth activities and services is included in the Strategic Community Plan for 2017-2027. As the waiver is requested for youth activities, it would be reasonable for the Council to support this request.

This item is being brought to Council as the previous motion did not have an end date and it would be considered appropriate that Council revisit their concessions on a regular basis. This Officer recommendation contains an end date and the applicant will need to reapply. The end date will allow the applicant to make their request to Council in a timelier manner, rather than the week that the classes are due to commence.

### **Officer Recommendation**

That Council direct the Chief Executive Officer to advise the Dalwallinu & District Dance Group:

1. That a concession for use of the Dalwallinu Town Hall at a nil hire fee is applicable, subject to the hirer cleaning the hall after each use to the satisfaction of the Chief Executive Officer;
2. That a reduction in fees of 50% for the hire of the Dalwallinu Discovery Centre Community Room is granted;
3. That the reduction in fees will expire on the 31 December 2023.



## Recommendation/Resolution

### MOTION

Moved            Cr  
Seconded       Cr

0/0



DALWALLINU & DISTRICTS DANCE GROUP

President: Carmen Whyte

Treasurer: Sophie Carlshausen

PO Box 18 Wubin WA

[dalwallinudance@gmail.com](mailto:dalwallinudance@gmail.com)

[0400 803 415](tel:0400803415)

11 May 2022

ATTENTION: Chief Executive Office & Councillors - Shire of Dalwallinu

Dear Jean Knight and Shire Councillors,

**RE: Request to reduce the Hall and the Discovery Centre Community Room fees.**

Last year the Dalwallinu and Districts Dance Group ran dance classes on Wednesday afternoons during the second and third school terms from 3 pm until 6.30 pm at the Hall and the Discovery Centre Community Room.

Firstly we would like to thank you for your discount last year, it was greatly appreciated.

This year we are writing to you to ask that you consider reducing the fees again for the Hall and the Discovery Centre Community Room.

We are looking at booking these 2 venues around 18 times at an approximate cost of \$2,754 (\$1,314 for the Hall \$73x18 and \$1,440 for the Discovery Centre Community Room \$80x18). Last year we paid \$790 in hire fees altogether (INV#8763).

Dalwallinu and Districts Dance Group is a longstanding group that has been running for over thirty years in Dalwallinu. Dancing has a positive impact on physical and mental health: it's a fun activity, it encourages physical movement and artistic expression.

Over the years, the committee members have consisted of parents, including parents of children in surrounding Shires, who see the benefit of having somewhere their children can learn, grow and build friendships in a safe environment. Consequently, year after year, dancing in Dalwallinu attracts many families to our town, particularly on a Wednesday afternoon which results in our streets being a hive of activity, with parents supporting our local shops and services, including buying take-away for dinner when leaving Dalwallinu.

Members of the dance group travel from adjoining areas including Miling, Ballidu and Kalannie. We believe our group offers excellent opportunities for a range of students between the ages of 4 – 17 (Years K-12) which benefits not just the children in our town but those in surrounding towns.

We will have 4 dance teachers this year, all the funds we receive go into running the dance group and organising dance teachers as we are a not for profit group.

We sincerely hope you will consider our request for a discount. We would be happy to answer any further questions you, or Councillors, may have.

Yours Sincerely,

Dalwallinu & Districts Dance Group

## 9.4 CHIEF EXECUTIVE OFFICER

### 9.4.1 Townscape Focus Group Recommendations- Entry Statements and Signage\*

Report date	24 May 2022
Applicant	Shire of Dalwallinu
File ref	PR/5 Townscape
Previous Meeting Reference	Nil
Prepared by	Joanne Jones, Economic & Community Development Officer
Supervised by	Jean Knight, Chief Executive Officer
Disclosure of interest	Nil
Voting requirements	Simple Majority
Attachments	9.4.1.1 Raw Creative draft design entry statement signage 9.4.1.2 Raw Creative draft design wattle interpretive signage 9.4.1.3 Axiom example design heritage interpretive signage 9.4.1.4 Quote-Raw Creative- entry statement signage 9.4.1.5 Quote- Raw Creative interpretive wattle signage 9.4.1.6 Quote- Jason Signs interpretive and directional signage Xantippe Reserve and Petrudor Reserve 9.4.1.7 Quote- Axiom Signs heritage interpretive signage

#### Purpose of Report

Council is requested to endorse the recommendations presented from the Townscape Focus Group.

#### Background

The Townscape Focus Group met on Thursday 4 March 2022 to review the following items:

***Staged replacement of the existing brick entry statements in Dalwallinu and Wubin, and staged construction of new entry statements in Kalannie, Pithara and Buntine.***

Following the Shire rebranding in 2019, new Shire boundary signage was designed and installed to create a consistent corporate image for the Shire. Since that time, a staged replacement of directional signage has been undertaken throughout the Shire to reflect the new branding.

At their meeting on 13 October 2021 the Townscape Focus Group identified the need to replace the existing town entry statement signage to reflect the new branding and Shire corporate image. Currently Dalwallinu and Wubin have brick entry statements that are not consistent with each other and that have the old Shire branding, whilst Pithara and Buntine have no entry statements whilst one of Kalannie's entry statements was damaged in a storm and requires replacement.

Several requests have been received from the Kalannie community to have this entry statement repaired, however they have been advised that Council will be considering new entry statements and no repairs will be undertaken until a decision has been made.

The recommendation of the Townscape Focus Group is for a staged replacement of the existing entry statements in Dalwallinu and Wubin, and staged installation of new entry statements in Kalannie, Pithara and Buntine, using the Raw Creative design attached. The design has been chosen to be consistent with the new Shire boundary signage.

The wide format of the entry statements is felt to be a suitable replacement for the existing Dalwallinu and Wubin town site brick walls that are 5.5m and 5m wide respectively. The new signage could be in



different sizes as was done with the boundary signage, with 5m wide signs in Dalwallinu and Kalannie, and 4m wide signs in Buntine, Pithara and Wubin.

***Installation of interpretive signage along the Dalwallinu town site walk trails to identify varieties of wattle found throughout the Shire and to identify places of historical or local interest; and replacement of interpretive and directional signage at Xantippe Reserve and Petrudor Rocks.***

The Dalwallinu town site walk trails are overgrown and indistinct. There is no interpretive signage to identify plant species, and the interpretive signage at the Old Well is faded and mostly illegible. Signage at Xantippe Reserve and Petrudor Rocks is faded and difficult to read, and there is no directional signage to indicate the way into the reserves.

At the Townscape Focus Group meeting held on 13 October 2021, the group agreed that the walk trails require maintenance and the addition of interpretive signage is needed to identify wattle species that are endemic to the region, as well as interpretive signage at places of historical or local interest, to add value for visitors to the Shire and to enhance the ability of local people to use the trails for exercise and recreation.

At the October 2021 Dalwallinu Tourism Association meeting, the Committee agreed to donate \$3,000 to the Shire to be spent on the installation of interpretive signage identifying wattle species. A Shire grant application to the National Stronger Communities Fund in March 2022 was successful and \$18,056 was awarded towards the signage project. The grant agreement requires matching funds to be contributed by Council, with an acquittal date of December 2022.

The recommendation of the Townscape Focus Group is to proceed with the town walk trails maintenance and signage installation using the attached designs from Raw Creative (interpretive wattle signage), Axiom Signs (interpretive heritage signage) and Jason Signs (reserve signage) and to stage future interpretive signage installations across the Shire.

#### **Consultation**

Townscape Focus Group 13 October 2021

Townscape Focus Group- 3 March 2022

Dalwallinu Tourism Association October 2021

Dalwallinu Tourism Association 2 March 2022

#### **Legislative Implications**

Nil

#### **Policy Implications**

Nil

#### **Financial Implications**

***Staged replacement of the existing brick entry statements in Dalwallinu and Wubin, and staged construction of new entry statements in Kalannie, Pithara and Buntine.***

Council have allocated \$75,000 in the 2021/2022 budget towards redevelopment of the entry statement signage. The installation of signage across the five towns in the Shire could be staged with budget allocations made across several years to spread the financial cost of the project. It would be recommended to install signage in one town per financial year, starting with Kalannie, and leaving Dalwallinu and Wubin signage to the end of the project period as these towns currently have functional signage.



The total cost of the project, allowing for 5m wide signs in Dalwallinu and Kalannie, and 4m wide signs in Buntine, Pithara and Wubin, is \$319,450.00 for four (4) 5m wide signs and six (6) 4m wide signs including manufacturing and delivery costs but excluding installation costs. This cost may vary if the project is staged over several years. Alternately the Shire could repair the damaged sign in Kalannie and investigate alternative options, noting the current proposal is for corten steel signs to correspond with the Shire boundary signage and alternative suppliers are likely to be a similar cost unless signage made of different materials is sourced.

***Installation of interpretive signage along the Dalwallinu town site walk trails to identify varieties of wattle found throughout the Shire and to identify places of historical or local interest; and replacement of interpretive and directional signage at Xantippe Reserve and Petrudor Rocks.***

Council will be required to contribute a minimum of \$18,056 towards the walk trails and reserve signage project within the 2021/2022 and 2022/2023 budgets, including the \$3,000 contribution from the Dalwallinu Tourism Association. Council allocated \$10,000 in the 2021/22 budget towards signage. A further \$5,000 will be required to be allocated in the 2022/23 budget to meet the National Stronger Communities grant agreement conditions.

**Strategic Implications**

Nil

**Site Inspection**

Site inspection undertaken: Not applicable

**Triple Bottom Line Assessment**

*Economic implications*

High-quality, effective interpretive signage guides visitors along a walking trail or reserve, pointing out hidden treasures in the flora and fauna. It can bring a historic landmark or natural wonder to life and allow a visitor to take home more than a picture and a memory, but a deeper appreciation of the location. It can also generate word-of-mouth advertising and repeat visitation, which can add up to increased tourism business.

*Social implications*

The entry statements and interpretive signage will add to the visual appeal of the town sites and reserves, provide branding consistency and add to the amenity of the Shire for visitors and locals through a program to improve the condition of the walk trails and reserves for exercise, recreation and information.

*Environmental implications*

There are no known significant environmental implications associated with this proposal.

**Officer Comment**

Dalwallinu has been working towards branding signage consistency across the Shire since the adoption of the new Shire branding in 2019. The recommendation of the Townscape Focus Group for the installation of new entry statements forms part of the process of creating a consistent corporate image throughout the Shire. The project to develop effective interpretive and directional signage in the Shire reserves and along the walk trails has been a priority of the Townscape Focus Group and aligns with the Shire goal to be good stewards of our environment and heritage (SoDL Strategic Community Plan 2017-2027 p8).



### Officer Recommendation

That Council endorses the recommendations of the Townscape Focus Group by:

- 1 Approving the design and expenditure for the installation of new town entry statements across the Shire in a staged process by installing signage in one town per year starting with Kalannie and leaving Dalwallinu and Wubin signage until the end of the project;
- 2 Approving the designs of the wattle walk and reserve interpretive signage as presented;
- 3 Approving matching funding of \$18,056 in the 2022-2023 budget, for the wattle walk and reserve signage as required by the National Stronger Communities grant agreement.

### Recommendation/Resolution

#### MOTION

Moved            Cr  
Seconded       Cr

0/0





***Dalwallinu Floral Emblem:  
Kimberley's Wattle (*Acacia anthochaera*)***

*Acacia anthochaera* is most commonly seen as a bushy multistemmed shrub 2-5 m tall, however, it does mature to a tree 7-8 m tall. It is characterized by having long, linear, 1-nerved phyllodes, bright golden yellow, fragrant, flower heads that occur in great profusion in short racemes which are enclosed by bracts when young, and quite large, papery, yellow-brown, flat pods. *Acacia anthochaera* has a moderately fast growth rate and occurs on a wide range of soil types and as such has potential for use in a range of environmental purposes (e.g. salinity and erosion control, visual screens, windbreaks and shelter belts). It may also have horticultural potential and is one of lesser-known species considered to have possibilities for seed production for human consumption.



***200 x 120mm Sign  
Adhered to Top Plate***

***Angled top to pole  
Welded Top Plate***

***90mm Galvanised Pole  
yellow powdercoated***

# BOTANIC GARDEN

## South African Flora

### Gondwanan Relatives

Popular all around the world,  
these South African plants -  
*leucospermums*, *proteas*, *aloes*  
and *strelitzias* were a feature  
of the Botanic Garden's  
original garden design.



Aloe species.  
Photo: D. Werner

Bird of Paradise (*Strelitzia reginae*).



Can you see any family resemblance between  
a *leucospermum* species and an Aussie *banksia*?

*Banksia boerhaavia*.



Signage WA  
 214a Great Eastern Highway, Midland, Perth, WA, 6056  
 richard@signagewa.com.au  
 0408 097 750  
 ABN #: 33214306425



www.signagewa.com.au

## Quote 3533

### Dalwallinu Entry Statements v2

#### SALES REP INFO

Richard George  
 Director  
 richard@signagewa.com.au  
 0408 097750

#### QUOTE DATE

05/05/2022

#### QUOTE EXPIRY DATE

04/06/2022

#### TERMS

Net 30

#### ORDERED BY

Raw Creative  
 Raw Creative  
 21 Tatton Way  
 The Vines, WA, 6069

#### CONTACT INFO

Ryan Wilson  
 ryan@rawcreative.com.au  
 +61 411 114 696

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. GST)	TAX
1	<b>Dalwallinu Entry Statements - 5000x3000x700 overall</b>	1	Unit	\$32,500.00	\$32,500.00	\$3,250.00
	Qty: 1					
	✦ Blade pylons (part 1 and 3)					
	✦ Galvanised steel frame					
	✦ Baseplates and cages					
	✦ Clad with ACM to all sides					
	✦ Part 1 - Vinyl to face					
	✦ Part 2 - to face					
	✦ Wheat logo in 10mm Acrylic, painted 1x PMS colour,					
	✦ Location in 10mm White Acrylic					
	✦ Part 3					
	✦ 5x 75x75 SHS					
	✦ Painted 5x PMS colours					
	✦ Bolted to mounting framework					
	✦ Part 4					
	✦ Corten steel cut shape					
	✦ Logo intracut, with painted ACM behind					
	✦ Subframe for installation					
2	<b>Dalwallinu Entry Statements - 4000x2400x700 overall</b>	1	Unit	\$31,575.00	\$31,575.00	\$3,157.50
	Qty: 1					
	✦ Blade pylons (part 1 and 3)					
	✦ Galvanised steel frame					
	✦ Baseplates and cages					
	✦ Clad with ACM to all sides					
	✦ Part 1 - Vinyl to face					
	✦ Part 2 - to face					
	✦ Wheat logo in 10mm Acrylic, painted 1x PMS colour,					
	✦ Location in 10mm White Acrylic					
	✦ Part 3					
	✦ 5x 75x75 SHS					
	✦ Painted 5x PMS colours					
	✦ Bolted to mounting framework					
	✦ Part 4					

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. GST)	TAX
	◆ Corten steel cut shape ◆ Logo intracut, with painted ACM behind ◆ Subframe for installation					
3	<b>Packing per sign</b> Individually packaged for transport  Skids / pallets / transport frames  Estimated only pending final design and shipping requirements	1	Unit	\$3,400.00	\$3,400.00	\$340.00
4	<b>Engineers drawings per sign</b> Supply Engineers Drawings with certification  Quotes completed prior to engineers' drawings are done based on our assumptions and experience.  At times, the certifying Engineer may revise the initial design.  These changes may result in variations in the quoted price.	1	Unit	\$2,495.00	\$2,495.00	\$249.50
5	<b>Renders, models and other drawings (per design)</b>  Supply models, images, and renders of the artwork	1	Unit	\$660.00	\$660.00	\$66.00

Payments made to: **SIGNAGE WA**  
BSB: 016 334  
ACC: 384 306 366  
Credit Card Payments can be made over the phone by calling Accounts on 0402 181 727 . These payments will attract a 1.7% merchant fee.  
All quotes are valid for 30 days from date of issue.After this time prices are subject to change.This quote has been priced as a project, if some items are added or removed from the quote, unit prices may change. A 50% deposit is required prior to commencing your project with balance due on or before completion unless otherwise agreed upon with Signage WA.  
By approving this quote , you accept the Signage WA Terms and Conditions.  
Any errors in the final product that are found in the approved artwork,or in files supplied are the clients responsibility. Reprints of files that are found to have errors will be charged for.  
All goods remain the property of Signage WA until full payment has been made and all funds received are cleared.

- Please include your Quote number in description of payment.

<b>Subtotal:</b>	<b>\$70,630.00</b>
<b>Total GST:</b>	<b>\$7,063.00</b>
<b>Final price:</b>	<b>\$77,693.00</b>

Tax Totals

<b>GST on Income(10.0%)</b>	<b>\$7,063.00</b>
-----------------------------	-------------------

<b>Downpayment (75.0 %)</b>	<b>\$58,269.75</b>
-----------------------------	--------------------

SIGNATURE:

DATE:

Signage WA  
 214a Great Eastern Highway, Midland, Perth, WA, 6056  
 richard@signagewa.com.au  
 0408 097 750  
 ABN #: 33214306425

www.signagewa.com.au



## Quote 3385

### Wattle Walk Signage

#### SALES REP INFO

Richard George  
 Director  
 richard@signagewa.com.au  
 0408 097750

#### QUOTE DATE

04/11/2021

#### QUOTE EXPIRY DATE

04/12/2021

#### TERMS

Net 30

#### ORDERED BY

Raw Creative  
 Raw Creative  
 21 Tatton Way  
 The Vines, WA, 6069

#### CONTACT INFO

Ryan Wilson  
 ryan@rawcreative.com.au  
 +61 411 114 696

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. GST)	TAX
1	<b>Wattle walk Signs</b> As per brief  1. 200 x 120mm Sign Adhered to Top Plate  2. Angled top to pole Welded Top Plate  3. 90mm Galvanized Pole yellow powder coated  4. Wattle Walk Signs 2mm Aluminum Printed Direct to sub straight Width: 200 mm Height: 120 mm Coated with clearcoat for High UV protecting and durability	30	Unit	\$325.00	\$9,750.00	\$975.00

Payments made to: **SIGNAGE WA**  
BSB: 016 334  
ACC: 384 306 366  
Credit Card Payments can be made over the phone by calling Accounts on 0402 181 727 . These payments will attract a 1.7% merchant fee.  
All quotes are valid for 30 days from date of issue.After this time prices are subject to change.This quote has been priced as a project, if some items are added or removed from the quote, unit prices may change. A 50% deposit is required prior to commencing your project with balance due on or before completion unless otherwise agreed upon with Signage WA.  
By approving this quote , you accept the Signage WA Terms and Conditions.  
Any errors in the final product that are found in the approved artwork,or in files supplied are the clients responsibility. Reprints of files that are found to have errors will be charged for.  
All goods remain the property of Signage WA until full payment has been made and all funds received are cleared.

- Please include your Quote number in description of payment.

Subtotal:	\$9,750.00
Total GST:	\$975.00
Final price:	\$10,725.00

Tax Totals

GST on Income(10.0%)	\$975.00
----------------------	----------

Downpayment (50.0 %)	\$5,362.50
----------------------	------------

SIGNATURE:

DATE:

Jason Signmakers  
Unit 3, 1 McDowell Street, Welshpool, WA, 6106  
sales@jasonsigns.com.au  
+61 8 9458 7033  
ABN #: 43 930 430 101

Bank Account#: 64 949 6805  
BSB Number: 086 131  
www.jasonsigns.com.au

Attachment 9.4.1.6



## Quote 20776

### Petrudor & Xantippe Catchment Signage

SALES REP INFO

Lisa Tebay  
lisa.tebay@jasonsigns.com.au

QUOTE DATE

04/11/2021

TERMS

30 Days from Invoice Date

ORDERED BY

Shire of Dalwallinu  
Account Number: DALWAL  
PO Box 141  
Dalwallinu, W.A, 6609



SHIPPING ADDRESS

WORKS DEPOT  
DALWALLINU, WA, 6609  
Attn:CFF IPEC S424115S

CONTACT INFO

Joanne Jones  
ecdo@dalwallinu.wa.gov.au  
+61 409 914 333

SHIPPING TRACKING

#	SKU	ITEM	QUANTITY	U.PRICE	TOTAL (EXCL. GST)
1		<b>Xantippe Tank &amp; Reserve Tourist Signs</b> 1.6mm Aluminium Sign 2600 x 750 Class 400 (CL1) Reflective Vinyl White on Brown With 12yr Anti-graffiti / UV Protection Overlamine Sample Below  <b>MetalShop</b> Crop: 100mm	2	\$367.63	\$735.26
2		<b>Petrudor Rocks Reserve Tourist Sign</b> 1.6mm Aluminium Sign 2400 x 750 Class 400 (CL1) Reflective Vinyl White on Brown With 12yr Anti-graffiti / UV Protection Overlamine  <b>MetalShop</b> Crop: 100mm	2	\$356.98	\$713.96
3		<b>CUSTOM LENGTH CHS STEEL POST 89OD MEDIUM</b> 4.0M LENGTH CHS GALVANISED STEEL POST 88.90MM OD / 80MM NB - CLASS AS1074 MEDIUM <b>MetalShop</b> Cut to length: 4000	8	\$142.19	\$1,137.52
4	JSM08-BRA-007	<b>ARC-089 BRACKET</b> 89MM STAINLESS STEEL BRACKET WITH BOLT, NUT & WASHER ARC089 BRACKET IS SUITED TO STRUTED (BRACED) SIGNS	24	\$3.90	\$93.60

#	SKU	ITEM	QUANTITY	U.PRICE	TOTAL (EXCL. GST)
5	JSM08-CAP-009	<b>POST CAP GALVANISED 89 OD STEEL (JSM08-CAP-009)</b> POST CAP GALVANISED 89 OD STEEL GP89-CAP	8	\$3.67	\$29.36
6		<b>Small Directional Signs with Arrows</b> 2mm Aluminium Sign 450 x 300 Class 100 (CL2) Reflective Vinyl Black on White With UV Anti-graffiti / UV Protection Overlamine 2 x --> Xantippe Tank Reserve 2 x --> Petrudor Reserve  <b>MetalShop</b> <i>Crop: 15mm (Safety Crop)</i> <i>Holes: Post holes</i>	4	\$47.05	\$188.20
7	JSM06-CHS-002	<b>CHS STEEL POST GALV 60OD XL 3.2M ( For the Small Arrow Signs )</b> 3.2M LENGTH CHS GALVANISED STEEL POST - 60.3MM OD / 50MM NB - CLASS AS1074 EXTRA LIGHT	4	\$36.92	\$147.68
8	JSM08-BRA-014	<b>TD1 RING BRACKET</b> TD1 SINGLE SIDED MOUNTING ALUMINIUM BRACKET FOR 60MM OD POST TO SUIT NON STRUTED (UNBRACED) SIGNS W/ BOLTS NUTS & WASHERS	8	\$1.96	\$15.68
9	JSM08-CAP-007	<b>POST CAP GALVANISED 60 OD STEEL (JSM08-CAP-007)</b> POST CAP GALVANISED 60 OD STEEL GP60-CAP(GALV60-CAP)	4	\$1.99	\$7.96
10		<b>Interpretive Signs 1200 x 900</b> 1.6mm Aluminium Sign 1200 x 900 Class 100 (CL2) Reflective Vinyl With 12yr Anti-graffiti / UV Protection Overlamine With Struts to Rear Sample Below    <b>Includes 1 Hours of Design Time</b>  <b>MetalShop</b> <i>Crop: 60mm</i>	2	\$239.34	\$478.68
11	JSM06-CHS-002	<b>CHS STEEL POST GALV 60OD XL 3.2M ( For the Interpretive Signs )</b> 3.2M LENGTH CHS GALVANISED STEEL POST - 60.3MM OD / 50MM NB - CLASS AS1074 EXTRA LIGHT	4	\$36.92	\$147.68
12	JSM08-CAP-007	<b>POST CAP GALVANISED 60 OD STEEL (JSM08-CAP-007)</b> POST CAP GALVANISED 60 OD STEEL GP60-CAP(GALV60-CAP)	4	\$1.99	\$7.96

#	SKU	ITEM	QUANTITY	U.PRICE	TOTAL (EXCL. GST)
13	JSM08-BRA-003	<b>ARC-060 BRACKET</b> 60MM STAINLESS STEEL BRACKET WITH BOLT, NUT & WASHER ARC060 BRACKET IS SUITED TO STRUTED (BRACED) SIGN	12	\$2.67	\$32.04
14	PG36	<b>PG36 FRAME - UNPAINTED</b> Frame suitable for Interpretation Sign (IP-6) Plate: 1600x600mm 6mm Aluminium (15mm crop corners) Leg: 3 x 1200mm high (100x100SHS Aluminium)  <b>PaintShop</b> <i>Painted Colour:</i> TO BE CONFIRMED	1	\$1,343.14	\$1,343.14
15	PG36	<b>PG36 FRAME - PAINTED</b> Frame suitable for Interpretation Sign (IP-6) Plate: 1600x600mm 6mm Aluminium (15mm crop corners) Leg: 3 x 1200mm high (100x100SHS Aluminium)  <b>PaintShop</b> <i>Painted Colour:</i> TO BE CONFIRMED	1	\$1,060.73	\$1,060.73
16		<b>Aluminium Panel to Suit PG 36 Frame - PAINTED / UNPAINTED</b> 1.6mm Aluminium Sign 1600 X 600 to suit 1600 x 600 Frame Class 100 (CL2) Reflective Vinyl With 12yr Anti-graffiti / UV Protection Overlamine	2	\$191.19	\$382.38

Quotations are valid for 30 days.

Please include Sales Quotation Number on Purchase Order.

All sales are governed by our standard terms and conditions available upon request.

If custom artwork is required, pricing includes 1 proof and up to 2 revisions. Additional revisions beyond the first 2 may incur additional charges.

Bank Details for upfront payments:

Account Name: Jason Signmakers BSB: 086-131 A/C: 649496805

<b>Subtotal:</b>	<b>\$6,521.83</b>
<b>Total GST:</b>	<b>\$652.18</b>
<b>Final price:</b>	<b>\$7,174.01</b>

**QUOTE APPROVED****SIGNATURE:****DATE:**

Suite 2 / 300 Rokeby Road, Subiaco Western Australia 6008 // Post Office Box 1217, Subiaco WA 6904  
Telephone +61 8 9381 6270 // Facsimile +61 8 9381 6280 // www.axiomdp.com.au  
Axiom Design Partners Pty Ltd ATF The ADP Unit Trust // ABN 55 276 982 887 // ACN 116 849 435



Friday, 5 November 2021

**Joanne Jones**

Economic & Community Development Officer  
Shire of Dalwallinu

ecdo@dalwallinu.wa.gov.au

**PROJECT TITLE: Dalwallinu Walk Trail Project - Interpretive Signage**  
**JOB / ESTIMATE #: -**

Dear Joanne

Please find our preliminary estimate for the design and production of interpretive signs for the Dalwallinu Walk Trail Project.

As requested I have provided estimates for 20 x Signs, based on a similar size, detail and fabrication as the Interpretive crank signs used at Kings Park & Botanic Garden.

I have also allowed for one (1) site visit in the estimate, if it is deemed necessary.

Should you have any questions, please don't hesitate to contact me.

Kind Regards,

A handwritten signature in black ink, reading "Sean Elsegood".

**Sean Elsegood**  
Design Director

PROJECT TITLE: **Dalwallinu Walk Trail Project - Interpretive Signage**  
 JOB / ESTIMATE #: -

It is Axiom Design Partners' understanding that this RFQ is for Design and Fabrication of 20 x Interpretive Signs similar in style and fabrication method to the Kings Park crank signs -

- Approx W 1000mm x H 600mm full colour face panel
- Mounted to steel frame 600mm out off ground, with 45° crank

ALL content (IE text, photographs, illustrations, maps, diagrams etc) is to be supplied by the client in appropriate digital formats.

Description	Qty / Hrs	Unit	Amount \$
<b>DESIGN</b>			
Project Briefing / Site Visit / Research	8	\$ 200	\$ 1,600.00
Concept and Design Development of Interpretive Sign Template	16	\$ 200	\$ 3,200.00
Final Layout and Artwork Setup for 20 signs	30	\$ 150	\$ 4,500.00
Fabrication Documentation	2	\$ 150	\$ 300.00
Colour visual / proof allowance**			\$ 250.00
Project Management Fee (+10%)			\$ 955.00
<b>SUB-TOTAL (ex GST)</b>			<b>\$ 10,805.00</b>
<b>FABRICATION*</b>			
CRANK STYLE INTERPRETIVE SIGN Approx W 1000 x H 600 mm (TBC) Face Panel Digitally printed SAV vinyl applied to 3mm ACM + anti-graffiti laminate Secured to powder-coated 50x50mm SHS (steel) frame Face panel at 45° Angle Legs to have an extra 600mm for spearing into the ground	20	\$ 498	\$ 9,960.00
Project Management Fee (+10%)			\$ 996.00
<b>SUB-TOTAL (ex GST)</b>			<b>\$ 10,956.00</b>
<b>GRAND TOTAL (ex GST)</b>			<b>\$ 21,761.00</b>

**ALL PRICES QUOTED SUBJECT TO INCIDENTAL COSTS & GST.**

See next page for notes and T&Cs

PROJECT TITLE: **Dalwallinu Walk Trail Project - Interpretive Signage**  
JOB / ESTIMATE #: -

*Please Note:*

- A typical consultation and project management allowance has been included in the above fees, however should it be greatly exceeded Axiom reserve the right to bill the additional at our standard hourly rates.
- Allowance has been made for printed colour visuals, should it be greatly exceeded Axiom reserve the right to bill for additional colour visuals
- Allowance for 1 set of revisions to supplied artwork.
- Allowance for 1 site visit, additional site visits at \$1600 / day (+GST)
- No allowance for illustrating or photography
- No allowance for high resolution scanning or sourcing of imagery has been included.
- Assume all text and content to be provided by the client in appropriate formats.
- Estimates may be subject to change based upon scope changes or requirements.
- \*Delivery and installation of signs is NOT included

Approval of estimate implies acceptance of our standard terms and conditions which can be found at [www.axiomdp.com.au/terms-and-conditions](http://www.axiomdp.com.au/terms-and-conditions)

## Axiom Typical Fee Schedule

Description	Hourly Rate (\$)
<b>Consulting Services / Briefing</b>	
Site Visits / Meetings / Stakeholder or Public Presentations	\$ 250
<b>Concept Design &amp; Design Development / Documentation</b>	
Research and Strategy	\$ 200
Concept Design	\$ 200
Design Development & Documentation	\$ 150
<b>Other Services</b>	
Copywriting	\$ 150
Illustration	\$ 150

**PRICES QUOTED SUBJECT TO GST.**

#### 9.4.2 CSRFF Application – Proposed Dalwallinu Hockey Pavilion

<b>Report date</b>	24 May 2022
<b>Applicant</b>	Dalwallinu Football & Hockey Club
<b>File ref</b>	A1012
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Jean Knight, Chief Executive Officer
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting requirements</b>	Simple Majority
<b>Attachments</b>	Nil

##### **Purpose of Report**

Council is requested to support an application to the Department of Sport & Recreation (DSR) for the July round of Community Sporting and Recreation Facilities Fund (CSRFF) for a pavilion at the Dalwallinu Hockey Oval and award RFQ2122-37 for the construction of proposed facility.

##### **Background**

In January 2022, the Shire were approached by the Dalwallinu Football and Hockey Club (DFHC) with regards to constructing a Pavilion next to the Dalwallinu Hockey Oval.

Funding to assist with this project is available through the Department of Sport & Recreation's CSRFF fund. The purpose of this fund is to provide financial assistance to community groups and local government authorities to develop basic infrastructure for sport and recreation. The program aims to increase participation in sport and recreation with an emphasis on physical activity, through rational development of sustainable, good quality, well-designed and well-utilised facilities. There is \$12 million available for allocation in the 2021/22 funding round.

There are two categories of grants available:

- Small grants are for projects between \$7,500 and \$300,000. The maximum amount that can be funded by CSRFF is \$100,000.
- Annual grants are for projects between \$300,001 and \$500,000. The maximum amount that can be funded by CSRFF is \$166,666.

##### **Consultation**

Councillors (Agenda briefing session 15 February 2022)  
Manager Works & Services  
DFHC representatives

##### **Legislative Implications**

Nil

##### **Policy Implications**

Nil

##### **Financial Implications**

Should Council support this proposal there will be estimated expenditure of \$327,071, with 33% funded by CSRFF, 30% funded by DFHC and 36% funded by the Shire. This would be included in the 2023-2024 budget.



## Strategic Implications

*Shire of Dalwallinu Strategic Community Plan 2017-2027*

Outcome 1.8 – Rejuvenated and enhanced recreation precinct and Dalwallinu Recreation Centre.

## Site Inspection

Site inspection undertaken: Not applicable

## Triple Bottom Line Assessment

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## Officer Comment

A meeting was held with DFHC representatives on 12 January 2022 to discuss their request and the requirements and location for the proposed facility.

DFHC are requesting this facility for the following reasons:

- The hockey players and spectators currently have to use facilities located in the Dalwallinu Recreation Centre;
- Players have to use the ladies changerooms near to the aquatic centre which is some distance from the oval;
- There is minimal shelter currently for visitors to view the game from out of the weather;
- There is nowhere for players to store their belongings whilst playing;
- There is no storage currently for the club's equipment.

DFHC requirements for the facility were:

- Changerooms x 2 (with 2 showers and 1 toilet each)
- Kitchen with small kitchenette/Store room
- Viewing Areas
- UAT x 1 (for use by spectators)

It is proposed to place this new pavilion on the same location as the existing dug out. The existing dugout would be re-purposed closer to the oval for the juniors to utilise.



A draft concept plan was designed with input from DFHC and presented to a company for a concept drawing.



Request for Quotes were sought. RFQ2122-37 was advertised in the following ways:

- The West on Saturday 26 February 2022
- Shire of Dalwallinu Website
- Shire of Dalwallinu Facebook

In addition to the building structure there would be:

- Connection to water
- Connection to electricity
- Installation of a septic system
- Earthworks
- Floor coverings
- Footpath around entire building
- Additional Verandah at front of building

RFQ2122-37 closed on Monday 21 March 2022. The following quotes were received:

- Modus Australia - \$248,564 ex GST
- Stallion Homes - \$311,700 ex GST

Funding for the facility was discussed with DFHC. It is proposed that should Council support the proposal we would apply for CSRFF funding which normally requires 1/3 from the club, 1/3 from the Shire and 1/3 from State Government through the CSRFF program.

Originally we were proposing to apply for a small grant (max \$300,000). But as can be seen from the table below the project is more than the maximum amount therefore it is now proposed to apply for the Annual grant.

The costings were shown to representatives of the DFHC with the proposed structure on the northern side (their preferred location). Should the structure be on the southern side the total cost of the project reduces to \$299,607, however that is not their preferred location therefore the project will be delayed due to having to apply for the annual grant which if successful, funds are not available until after 1 July 2023.

The estimated project cost (using the quote from Modus) is below:

Description	Est Cost
Construction of Pavilion with verandah	248,564
Extras – Mirrors, deadlocks, hand dryers, toilet roll dispenser	2,679
Connection to water	7,000
Connection to electricity	8,000
Installation of septic system	15,000
Earthworks for shed only (Shire)	15,268
Limestone Wall	16,800
Extra concrete for pathway around building	5,760
Tiles	5,000
Vinyl	3,000
<b>ESTIMATED TOTAL COST</b>	<b>\$327,071</b>
<b>Proposed Funding</b>	
CSRFF – subject to approval	\$109,023
DFHC	\$100,000
Shire of Dalwallinu	\$118,048

The DFHC are

concerned with the quotes received for the structure, however quotes were put to the open market.



The DFHC have confirmed in writing that they will contribute up to a maximum of \$100,000 (ex GST) for the entire project.

Should the grant application be successful, we will seek quotes again so that further testing of the market can be undertaken. However, it is to be noted that if the quotes come in higher, there will no additional funds from DSR and DFHC, and Council would be left to fund the balance.

To enable the project to proceed, Council will be requested to fund slightly more than 1/3 (36%) of the project.

The proposed timeline for the project is as follows:

Applications Open	July 2022
Application to be lodged with DLGSC	30 September 2022
Successful applicants notified	January/February 2023
If successful, funds available	1 July 2023
Grant to be acquitted	15 June 2024

Should Council support the proposal, the proposed structure would be complete for the 2024 season.

The Shire of Dalwallinu has two projects planned for the hockey oval area in the Sport & Rec Plan being:

- Seating for Hockey Oval (2023-24) - \$28,500 (fully funded by Shire)
- Hockey Oval Ablution Facilities/Shelter (2024-25) - \$50K Shire, \$50K DFHC

The fact that Council have considered these projects in our forward planning will be looked on favourably in our application for CSRFF.

A new facility also comes with additional operating costs being:

- Cleaning
- Water Expenses
- Gas Expenses
- Electricity Expenses
- Depreciation
- Repairs & Maintenance

These costs would be included in the annual budgets.

It would therefore be proposed that the annual fee paid by DFHC would be required to be increased. Cleaning costs alone for 2 cleans per week would be an additional cost to the Shire of \$3,330 per annum plus the utility expenses. In the off season this would be reduced to one clean per week.

It would also be proposed that an agreement be drawn up with the DFHC that they would be responsible for the cleaning of the kitchen/store room and spectator viewing areas.

Should Council support the proposal and the project funding be approved by DSR, construction would commence in the 2023-2024 financial year as the funds would be required to be acquitted by 15 June 2024.



### Officer Recommendation

That Council:

1. Supports an application to the Department of Sport & Recreation, Community Sporting and Recreation Facilities Fund (CSRFF) program for the Annual grants round in July 2022 to construct a pavilion at the Dalwallinu Hockey Oval;
2. Accepts the contribution from the Dalwallinu Football and Hockey Club of \$100,000 (ex GST) and approves the additional expense to fund the project between the CSRFF grant funding and their contribution (as per proposed budget) the amount of \$118,048, subject to the CSRFF application being successful.

### Recommendation/Resolution

#### MOTION

Moved            Cr  
Seconded       Cr

o/o



### 9.4.3 Renewal of Lease – Kalannie Caravan Park

<b>Report date</b>	24 May 2022
<b>Applicant</b>	G & W Crossman, M Waters & J Reynolds
<b>File ref</b>	A6299
<b>Previous Meeting Reference</b>	OCM 26 Feb 2019 (M9318)
<b>Prepared by</b>	Jean Knight, Chief Executive Officer
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting requirements</b>	Simple Majority
<b>Attachments</b>	Nil

#### Purpose of Report

Council is requested to consider the renewal of the lease for a further three (3) years for the Kalannie Caravan Park between the Shire of Dalwallinu and G & W Crossman, M Waters & J Reynolds.

#### Background

At the Ordinary Meeting of Council held 26 February 2019, Council resolved the following:

#### **'MOTION 9318**

Moved                      Cr JA Huggett  
Seconded                Cr BH Boys

*That Council:*

- 1. Accept the offer from G & W Crossman and M Waters with J Reynolds to lease the Kalannie Caravan Park for the sum of \$100 per annum for a period of three years, with an option to renew;*
- 2. Authorise the Chief Executive Officer to obtain a market valuation for the lease value of the Kalannie Caravan Park;*
- 3. Authorise the Chief Executive Officer to advertise the disposal of property by way of lease, as per the requirements of the Local Government Act 1995;*
- 4. Subject to not receiving any submissions, authorise the Chief Executive Officer to finalise the disposal of the property and to prepare a lease, with the costs to be borne by the applicant;*
- 5. Authorise the Shire President and Chief Executive Officer to sign and affix the Common Seal to any documentation relating to the disposal of the Kalannie Caravan Park by way of lease.*

**CARRIED 8/'**

The lease between the Shire of Dalwallinu & G & W Crossman, M Waters & J Reynolds commenced on 15 May 2019 and expires on 14 May 2022. As per Schedule 1 Point 7, there is an option to renew for a further three (3) years subject to Council approval.

#### Consultation

Nil

#### Legislative Implications

State

*Local Government Act 1995 – Section 3.58*

#### Policy Implications

Nil



## Financial Implications

See table below for costs associated with the Dalwallinu Caravan Park for the past five (5) years:

<i><b>Expenditure</b></i>	<b>2021-2022 Budget</b>	<b>2020-2021</b>	<b>2019-2020</b>	<b>2018-2019</b>
Maintenance	6,189	3,848	0	7,723
Insurance	368	336	314	293
Rates	1,217	1,197	1,197	1,180
Water	3,000	2,220	1,565	1,674
Cleaning Materials	0	0	0	137
Cleaning Wages	0	0	0	2,454
Electricity	0	0	0	2,899
ESL Levy	88	0	0	82
Fire Equipment	0	0	0	32
<i><b>Total Expenditure</b></i>	<b>10,862</b>	<b>7,601</b>	<b>3,076</b>	<b>16,474</b>
<i><b>Income</b></i>				
Reimbursements	3,368	2,323	1,441	0
Lease	100	100	100	100
<i><b>Total Income</b></i>	<b>3,468</b>	<b>2,423</b>	<b>1,551</b>	<b>100</b>
<b>TOTAL PROFIT/(LOSS)</b>	<b>(7,394)</b>	<b>(5,178)</b>	<b>(1,525)</b>	<b>(16,374)</b>

The above table shows a 55.38% decrease in the loss for the Kalannie Caravan Park since 2018-2019.

## Strategic Implications

Nil

## Site Inspection

Site inspection undertaken: Not applicable

## Triple Bottom Line Assessment

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## Officer Comment

Correspondence was sent to the lessee on 11 February 2022 to query if they would be seeking a renewal of the lease from Council. Correspondence was received on 26 April 2022 advising that they wished to seek a renewal of the lease for a further three (3) years.

To date there have been no written complaints regarding the management of the Kalannie Caravan Park.



### Officer Recommendation

That Council:

1. Authorise the Chief Executive Officer to renew the lease between the Shire of Dalwallinu and G & W Crossman, M Waters & J Reynolds for the Kalannie Caravan Park for a further three (3) years expiring on 14 May 2025 for the sum of \$100 per annum (ex GST);
2. Authorise the Shire President and Chief Executive Officer to sign and affix the Common Seal to the lease agreement between the Shire of Dalwallinu and G & W Crossman, M Waters & J Reynolds.

### Recommendation/Resolution

#### **MOTION**

Moved            Cr  
Seconded       Cr

0/0



#### 9.4.4 Shire of Dalwallinu Local Bicycle Network Plan\*

<b>Report Date</b>	24 May 2022
<b>Applicant</b>	Shire of Dalwallinu
<b>File Ref</b>	TT/1 Design and Construction of Footpaths
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Joanne Jones, Economic & Community Development Officer
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Attachments</b>	9.4.1.1 Shire of Dalwallinu Local Bicycle Network Plan

#### **Purpose of Report**

Council is requested to endorse the Shire of Dalwallinu Local Bicycle Network Plan as developed by Stantec Consultants.

#### **Background**

In 2020 the Shire successfully applied for Department of Transport funding towards the development of a new comprehensive Local Bicycle Network Plan (the plan) for the towns of Dalwallinu and Kalannie. The Shire previously had a five year footpath plan for the years 2010-2011 to 2014-2015.

At the July 2020 Ordinary meeting of Council, Council authorised expenditure of \$12,500, being 50% of the total cost to develop the plan, per the Department of Transport grant requirements (*Motion 9600*). Stantec Consultants were engaged to develop the plan and have now presented the final draft of the plan for endorsement by Council.

#### **Consultation**

Department of Transport- Francois Sauvier

Stantec Consultants- Tim Judd/ Alix Oakes

Stakeholder Workshop- 28 October 2021

Community Consultation Survey- November 2021 (52 responses)

Community Consultation Workshops (Kalannie & Dalwallinu) - 24 March 2022

#### **Legislative Implications**

Nil

#### **Policy Implications**

Nil

#### **Financial Implications**

Nil

#### **Strategic Implications**

The *Shire of Dalwallinu Strategic Community Plan (2017-27)* identifies footpaths as an area of high importance/less satisfaction and aligns with the *Corporate Business Plan (2017-21)* to prioritise footpath provision and maintenance in the Shire Works Programme. The *Aged Friendly Community*



*Plan (2016 v2)* identifies the need for a safe and accessible path network in order for aged and disabled residents to more easily navigate the town and access health, recreation and other services.

### **Site Inspection**

Undertaken by Consultants

### **Triple Bottom Line Assessment**

#### *Economic implications*

There are no known significant economic implications associated with this proposal.

#### *Social implications*

There are no known significant environmental implications associated with this proposal.

#### *Environmental implications*

There are no known significant environmental implications associated with this proposal.

### **Officer Comment**

The Shire of Dalwallinu Local Bicycle Network Plan has been developed through consultation with a range of stakeholders, expert advisors and community members. If endorsed, the plan will act as a foundation document for planning and prioritising footpath upgrades and maintenance and will serve as a business case for future funding applications to the Department of Transport.

It is recommended that Council endorse the plan as developed by Stantec Consultants.

### **Officer Recommendation**

That Council endorse the Shire of Dalwallinu Local Bicycle Network Plan.

### **Recommendation/Resolution**

#### **MOTION**

Moved	Cr
Seconded	Cr

**0/0**



# Dalwallinu Bike Plan

Shire of Dalwallinu  
Final Report



Prepared by: Stantec Australia Pty Ltd for Shire of Dalwallinu

on 28/04/2022

Reference: 301401385

Issue #: C

# Dalwallinu Bike Plan

## Shire of Dalwallinu Final Report




Client: Shire of Dalwallinu

on 28/04/2022

Reference: 301401385

Issue #: C

### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	10/4/2022	Draft	AO	TJ	TJ	
B	14/4/2022	Draft – amended	AO	TJ	TJ	
C	28/4/2022	Final	AO	TJ	TJ	

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GTA Report



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# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

Based on the analysis of the local network and community consultation findings, the implementation of the initiatives outlined in this plan will support accessibility throughout the Dalwallinu and Kalannie townsites for all members of the community. The vision for the Plan is:

**“To create a connected and safe cycling network for all members of the community.”**

This vision balances the needs of the Shire, Stakeholders and the Community which have been understood and documented through the review and engagement process.

The Literature Review examines relevant planning documents regarding the interface with active transport in the Shire and the State. It identified that, whilst the Western Australian Bicycle Network Plan identifies a vision for cycling in Western Australia, the local policies in the Shire of Dalwallinu provide a supporting framework for the development of a walk and ride plan for the townsites of Dalwallinu and Kalannie. In particular, the Age-Friendly Community Plan provides strong support for increasing options for active transport.

Research supports the need to ensure there is safe, connected and high quality cycling infrastructure and routes to encourage greater participation rates of cycling, particularly in younger age groups and females. Interest in E-rideables will continue to grow.

A review of the existing network shows the following:

## Existing network review by Townsite

Dalwallinu	Kalannie
<ul style="list-style-type: none"> <li>Key destinations within the townsite include: <ul style="list-style-type: none"> <li>Recreation and sporting complex</li> <li>High school</li> <li>Private primary school</li> <li>Medical Centre and Hospital</li> <li>Richardson Park</li> <li>Shopping strip (Johnston Street)</li> <li>Discovery Centre</li> <li>Caravan Park</li> <li>The Old Convent Guest House</li> <li>Civic Centre</li> <li>Employment area east of the railway line.</li> </ul> </li> <li>The main area of activity is Johnston Street with Myers Street providing access to many other important community facilities, as well as providing links to north-south residential streets.</li> <li>According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Johnson Street and industrial uses east of the railway line</li> <li>There is just under 12km of footpath in the townsite</li> <li>Off-road connections are a mixture of concrete and gravel paths or verges</li> <li>Footpaths are predominantly along one side of the road only, except in central or higher use locations</li> <li>Path condition is deteriorating in some locations</li> </ul>	<ul style="list-style-type: none"> <li>Key destinations in the townsite include: <ul style="list-style-type: none"> <li>Primary school</li> <li>General store</li> <li>Recreation centre</li> <li>Oval</li> <li>IGA</li> <li>Key employers north of the railway line and south of Dodd Street.</li> </ul> </li> <li>The main area of focus in Roche Street however Locke Street also provides access to key community facilities such as the school, the recreation centre and the IGA</li> <li>According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Roche Street and industrial uses north of the railway line and south of Dodd Street</li> <li>There is less than 1km of footpath in the townsite with footpaths present on portions of Roche Street, Locke Street, Hathway Drive (one side only) and Stanley Street (both sides)</li> <li>Off-road connections comprise a mixture of concrete and gravel paths, and verges</li> <li>There is a lack of crossing facilities</li> <li>There are no dedicated cycling facilities</li> <li>Kalannie townsite is severed by the railway line which makes access to the Oval lengthy</li> </ul>

<ul style="list-style-type: none"> <li>• The industrial area east of the railway line has no path network</li> <li>• There are no dedicated cycle facilities</li> <li>• Road reserves are quite wide, and in some places lack pedestrian refuges</li> <li>• Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments</li> <li>• Posted road speeds are 50km/h everywhere except for the Great Northern Highway which is 60km/h through the townsite before reverting to 110km/h</li> <li>• Traffic counts are not available within the townsite itself however counts in the nearby road network are under 2,000 vehicles vpd, although the heavy vehicle percentage is between 20% and 30%</li> <li>• Crash data does not suggest a location with particular issues (or an issue concerning in relation to this plan) as they are low in number and situated in various locations throughout the town.</li> </ul>	<ul style="list-style-type: none"> <li>• Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments</li> <li>• Posted road speeds are uniformly 50km/h through the townsite</li> <li>• 85 percentile speeds on Great Northern Highway are well above posted speed limits, whereas those south of the Kalannie-Kulja Road are well under posted speed limits. Speed data is not available for local roads.</li> <li>• Traffic counts are not available within the townsite itself however counts in the nearby road network are low - under 150 vehicles vpd, although the heavy vehicle percentage is between 22% and 28%</li> <li>• Only two crashes were recorded in the townsite, both of these at the Dodd Street/Roche Street/Kalannie-Kulja Road.</li> </ul>
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Three consultation events took place during the course of preparing the Plan:

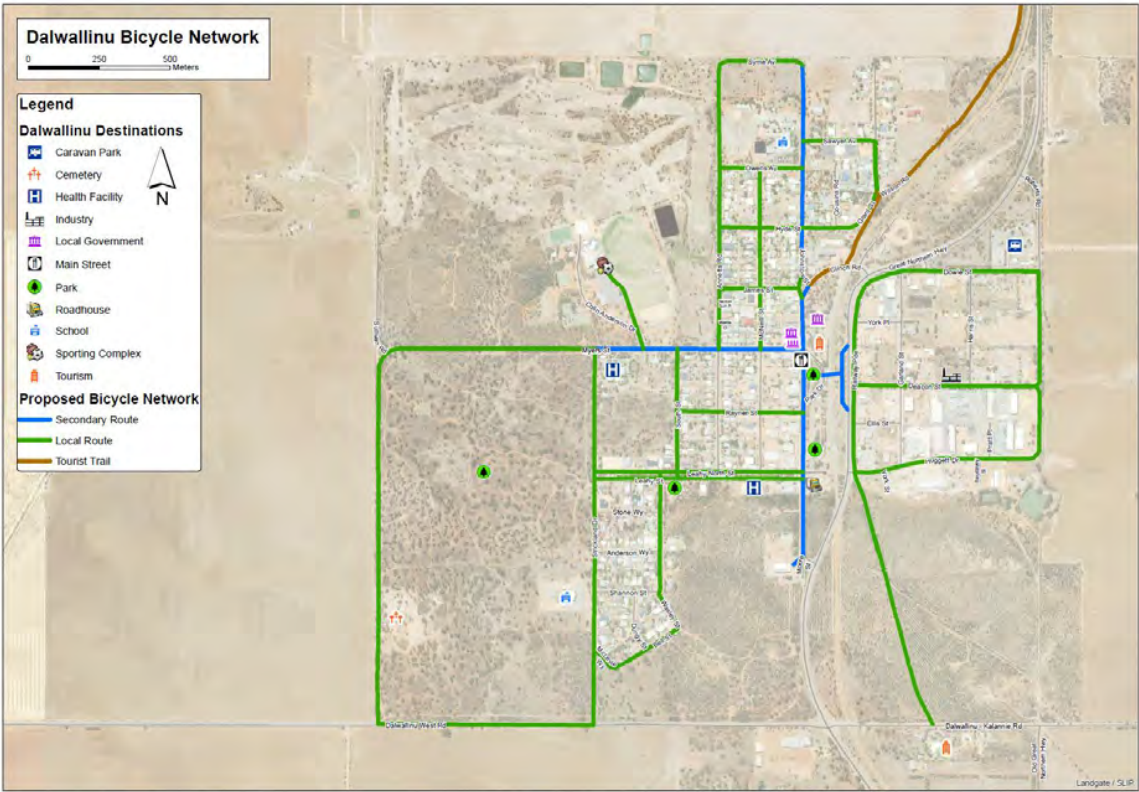
- Internal stakeholder workshop with Shire officers
- Online community survey
- External stakeholder Workshops at each of the Townsites.

The overarching outcomes from the survey identified:

- Key destinations
- Most frequently used roads
- Desirable projects
- Overarching aspirations from the Shire's point of view.

These investigations resulted in Network Plans for both Dalwallinu and Kalannie and a corresponding resulting Implementation Schedule.

Bicycle Network (Dalwallinu)



Bicycle Network (Kalannie)



Priority Timeframes are defined as follows:

- Short term (in 2 years)
- Medium term (within 5 years)
- Long term (within 10 years).

Short term actions are highlighted in italics.

#### Implementation Schedule

Item	Theme	Opportunity	Route Hierarchy (if applicable)	Priority
<b>Dalwallinu</b>				
D1	Network improvements	Engage with MRWA to make riding safer by introducing crossing over Great Northern Highway at: <ul style="list-style-type: none"> <li>• At the intersection with Dawlallinu-Kalannie Road</li> <li>• To Railway Parade</li> <li>• Near the intersection with Clinch Road.</li> </ul>	N/A	Medium Term
D2		Separate people riding from Heavy vehicles on: <ul style="list-style-type: none"> <li>• Dowie Street</li> <li>• Railway Parade</li> </ul>	Local	Medium Term
D3		<i>Implement a separated cycle lane Johnston Street in Dalwallinu</i>	<i>Secondary</i>	<i>Short Term</i>
D4		<i>Engage with ARC to discuss opportunities for upgrading the railway crossing.</i>	N/A	<i>Short Term</i>
D5		<i>Install a median island (minimum 2.5m wide) with grab rails on Myers Street</i>	<i>Secondary</i>	<i>Short Term</i>
D6		<i>Install parking nibs on Johnston Street to formalise parking bays and reduce vehicle speeds</i>	<i>Secondary</i>	<i>Short Term</i>
D7		Convert Leahy Street median to a shared path/active transport corridor, incorporating high quality crossings at intersections	Local	Medium Term

D8		<p>Ensure all paths on secondary routes are paved and at least 2m in width:</p> <ul style="list-style-type: none"> <li>• Johnston Street</li> <li>• Myers Street</li> <li>• Railway Parade</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary</li> <li>• Local</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Medium Term</li> </ul>
D9		<p>Implement Low Speed Treatments on Johnston Street</p>	Secondary	Short Term
D10		<p>Upgrade footpaths leading to schools to shared paths with a minimum of 2.5m width:</p> <ul style="list-style-type: none"> <li>• Johnston Street</li> <li>• Strickland Drive</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary</li> <li>• Local</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Medium Term</li> </ul>
D11		<p>Footpaths on Johnston Street in central areas should be measured to ensure that, at the narrowest point, there is a clearance of at least 2m</p>	Secondary	Short Term
D12		<p>Address gaps in the network to ensure continuity:</p> <ul style="list-style-type: none"> <li>• Richardson Park</li> <li>• Medical Centre</li> <li>• Rayner Street (between McNeill and Johnston Streets)</li> </ul>	Local	Medium Term
D13	Connecting the Community	<p>New crossings to schools:</p> <ul style="list-style-type: none"> <li>• Owens Avenue to the High School</li> <li>• Strickland Drive to OneGlobal Primary School</li> </ul>	Local	Short Term
D14		<p>New footpath around the High School (Owens Street and Johnston Street)</p>	Local	Short Term
D15		<p>Safe Active Street on McNeill Street (between the High School and the Day Care)</p>	Local	Medium Term
D16		<p>Install 1.5m footpaths on at least one side of the following streets:</p> <ul style="list-style-type: none"> <li>• Deacon Street</li> <li>• Garland Street</li> </ul>	Local	Long Term

		<ul style="list-style-type: none"> <li>• Huggett Drive</li> <li>• York Street</li> <li>• Ellis Street</li> </ul>		
D17		Install an on-road protected bike lane on Colin Anderson Drive to provide access to the Recreation Centre for people riding bikes	Local	Medium Term
D18		<i>Install a Shared Path (ideally 3m wide) on Colin Anderson Drive to provide access to the Recreation Centre for people walking and those not comfortable riding on the road</i>	<i>Local</i>	<i>Short Term</i>
D19		Provide crossing points over Strickland Drive to provide access to the walking trails	Local	Medium Term
D20		Widen path on eastern side of Johnston Street to a Shared Path (minimum of 2.5m)	Secondary	Medium Term
D21		Provide bike racks: <ul style="list-style-type: none"> <li>• High School</li> <li>• Discovery Centre</li> <li>• Johnston Street (central area)</li> <li>• Sport and Recreation Centre</li> <li>• Skate Park</li> <li>• Richardson Park.</li> </ul>	N/A	Short Term
D22		Provide crossing points over Johnston Street to the Skate Park and a 1.5m wide path from these crossing points directly to the park.	Secondary	Medium Term
D23		Connect Dalwallinu tourist and heritage attractions to the network.	N/A	Medium Term
<b>Kalannie</b>				
K1	Network improvements	Separated cycle facilities on Roche Street	Secondary Route	Medium Term
K2		Engage with land owners to discuss the opportunity for a	N/A	Medium Term

		railway crossing in Kalannie opposite Linton Street.		
K3		Upgrade footpaths leading to schools to shared paths with a minimum of 2.5m width on Locke Street	Secondary	Short Term
K4		Widen the footpath and install parking nibs on Roche Street	Secondary	Short Term
K5		Ensure all paths on secondary routes are paved and at least 2m in width: <ul style="list-style-type: none"> <li>• Roche Street</li> <li>• Locke Street</li> </ul>	Secondary	Short Term
K6		Implement Low Speed Treatments on Roche Street	Secondary	Medium Term
K7		Implement a town centre wide slow speed zone (requires engagement with MRWA)	N/A	Medium Term
K8		Footpaths on Roche Street in central areas should be measured to ensure that, at the narrowest point, there is a clearance of at least 2m	Secondary	Short Term
K9	the	Safe Active Street on Locke Street	Secondary	Medium Term
K10	Connecting Community	Provide bike racks: <ul style="list-style-type: none"> <li>• Primary School</li> <li>• Recreation Centre</li> <li>• IGA</li> <li>• Roche Street (Central area)</li> <li>– Oval.</li> </ul>	N/A	Short Term
<b>Strategic Actions</b>				
S1	Network improvements	Undertake an audit of all footpaths leading to crossings to ensure that: <ul style="list-style-type: none"> <li>• It connects to another footpath on the opposite side of the carriageway, and</li> <li>• There is a dropped kerb allowing step-</li> </ul>	N/A	Short Term

		<i>free access to the crossing</i>		
S2		Upgrade crossings that do not connect, are not on the desire line or do not have dropped kerbs, starting with crossings at the key community facilities such as schools, activity centres, medical facilities and recreation centres.	N/A	Medium Term
S3		As part of scheduled path maintenance activities, consider replacing gravel verges linking key community facilities with an alternative material which doesn't present the same risk of slipping for people walking and riding.	N/A	Medium Term
S4		Footpaths on local routes should be upgraded to a minimum of 1.5m during scheduled upgrade and maintenance activities.	Local	Medium Term
S5	Connecting Community	the Provide water fountains at outside all recreational destinations	N/A	Medium Term
S6		<i>Engage with the DoT's Your Move officers to identify ways to collaborate with local schools and employers to help facilitate more walking and riding in the community</i>	N/A	Short Term
S7		<i>Engage directly with schools, workplaces and other advocacy groups to identify specific opportunities to promote walking</i>	N/A	Short Term
S8	Behaviour Change	<i>Undertake activation activities as soon as active travel infrastructure has been installed</i>	N/A	Short Term

S9	Funding	<i>Investigate opportunities for obtaining funding for priority projects.</i>	N/A	Short Term
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# 1. INTRODUCTION

## 1.1. Background

Stantec has been appointed by the Shire of Dalwallinu (the Shire) to prepare a Bike Plan (the Plan) for the Townsites of Dalwallinu and Kalannie.

The size and regional nature of the Shire of Dalwallinu within the Wheatbelt dictates that this Plan seeks to identify a safe and connected cycle network through Townsites (as opposed to long distance connections between town sites in this instance). A key factor which has been considered in the preparation of this bike plan is the recent and planned development within the Shire as well as the requirements that may impede the cycling network such as heavy vehicle demand vital for rural communities. Stantec has worked closely with the Shire, the community and Stakeholders to build this understanding and capture it in the Plan.

Cycling and walking are fundamental components of any transport network. Within active transport, these modes are the most common, but other active transport modes, such as scooters, skateboards, and inline skates are also important to consider. As with any transport mode, infrastructure is required to make active transport safe, comfortable, and connected. Investments in active transport infrastructure will ensure that these modes are viable.

This Plan will be important in guiding the future network for the town sites of Dalwallinu and Kalannie to ensure a safe and connected active transport network between town amenities which is based on contemporary community needs.

## 1.2. Local Context

The Shire of Dalwallinu is located in the Wheatbelt region of Western Australia, approximately 250km north-east of Perth. Within the Shire boundaries, there are a number of different townsites, however this Bike Plan will focus on the townsites of Dalwallinu and Kalannie.

Figure 1.1: Dalwallinu and Kalannie Townsites



Source: Nearmap

Paths in the townsites comprise of a mix of paths including concrete, gravel and other pathways that link the residential areas to town amenities. It is also noted that a number of the roads within the two townsites are very wide (such as Rayner Street), and while it is acknowledged that they likely need to accommodate large heavy vehicles, wide roads also offer a great opportunity to implement cycle infrastructure.

Both Dalwallinu and Kalannie have a large quantity of open spaces, parks and reserves of significance, which should be connected to the bicycle network. Given the lower volumes of vehicles in the Shire, there is the opportunity to introduce concepts with a focus on “every street being a cycle street”. The lower volume streets can be reviewed to determine if they could be used for safe cycling connectivity through cyclists and cars sharing the road space, rather than the need to provide designated off road or protected on-road cycling infrastructure. This will need to be balanced with the classification of vehicles on each street, recognising a larger proportion of heavy vehicles can be expected in rural communities which adds to the stress someone riding a bike experiences when overtaken.

The Town of Dalwallinu already benefits from an extensive network of footpaths, which supports active transport. However, gaps still persist. These gaps in the footpath network and the provision of infrastructure for cyclists is discussed in this plan.

The Town of Kalannie does have some footpaths, but lacks a robust footpath network. The level of infrastructure and gaps in the network are further discussed in this plan.

### 1.3. Methodology

The steps for preparing this bike plan are as follows:

- Background and literature review of strategic documents
- Desktop review of the existing cycling network
- Site analysis and ride through of the Dalwallinu and Kalannie townsites
- Online consultation
- Development of a draft cycling network plan
- Workshop consultation

This report presents the findings of these tasks, along with a final cycle network plan for Dalwallinu and Kalannie.

Figure 1.2: How does cycling and walking benefit you and the community?

## How does Cycling and Walking benefit you and the community?

Individual Benefits					Transportation System Benefits					Community Benefits				
<ul style="list-style-type: none"> <li>✓ Convenient door to door access without parking hassles in busy urban areas</li> <li>✓ Improved mental and physical health and fitness – evidence suggests that the health benefits of cycling outweigh the associated risks</li> <li>✓ Increased independence, particularly for school children</li> <li>✓ Access to a vehicle which is much cheaper to own and operate than a car</li> <li>✓ Increased opportunities to observe, experience and enjoy the scenery and environment</li> </ul>					<ul style="list-style-type: none"> <li>✓ Cycling can reduce the number of trips made by cars, thereby reducing congestion and freeing up road space for essential motor vehicle trips</li> <li>✓ Cycling can reduce costs for construction and maintenance of roads</li> <li>✓ Cycling can reduce costs for provision of parking facilities</li> <li>✓ Cycles can move large numbers of people relatively quickly and conveniently over moderate distances</li> <li>✓ Cycling can be combined with public transport, making both cycling and public transport more accessible</li> </ul>					<ul style="list-style-type: none"> <li>✓ Greater social interaction amongst neighbours is likely to occur</li> <li>✓ Personal security and crime prevention are enhanced with more “eyes on the street”</li> <li>✓ Provision of improved facilities for cyclists can also improve the amenities available to local residents for walking (such as paths through parks)</li> <li>✓ Provision of cycling facilities can reduce traffic speeds and volumes in urban areas, improving the quality of life in our City</li> <li>✓ Cycling can reduce the amount of space we devote to roads and car parking thereby enabling the enhancement of the urban amenity</li> <li>✓ Provision of cycling facilities promotes civic pride</li> </ul>				

Health Benefits			Economic			Urban Lifestyle			Environment			Road Safety		
<ul style="list-style-type: none"> <li>✓ Healthy weight and physical activity are major contributors to good health</li> <li>✓ Poor diet and inactivity directly contribute to chronic diseases including cardiovascular disease, diabetes and cancer</li> <li>✓ Access to good cycling and pedestrian networks supports a more active population</li> </ul>			<ul style="list-style-type: none"> <li>✓ Cycling is relatively low cost for the initial purchase and to operate</li> <li>✓ Walking is Free</li> <li>✓ Providing opportunities for people to cycle and walk for their everyday transport needs does not impose on them the economic burden of having to use a motorised transportation or pay for public transport</li> <li>✓ Cycling and walking reduces road congestion and associated costs caused by delays</li> <li>✓ Cycling and walking encourages local shopping</li> <li>✓ Peak Oil will impact on the availability and price of fuel, further highlighting cycling and walking as attractive and cost effective modes of transport</li> </ul>			<ul style="list-style-type: none"> <li>✓ Cycling is a mode of transport that takes up little space, is very flexible and enables riders to converse with each other and passers-by</li> <li>✓ Cycling is social and contributes to improved residential amenity</li> <li>✓ Cycling does not threaten the lives of pedestrians, pets or wildlife to the same extent as motor vehicles</li> <li>✓ Cycling is generally unrestricted by age or competence, enjoyable and fun</li> </ul>			<ul style="list-style-type: none"> <li>✓ Cycling and walking emits no greenhouse gas or other pollutants. Cycling and walking trips can replace short car trips, which are the most polluting</li> <li>✓ Cycling trips can replace public transport trips, freeing up space for others on public transport</li> <li>✓ While walking forms a part of all transport trips across all modes and should be the highest priority mode, connected and safe cycling network designed around the user's requirements has a greater potential to replace driving trips</li> <li>✓ Increasing the amount of cycling and walking is highest priority action that the Council can take to improve transport sustainability</li> <li>✓ Cycling and walking reduces the need for vehicle parking spaces and frees up roads for alternative uses. As well as allows existing parking spaces to be converted to cycle parking – ‘One Car Park Space can allow for XXX cycles to park’</li> </ul>			<ul style="list-style-type: none"> <li>✓ Cycling and walking has less of a local road safety threat to other road users, compared to motor vehicles</li> <li>✓ Converting driving trips to cycling and walking trips will improve road safety outcomes</li> <li>✓ Studies world wide<sup>(1)</sup> have shown that the higher the bicycle use, the safer it is for cyclists. This is due in part to: higher bicycle use leading to modified road user conduct as cyclists are more dominant and more drivers are also cyclists with a greater appreciation and respect for other road users, higher bicycle use leads to less car use and lower potential conflicts, and higher bicycle use creates more support so more is invested in a safer bicycling infrastructure</li> </ul>		

1 “Cycling in the Netherlands” – Ministerie van Verkeer en Waterstaat

## 2. VISION AND OBJECTIVES

### 2.1. Guiding Principles

The guiding principles<sup>1</sup> for a cycling network are:

- a) Safe (built to a standard that reflects the “8-80” design philosophy)
- b) Connected (all routes must connect to a destination or another route)
- c) Widespread (extensive enough to get to a destination without encountering hostile traffic conditions)
- d) Legible (intuitive and direct with coherent wayfinding)
- e) Aspirational (long term network strategy and vision for bike riding)
- f) Achievable (evidenced based planning principles).

### 2.2. Vision

This bike plan will guide the future network to ensure connectivity between town amenities ensuring it has a strong community focus providing a safe and connected local network. On this basis, this bike plan has the vision:

“To create a connected and safe cycling network for all members of the community.”

### 2.3. Objectives

To achieve this vision, some objectives have been formed, which is consistent with the outcomes of the stakeholder and community consultation. The objectives of this bike plan are:

- Improve safety for people riding
- Support improvements in physically and mental wellbeing through increased in active travel
- Improve connections to schools and community facilities.

### 2.4. Key Initiatives

The following key initiatives together will work toward achieving the proposed objectives.

- Plan and deliver a connected network of “safe cycle routes” that achieves:
  - Increased active travel through the Town
  - Improved access to retail and recreational attractors
  - Safe routes to local schools and other community facilities.
- Plan and deliver appropriately located end of trip facilities for the community’s needs including rest points / seating, water fountains and bike parking.

<sup>1</sup> Guidance for Local Bike Planning (Interim Framework), DoT (2021)

### 3. POLICY AND STRATEGIC CONTEXT

A literature review has been undertaken as part of developing this Plan. In order to ensure that this Plan operates in coordination with other plans and strategies developed by the Shire of Dalwallinu, this Literature Review examines relevant planning documents regarding the interface with active transport in the Shire and the State. The review encompasses the following documents / reports:

- Western Australian Bicycle Network (WABN) Plan (updated 2017)
- Local Planning Strategy (2013)
- Local Planning Scheme No. 2 (2020)
- Sport and Recreation Plan (2019)
- Corporate Business Plan (2017)
- Age-Friendly Community Plan (2016).

Whilst the Western Australian Bicycle Network Plan identifies a vision for cycling in Western Australia, the local policies in the Shire of Dalwallinu provide a supporting framework for the development of a walk and ride plan for the townsites of Dalwallinu and Kalannie. In particular, the Age-Friendly Community Plan provides strong support for increasing options for active transport.

Research supports the need to ensure there is safe, connected and high quality cycling infrastructure and routes to encourage greater participation rates of cycling, particularly in younger age groups and females. Interest in E-rideables will continue to grow.

A full review of these documents can be found in Appendix A.

## 4. EXISTING NETWORK

### 4.1. Overview

#### 4.1.1. Understanding Dalwallinu

The current cycling network in Dalwallinu comprises a mix of concrete and gravel paths or verges that connect residential areas of the town to community amenities. Among the key destinations connected by this network of paths are the recreation and sporting complex, schools, parks, and shopping destinations.

The Shire of Dalwallinu indicated that the footpath network comprises just under 12km of path, comprised of a mixture of concrete, brick paving, bituminous seal and a small amount of gravel path.

During the site visit, the existing path network was assessed. Footpaths are present on one side along most of the residential streets within Dalwallinu. Within the industrial area west of the railway line there were no footpaths except for leading to the Caravan Park and a portion of the Great Northern Highway.

Roads with path on both sides of the street include:

- Owens Avenue (by the High School)
- McNeill Street
- Myers Street (to the Recreation Centre)
- Sections of
  - Johnston Street
  - Leahy Street
  - Rayner Street.

There are no cycle routes indicated either by lines or signs in the Townsite with the exception of the “no cycling” sign on Johnston Street.

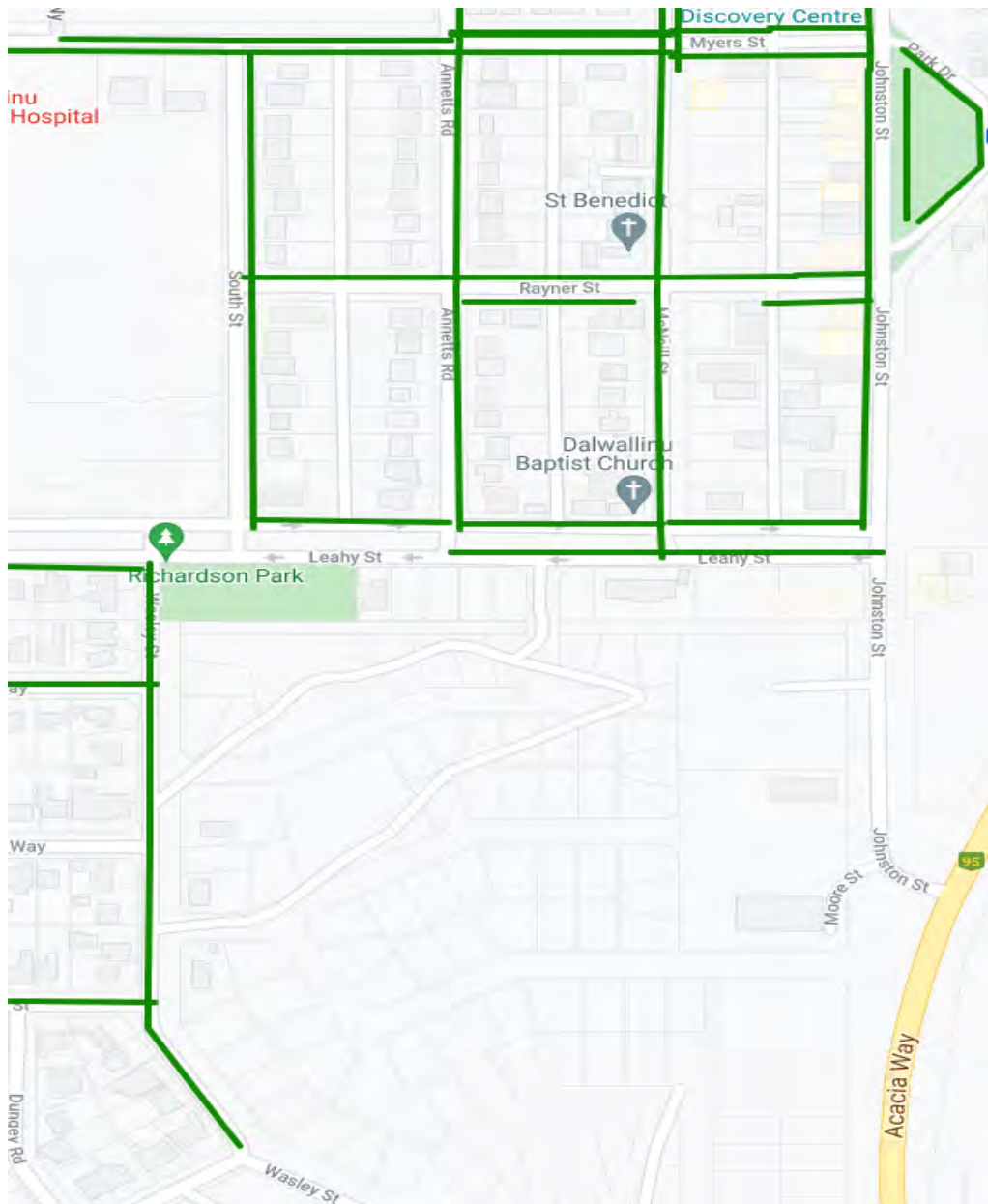
Figure 4.1: Johnston Street, Dalwallinu



Whilst paths are present on one side of the road on most roads in the Town of Dalwallinu, there are gaps in the existing network. Additionally, the quality, width, and connections to these paths requires improvement. In some instances, paths are cracked, lifted, or missing and there is a lack of connecting ramps. Furthermore, path user priority over driveways is lacking through the paving of driveways over footpaths. Pedestrian refuge islands are present along Johnston Street and at the intersection of Johnston Street with Myers Street. However, there may be scope for additional pedestrian refuge islands elsewhere in Dalwallinu.

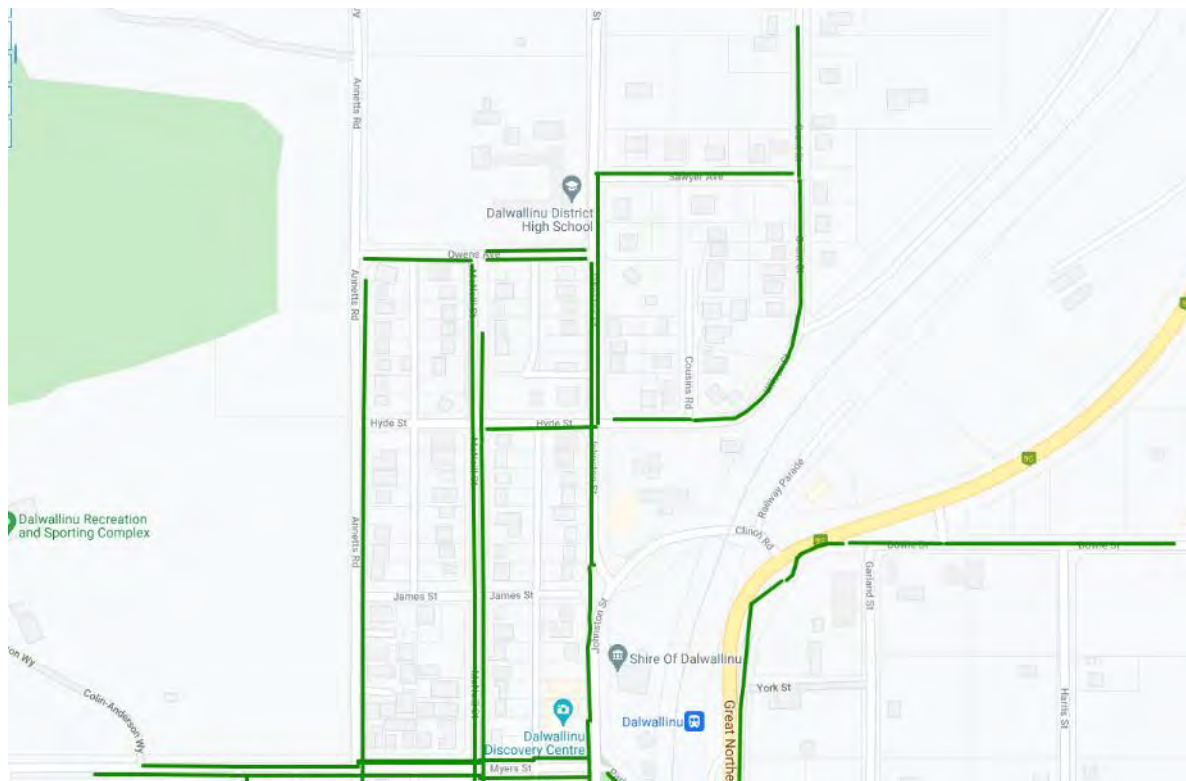
The following maps indicate the extent of the footpath network in Dalwallinu and Kalannie based on current information from the Shire.

Figure 4.2: Dalwallinu footpath network, south of Myers Street



Source: Shire of Dalwallinu

Figure 4.3: Dalwallinu footpath network, north of Myers Street



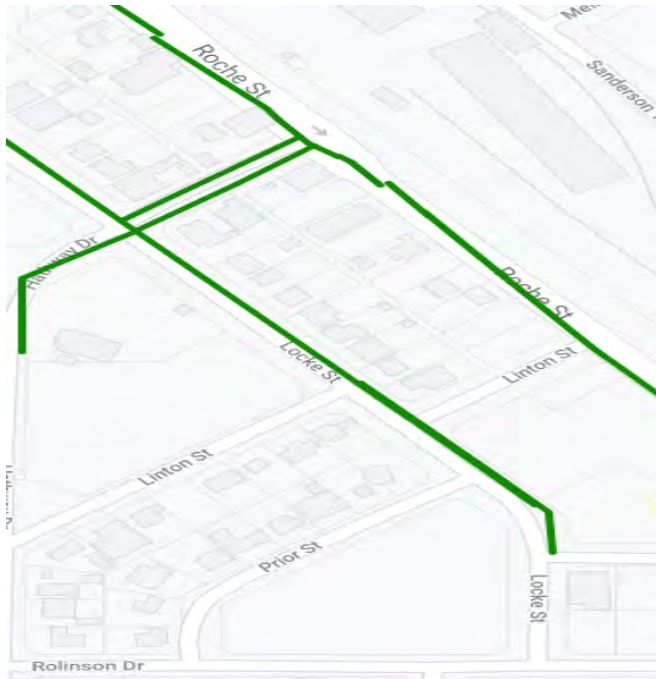
Source: Shire of Dalwallinu

## 4.1.2. Understanding Kalannie

Much like Dalwallinu, the cycling network in the townsite of Kalannie comprises a mix of concrete and gravel paths or verges. Key destinations in Kalannie include the primary school, general store, recreation centre and IGA.

The Shire of Dalwallinu data indicates that there is less than 1km of footpath (approximately 650m) in Kalannie. The location of the footpaths are shown in the following map.

Figure 4.4: Kalannie footpath network



Source: Shire of Dalwallinu

As indicated in the map of existing footpaths, there are certain gaps in the network and the existing infrastructure is, in some cases, in need of improvement/renewal. Similar to Dalwallinu, the major thoroughfare, Roche Street, is very wide and lacks pedestrian crossing amenities in some central locations.

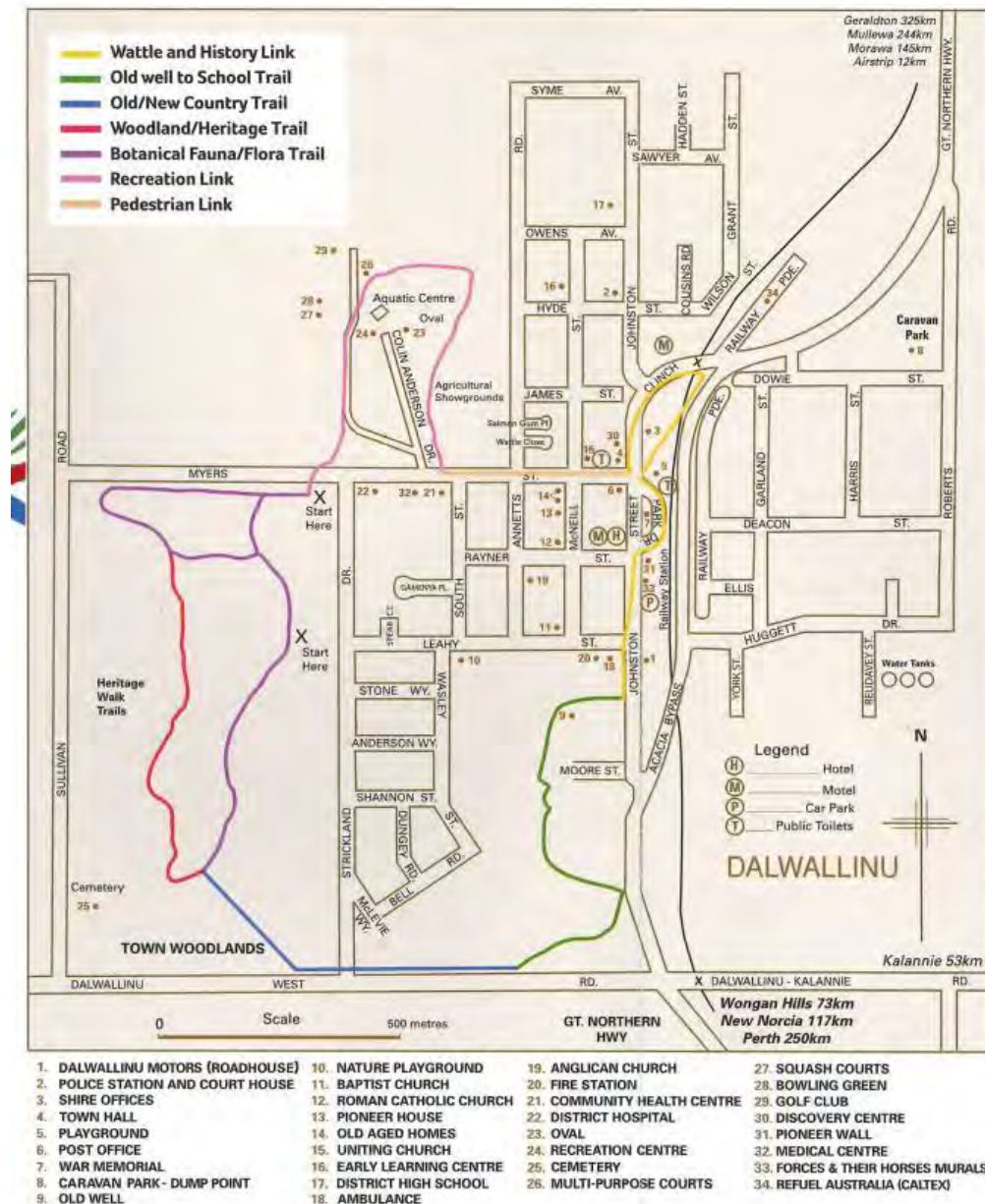
Figure 4.5: Roche Street, Kalannie



## 4.2. Main Town Amenities – Dalwallinu

Within the Town of Dalwallinu, there are a number of amenities, which are presented in the following map, provided by the Shire of Dalwallinu Tourism.

Figure 4.6: Tourist map Dalwallinu



### 4.2.1. Johnston Street

Johnston Street is the main commercial area in the town and has the highest amount of pedestrian activity. Heavy vehicles are not routed along Johnston Street, rather on the Acacia Bypass. The pedestrian paths along Johnston Street are in good condition and crossing amenities are provided to the war memorial and surrounding parklands. Johnston Street provides access to all the main east-west roads in the townsite

however is separated from the industrial area by the railway line with the exception of an at-grade pedestrian crossing over the tracks. Cycling facilities are not provided.

Figure 4.7: Johnston Street, Dalwallinu



### 4.2.2. Myers Street

Myers Street is the main east-west connection through the town. The roadway is very wide and, apart from at the intersection with Johnston Street, lacks pedestrian crossing amenities or cycle infrastructure. The recently re-developed Dalwallinu Recreation and Sporting Complex, the medical centre and the District Hospital are accessed via Myers Street, and it also provides access to many of the residential streets running north-south.

Figure 4.8: Myers Street, Dalwallinu



## 4.2.3. Schools

There are two schools in the Town of Dalwallinu, the Dalwallinu District High School and the OneSchool Global. The High School is located along Johnston Street on the northern edge of town, while the OneSchool Global is located on Strickland Drive in the southwestern corner of the townsite. The High School has a footpath at the front of the school along Owens Avenue but not on Johnston Street.

There is no path network leading directly to the OneSchool Global school although there is a path on the opposite side of Strickland Drive. There are no crossing facilities.

There is also a day care centre located on McNeill Street between Myers Street and the High School.

Figure 4.9: Dalwallinu District High School and OneGlobal School, Dalwallinu



#### 4.2.4. Medical Centre and District Hospital

The Medical Centre is situated off Myers Street and has crossing facilities over Myers Street into the main entrance.

Figure 4.10: Dalwallinu Medical Centre



The District Hospital is located on the corner of Myers Street and Strickland Drive. There is path access into the facility from Myers Street but it does not lead to a connecting path network. There is also a kerb to navigate to access the path to the building.

Access from Strickland Street is via the car park, and this would be a more likely access point for cyclists due to the lack of kerbing.

Figure 4.11: Dalwallinu District Hospital



Source: Google

### 4.2.5. Employment Areas

#### Civic Precinct

Just north of the war memorial on Johnston Street is the Dalwallinu Shire offices and tourist centre. Access is provided via Johnston Street. This location is also situated adjacent to the nearby memorial gardens and Park Drive which is a pleasant route for cycling through as an alternative to Johnston Street.

Figure 4.12: Dalwallinu Shire Offices



Source: Google

## Industrial Area

The area shown in the red circle below is the designated industrial area for the Townsite. There are no paths on any of the roads within this area with the exception of a portion of Railway Parade and Dowie Street to the Caravan Park. Access for people on foot or bike from the western side of the railway line can use the at-grade rail crossing and are required to cross Great Northern Highway to Railway Parade. It is understood that a significant number of employees walk to the industrial area from the Townsite and therefore a safe and high-quality crossing in this location is very important.

Figure 4.13: Dalwallinu Industrial Area



### 4.2.6. Recreational Amenities

#### Dalwallinu Recreation and Sporting Complex

Including an aquatic centre, meeting facilities, indoor sports hall, gymnasium, and playing fields, this facility is located off Myers Street with access from Colin Anderson Drive. There is path access along Myers Street, however the path ends at the intersection of Colin Anderson Drive and Myers Street. Active transport users must walk or ride along the road to reach the recreation centre amenities. A person on a bike would need to navigate gravel surfaces to access some parts of the complex from the car park areas which can be arduous and/or hazardous depending on the specific bike tyres.

Figure 4.14: Dalwallinu Recreation and Sporting Complex



#### Dalwallinu Discovery Centre

Located on Johnston Street across from the Shire Offices, this building houses the Shire of Dalwallinu's Library, Dalwallinu Tourist Information, and Performing Arts Room. This facility is easily accessible due to its central location and it is understood that larger groups frequently come to this facility by bike, despite the lack of cycle parking, leaving their bikes on the grass for the duration of their visit.

Figure 4.15: Dalwallinu Discovery Centre



Source: Google

### Nature Playground

A nature playground in Richardson Park is located on corner of Wasley Street and Leahy Street. The surface leading to the park is pea gravel which is not overly friendly to bikes or other wheeled personally mobility devices.

Figure 4.16: Richardson Park



### Recreational Trails

There are natural heritage woodland walks located in a large precinct on the western side of the Dalwallinu townsite. Access is via Myers Street or Strickland Drive. Bike access would like be restricted to mountain bikes for recreational purposes as the route does not serve as a cycle link or connection.

#### 4.2.7. Tourist Facilities

##### Dalwallinu Caravan Park

The Dalwallinu Caravan Park is located on the opposite side of the Great Northern Highway from the town. While the land use on the eastern side of Great Northern Highway is primarily industrial, providing some crossing amenity for workers and users of the caravan park across Great Northern Highway would improve the caravan park's connection to the townsite. The alignment of the road, high heavy vehicle flows and high speeds along Great Northern Highway make this crossing difficult and potential unsafe.

Figure 4.17: Dalwallinu Caravan Park



### The Old Convent Guest House

The Old Convent Guest House is located on the Dalwallinu-Kalannie Road approximately 1.6km from the centre of the town. Access by bike or on foot from this location into the Townsite is difficult due to the need to cross and travel along a portion of the Great Northern Highway. It is understood that drink driving from the townsite in the direction of the guest house has been an issue at times. An alternative, off-road route is available directly opposite the Guest House which leads to the outskirts of the town is available, (shown in the red circle) which is also noted on the tourist map.

Figure 4.18: Old Convent Guest House – off-road path to Dalwallinu



Source: Google

Figure 4.19: Old Convent Guest House



### 4.3. Main Town Amenities – Kalannie

#### 4.3.1. Retail Facilities

##### Roche Street

Roche Street is the main thoroughfare in the townsite of Kalannie. A concrete path is present along this road, while the section between Bussell Street and the Hathaway Farm Equipment building is wide brick path. It also provides the main access to the major employers in the area (see Figure 4.5).

##### IGA

The main grocery store is situated on the corner of Locke and Hazlett Street. There is path access into the car park from Locke Street and Roche Street.

#### 4.3.2. Schools

The Kalannie Primary School, located along Locke Street in the northwest corner of the townsite, is connected to the wider path network along Locke Street, and the path is on both sides of the street in the vicinity of the school.

Figure 4.20: Kalannie Primary School



### 4.3.3. Employment Areas

#### CBH Group

This organisation is parallel to the northern part of Roche Street and easily accessible to the majority of the town's residents due to its close proximity to the townsite.

Figure 4.21: CBH Group



Source: Google

### Dodd Street

There are also a number of smaller employers situated on the corner of Roche Street and Dodd Street. There is no path network here and heavy vehicles frequent these establishments.



Source: Google

### 4.3.4. Recreational Amenities

#### Recreation Centre

Directly south of the Kalannie Primary School is the Kalannie Sporting and Recreation Club, located along Hathway Drive. The sports club includes tennis courts, multipurpose courts, and a synthetic bowls green. Path access is available from Hathway Drive, but not from Locke Street.

Figure 4.22: Kalannie Recreation Centre



### Kalannie Oval

The Oval is situated east of the railway line and is not easily accessible to the majority of the townsite except by road.

Figure 4.23: Kalannie Oval



Source: Google

## 4.4. Dalwallinu and Kalannie Development

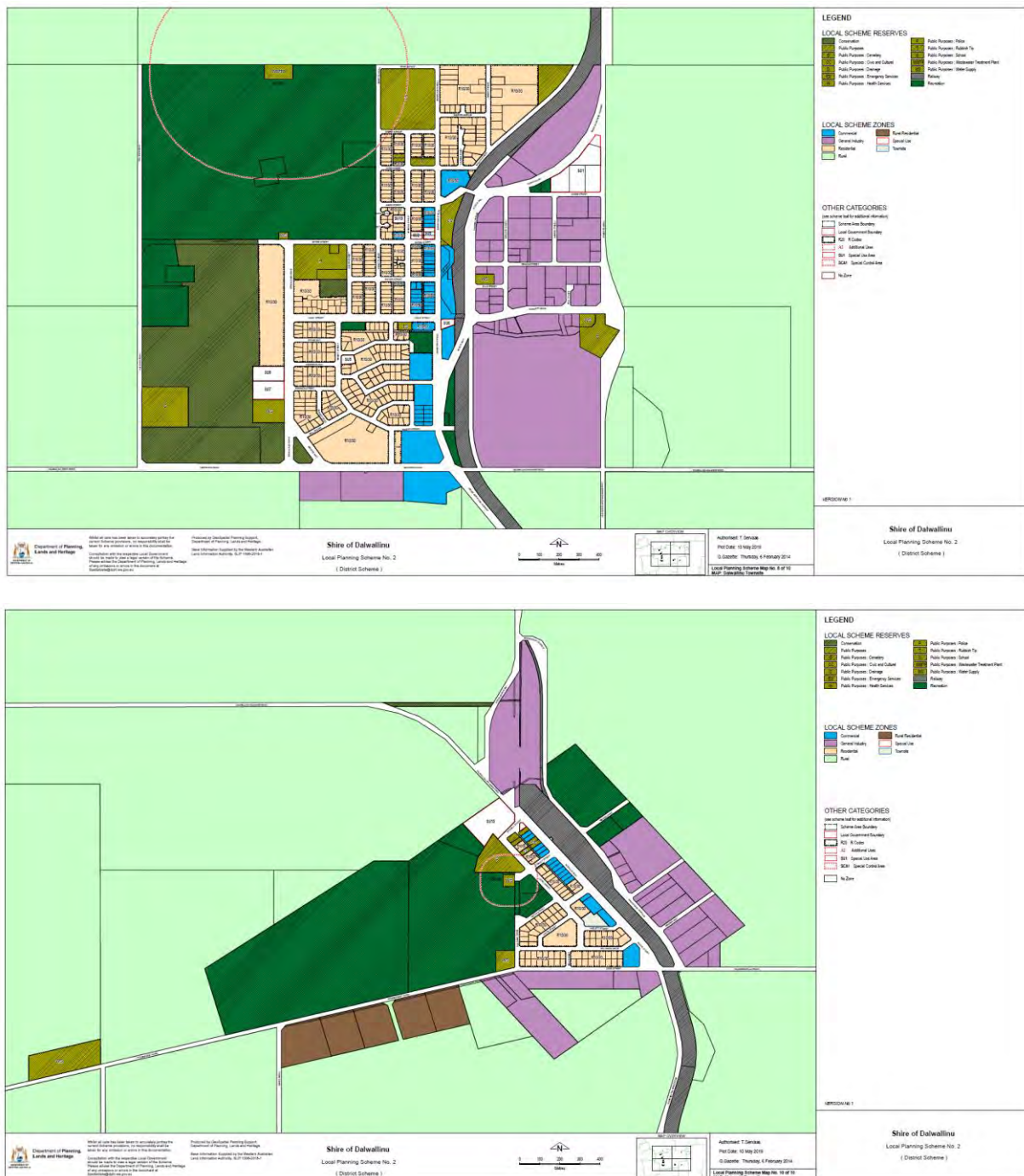
Figure 4.24 (over the page) provides more information about Local Scheme Reserves and Local Scheme Zones in the Dalwallinu and Kalannie townsites.

For Dalwallinu it is clear that commercial activity will continue to be centralised around Johnston Street, with industrial uses east of the railway line and also south of Watheroo Road. Other land uses will remain largely as they currently are. It demonstrates however the importance of linking residential areas to the various land uses, particularly health, education, employment and recreational locations.

Similarly for Kalannie, industrial land uses are retained north east of the railway line and south of Dodd Street. Commercial activity will be concentrated along Roche Street with residential and education areas maintained. As with Dalwallinu, the purpose of this Bike Plan will be to ensure safe connections between all the various land uses.

## EXISTING NETWORK

Figure 4.24: Dalwallinu and Kalannie Townsite Maps



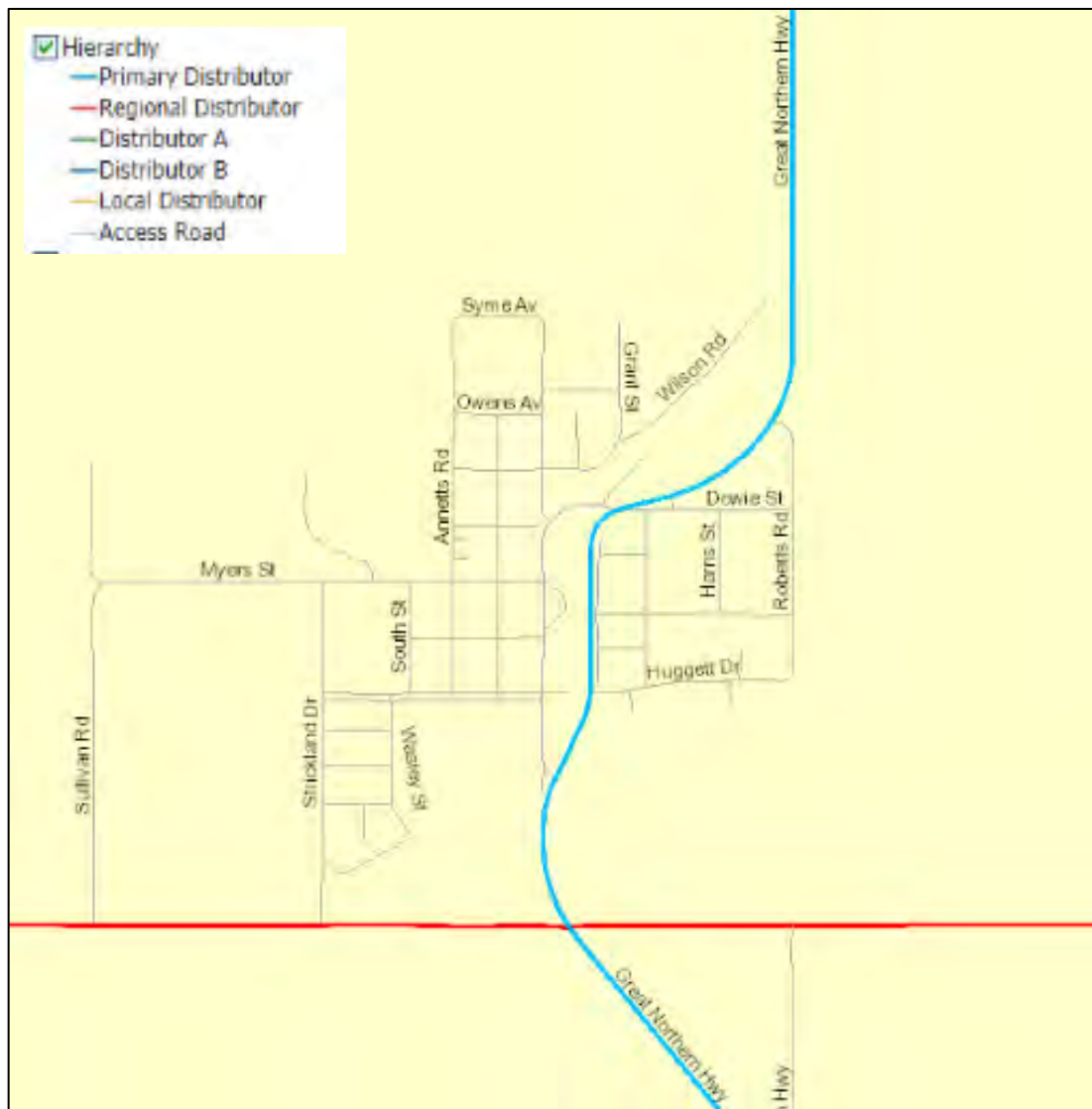
### 4.5. Road Network

#### 4.5.1. Road Hierarchy

The road hierarchy is an important consideration for a Bike Plan as it provides an indication of the likely traffic volumes and vehicle mix on each road. Provision for bikes can be tailored accordingly with regards to on-road or separated infrastructure. It also helps identify any roads that may be unattractive for riding.

All roads within the Town of Dalwallinu are designated as Access Roads with the exception of the Great Northern Highway, which is designated a Primary Distributor, and Dalwallinu West Road/Dalwallinu-Kalannie Road, which is a Regional Distributor.

Figure 4.25: Road Hierarchy (Dalwallinu)



Source: Main Roads WA Road Information Mapping System

The Town of Kalannie is bisected by Roche Street, a Regional Distributor (in red), which continues as Dowerin-Kalannie Road to the south and Dalwallinu-Kalannie Road to the north. Pithara East Road enters the Town of Kalannie from the west as a Regional Distributor and becomes a Local Distributor as Dodd Street and Kalannie – Kulja Road.

Figure 4.26: Road Hierarchy (Kalannie)



Source: Main Roads WA Road Information Mapping System

For the purposes of this Bike Plan, it is likely that the majority of the network will use Access Roads, with the exception of Roche Street, and perhaps a link between Dalwallinu and Kalannie townsites. Any requirement to implement cycle facilities on a road with either high traffic volumes, or a high proportion of heavy vehicles is likely to be limited, and separate from traffic if possible.

### 4.5.2. Speed

As with traffic volume and vehicle mix identified through an evaluation of the road hierarchy, road speeds also help in route planning for cycling as high-speed roads do not provide comfortable or safe riding conditions. This assessment also helps to dictate suitable riding infrastructure or any requirements for route deviations.

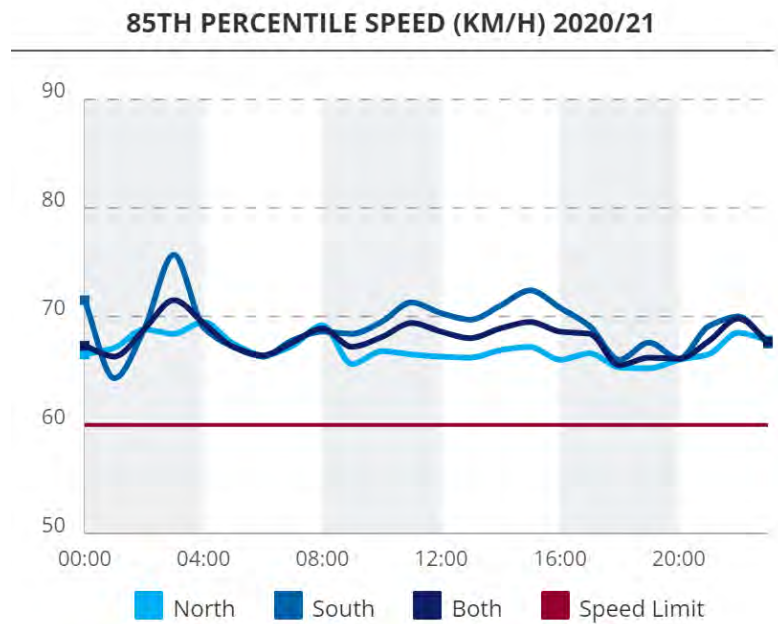
## EXISTING NETWORK

Figure 4.27: Road Speeds (Dalwallinu)



Source: Main Roads WA Road Information Mapping System

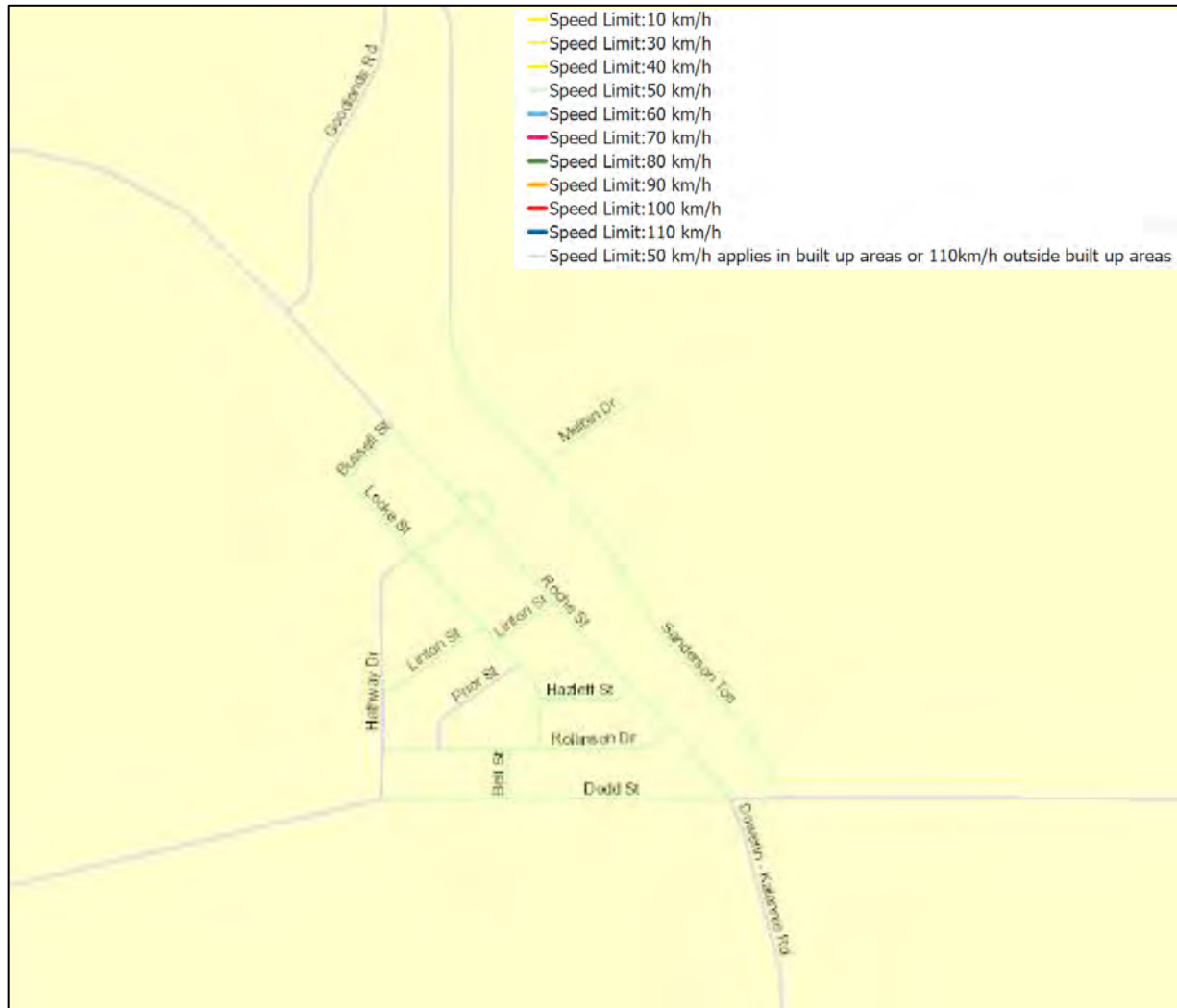
Figure 4.28: 85<sup>th</sup> Percentile Speeds (Dalwallinu)



Source: Main Roads WA Traffic Map

Despite the posted speed however, it can be seen in Figure 4.28 that the actual speeds that vehicles are travelling, at least on the Great Northern Highway, is significantly higher. There is no speed data available for local roads in Dalwallinu but given the relatively wide straight roads, it may be expected that vehicles would be likely to travel over the posted speed limits, which reduces amenity for people riding bikes.

Figure 4.29: Road speeds (Kalannie)

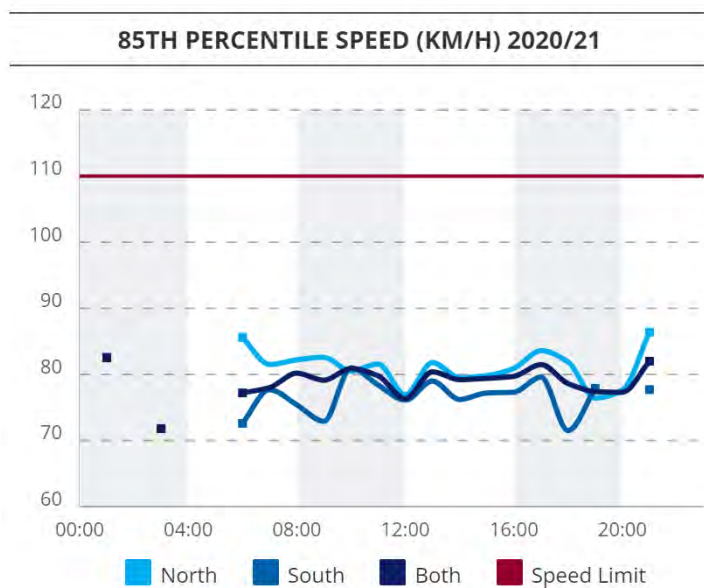


Source: Main Roads WA Road Information Mapping System

Speeds in the Town of Dalwallinu are uniformly 50km/h, while some roads have a speed limit of 50 km/h in built-up areas or 110km/h outside of built-up areas. The Great Northern Highway, however, has a posted speed of 60 km/h through the Town before reverting to 110km/h outside of Town boundaries.

Speeds in the Town of Kalannie are uniformly 50km/h, while some surrounding roads have a speed limit of 50 km/h in built-up areas or 110km/h outside of built-up areas.

Figure 4.30:85<sup>th</sup> Percentile Speeds (Kalannie)



Source: Main Roads WA Traffic Map

For Kalannie (south of the Kalannie-Kulja Road), the data shows that vehicles are not travelling at the posted speed limit. This may be due to the placement of the counter close to the intersection with Dodd Street, which would be slowing traffic heading north, and vehicles travelling south may not yet have got up to speed having slowed down travelling through the townsite itself.

There is no speed data available for the local streets in Kalannie however it is not anticipated that traffic speeds are a major issue given the relatively short streets, perhaps with the exception of Roche Street itself.

## 4.5.3. Network Volumes

Traffic counts sourced from the Main Roads WA Traffic Map website provide information on traffic volumes for routes leading into the townsites of Dalwallinu and Kalannie. This corroborates the analysis of the road hierarchy and identifies using data whether the anticipated traffic volumes are being experienced. Higher or lower volumes than expected can trigger a change in hierarchy and in the resulting infrastructure or road treatments. In regional areas a change in classification is unlikely however is still useful information when considering cycling, particularly if long distance cycling is common to or through a townsite on the main roads.

### Dalwallinu

The following table provides the average daily traffic and modal split for cars and heavy vehicles for Dalwallinu.

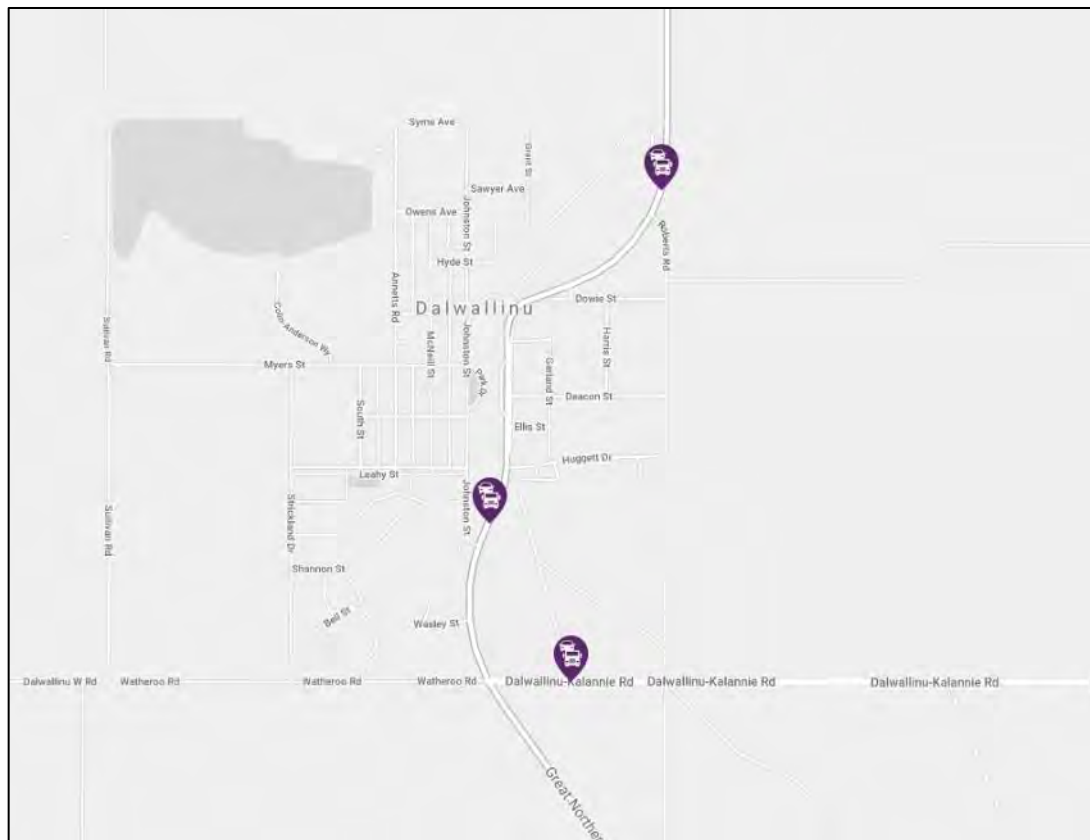
Table.4-1: Dalwallinu Traffic Counts

	Average Daily Traffic	Percent Light Vehicles	Percent Heavy Vehicles
Great Northern Highway (north of Roberts Road) (2018-19)	1,658	70.1%	29.9%
Great Northern Highway (South of Huggett Road) (2020-21)	1,702	68%	32%
Dalwallinu Kalannie Road (2020-21)	281	80.1%	19.9%

These traffic volumes indicate that the Great Northern Highway likely represents a barrier to many people to crossing on foot or by bike between the industrial development on the eastern side of the highway and the main townsite on the western side, mainly due to the high percentage of heavy vehicles. This would also contribute towards higher traffic volumes as people who might reasonably be able to ride between these locations due to short distances, may be put off doing so by the lack of safe crossing facilities.

The count locations are shown in Figure 4.31.

Figure 4.31: Traffic Volumes (Dalwallinu)



Source: Main Roads Traffic Map

## Kalannie

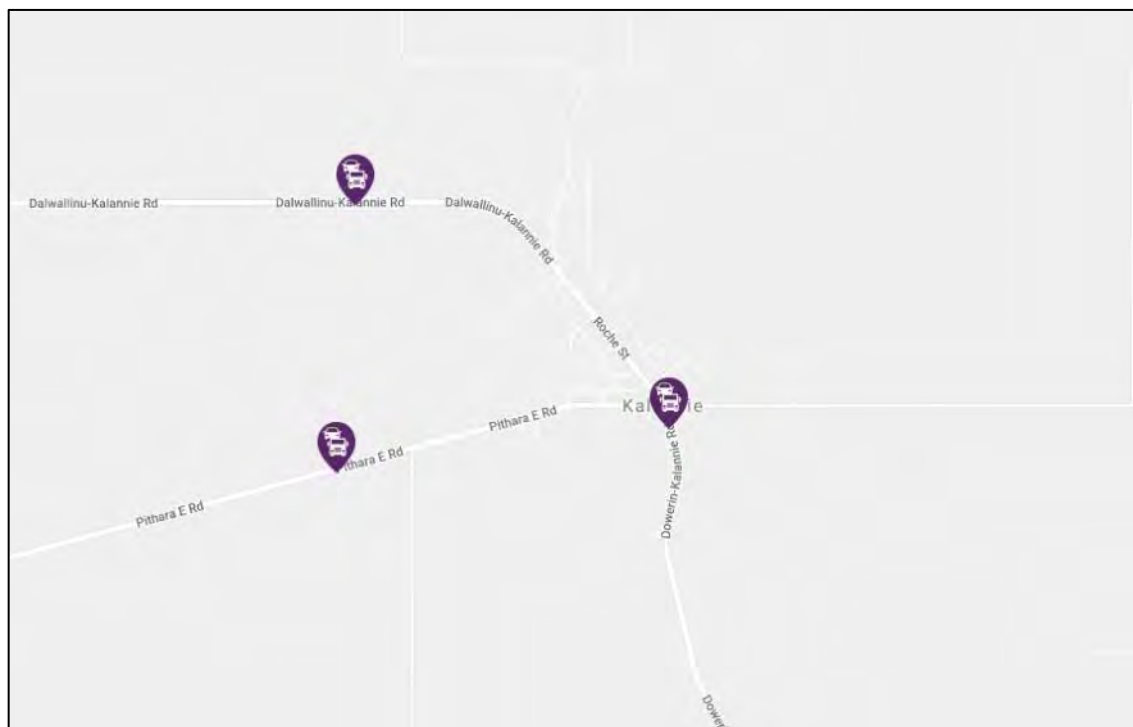
The following table provides the average daily traffic and modal split for cars and heavy vehicles for Kalannie.

Table.4-2: Kalannie Traffic Counts

	Average Daily Traffic	Percent Light Vehicles	Percent Heavy Vehicles
Dalwallinu- Kalannie Road (2020—21)	116	73.3%	26.7%
Pithara E Road (2018-19)	59	78%	22%
Dowerin-Kalannie Road (2020—21)	97	77.3%	22.7%

The traffic counts were conducted at the locations shown in Figure 4.32.

Figure 4.32:Traffic Volumes (Kalannie)



While the volumes are low, the high percentage of heavy vehicle traffic along Roche Street would make crossing the street without any crossing amenities a difficult proposition for some active transport users during busy times.

## 4.6. Crash Data

Crash data was extracted for the period between the 1<sup>st</sup> January 2016 and 31<sup>st</sup> December 2020 for both townsites. The data shows the following:

- Dalwallinu
  - 8 crashes in total
    - One resulted in medical treatment
    - Four resulted in major property damage
    - Three resulted in minor property damage
  - None involved bikes or pedestrians
  - Roads affected were:
    - Johnston Street (one crash)
    - Annetts Road (two crashes)
    - Roberts Road (one crash)
    - Clinch Road (one crash)
    - Huggett Drive (one crash)
    - Great Northern Highway (two crashes – near Clinch Road and at the intersection with Huggett Drive).
- Kalannie
  - Two crashes in total
    - One resulted in hospital treatment
    - One resulted in major property damage
  - None involved bikes or pedestrians
  - Roads affected were:
    - Kalannie-Kulja Road
    - Dowerin-Kalannie Road.

Approximate locations are shown in Figure 4.33 and Figure 4.34.

Figure 4.33: Crash locations (Dalwallinu)

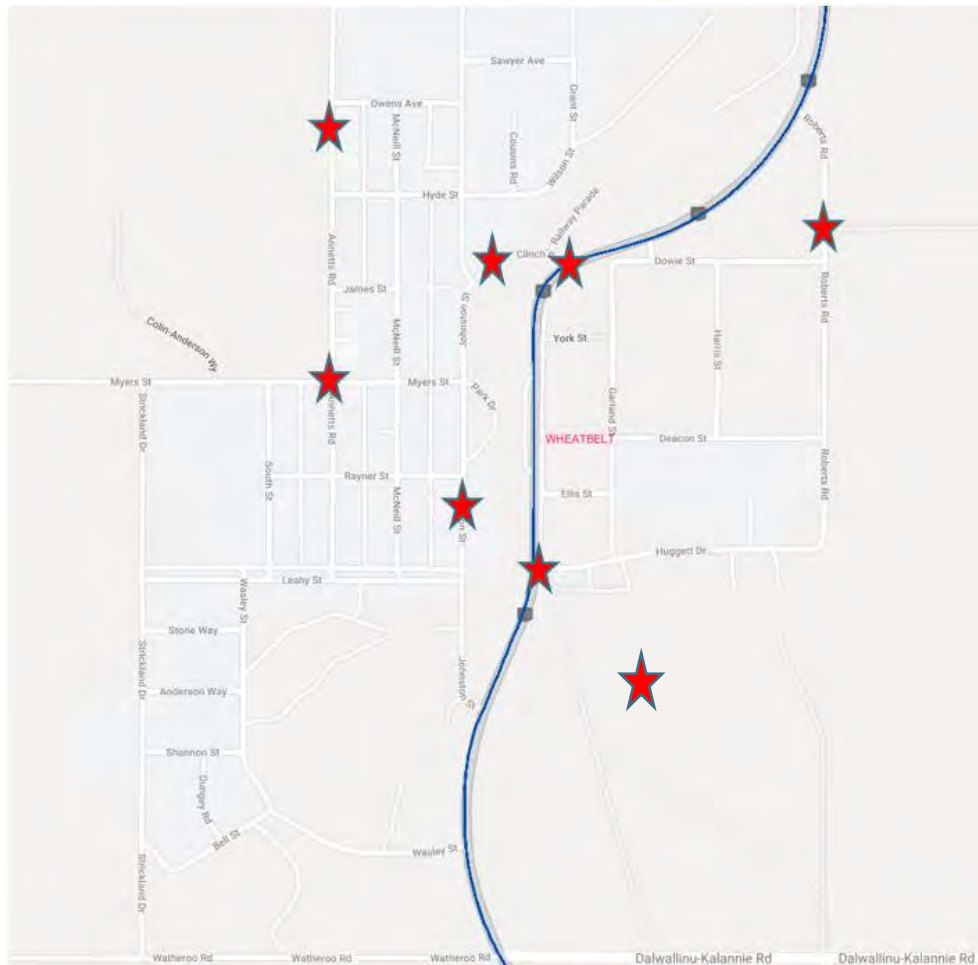
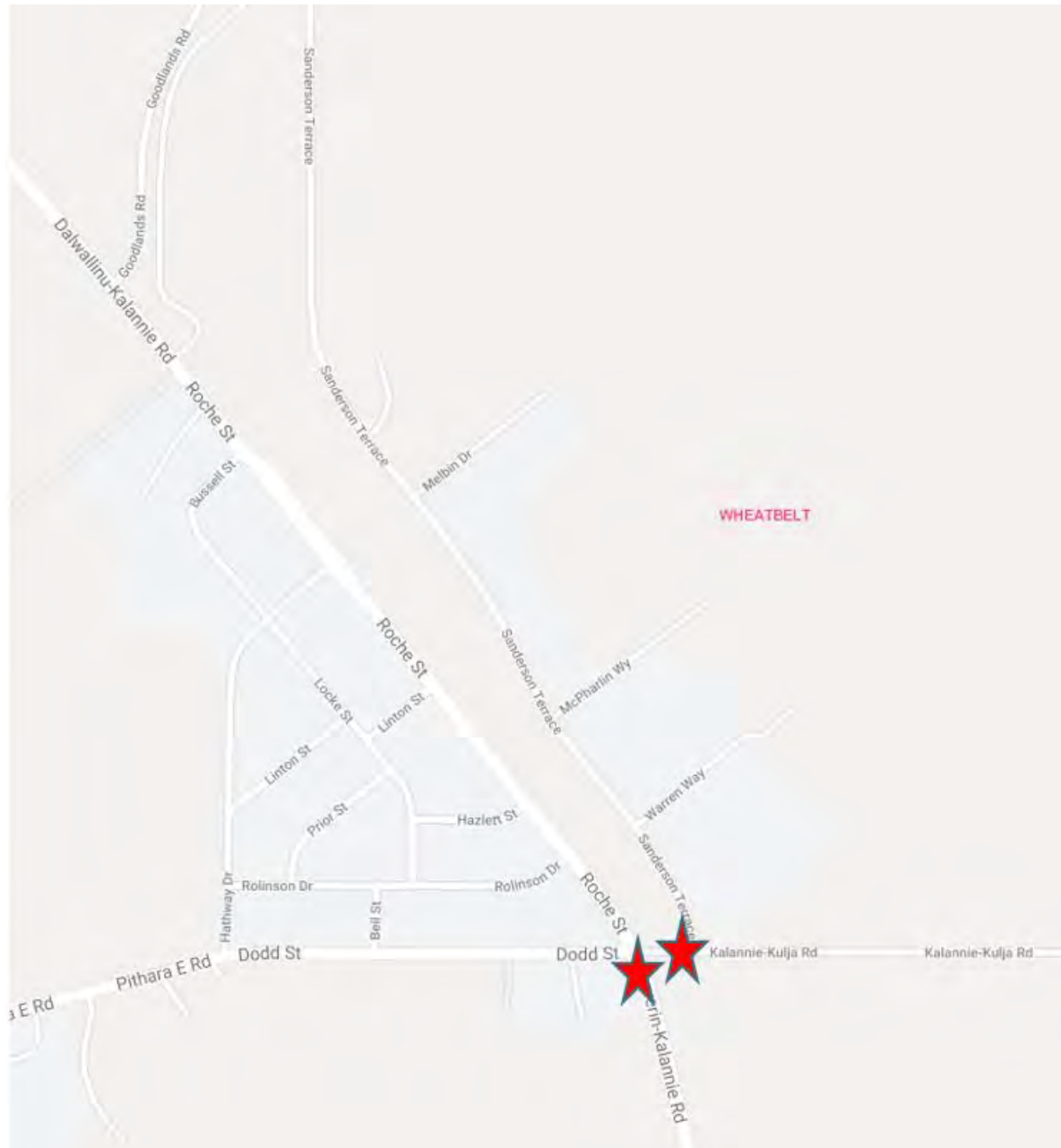


Figure 4.34: Crash locations (Kalannie)



### 4.7. Summary

The review of the existing network shows the following:

- Dalwallinu
  - Key destinations within the townsite include:
    - Recreation and sporting complex
    - High school
    - Private primary school
    - Medical Centre and Hospital
    - Richardson Park
    - Shopping strip (Johnston Street)
    - Discovery Centre
    - Caravan Park
    - The Old Convent Guest House
    - Civic Centre
    - Employment area east of the railway line.
  - The main area of activity is Johnston Street with Myers Street providing access to many other important community facilities, as well as providing links to north-south residential streets.
  - According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Johnson Street and industrial uses east of the railway line
  - There is just under 12km of footpath in the townsite
  - Off-road connections are a mixture of concrete and gravel paths or verges
  - Footpaths are predominantly along one side of the road only, except in central or higher use locations
  - Path condition is deteriorating in some locations
  - The industrial area east of the railway line has no path network
  - There are no dedicated cycle facilities
  - Road reserves are quite wide, and in some places lack pedestrian refuges
  - Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments
  - Posted road speeds are 50km/h everywhere except for the Great Northern Highway which is 60km/h through the townsite before reverting to 110km/h
  - Traffic counts are not available within the townsite itself however counts in the nearby road network are under 2,000 vehicles vpd, although the heavy vehicle percentage is between 20% and 30%
  - Crash data does not suggest a location with particular issues (or an issue concerning in relation to this plan) as they are low in number and situated in various locations throughout the town.

- Kalannie
  - Key destinations in the townsite include:
    - Primary school
    - General store
    - Recreation centre
    - Oval
    - IGA
    - Key employers north of the railway line and south of Dodd Street.
  - The main area of focus in Roche Street however Locke Street also provides access to key community facilities such as the school, the recreation centre and the IGA
  - According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Roche Street and industrial uses north of the railway line and south of Dodd Street
  - There is less than 1km of footpath in the townsite with footpaths present on portions of Roche Street, Locke Street, Hathway Drive (one side only) and Stanley Street (both sides)
  - Off-road connections comprise a mixture of concrete and gravel paths, and verges
  - There is a lack of crossing facilities
  - There are no dedicated cycling facilities
  - Kalannie townsite is severed by the railway line which makes access to the Oval lengthy
  - Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments
  - Posted road speeds are uniformly 50km/h through the townsite
  - 85 percentile speeds on Great Northern Highway are well above posted speed limits, whereas those south of the Kalannie-Kulja Road are well under posted speed limits. Speed data is not available for local roads.
  - Traffic counts are not available within the townsite itself however counts in the nearby road network are low - under 150 vehicles vpd, although the heavy vehicle percentage is between 22% and 28%
  - Only two crashes were recorded in the townsite, both of these at the Dodd Street/Roche Street/Kalannie-Kulja Road.

## 5. CONSULTATION

Three consultation events took place during the course of preparing the Plan:

- Internal stakeholder workshop with Shire officers
- Online community survey
- External stakeholder Workshops at each of the Townsites.

The overarching themes for each of the Townsites are shown in the Table below.

**Table.5-1: Consultation Outcomes**

Dalwallinu	Kalannie	Shire
<ul style="list-style-type: none"> <li>• Severance by the Great Northern Highway</li> <li>• Heavy Vehicles</li> <li>• Footpath condition and missing links</li> <li>• Ensuring safe crossings</li> <li>• Opportunities               <ul style="list-style-type: none"> <li>◦ Connecting to existing walk trails</li> <li>◦ Leahy Street central reservation</li> <li>◦ Dalwallinu to Kalannie.</li> <li>◦ Better connections between paths,</li> <li>◦ Improved crossings</li> <li>◦ Cycle lanes separated from vehicles</li> <li>◦ Improved footpath conditions.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Linking to:               <ul style="list-style-type: none"> <li>◦ IGA</li> <li>◦ Recreation ground</li> <li>◦ School</li> <li>◦ Recreation centre.</li> </ul> </li> <li>• Dedicated cycle route along Locke Street from the Primary School to the IGA,</li> <li>• Improved crossings over Roche Street,</li> <li>• Improved access to industrial employment and the Oval, and</li> <li>• Separating cycle lanes from vehicular traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Shire aspirations for the plan related to:               <ul style="list-style-type: none"> <li>◦ Reducing vehicle speeds</li> <li>◦ Upgrading of footpaths</li> <li>◦ Linking schools and community facilities/attractions.</li> </ul> </li> </ul>

Feedback from each of the consultation activities have been used to inform and refine this Plan.

The consultation outcomes can be found summarised in Appendix B and the full survey findings are summarised in Appendix C.

# 6. THEMES AND OPPORTUNITIES

## 6.1. Network Improvements

### 6.1.1. Primary Distributor Roads

Both Great Northern Highway in Dalwallinu, and Roche Street in Kalannie are primary Distributors, and Great Northern Highway is under the control of Main Roads. While it is unlikely that there will be a significant amount of people riding on the Great Northern Highway (and the focus of this Bike Plan is on local roads), features

#### Opportunity:

- Engage with MRWA to identify opportunities to collaborate to make cycling on Primary Distributor Roads safer by introducing crossings and
- Implement separated cycle facilities on Roche Street.

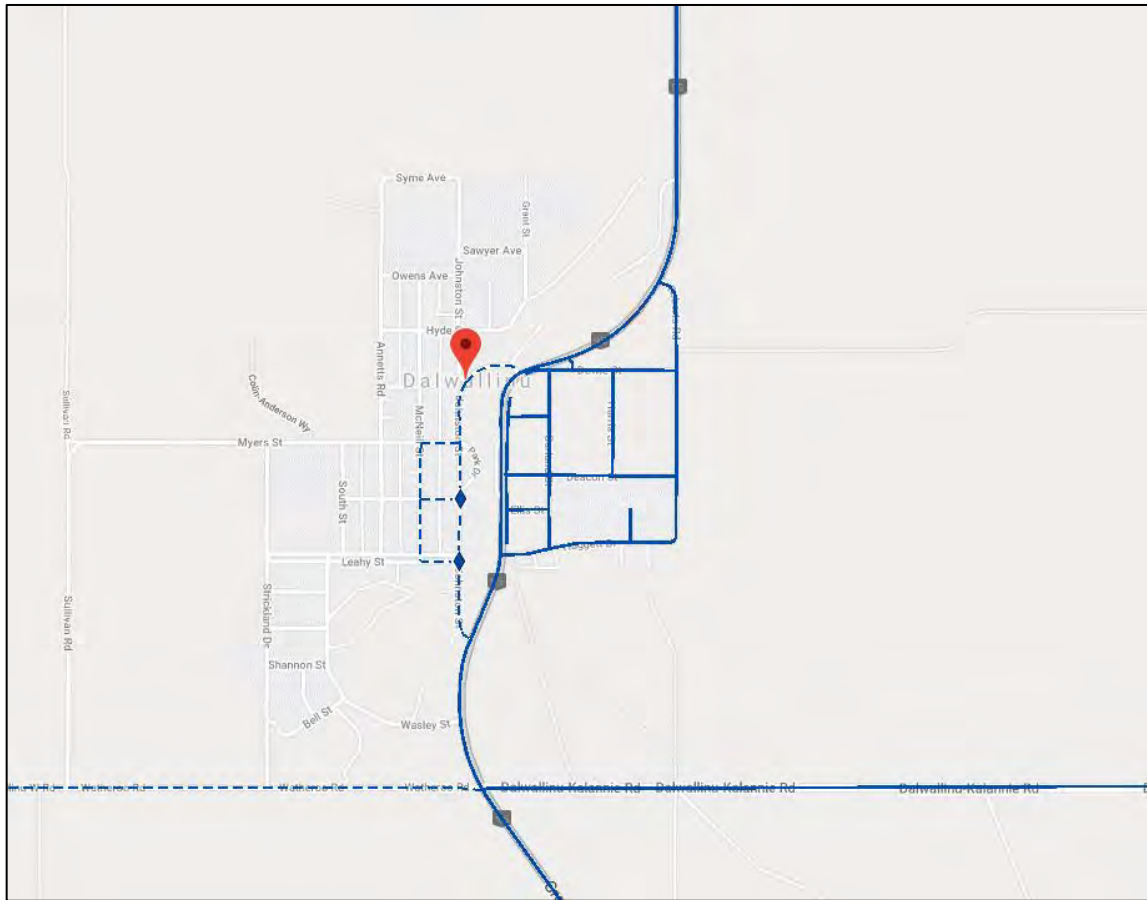
likely to support riding on both of these roads include safe crossings, and there is a desire from the consultation to separate people riding bikes from traffic, and in particular, heavy vehicles (see section 6.1.2).

### 6.1.2. Addressing Heavy Vehicle Presence

Heavy vehicles and their presence along routes shared with active transport users can have implications for the safety of crossings as well as for the comfort and safety of people riding bikes and people walking. The following figures show the MRWA Restricted Access Vehicle (RAV) Network which is the heavy vehicle network for the state as it pertains to Dalwallinu.

Figure 6.1 indicates that Great Northern Highway and the roads surrounding the industrial precinct are on the Tandem 4 network (accommodates a prime mover, semi-trailer towing six axle dog trailer with a maximum length of 27.5m) without conditions, while Johnston Street, sections of Myers Street, Rayner Street, Leahy Street, and McNeill Street are on the Tandem 4 network with conditions. These conditions are a prohibition of use of the street when school buses are in operation and a stipulation not to use these routes as through routes.

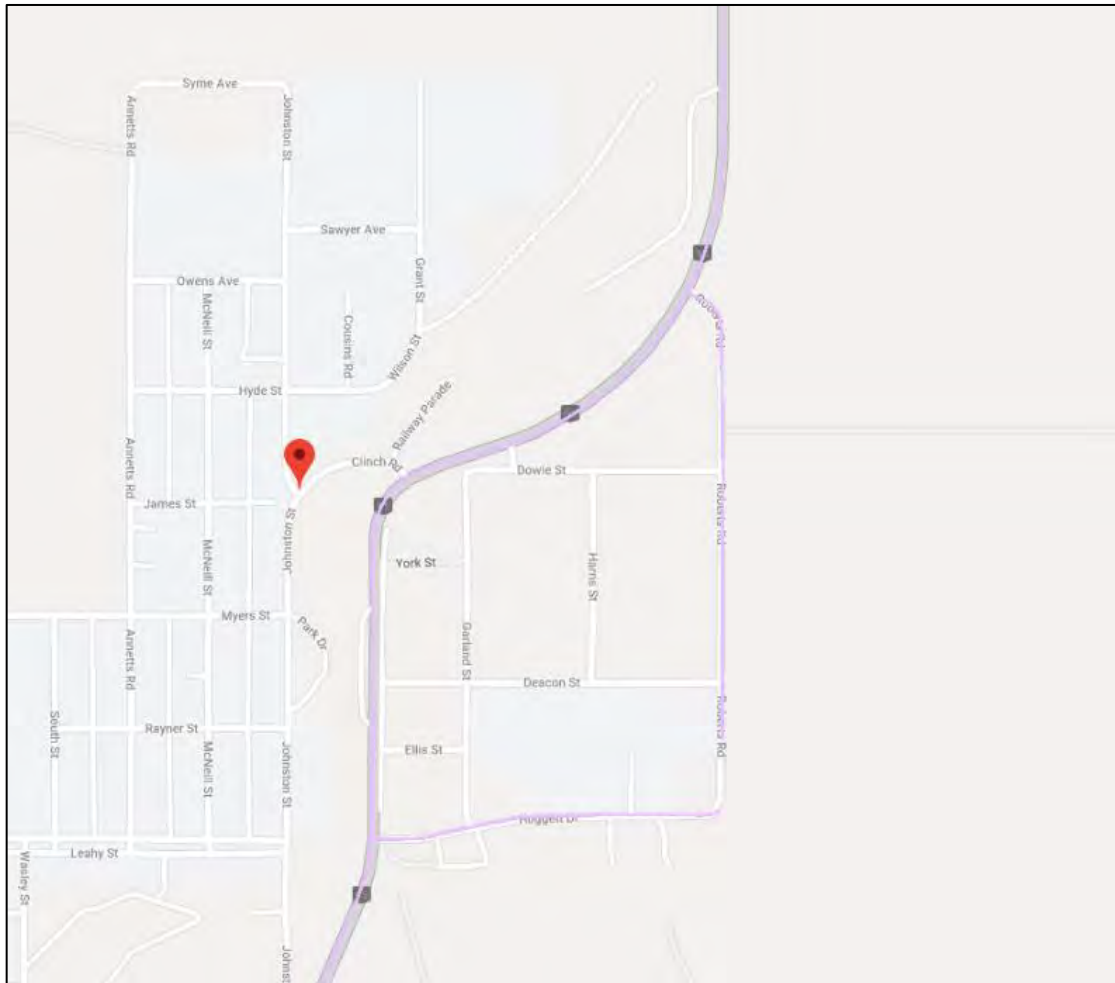
Figure 6.1: Tandem 4 Network (Dalwallinu)



Source: MRWA

The Great Northern Highway, Huggett Road, and Roberts Road are all part of the Tandem Drive Network 7 (accommodates a prime mover towing a semi-trailer and a B-double, and also a B-double towing a dog trailer with a length between 27.5m-36.5m) without conditions, as indicated in Figure 6.2.

Figure 6.2: Tandem Drive Network 7 (Dalwallinu)



Source: MRWA

While heavy vehicle activity is mainly centred on Great Northern Highway and around the industrial area west of the townsite, there is still the possibility that people riding bikes will encounter heavy vehicles within the Townsite itself on Johnston Street and some nearby residential streets, as well as near the Caravan Park. This is a factor to take into account when considering the most suitable infrastructure in those locations.

Figure 6.3: Tandem Drive Network (Kalannie)



Source: MRWA

For Kalannie it can be seen that even bigger vehicles are able to access Roche Street. Specifically category 10 vehicles which are up to 53.5m long and up to 148.5 tonnes in weight. Ensuring safety for people riding on Roche Street will be especially important.

## Opportunity:

- Ensure cycle paths are separated from Heavy Vehicle movements, on:
  - Johnston Street
  - Dowie Street
  - Railway Parade
  - Roche Street.

## 6.1.3. Addressing Severance

### Great Northern Highway

Great Northern Highway represents a constraint in relation to the barrier it creates between the Dalwallinu townsite and the employment/industrial area. It is understood that many employees do walk to work and therefore safe and high quality crossing facilities are imperative, particularly when considering the proportion of heavy vehicles using the road.

Given that this road is not directly under the control of the Shire, a solution may be achieved in collaboration with MRWA.

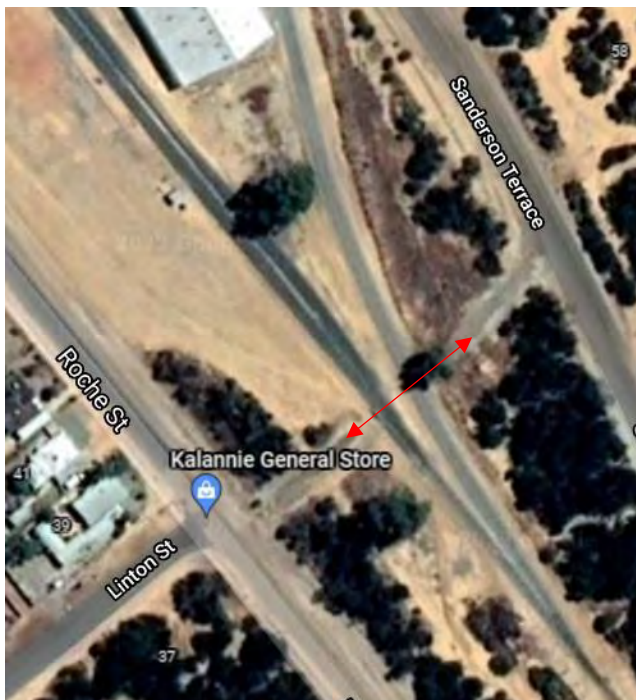
Additionally, one of the Dalwallinu's townsite's tourist drawcards; the Old Convent Guest House is situated some distance from the townsite. However, it is understood that it generates business for the town particularly for the Hotel. Facilitating safe access for guests between the Guest house and the townsite should be considered, particularly as a way of reducing the likelihood of drink driving, or conflict between people walking and vehicles travelling along the Great Northern Highway.

### Railway Lines

In both townsites, the railway line severs the townsite from a number of key community facilities. Clearly the railway line cannot be relocated. In the case of Dalwallinu, safer crossing facilities can be considered to aid the crossing of people walking and riding to the eastern industrial area. It is noted that the existing crossing may not meet current guidelines and therefore a discussion with ARC regarding upgrade could be initiated.

In Kalannie however, it is possible that private land ownership issues may prevent a crossing facility to create easier access for town residents to the Oval or other locations north-east of the tracks. However, it may be that even despite the lack of a crossing, residents may choose to cross the tracks on foot or by bike as a short cut. For example, the service road opposite Linton Street leads to a drain, it could be used for risky and unsafe opportunistic railway crossings (see Figure 6.4). Understanding the likelihood or prevalence of such behaviour is important in order to improve safety.

Figure 6.4: Service road (Kalannie)



## Opportunity:

- Engage with MRWA to identify opportunities to collaborate to provide safe crossings of Great Northern Highway:
  - At the intersection with Dawlallinu-Kalannie Road
  - To Railway Parade
  - Near the intersection with Clinch Road.
- Engage with ARC to discuss opportunities for upgrading the railway crossing.
- Engage with land owners to discuss the opportunity for a railway crossing in Kalannie opposite Linton Street.

### 6.1.4. Road Widths

The majority of roads in Dalwallinu are 20m wide road reserves or less with no median, with the exception of the central part of Johnston Street (25m) and Leahy Street which has a road reserve width of 30m and an approximately 16m wide unsealed central median with trees. These road widths provide an opportunity to separated cycle facilities.

Without a median, even 20m road reserves feel very wide and exposed to cross, and also can encourage fast moving traffic, reducing the amenity for people both walking and riding bikes. Medians can provide refuge for people crossing roads, especially those who cannot walk or ride quickly, those in wheelchairs, or pushing prams. It also has the effect of slowing traffic which improves safety and amenity for everybody.

Other than parking on private properties, the road cross sections do allow for parallel parking on the street in most locations. Parking nibs could be implemented in locations with a healthy mixture of people walking, riding and driving private vehicles (such as on Johnston Street near to the shops and the High School and appropriate intersecting side streets) as a way of formalise parking, slowing traffic (by limiting forward visibility) and reducing crossing widths.

Leahy Street (which provides access to the OneGlobal school, Richardson Park, and Johnston Street) has a very wide median running along its length, encompassing trees and a nature strip. Given the wide range of destinations this street provides access to, and the potential for relatively high numbers of people walking and cycling, this median provides an opportunity for use as an active travel corridor with high quality crossing facilities. The corridor should be continuous and raised along the length of Leahy Street and at intersections, indicating to turning vehicles that people walking and riding have priority in that location. The DoT's Inter-Modal Hierarchical Prioritisation (I'M-HiP) policy (see Appendix D) will help in ensuring priority for people walking and riding along such a route.

Roads in Kalannie have similar road reserve widths with gravel verges in most places and a narrow path on one side. Footpaths should be widened to create a shared space for people walking and riding, particularly on Locke Street.

Although Roche Street in Kalannie is not particularly wide (relatively speaking), it is likely to slowly develop over time and as such could experience increasing numbers of people walking and riding. At an appropriate time, the footpath on the western side should be widened and parking nibs installed to improve amenity for people walking and riding.

In general, the negative impact of wide roads can be mitigated through:

- widening existing footpaths
- installing footpaths on both sides of the road
- add in separated cycle paths
- install temporary and/or permanent features in the road reserve which naturally slow traffic through narrowing the traffic lane
- install temporary and/or permanent features in the road reserve at intersections (and where appropriate, mid-block) which shorten crossing distances.

### Opportunity:

- Implement a separated cycle lane Johnston Street in Dalwallinu
- On wide streets with lower traffic volumes (e.g. Myers Street), install median islands (2.5m or greater in width) to help slow traffic and reduce crossing distances
- Introduce parking nibs on Johnston Street (and appropriate intersecting side streets) to formalise parking bays and reduce vehicle speeds
- Conversion of the Leahy Street median to a shared path/active transport corridor, incorporating high quality crossings at intersections
- Created wider, shared paths on Locke Street (Kalannie)
- Widen the footpath and install parking nibs on Roche Street (Kalannie)

### 6.1.5. Crossings

In previous sections, it was noted that wide road widths can impact the safety of crossing local streets. Given that streets in Dalwallinu are long and straight due to the grid layout of the network and the lack of a solid refuge, it can be difficult to cross these streets in one go, particularly during busy times. Grab rails (on the traffic approach side) can also be helpful on medians for people riding bikes as it allows them to retain their balance while they wait for an opportunity to cross traffic lanes.

Whilst there is good provision of paths throughout the Town site, there is the common theme that crossing opportunities are not well provided. Many intersections lack connecting pram ramps which connect the path to the road carriageway or are kerbed to the edge. An example of this is on Leahy Street at Richardson Park (see Figure 6.5).

There are also no crossing facilities to the OneGlobal School (as shown earlier in Figure 4.9).

Figure 6.5: Path from Richardson Park (Dalwallinu)



Figure 6.6: Crossing point on Great Northern Highway (Dalwallinu)



Figure 6.7: Roche Street and Hazlett Street (Kalannie)



### Opportunity:

- On wide streets (e.g. Myers Street), instal median islands (2.5m or greater in width) with grab rails to create a staggered crossing opportunity for people walking and riding
- Undertake an audit of all footpaths leading to crossings to ensure that:
  - It connects to another footpath on the opposite side of the carriageway, and
  - There is a dropped kerb allowing step-free access to the crossing
- Upgrade crossings that do not have the above features, starting with crossings at they key community facilities such as schools, activity centres, medical facilities and recreation centres.

### 6.1.6. Verges

While there is a reasonable network of paths in Dalwallinu townsite, there are also a lot of gravel verges (in both Dalwallinu and Kalannie) some of which are quite wide. The verges are delineated by kerb lines however the gravel can overflow onto the carriageway causing a potential hazard for people riding on the roads.

While these provide an area to walk or ride on that is separated from the road, the surface presents a potential slip hazard for both user types. Where these are located on key routes, path materials should be reconsidered to provide a more comfortable surface to ride or walk on.

Gravel should be reconsidered as a verge treatment more generally and replaced with a material that poses less of a hazard to people riding bikes should it spill over onto road surfaces.

Figure 6.8: High School, Johnston Street (Dalwallinu)



Figure 6.9: Locke Street (Kalannie)



(Rolinson Drive to Hazlett Street)

### Opportunity:

- Ensure all paths on secondary routes are paved and at least 2m in width
  - Johnston Street
  - Myers Street
  - Railway Parade
  - Roche Street
  - Locke Street
- As part of scheduled path maintenance activities, consider replacing gravel verges linking key community facilities with an alternative material which doesn't present the same risk of slipping for people walking and riding.

### 6.1.7. Volumes and Speed of Streets

Traffic volumes in both Dalwallinu and Kalannie on the main roads are typically low in nature, although as previously discussed there is a relatively high proportion of heavy vehicle traffic due to the industrial activities taking place in and around the townsites.

While data on traffic volumes on local roads is not available, it is likely that volumes on residential streets are likely to also be low. The majority of traffic is likely to be experienced on the following local roads:

- Dalwallinu
  - Great Northern Highway
  - Johnston Street
  - Myers Street
  - Within the industrial area west of Railway Parade.
- Kalannie
  - Roche Street
  - Locke Street.

Engagement with MRWA on improving safety and amenity outcomes for people riding bikes on Primary Distributor Roads has already been covered in Section 6.1.

While volumes may be low in Dalwallinu, it may not necessarily be the case that posted speed limits are being adhered to. It has been shown in data from MRWA that traffic speeds on the Great Northern Highway are over the posted speed limit, and it has been noted that long, wide and straight roads with good visibility can contribute towards higher vehicle speeds.

Therefore, it is important that streets with high levels of people walking and riding are protected from vehicles travelling at high speeds, for example around schools and shopping strips. The low volumes support the opportunity for on-street cycling in a “every street is a cycle street” format. However, this would need to be supported by a reduced speed limit. The Shire could investigate the feasibility of a blanket speed reduction through both townsites, but particularly Kalannie due to the relatively short and small number of roads. This would require signposting and on-road treatments to slow driver behaviour, as well as engagement with MRWA.

Low speed treatments can include:

- lower posted speeds (requires engagement with MRWA)
- physical infrastructure that visually narrows the road (such as parking nibs)
- Raised intersection treatments
- Slow points
- Traffic calming
- Median islands
- Safe Active Streets (see Section 6.2.2).

Figure 6.10: Raised intersection



Figure 6.11: Safe Active Street patches



### Opportunity:

- Low speed treatments should be implemented in the following locations:
  - Johnston Street (Dalwallinu)
  - Roche Street (Kalannie)
- Implement a town centre wide slow speed zone, particularly for Kalannie (requires engagement with MRWA)

## 6.1.8. Network Repairs and Upgrades

### Path widths

With the exception of the gravel verges which have been discussed previously, the quality of the path network seen during the saddle survey is reasonable. However, paths are narrow in some places. Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths recommends a 1.8m path and requires a minimum of 1.5m for pedestrian paths to allow two wheelchairs to pass.

However, as a minimum, shared path width is 2m in accordance with the Austroads guidance mentioned above, and 2.5m in accordance with the Department of Transport's Shared and Separated Path Guidelines (September 2021). Given that these guidelines are a local State Government Guide, it is recommended that all shared paths are a minimum of 2.5m wide, and for Secondary Routes where there is higher patronage such as along routes to schools, a 2.5m to 3m wide shared path is recommended. Shared paths that are currently less than 2.5m wide are recommended to be increased as upgrades are undertaken, or for new sections, subject to achieving the required offsets from trees, light poles etc.

Footpaths in central business and retail areas (such as Johnston Street and Roche Street) may be wider however they may be impacted by other infrastructure which effectively narrows the path width. Healthy Streets assessments identify the width of a path at its weakest point to determine the effective width, and this may actually turn out to be narrower than footpath standards require. Where foot traffic is likely to be high, these widths should be addressed during upgrade activities.

In other locations on local routes, footpaths should be upgraded to a minimum of 1.5m.

### Gaps in the Path Network

A number of gaps in the footpath network were identified during the saddle survey. These include:

- Leahy Street (adjacent to Richardson Park)
- Footpath around the Medical Centre (corner of Strickland Drive/Myers Street)
- Rayner Street (in front of Elders).

The path network should be continuous, particularly around areas which are likely to experience higher volumes of people walking and riding such as central commercial and retail areas, schools and recreational facilities. In order to cater for wheeled mobility such as bikes and wheelchairs, ideally the surface materials should accommodate a wider variety of tyre widths. In addition, paths widths in these locations should cater to the likely path users in line with DoT guidelines.

#### Opportunity:

- Upgrade footpaths on secondary routes which lead to schools to shared path with a minimum of 2.5m width (Johnston Street, Dalwallinu and Locke Street, Kalannie)
- Footpaths on Johnston Street and Roche Street in central areas should be measured to ensure that, at the narrowest point, there is a clearance of at least 2m
- Footpaths on local routes should be upgraded to a minimum of 1.5m during scheduled upgrade and maintenance activities.
- Address gaps in the path network to ensure continuity, in particular adjacent to Richardson Park, around the medical centre and on Rayner Street between McNeill Street and Johnston Street

## 6.2. Connecting the Community

### 6.2.1. Schools

Paths around schools should be wider, with a desirable width of 2.5m (as per DoT Guidance) to accommodate people walking and riding. In Dalwallinu, the following upgrades should be considered:

- Crossing over Owens Avenue to the High School OR over McNeill to link up with existing crossing
- Crossing to OneGlobal Primary School across Strickland Drive
- Continuous path around the High School (on Johnston Street and the length of Owens Avenue), incorporating a minimum width of 2.5m.

Ramps on the crossings should also be provided to ensure that children are not encouraged to either mount the kerb or use neighbouring crossovers.

#### Opportunity:

- New crossings to schools:
  - Owens Avenue to the High School
  - Strickland Drive to OneGlobal Primary School
- New footpath around the High School (Owens Street and Johnston Street)

### 6.2.2. Safe Active Streets

The purpose of a safe active street is to establish a safer, quieter, and more attractive road environment that encourages people of all ages and abilities to choose cycling or walking over the private car. Safe active streets help to create communities where active transport is more convenient, easy, and sociable. Located primarily on local streets, safe active streets fill missing links in the larger strategic bike network by using traffic reduction and calming measures to reduce traffic volumes, lower vehicle speeds to 30km/h, and improve neighbourhood amenity.

#### Opportunity:

- Safe Active Street Treatments to be implemented in the following locations:
  - McNeill Street (Dalwallinu – between the High School and the Day Care)
  - Locke Street (Kalannie – linking the primary school, the recreation centre and IGA)

### 6.2.3. Employment Areas

As with schools it is important to ensure that people who would be interested in walking or riding to work are provided with the facilities to be able to do so. Anecdotal evidence suggests that many employees who work in the industrial area east of Great Northern Highway in Dalwallinu actually walk to their workplaces. The distance from residential areas to this location is short enough to be able to ride also. Having addressed the need for a safe crossing over the railway tracks and Great Northern Highway, the remaining issue to be addressed is the lack of a path network in this area.

### Opportunity:

- Install 1.5m footpaths on at least one side as part of scheduled maintenance and upgrade activities in the following streets:
  - Deacon Street
  - Garland Street
  - Huggett Drive
  - York Street
  - Ellis Street

### 6.2.4. Parks and Reserves

#### Recreation and Sporting Complex

The Recreation and Sporting Complex in the northwestern corner of the townsite is a major attractor and recreational area and being able to access the complex by bike is important because of the synergies that exist in being active.

There is an existing path along both side of Myers Street that leads to the Complex, and one crossing point at the Medical Centre. However, there is no path leading from Myers Street to the Complex and its various buildings once you get onto Colin Anderson Drive (see Figure 6.12).

Figure 6.12: Colin Anderson Drive (Dalwallinu)



Given the width of the road reserve in this location, there is an opportunity for an on-road protected bike lane, and/or a shared path which would support both walking and riding to the complex.

### **Kalannie Oval**

The Oval in Kalannie is situated north east of the townsite on the eastern side of the railway tracks. Currently it is only accessible by road via Dodd Street or Goodlands Road and Sanderson Terrace. The Goodlands Road route is likely to close in the near future meaning that the only access will be via the south of the Townsite. As previously discussed, it is possible that people wishing to visit the oval may be tempted to cross the railway tracks despite the lack of a formal crossing. Engagement with land owners should be initiated to discuss the options for a crossing to shorten this distance and make the crossing safer if possible.

### **Kalannie Recreation Centre**

As previously discussed, the location of the recreation centre on the same street as the Primary School and IGA in Kalannie lends itself to the opportunity for a Safe Active Street to link these destinations. This would ensure quality paths and crossings as well as low vehicle speeds to safely access the centre.

### **Richardson Park**

Currently there are gaps in the path network surrounding the park with a pea gravel verge on the perimeter between the two access points (see Figure 6.13).

Figure 6.13: Richardson Park (Dalwallinu)

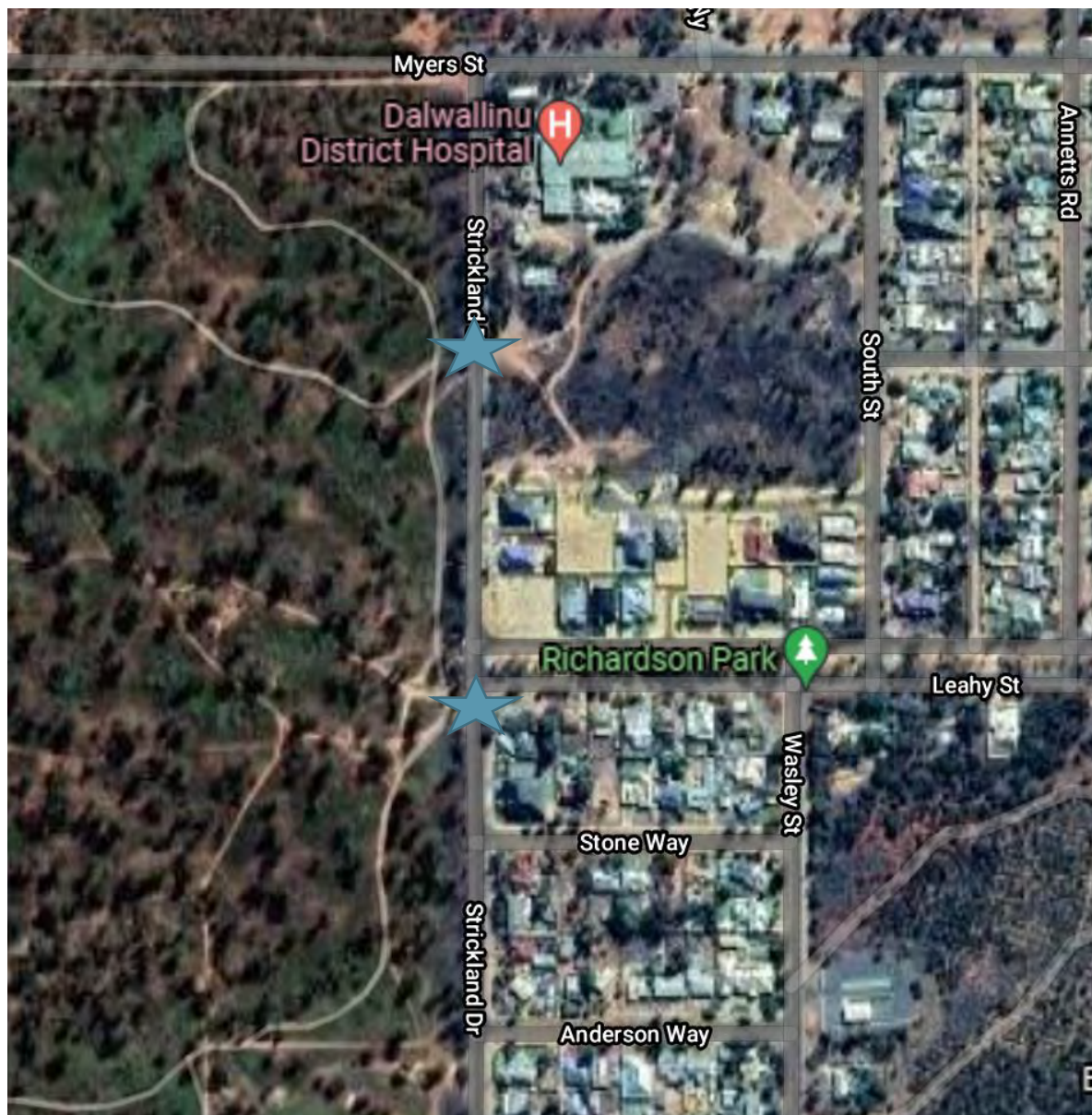


While it is accepted that most people will enter the park from the access points on Wasley Street (from the south) and Leahy Street (from the west or the east), it is also likely that people will want to use the path network continuously along Leahy Street, and pea gravel is potentially hazardous for those on bikes, as well as potentially uncomfortable or arduous to use for others on wheels including wheelchair users or those pushing prams. Connecting these two paths (minimum 2.5m wide) would connect two important paths.

### Town Woodlands Walking Trails

It is also noted that there are walking trails on the western side of Dalwallinu in the Town Woodlands. Given the access points along Strickland Drive, some crossing points may be considered at Leahy Street (which would also provide access to the Private primary school if accompanied by a formal path), and between Leahy Street and Myers Street where tracks converge south of the Hospital (both locations indicated by a blue star in Figure 6.14).

Figure 6.14: Town Woodlands – potential crossing points (Dalwallinu)



### Memorial Park

Memorial Park is located along Johnston Street and is already well connected by the path network and crossing points however, the Johnston Street path could be upgraded to a Shared Path (minimum of 2.5m wide) to allow for increased flow of people on foot and on bike as an alternative to the western side of Johnston Street in front of the shops. Dropped kerbs should be installed at the intersections with Park Drive.

### Skate Park

The Skate Park was identified through the consultation as a location which should be connected to the Bike network. Currently there is no path along the eastern side of Johnston Street adjacent to the Skate Park area and there is no crossing to it. The verge in this location is gravel. Given the proximity of the Skate Park to Leahy Street and the proposed active transport boulevard mentioned in Section 6.1.4, a crossing point of Johnston Street north of Leahy Street to the Skate Park should be provided.

Additionally, there should be a second crossing point of Johnston Street provided to the north of the Skate Park to cater for people walking and riding from the northern part of Dalwallinu, and a 1.8m wide path providing direct access to it from both crossings.

### 6.2.5. End of Trip Facilities

Bike racks should be considered for the following locations:

- Dalwallinu:
  - High School
  - Discovery Centre
  - Johnston Street (central area)
  - Sport and Recreation Centre
  - Skate Park
  - Richardson Park.
- Kalannie
  - Primary School
  - Recreation Centre
  - IGA
  - Roche Street (Central area)
  - Oval.

Water fountains should also be considered at outside recreational destinations such as parks, ovals and recreation centres.

### 6.2.6. Tourist Attractions

Accommodating visitors to the Townsites is also important. The bike network identifies bike routes connecting the following tourist attractions in Dalwallinu:

- Caravan Park (local route)

- Old Convent (local route)
- Wheat Bin (Tourist Trail)
- Wireless Transmitter (local route)
- Cemetery
- Walking and Wildflower trails.

### Opportunity:

- Install an on-road protected bike lane on Colin Anderson Drive to provide access to the Recreation Centre for people riding bikes
- Install a Shared Path (ideally 3m wide) on Colin Anderson Drive to provide access to the Recreation Centre for people walking and those not comfortable riding on the road
- Discuss opportunities for formal crossing of the railway tracks in Kalannie
- Investigate the opportunity to construct a Safe Active Street on Locke Street to provide safe access to the Kalannie Recreation Centre (as well as the primary school and the IGA)
- Connect paths around Richardson Park
- Provide crossing points over Strickland Drive to provide access to the walking trails
- Widen path on eastern side of Johnston Street to a Shared Path (minimum of 2.5m)
- Provide bike racks in the following locations:
  - Dalwallinu:
    - High School
    - Discovery Centre
    - Johnston Street (central area)
    - Sport and Recreation Centre
    - Skate Park
    - Richardson Park.
  - Kalannie
    - Primary School
    - Recreation Centre
    - IGA
    - Roche Street (Central area)
    - Oval.
- Provide water fountains at outside recreational destinations
- Provide crossing points over Johnston Street to the Skate Park and a 1.5m wide path from these crossing points directly to the park.
- Connect Dalwallinu tourist and heritage attractions to the network.

The peripheral location of these destinations will dictate the form of the routes themselves however their significance as destinations in their own right means that the bike network identifies routes which connect them to the community and other destinations in the townsites.

### 6.3. Behaviour Change

Opportunities for Behaviour Change programs exist through engagement with the following:

- schools
- employers
- touring cyclists (organised tours) – particularly Hawaiian Ride for Youth
- Your Move (Department of Transport).

Opportunities can be identified by considering national walking and riding days which encourage people to walk or ride to school or work. Additionally, wellbeing is an important tool in encouraging people to think of their mental and physical health, and active travel can increase people's daily physical activity.

Additionally, activation of new or upgraded infrastructure is important in order to demonstrate its benefits, raise awareness of its existence and promote its use.

#### Opportunity:

- Engage with the DoT's Your Move officers to identify ways to collaborate with local schools and employers to help facilitate more walking and riding in the community
- Engage directly with schools, workplaces and other advocacy groups to identify specific opportunities to promote walking
- Undertake activation activities as soon as active travel infrastructure has been installed.

### 6.4. Funding Programs

#### 6.4.1. WABN Regional Bicycle Network Grants

The WABN grants program is one of the key actions detailed in the *Western Australian Bicycle Network Plan 2014-2031*. Funding is available to local government authorities in WA, for up to 50 per cent of the total project cost, for the design and implementation of bicycle network infrastructure and programs in accordance with State Government priorities set out in the WABN Plan.

The WABN Grant Applications are anticipated to open annually in July, where local governments are invited to submit an Expression of Interest for grant funding. Following the Expression of Interest process, applicants of shortlisted projects will be invited to submit a full proposal.

#### 6.4.2. Roads to Recovery

The Roads to Recovery Program is a federal government program which supports the maintenance of the nation's local road infrastructure asset. This program sets out to reduce fatalities and serious injuries in crashes on Australia's regional roads. Pedestrian and cycling facilities associated with a road can also be funded as part of this grant, to improve the safety of vulnerable road users. Funding is allocated for each financial year.

### 6.4.3. Regional Economic Development Grants

The Regional Economic Development Grants Program is a \$28.8m, five-year, State Government initiative to stimulate economic growth and development. Applications for grants are open at the start of the financial year, with details provided on the Wheatbelt Development Commission's website. Previous projects that have been successful in attaining the grants include the construction of a river crossing along the Turquoise Way Path between Jurien Bay and Cervantes, boosting sports tourism.

### 6.4.4. Metropolitan Regional Road Group (MRRG) Rehabilitation and Improvement Programs

There are two MRRG grants, one for Rehabilitation and one for Improvement. These programs are primarily focussed on the road network. However, the potential to assist cycling as part of any project should not be overlooked in order to enhance the overall network. The construction of protected on-road bike lanes may be included as part of a design. Submissions are received annually.

#### Opportunity:

- Investigate opportunities for obtaining funding for priority projects.

## 6.5. Summary

Following a review of the existing network and consultation feedback, a diverse range of opportunities have been identified in relation to:

- Network improvements
- Connecting the Community
- Behaviour Change
- Funding programs.

These will be prioritised in the following chapters.

## 7. BICYCLE NETWORK

Following Consultation with the community, the Shire and the Department of Transport, the following cycling network hierarchy has been prepared. It focuses on improving the form and function of the internal network, and also identifies key strategic networks and directly responds to the community consultation feedback. It is also based on the principles from the Western Australian Cycling Network Hierarchy which is shown in full in Appendix E.

The proposed network for each townsite is shown below.

Figure 7.1: Bicycle Network (Dalwallinu)

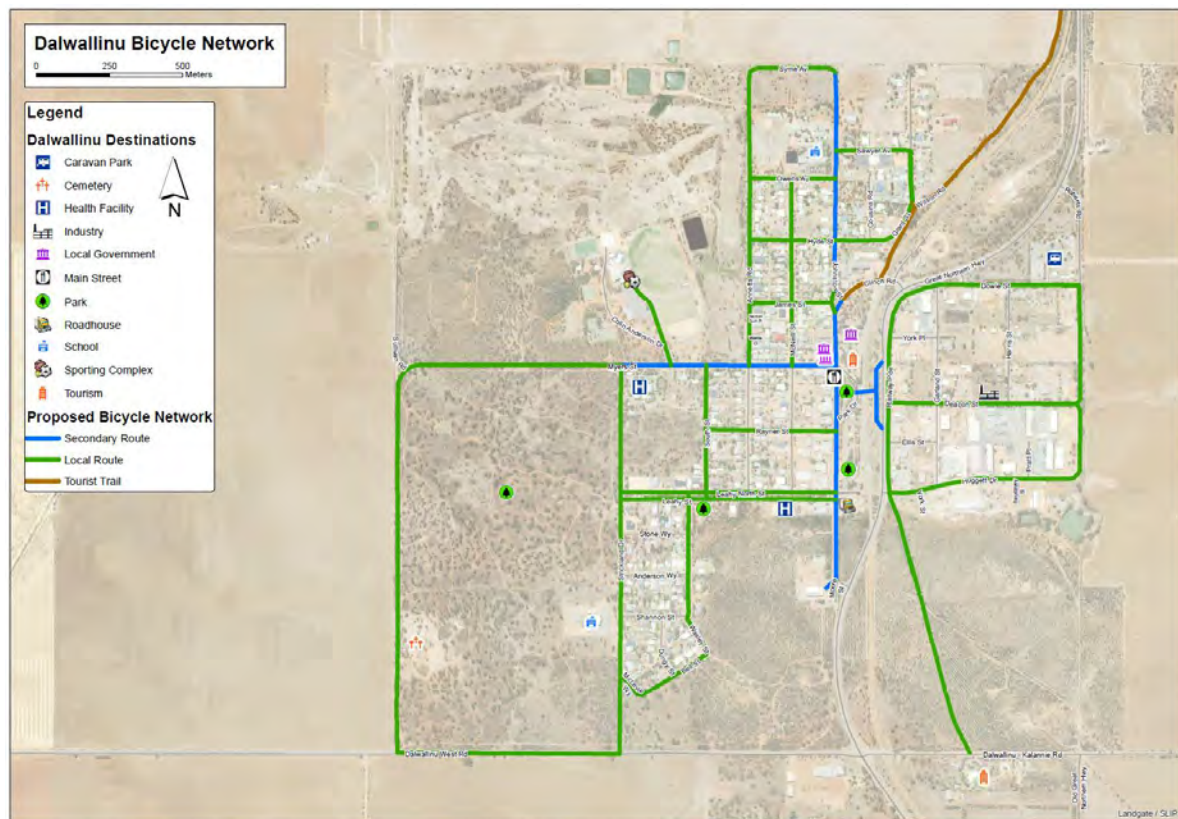
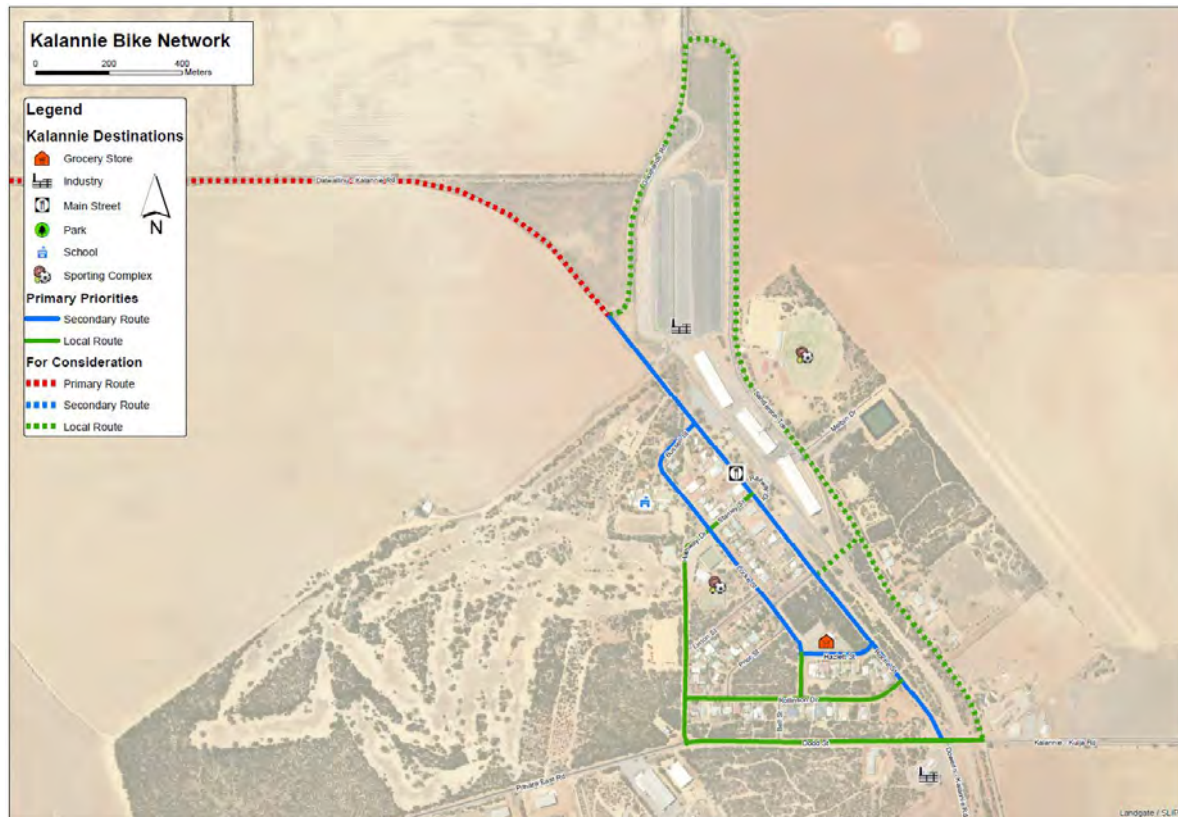


Figure 7.2: Bicycle Network (Kalannie)



## 8. IMPLEMENTATION SCHEDULE

This chapter outlines the implementation schedule in relation to the opportunities identified in Chapter 6.

Priority Timeframes are defined as follows:

- Short term (in 2 years)
- Medium term (within 5 years)
- Long term (within 10 years).

Short term actions are highlighted in italics.

### 8.1. Dalwallinu

Item	Theme	Opportunity	Route Hierarchy (if applicable)	Priority
D1	Network improvements	Engage with MRWA to make riding safer by introducing crossing over Great Northern Highway at: <ul style="list-style-type: none"> <li>• At the intersection with Dawlallinu-Kalannie Road</li> <li>• To Railway Parade</li> <li>• Near the intersection with Clinch Road.</li> </ul>	N/A	Medium Term
D2		Separate people riding from Heavy vehicles on: <ul style="list-style-type: none"> <li>• Dowie Street</li> <li>• Railway Parade</li> </ul>	Local	Medium Term
D3		<i>Implement a separated cycle lane Johnston Street in Dalwallinu</i>	<i>Secondary</i>	<i>Short Term</i>
D4		<i>Engage with ARC to discuss opportunities for upgrading the railway crossing.</i>	N/A	<i>Short Term</i>
D5		<i>Install a median island (minimum 2.5m wide) with grab rails on Myers Street</i>	<i>Secondary</i>	<i>Short Term</i>
D6		<i>Install parking nibs on Johnston Street to</i>	<i>Secondary</i>	<i>Short Term</i>

## IMPLEMENTATION SCHEDULE

		<i>formalise parking bays and reduce vehicle speeds</i>		
D7		Convert Leahy Street median to a shared path/active transport corridor, incorporating high quality crossings at intersections	Local	Medium Term
D8		<i>Ensure all paths on secondary routes are paved and at least 2m in width:</i> <ul style="list-style-type: none"> <li>• Johnston Street</li> <li>• Myers Street</li> <li>• Railway Parade</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary</li> <li>• Local</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Medium Term</li> </ul>
D9		<i>Implement Low Speed Treatments on Johnston Street</i>	Secondary	Short Term
D10		<i>Upgrade footpaths leading to schools to shared paths with a minimum of 2.5m width:</i> <ul style="list-style-type: none"> <li>• Johnston Street</li> <li>• Strickland Drive</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary</li> <li>• Local</li> </ul>	<ul style="list-style-type: none"> <li>• Short Term</li> <li>• Medium Term</li> </ul>
D11		<i>Footpaths on Johnston Street in central areas should be measured to ensure that, at the narrowest point, there is a clearance of at least 2m</i>	Secondary	Short Term
D12		Address gaps in the network to ensure continuity: <ul style="list-style-type: none"> <li>• Richardson Park</li> <li>• Medical Centre</li> <li>• Rayner Street (between McNeill and Johnston Streets)</li> </ul>	Local	Medium Term
D13	Connecting the Community	<i>New crossings to schools:</i> <ul style="list-style-type: none"> <li>• Owens Avenue to the High School</li> <li>• Strickland Drive to OneGlobal Primary School</li> </ul>	Local	Short Term
D14		<i>New footpath around the High School (Owens Street and Johnston Street)</i>	Local	Short Term

## IMPLEMENTATION SCHEDULE

D15		Safe Active Street on McNeill Street (between the High School and the Day Care)	Local	Medium Term
D16		Install 1.5m footpaths on at least one side of the following streets: <ul style="list-style-type: none"> <li>• Deacon Street</li> <li>• Garland Street</li> <li>• Huggett Drive</li> <li>• York Street</li> <li>• Ellis Street</li> </ul>	Local	Long Term
D17		Install an on-road protected bike lane on Colin Anderson Drive to provide access to the Recreation Centre for people riding bikes	Local	Medium Term
D18		<i>Install a Shared Path (ideally 3m wide) on Colin Anderson Drive to provide access to the Recreation Centre for people walking and those not comfortable riding on the road</i>	<i>Local</i>	<i>Short Term</i>
D19		Provide crossing points over Strickland Drive to provide access to the walking trails	Local	Medium Term
D20		Widen path on eastern side of Johnston Street to a Shared Path (minimum of 2.5m)	Secondary	Medium Term
D21		Provide bike racks: <ul style="list-style-type: none"> <li>• High School</li> <li>• Discovery Centre</li> <li>• Johnston Street (central area)</li> <li>• Sport and Recreation Centre</li> <li>• Skate Park</li> <li>• Richardson Park.</li> </ul>	N/A	Short Term
D22		Provide crossing points over Johnston Street to the Skate Park and a 1.5m wide path from these crossing points directly to the park.	Secondary	Medium Term
D23		Connect Dalwallinu tourist and heritage	N/A	Medium Term

		attractions to the network.		
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## 8.2. Kalannie

Item	Theme	Opportunity	Route Hierarchy (if applicable)	Priority
K1	Network improvements	Separated cycle facilities on Roche Street	Secondary Route	Medium Term
K2		Engage with land owners to discuss the opportunity for a railway crossing in Kalannie opposite Linton Street.	N/A	Medium Term
K3		Upgrade footpaths leading to schools to shared paths with a minimum of 2.5m width on Locke Street	Secondary	Short Term
K4		Widen the footpath and install parking nibs on Roche Street	Secondary	Short Term
K5		Ensure all paths on secondary routes are paved and at least 2m in width: <ul style="list-style-type: none"> <li>Roche Street</li> <li>Locke Street</li> </ul>	Secondary	Short Term
K6		Implement Low Speed Treatments on Roche Street	Secondary	Medium Term
K7		Implement a town centre wide slow speed zone (requires engagement with MRWA)	N/A	Medium Term
K8		Footpaths on Roche Street in central areas should be measured to ensure that, at the narrowest point, there is a clearance of at least 2m	Secondary	Short Term
K9	Connecting the Community	Safe Active Street on Locke Street	Secondary	Medium Term
K10		Provide bike racks: <ul style="list-style-type: none"> <li>Primary School</li> <li>Recreation Centre</li> </ul>	N/A	Short Term

		<ul style="list-style-type: none"> <li>IGA</li> <li>Roche Street (Central area)</li> <li>– Oval.</li> </ul>		
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## 8.3. Strategic Actions

Item	Theme	Opportunity	Route Hierarchy (if applicable)	Priority
S1	Network improvements	<p>Undertake an audit of all footpaths leading to crossings to ensure that:</p> <ul style="list-style-type: none"> <li>It connects to another footpath on the opposite side of the carriageway, and</li> <li>There is a dropped kerb allowing step-free access to the crossing</li> </ul>	N/A	Short Term
S2		Upgrade crossings that do not connect, are not on the desire line or do not have dropped kerbs, starting with crossings at the key community facilities such as schools, activity centres, medical facilities and recreation centres.	N/A	Medium Term
S3		As part of scheduled path maintenance activities, consider replacing gravel verges linking key community facilities with an alternative material which doesn't present the same risk of slipping for people walking and riding.	N/A	Medium Term
S4		Footpaths on local routes should be upgraded to a minimum of 1.5m during scheduled upgrade and maintenance activities.	Local	Medium Term
S5	Connecting the Community	Provide water fountains at outside all	N/A	Medium Term

## IMPLEMENTATION SCHEDULE

		recreational destinations		
S6	Behaviour Change	Engage with the DoT's Your Move officers to identify ways to collaborate with local schools and employers to help facilitate more walking and riding in the community	N/A	Short Term
S7		Engage directly with schools, workplaces and other advocacy groups to identify specific opportunities to promote walking	N/A	Short Term
S8		Undertake activation activities as soon as active travel infrastructure has been installed	N/A	Short Term
S9	Funding	Investigate opportunities for obtaining funding for priority projects.	N/A	Short Term

## 9. CONCLUSIONS

Based on the analysis of the local network and community consultation findings, the implementation of the initiatives outlined in this plan will support accessibility throughout the Dalwallinu and Kalannie townsites for all members of the community. The vision for the Plan is:

**“To create a connected and safe cycling network for all members of the community.”**

This vision balances the needs of the Shire, Stakeholders and the Community which have been understood and documented through the review and engagement process.

The Literature Review examines relevant planning documents regarding the interface with active transport in the Shire and the State. It identified that, whilst the Western Australian Bicycle Network Plan identifies a vision for cycling in Western Australia, the local policies in the Shire of Dalwallinu provide a supporting framework for the development of a walk and ride plan for the townsites of Dalwallinu and Kalannie. In particular, the Age-Friendly Community Plan provides strong support for increasing options for active transport.

Research supports the need to ensure there is safe, connected and high quality cycling infrastructure and routes to encourage greater participation rates of cycling, particularly in younger age groups and females. Interest in E-rideables will continue to grow.

A review of the existing network shows the following:

**Table.9-1: Existing network review by Townsite**

Dalwallinu	Kalannie
<ul style="list-style-type: none"> <li>Key destinations within the townsite include:               <ul style="list-style-type: none"> <li>Recreation and sporting complex</li> <li>High school</li> <li>Private primary school</li> <li>Medical Centre and Hospital</li> <li>Richardson Park</li> <li>Shopping strip (Johnston Street)</li> <li>Discovery Centre</li> <li>Caravan Park</li> <li>The Old Convent Guest House</li> <li>Civic Centre</li> <li>Employment area east of the railway line.</li> </ul> </li> <li>The main area of activity is Johnston Street with Myers Street providing access to many other important community facilities, as well as providing links to north-south residential streets.</li> <li>According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Johnson Street and industrial uses east of the railway line</li> <li>There is just under 12km of footpath in the townsite</li> <li>Off-road connections are a mixture of concrete and gravel paths or verges</li> <li>Footpaths are predominantly along one side of the road only, except in central or higher use locations</li> </ul>	<ul style="list-style-type: none"> <li>Key destinations in the townsite include:               <ul style="list-style-type: none"> <li>Primary school</li> <li>General store</li> <li>Recreation centre</li> <li>Oval</li> <li>IGA</li> <li>Key employers north of the railway line and south of Dodd Street.</li> </ul> </li> <li>The main area of focus in Roche Street however Locke Street also provides access to key community facilities such as the school, the recreation centre and the IGA</li> <li>According to the Structure Plan, the existing land uses are unlikely to change significantly with commercial activity continuing around Roche Street and industrial uses north of the railway line and south of Dodd Street</li> <li>There is less than 1km of footpath in the townsite with footpaths present on portions of Roche Street, Locke Street, Hathway Drive (one side only) and Stanley Street (both sides)</li> <li>Off-road connections comprise a mixture of concrete and gravel paths, and verges</li> <li>There is a lack of crossing facilities</li> <li>There are no dedicated cycling facilities</li> <li>Kalannie townsite is severed by the railway line which makes access to the Oval lengthy</li> </ul>

## CONCLUSIONS

<ul style="list-style-type: none"> <li>• Path condition is deteriorating in some locations</li> <li>• The industrial area east of the railway line has no path network</li> <li>• There are no dedicated cycle facilities</li> <li>• Road reserves are quite wide, and in some places lack pedestrian refuges</li> <li>• Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments</li> <li>• Posted road speeds are 50km/h everywhere except for the Great Northern Highway which is 60km/h through the townsite before reverting to 110km/h</li> <li>• Traffic counts are not available within the townsite itself however counts in the nearby road network are under 2,000 vehicles vpd, although the heavy vehicle percentage is between 20% and 30%</li> <li>• Crash data does not suggest a location with particular issues (or an issue concerning in relation to this plan) as they are low in number and situated in various locations throughout the town.</li> </ul>	<ul style="list-style-type: none"> <li>• Most roads within the townsite are Access Roads in the MRWA hierarchy and therefore suitable for cycle friendly treatments</li> <li>• Posted road speeds are uniformly 50km/h through the townsite</li> <li>• 85 percentile speeds on Great Northern Highway are well above posted speed limits, whereas those south of the Kalannie-Kulja Road are well under posted speed limits. Speed data is not available for local roads.</li> <li>• Traffic counts are not available within the townsite itself however counts in the nearby road network are low - under 150 vehicles vpd, although the heavy vehicle percentage is between 22% and 28%</li> <li>• Only two crashes were recorded in the townsite, both of these at the Dodd Street/Roche Street/Kalannie-Kulja Road.</li> </ul>
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Three consultation events took place during the course of preparing the Plan:

- Internal stakeholder workshop with Shire officers
- Online community survey
- External stakeholder Workshops at each of the Townsites.

The overarching outcomes from the survey identified:

- Key destinations
- Most frequently used roads
- Desirable projects
- Overarching aspirations from the Shire's point of view.

These investigations resulted in Network Plans for both Dalwallinu and Kalannie and a corresponding resulting Implementation Schedule.

Short term actions mainly relate to connecting schools, infrastructure on secondary routes and strategic actions that facilitate behaviour change and funding opportunities.

## A.LITERATURE REVIEW



### A.1. State Policy

#### A.1.1. Western Australian Bicycle Network (WABN) Plan (updated 2017)

The Western Australian Bicycle Network (WABN) Plan was prepared by the Western Australian State Government, through the Department of Transport. It was originally prepared in 2014 and has since been updated in 2017. It sets out a vision, targets and objectives relating to cycling to the year 2031 across the state. There are a number of programs which are funded through the initiatives of the WABN Plan, including the Principal Shared Path (PSP) Program and local government grants (through the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) Grants), as well as the Department of Transport's Safe Active Streets grant program. Additionally, the Department of Transport have reviewed local bicycle routes to assist with the development and creation of the Cycle Network Hierarchy, and have also prepared, or are preparing, long-term strategic plans for the Western Australian Regions.

The WABN Plan notes that short vehicle trips are the easiest to convert to cycling trips, with the majority of short trips being less than 5km, which is the equivalent to a 20 minute cycling trip. The WABN Plan identified that the barriers to cycling for people includes:

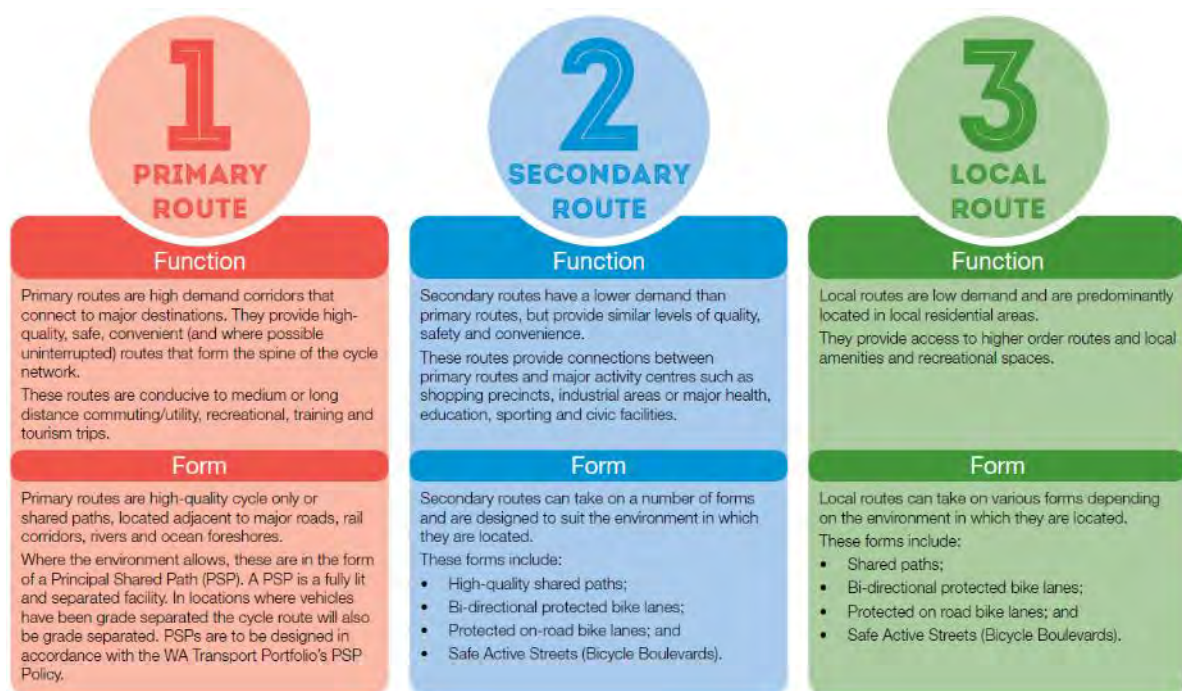
- Too far (33% of the population surveyed)
- Don't have a bike (18%)
- Not Safe (13%)
- Need to carry stuff (13%)
- Didn't occur to me (7%)
- Not fit enough (5%)
- No facilities (3%).

The transport, economic, health, environmental and social benefits are also identified in the WABN Plan. Key actions of the WABN Plan are:

- Long-Term cycle Strategy for Regional WA
- Long-term Cycle Strategy for Perth
- Expansion of the PSP network
- Perth Bicycle Network Grants Program
- Regional Bicycle Network Grants Program
- Development of a cycling counting and monitoring strategy
- Connecting Stations
- Perth Central Area Transport Plan Cycling Projects
- Safe Active streets
- End of Trip Facilities in Perth CBD and Activity Centre
- Connecting Schools.

The Department of Transport's Long-Term Cycle Strategy for Regional WA is consistent with the Department's approach for the Long Term Cycle Strategy for Perth, and sets out a hierarchy which is applied to designate principal, strategic and local routes, as shown in Figure A.1.

Figure A.1: Department of Transport's Cycling Infrastructure Hierarchy (Network Principles)



(Source: WABN Plan, Department of Transport)

There is also the complimentary network, which include training routes and tourist trails, as shown in Figure A.2.

Figure A.2: Department of Transport's Cycling Infrastructure Hierarchy (Complementary Network)



(Source: WABN Plan, Department of Transport)

The Department of Transport have also identified the typology for each of these route types, as shown in Figure A.3

Figure A.3: Cycling Network Hierarchy Typologies

Dedicated cycling infrastructure - five typologies of route						
		Primary Routes	Secondary Routes	Local Routes	Tourist Trials	Road Cycling Routes
Type of trips	Commuting	✓	✓	✓	✗	✗
	Utility	✓	✓	✓	✗	✗
	Recreation	✓	✗	✗	✓	✗
	Touring	✓	✗	✗	✓	✓
	Training	✓	✗	✗	✗	✓
Responsible agencies (planning, delivery and support):		Department of Transport, Main Roads, Public Transport Authority, Local Government	Department of Transport, Main Roads, Local Government	Department of Transport, Main Roads, Local Government	Department of Biodiversity, Conservation and Attractions, Local Government, Public Transport Authority, Department of Transport, Department of Local Government, Sport and Cultural Industries, LotteryWest Main Roads,	Department of Local Government, Sport and Cultural Industries, Road Safety Commission, Department of Transport, Main Roads, Local Government
Infrastructure should be designed for:		The 8 to 80 user group	The 8 to 80 user group	The 8 to 80 user group	The 8 to 80 user group	Confident cyclists

(Source: WABN Plan, Department of Transport)

The Connecting Schools Program is funded from the Perth Bicycle Network and Regional Bicycle Network Grants Program. Projects funded under the Connecting Schools Program have included end of trip facilities such as bicycle racks, scooter racks, bicycle sheds, bicycle shelters, and cycling infrastructure projects such as paths, way-finding signage and sensory paths. Engagement in the Department's Your Move behaviour change program is also vital as part of receiving funding.

## A.1.2. Department of Transport WABN Grants Program

The WABN Grants program is one of the key actions detailed in the Western Australian Bicycle Network Plan 2014-2031 which sets out a framework for the provision of a safe and sustainable cycling network across WA. For more information visit the WA Bicycle Network Plan project page.

Funding is available to local government authorities in WA, for up to 50 per cent of the total project cost, for the design and implementation of bicycle network infrastructure and programs in accordance with State Government priorities set out in the WABN Plan.

## CONCLUSIONS

To enable project staging, funding may be applied for in two consecutive financial years to facilitate high quality planning and design. Relevant to this bike plan is Stage 2: Concept and Activation, Consultation and Evaluation (ACE). It aims to assist in the planning, delivering and recording of the engagement and evaluation aspects of projects. ACE items include:

- Activation – four types include
  - Information – letting people know about the project through communications, promotions and publications;
  - Engagement – directly engaging with stakeholders and user groups through consultation, events and other participatory activities;
  - Co-delivery - mobilising and working with community groups, LGA colleagues and other local stakeholders to deliver activation; and
  - Amenities - providing additional facilities to enhance the project (bike parking, wayfinding etc but also increased greening and artworks).
- Consultation – identify all stakeholders and demonstrate their input and support where appropriate (via surveys and consultation summaries)
- Evaluation – pre and post evaluation measures include data collection, hands-up surveys from schools and community feedback.

The next grant application intake will occur in early 2022 for projects in 2023-24 and 2024-25.

### A.1.3. Your Move Program

The Department of Transport's Your Move (previously TravelSmart) program provides tools and resources to promote active transport in households and communities, schools and workplaces. It is a free program that provides tools and resources such as education, programs and rewards. It works through a point systems for involvement, which can be put towards gaining rewards.

## A.2. Local Policy

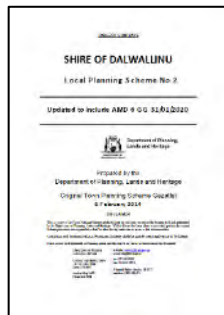
### A.2.1. Local Planning Strategy (2013)

While the Local Planning Strategy does not make specific mention of active transport modes, it does discuss the strategic importance of maintaining transport systems in good repair to support tourism and business activities.

### A.2.2. Local Planning Scheme No. 2 (2020)

This document outlines the local planning framework and allows for the preparation of structure plans for development plans and proposals. Such plans should consider transport routes as well as transport networks, including bicycle and pedestrian networks.





## A.2.3. Sports and Recreation Plan (2019)

This plan outlines a coordinated approach to providing sport and recreation amenities in the Shire of Dalwallinu. Active transport is not mentioned in this plan.

## A.2.4. Corporate Business Plan (2017)

The Corporate Business Plan identifies several key strategic themes, which could influence the provision of walking/cycling facilities in the Shire of Dalwallinu. Under the social goal, one action is to 'investigate Townscape improvement options', which could entail the provision and upgrade of bicycle and pedestrian facilities.



## A.2.5. Age-Friendly Community Plan (2016)

This Age-Friendly Community Plan discusses the key challenges for the aging population in the Shire of Dalwallinu. Chief among these challenges is the lack of transport options within and beyond the local area. During the public consultation for the development of the plan, Dalwallinu residents identified the new footpaths as beneficial community assets and are interested in seeing other footpaths developed to a similar standard. Residents of Kalannie identified minor improvements to parks, parking, footpaths, and building access as important priorities. Survey responses indicate that the following facilities require footpath upgrades: Myers Street, McNeil Street, South Street, Leahy Street, Rayner Street, and Annetts Road.

# A.3. Research

## A.3.1. Cycling and Walking Australia and New Zealand - National Walking and Cycling Participation Survey (WA) 2021

The National Walking and Cycling Participation Survey provides insight into walking and cycling activity across Australia and is a successor to the National Cycling Participation Survey which was conducted biennially from 2011 to 2019. The survey is administered using telephone interviews with a representative sample of Australians using both mobile and landline telephone numbers.

The key research findings from this study related to this project include:

- Around 21.4% of residents rode a bike (including e-bikes) in the previous week and 46.7% in the previous year
- The participation rate has increased in metropolitan Perth and remained steady in regional areas of WA (around 24% in the last week and 51% in the last year)
- Cycling participation is much higher in males (26.5%) than females (16.4%)
- The participation rate has increase significantly among both genders since 2019
- Among both genders the participation rate declines as young children become teenagers and then precipitously from teenagers to young adults.
- Across Western Australia 40.0% of residents aged 15 and over were classified as interested in riding; that is, they do not ride currently but would like to do so or currently ride only off-road.

## CONCLUSIONS

- It is estimated that 1.9% of the Western Australian population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway in a typical week.

## B. CONSULTATION SUMMARY

B

### B.1. Internal Stakeholder Consultation

As part of the inception meeting with the Shire, engagement took place with a number of different Shire officers and elected members. In this meeting the following was discussed:

- Shire aspirations for the Plan
- An overview of Bike Planning (DoT)
- Scope of work
- Consultation activities
- Key issues, destinations and opportunities for consideration.

Shire aspirations for the plan related to:

- Reducing vehicle speeds
- Upgrading of footpaths
- Linking schools and community facilities/attractions.

Key considerations for Dalwallinu included:

- Severance by the Great Northern Highway
- Heavy Vehicles
- Footpath condition and missing links
- Ensuring safe crossings
- Opportunities:
  - Connecting existing walk trails
  - Pipeline easement
  - Firebreak along Dalwallinu Road West
  - Leahy Street central reservation
  - Railway to Wheat Bin
  - Wireless transmitter
  - Dalwallinu to Kalannie.

Key considerations for Kalannie included linking to:

- IGA
- Recreation ground
- School
- Recreation centre.

### B.2. Online Community Survey

Community members from the Shire of Dalwallinu were surveyed to better understand the needs and desires of community members regarding cycling and cycling infrastructure. Overall, 52 residents of the Shire of Dalwallinu responded to the survey.

## APPENDIX: CONSULTATION SUMMARY

The survey asked questions about cycling behaviour, most common cycling times, reasons for cycling, cycling destinations, most common cycling routes, and priority projects. The key points from the survey are listed below:

- Only 25% of respondents ride a bike more than once per week.
- The majority of respondents ride alone.
- Afternoons are the most common time to ride in the Shire of Dalwallinu.
- Fitness and recreation are the most common reasons to ride in the Shire of Dalwallinu.
- Cyclists vary in terms of comfort riding on the road with 41% only comfortable riding off-road on a path and 24% willing to ride on-road if it were safer to do so.
- The most common origins and/or destinations for riders in Dalwallinu include
  - The Recreation and Sporting Complex,
  - The Oval,
  - Richardson Park,
  - Dalwallinu District High School,
  - Skate Park, and
  - Cafes or shops along Johnston Street.
- The most commonly used roads for cycling in Dalwallinu are as follows:
  - Johnston Street,
  - Dalwallinu West Road,
  - Myers Street,
  - Strickland Drive, and
  - McNeill Street.
- Key projects in Dalwallinu include
  - Better connections between paths,
  - Improved crossings over Great Northern Highway,
  - Improved crossings over Johnston Street,
  - Cycle lanes separated from vehicles,
  - Connecting existing trails (e.g. Wheat Bin, Wireless transmitter), and
  - Improved footpath conditions.
- In Kalannie, the most common origins/destinations are the IGA and recreation centre.
- The most commonly used roads for cycling in Kalannie are as follows:
  - Bussell Street,
  - Dodd Street,
  - Hathway Drive,
  - Linton Street, and
  - Locke Street.
- Key projects in Kalannie include
  - Dedicated cycle route along Locke Street from the Primary School to the IGA,
  - Improved crossings over Roche Street,
  - Improved access to industrial employment and the Oval, and
  - Separating cycle lanes from vehicular traffic.

Appendix C provides the survey results in full.

### B.3. Community Workshops

A community workshop was held in each of the townsites on 24<sup>th</sup> March 2022. The community was invited to:

- hear about the findings from the online survey
- provide feedback in the draft network plans (final network plans are provided in Chapter 7)
- ask any other questions regarding the Plan and the process.

While community members did not attend, Shire officers were present and were able to provide feedback on work undertaken to date. This feedback has been incorporated into the final Network Plans.

## C. SURVEY RESULTS

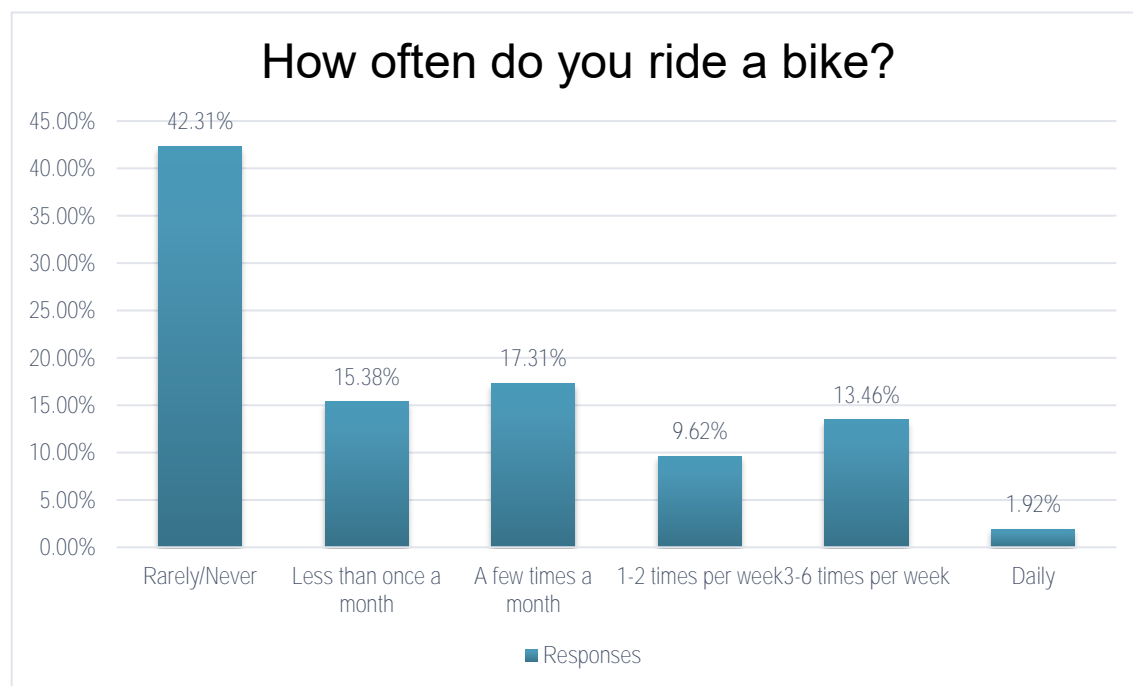
C

## C.1. Survey Details

Members of the community in the Shire of Dalwallinu were surveyed to better understand the needs and desires of community members regarding cycling and cycling infrastructure. Overall, 52 residents of the Shire of Dalwallinu responded to the survey.

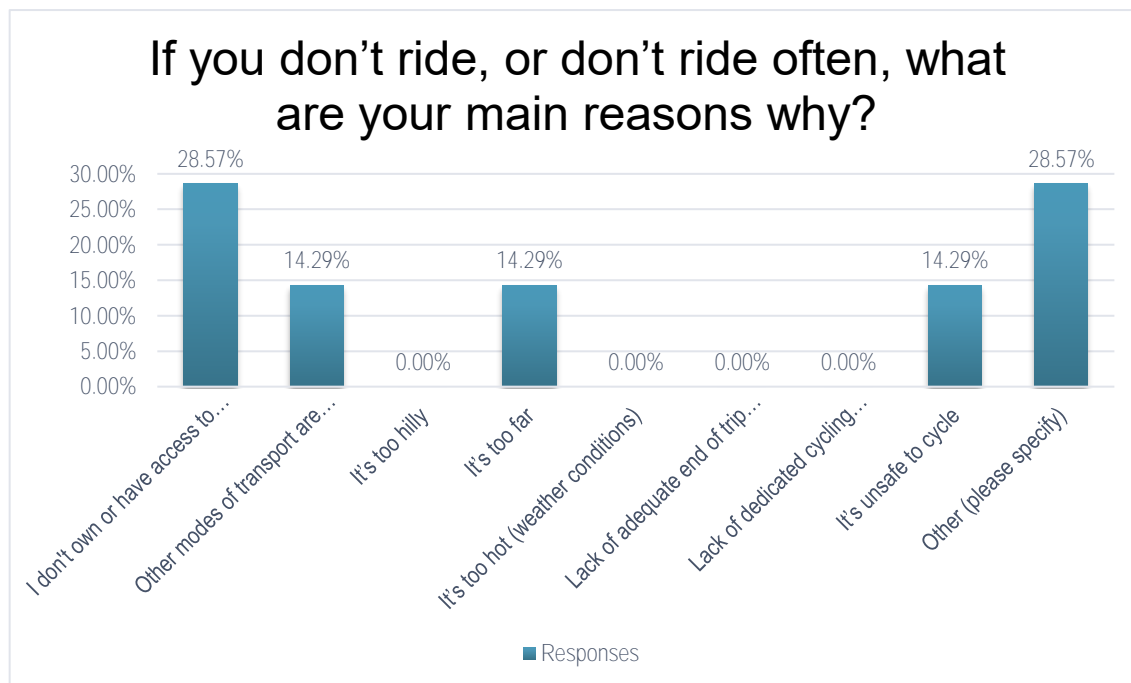
## C.2. Survey Results

### C.2.1. Question 1: How often do you ride a bike?



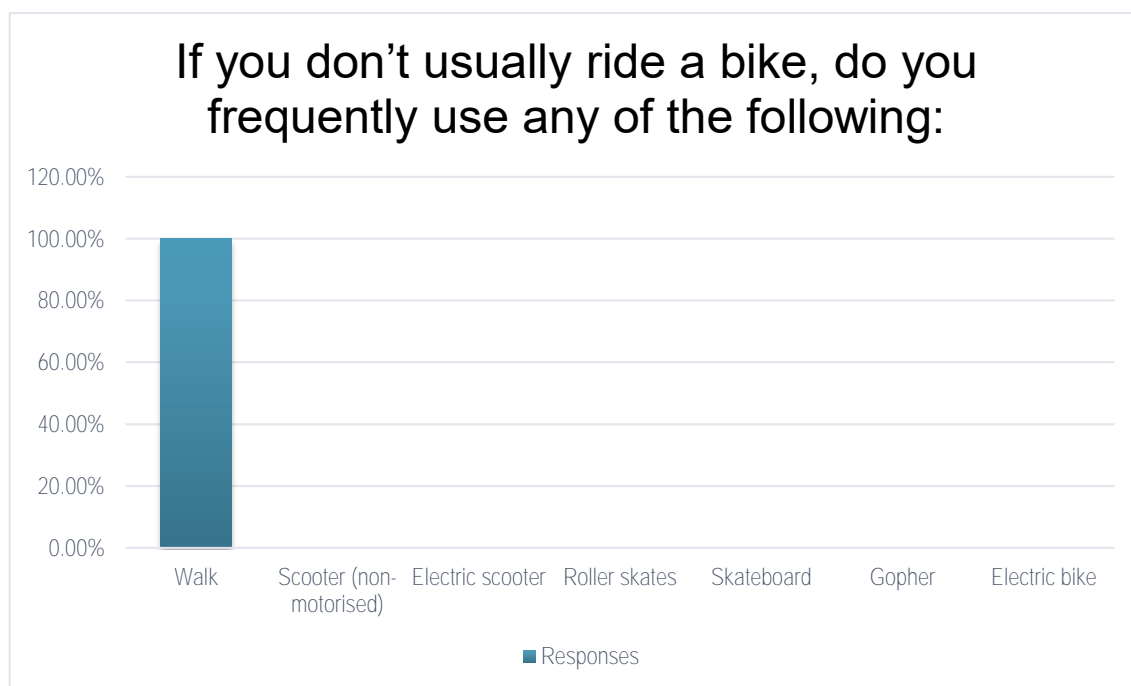
For this question, all 52 respondents provided feedback. While more than half of respondents do ride a bicycle, only 25% ride a bike more than once per week.

## C.2.2. If you don't ride, or don't ride often, what are your main reasons why?



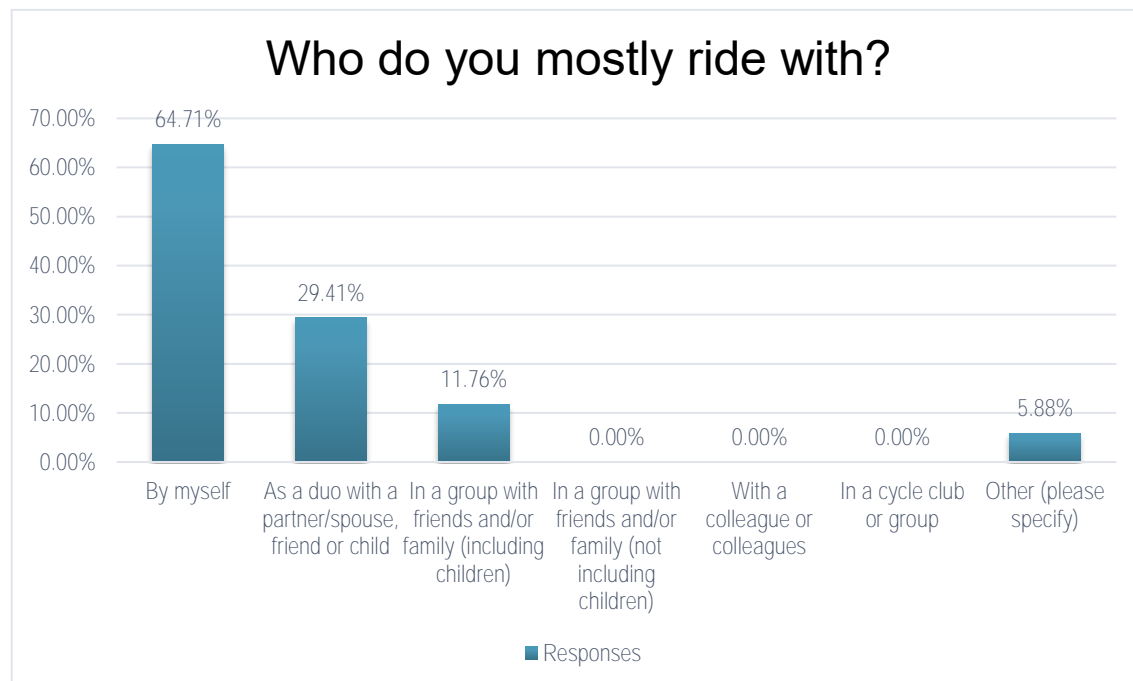
Only seven respondents provided input on this question. Of these responses, the most common was a lack of access to a bike, while respondents also mentioned that other modes are more convenient, bicycling is too far, and that it is unsafe to ride. One respondent indicated that they have an injury, which prevents them from riding, while another was “too lazy”.

## C.2.3. If you don't usually ride a bike, do you frequently use any of the following:



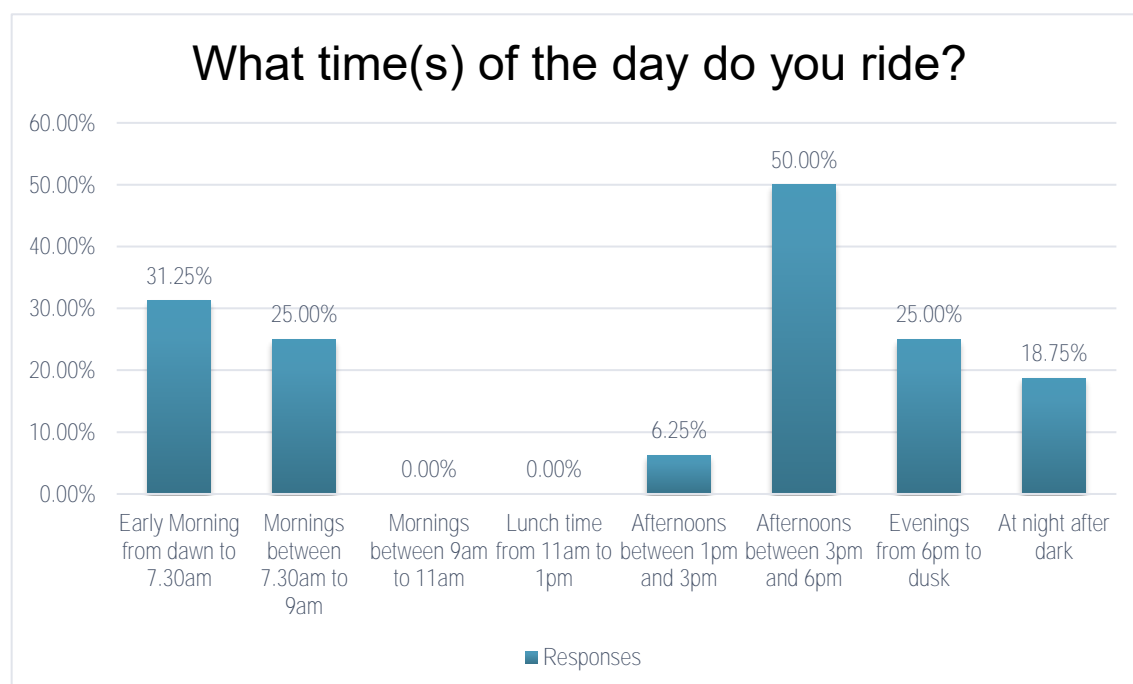
The six respondents to this question identified walking as the most common alternative mode to cycling.

### C.2.4. Who do you mostly ride with?



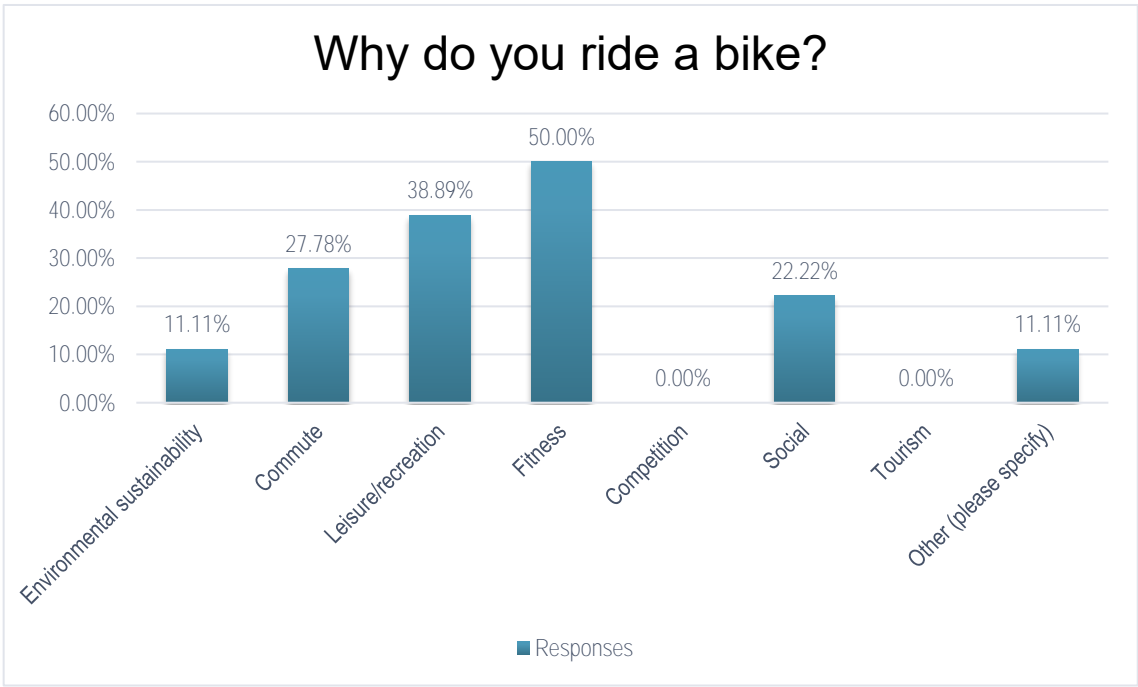
Of the 17 respondents to this question, 11 indicated that they typically ride alone, while five mentioned that they ride with one additional person. Two respondents ride in a group with more than one additional person.

### C.2.5. What time(s) of the day do you ride?



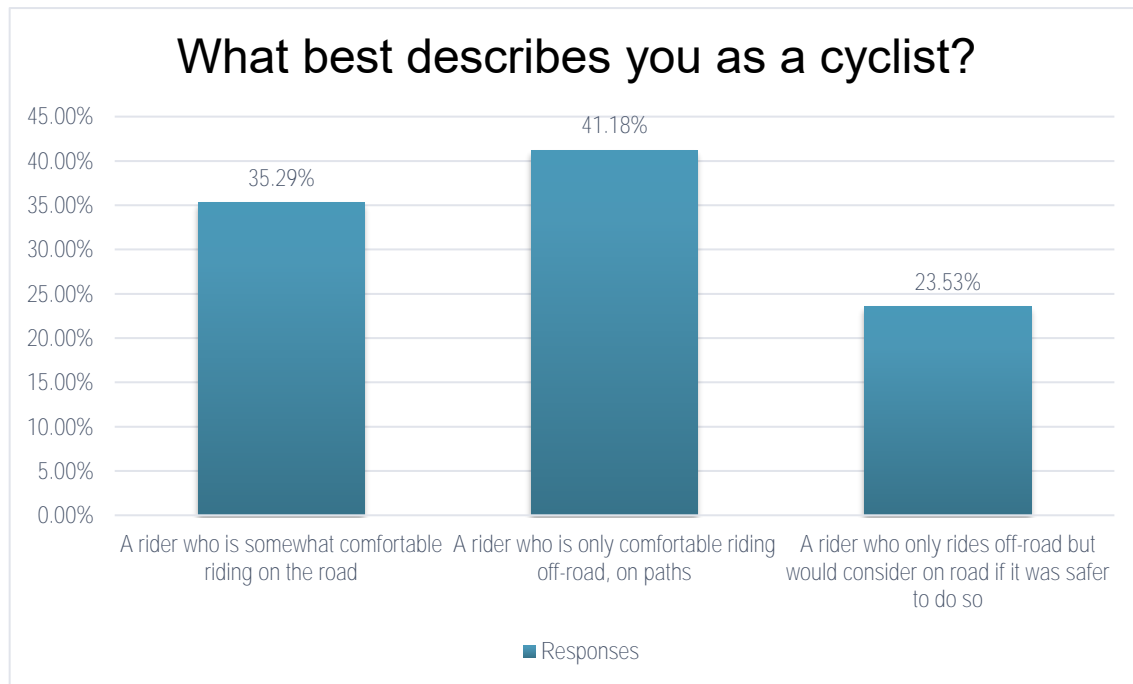
This question received 16 responses. Half of the respondents indicated that they ride most often between 3PM and 6PM, followed by early morning from dawn to 7:30AM. Otherwise, mornings between 7:30AM and 9AM and evenings from 6PM to dusk were popular times to ride, accounting for 25% of responses, respectively. Three respondents indicated that they ride at night after dark. No one identified the time periods between 9AM and 11AM and 11AM to 1PM as times when they ride, while only one person rides between 1PM and 3PM.

C.2.6. Why do you ride a bike?



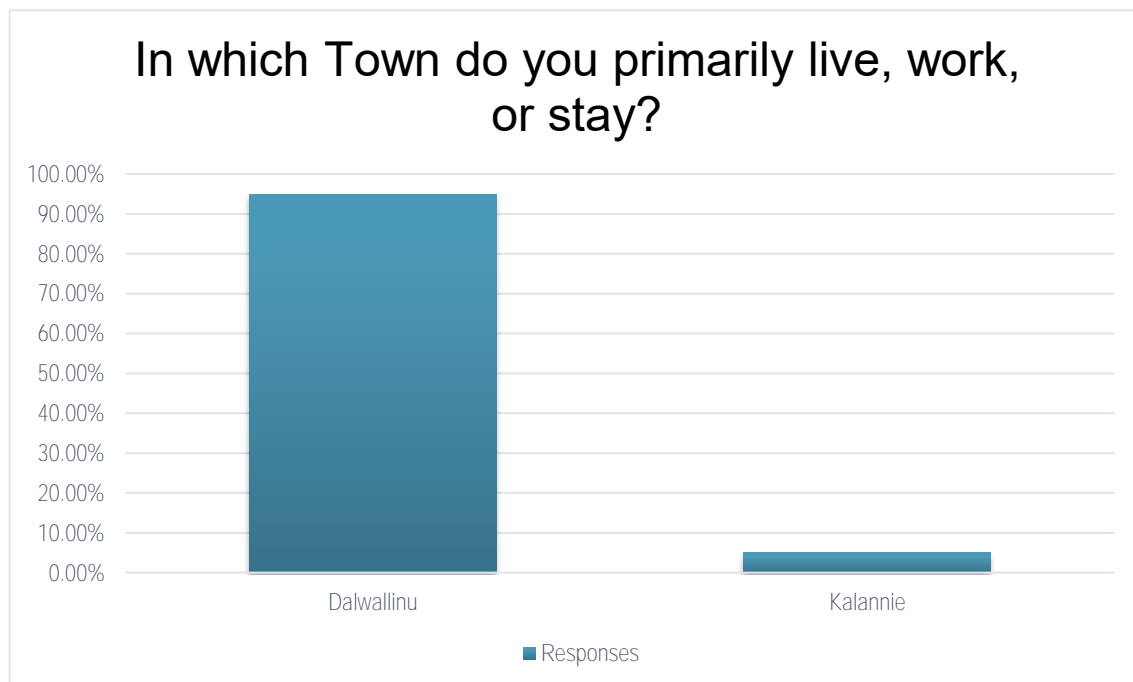
This question regarding why respondents ride a bike was answered by 18 people. The most common reason was for fitness (50% or 9 respondents), followed by leisure/recreation (38% or 7 respondents). Respondents also indicated that they ride for commuting purposes, social reasons, or for environmental reasons.

## C.2.7. What best describes you as a cyclist?



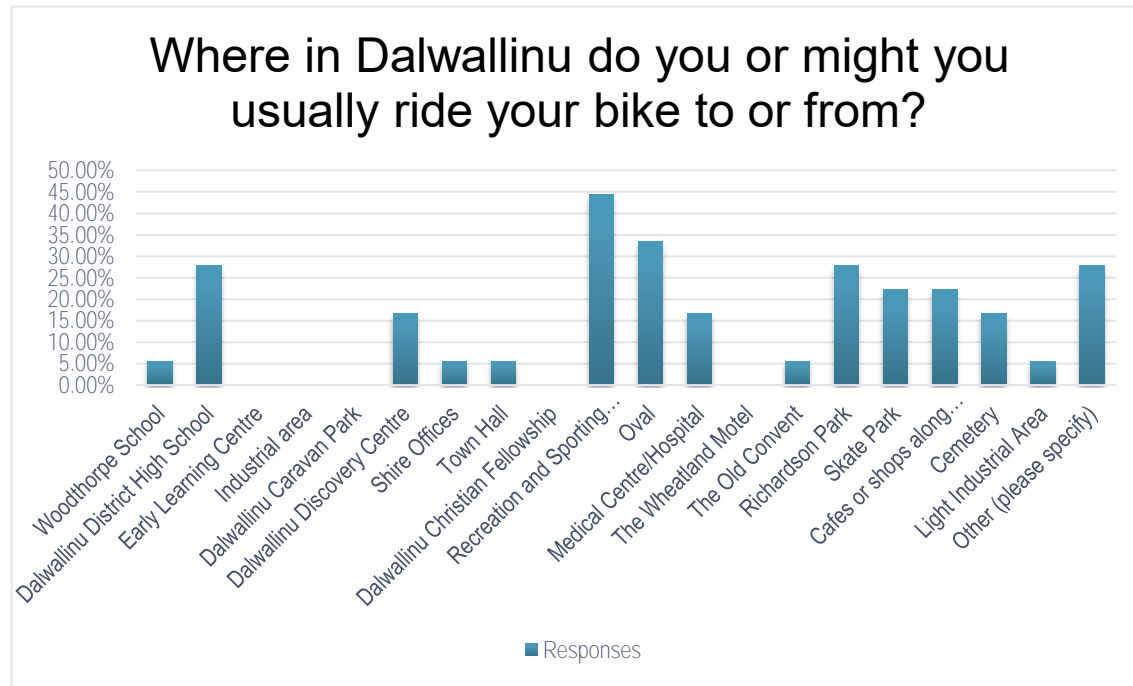
Of the 17 respondents, 41% identified as riders who were only comfortable riding off-road on paths, while 35% indicated they were at least somewhat comfortable riding on the road. The remaining respondents (24%) suggested that they would consider riding on the road if it were safer, but currently only ride on off-road paths.

## C.2.8. In which town do you primarily live, work, or stay?



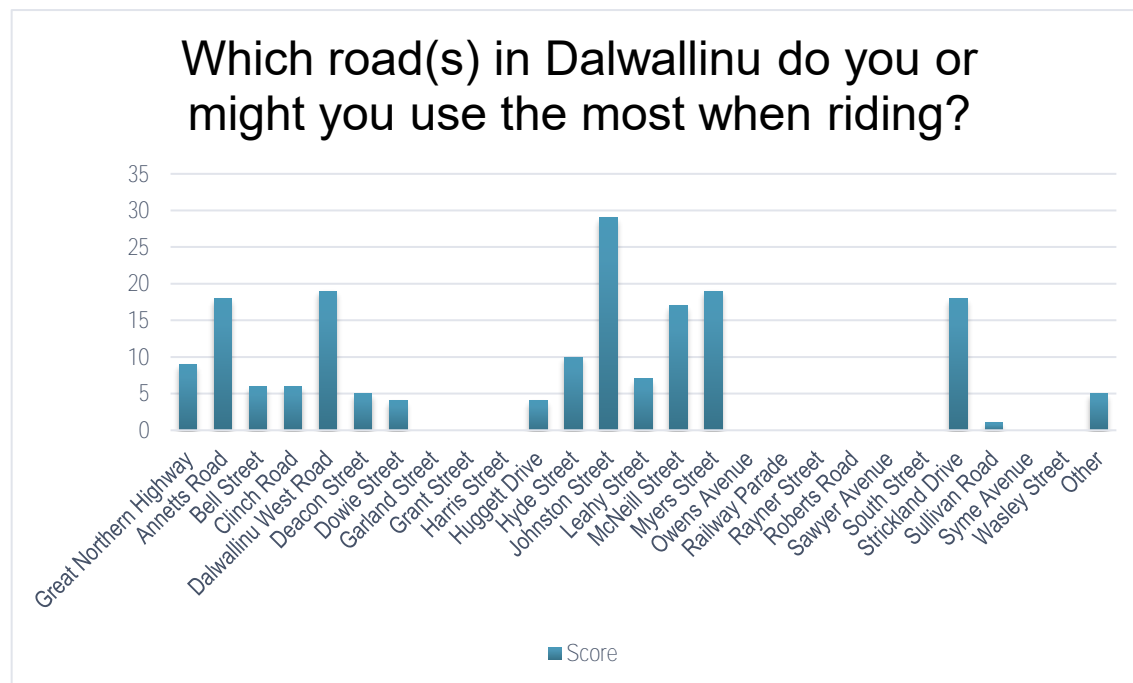
The majority of the 20 respondents to this question live, work, or stay in Dalwallinu, with only one respondent indicating that they live, work, or stay in Kalannie.

### C.2.9. Where in Dalwallinu do you or might you usually ride your bike to or from?



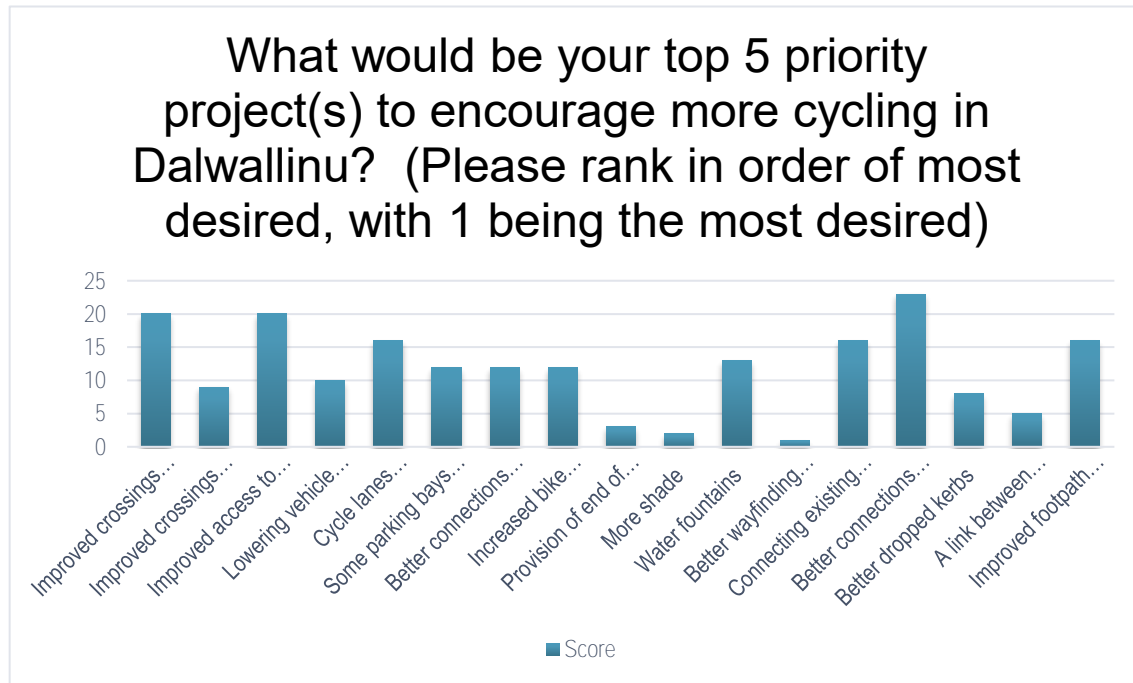
This question provided some great information about which destinations are most likely accessed by bike and was answered by 18 survey respondents. The Recreation and Sporting Complex was the most likely destination to be accessed by bike (8 responses), while the Oval (6 responses) and Richardson Park and Dalwallinu District High School (both 5 responses) are also popular destinations to access by bike.

### C.2.10. Which road(s) in Dalwallinu do you or might you use the most when riding?



In order to determine which roads are used most often for cycling in Dalwallinu, respondents were asked to rank each road. Ranked in order from most used, Johnstone Street, Dalwallinu West Road, Myers Street, and Dalwallinu West Road, Strickland Drive, and McNeill Street have a high importance for riding. Respondents indicated that, in some cases, these roads were important as they lived on that road, while others mentioned that the particular road was good for riding or provides the best access.

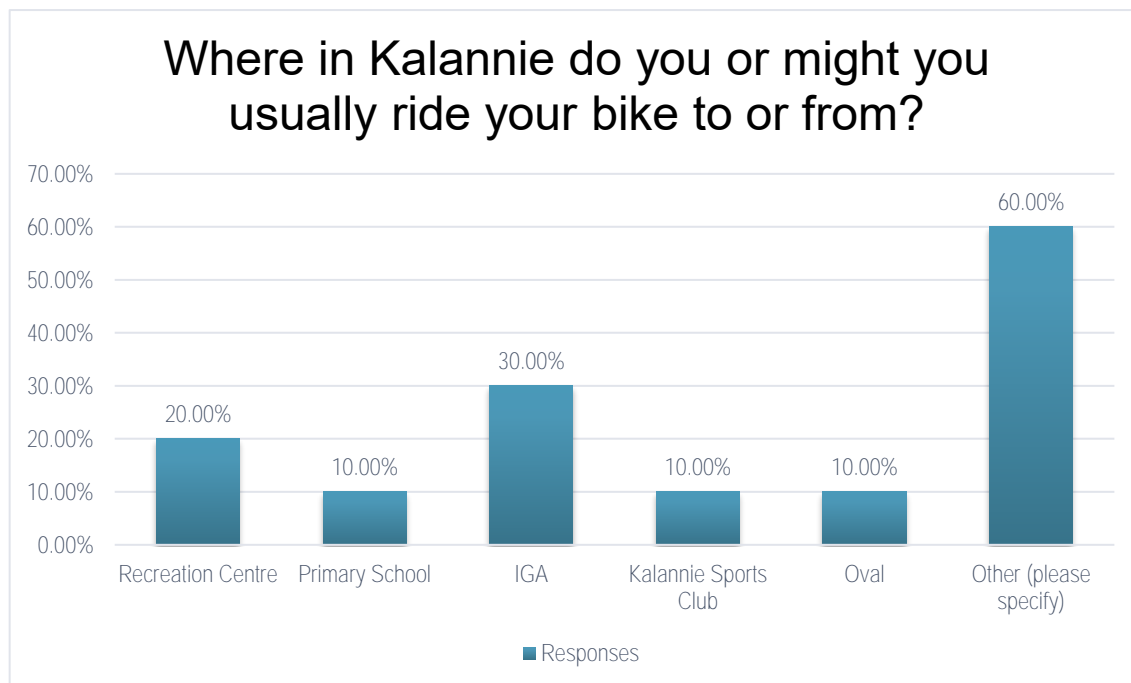
C.2.11. What would be your top 5 priority project(s) to encourage more cycling in Dalwallinu?



The key priorities which the 16 respondents ranked included the following:

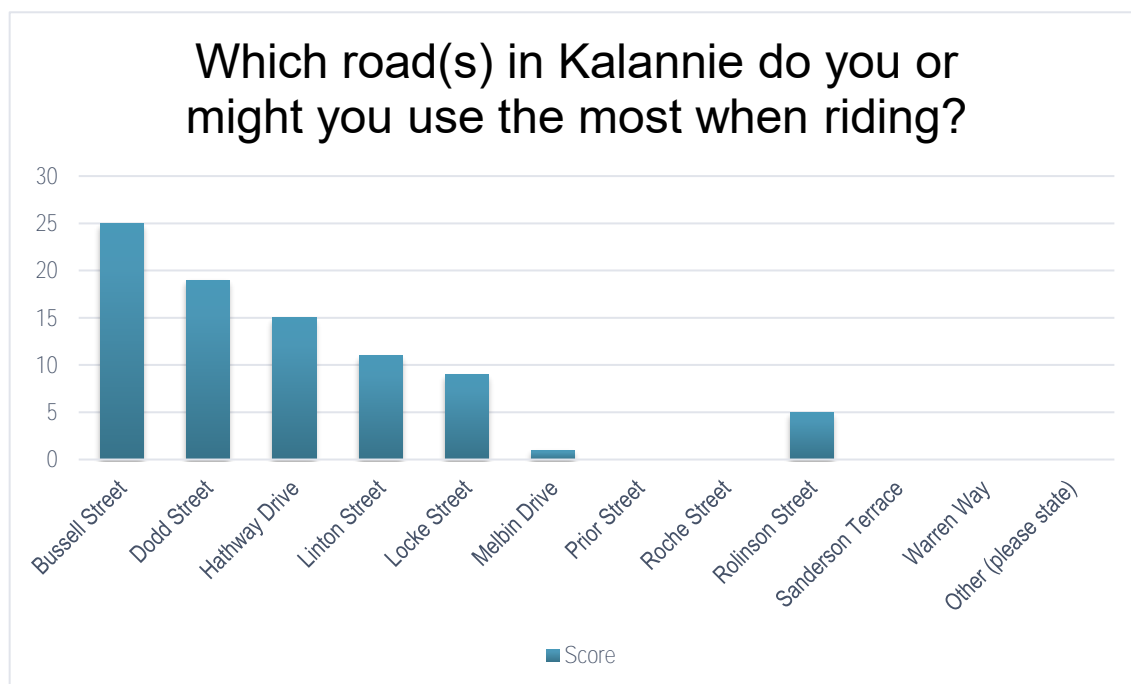
- Better connections between paths
- Improved crossings over Great Northern Highway
- Improved crossings over Johnston Street
- Cycle lanes separated from vehicles
- Connecting existing trails (e.g. Wheat Bin, Wireless transmitter)
- Improved Footpath Conditions

### C.2.12. Where in Kalannie do you or might you usually ride your bike to or from?



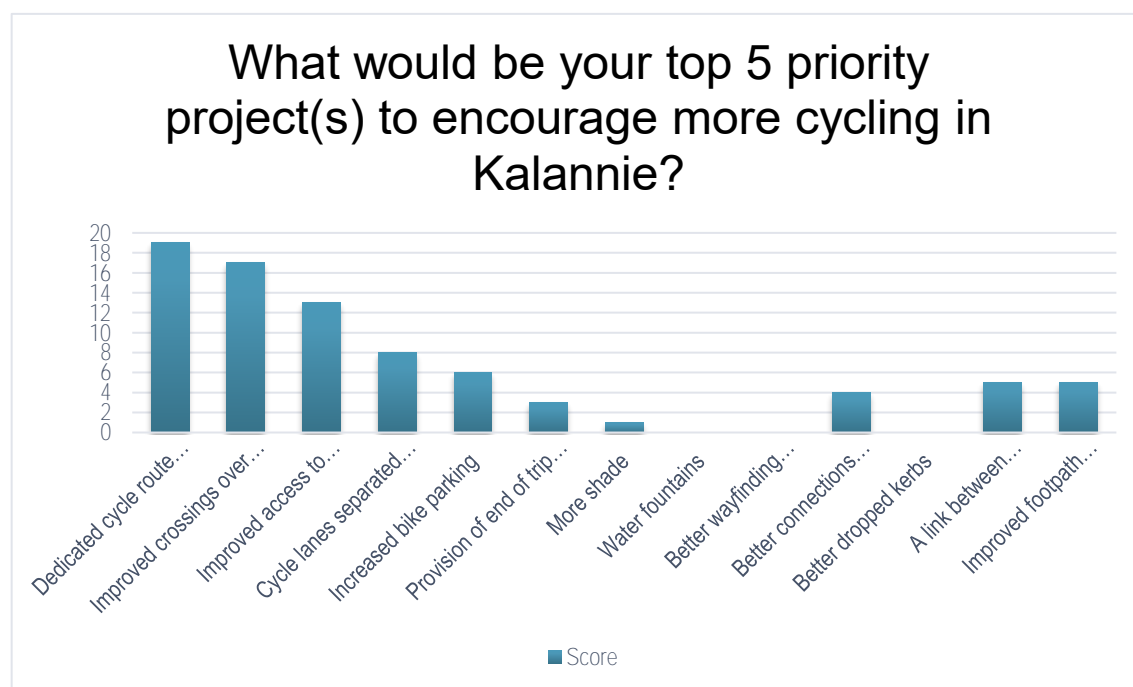
Though 10 people responded to this question (leaving 16 responses), five of these responses were from people who don't live in Kalannie. The remaining respondents indicated that the IGA is the most common destination, followed by the recreation centre.

### C.2.13. Which road(s) in Kalannie do you or might you use the most when riding?



This question evaluated the roads most likely to be used in the townsite of Kalannie. Seven people responded to this question, indicating that Bussell Street, Dodd Street, Hathway Drive, Linton Street, and Locke Street are most likely to carry cycling traffic.

C.2.14. What would be your top 5 priority project(s) to encourage more cycling in Kalannie?



Of the seven respondents to this question, the highest priority projects were to implement dedicated cycle routes along Lock Street from the primary school to the IGA, improve crossings over Roche Street, improve access to industrial employment areas and the Oval, and implement cycle lanes separated from vehicles.

## D. INTER-MODAL HIERARCHICAL PRIORITISATION (I'M HIP)

D

# INTER-MODAL HIERARCHICAL PRIORITISATION (I'M-HiP)

In Western Australia, it is common practice for off-road active transport infrastructure (footpaths, shared paths, bicycle paths) to terminate at minor road intersections. This lack of priority can significantly impact network continuity, reduce the attractiveness of off-road paths and ultimately, disadvantage people who choose to ride or walk.

High-order active transport routes should not stop and start by default each time they intersect with a low-order road. Consideration should be given to the relationship between the route within the functional Cycling Network Hierarchy, and the intersecting road within the MRWA road hierarchy. We call this 'inter-modal hierarchical prioritisation' or 'I'M-HiP' for short.

The Department of Transport encourages priority across minor roads for people riding and walking, where safe to do so.

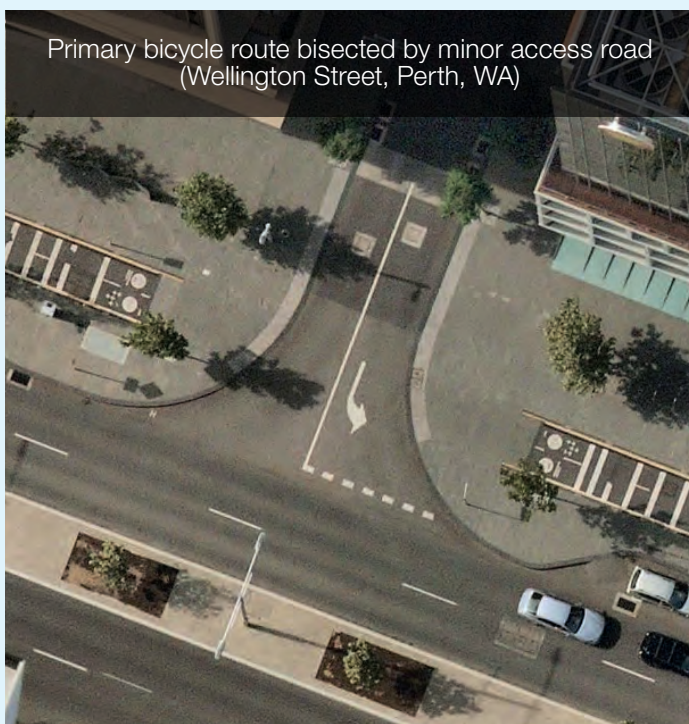
## Local Context

Where active transport infrastructure crosses minor roads, intersections should be designed in a manner that ensures safe use by everyone. This means:

- Both people driving and those on the path are aware of the existence of the crossing, and the priority that applies; and
- The location and design of the crossing, and the priority adopted, does not put people, whether on the road or on the path, at risk when turning.

## Application

The local appropriateness of continuing active transport infrastructure and/or surface treatments through intersections should be considered, and road infrastructure should not automatically sever path infrastructure as a standard intersection treatment.



**Note:** For further guidance on applying priority at intersections, please refer to Department of Transport – Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths.

# E. WESTERN CYCLING HIERARCHY

# AUSTRALIAN NETWORK

# E

## WESTERN AUSTRALIAN

# CYCLING NETWORK HIERARCHY

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.  Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible.  By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use.  At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located.  These forms include: <ul style="list-style-type: none"><li>• Bicycle only, shared and/or separated paths;</li><li>• Protected bicycle lanes (uni or bi-directional, depending on the environment); and</li><li>• Safe active streets</li></ul> Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible).  In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic.  They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users.  These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users.  This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails.  Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form.  In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.



#### 9.4.5 Request to rename Jibberding Hall Road, Jibberding

<b>Report date</b>	24 May 2022
<b>Applicant</b>	Mrs B Dinnie
<b>File ref</b>	CU/6 – Customer Requests
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Jean Knight, Chief Executive Officer
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting requirements</b>	Simple Majority
<b>Attachments</b>	Nil

#### **Purpose of Report**

Council is requested to consider a request from Mrs B Dinnie to change the name of Jibberding Hall Road to Henry and Grace Reudavey Road.

#### **Background**

Correspondence was received on 24 March 2022 from Mrs Dinnie requesting to change the name of Jibberding Hall Road to Henry and Grace Reudavey Road.

Below is an excerpt from the correspondence:

*"I lodge a request that the present Jibberding Hall Road be re-named "Henry and Grace Reudavey Road" because I believe they should be honoured in this way. I have enclosed this story which is very impressive being someone of the earliest settlers in the district in 1908 and the fact that Mrs Grace Reudavey gave such valuable assistance to the community that she was recognized with the British Empire Medal for her services. Their (and her) contribution when living in such primitive dwellings is deserving of the honour. Their hospitality to British migrants, her help as a midwife when having nine children of her own, as well as running the Post office and then the telephone exchange for 32 years can only be described a remarkable".*

#### **Consultation**

Councillors (Agenda Briefing April 2022)

#### **Legislative Implications**

Nil

#### **Policy Implications**

Nil

#### **Financial Implications**

Nil

#### **Strategic Implications**

Nil

#### **Site Inspection**

Site inspection undertaken: Not applicable



## Triple Bottom Line Assessment

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## Officer Comment

Naming of roads is subject to an application to Landgate's Geographical Names Committee. The policies relating to naming of roads are vast and Council would have to have a very good reason to request the name change.

Within the Shire of Dalwallinu there is already a Reudavey Road in existence. Clause 1.7.2 of the Geographical Names Policy states that names shall not be duplicated. Although the proposed name is slightly different to the existing road, it is similar.

Whilst we acknowledge the story of Henry and Grace Reudavey, the Officer does not support the re-naming of Jibberding Hall Road as there is already a road in the Shire to acknowledge the Reudavey family and renaming the existing road would remove all history associated with the Jibberding Hall.

## Officer Recommendation

That Council thank Mrs Dinnie for her proposal however advise that Council does not support the re-naming of Jibberding Hall Road to Henry and Grace Reudavey Road.

## Recommendation/Resolution

### MOTION

Moved	Cr
Seconded	Cr

0/0



#### 9.4.6 Green Hydrogen Vehicle Lease Program

<b>Report date</b>	24 May 2022
<b>Applicant</b>	EL Industries
<b>File ref</b>	CU/6 – Customer Requests
<b>Previous Meeting Reference</b>	Nil
<b>Prepared by</b>	Jean Knight, Chief Executive Officer
<b>Supervised by</b>	Jean Knight, Chief Executive Officer
<b>Disclosure of interest</b>	Nil
<b>Voting requirements</b>	Simple Majority
<b>Attachments</b>	Correspondence from EL Industries

#### **Purpose of Report**

Council is requested to consider a request from EL Industries for an expression of Interest for the development of a Green Hydrogen Vehicle Lease Program and Refueling Infrastructure.

#### **Background**

Correspondence was received on 21 April 2022 from George Evans (EL Industries) seeking an expression of interest from Council for the development of a Green Hydrogen Vehicle Lease Program and Refueling Infrastructure.

EL Industries are preparing a concept Research and Development (R&D) proposal to consider viability of a vehicle lease program and/or the development and operation of hydrogen refueling infrastructure in the Shire of Dalwallinu and Wongan-Ballidu.

The R&D process that EL Industries plans to undertake is a scoping study split into two phases:

#### **Part One**

EL Industries is exploring the opportunity of a hydrogen based vehicle lease program. This will involve EL Industries owning and operating all assets ranging from vehicles and maintenance to the production and supply of green hydrogen for the use in the vehicles. The model is conducted on a fixed or continuous basis, where the lessee pays a monthly fee for the use of the vehicle assets and EL Industries as the lessor and will be responsible for the supply of fuel and all other relevant services. This program has a current estimated yearly price of \$20,000 to \$45,000.

#### **Part Two**

EL Industries is also exploring the opportunity to implement and integrate hydrogen infrastructure to meet each client's individual needs. This infrastructure will range from small scale off grid power to refueling capabilities. EL Industries has a well-established working relationship with suppliers in the industry and is willing to discuss and design any requirements put forward by our clients.

#### **Consultation**

Councillors (April 2022 Council Forum and May 2022 Agenda Briefing Session)

#### **Legislative Implications**

Nil



## **Policy Implications**

Nil

## **Financial Implications**

Nil

## **Strategic Implications**

Nil

## **Site Inspection**

Site inspection undertaken: Not applicable

## **Triple Bottom Line Assessment**

### Economic implications

There are no known significant economic implications associated with this proposal.

### Social implications

There are no known significant social implications associated with this proposal.

### Environmental implications

There are no known significant environmental implications associated with this proposal.

## **Officer Comment**

At the April 2022 Council forum a discussion paper was presented to Council with regards to this request. A number of questions were raised and forwarded to EL Industries for further clarification. The questions were:

### **What infrastructure is required to refuel the vehicle and how big is it?**

*The infrastructure required is a refuelling station, these can range from semi trailers to stations as large as current petrol stations. The current plan is for EL Industries to purchase a semi trailer and come to the shire on a regular basis to refuel the vehicles. This allows for easier adoption as a permanent site is not required reducing initial capital costs. That being said should your requirements demand a permanent site we can build one which is expandable to grow with demand.*

*There is also some additional supporting infrastructure such as production units, storage and solar/wind units but these would all be installed and operated closer to Perth.*

### **Is this installed in Dalwallinu for us to refuel?**

*We can install a permanent site for you to refuel from or a semi permanent site, however this would need to be scoped out based on your individual requirements. If you were to operate a handful of vehicles there isn't a lot of economics sense to build a permanent site, but if you were to expand your fleet and/or require nearly daily refuelling then this is something that can be done and factored in. Plus if you were thinking of encouraging the community to adopt these vehicles as well then this would also be a factor.*



**Can you refuel the vehicle in Perth?**

*Yes, with the current plan we will be able to refuel vehicles in Perth from our portable semi trailer at our production site.*

**How many kms do you get from a tank?**

*The stated range from manufactures for the sedans is 650km's. With other vehicles such as trucks and utilities having similar ranges.*

**Is there any benefit in having more than one vehicle, as in the supporting infrastructure?**

*Yes, the more vehicles in one location increases the financial and economic incentive to have permanent infrastructure. For the lowest cost refuelling stations 5 or more vehicles per day or 1 truck need to be refuelling each day for there to be financial benefit from permanent infrastructure.*

The proposal was discussed again at the May 2022 Agenda Briefing Session where Council felt that the vehicle lease program is not suitable for the Shire of Dalwallinu. If the vehicle was a utility which could be used by the Works staff, that may be of benefit but a sedan/passenger vehicle did not appear to have enough flexibility for the Shire's needs.

For example:

If an Officer had a Hydrogen vehicle, it gets filled up by the semi trailer, it's driven around the Shire and then the Officer decides one day to go to Perth. If the tank is not at least half full the vehicle cannot go as there is not enough in the tank to at least get to Perth and the refueling station (wherever that may be) and there is nowhere to refuel in Dalwallinu. Highly unlikely the semi trailer would visit Dalwallinu on demand.

In addition if there are not any refueling stations in the State other than Perth the vehicle is restricted in where it can travel.

We would possibly only consider one vehicle therefore a permanent refueling site would not be an option for the Shire.

**Officer Recommendation**

That Council thank EL Industries for inviting them to be part of their proposal however, advise that at this time, the Shire of Dalwallinu will not be submitting an Expression of Interest to be part of the Green Hydrogen Vehicle Lease Program and Refueling Infrastructure.

**Resolution**

Moved	Cr
Seconded	Cr



**10 APPLICATIONS FOR LEAVE OF ABSENCE**

**11 MOTIONS OF WHICH NOTICE HAS BEEN RECEIVED**

**12 QUESTIONS FROM MEMBERS WITHOUT NOTICE**

**13 NEW BUSINESS OF AN URGENT NATURE (INTRODUCED BY DECISION OF THE MEETING)**

**14 MEETING CLOSED TO THE PUBLIC – CONFIDENTIAL BUSINESS AS PER LOCAL GOVERNMENT ACT, 1995, SECTION 5.23(2)**

**15 SCHEDULING OF MEETING**

The next Ordinary Meeting of Council will be held on 28 June 2022 at the Shire of Dalwallinu Council Chambers, Dalwallinu commencing at 3.30pm.

**16 CLOSURE**

There being no further business, the Chairperson closed the meeting at \_\_\_\_\_pm.

