



SHIRE OF MORAWA
ORDINARY COUNCIL MEETING
ATTACHMENTS

Thursday, 15 September 2022



WESTERN AUSTRALIA'S
WILDFLOWER COUNTRY

Agenda Attachments

Shire of Morawa

Ordinary Council Meeting

15 September 2022

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11.1.2 Construction and Maintenance of Firebreak on Lot 512 (Reserve 49257) and Lot 9000 White Avenue, Morawa

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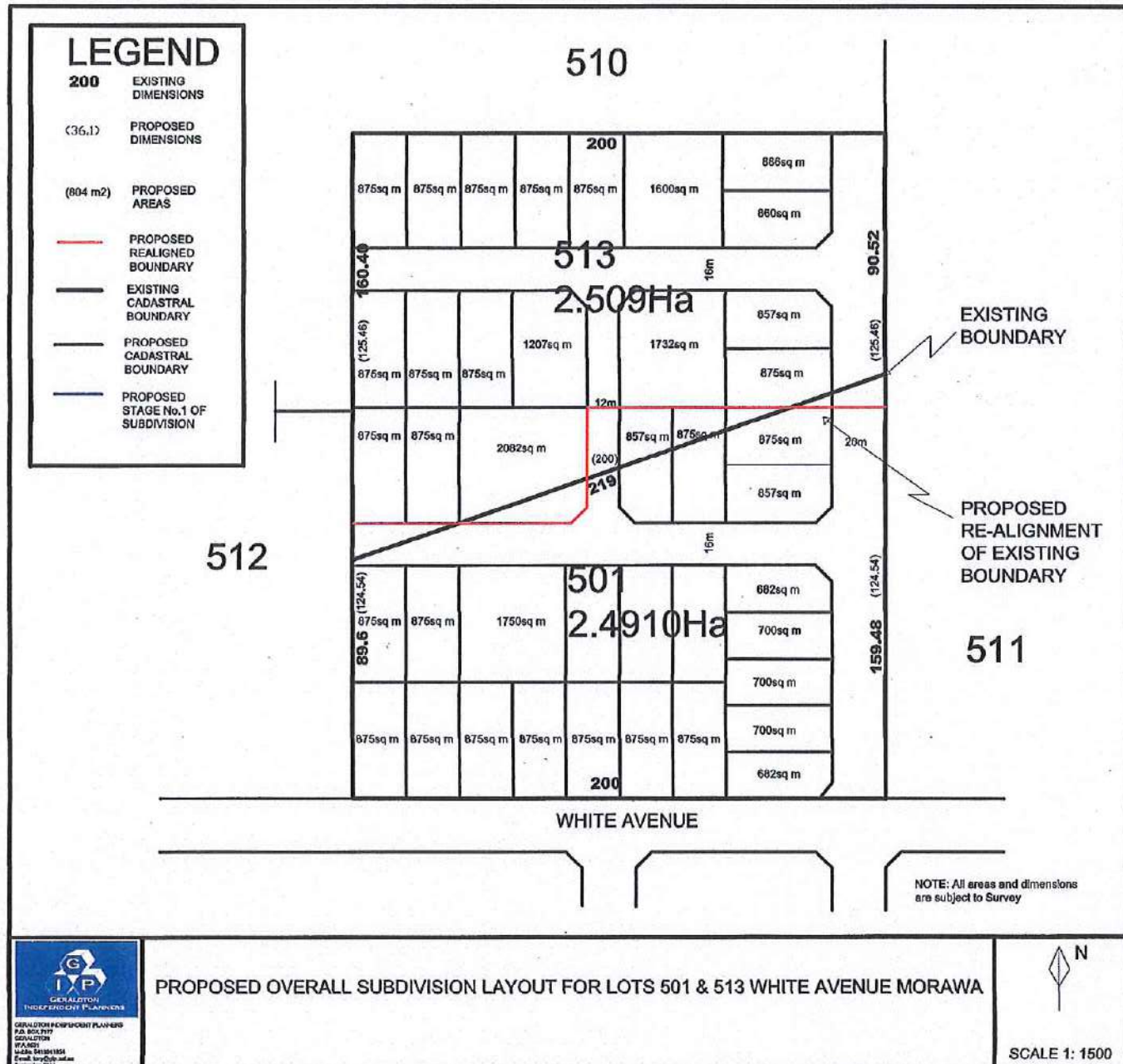
Attachment 4 – Restricted Access Vehicle Route Assessment Guidelines

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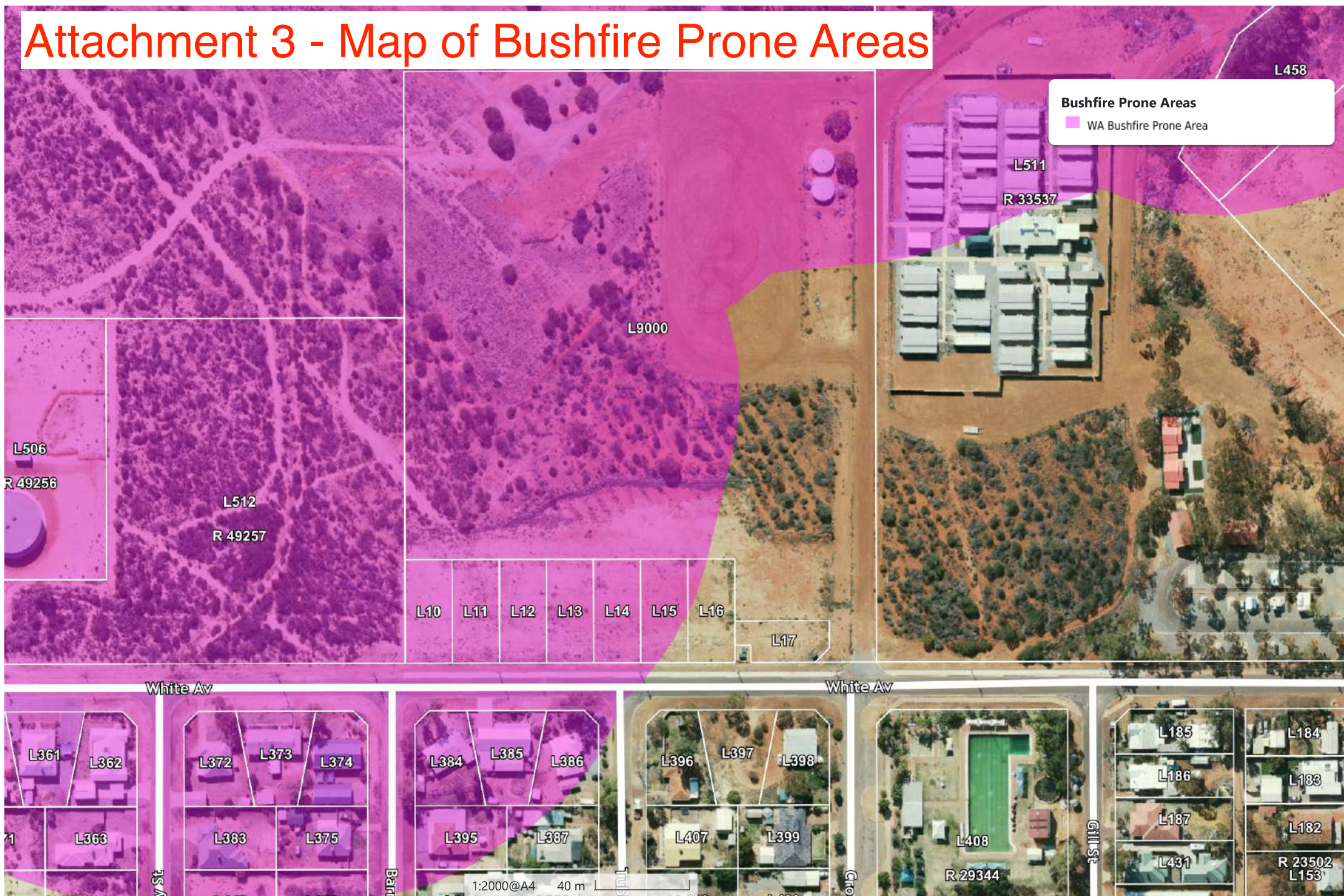
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| <i>Item 11.1.2</i> | Construction and Maintenance of Firebreak on Lot 512 (Reserve 49257) and Lot 9000 White Avenue, Morawa |

Attachment 1 - Site Overview





Attachment 3 - Map of Bushfire Prone Areas



Attachment 4 - BAL-29 Firebreaks



Attachment 5 - BAL-19 Firebreaks



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Attachment 1 Shire of Morawa Arts and Culture Plan

Attachment 2 Summary of submissions and notes from
Arts and Culture Plan public comment
period

Item 11.1.5 Adoption of the Arts and Culture Plan

Shire of Morawa Arts and Culture Plan

July 2022

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element.
the art and science of place

The Shire of Morawa acknowledges the traditional custodians, the Yamatji people, and recognises the contribution of Yamatji elders past, present and future, in working together for the future of Morawa.

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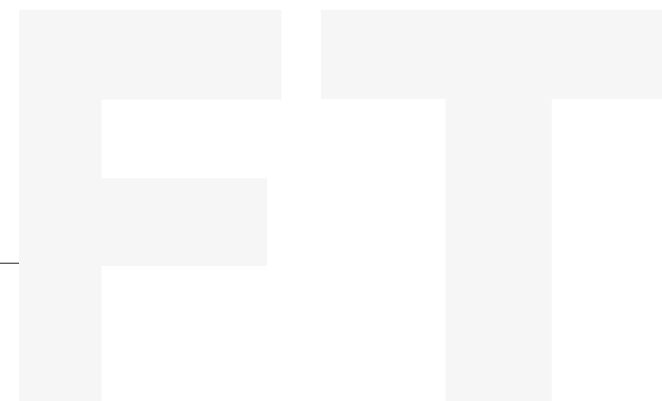
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1. Introduction

The Shire of Morawa (the Shire) is known as a quiet and friendly agricultural district in the Mid-West region of Western Australia, three and half hours' drive from Perth. The Shire has a local population of 750 people, with 71% of the population living in the town centre of Morawa. The Shire has an ageing population, slightly in decline over the years and has a higher proportion of Aboriginal population in comparison to other neighbouring local governments (16.5%)¹.

The Shire's main attraction for visitors are the flourishing wildflowers that carpet majority of the Mid-West region between the months of June – September². Morawa is promoted as part of the Wildflower Country's Wildflower Way driving trail, which goes from Dalwallinu to Geraldton, with over 21 stops. In addition to wildflowers, the Shire is also home to a swathe of attractions, ranging from heritage architecture, historic Canna, natural wonders like Bilya Rock and Koolanooka Springs, a museum, local walk trails, the Biennial Art show and the Speedway. Recent visitors have described Morawa as a 'quiet, friendly, historic' town and vouch that their best assets are the wildflowers and heritage architecture³.

As indicated in the Shire's Strategic Community Plan 2022-2032, embracing social and cultural diversity in Morawa is one of the seven key aspirations of the community, and is seen as closely connected to community inclusion, engagement, socialisation and belonging. This is fertile ground for arts and cultural development, with treasured local arts and culture offerings such as the Morawa Art Show and Exhibition and the Old Police Station Museum, and strong Yamaji culture already present. To support and enhance the existing arts and cultural sector in Morawa, a strategic action plan with a long-term vision is required.

To develop a robust and succinct 'action plan', **element** has been engaged by the Shire of Morawa to undertake a combination of desktop research, community engagement and stakeholder engagement. This plan has been developed in conjunction with the *Shire of Morawa Tourism Plan*, as they are interrelated topics. As such, this plan should be considered alongside the Shire of Morawa Tourism Plan (2022).

This Arts and Culture Plan will act as a useable 'action plan' for the Shire of Morawa to support the development of a sustainable and supported arts and cultural sector in the area and help the Shire to prioritise future projects and resources, aligning with key aspirations from their Strategic Community Plan.

¹ ABS (2016). Community Census Profiles: Shire of Morawa, Shire of Mingenew, Shire of Perenjori.

² Wildflower Country (2019). Western Australia's Wildflower Country 2019-2020. Edition 2.

³ Shire of Morawa (2019). Visitor Perception Survey



2. Context Analysis

2.1 Strategic Direction

There is a suite of strategies at state government, regional, local government and peak body level that have informed the development of the action plan. The strategic documents reviewed to inform the plan are:

- Shire of Morawa Strategic Community Plan 2018-2022
- Shire of Morawa Strategic Community Plan 2022 - 2032
- Shire of Morawa Cultural Precinct Masterplan 2019
- Department of Local Government, Sport and Cultural Industries WA Cultural Infrastructure Framework 2020 – 2030+
- Wildflower Country Tourism Strategic Plan 2012-2017
- Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025
- Draft Local Planning Strategy (2021)

2.1.1 Strategic Community Plan 2022 - 2032

The Strategic Community Plan (SCP) was reviewed concurrently with the development of this Arts and Culture Plan, including the community engagement process. Significantly, three key aspirations in the SCP are strongly aligned to arts and cultural development-- 'create a sense of place for visitors', 'take pride in an aesthetically appealing townsite', and 'embrace cultural and social diversity'. Strategies under these aspirations include the development and implementation of this Arts and Culture Plan, and utilising public art.

The Plan on a Page



Create a sense of place for visitors

- Factor the visitor experience into planning and design decisions
- Develop and Implement a Tourism Plan
- Embrace a commitment to excellent service
- Ensure the townsite and its services are accessible to all

Activate a vibrant small business sector

- Incentivise and Support small business
- Encourage variety and competition
- Maintain strong support systems and services

Take pride in our community and an aesthetically appealing townsite

- Develop and implement a townsite greening plan
- Enhance the appearance of homes, gardens, businesses, public buildings, and open spaces
- Utilise public art
- Celebrate our wins

Embrace cultural and social diversity

- Develop and implement an art and culture plan
- Champion inclusion and engagement
- Promote positive aging in place across the community
- Invest in socialisation and belonging

Cement strong foundations for growth and prosperity

- Safe and suitable road and other transport networks
- Ready to go commercial and industrial facilities
- Enhance partnerships and alliances

Occupy a Safe and Healthy living space

- Build safer neighbourhoods
- Everyone will have access to fit for purpose housing
- Increase active living
- Enhance health service provisions

Be future focussed in all we do

- Ensure the shire and its assets are well resourced and sustainable
- Embrace recycling and renewable energy
- Foster belief and passion in young residents
- Invest in opportunities that are designed to benefit future generations

2.1.2 Strategic Community Plan 2018-2022

Arts and culture has been on the community's agenda for some time, noting various strategies in the previous Strategic Community Plan that are relevant to arts and culture and as such have been noted below for contextual purposes.

| No. | Strategy |
|-------------|-------------------------------------------------------------------------------|
| Outcome 1.2 | Maximise business, industry and investment opportunities |
| Outcome 1.6 | The main street is the civic and retail heart connecting the town |
| Outcome 1.7 | Attractive and well-maintained buildings and streetscapes |
| Outcome 3.1 | Services and facilities that meet the needs of the community |
| Outcome 3.2 | Respect our cultural, Indigenous and heritage assets |
| Outcome 3.4 | A wide range of regional events |
| Outcome 3.5 | Improved and well-maintained community, recreational and civic infrastructure |
| Outcome 3.7 | Support an inclusive community |

2.1.4 Shire of Morawa Cultural Precinct Masterplan 2019

The Morawa Cultural Precinct Masterplan presents an opportunity to revitalise the precinct of the town surrounding two significant heritage buildings, and link the precinct to the retail centre of Morawa. The vision for the Masterplan is to create a community, arts and visitor precinct, integrated with the existing Shire heritage fabric, providing for the ongoing needs of the Shire, local residents and visitors. Key elements included in the Masterplan are:

- Proposed restoration and improvements to the former Shire Offices which would create a venue for large events such as the Morawa Art Show and Exhibition
- Creation of multiple smaller spaces within the former Shire Offices to allow for multiple different simultaneous uses

2.1.5 WA Cultural Infrastructure Framework 2020 – 2030+

The Department of Local Government, Sport and Cultural Industries' *WA Cultural Infrastructure Framework 2020 – 2030+* sets a vision for WA to be the most culturally engaged State in Australia by 2030, with cultural infrastructure that celebrates our rich cultural diversity and creative talent, the State recognised as a major hub for technical innovation and the creative industries, and WA known as one of the most artistic and inspiring places in the world. The Framework outlines key areas of opportunity for strategic investment in cultural infrastructure as:

- **Creating jobs:** growing a creative workforce is essential to diversifying WA's economy
- **Increasing regional prosperity and economic diversity:** supporting and growing creative entrepreneurial businesses that can adapt to the changing nature of work and create new job opportunities
- **Maintaining and celebrating Aboriginal art, culture and heritage:** growing Aboriginal creative industry and cultural tourism businesses; fostering cultural continuity, cultural security, cultural healing, contributing to the wellbeing of Aboriginal people; building more vibrant and inclusive communities
- **Strengthening our communities through our diversity:** where and how people express their culture is central to strengthening our identity as Western Australians. Ensuring the inclusion, participation and celebration of culturally and linguistically diverse (CaLD) creative industries and communities will lead to positive outcomes for all Western Australians
- **Attracting and retaining talent, and growing tourism:** thriving cultural spaces allow local creative industries to flourish and attract creative talent and tourists to WA
- **Future proofing culture, creativity and the economy:** within a decade Australia's 4.6 million Generation Z's will comprise 12 per cent of the workforce. They will be the first fully global generation, shaped by technology, digital hyper-connectivity and engaged through social media, expecting immediate access of, and contribution to popular culture through iconic technology.

2.1.6 Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025

Tourism represents a significant opportunity for Aboriginal people to secure sustainable economic, social and job outcomes. The *Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025* (Jina Plan) outlines how to seize this chance to further strengthen our Aboriginal tourism offering.

The Jina Plan identifies outcomes across the following three focus areas:

- Make Western Australia the premier Australian destination for Aboriginal tourism through promoting the State's extraordinary Aboriginal tourism experiences;
- Build capacity for Aboriginal people to participate in the tourism industry through direct employment or by fostering the growth of sustainable Aboriginal tourism businesses; and
- Facilitate the development of more authentic Aboriginal cultural tourism experiences across Western Australia to meet visitor demand.

There is a gap in this offer in the Shire currently and through consideration of the Jina Plan actions, this plan can help to realise the focus areas.

2.1.7 Draft Local Planning Strategy (2021)

Local Planning Strategy for the Shire of Morawa (hereon in referred to as the Strategy) has been prepared to set out the long-term planning directions for the Shire and to guide land use planning within the Shire over the next ten to fifteen years. This is the first time that a local planning strategy has been prepared for the Shire of Morawa.

Within the Strategy, Objective C6 most directly relates to arts and culture and has been considered in this plan: acknowledgement of cultural (including Indigenous) heritage through built form, public art and community activities.

2.1.8 Wildflower Country Tourism Strategic Plan 2012-2017

This five-year plan was developed to guide wildflower tourism initiatives in the Mid-West region known as 'Wildflower Country'. While this plan is now outdated, it still provides relevant contextual information to be considered for the Morawa Arts and Culture Plan. The plan mentions diversification of the wildflower tourism industry in the region, noting that "Apart from wildflowers, other tourism strengths for the region are:

- "Nature based" – including bushwalking, bird watching, photography, camping, windsurfing, etc.
- Culture and heritage – historic town, Aboriginal heritage sites, museums, etc.
- Festivals and events – including agricultural expos, country race days, arts and craft, individual iconic town events.
- Diverse range of industry in the area.
- A unique rural way of life.

This is something the Arts and Culture Plan can look to when providing value-add opportunities to the existing heritage, cultural, nature and community character assets in Morawa.

2.2 Arts and Culture Profile

Morawa’s significant arts and cultural event is the Morawa Arts Awards and Exhibition, a biennial event currently in its 8th year, run by the Shire of Morawa. The event brings together the regional community in support of local arts and culture, and encourages and fosters artistic merit amongst rural communities, and supports talents amongst the local Aboriginal community and youth of the region. The Art Awards feature a prize pool of \$20,000, with awards in the categories of:

- Shire of Morawa Acquisitive Award
- Mid West Indigenous Award (sponsored by Karara Mining)
- Indigenous Award
- Best Work on Canvas
- Best Work on Paper
- Best Three-Dimensional Piece
- Photography Award
- Young Artist
- Youth Artist
- People’s Choice

The **Morawa District Historical Society Inc** was formed in 1973, and continues to retain a historical record of the district through custodianship of the **Morawa Old Police Station Museum**, which houses a significant collection of windmills, as well as vintage farm machinery and equipment. The windmill collection in the Morawa Museum is world-renowned, with the Historical Society producing an internationally-distributed publication called The Windmill Journal.

Morawa has also hosted one-off arts projects in recent years which have been popular with the community and have encouraged participation in developing new artistic skills. These have included photography workshops, and a youth-driven painting project **Art on Wheels**.

2.3 Regional context

The below table shows a summary of the arts and cultural infrastructure and activities of neighbouring Mid-West shires. This is important to consider for Morawa’s strategy, as it indicates potential areas of partnership and resource-sharing, as well as opportunities to learn from the successes of approaches to Shire involvement in arts and culture.

Table 1 Comparative Local Offer

| Infrastructure | Events/Initiatives | Considerations |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Carnamah | | |
| <ul style="list-style-type: none">• The Bank Gallery• Tractor Museum• The Exchange Carnamah (artist studio, book exchange, visitor info, workshop, exhibition and event space)• Macpherson Homestead (historic house and artist residency space) | <ul style="list-style-type: none">• Astro Tourism• Art and heritage trail• Creative @ Home Platform• Mobile studio• Community bush garden• Artist in Residence program based in Carnamah and extending across North Midlands area• Digital Learning Hub• Fine Arts Regional Collection | <ul style="list-style-type: none">• North Midlands Project manage significant cultural infrastructure and programming and are a Regional Arts WA ‘Regional Network Hub’• Macpherson Homestead managed by Carnamah Historical Society, with some space utilised by North Midland Project’s artist residency program• Some North Midlands Project initiatives are supported by Healthway via the Act Belong Commit message• Tractor Museum is run by Carnamah Historical Society and Museum• Carnamah’s arts and cultural infrastructure is located close together, creating a hub and greatly contributing to the character of the town centre |
| Three Springs | | |
| <ul style="list-style-type: none">• Visitor’s Centre | <ul style="list-style-type: none">• Heritage trails• Astro Tourism• Wildflower Art Exhibition | <ul style="list-style-type: none">• An Arts and Photography show is run alongside the Wildflower Show, organised by a volunteer-run committee• Shire of Three Springs website notes historical photos and information for Three Springs can be found at Carnamah Historical Society and Museum |

| Infrastructure | Events/Initiatives | Considerations |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mingenew | | |
| <ul style="list-style-type: none"> • Museum • Tourist centre • The Exchange and Gallery Mingeneu • Book exchange • Artist studios • Art Gallery space • The Old Railway Station arts activity space | <ul style="list-style-type: none"> • Astro Tourism • Historical walk • Mingeneu Painting Group • Arts, culture and history workshop program • Annual program of exhibitions | <ul style="list-style-type: none"> • North Midlands Project have recently established The Exchange Mingeneu in partnership with the Community Resource Centre • North Midlands Project coordinates an annual program of exhibitions • Museum is managed by Mingeneu Historical society, which is volunteer-run. Museum includes farming machinery and implements, and a collection of Aboriginal artefacts • The Shire of Mingeneu promotes Stargazing Season and Wildflower Season on their website year-round, linked to accommodation services • The Shire of Mingeneu runs one-off arts projects for community participation in arts skills (eg painting) |
| Mullewa | | |
| <ul style="list-style-type: none"> • Our Lady of Mount Carmel Church & Priest House Museum • Aboriginal Art Workshop and Gallery • Men's Shed and Yamatji Sitting Circle • Helen Ansell Studio Gallery | <ul style="list-style-type: none"> • Mullewa Arts Development Group • Mullewa Women's Indigenous Group • Arts skills workshops • Book Owls Book Club | <ul style="list-style-type: none"> • Mullewa Women's Indigenous Group run the Art Centre (workshop and gallery) • Mullewa Arts Development Group is a NFP group and runs a range of arts skills development workshops which are ticketed, as well as the Book Club • Museum is volunteer-run |

| Infrastructure | Events/Initiatives | Considerations |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Perenjori | | |
| <ul style="list-style-type: none"> • Art Gallery • Workshop space • Arts and Craft building • Perenjori Visitor's Centre and Museum | <ul style="list-style-type: none"> • Arts and Craft Group • The Exchange Hub | <ul style="list-style-type: none"> • North Midlands Project partner with the Community Resource Centre to deliver programming • Pioneer Museum is included in the Visitor's Centre and open during peak season |
| Yalgoo | | |
| <ul style="list-style-type: none"> • Yalgoo Arts and Cultural Centre • Exhibition space • Workshop space | <ul style="list-style-type: none"> • Yalgoo Arts Program • Program of arts workshops by visiting and local artists delivered by the Shire • Yagu Artist's Group | <ul style="list-style-type: none"> • Shire employs an Art Centre Coordinator • Arts and Cultural Centre open Thursday – Saturday • Local artist works available for purchase at Arts and Cultural centre • Yagu Artist's Group connected to MEEDAC |
| Morawa | | |
| <ul style="list-style-type: none"> • Old Police Station Museum | <ul style="list-style-type: none"> • Morawa Art Awards and Exhibition • Art skills workshops • Morawa District Historical Society Inc | <ul style="list-style-type: none"> • Museum is run in partnership with the Morawa District Historical Society Inc • Shire has supported young people to apply for YCulture arts funding • North Midlands Project runs workshops in Morawa District High School associated with their artist residencies |



3. Community and Stakeholder Engagement

Engagement with the community and key stakeholders was conducted in March and April 2022 for input on the draft Tourism Plan and Arts and Culture Plan. Consultation was undertaken with the Aboriginal Community (Midwest Employment and Economic Development Aboriginal Corporation), local businesses, volunteer organisations in Morawa, Shire staff (administration and operations), Shire Councillors, Tourism WA, Mid West Development Commission, North Midlands Project, Euphorium Creative, and Department of Local Government, Sport, and Cultural Industries.

The engagement approach was structured by understanding the existing offer in Morawa, barriers and opportunities, potential partnership/funding opportunities and priority areas for the action plan.

A summary of the priorities from community and stakeholders are presented in the table below:

Table 3 Action Plan Priority Areas

| Community priorities | Stakeholder priorities |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Increased arts and cultural infrastructure/spaces in Morawa • Increased support and leadership in the arts and culture sector • Leveraging existing community events and tourist attractions to create arts and cultural activities • Developing opportunities for local artists to sell and display their works to visitors • Greater opportunities for local community to access arts and culture skills development • Greater promotion of existing Morawa arts outputs (eg talented local artists) | <ul style="list-style-type: none"> • Increased arts and cultural infrastructure/spaces in Morawa • Developing opportunities for Aboriginal arts and culture to align with Tourism WA's Jina Plan • Partnering with neighbouring local governments • Developing long-term arts and cultural growth for Morawa • Increasing Morawa's access to existing arts and cultural activities and programs in nearby areas • Greater access to arts and cultural funding opportunities (eg grants) • Long-term partnerships between arts and cultural organisations and the Shire of Morawa • Ensure Tourism, Arts and Culture plans are unique to the Morawa area • Ensure that the Shire's arts and cultural development actions reflect and support community-driven activities |
| <p>Funding / partnership opportunities The following have been identified as potential sources of funding and future partnerships, and will be further investigated and development throughout the Plan's implementation.</p> | |
| <ul style="list-style-type: none"> • MEEDAC — alignment with existing and planned Aboriginal arts and cultural projects/activities to enhance reach and community outcomes, partnership on new projects/initiatives • Morawa Community Resource Centre — partnership on arts and cultural projects that have alignment with the CRC's access to networks and resources (eg training resources, promotion of projects through CRC network) • Regional Arts WA — arts project grants and special initiative grants available for application, development support and resources via the Regional Network/Hubs initiative • Circuitwest — partnership to provide high-quality arts performances at an existing venue/community space in Morawa, including tour coordination services and access to regional network of performance hosts • North Midlands Project — long-term partnership to establish a community-led arts and cultural hub in Morawa, ongoing opportunities to partner with existing North Midlands hubs and share resources • Department of Local Government, Sport and Cultural Industries — arts project grants available for application through Culture and the Arts • Partnerships with neighbouring Local Governments — including sharing of resources such as visiting artists or skills development professionals, development of joint arts and cultural projects, partnering to seek funding • Department of Biodiversity, Conservation and Attraction — leverage natural tourist attraction development and trail development to provide arts and culture elements • Lotterywest and Healthway — arts and culture grants available for projects or initiatives with strong community involvement and benefit, and health outcomes | |

Opportunities

- Empty shop-fronts and un-used buildings in the town centre which have the potential to be used as arts and cultural spaces
- Strong local Aboriginal culture and arts—links between this and the wider community and tourists to be developed
- Existing community-led arts and cultural initiatives in the Mid-West region with models that could be applied to Morawa
- Value-adding arts and cultural activities to existing popular community and tourist events (eg Wildflower season, Speedway)
- Value-adding public art to planned development in Morawa (eg mountain biking trails)
- Driving trails with an arts and cultural focus
- Large and small events for local community and tourists
- Expression and exploration of Morawa's strong agricultural identity through arts and culture
- Opportunities to link in with existing tour services and tourism services within the Mid-West region
- Increased public art in the town centre to enhance streetscape and develop a stronger sense of place
- Use of existing Morawa assets (walking trails, churches, windmills) for arts and cultural activity

Challenges

- Community acknowledged the challenge of ongoing resourcing, including fatigue of their own volunteer base. They'd like to encourage newer and younger casual volunteers.
- Community and stakeholders highlighted lost knowledge and momentum on various arts and cultural initiatives as a challenge to building ongoing support
- Greater promotion of Morawa's arts and culture assets and attractions is needed to develop greater knowledge of these outside of the Mid-West region
- Lack of dedicated arts space within the town centre—for gallery or workshops
- Limited opportunities for local private industry and philanthropic funding in the arts and culture sector

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4. Goals for Arts and Culture

Considering the existing strategic context in the arts and cultural space, the local comparative offer, and community and stakeholder feedback, the Action Plan has been developed to address three key areas of development for arts and culture in the Shire of Morawa:

1

GROW: capacity-building and development for the local arts and culture sector

2

CELEBRATE: increasing access to arts and cultural activity for the wider regional community

3

ATTRACT: arts and cultural tourism and attracting visitors to the area



5. Action Plan

These three overarching goals aim to address the areas of needs and desired outcomes across the local arts and cultural sector, the wider regional public and their access to arts and cultural experiences, and the alignment with the Shire's Tourism Plan.

Actions from the Shire's Tourism Plan which have arts outcomes have been included in the below Action Plan, highlighted in green.

The following Action Plan lists have taken into consideration stakeholder engagement, Strategic Community Plan outcomes, guiding strategy, community priorities and relevant arts and culture trends. It is organised into three guiding goal areas of this Plan to support achieving them. The actions listed have indicative timeframes included, recognising that funding availability, staff resourcing, and other factors may alter the roll-out of the actions.

Indicative costing has been added as a guide only, recognising that more accurate pricing of actions will be needed prior to implementation.

\$ = under 10k | \$\$ = under 50k | \$\$\$ = under 100k | \$\$\$\$ = under 300k



Action Plan: Grow

GROW: Actions focused on capacity-building and development for the local arts and culture sector

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|--------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|----------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Facilitate annual meet-ups for arts, culture, heritage and events community | <ul style="list-style-type: none"> Identify opportunities to share resources and collaborate on projects/initiatives Increase cohesiveness and sense of community in local arts and cultural sector Ensure community ownership of implementation of Arts and Culture Plan | \$ | Morawa District Historical Society MEEDAC Morawa Community Resource Centre Morawa Visitor's Centre Individual artists | ● | | | • Cultural Precinct Masterplan 2018 | Community Stakeholder Strategic |
| Morawa Arts and Culture Plan to be presented to all Shire staff at in-person session and regular updates provided | <ul style="list-style-type: none"> Identify opportunities for internal Shire value-adding and in-kind contributions to arts and cultural projects/initiatives Increase understanding of direction and value of Morawa arts and culture within the Shire Mitigate risk of loss of organisational knowledge | \$ | Shire internal departments | ● | | | • Draft Local Planning Strategy objective C6 | Community Stakeholder |
| Shire staff provide support to local organisations or individuals to submit grant applications for arts and cultural projects | <ul style="list-style-type: none"> Mitigate the risk of arts and culture community volunteer burn-out Increase arts and culture grant funding investment in Morawa Identify opportunities for Shire and community collaboration and value-adding | \$ | Morawa District Historical Society MEEDAC Morawa Community Resource Centre Morawa Visitor's Centre Individual artists | ● | | | • Draft Local Planning Strategy objective C6 | Community Stakeholder Strategic |
| Support existing arts groups to deliver open community participation days | <ul style="list-style-type: none"> Increase general community access to arts and cultural activity Help to ensure ongoing sustainability of existing groups Identify areas of arts and cultural interest in the general Morawa community Increase existing groups' sense of being valued | \$ | Morawa District Historical Society Community Resource Centre | ● | | | • Draft Local Planning Strategy objective C6 | Community Stakeholder |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------|-------------------|-----|-----|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Investigate partnerships with local schools to deliver arts workshops for young people (local and visiting artists) | <ul style="list-style-type: none"> • Increase access to arts and cultural activity for local young people • Expose local young people to new arts and cultural activities • Provide opportunities for local artists | \$\$ | Morawa District High School West Australian College of Agriculture | ● | | | • Draft Local Planning Strategy objective C6 | Community Stakeholder |
| Explore opportunities for Community Development staff to attend regional arts and culture forums | <ul style="list-style-type: none"> • Provide opportunities for Shire staff to access arts and cultural professional development • Build Shire connections and relationships in regional arts sector • Identify opportunities for collaboration, partnership and leveraging | \$ | Circuitwest Regional Arts WA DLGSC | ● | | | • MWDC Tourism Plan | Stakeholder |
| Deliver artist professional development workshop series in lead up to Morawa Art Prize | <ul style="list-style-type: none"> • Provide access to professional development for local artists • Expose local young people to new arts and cultural activities • Value-add to existing popular arts event | \$\$ | Regional Arts WA DLGSC Local artists Tourism WA | | ● | | • Strategic | Community Stakeholder Strategic |
| Provide opportunity for local artists to sell their artworks at the Visitor Centre | <ul style="list-style-type: none"> • Provide source of income for local artists • Increase profile of local artists • Provide opportunity for visitors and tourists to engage with local arts and culture | \$ | Morawa Visitor's Centre Local artists MEEDAC | ● | | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Jina Plan (Tourism WA) | Community Stakeholder |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Support local young people to apply for Drug Aware YCulture funding and deliver arts projects | <ul style="list-style-type: none"> • Increase access to arts and cultural activity for local young people • Increase arts and culture grant funding investment in Morawa • Build project management and self-determination skills in local young people • Provide local young people with points of access to the Shire and community organisations | \$ | Regional Arts WA Healthway Local young people | ● | | | • Draft Local Planning Strategy objective C6 | Community Stakeholder |
| Develop register of arts resources in Morawa that could be shared across groups and individual artists | <ul style="list-style-type: none"> • Identify opportunities to share resources and collaborate on projects/initiatives • Increase cohesiveness and sense of community in local arts and cultural sector • Increase access to resources across local arts and culture sector • Create resource efficiencies in local arts and culture sector | \$ | Morawa District Historical Society MEEDAC Morawa Community Resource Centre Morawa Visitor's Centre Individual artists | | ● | | <ul style="list-style-type: none"> • Morawa Cultural Precinct Masterplan 2018 • WA Cultural Infrastructure Framework 2020 - 2030+ | Community Stakeholder Strategic |
| Complete feasibility study for arts centre/ gallery and workshop space in Morawa | <ul style="list-style-type: none"> • Determine the community needs for arts and cultural space • Determine the resources required to set up, maintain and manage an arts and culture workshop and exhibition space in old Shire chambers • Ensure Cultural Precinct Masterplan actions align with the needs of the local arts community and operation models are sustainable and ingrained in the community • Determine appropriate management model and partnerships for the ongoing operation of the space | \$\$ | Lotterywest North Midlands Project | | ● | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Morawa Cultural Precinct Masterplan 2018 • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Develop internal Shire arts and cultural process documents, asset map (including organisations and artists) | <ul style="list-style-type: none"> • Shire processes align with goals in Arts and Culture Plan • Shire processes are clear and streamlined for community groups • Increase understanding of direction and value of Morawa arts and culture within the Shire • Mitigate risk of loss of organisational knowledge | \$ | Morawa District Historical Society MEEDAC Morawa Community Resource Centre Morawa Visitor's Centre Individual artists | | | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Morawa Cultural Precinct Masterplan 2018 • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder |
| Develop Artist in Residence program in partnership with local school | <ul style="list-style-type: none"> • Increase access to arts and cultural activity for local young people • Expose local young people to new arts and cultural activities • Increase artistic expression of local character and history | \$\$ | Morawa District High School Morawa Youth Centre | | | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 | Community Stakeholder |
| Conduct social impact evaluation on arts and cultural development completed in Morawa | <ul style="list-style-type: none"> • Quantify community benefit of arts and cultural activity in Morawa • Provide strong evidence base to attract further external investment in Morawa's arts and culture sector | \$\$ | Regional Arts WA North Midlands Project | | | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |



Action Plan: Celebrate

CELEBRATE: Actions focused on increasing access to arts and cultural activity for the wider regional community

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|-------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Deliver photography workshops culminating in Speedway photography competition and display at event | <ul style="list-style-type: none"> • Provide locally-relevant arts skills development opportunity for local community • Engage Speedway attendees in the arts • Build on youth participation in Art on Wheels project | \$\$ | Morawa Speedway Morawa Burnout Group Regional Arts WA DLGSC Healthway | ● | | | | Community Stakeholder |
| Investigate potential partnership with Circuitwest to host travelling performances at Morawa Town Hall | <ul style="list-style-type: none"> • Provide local and surrounding communities with opportunity to attend high-quality performances • Develop the performing arts audience in Morawa and the Mid-West region • Provide an opportunity for local community to attend aligned arts workshops • Provide an opportunity for the community to come together and develop connections | \$\$ | Circuitwest | ● | | | <ul style="list-style-type: none"> • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Strategic |
| Support community groups to develop local history-based podcast content | <ul style="list-style-type: none"> • Increase community and visitor awareness of Morawa's local history and stories • Contribute to local community's sense of place and identity • Express Morawa's unique character | \$ | Storytowns Community Resource Centre Morawa District Historical Society | ● | | | <ul style="list-style-type: none"> • MWDC Tourism Plan | |
| Instigate neighbouring Shire arts and cultural staff group with regular meetings to discuss potential project and initiative collaborations and strategy | <ul style="list-style-type: none"> • Identify opportunities to share resources and collaborate on projects/initiatives • Increase cohesiveness and sense of community in regional arts and cultural sector • Create arts and culture budget efficiencies through sharing of external artists/skills development providers • Provide Shire arts and cultural staff member with additional support and information resources • Increase arts and culture grant funding investment in region through collaborative applications | \$ | Shire of Yalgoo City of Greater Geraldton Shire of Perenjori Shire of Mingenew Shire of Three Springs | | ● | | <ul style="list-style-type: none"> • MWDC Tourism Plan | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------|-------------------|-----|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Inclusion of Morawa's public artworks and arts and cultural organisations on existing Art Trails in neighbouring areas | <ul style="list-style-type: none"> Promote Morawa's arts and cultural offerings to a wider regional and tourist audience Create arts and culture budget efficiencies through sharing of technology Provide avenue for greater engagement with Morawa's arts and cultural offerings Increase cohesiveness and sense of community in regional arts and cultural sector | \$ | City of Greater Geraldton MWDC DBCA | | ● | | <ul style="list-style-type: none"> MWDC Tourism Plan WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |
| Support and advocate for the development of Aboriginal astronomy night tours to align with other Astro-tourism offerings | <ul style="list-style-type: none"> Attract increased visitors to Morawa Provide opportunities for local Aboriginal cultural leaders Increase local and regional knowledge of and respect for Aboriginal culture | \$ | MEEDAC Tourism WA Private sector | | ● | | <ul style="list-style-type: none"> Jina Plan (Tourism WA) MWDC Tourism Plan WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |
| Deliver documentary-making workshops with high school students with a focus on sports in Morawa | <ul style="list-style-type: none"> Provide locally-relevant arts skills development opportunity for local youth community Engage local sports community in the arts Showcase and explore a significant element of community culture and character Introduce arts and cultural career paths to local young people Development ongoing arts partnership between the Shire and Morawa District High School | \$\$ | Regional Arts WA Healthway Lotterywest Morawa Sports Clubs Morawa District High School | | ● | | | Community Stakeholder |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------|-------------------|-----|-----|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Investigate potential of hosting Art on the Move exhibitions in Morawa | <ul style="list-style-type: none"> Potential to provide access to world-class travelling fine arts exhibitions for local community Potential to develop ongoing partnership with key WA arts organisation Attract visitors from wider Mid-West region | \$ | Art on the Move Regional Arts WA DLGSC North Midlands Project | | | ● | <ul style="list-style-type: none"> Jina Plan (Tourism WA) MWDC Tourism Plan | Community Stakeholder Strategic |
| Online interactive mapping of Morawa's arts and cultural attractions | <ul style="list-style-type: none"> Promote Morawa's arts and cultural offerings to a wider regional and tourist audience Provide avenue for greater engagement with Morawa's arts and cultural offerings Mitigate risk of loss of organisational knowledge Increase existing arts and culture groups' sense of being valued | \$\$ | Lotterywest DLGSC Market Creations | | | ● | <ul style="list-style-type: none"> MWDC Tourism Plan WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |
| Significant Town Centre artwork commissioned with local artist involvement | <ul style="list-style-type: none"> Contribute to local community's sense of place and identity Express Morawa's unique character Create point of interest and attractor for visitors and tourists Provide professional or skills development opportunity for local artists | \$\$\$\$ | Regional Arts WA DLGSC MEEDAC | | ● | | <ul style="list-style-type: none"> Jina Plan (Tourism WA) MWDC Tourism Plan | Community Stakeholder Strategic |
| Explore Arts and Culture displays in Morawa Town Centre (sculptural, integrated, events, signage) | <ul style="list-style-type: none"> Create point of interest and attractor for visitors and tourists Contribute to Morawa's Cultural Precinct Provide opportunities for local artists Enhance public use of the park area Contribute to local community's sense of place and identity Express Morawa's unique character | \$\$\$\$ | Regional Arts WA DLGSC Local artists Lotterywest | | | ● | <ul style="list-style-type: none"> Draft Local Planning Strategy objective C6 Morawa Cultural Precinct Masterplan 2018 | Community Stakeholder |



Action Plan: Attract

ATTRACT: Actions focused on arts and cultural tourism and attracting visitors to the area

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Improve informational signage by incorporating Aboriginal art and wording | <ul style="list-style-type: none"> • Provide opportunities for local Aboriginal cultural leaders • Increase local and regional knowledge of and respect for Aboriginal culture • Provide point of interest for visitors and tourists • Enhance town centre streetscapes • Contribute to local community's sense of place and identity • Express Morawa's unique character | \$\$\$ | Lotterywest Healthway MEEDAC | ● | | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Jina Plan (Tourism WA) • MWDC Tourism Strategy | Community Stakeholder Strategic |
| Deliver photography workshops in the lead up to Wildflower season, culminating in photography exhibition on display during peak season | <ul style="list-style-type: none"> • Create value-add opportunity for arts and culture, aligned with existing popular tourist attraction • Provide further point of interest for Wildflower Season visitors and tourists • Promote local artists to wider audience • Provide locally-relevant skills development opportunity for local community | \$\$ | Regional Arts WA DLGSC Morawa Visitor Centre | ● | | | <ul style="list-style-type: none"> • MWDC Tourism Strategy • Wildflower Country Tourism Strategic Plan | Community Stakeholder Strategic |
| Implement key components of Cultural Precinct Masterplan | <ul style="list-style-type: none"> • Build on work completed for Morawa Cultural Precinct Masterplan • Respond to community request for permanent gallery/ cultural space • Potential to increase Morawa's arts and cultural capacity with key infrastructure • Potential to host ongoing calendar of local and touring exhibitions, showcase local artist's work, and program complementary workshops | \$\$\$ | Lotterywest | | ● | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Morawa Cultural Precinct Masterplan 2018 • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------|-------------------|-----|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Investigate feasibility of the Shire's fine arts collection being displayed in a permanent exhibition space | <ul style="list-style-type: none"> Potential to provide community and visitors with greater access to the Shire's fine arts collection Potential to showcase the Morawa Arts Prize acquisitive artworks Potential to promote local artists to a wider audience Contribute to local community's sense of place and identity Express Morawa's unique character | \$\$ | DLGSC Morawa Visitor's Centre | | ● | | <ul style="list-style-type: none"> Draft Local Planning Strategy objective C6 Morawa Cultural Precinct Masterplan 2018 WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder |
| Create or support Aboriginal tours and trails | <ul style="list-style-type: none"> Consider how the current wildflower trail might be improved with Aboriginal tours or information. Consider creating a separate trail. | \$\$ | MEEDAC DLGSC Tourism WA | | ● | | <ul style="list-style-type: none"> Jina Plan (Tourism WA) MWDC Tourism Strategy Draft Local Planning Strategy objective C6 WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |
| Commission small-medium scale public artworks for placement along established walking trail in town centre | <ul style="list-style-type: none"> Create point of interest and attractor for visitors and tourists Enhance existing local and tourist attraction Contribute to Morawa's Cultural Precinct Provide opportunities for local artists Contribute to local community's sense of place and identity Express Morawa's unique character | \$\$\$ | Regional Arts WA DLGSC MEEDAC | | | ● | <ul style="list-style-type: none"> Draft Local Planning Strategy objective C6 Morawa Cultural Precinct Masterplan 2018 | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Potential Funding / partnership opportunities | Indicative timing | | | Strategic links | Priority |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------|-------------------|-----|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Provide opportunities for local artworks to be displayed and sold, and touring art exhibitions hosted | <ul style="list-style-type: none"> • Increase Morawa's arts and cultural capacity with key permanent or temporary infrastructure • Host ongoing calendar of local and touring exhibitions, showcase local artist's work, and program complementary workshops • Promote local artists to wider audience and provide them with opportunities • Provide significant point of interest for visitors and tourists | \$\$\$ | Lotterywest Local artists Art on the Move DLGSC | | | ● | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Jina Plan (Tourism WA) • Morawa Cultural Precinct Masterplan • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder |
| Engage artists to deliver Augmented Reality responses to local history in town centre | <ul style="list-style-type: none"> • Engage local community, visitors and tourists with Morawa's history in an artistic and interesting way • Create opportunity for ongoing artistic interpretation of Morawa's history that can be refreshed • Contribute to local community's sense of place and identity • Express Morawa's unique character | \$\$ | Morawa District Historical Society Regional Arts WA DLGSC | | | ● | <ul style="list-style-type: none"> • Morawa Cultural Precinct Masterplan • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder |
| Add to Widimia Trail with interpretive signage, native planting or artwork. | <ul style="list-style-type: none"> • Help to make Widimia Trail interesting outside of wildflower season • Offer additional attractions and promote local information to tourists, enriching their experience. • Native planting to include bush tucker or medicinal planting, with explanatory signage throughout the trail. • Interpretive signage to include local stories or information on local flora/fauna. • Consider using QR codes to link to Shire website. | \$\$ | MEEDAC Local artists | | ● | | <ul style="list-style-type: none"> • Draft Local Planning Strategy objective C6 • Jina Plan (Tourism WA) • WA Cultural Infrastructure Framework 2020 – 2030+ | Community Stakeholder Strategic |



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|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Midwest Development Commission | The plan seems very logical with good baseline info and input from the local community. I don't see any misalignment between the community aspirations and the action plan, which is good. Same with the arts and culture plan. | | | | | | | |
| element and administration comments | Noted. | | | | | | | |
| Tourism WA | | | | Town beautification – encourage display of local art in empty shop windows. Possibly have a small funding pool for residents to run placemaking projects and events | | | | |
| element and administration comments | | | | Suggest display of local artist works is more beneficial in a context where their work can be purchased | | | | |
| Department of Local Government Sport and Cultural Industries | Recommend making clear here that the “Funding/partnership opportunities” identified are not secured and are proposed or potential only. If any funding is already secured for particular actions, it should be clearly distinguished from the funding which is currently only an ‘opportunity’. | On each page of the Action Plans it should be made clear that the ‘Funding/partnership opportunities’ column indicates proposed and potential funding opportunities (unless there is funding already secured for specific actions by the Shire, in which case it should be separated out). This will ensure that even if read in isolation (IE just a page of the action plan) there is clarity regarding secured versus potential funding. | “Funding / partnership opportunities” – Suggest the wording relating to DLGSC be reviewed. Keeping in mind that DLGSC has funding (normally via application process) through Culture and the Arts, Office of Multicultural Interests, Local Government, Sport and Rec etc. | Suggest that for the “Indicative Timing” column in Action Plans - may need to consider the timing involved in developing partnerships and applications for the unsecured funding opportunities. Where funding is not yet secured, or a partnership not yet developed 0-2 years may be unrealistic for some Actions. | “Implement key components...” – Consider that DLGSC Culture and the Arts funding does not currently provide support for projects involving infrastructure or capital expenses. | “Delivery documentary making...” - DLGSC funding does not support film and television activities (documentary making workshop). | “Conduct social impact evaluation..” This is not something likely to be supported through DLGSC Culture and the Arts current funding programs. | “Complete feasibility study...” - This is not something likely to be supported through DLGSC Culture and the Arts current funding programs. |
| element and administration comments | Noted, will add. Although wording used is opportunities nothing is actual. | Noted, will add. Although wording used is opportunities nothing is actual. | Noted, will add. Although wording used is opportunities nothing is actual. | Noted, will review timing against this recommendation. | Noted, will remove DLGSC as potential partner and add Lotterywest | Noted, will remove DLGSC as potential partner and add Regional Arts WA/Screenwest | Noted, will remove DLGSC as potential partner and investigate others | Noted, will remove DLGSC as potential partner and investigate others |
| Shire of Morawa Councillor Comments | | | | | | | | |
| element comments | While the activities or artforms may not be unique, they address the interests of the community and create opportunities to develop unique local art particular to Morawa | | | | | | | |
| North Midlands Project | Comparative local offer is incomplete. | In regards to the documentary making workshops with a focus on sport all of Morawa's many sporting groups should be identified as partnership opportunities not just the football and cricket clubs. | How will the success of these actions be measured and evaluated to see if they have achieved their desired outcomes? | A further idea to consider a Celebrate action with the outcome of building 'eco-identity' a strong knowing and understanding of the unique environmental features and biodiversity of Morawa: Morawa Eco Passport: Community members (& visitors) can have passport stamped at different venues around town when they can complete actions such as stating the indegenous name of a land feature, knowing where a certain species of plant grows best, name 4 different reptiles native to the area, etc. Venue staff have a stamp given to them they can use to sign off on completed tasks. All information could be found either in passport or on cultural sites/venues etc. Completed passport handed in to go into prize draw for different age ranges. | Along with Artist in Residence, how about a Scientist in Residence? Could be supported in research with Citizen Science tasks conducted by all community members. Sit spot activities to record birdlife/insects, nature journaling, species identification, night walk animal spotting. Perhaps Bush Heritage would be a good partner in this regard? | Deliver workshops in creating Augmented Reality - this would then come under Celebrate. So that local creatives can then participate in the creation of the Augmented Reality responses to local history. This could be done both at school and for the community. | Deliver workshops that would develop skills for creating local history based podcasts. Such as 'what makes a good podcast' 'script writing', 'public speaking' or 'narration' | 15 and 17 - it seems these these two points are pretty much the same or at least could be covered by the first-- Investigate partnerships with local schools to deliver arts workshops for young people (local and visiting artists) and Develop Artists in Residence program in partnership with local school. North Midlands project currently delivers school based artist in residence workshops |
| element comments | Northmidland project provided updated info and plan was updated. | Noted - updated to read sporting clubs | Action re: culture counts/measurement is included. | Suggest this be considered for inclusion in the Tourism Plan- no arts element. | Suggest this be considered under the Shire's other community programming, probably not appropriate to include in either Arts Plan or Tourism Plan. | Current action about Augmented Reality | Morawa is better suited to professional podcasts and cost of professional to run workshops would be prohibitive. | Suggest keeping both actions as the first as achievement in the short term, second is a longer term development of this |

Ordinary Council Meeting 15 September 2022

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|----------------------------|--------------------------------------------------------------------------|
| <i>Attachment 1</i> | Shire of Morawa Tourism Plan |
| <i>Attachment 2</i> | Summary of submissions and notes from Tourism Plan public comment period |
| <i>Item 11.1.6</i> | Adoption of the Shire of Morawa Tourism Plan |

Shire of Morawa Tourism Plan

September 2022

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The Shire of Morawa acknowledges the traditional custodians, the Yamatji people, and recognises the contribution of Yamatji elders past, present and future, in working together for the future of Morawa.

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| Issue | Date | Status | Prepared by | Approved by | Graphics | File |
|-------|----------|--------|----------------|-------------------|----------|------|
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| 2 | 06.07.22 | Draft | Hayley Sellman | Cath Blake-Powell | SEA | 2 |
| 3 | 11.07.22 | Draft | Hayley Sellman | Cath Blake-Powell | MS | 3 |
| 4 | 01.09.22 | Draft | Hayley Sellman | Cath Blake-Powell | SEA | 4 |
| 5 | 02.09.22 | Draft | Hayley Sellman | Cath Blake-Powell | MS | 5 |

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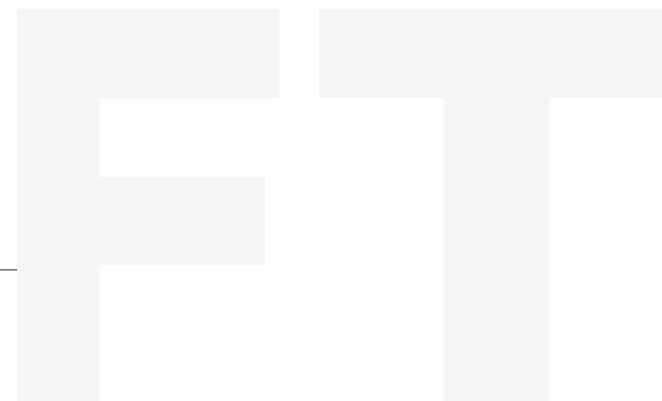
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Photography Steve Parish



1. Introduction

The Shire of Morawa (the Shire) is known as a quiet and friendly agricultural district in the Mid-West region of Western Australia, only a three and half hours' drive from Perth. The Shire has a local population of 750 people, with 71% of the population living in the town centre of Morawa. The Shire has an ageing population, slightly in decline over the years and has a higher proportion of Aboriginal population in comparison to other neighbouring local governments (16.5%)¹.

The Shire's main attraction for visitors is no doubt the flourishing wildflowers that carpet majority of the Mid-West region between the months of June – September². Morawa is promoted as part of the Wildflower Country's Wildflower Way driving trail, which goes from Dalwallinu to Geraldton, with over 21 stops. In addition to wildflowers, the Shire is also home to a swathe of attractions, ranging from heritage architecture, historic Canna, natural wonders like Bilya Rock and Koolanooka Springs, a museum, local walk trails, the Biennial Art show and the Speedway. Recent visitors have described Morawa as a 'quiet, friendly, historic' town and vouch that their best assets are the wildflowers and heritage architecture³.

As indicated in the Shire's Strategic Community Plan (2022-2032), tourism and the visitors it brings is perceived as an important part of the local economy for the Shire of Morawa while also providing benefits to the local community as well. To develop a robust and succinct 'action plan', **element** has been engaged by the Shire of Morawa to undertake a combination of desktop research, community engagement and stakeholder engagement. This plan has been developed in conjunction with the *Shire of Morawa Arts and Culture Plan* and the *Shire of Morawa Strategic Community Plan (2022-2032)*, as they are interrelated topics.

This Tourism Plan will act as a useable 'action plan' for the Shire of Morawa to help support the development of sustainable tourism in the area and help the Shire to prioritise future projects, aligning with key aspirations from their Strategic Community Plan.

¹ ABS (2016). Community Census Profiles: Shire of Morawa, Shire of Mingenew, Shire of Perenjori.

² Wildflower Country (2019). Western Australia's Wildflower Country 2019-2020. Edition 2.

³ Shire of Morawa (2019). Visitor Perception Survey



2. Context Analysis

2.1 Strategic Direction

There is a suite of strategies at stage government, regional, local government and peak body level that have informed the development of the action plan. The strategic documents reviewed to inform the plan are:

- Shire of Morawa Strategic Community Plan 2022-2032
- Shire of Morawa Strategic Community Plan 2018-2022
- Mid-West Development Commission Tourism Development Strategy 2014
- Wildflower Country Tourism Strategic Plan 2012-2017
- Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025
- Draft Local Planning Strategy (2021)
- Australia's Golden Outback Strategy 2021-2026

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2.1.1 Strategic Community Plan 2022-2032

The Strategic Community Plan (SCP) was reviewed concurrently with the development of this Tourism Plan, including the community engagement process. Of note, a standalone aspiration in the SCP is under 'create a sense of place for visitors' and is with a strategic focus area to develop and implement a tourism Plan.

While this Tourism Plan is an outcome of the SCP, the actions will align with other aspirations to promote across the desires of the community.

The Plan on a Page



Create a sense of place for visitors

- Factor the visitor experience into planning and design decisions
- Develop and Implement a Tourism Plan
- Embrace a commitment to excellent service
- Ensure the townsite and its services are accessible to all

Activate a vibrant small business sector

- Incentivise and Support small business
- Encourage variety and competition
- Maintain strong support systems and services

Take pride in our community and an aesthetically appealing townsite

- Develop and implement a townsite greening plan
- Enhance the appearance of homes, gardens, businesses, public buildings, and open spaces
- Utilise public art
- Celebrate our wins

Embrace cultural and social diversity

- Develop and implement an art and culture plan
- Champion inclusion and engagement
- Promote positive aging in place across the community
- Invest in socialisation and belonging

Cement strong foundations for growth and prosperity

- Safe and suitable road and other transport networks
- Ready to go commercial and industrial facilities
- Enhance partnerships and alliances

Occupy a Safe and Healthy living space

- Build safer neighbourhoods
- Everyone will have access to fit for purpose housing
- Increase active living
- Enhance health service provisions

Be future focussed in all we do

- Ensure the shire and its assets are well resourced and sustainable
- Embrace recycling and renewable energy
- Foster belief and passion in young residents
- Invest in opportunities that are designed to benefit future generations

2.1.2 Strategic Community Plan 2018-2022

Tourism has been on the community's agenda for some time, noting various strategies in their previous Plan that are relevant to tourism and as such have been noted below for contextual purposes.

| No. | Strategy |
|-------------|-------------------------------------------------------------------------------------------|
| Outcome 1.2 | Maximise business, industry and investment opportunities |
| Outcome 1.3 | Responsive to innovation and new technologies |
| Outcome 1.6 | The main street is the civic and retail heart connecting the town |
| Outcome 1.7 | Attractive and well-maintained buildings and streetscapes |
| Outcome 1.9 | Affordable, diverse and quality accommodation options for both residential and businesses |
| Outcome 2.1 | Ensure natural resources are used efficiently and effectively |
| Outcome 3.1 | Services and facilities that meet the needs of the community |
| Outcome 3.2 | Respect our cultural, Indigenous and heritage assets |
| Outcome 3.4 | A wide range of regional events |
| Outcome 3.5 | Improved and well maintained community, recreational and civic infrastructure |
| Outcome 3.7 | Support an inclusive community |

2.1.3 Mid-West Development Commission Tourism Development Strategy 2014

The Mid West Development Commission and Regional Development Australia in collaboration with the Department of Planning and the Mid West Tourism Alliance commissioned this project to establish a regional tourism development strategy. The ultimate objective of this project was to identify tourism opportunities, game changers, priorities and gaps for the Mid West region to inform future development and investment. Extensive consultation and analysis concluded that the Mid West is underperforming as a tourist destination in that its potential is not being realised.

The recommended strategy to grow Mid West tourism during 2015-2025 focuses on five key areas.

1. Increasing accommodation capacity from camping through to resorts;
2. Opening up day use sites-places previously overlooked or under-developed to enhance the Mid West's appeal as a destination;
3. Improving the quality and distribution of information for pre-trip planning and way finding;
4. Attracting more high-yield visitors and the growing self-drive and RV market; and
5. Increasing the range of Aboriginal and eco nature based tourism activities, attractions and experiences.

Success of the strategy is reliant upon the collaboration of government, tourism operators, industry stakeholders and community in resourcing and supporting a regional approach to tourism development. As such, this plan has attempted to align with this strategy where possible and relevant.

2.1.4 Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025

Tourism represents a significant opportunity for Aboriginal people to secure sustainable economic, social and job outcomes. The *Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025* (Jina Plan) outlines how to seize this chance to further strengthen our Aboriginal tourism offering.

The Jina Plan identifies outcomes across the following three focus areas:

- Make Western Australia the premier Australian destination for Aboriginal tourism through promoting the State's extraordinary Aboriginal tourism experiences;
- Build capacity for Aboriginal people to participate in the tourism industry through direct employment or by fostering the growth of sustainable Aboriginal tourism businesses; and
- Facilitate the development of more authentic Aboriginal cultural tourism experiences across Western Australia to meet visitor demand.

There is a gap in this offer in the Shire currently and through consideration of the Jina Plan actions, this plan can help to realise the focus areas.

2.1.5 Draft Local Planning Strategy (2021)

Local Planning Strategy for the Shire of Morawa (hereon in referred to as the Strategy) has been prepared to set out the long-term planning directions for the Shire and to guide land use planning within the Shire over the next ten to fifteen years. This is the first time that a local planning strategy has been prepared for the Shire of Morawa.

Within the Strategy, Objective C6 most directly relates to tourism and has been considered in this plan: acknowledgment of cultural (including indigenous) heritage through built form, public art and community activities.

2.1.6 Wildflower Country Tourism Strategic Plan 2012-2017

This five-year plan was developed to guide wildflower tourism initiatives in the mid-west region known as 'Wildflower Country'. While this plan is now outdated, it still provides relevant contextual information to be considered for the Morawa Tourism Plan. The plan mentions diversification of the wildflower tourism industry in the region, noting that "Apart from wildflowers, other tourism strengths for the region are:

- "Nature based" – including bushwalking, bird watching, photography, camping, windsurfing, etc.
- Culture and heritage – historic town, Aboriginal heritage sites, museums, etc.
- Festivals and events – including agricultural expos, country race days, arts and craft, individual iconic town events.
- Diverse range of industry in the area.
- A unique rural way of life."

This is something the Tourism Plan can look to when providing value-add opportunities to the existing tourism offer in Morawa.

2.1.7 Australia's Golden Outback Strategic Plan 2021-2026

Australia's Golden Outback is one of the peak tourism bodies covering the Mid-West region, including the Shire of Morawa. It's vision states: 'By 2026, WA's Golden Outback Region will be recognised as Australia's road trip capital, offering enhanced visitor experiences, which attracts new and repeat visitors and grows the visitor economy of its communities.'

The Actions within this plan will help to achieve the overarching vision of the AGO strategic plan, as the goals are aligned



2.2 Tourism Profile

2.2.1 Current offer

The Shire of Morawa currently offers seasonal tourism, mostly driven by their wildflowers, inclusion within Wildflower Country and proximity to the Murchison region (often colloquially referred to as the “gateway to the outback”). This is undoubtedly their peak tourist season, lasting roughly between June to late-September, depending on the natural duration of the season. The most common visitor profile that comes through to view wildflowers are often caravaners or campers aged over 55. Although there are emerging trends in increased family (couples with young children) based travel as well.

While wildflowers are Morawa’s big attraction, they also offer a range of year-round attractions, including historic architecture, the nearby historic town of Canna, Bilya Rock, Koolanooka Mine and Springs, Museum, Widimia Trail, historic windmill collection and events such as the Biennial Art Show and the Speedway. Morawa is commonly perceived as an agricultural town, however there is potential to broaden their cultural offer to promote their traditional custodians.

2.2.2 Visitor profile

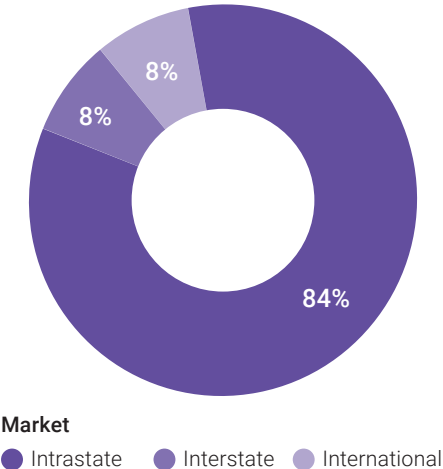
According to the Mid-West Overnight Visitor Fact Sheet (2017/18/19)⁴, most of the regional visitors are from within Western Australia (intrastate), with a small handful being from interstate and overseas. While international visitors spend more on their trip and stay for a longer duration, domestic visitors tend to spend more per-day. This indicates that the key audience for tourism in the Shire of Morawa are West Australians, however strategy should reflect aiming to increase length of trip and spending by attracting interstate and overseas visitors as these groups tend to spend more money.

See finding from the Fact Sheet on the next page.

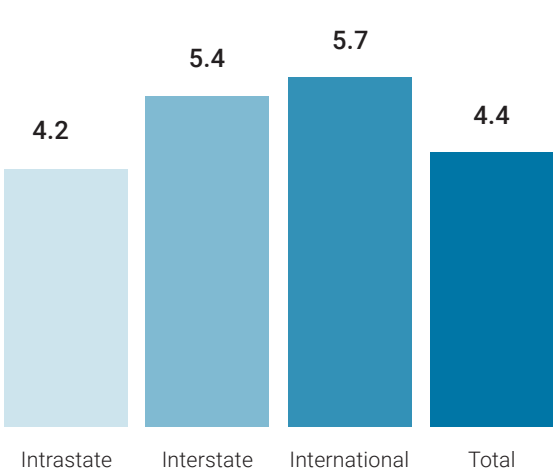
⁴ Tourism WA (2020). Mid-West Overnight Visitor Fact Sheet (2017/18/19).

Mid-West Overnight Visitor Statistics (Tourism WA, 2020)

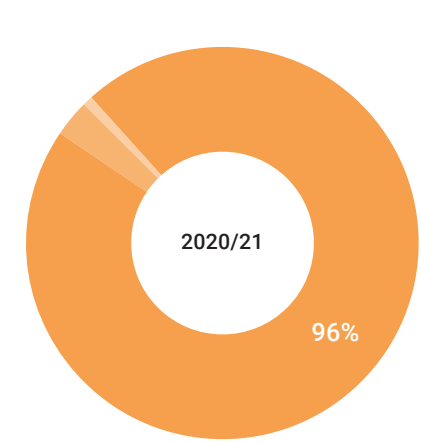
Visitors by Market



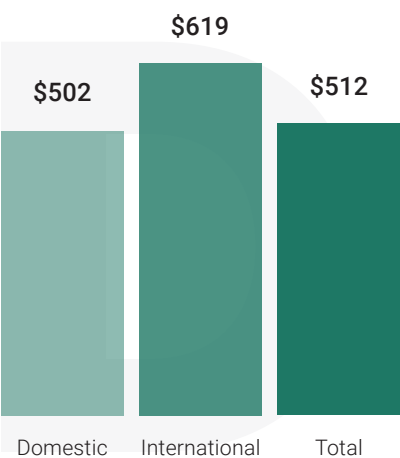
Average Length of Stay (Nights)



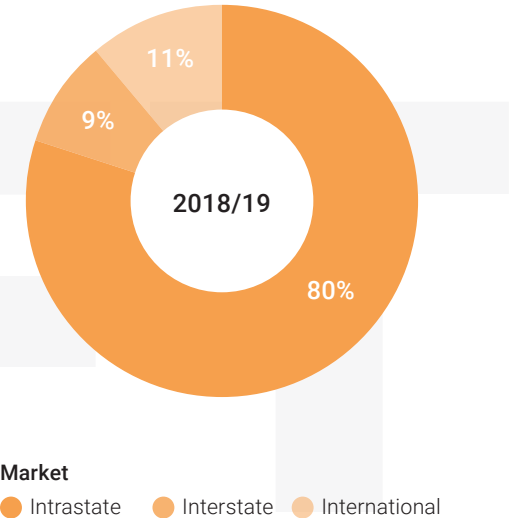
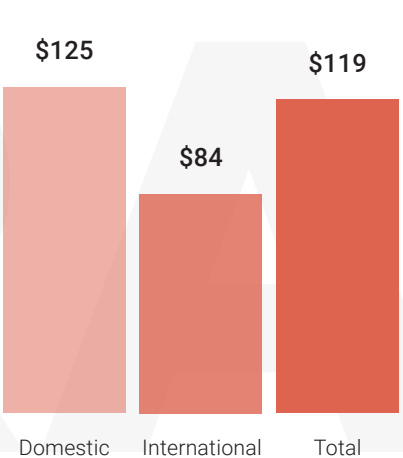
Share of Overnight Visitors Change vs. Pre-Covid



Average Trip Spend*



Average Daily Spend*



*Four year average 2015/16/17/18

2.3 Comparative Local Offer

The below table shows a summary of the tourism infrastructure and activities of neighbouring Mid-West Shires. This is important to consider for Morawa's strategy, as it indicates potential areas of partnership and resource-sharing, as well as opportunities to learn from the successes of approaches to Shire involvement in tourism.

Table 1 Comparative Local Offer

| Attractions | Services | Considerations |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Carnamah | | |
| <ul style="list-style-type: none"> • Wildflowers • Astro-tourism • Museum • Art Gallery • Tractor Museum • Book exchange and visitor info • Art and heritage Trail • Walk trail | <ul style="list-style-type: none"> • Free WiFi in 'Cultural precinct' • Café • Ice creamery • IGA • Friday night meals at bowling club • Service station • Carnamah Hotel | <p>A small town with a range of offerings in town including café, ice cream and free WiFi which strategically promotes the town's 'cultural precinct'.</p> <p>Carnamah has a lot on offer in terms of art and culture, including an art gallery, museum, tractor museum and an art and heritage trail.</p> <p>An additional place for meals has been added on Friday nights at the local bowling club.</p> |
| Mingenew | | |
| <ul style="list-style-type: none"> • Wildflowers • Astro-tourism and listed stargazing sites • New Leaf Connect tours • Mid-West Adventure Tours • Yandanooka Hall (RV friendly) • Coalseam Conservation Park (BBQ and toilet facilities) • Depot Hill • Museum • Mingene Hill • Historical walk • Littlewell Reserve | <ul style="list-style-type: none"> • IGA • Roadhouse (fuel available 24/7) • Mingene Hotel and Pub • Visitor's map (well-designed) • Caravan park (Friday night meals from 6pm) • Mingene Bakery (also open Sundays during peak season) • Enanty Barn (free camping) • Tourist centre | <p>Mingenew has a well-designed website with engaging and legible maps, including a quick snapshot of where to eat and drink, where to stay and things to see in the one brochure.</p> <p>Mingenew has a focus on natural attractions such as picnic spots and stargazing and promotes them well.</p> <p>Accommodation includes free camping, to promote stargazing.</p> <p>In terms of their retail and hospitality offer, they have fuel available 24/7 (while the roadhouse has similar hours to Morawa Wildflower Bakery Roadhouse) and the local bakery opens on Sundays during the peak wildflower season.</p> <p>Lastly, Mingene partners with New Leaf Connect and Mid-West Adventure Tours to promote touring to their town and nearby attractions.</p> <p>Claims to be the heart of WA's wildflower country.</p> |

| Attractions | Services | Considerations |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mullewa | | |
| <ul style="list-style-type: none"> • Wildflowers • Drive trails • Walk trails (including bush, wildflower and heritage) • Our Lady of Mount Carmel Church & Priest House Museum • Mass Rock • Scenic Lookout • Aboriginal Art Workshop and Gallery • Men's Shed and Yamatji Sitting Circle • Masonic Lodge • Rodeo • Agricultural Show | <ul style="list-style-type: none"> • Dedicated tourism website (visitmullewa.com) • Detailed map brochure • Inspirations Mullewa hotel/motel • Service station • Jonesy's Café • Mullewa Sports club (serving meals Friday, Saturday and Sunday) • Mullewa Caravan Park • Railway Hotel Motel | <p>A small town with a historic focus. Mullewa has limited offerings however does offer meals at the Sports Club on weekend evenings.</p> <p>They promote drive and walk trails, which boast the local heritage and natural beauty, including wildflowers.</p> <p>The Aboriginal Art Workshop and Gallery is a standout offer within the town and a point of difference from other nearby towns.</p> <p>Facilities are basic in offer compared to other neighbouring towns, such as Mingenew.</p> <p>Key to Mullewa's tourism offer is the Rodeo and Agricultural Show, playing to their agricultural strengths.</p> <p>Claims to be the heart of WA's wildflower country.</p> |
| Three Springs | | |
| <ul style="list-style-type: none"> • Wildflowers • Scenic drives • Heritage trails • 360 degree panoramic view at Three springs Talc Mine Lookout • Pink Lakes • Yarra Yarra Lakes • Astro-tourism • Geocaching • Wildflower Show (August) • Dookanooka National Park • Arrino Gardens (bush tucker experience) | <ul style="list-style-type: none"> • Visitor's centre • Very basic mapping • Eco caravan park | <p>Three Springs is another Wildflower Country town that offers wildflowers as the main attraction, while also focussing on heritage and other natural beauties, including the pink lakes.</p> <p>There are minimal services that support tourism in the town, however there are a variety of attractions that complement wildflower season, including astro-tourism, geocaching and even learning about bush tucker at the Arrino Gardens.</p> |

| Attractions | Services | Considerations |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Perenjori | | |
| <ul style="list-style-type: none"> • Wildflowers • Astro-tourism / stargazing • Rothsay Heritage Trail • Rothsay Ghost Town • Terina's Wildflower Walk • Birdwatching • Charles Darwin Reserve • Karara Rangeland Park • Pioneer Museum • Rabbit Proof Fence | <ul style="list-style-type: none"> • Dedicated tourism webpage • Perenjori Roadhouse (7am – 7pm, 7 days a week) • Perenjori Caravan Park (including 'the village' and 2x chalets and 1x house) • Lindum Farmstay (via Air BnB) • Perenjori Hotel • Tourist information centre • Wheat Bean Café (opening hours Monday – Friday) | <p>Perenjori has a dedicated tourism webpage for those coming to explore during wildflower season, outlining their main attractions, services, and connections to Wildflower Country's Wildflower Way self-drive route.</p> <p>There is a clear focus on wildflower season and associated outdoor activities, such as walking trails, heritage trails, stargazing and birdwatching.</p> <p>While the roadhouse is available 12hrs a day, 7 days a week, their local café is only open Monday to Friday and not on weekends.</p> <p>The Lindum Farmstay provides a unique, niche accommodation offer suitable for families.</p> |
| Yalgoo | | |
| <ul style="list-style-type: none"> • Arts and Cultural Centre • Wildflowers • Miner's Pathways self-drive trail • Wildlife spotting • Gold rush heritage architecture • Museum • Joker's Tunnel | <ul style="list-style-type: none"> • Yalgoo Caravan Park • Yalgoo Hotel Motel • Station Stay at Mellenbye (including glamping pods and other niche accommodation offer) • Melangata Station Stay • Gabyon Station Stay | <p>Yalgoo is a small Shire with modest tourism offer, however they have a wide offer of accommodation and niche accommodation. This includes rammed earth units at the caravan park as a point of difference, and Mellenbye station offer a diverse range of accommodation including glamping pods, cheap camping (both powered and unpowered sites) and various size chalets.</p> |

| Attractions | Services | Considerations |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Morawa | | |
| <ul style="list-style-type: none"> • Wildflowers • Astro-tourism • Museum and old police station • Widimia Trail • Heritage walks • Koolanooka Springs • Bilya Rock • Canna historic town • War Rock and Gnamma Hole • Speedway • Biennial Art Show | <ul style="list-style-type: none"> • IGA • Caravan Park (RV friendly) • Wildflour Bakery (roadhouse) • Bottlemart and convenience store • Basic maps on webpage • Visitor's centre • Everlastings guest house • Morawa Hotel Motel • Canna town campsite • Koolanooka springs campsite (basic toilets and wood BBQs) • Free Wi-Fi in Town Centre and Caravan Park • 24/7 fuel options (x2) | <p>In comparison to the nearby towns, Morawa is quite well-served and has a range of alternative attractions to wildflowers.</p> <p>Some gaps that have been highlighted by review of nearby towns, is the lack of awareness of free Wi-Fi in town, limited service hours for food and beverage offering and rudimentary maps and website to promote attractions and services for tourism. The action plan should aim to address these gaps.</p> <p>Carnamah, Mingenew and Mullewa all had clear focus for their tourism – either promoting cultural attractions, natural beauty or large events. This is something that Morawa could consider, to create a sense of tourism identity.</p> |

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2.4 Trends in Tourism

The following tourism trends discuss both global and national tourism trends and how they may apply to the tourism context in Morawa. Consideration of these trends has informed the action plan in conjunction with community and stakeholder feedback.

Table 2 Summary of Tourism Trends and Implications for Morawa

| Trend | Description | Considerations for Morawa Tourism Plan |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aboriginal Tourism | <p>Visitors are seeking knowledge of a place's history beyond visiting museums or reading tour guides. Added to this, visitors to WA are seeking authentic Aboriginal cultural experiences, with Tourism WA reporting 82% of visitors would like to take part in an Aboriginal tourism experience however only 26% have done so⁵.</p> <p>Tourism WA has recently released their Jina Plan, which is an action plan promoting Aboriginal Tourism between 2022-2026⁶.</p> | <p>Morawa is well positioned to facilitate Aboriginal and cultural tourism experiences through partnering with their local Aboriginal group MEEDAC or Yamatji Aboriginal Corporation. This would also boost employment opportunities.</p> <p>A point of difference for Morawa is their higher proportion of Aboriginal residents compared to other neighbouring towns, which should be acknowledged, celebrated and better promoted to visitors.</p> |
| Astro-tourism or Dark Sky Tourism | <p>Astro-tourism is a small but growing trend centred on visitors seeking out dark skies to enable a clear and unpolluted view of the solar system⁷.</p> | <p>Morawa is already on the map as an 'Astro Tourism Town' and is well-positioned to offer astro-tourism experiences. The Shire should consider partnering stargazing and other astro-tourism activities with events, such as dinner under the stars, guided astrology tours, or Aboriginal tourism events.</p> |
| Caravanning trends Australia | <p>Caravanning's becoming a young person's game, with the average Australian owner of a caravan or motorhome now aged 33. The #vanlife hashtag has exploded, nearing 6 million Instagram posts. And latest Caravan Industry Association of Australia stats put families (30 per cent) hot on the heels of Grey Nomads (32 per cent) when it comes to nights spent caravanning and camping⁸.</p> | <p>In order to diversify the average visitor age and profile, focussing on caravanning facilities is something Morawa has been doing well and should continue to pursue going forward.</p> <p>Consider expanding the existing caravan park to include more family friendly accommodation, features and landscaping to make it more attractive.</p> <p>Proactively ensuring Apps like Wiki Camps include details around the services, facilities and overflow areas are uploaded to the relevant travel Apps.</p> |
| Soft adventure | <p>Destination cycling and mountain bike riding is a significant growth sector and an average of just over 350,000 overnight visitors to WA per annum undertook cycling while travelling in 2019⁹. These visitors are experience seekers with high disposable incomes, bringing significant flow on benefits to complementary activities including hiking, camping, bridle tours, specialty accommodation and hospitality.</p> | <p>Morawa already has a concept plan for a bike trail that would bring in alternative tourists to those who traditionally journey to see the wildflowers.</p> <p>Additionally, adding various heritage and walk trails near the town to Trails WA (DBCA) would be beneficial to tap into the soft adventure market.</p> |

⁵ Tourism WA (2021). Jina: Western Australian Aboriginal Tourism Action Plan 2021-2025.

⁶ Ibid.

⁷ Tourism WA (2021). Informing TWAs Dark Sky Tourism Products and Strategy.

⁸ Caravan Industry Association Western Australia in Browning, M (2019). Vanlife Boom: How caravanning became Australia's coolest travel trend

⁹ westcycle.org.au/western-australian-cycle-tourism-strategy

| Trend | Description | Considerations for Morawa Tourism Plan |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Niche accommodation | Discerning consumers and niche audiences are increasingly seeking unique accommodation products that offer a memorable and authentic stay. These generally offer a wellness component, local produce, low impact or low footprint performance, connection to the natural environment, and a showcasing of unique local buildings and heritage assets. | Supporting existing accommodation facilities in the Shire to add or upgrade facilities to accommodate for a niche experience, such as farm stay, glamping, bed and breakfast would be of benefit to the current accommodation offer. |
| Repeat visitation | <p>Research from Tourism WA in 2018 draws light to the fact that WA has a higher proportion of repeat visitors, making up a larger proportion of the market. These repeat visitors have a different attitude to places, are more community-minded and more likely to be drawn back to WA for its natural beauty.</p> <p>Activities that repeat visitors undertake include natural landscapes (88%), museum/gallery (75%), iconic market or shopping (62%), cultural event (38%) and sporting event (31%).</p> <p>Repeat visitors are most commonly aged between 24-35 and 64-75, commonly known as SINKS or DINKS¹⁰.</p> | <p>Morawa is well-placed to attract a 'repeat visitation' market with their abundant natural landscapes and being on the 'doorstep to the outback'.</p> <p>Some gaps for Morawa include markets or shopping, cultural events (notwithstanding the biennial art show), and sporting events. These may be aspects that the Shire can consider creating additional visitation.</p> <p>Consider marketing to appeal to the personality type of a repeat visitor – a place for reflection and reconnection with loved ones, while highlighting Morawa's natural assets.</p> |
| Country core movement | Since the pandemic, a growing number of online trends and hashtags related to simple country living has become popular ¹¹ . After being locked away in urban environments for the last two years, people are seeking to reconnect with nature and live slowly in contrast to their fast-paced urban lifestyles. | <p>Morawa has potential to tap into this younger audience of the country core movement, being a small, quiet, farming town with Australian heritage.</p> <p>Consider marketing to tap into the country core movement – quiet, friendly, small town charm.</p> |

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¹⁰ Tourism Research Australia (2018). Understanding Repeat Visitation Australia Summary.

¹¹ Braff, D (2020). How the #cottagecore Internet Aesthetic Dovetails with Pandemic Travel. The Washington Post.



3. Community and Stakeholder Engagement

Engagement with the community and key stakeholders was conducted in March and April 2022 for input on the draft Tourism Plan and Arts and Culture Plan. Consultation was undertaken with the Aboriginal Community (Midwest Employment and Economic Development Aboriginal Corporation), local businesses, Councillors, volunteer organisations in Morawa, Shire staff (administration and operations), Tourism WA, Mid West Development Commission, North Midlands Project, Yamatji Aboriginal Corporation and Department of Local Government, Sport, and Cultural Industries.

The engagement approach was structured by understanding the existing offer in Morawa, barriers and opportunities, potential partnership/funding opportunities and priority areas for the action plan.

A summary of the priorities from community and stakeholders are presented in the table below:

Table 3 Action Plan Priority Areas

| Community priorities | Stakeholder priorities |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Expand accommodation. Improve food and beverage offer (ideally through a café on the main street) to encourage people to stop, stay and spend more in the town. Augment what is already existing in terms of tourist attractions (such as upgrading Koolanooka Springs toilets and camping facilities, additions to Widimia Trail for example). Improve marketing and promotion of attractions. Improve signage and wayfinding. Desire for Aboriginal tourism (such as tours, bush tucker, cooking classes etc). | <ul style="list-style-type: none"> Expand accommodation. Focus on maximising wildflower season, getting tourists to stay longer and spend more. Aboriginal tourism – align plan with the Jina Plan (Tourism WA). Partnering with neighbouring local governments (trails, events, etc). Host regional sporting events. Liaise with bus touring companies to stop in Morawa. Ensure Tourism, Arts and Culture plans are unique to the area (Morawa). |
| Funding / partnership opportunities | |
| <ul style="list-style-type: none"> MEEDAC and CRC keen to be involved where possible (example, fabricating signage, building community gardens, running Aboriginal tourism projects). North Midlands Project – potential partnership opportunity (especially for arts and cultural projects). DLGSC have lots of funding relating to arts and culture. Linking with neighbouring local governments would attract more funding (example, for establishing an event). DBCA and Trails WA digital mapping. Lotteries West for arts and cultural grants. Alfresco dining rebate for small businesses (DLGSC). Tourism WA Australia Golden Outback Wildflower Country Inc. Mid-West Development Commission Regional Development Australia | |

Opportunities

- Key opportunities to distinguish the Shire of Morawa in terms of tourism initiatives were recognised in the Aboriginal tourism space and with sporting events, given the Shire's good-quality facilities.
- The community pointed out that Morawa has a decent tourism offer, however, needs more promotion and perhaps some value-adding to make the existing trails, camping spots and other attractions a little more interesting, including outside of peak wildflower season.
- The community were also keen to see more events, large and small, including both free and paid events.
- The town has a strong agricultural identity, there is potential for branding in this way.
- There are opportunities to link in with existing tour services and tourism services within the Mid-West region.

Challenges

- Community acknowledged challenges such as resourcing, including fatigue of their own volunteer base. They'd like to encourage newer and younger casual volunteers.
- Lack of accommodation is a challenge, as it often is booked out in peak season.
- Current mapping is outdated and not visually engaging.
- Signage is lacking around the Shire's attractions and in town, therefore tourists can't easily navigate to different attractions and services.
- Lack of café and limited opening hours was seen by the community as a big challenge to overcome, they feel that this is why many tourists drive through without stopping.



4. Goals for Tourism

Considering the existing strategic context in the tourism space, the local comparative offer, and community and stakeholder feedback, we have created three goal areas to guide the Tourism Plan:

1

LEVERAGE: Build upon the existing services and attractions in Morawa.

2

ENRICH: Enrich experiences culturally, seasonally and recreationally.

3

SUPPORT: Provide supporting infrastructure to maximise tourism, social and economic benefits.

5. Action Plan

These three overarching goals aim to address the areas of needs and desired outcomes across the tourism sector, the wider regional public and their access to tourism experiences, and the alignment with the Shire's Arts and Culture Plan.

Actions from the Shire's Arts and Culture Plan which have arts outcomes have been included in the below Action Plan, highlighted in green.

The following Action Plan list has taken into consideration: stakeholder engagement, Strategic Community Plan outcomes, guiding strategy, community priorities and relevant tourism trends. It is then organised into the three guiding goal areas of this plan to support achieving them. We recommend the timing of some actions to occur before others are implemented, to maximise social, economic and tourism benefits. However, we understand funding availability, resourcing and other factors may alter the roll-out of the actions and timing.

Indicative costing has been added as a guide only, however more accurate pricing of actions will be needed closer to implementation

\$ = under 20k | \$\$ = under 100k | \$\$\$ = under 500k | \$\$\$\$ over \$500k

Priority is indicated by community, stakeholder or priorities identified in relevant strategies.

Please note, where we have identified partnership or funding opportunities - these should be read as proposed only and are to be explored by the Shire with the organisations upon progression of the action items.

A photograph of a silver Toyota 4Runner parked on a dirt road at night. The vehicle is in the lower-left corner, facing forward. The background is a dark night sky filled with stars, with the Milky Way galaxy clearly visible as a bright, hazy band of light stretching diagonally across the upper half of the frame. The ground is dark and uneven, and a wire fence is partially visible behind the vehicle.

Action Plan: Leverage

LEVERAGE: Build upon the existing services and attractions in Morawa.

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Strategic Links | Priority |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|----------------------------------------------------------------------------------------|---------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Update mapping | <ul style="list-style-type: none"> Enrich map of heritage walk trail visually Create map of wildflower walking/driving trails (other than Widimlia Trail) from the Town. Create or visually update map/s of day-driving tour starting from the town and linking key attractions (for example: War Rock, Gnamma Hole, Koolanooka Springs, Karrara Rangeland Park and Canna). Ensure maps are visually engaging and legible. Ensure all key tourism sites, such as Canna, Widimlia Trail, Koolanooka Springs etc are registered on Google Maps. | \$\$ | <p>Recommend using graphic designer to ensure high quality end product, with inputs from the Visitors Centre to provide information and current mapping/brochures.</p> <p>Work with Wildflower Country for trails, ensure trails link with Wildflower Country.</p> | ● | | | Wildflower Country Tourism Plan | Community Strategic |
| Improve wayfinding and informational signage for key locations and services | <ul style="list-style-type: none"> Understand key locations for signage Improve signage and wayfinding within the town, pointing to key stores, services and attractions. Improve signage and wayfinding for key visitor attractions within the Shire, outside of the town. Add more informational signage to key locations | \$\$ | Explore partnering with MEEDAC and Community Resource Centre. | ● | | | <p>MWDC Tourism Strategy</p> <p>Local Planning Strategy, Objective C6 (Draft 2021)</p> | Strategic |
| Upgrade visitor's bay information and map in town centre | <ul style="list-style-type: none"> Create an exciting visitors bay information stand with up-to-date information on facilities and services, accommodation, attractions in town and in the surrounding area (within the Shire). Update the map to be better-designed and more legible, highlighting key attraction within the town, and the direction of attraction out of town (such as Bilya Rock, Koolanooka Springs, etc). Explore electronic notice board to ensure information remains up-to-date and is easy to update. Add call-out to broader area of the Shire, not just focusing on the town centre. | \$\$ | Resource to graphic designers for final production of a fixed map, or utilise communications company for digital format. | | ● | | MWDC Tourism Strategy | Community Strategic |
| Upgrade the south entrance dump point | <ul style="list-style-type: none"> Improve landscaping to the area surrounding the dump point. Add signage and an information bay to this area as it is visited by many tourists. | \$\$ | Partner with MEEDAC and Community Resource Centre for landscaping and small-scale signage. | ● | | | <p>MWDC Tourism Strategy</p> <p>Local Planning Strategy, Objective C6 (Draft 2021)</p> | Community Strategic |

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Strategic Links | Priority |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------------------------------------|-------------------|-----|-----|--------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Enhance the existing online calendar of events happening within the Shire. | <ul style="list-style-type: none"> Central and organised location for events happening within the Shire. Encourage all community groups to add their events to the events calendar. | \$ | Produce in-house. Partner with local groups for timing of events, meetings, workshops. | ● | | | MWDC Tourism Strategy | Community Stakeholder Strategic |
| Incentivise/support small businesses on the main street, including a café | <ul style="list-style-type: none"> Support a 'buy local' business support campaign with vouchers for businesses along the main street, available for tourists and locals. Activating the main street to create a sense of vibrancy in the town, encouraging more tourists to stop, wander and spend. Local café on the main street highly desired by local and tourists alike and could act as a 'hub' for activity and promote foot traffic. | \$ | Businesses and future investors | | ● | | MWDC Tourism Strategy Wildflower Country Tourism Plan | Community Stakeholder Strategic |
| Improve events and marketing - consider a stand alone resource or enhancing the responsibility for this area within existing position descriptions. | <ul style="list-style-type: none"> A dedicated resource to help promote the town, run marketing and organise events. Organise range of free and ticketed events. Improve use of communications channels. | \$\$ | | | | | MWDC Tourism Strategy | Community |
| Hold meeting pre-wildflower season with local businesses to see how they can complement each other and identify gaps in local offer. | <ul style="list-style-type: none"> Work with local businesses to improve the local offer of retail and hospitality, while ensuring competition is kept to a minimum. Identify the best way to promote the existing local offer while filling gaps to improve offer for tourists. Consider a staff exchange or secondment program with the Town of Victoria Park events or community development team. Consider annual meeting with Wildflower Country nearby LGAs to identify shared opportunities of nearby attractions. | \$ | Local businesses | | ● | | | Stakeholder Community |



Action Plan: Enrich

ENRICH: Enrich Experiences Culturally,
Seasonally and Recreationally

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Other Strategic Links | Priority |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Add a geocache or geocache trail to the Shire. | <ul style="list-style-type: none"> Possible locations could be Widimia Trail, Bilya Rock, War Rock and Gnamma Hole, Koolanooka Springs, churches, or Canna. | \$\$ | | ● | | | Local Planning Strategy, Objective C6 (Draft 2021) MWDC Tourism Strategy | Community Stakeholder Strategic |
| Promote the largest windmill collection in Western Australia | <ul style="list-style-type: none"> Promote at the visitors centre, include on the mapping and website. Consider moving the windmill collection outside to make for an interesting installation and attraction in the town. Provide better opportunities for people to view the attractions. Consider how to make the windmill collection more accessible. | \$ | Museum volunteers North Midlands Project | | ● | | MWDC Tourism Strategy Wildflower Country Tourism Plan | Strategic Community |
| Add to Widimia Trail with interpretive signage, native planting or artwork. | <ul style="list-style-type: none"> Help to make Widimia Trail interesting outside of wildflower season Offer additional attractions and promote local information to tourists, enriching their experience. Native planting to include bush tucker or medicinal planting, with explanatory signage throughout the trail. Interpretive signage to include local stories or information on local flora/fauna. Consider using QR codes to link to Shire website. | \$\$ | Work with local artists and MEEDAC to source artwork and stories for the interpretive signage. | | ● | | Local Planning Strategy, Objective C6 (Draft 2021) | Community Stakeholder Strategic |
| Town beautification focussing on the heritage area and surrounding the caravan park, linking to the main street. | <ul style="list-style-type: none"> Focus beautification and planting in strategic locations such as near the caravan park, along the Heritage Trail and Widimia Trail. Use seasonal planting for a range of colour year-round, or bush tucker options. Encourage local businesses on the main street to look after planting boxes with colourful flowers and greenery. | \$ | MEEDAC | | ● | | Wildflower Country Tourism Plan | Community Strategic |
| Deliver a medium-sized event alone or work with neighbouring Shires to plan and attract funding for a large, annual event. | <ul style="list-style-type: none"> Could be astro tourism, Aboriginal tourism, music, wildflower, 'mid-western' themed or a combination. Consider how this event could complement the Biennial Art Show (on the alternate year, or at a similar time). | \$\$ | RAC Neighbouring Shires | | ● | | MWDC Tourism Strategy | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Other Strategic Links | Priority |
|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Work with neighbouring Shires to facilitate rotating weekend markets. | <ul style="list-style-type: none"> Markets to be held, monthly, fortnightly or weekly, depending on capacity and popularity. To have a food-focus (example, sunset dinner markets) and local businesses set up a stall. Encourage MEEDAC or similar to set up a stall with bush tucker inspired food. Potential locations for Morawa Markets include the town centre or the Town Hall. | \$ | Neighbouring Shires MEEDAC Kleenheat Community Grants | | ● | | MWDC Tourism Strategy | Community Stakeholder Strategic |
| Organise astro-tourism event | <ul style="list-style-type: none"> Promote 'dark sky tourism' offer by holding a specific event. Possible event ideas include 'dinner under the stars', Aboriginal guided stargazing evening. Event should be ticketed, include souvenir or something patrons can purchase as a way of raising revenue. | \$\$ | Neighbouring Shires | | ● | | Jina Plan (Tourism WA) MWDC Tourism Strategy | Stakeholder Strategic |
| Facilitate year-round interest in astro-tourism with complementary facilities. | <ul style="list-style-type: none"> Augment popular visitation sites such as Koolanooka Springs and lookout, Canna townsite or caravan park with stargazing facilities. | \$\$ | | | ● | | | |
| Create or support Aboriginal tours and trails | <ul style="list-style-type: none"> Consider how the current wildflower trail might be improved with Aboriginal tours or information. Consider creating a separate trail. | \$ | MEEDAC Yamatji Aboriginal Corporation DLGSC Tourism WA Trails WA | | | ● | Jina Plan (Tourism WA) MWDC Tourism Strategy Local Planning Strategy (Draft 2021) | Community Stakeholder Strategic |

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Other Strategic Links | Priority |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------------------------------------------------------------|---------------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Support local food and beverage businesses to access alfresco incentive or state government incentives. | <ul style="list-style-type: none"> Special efforts made Friday – Sunday when visitors are likely to be in town and locals have time off on the weekend to promote vibrancy. | \$ | | | ● | | | Stakeholder Community |
| Produce interactive mapping for wildflowers | <ul style="list-style-type: none"> Having the ability to facilitate interactive mapping could encourage tourists to come to Morawa for wildflowers or stay longer as they can see in real time which flowers are being sighted. Include wildflower monitoring station at the lookout, or at Widimia Trail. Visitors can upload their photo to a website repository. Initiative mobile application ('app') development with Wildflower Country and Trails WA. | \$ | Opportunity to partner with Wildflower Country, Trails WA trail app or neighbouring local governments on the Wildflower Way. | | ● | | Local Planning Strategy, Objective C6 (Draft 2021) MWDC Tourism Strategy | Community Stakeholder Strategic |
| Continue to progress the Bike Trail project | <ul style="list-style-type: none"> Creation of a standalone attraction for Morawa, attracting a new visitor profile of younger and family type tourists who may stay longer and spend more. Continue the conversation and negotiation with Sino Steel. | \$\$\$\$ | Sino Steel DBCA | | | ● | Local Planning Strategy, Objective C6 (Draft 2021) | Community Stakeholder Strategic |

DRAFT



Action Plan: Support

SUPPORT: Provide supporting infrastructure to maximise tourism, social and economic benefits.

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Other Strategic Links | Priority |
|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------|-------------------|-----|-----|----------------------------------------------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Develop Masterplan for the Caravan Park expansion. | <ul style="list-style-type: none"> More accommodation available for tourists and a larger range on offer, including chalets, powered and unpowered sites. Ensure family visitor groups are catered for in both accommodation and complementary facilities (such as ablutions, playgrounds, safety etc). Investing in both RV/Caravan facilities and chalet style accommodation ensure that different types of tourists are accommodated for. Identify overflow areas, potential location at the Morawa Sport Oval. | \$\$ | | ● | | | MWDC Tourism Strategy Wildflower Country Tourism Plan | Community Stakeholder Strategic |
| Facilitate expansion of the caravan park, as per the above Masterplan (ref: Action 3.1) | <ul style="list-style-type: none"> Source and connect baseline infrastructure needs (sewerage, power, water connections). Construct accommodation and facilities. | \$\$\$\$ | | | ● | | MWDC Tourism Strategy Wildflower Country Tourism Plan | Community Stakeholder Strategic |
| Free Wi-Fi in town centre. | <ul style="list-style-type: none"> Expand wi-fi from Shire offices to the ablution block in main street to encourage visitors to enjoy the streetscape and view shops. Widely advertise free Wi-Fi in the town centre, near the visitors information bay in addition to the Caravan Park and Shire Offices. This will encourage visitors to stay in the town centre and view what's on offer. Promoting free Wi-Fi can also be an attractor for tourists to stop in Morawa, rather than another nearby town. | \$ | | ● | | | | Stakeholder |

| Action | Desired Outcomes | Indicative Cost | Proposed Funding / Partnership Opportunities | Indicative Timing | | | Other Strategic Links | Priority |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------|-------------------|-----|-----|-----------------------|---------------------------------|
| | | | | 0-2 | 3-5 | 6-9 | | |
| Ensure Morawa is recognised on existing tourism apps/maps. | <ul style="list-style-type: none"> Explore adding Shire of Morawa to DBCA Trails WA online program. Trails could include public art, walking, cycling, Aboriginal tours, etc. Possibility for trials to link with neighbouring towns to maximise reach. Other apps include WikiCamps and Camps Australia Wide. | \$ | DBCA Trails WA WikiCamps Camps Australia Wide | | ● | | MWDC Tourism Strategy | Community Stakeholder Strategic |
| Develop marketing campaign, drawing on some of the trends in tourism mentioned in Section 3.4. | <ul style="list-style-type: none"> Refresh website to be more attractive to visitors. Work with the Visitors Centre to develop and implement a complementary tourism media plan. Utilise Facebook and Instagram account as a tourism platform, rather than just a communication tool for residents. Tag and share with synergistic accounts such as Australia's Golden Outback (@australiasgoldenoutback). | \$ | Develop in-house. | ● | | | MWDC Tourism Strategy | Community Stakeholder Strategic |
| Seek and promote accreditation from Campervan and Motorhome Club of Australia and Caravan Industry Association of Australia. | <ul style="list-style-type: none"> Morawa will be promoted as a 'RV friendly town' with these association and additional marketing can be done through these networks, reaching a far wider audience. | \$ | Campervan and Motorhome Club of Australia Caravan Industry Association of Australia | ● | | | MWDC Tourism Strategy | Stakeholder Strategic |
| Seal the Morawa Airport and support additional functions including gliding, hot air ballooning, charter flights for tourists or other suitable purposes. | <ul style="list-style-type: none"> Morawa Airport will be an ideal place for tourists to fly into/out of for wildflower or other chartered tours. Encourage industry to utilise the Morawa airport | \$\$\$ | | | | ● | | Community |



element.
the art and science of place

| | | | | | | | | | | |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Midwest Development Commission | The plan seems very logical with good baseline info and input from the local community. I don't see any misalignment between the community aspirations and the action plan, which is good. Same with the arts and culture plan. | Good to see inclusion of astro, cultural and wildflower tourism, which are significant State priorities | I liked the reference to internal collaboration between businesses etc but would like to have seen greater focus on networking and leveraging off neighbouring attractions (Yarra Yarra Lakes, Mingenew astrotourism / space, Murchison GeoRegion etc) etc. I'd also encourage greater focus of subregional efforts via the Wildflower country group and linking in with broader regional bodies like Tourism Geraldton Mid West. | Possible look at Agri Tourism. | Need a 'Hook' to bring in tourists attention to try to keep them staying overnight. Mention of a café, but need something more significant so they are not just grabbing a coffe and driving through town. | I also wonder if more could be pursued in tandem with DBCA. They are doing some great stuff but I'm not sure what is happening in / near Morawa / PJ estates. | There was reference to branding in the opportunities but I didn't see specific branding recommendations – just maps, signage etc. Is a new brand being proposed, or just using existing? | What are some of the points of difference that might be developed further eg Morawa Ag school, the inland aquaculture project etc? Anything that can be developed / elevated as a 'must do'? Perhaps the trail is part of this... | consider how some of the major challenges might be address in collaboration eg accommodation, capacity building. Some of these challenges could / should be addressed regionally or subregionally | |
| element and administration comments | Noted. | Noted. | Subregional efforts have historically been unwieldy and seem to only work for set projects with clear outcomes. Will incorporate a touch point with other LGs and regional organisations to stay aware of activities in other areas | Not really relevant to Morawa's broadacre farming sector. Farm style accomodation and history is touched on. | Noted. A big ticket "Hook" may be unrealistic given the size, scale, and location of Morawa. The Community Plan focusses livability and enhancing unique qualities - if done well these things will enhance visitor experience. | Noted. | Shire has a good existing brand no need to recreate. | The idea of the plan is to make all actions desirable and achievable over the ten years to create a holistic outcome, so essentially all actions are want to do. | This is a strategic goal outside of tourism. Bigger than can be addressed in a tourism specific plan. | |
| Australia's Golden Outback | Australia's Golden Outback Strategy 2021-2026 hasn't been reviewed to inform the plan, which I think is an omission given the organisation is the peak regional tourism organisation of the area, including Morawa. | 'Goals for Tourism' I think that the overall goals have the right focus in the sense of focussing on developing the visitor experience and leveraging/enhancing existing assets. | Tourism WA had just released new LGA visitor factsheets, which could provide more granular level detail for Morawa. | WAITOC doesn't appear to have been consulted, which I think would be good to explore Aboriginal tourism opportunities. Australia's Golden Outback wasn't consulted. | It's great to see a focus on developing tourism over the coming years and I think you have a draft plan that is realistic (if you have the resources to implement the action plan) and that mainly focuses on destination development, which I believe is your best use of resources to enhance the visitor experience and Morawa's appeal. | As part of the action plan, I think it would be good to see key priorities highlighted. It might not be in the remit of the work but it would be also good to know what resources are available to do the work within the plan. | | | | |
| element and administration comments | Will review and make note of in the Plan. | Noted. | Will update based on newer data if it does provide greater detail. | Noted. | Noted. | This will be explored in the Corporate Business Plan, the plan aims to be achievable but some actions may take longer if resource constraints exist. | | | | |
| Tourism WA | 2.2.2 visitor Profile – if you would like to include the latest research results these can be found here RDC Factsheet 2021 - Mid West.pdf (tourism.wa.gov.au). However, there is value to include up to the dates listed within the draft plan as it is re COVID border closures. | The MWDC's Tourism Development Strategy recommends (p32) exploring mine tourism as a supplementary attraction, especially out of wildflower peak season. I understand the OSH risks of this however it is being done in some parts of the world, including Kalgoorlie. | An additional strategic alignment is the Mid West Sports Tourism Project (although not a government strategy rather an informing document) Mid West Sports Tourism Project – Mid West Sports Federation (mwsf.org.au) the attached report shows the economic impact of participants and spectators of sporting events in the Mid West region. An action could be for the Morawa and Golf Club to look for ways to be included in as | Aboriginal Tourism – Are there Aboriginal individuals or groups who could offer cultural experiences? If so Western Australian Indigenous Tourism Operators Council (waitoc.com) have \$4.32m in funding as well as \$3.6m from actions within the JINA action plan from Tourism WA to assist with business development support and capacity building for Aboriginal tourism businesses and art centres, events, back office support services. | Challenges – lack of accommodation – can incentives be included within the new Town Planning Strategy to attract this type of development, or station stays and Agri Tourism | Incentive support small business main street and need for a Café – can the new Town Planning Strategy have incentives to attract this type of investment? | Town beautification – encourage display of local art in empty shop windows. Possibly have a small funding pool for residents to run placemaking projects and evens | Create or support Aboriginal tours and trails – as above comment (15). Suggest contacting Yamatji Southern Regional Corporation who have ILUA agreement Schedule 1.pdf (www.wa.gov.au) on surrounding land and are developing a tourism strategy | Mentions DBCA Trails WA online and app – this is run by Trails WA not DBCA. | Update mapping and improve wayfinding – suggest including reviewing and updating information on Google Maps (most travellers plan their trip in advance). Examples – Bilya Rock is on the map but it could be listed as an attraction, a listing could also be added to Trip Advisor. The Historical Society is listed but it would more likely be searched as a museum (this is the only listing on Trip Advisor). Koolanooka Springs is not listed, only the road. Add 'largest windmill collection' p22. |
| element and administration comments | Will review and include. | | Noted. Will review the plan and reference. | Noted. It will be a focus of the plan to identify local entrepreneurs to drive indigenous tourism. | Not currently in TPS and too late to include. Maybe next review. | Not currently in TPS and too late to include. Maybe next review. | Display of local art - would be better if in a sellable location. Funding pool idea noted. | Have spoken with YSRC when developing plan. They may come into focus when a business concept is developed for Aboriginal tours. | Noted. | Noted. Will update text as needed. |
| Nadine Payne- Community Member | The plan sounds really good. Love it! The dot points around getting a cafe on the Main street, enhancing alfresco dining and focusing on having business open Friday- Sunday will be a huge benefit to tourism as well as locals | Liking that plan includes partnering with the CRC and MEEDAC and lots of other organisations. | Looking forward to seeing new signage, a marketing campaign with updated website and social media , improved caravan park, expanded trails, niche accomodation, improved food and beverage offerings, aboriginal tours and trails and all the good stuff listed in the plan. Love it | Upgrade area around the dump point, south entrance to town. I think the dump point and parking bay at the south of town could be utilised as a information bay with signage and the like. The bypass road means traveler don't need to actually enter the Main Street anymore so attracting their attention and outlining Morawa's services at the southern entry would be very beneficial. And at the moment that entrance looks pretty ratty. | I also wanted to add but I missed it in my other submission, I didn't see the Catholic Church (and Anglican one for that matter) The catholic church was built by a very famous man, the presbytery is the smallest in the Southern Hemisphere and our chruch links in with the cathedral in Geraldton as well as many other regional churches to form the Monsignor Hawes heritage trail and the Monsignor Hawes organisation in gero. So there is a lot of potential in this site and could be made into a tourism highlight. | Long term the museum and visitor centre will continue to struggle with volunteers and now seems a good time to explore sustainable long term options that will make the museum and visitor centre accessible. Maybe these two organisations need to combine with shire and North Midlands project providing support? | | | | |
| element and administration comments | Noted. | Noted. | Noted. | The information bay is mentioned in action items and agree with comments. | Monsignor Hawes is in the plan and will form part of trails and historical items. | Noted. | | | | |

| | | | | | | | | | |
|------------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--|
| Department of Local Government, Sport and Cultural I | | Recommend making clear here that the “Funding/partnership opportunities” identified are not secured and are proposed or potential only. If any funding is already secured for particular actions, it should be clearly distinguished from the funding which is currently only an ‘opportunity’. | On each page of the Action Plans it should be made clear that the ‘Funding/partnership opportunities’ column indicates proposed and potential funding opportunities (unless there is funding already secured for specific actions by the Shire, in which case it should be separated out). This will ensure that even if read in isolation (IE just a page of the action plan) there is clarity regarding secured versus potential funding. | | Suggest that for the “Indicative Timing” column in Action Plans may need to consider the timing involved in developing partnerships and applications for the unsecured funding opportunities. Where funding is not yet secured, or a partnership not yet developed 0-2 years may be unrealistic for some Actions. | “Create or support Aboriginal tours...” - Suggest including Trails WA here under partnership opportunities | “Funding / partnership opportunities” – Suggest the wording relating to DLGSC be reviewed. Keeping in mind that DLGSC has funding (normally via application process) through Culture and the Arts, Office of Multicultural Interests, Local Government, Sport and Rec etc. | “Support local food and beverage....” – The <i>Activating Alfresco</i> program via DLGSC is now CLOSED. This was a COVID response program. | |
| element and administration comments | Noted will add. | Noted. All funding and partnerships are referenced as opportunities so nothing set at this time. | | Noted, will revise timing against this recommendation if deemed necessary. | Noted will add. | Noted, will amend wording | Noted, will remove - DLGSC - although this sort of thing may have other funding opportunities in the future. | | |
| Shire of Morawa Councillor Comments through forum | | | | We should reference the Canna free camping area and waking trial in what Morawa has. | Widimia Trial entrance, draw card, and incorporation of indigenous elements should be emphasised further | Linkages with other towns important | Would be good to investigate out of town accommodation options | | |
| element and administration comments | | | | Noted will add reference. | Noted, will amend in Tourism Plan. | Noted. | Noted. Maybe not a priority for this plan given we are trying to attract tourists into Morawa townsite to spend money but will be beneficial if can create value add to other activities. | | |

Ordinary Council Meeting 15 September 2022

- | | |
|----------------------------|------------------------------------------------------------------------|
| <i>Attachment 1</i> | 11.2.1a Monthly Financial Report for the period ending 31 August 2022. |
| <i>Attachment 2</i> | 11.2.1b Bank Reconciliation for the period ending 31 August 2022. |
| <i>Attachment 3</i> | 11.2.1c List of Accounts Paid for the period ending 31 August 2022 |
| Item 11.2.1 | Statement of Financial Activity- August 2022 |
-



SHIRE OF MORAWA

STATEMENT OF FINANCIAL ACTIVITY

FOR THE YEAR ENDING
30 JUNE 2023



SHIRE OF MORAWA

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 31 August 2022

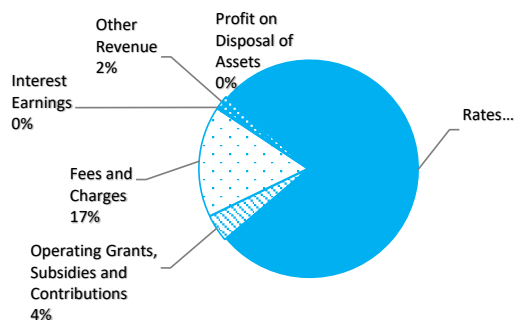
LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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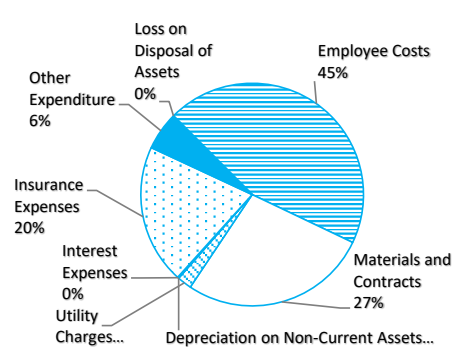
| | |
|----------------------------------------------------|----|
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OPERATING ACTIVITIES

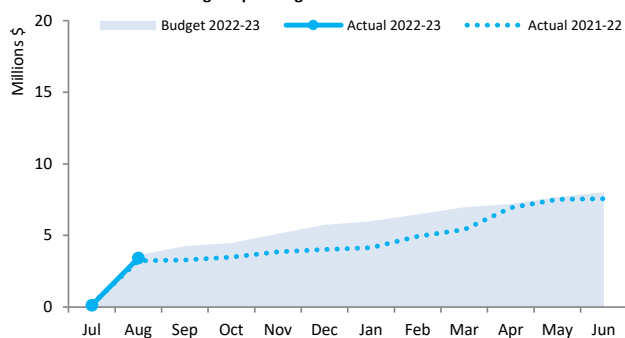
OPERATING REVENUE



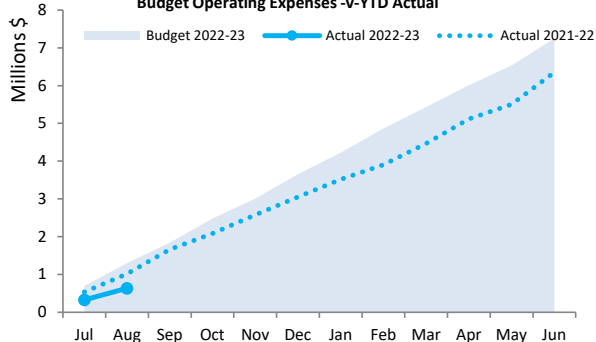
OPERATING EXPENSES



Budget Operating Revenues -v- Actual

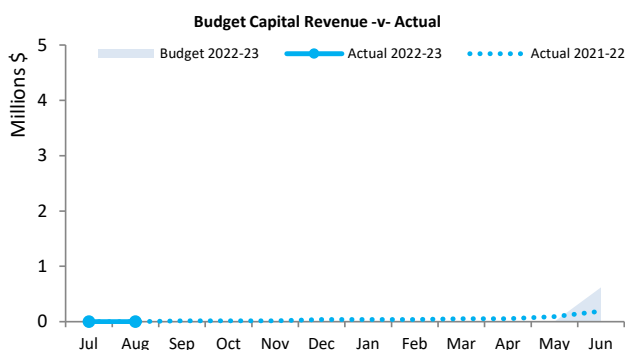


Budget Operating Expenses -v- YTD Actual

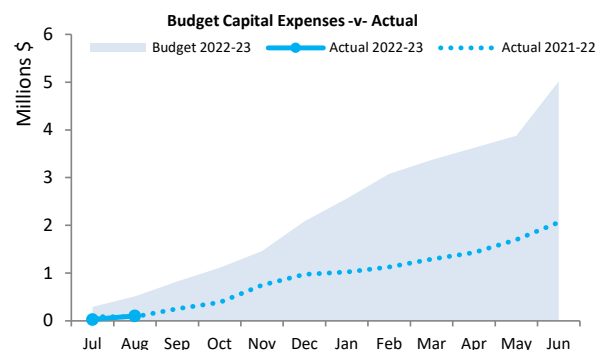


INVESTING ACTIVITIES

CAPITAL REVENUE



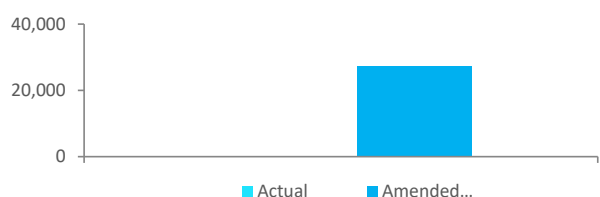
CAPITAL EXPENSES



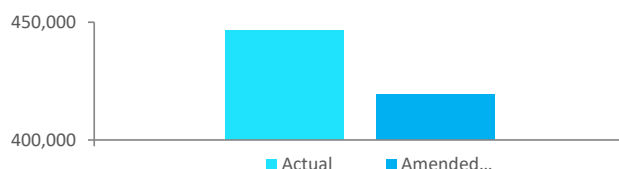
FINANCING ACTIVITIES

BORROWINGS

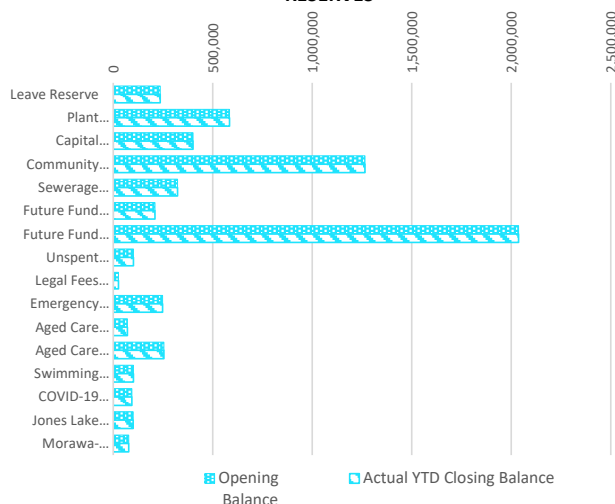
Principal Repayments



Principal Outstanding



RESERVES



Funding surplus / (deficit) Components

| Funding surplus / (deficit) | | | | |
|-----------------------------|----------------|----------------|----------------|-----------------|
| | Amended Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) |
| Opening | \$2.39 M | \$2.39 M | \$2.39 M | \$0.00 M |
| Closing | \$0.35 M | \$4.48 M | \$5.07 M | \$0.59 M |

Refer to Statement of Financial Activity

| Cash and cash equivalents | | |
|---------------------------|----------|------------|
| | \$8.57 M | % of total |
| Unrestricted Cash | \$2.44 M | 28.5% |
| Restricted Cash | \$6.13 M | 71.5% |

Refer to Note 2 - Cash and Financial Assets

| Payables | | |
|----------------|----------|---------------|
| | \$0.18 M | % Outstanding |
| Trade Payables | \$0.06 M | |
| 0 to 30 Days | | 56.5% |
| 30 to 90 Days | | 43.5% |
| Over 90 Days | | 0% |

Refer to Note 5 - Payables

| Receivables | | |
|------------------|----------|---------------|
| | \$3.47 M | % Collected |
| Rates Receivable | \$3.43 M | 5.2% |
| Trade Receivable | \$0.04 M | % Outstanding |
| 30 to 90 Days | | 24.0% |
| Over 90 Days | | 15.1% |

Refer to Note 3 - Receivables

Key Operating Activities

| Amount attributable to operating activities | | | |
|---------------------------------------------|----------------|----------|-----------------|
| Amended Budget | YTD Budget (a) | | Var. \$ (b)-(a) |
| \$0.28 M | \$2.47 M | \$2.73 M | \$0.26 M |

Refer to Statement of Financial Activity

| Rates Revenue | | |
|---------------|----------|------------|
| YTD Actual | \$2.61 M | % Variance |
| YTD Budget | \$2.59 M | 0.8% |

Refer to Note 6 - Rate Revenue

| Operating Grants and Contributions | | |
|------------------------------------|----------|------------|
| YTD Actual | \$0.13 M | % Variance |
| YTD Budget | \$0.29 M | (54.0%) |

Refer to Note 13 - Operating Grants and Contributions

| Fees and Charges | | |
|------------------|----------|------------|
| YTD Actual | \$0.56 M | % Variance |
| YTD Budget | \$0.54 M | 2.9% |

Refer to Statement of Financial Activity

Key Investing Activities

| Amount attributable to investing activities | | | |
|---------------------------------------------|----------------|----------------|-----------------|
| Amended Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) |
| (\$2.04 M) | (\$0.38 M) | (\$0.05 M) | \$0.33 M |

Refer to Statement of Financial Activity

| Proceeds on sale | | |
|------------------|----------|----------|
| YTD Actual | \$0.00 M | % |
| Amended Budget | \$0.18 M | (100.0%) |

Refer to Note 7 - Disposal of Assets

| Asset Acquisition | | |
|-------------------|----------|---------|
| YTD Actual | \$0.10 M | % Spent |
| Amended Budget | \$4.30 M | (97.6%) |

Refer to Note 8 - Capital Acquisitions

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

Refer to Note 8 - Capital Acquisitions

Key Financing Activities

| Amount attributable to financing activities | | | |
|---------------------------------------------|----------------|----------------|-----------------|
| Amended Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) |
| (\$0.27 M) | (\$0.00 M) | (\$0.00 M) | \$0.00 M |

Refer to Statement of Financial Activity

| Borrowings | | |
|----------------------|------------|--|
| Principal repayments | \$0.00 M | |
| Interest expense | (\$0.00 M) | |
| Principal due | \$0.45 M | |

Refer to Note 9 - Borrowings

| Reserves | |
|------------------|----------|
| Reserves balance | \$6.13 M |
| Interest earned | \$0.00 M |

Refer to Note 11 - Cash Reserves

| Lease Liability | |
|----------------------|----------|
| Principal repayments | \$0.00 M |
| Interest expense | \$0.00 M |
| Principal due | \$0.03 M |

Refer to Note 10 - Lease Liabilities

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

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 AUGUST 2022

STATUTORY REPORTING PROGRAMS

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

| PROGRAM NAME AND OBJECTIVES | ACTIVITIES |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| GOVERNANCE To manage Council's finances | Includes Members of Council, Civic Functions and Public Relations, Council Elections, Training/Education. |
| GENERAL PURPOSE FUNDING To manage Council's finances | Includes Rates, Loans, Investments & Grants. |
| LAW, ORDER, PUBLIC SAFETY To provide, develop & manage services in response to community needs. | Includes Emergency Services & Animal Control. |
| HEALTH To provide, develop & manage services in response to community needs. | Includes Environmental Health, Medical & Health facilities. |
| EDUCATION AND WELFARE To provide, develop & manage services in response to community needs. | Includes Education, Welfare & Children's Services. |
| HOUSING To ensure quality housing and appropriate infrastructure is maintained. | Includes Staff & Other Housing. |
| COMMUNITY AMENITIES To provide, develop & manage services in response to community needs. | Includes Refuse Collection, Sewerage, Cemetery, Building Control, Town Planning & Townscape. |
| RECREATION AND CULTURE To ensure the recreational & cultural needs of the community are met. | Includes Pools, Halls, Library, Oval, Parks & Gardens & Recreational Facilities. |
| TRANSPORT To effectively manage transport infrastructure. | Includes Roads, Footpaths, Drainage, Plant & Machine Operating Costs and Airstrip Operations. |
| ECONOMIC SERVICES To foster economic development, tourism & rural services in the district. | Includes Tourism, Rural Services, Economic Development & Caravan Park. |
| OTHER PROPERTY AND SERVICES To provide control accounts and reporting facilities for all other operations. | Includes Private Works, Public Works Overheads, Plant Recovery Costs, Administration Overheads and any other Unclassified Items |

**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

STATUTORY REPORTING PROGRAMS

| | Ref Note | Adopted Budget | Amended Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)- (a)/(a) | Var. |
|-----------------------------------------------------------------|-------------|--------------------|--------------------|----------------------|----------------------|--------------------|---------------------------|------|
| | | \$ | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 2,025,977 | 2,386,882 | 2,386,882 | 2,386,882 | 0 | 0.00% | |
| Revenue from operating activities | | | | | | | | |
| Governance | | 25 | 25 | 0 | 33 | 33 | 0.00% | |
| General purpose funding - general rates | 6 | 2,556,796 | 2,556,796 | 2,586,830 | 2,607,088 | 20,258 | 0.78% | |
| General purpose funding - other | | 1,348,320 | 1,348,320 | 116,382 | 141,740 | 25,358 | 21.79% | ▲ |
| Law, order and public safety | | 176,435 | 176,435 | 30,226 | 2,078 | (28,148) | (93.12%) | ▼ |
| Health | | 7,050 | 7,050 | 0 | 0 | 0 | 0.00% | |
| Education and welfare | | 7,000 | 7,000 | 832 | 824 | (8) | (0.97%) | |
| Housing | | 100,800 | 100,800 | 16,624 | 16,493 | (131) | (0.79%) | |
| Community amenities | | 493,741 | 493,741 | 465,982 | 459,696 | (6,286) | (1.35%) | |
| Recreation and culture | | 86,200 | 86,200 | 31,496 | 38,326 | 6,830 | 21.68% | |
| Transport | | 700,326 | 700,326 | 209,700 | 32,500 | (177,200) | (84.50%) | ▼ |
| Economic services | | 239,572 | 239,572 | 39,910 | 57,348 | 17,438 | 43.69% | ▲ |
| Other property and services | | 219,300 | 219,300 | 8,798 | 10,212 | 1,414 | 16.08% | |
| | | 5,935,565 | 5,935,565 | 3,506,780 | 3,366,339 | (140,441) | | |
| Expenditure from operating activities | | | | | | | | |
| Governance | | (527,195) | (527,195) | (97,305) | (48,274) | 49,031 | 50.39% | ▲ |
| General purpose funding | | (283,311) | (283,311) | (46,090) | (45,526) | 564 | 1.22% | |
| Law, order and public safety | | (260,489) | (260,489) | (43,009) | (29,194) | 13,815 | 32.12% | ▲ |
| Health | | (195,834) | (195,834) | (29,611) | (6,777) | 22,834 | 77.11% | ▲ |
| Education and welfare | | (195,625) | (195,625) | (36,901) | (10,724) | 26,177 | 70.94% | ▲ |
| Housing | | (219,445) | (219,445) | (46,324) | (27,602) | 18,722 | 40.42% | ▲ |
| Community amenities | | (775,914) | (775,914) | (109,165) | (46,275) | 62,890 | 57.61% | ▲ |
| Recreation and culture | | (1,564,330) | (1,564,330) | (271,550) | (148,667) | 122,883 | 45.25% | ▲ |
| Transport | | (2,325,329) | (2,325,329) | (389,612) | (134,265) | 255,347 | 65.54% | ▲ |
| Economic services | | (801,809) | (801,809) | (132,329) | (100,805) | 31,524 | 23.82% | ▲ |
| Other property and services | | (99,818) | (99,818) | (95,283) | (37,957) | 57,326 | 60.16% | ▲ |
| | | (7,249,099) | (7,249,099) | (1,297,179) | (636,065) | 661,114 | | |
| Non-cash amounts excluded from operating activities | 1(a) | 1,601,192 | 1,595,244 | 263,766 | 120 | (263,646) | (99.95%) | ▼ |
| Amount attributable to operating activities | | 287,658 | 281,710 | 2,473,367 | 2,730,393 | 257,026 | | |
| Investing Activities | | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 14 | 2,083,602 | 2,083,602 | 132,972 | 56,733 | (76,239) | (57.33%) | ▼ |
| Proceeds from disposal of assets | 7 | 178,200 | 178,200 | 0 | 0 | 0 | 0.00% | |
| Payments for Infrastructure | 9 | (2,529,370) | (2,529,370) | (482,250) | (70,216) | 412,034 | (85.44%) | ▲ |
| Payments for property, plant and equipment | 8 | (1,774,867) | (1,774,867) | (30,000) | (33,521) | (3,521) | (11.74%) | |
| | | (2,042,435) | (2,042,435) | (379,278) | (47,005) | 332,273 | | |
| Amount attributable to investing activities | | (2,042,435) | (2,042,435) | (379,278) | (47,005) | 332,273 | | |
| Financing Activities | | | | | | | | |
| Transfer from reserves | 11 | 441,640 | 441,640 | 0 | 0 | 0 | 0.00% | |
| Payments for principal portion of lease liabilities | 10 | (28,922) | (28,922) | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (27,355) | (27,355) | (2,530) | 0 | 2,530 | 100.00% | |
| Transfer to reserves | 11 | (656,564) | (656,564) | (244) | (1,903) | (1,659) | (680.10%) | |
| Amount attributable to financing activities | | (271,201) | (271,201) | (2,774) | (1,903) | 871 | | |
| Closing funding surplus / (deficit) | 1(c) | (1) | 354,956 | 4,478,197 | 5,068,367 | | | |

KEY INFORMATION

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

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

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

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

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 31 AUGUST 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 31 AUGUST 2022**

BY NATURE OR TYPE

| | Ref Note | Adopted Budget | Amended Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|--------------------------------------------------------------------------|-------------|--------------------|--------------------|----------------------|----------------------|--------------------|-----------------------|-------|
| | | \$ | \$ | \$ | \$ | \$ | % | |
| Opening funding surplus / (deficit) | 1(c) | 2,025,977 | 2,386,882 | 2,386,882 | 2,386,882 | 0 | 0.00% | |
| Revenue from operating activities | | | | | | | | |
| Rates | 6 | 2,556,796 | 2,556,796 | 2,586,830 | 2,607,088 | 20,258 | 0.78% | |
| Specified area rates | 6 | 0 | 0 | 0 | 0 | 0 | 0.00% | |
| Operating grants, subsidies and contributions | 13 | 1,795,291 | 1,795,291 | 293,376 | 134,903 | (158,473) | (54.02%) | ▼ |
| Fees and charges | | 918,363 | 918,363 | 539,488 | 555,289 | 15,801 | 2.93% | |
| Service charges | | 0 | 0 | 0 | 0 | 0 | 0.00% | |
| Interest earnings | | 63,564 | 63,564 | 6,220 | 7,991 | 1,771 | 28.48% | |
| Other revenue | | 571,425 | 571,425 | 80,866 | 61,067 | (19,799) | (24.48%) | ▼ |
| Profit on disposal of assets | 7 | 30,126 | 30,126 | 0 | 0 | 0 | 0.00% | |
| | | 5,935,565 | 5,935,565 | 3,506,780 | 3,366,339 | (140,441) | | |
| Expenditure from operating activities | | | | | | | | |
| Employee costs | | (2,122,849) | (2,122,849) | (376,570) | (284,636) | 91,934 | 24.41% | ▲ |
| Materials and contracts | | (2,386,532) | (2,386,532) | (397,176) | (174,350) | 222,826 | 56.10% | ▲ |
| Utility charges | | (377,375) | (377,375) | (54,535) | (13,423) | 41,112 | 75.39% | ▲ |
| Depreciation on non-current assets | | (1,582,699) | (1,582,699) | (263,766) | 0 | 263,766 | 100.00% | ▲ |
| Interest expenses | | (16,757) | (16,757) | (2,790) | 1,236 | 4,026 | 144.28% | |
| Insurance expenses | | (243,898) | (243,898) | (148,862) | (129,347) | 19,515 | 13.11% | ▲ |
| Other expenditure | | (476,318) | (476,318) | (53,480) | (35,546) | 17,934 | 33.53% | ▲ |
| Loss on disposal of assets | 7 | (42,671) | (42,671) | 0 | 0 | 0 | 0.00% | |
| | | (7,249,099) | (7,249,099) | (1,297,179) | (636,065) | 661,114 | | |
| Non-cash amounts excluded from operating activities | 1(a) | 1,601,192 | 1,595,244 | 263,766 | 120 | (263,646) | (99.95%) | ▼ |
| Amount attributable to operating activities | | 287,658 | 281,710 | 2,473,367 | 2,730,393 | 257,026 | | |
| Investing activities | | | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | 14 | 2,083,602 | 2,083,602 | 132,972 | 56,733 | (76,239) | (57.33%) | ▼ |
| Proceeds from disposal of assets | 7 | 178,200 | 178,200 | 0 | 0 | 0 | 0.00% | |
| Proceeds from financial assets at amortised cost - self supporting loans | 9 | 0 | 0 | 0 | 0 | 0 | 0.00% | |
| Payments for infrastructure | 8 | (2,529,370) | (2,529,370) | (482,250) | (70,216) | 412,034 | (85.44%) | ↑↑↑↑↑ |
| Payments for property, plant and equipment | 8 | (1,774,867) | (1,774,867) | (30,000) | (33,521) | (3,521) | 85.44% | |
| | | (2,042,435) | (2,042,435) | (379,278) | (47,005) | 332,273 | | |
| Non-cash amounts excluded from investing activities | 1(b) | 0 | 0 | 0 | 0 | 0 | 0.00% | |
| Amount attributable to investing activities | | (2,042,435) | (2,042,435) | (379,278) | (47,005) | 332,273 | | |
| Financing Activities | | | | | | | | |
| Proceeds from new debentures | 9 | 0 | 0 | 0 | 0 | 0 | 0.00% | |
| Transfer from reserves | 11 | 441,640 | 441,640 | 0 | 0 | 0 | 0.00% | |
| Payments for principal portion of lease liabilities | 10 | (28,922) | (28,922) | 0 | 0 | 0 | 0.00% | |
| Repayment of debentures | 9 | (27,355) | (27,355) | (2,530) | 0 | 2,530 | 100.00% | |
| Transfer to reserves | 11 | (656,564) | (656,564) | (244) | (1,903) | (1,659) | (680.10%) | |
| Amount attributable to financing activities | | (271,201) | (271,201) | (2,774) | (1,903) | 871 | | |
| Closing funding surplus / (deficit) | 1(c) | (1) | 354,956 | 4,478,197 | 5,068,367 | | | |

KEY INFORMATION

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

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

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

BASIS OF PREPARATION

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

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

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

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

THE LOCAL GOVERNMENT REPORTING ENTITY

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

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

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

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

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

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

GOODS AND SERVICES TAX

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

ROUNDING OFF FIGURES

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 August 2022

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

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32.

| | | Last Year Closing | This Time Last Year | Year to Date |
|---------------------------------------------------------------|----|-------------------------|---------------------------|--------------------|
| | | 30 June 2022 | 31 Aug 2021 | 31 Aug 2022 |
| Adjustments to net current assets | | | | |
| Less: Reserves - restricted cash | 11 | (6,128,228) | (5,537,024) | (6,130,132) |
| Add Back: Component of Leave Liability not Required to be Fun | 12 | 235,913 | 230,541 | 236,033 |
| Add: Borrowings | 9 | 27,355 | 26,580 | 27,355 |
| Add: Lease liabilities | 10 | 28,922 | 43,114 | 28,922 |
| Total adjustments to net current assets | | (5,836,038) | (5,236,789) | (5,837,822) |

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

| | | | | |
|------------------------------------------------------|-------------|--------------------|--------------------|--------------------|
| Current assets | | | | |
| Cash and cash equivalents | 2 | 9,143,548 | 7,622,798 | 8,573,683 |
| Rates receivables | 3 | 530,897 | 2,994,740 | 3,401,097 |
| Receivables | 3 | 25,356 | 153,846 | 38,091 |
| Other current assets | 4 | 106,457 | 13,879 | 25,460 |
| Less: Current liabilities | | | | |
| Payables | 5 | (630,868) | (408,626) | (179,672) |
| Borrowings | 9 | (27,355) | (26,580) | (27,355) |
| Contract liabilities | 12 | (539,151) | (203,224) | (539,151) |
| Lease liabilities | 10 | (28,922) | (43,114) | (28,922) |
| Provisions | 12 | (357,043) | (325,812) | (357,043) |
| Less: Total adjustments to net current assets | 1(b) | (5,836,038) | (5,236,789) | (5,837,822) |
| Closing funding surplus / (deficit) | | 2,386,882 | 4,541,118 | 5,068,367 |

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each

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

| Description | Classification | Unrestricted | Restricted | Total Cash | Trust | Institution | Interest Rate | Maturity Date |
|------------------------------------------------|---------------------------|------------------|------------------|------------------|--------------|-------------|---------------|---------------|
| | | \$ | \$ | \$ | \$ | | | |
| Cash on hand | | | | | | | | |
| Cash On Hand | Cash and cash equivalents | 400 | | 400 | | | NIL | On Hand |
| At Call Deposits | | | | | | | | |
| Municipal Cash at Bank | Cash and cash equivalents | 1,414,630 | | 1,414,630 | | Bankwest | 0.10% | At Call |
| Muni Business Telenet Saver | Cash and cash equivalents | 1,028,521 | | 1,028,521 | | Bankwest | 0.10% | At Call |
| CAB - Future Fund Grant (Interest) Reserve | Cash and cash equivalents | 0 | 209,205 | 209,205 | | Bankwest | 0.10% | At Call |
| CAB - Leave Reserve Account | Cash and cash equivalents | 0 | 236,033 | 236,033 | | Bankwest | 0.10% | At Call |
| CAB - Swimming Pool Reserve | Cash and cash equivalents | 0 | 101,003 | 101,003 | | Bankwest | 0.10% | At Call |
| CAB - Plant Replacement Reserve | Cash and cash equivalents | 0 | 584,627 | 584,627 | | Bankwest | 0.10% | At Call |
| CAB - Capital Works Reserve | Cash and cash equivalents | 0 | 401,405 | 401,405 | | Bankwest | 0.10% | At Call |
| CAB - Sewerage Reserve | Cash and cash equivalents | 0 | 323,764 | 323,764 | | Bankwest | 0.10% | At Call |
| CAB - Unspent Loans Reserve | Cash and cash equivalents | 0 | 101,640 | 101,640 | | Bankwest | 0.10% | At Call |
| CAB - Community & Economic Development Reserve | Cash and cash equivalents | 0 | 765,227 | 765,227 | | Bankwest | 0.10% | At Call |
| CAB - Future Funds (Principal) Reserve | Cash and cash equivalents | 0 | 436,432 | 436,432 | | Bankwest | 0.10% | At Call |
| CAB - Legal Reserve | Cash and cash equivalents | 0 | 26,211 | 26,211 | | Bankwest | 0.10% | At Call |
| CAB - Emergency Response Reserve | Cash and cash equivalents | 0 | 247,933 | 247,933 | | Bankwest | 0.10% | At Call |
| CAB - Aged Care Units 1-4 (JVA) Reserve | Cash and cash equivalents | 0 | 70,911 | 70,911 | | Bankwest | 0.10% | At Call |
| CAB - Aged Care Units (Excl. 1-4) Reserve | Cash and cash equivalents | 0 | 254,735 | 254,735 | | Bankwest | 0.10% | At Call |
| CAB - COVID-19 Emergency Response Reserve | Cash and cash equivalents | 0 | 93,157 | 93,157 | | Bankwest | 0.10% | At Call |
| CAB - Jones Lake Road Rehab Reserve | Cash and cash equivalents | 0 | 100,140 | 100,140 | | Bankwest | 0.10% | At Call |
| CAB - Morawa-Yalgoo Road Maintenance Reserve | Cash and cash equivalents | 0 | 77,709 | 77,709 | | Bankwest | 0.10% | At Call |
| Term Deposits | | 0 | | | | | | |
| TD: ... 8410 (Future Funds 1) | Cash and cash equivalents | 0 | 800,000 | 800,000 | | Bankwest | 0.15% | 30/09/2022 |
| TD: ... 8428 (Future Funds 2) | Cash and cash equivalents | 0 | 800,000 | 800,000 | | Bankwest | 0.15% | 30/09/2022 |
| TD: ... 8436 (Community Development Fund) | Cash and cash equivalents | 0 | 500,000 | 500,000 | | Bankwest | 0.15% | 30/09/2022 |
| Trust Deposits | | | | | | | | |
| Trust Bank | Cash and cash equivalents | 0 | | | 7,166 | | 0.10% | At Call |
| Total | | 2,443,551 | 6,130,132 | 8,573,683 | 7,166 | | | |
| Comprising | | | | | | | | |
| Cash and cash equivalents | | 2,443,551 | 6,130,132 | 8,573,683 | 7,166 | | | |
| | | 2,443,551 | 6,130,132 | 8,573,683 | 7,166 | | | |

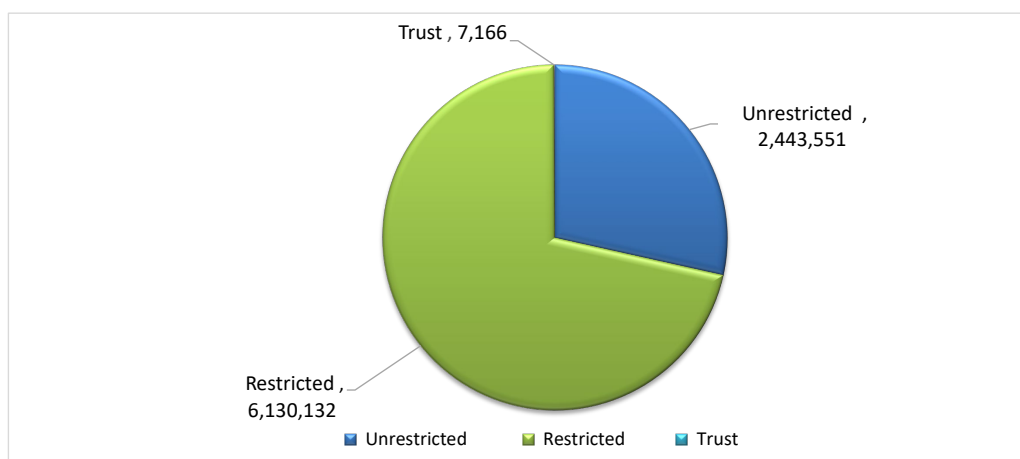
KEY INFORMATION

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

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

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

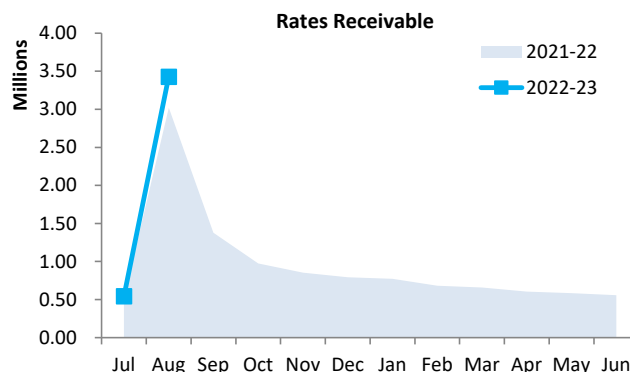
Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

OPERATING ACTIVITIES
NOTE 3
RECEIVABLES

| Rates receivable | 30 Jun 2022 | 31 Aug 2022 |
|-----------------------------------|----------------|------------------|
| | \$ | \$ |
| Opening arrears previous years | 527,201 | 556,973 |
| Levied this year | 2,595,027 | 3,057,983 |
| Less - collections to date | (2,565,255) | (187,783) |
| Equals current outstanding | 556,973 | 3,427,173 |
| Net rates collectable | 556,973 | 3,427,173 |
| % Collected | 82.2% | 5.2% |

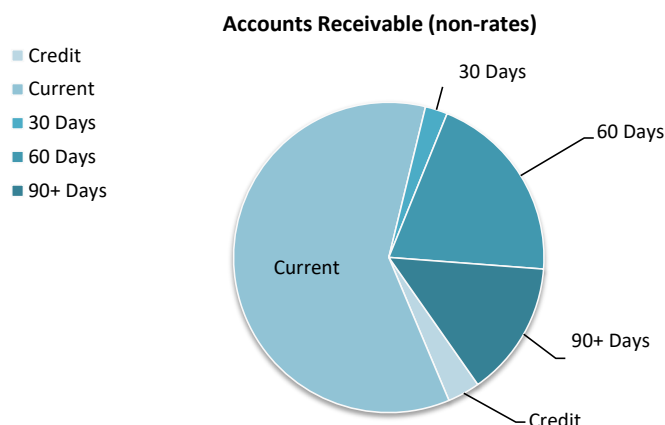


| Receivables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|-----------------------------------------------------------------------------------|---------|---------|---------|---------|----------|---------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Receivables - general | (1,482) | 26,309 | 1,017 | 8,781 | 6,158 | 40,782 |
| Percentage | (3.6%) | 64.5% | 2.5% | 21.5% | 15.1% | |
| Balance per trial balance | | | | | | |
| Sundry receivable | | | | | | 40,782 |
| GST receivable | | | | | | 14,711 |
| Increase in Allowance for impairment of receivables from contracts with customers | | | | | | (25,012) |
| Total receivables general outstanding | | | | | | 38,091 |

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 2022 | Asset Increase | Asset Reduction | Closing Balance 31 Aug 2022 |
|----------------------------------------------------|-----------------------------------|-------------------|--------------------|-----------------------------------|
| Other current assets | \$ | \$ | \$ | \$ |
| Inventory | | | | |
| Fuel, Oils and Materials on Hand | 13,879 | 0 | 0 | 13,879 |
| Other current assets | | | | |
| Accrued income | 92,578 | 0 | (92,578) | 0 |
| Total other current assets | 106,457 | 0 | (92,578) | 13,879 |
| Amounts shown above include GST (where applicable) | | | | |

KEY INFORMATION

Inventory

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

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

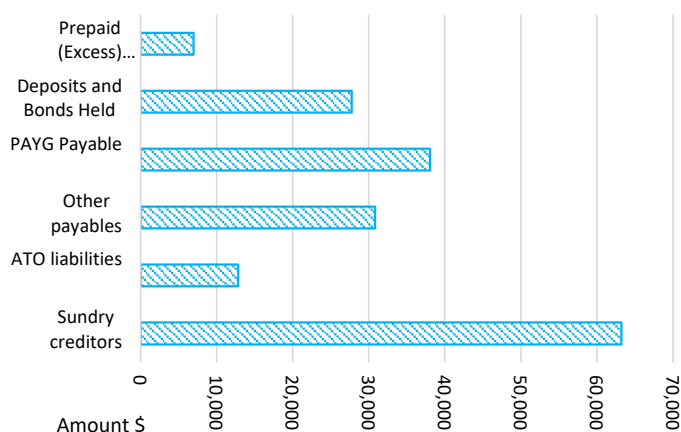
| Payables - general | Credit | Current | 30 Days | 60 Days | 90+ Days | Total |
|-------------------------------------------|--------|---------|---------|---------|----------|----------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Payables - general | 0 | 35,697 | 5,529 | 22,000 | 0 | 63,225 |
| Percentage | 0% | 56.5% | 8.7% | 34.8% | 0% | |
| Balance per trial balance | | | | | | |
| Sundry creditors | | | | | | 63,225 |
| ATO liabilities | | | | | | 12,842 |
| Other payables | | | | | | 30,825 |
| PAYG Payable | | | | | | 38,072 |
| Deposits and Bonds Held | | | | | | 27,746 |
| Prepaid (Excess) Rates | | | | | | 6,961 |
| Total payables general outstanding | | | | | | 179,671 |

Amounts shown above include GST (where applicable)

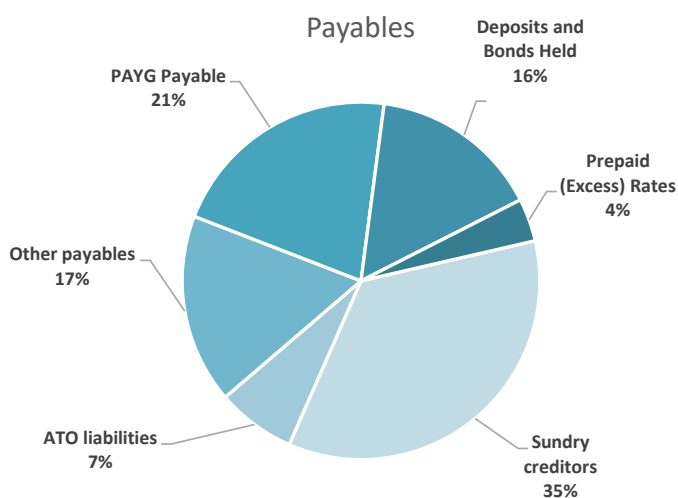
KEY INFORMATION

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.

Payables



Payables



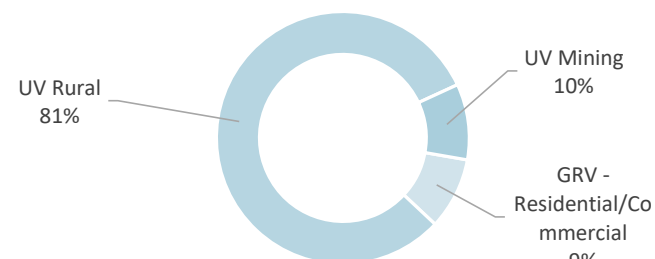
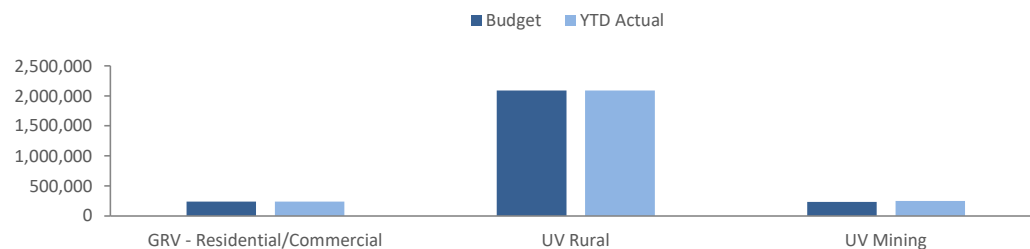
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022

OPERATING ACTIVITIES
NOTE 6
RATE REVENUE

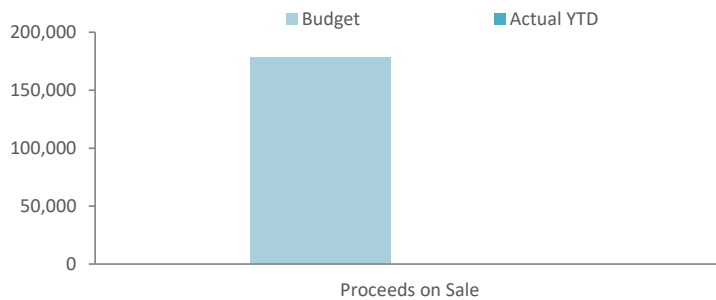
| General rate revenue | Budget | | | | | | | YTD Actual | | | |
|----------------------------------|-----------------------|-------------------------|-------------------|------------------|-----------------|--------------|------------------|------------------|------------------|---------------|------------------|
| | Rate in \$ (cents) | Number of Properties | Rateable Value | Rate Revenue | Interim Rate | Back Rate | Total Revenue | Rate Revenue | Interim Rates | Back Rates | Total Revenue |
| RATE TYPE | | | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| General Rate | | | | | | | | | | | |
| Gross rental valuations | | | | | | | | | | | |
| GRV - Residential/Commercial | 0.084538 | 268 | 2,799,272 | 236,645 | 0.00 | 0.00 | 236,645 | 236,645 | 0.00 | 0.00 | 236,645 |
| Unimproved value | | | | | | | | | | | |
| UV Rural | 0.024439 | 207 | 85,452,000 | 2,088,313 | 0.00 | 0.00 | 2,088,313 | 2,088,362 | 0.00 | 0.00 | 2,088,362 |
| UV Mining | 0.301974 | 31 | 827,575 | 231,376 | 0.00 | 0.00 | 231,376 | 249,906 | 0.00 | 0.00 | 249,906 |
| Sub-Total | | 506 | 89,078,847 | 2,556,334 | 0.00 | 0.00 | 2,556,334 | 2,574,912 | 0 | 0 | 2,574,912 |
| Minimum payment | Minimum \$ | | | | | | | | | | |
| Gross rental valuations | | | | | | | | | | | |
| GRV - Residential/Commercial | 324.50 | 46 | 27,993 | 14,927 | 0.00 | 0.00 | 14,927 | 14,927 | 0 | 0 | 14,927 |
| Unimproved value | | | | | | | | | | | |
| UV Rural | 324.50 | 9 | 54,070 | 2,920 | 0.00 | 0.00 | 2,920 | 2,921 | 0 | 0 | 2,921 |
| UV Mining | 683.00 | 9 | 9,082 | 6,147 | 0.00 | 0.00 | 6,147 | 6,147 | 0 | 0 | 6,147 |
| Sub-total | | 64 | 91,145 | 23,994 | 0.00 | 0.00 | 23,994 | 23,995 | 0 | 0 | 23,995 |
| | | 570 | 89,169,992 | 2,580,328 | 0.00 | 0.00 | 2,580,328 | 2,598,907 | 0 | 0 | 2,598,907 |
| Discount | | | | | | | (29,200) | | | | (1,582) |
| Amount from general rates | | | | | | | 2,551,128 | | | | 2,597,325 |
| Rates Written Off | | | | | | | (1,000) | | | | (3) |
| Ex-gratia rates | | | | | | | 6,668 | | | | 9,766 |
| Total general rates | | | | | | | 2,556,796 | | | | 2,607,088 |

KEY INFORMATION

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2021 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.



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



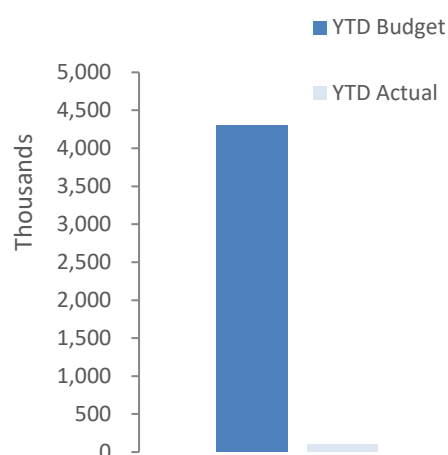
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS**

| Capital acquisitions | Adopted Budget | Amended Budget | YTD Budget | YTD Actual | YTD Actual Variance |
|-------------------------------------------|-------------------|-------------------|----------------|----------------|------------------------|
| | | \$ | \$ | \$ | \$ |
| Land and Buildings | 870,000 | 870,000 | 30,000 | 21 | (29,979) |
| Plant and equipment | 904,867 | 904,867 | 0 | 33,500 | 33,500 |
| Infrastructure - roads | 1,632,000 | 1,632,000 | 305,730 | 66,507 | (239,223) |
| Infrastructure - Footpaths | 126,520 | 126,520 | 126,520 | 3,709 | (122,811) |
| Infrastructure - Drainage | 50,000 | 50,000 | 50,000 | 0 | (50,000) |
| Infrastructure - Parks & Ovals | 131,640 | 131,640 | 0 | 0 | 0 |
| Infrastructure - Sewerage | 60,000 | 60,000 | 0 | 0 | 0 |
| Infrastructure - Playground Equipment | 90,000 | 90,000 | 0 | 0 | 0 |
| Infrastructure - Other | 275,854 | 275,854 | 0 | 0 | 0 |
| Infrastructure - Airfields | 163,356 | 163,356 | 0 | 0 | 0 |
| Payments for Capital Acquisitions | 4,304,237 | 4,304,237 | 512,250 | 103,738 | (408,512) |
| Total Capital Acquisitions | 4,304,237 | 4,304,237 | 512,250 | 103,738 | (408,512) |
| Capital Acquisitions Funded By: | | | | | |
| | | \$ | \$ | \$ | \$ |
| Capital grants and contributions | 2,083,602 | 2,083,602 | 132,972 | 56,733 | (76,239) |
| Other (disposals & C/Fwd) | 178,200 | 178,200 | 0 | 0 | 0 |
| Plant Replacement Reserve | 0 | 300,000 | 0 | 0 | 0 |
| Future Fund Grants (Interest) Reserve | 0 | 40,000 | 0 | 0 | 0 |
| ST-N/Midlands Solar Thermal Power Reserve | 0 | 101,640 | 0 | 0 | 0 |
| Contribution - operations | 2,042,435 | 1,600,795 | 379,278 | 47,005 | (332,273) |
| Capital funding total | 4,304,237 | 4,304,237 | 512,250 | 103,738 | (408,512) |

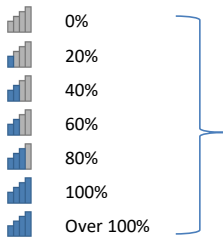
SIGNIFICANT ACCOUNTING POLICIES

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



Capital expenditure total

Level of completion indicators



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

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

| | | Adopted | Amended | | | |
|-----------------------------------------|----------------------------------------------------------|-------------|-------------|------------|------------|------------------------|
| Account/Job Description | | Budget | Budget | YTD Budget | YTD Actual | Variance (Under)/ Over |
| Buildings | | | | | | |
| | Land & Buildings Renewal - Other Culture | (20,000) | (20,000) | 0 | 0 | 0 |
| | Purchase Land & Buildings | (70,000) | (70,000) | 0 | 11 | 11 |
| | Old Roads Board Building - Storage, entrance, water tank | (200,000) | (200,000) | 0 | (16) | (16) |
| | Recreation Centre - Renewals | (500,000) | (500,000) | 0 | (16) | (16) |
| | Purchase Land and Buildings | (20,000) | (20,000) | 0 | 0 | 0 |
| | Caravan Park Chalets/Units - Renewals | (60,000) | (60,000) | (30,000) | 0 | 30,000 |
| | | (870,000) | (870,000) | (30,000) | (21) | 29,979 |
| Plant & Equipment | | | | | | |
| | Purchase Plant & Equipment - Road Plant Purchases | (904,867) | (904,867) | 0 | (33,500) | (33,500) |
| | | (904,867) | (904,867) | 0 | (33,500) | (33,500) |
| Furniture & Equipment | | | | | | |
| | Purchase Playground Equipment | (90,000) | (90,000) | 0 | 0 | 0 |
| | | (90,000) | (90,000) | 0 | 0 | 0 |
| Infrastructure Other | | | | | | |
| | Other Infrastructure | (80,000) | (80,000) | 0 | 0 | 0 |
| | Infrastructure Other - Solar Initiatives | (20,000) | (20,000) | 0 | 0 | 0 |
| | Cemetery Entrance & Landscaping | (175,854) | (175,854) | 0 | 0 | 0 |
| | | (275,854) | (275,854) | 0 | 0 | 0 |
| Infrastructure Sewerage | | | | | | |
| | Sewerage Upgrade | (60,000) | (60,000) | 0 | 0 | 0 |
| | | (60,000) | (60,000) | 0 | 0 | 0 |
| Infrastructure Parks & Ovals | | | | | | |
| | Electric Vehicle Charging Stations | (30,000) | (30,000) | 0 | 0 | 0 |
| | Netball Courts - Shed Replacement | (101,640) | (101,640) | 0 | 0 | 0 |
| | | (131,640) | (131,640) | 0 | 0 | 0 |
| Infrastructure Roads | | | | | | |
| | Morawa-Yalgoo Road | (450,000) | (450,000) | 0 | 0 | 0 |
| | RRG Nanekine Rd - Widen and Seal FY20/21 | (450,000) | (450,000) | 0 | 0 | 0 |
| | Canna North East Road | (300,000) | (300,000) | (199,998) | (65,213) | 134,785 |
| | Gutha West Rd | (100,000) | (100,000) | (33,333) | (1,278) | 32,055 |
| | White Road - Gravel Resheeting | (112,000) | (112,000) | (22,399) | 0 | 22,399 |
| | Main Street Lighting Upgrade | (110,000) | (110,000) | 0 | (16) | (16) |
| | Townsite Construction - Valentine Street | (60,000) | (60,000) | 0 | 0 | 0 |
| | Kerbing Construction - Townsite Roads | (50,000) | (50,000) | (50,000) | 0 | 50,000 |
| | | (1,632,000) | (1,632,000) | (305,730) | (66,507) | 239,223 |
| Infrastructure Footpaths | | | | | | |
| | Granville Street - Footpath | (65,584) | (65,584) | (65,584) | 0 | 65,584 |
| | Shared Pathway Construction - Grant Funded | 0 | 0 | 0 | (3,597) | (3,597) |
| | Footpath Construction - Dreghorn Street | (60,936) | (60,936) | (60,936) | (112) | 60,824 |
| | | (126,520) | (126,520) | (126,520) | (3,709) | 122,811 |
| Infrastructure Drainage | | | | | | |
| | Drainage Construction | (50,000) | (50,000) | (50,000) | 0 | 50,000 |
| | | (50,000) | (50,000) | (50,000) | 0 | 50,000 |
| Infrastructure Aerodrome | | | | | | |
| | Community Stewardship Grant Exp - Airport Vermin Fencing | (163,356) | (163,356) | 0 | 0 | 0 |
| | | (163,356) | (163,356) | 0 | 0 | 0 |
| | | (4,304,237) | (4,304,237) | (512,250) | (103,738) | 408,512 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

FINANCING ACTIVITIES

NOTE 9

BORROWINGS

Repayments - borrowings

| Information on borrowings | | | New Loans | | | Principal Repayments | | | Principal Outstanding | | | Interest Repayments | | |
|----------------------------------|----------|----------------|-----------|----------------|----------------|----------------------|----------------|----------------|-----------------------|----------------|----------------|---------------------|----------------|----------------|
| Particulars | Loan No. | 1 July 2022 | Actual | Amended Budget | Adopted Budget | Actual | Amended Budget | Adopted Budget | Actual | Amended Budget | Adopted Budget | Actual | Amended Budget | Adopted Budget |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Housing | | | | | | | | | | | | | | |
| 24 Harley Street - Staff Housing | 136 | 264,472 | 0 | 0 | 0 | 0 | 15,186 | 15,186 | 264,472 | 249,286 | 249,286 | (313) | 12,046 | 12,046 |
| Recreation and culture | | | | | | | | | | | | | | |
| Netball Courts Redevelopment | 139 | 182,112 | 0 | 0 | 0 | 0 | 12,169 | 12,169 | 182,112 | 169,943 | 169,943 | (922) | 4,509 | 4,509 |
| Total | | 446,584 | 0 | 0 | 0 | 0 | 27,355 | 27,355 | 446,584 | 419,229 | 419,229 | (1,236) | 16,555 | 16,555 |
| Current borrowings | | 27,355 | | | | | | | 27,355 | | | | | |
| Non-current borrowings | | 419,229 | | | | | | | 419,229 | | | | | |
| | | 446,584 | | | | | | | 446,584 | | | | | |

All debenture repayments were financed by general purpose revenue.

Unspent borrowings

| Particulars | Date Borrowed | Unspent Balance | Borrowed During Year | Expended During Year | Unspent Balance |
|-------------|---------------|-----------------|----------------------|----------------------|-----------------|
| | | 30 June 2022 | | | 31 Aug 2022 |
| | | \$ | \$ | \$ | \$ |
| New Shed | 1 Sep 2020 | 89,613 | 0 | 0 | 89,613 |
| | | 89,613 | 0 | 0 | 89,613 |

KEY INFORMATION

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**FINANCING ACTIVITIES
NOTE 10
LEASE LIABILITIES**

Movement in carrying amounts

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

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.

Cash backed reserve

| Reserve name | Opening Balance | Budget Interest Earned | Actual Interest Earned | Budget Transfers In (+) | Actual Transfers In (+) | Budget Transfers Out (-) | Actual Transfers Out (-) | Budget Closing Balance | Actual YTD Closing Balance |
|------------------------------------------|------------------|------------------------|------------------------|-------------------------|-------------------------|--------------------------|--------------------------|------------------------|----------------------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Leave Reserve | 235,913 | 948 | 120 | 5,000 | 0 | 0 | 0 | 241,861 | 236,033 |
| Plant Replacement Reserve | 584,330 | 1,734 | 296 | 300,000 | 0 | (300,000) | 0 | 586,064 | 584,627 |
| Capital Works Reserve | 401,202 | 1,912 | 203 | 100,000 | 0 | 0 | 0 | 503,114 | 401,405 |
| Community & Economic Development Reserve | 1,264,840 | 5,010 | 388 | 0 | 0 | 0 | 0 | 1,269,849.50 | 1,265,227 |
| Sewerage Reserve | 323,600 | 1,125 | 164 | 60,000 | 0 | 0 | 0 | 384,725.11 | 323,764 |
| Future Fund Grants (Interest) Reserve | 209,099 | 6,660 | 106 | 0 | 0 | (40,000) | 0 | 175,759 | 209,205 |
| Future Fund (Principal) Reserve | 2,036,211 | 2,049 | 221 | 0 | 0 | 0 | 0 | 2,038,260 | 2,036,432 |
| Unspent Loans Reserve | 101,640 | 0 | 0 | 0 | 0 | (101,640) | 0 | (0) | 101,640 |
| Legal Fees Reserve | 26,198 | 107 | 13 | 10,000 | 0 | 0 | 0 | 36,305 | 26,211 |
| Emergency Response Reserve | 247,807 | 813 | 126 | 10,000 | 0 | 0 | 0 | 258,620 | 247,933 |
| Aged Care Units 1-4 (JVA) Reserve | 70,875 | 291 | 36 | 0 | 0 | 0 | 0 | 71,166 | 70,911 |
| Aged Care Units (Excl. 1-4) Reserve | 254,606 | 375 | 129 | 10,000 | 0 | 0 | 0 | 264,981 | 254,735 |
| Swimming Pool Reserve | 100,952 | 333 | 51 | 20,000 | 0 | 0 | 0 | 121,285 | 101,003 |
| COVID-19 Emergency Response Reserve | 93,157 | 0 | 0 | 0 | 0 | 0 | 0 | 93,157 | 93,157 |
| Jones Lake Road Rehab Reserve | 100,089 | 207 | 51 | 50,000 | 0 | 0 | 0 | 150,296 | 100,140 |
| Morawa-Yalgoo Road Maintenance Reserve | 77,709 | 0 | 0 | 70,000 | 0 | 0 | 0 | 147,709 | 77,709 |
| | 6,128,228 | 21,564 | 1,903 | 635,000 | 0 | (441,640) | 0 | 6,343,152 | 6,130,132 |

| | | Opening Balance | Liability transferred from/(to) non current | Liability Increase | Liability Reduction | Closing Balance |
|----------------------------------------------------|------|--------------------|------------------------------------------------------|-----------------------|------------------------|--------------------|
| Other current liabilities | Note | 1 July 2022 | | | | 31 Aug 2022 |
| | | \$ | | \$ | \$ | \$ |
| Other liabilities | | | | | | |
| - Contract liabilities | | 539,151 | 0 | 0 | 0 | 539,151 |
| Total other liabilities | | 539,151 | 0 | 0 | 0 | 539,151 |
| Provisions | | | | | | |
| Provision for annual leave | | 186,070 | 0 | 0 | 0 | 186,070 |
| Provision for long service leave | | 170,973 | 0 | 0 | 0 | 170,973 |
| Total Provisions | | 357,043 | 0 | 0 | 0 | 357,043 |
| Total other current liabilities | | 896,194 | 0 | 0 | 0 | 896,194 |
| Amounts shown above include GST (where applicable) | | | | | | |

KEY INFORMATION

Provisions

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

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

Employee benefits

Short-term employee benefits

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

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

Other long-term employee benefits

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

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

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

Operating grants, subsidies and contributions revenue

| Provider | Adopted Budget Revenue | Amended Budget Revenue | Amended YTD Budget | Budget Variations | YTD Revenue Actual |
|-----------------------------------------------------------|------------------------------|------------------------------|--------------------------|----------------------|--------------------------|
| | \$ | \$ | \$ | \$ | \$ |
| Operating grants, contributions and subsidies | | | | | |
| General purpose funding | | | | | |
| Grants- FAGS WALGGC - General | 842,773 | 842,773 | 0 | (98,142) | 98,142 |
| Grants- FAGS WALGGC - Local Roads | 427,983 | 427,983 | 106,996 | 72,004 | 34,992 |
| Law, order, public safety | | | | | |
| Grant - ESL BFB Operating Grant | 20,000 | 20,000 | 5,000 | 3,231 | 1,769 |
| Grant - ESL BFB Operating Grant | 149,785 | 149,785 | 24,964 | 24,964 | 0 |
| Education and welfare | | | | | |
| Grant - Youth Events | 2,000 | 2,000 | 0 | 0 | 0 |
| Other Income | 1,500 | 1,500 | 250 | 250 | 0 |
| Community amenities | | | | | |
| Grants/Contributions | 20,000 | 20,000 | 5,000 | 5,000 | 0 |
| Drummuster Contribution | 250 | 250 | 0 | 0 | 0 |
| Recreation and culture | | | | | |
| Grant - NAIDOC week | 2,000 | 2,000 | 0 | 0 | 0 |
| Australia Day Grant | 12,000 | 12,000 | 0 | 0 | 0 |
| Transport | | | | | |
| Grant - Main Roads - Direct | 151,000 | 151,000 | 151,000 | 151,000 | 0 |
| Street Light Subsidy | 10,000 | 10,000 | 0 | 0 | 0 |
| Maintenance Contribution -Silverlake - Morawa Yalgoo Road | 100,000 | 100,000 | 0 | 0 | 0 |
| Road Maintenance Contribution | 55,000 | 55,000 | 0 | 0 | 0 |
| Other property and services | | | | | |
| Income related to Unclassified | 1,000 | 1,000 | 166 | 166 | 0 |
| TOTALS | 1,795,291 | 1,795,291 | 293,376 | 158,473 | 134,903 |

Non operating grants, subsidies and contributions revenue

| Provider | Adopted Budget Revenue | Amended Budget Revenue | Amended YTD Budget | Budget Variations | YTD Revenue Actual |
|---------------------------------------------|------------------------------|------------------------------|--------------------------|----------------------|--------------------------|
| | \$ | \$ | \$ | \$ | \$ |
| Non-operating grants and subsidies | | | | | |
| Community amenities | | | | | |
| Grants - LRCIP GEN | 175,854 | 175,854 | 29,308 | 29,308 | 0 |
| Recreation and culture | | | | | |
| Grant - LRCIP - Old Roads Board Building | 200,000 | 200,000 | 33,332 | 4,966 | 28,366 |
| Grant Income - LRCIP | 422,000 | 422,000 | 70,332 | 41,965 | 28,367 |
| Transport | | | | | |
| Grant - Regional Road Group - Road Projects | 600,000 | 600,000 | 0 | 0 | 0 |
| Grant - Roads to Recovery | 499,971 | 499,971 | 0 | 0 | 0 |
| Grant - WA Bicycle Network | 63,260 | 63,260 | 0 | 0 | 0 |
| Grant - RADS - Seal Aerodrome Apron | 122,517 | 122,517 | 0 | 0 | 0 |
| | 2,083,602 | 2,083,602 | 132,972 | 76,239 | 56,733 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2022**

**NOTE 15
TRUST FUND**

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

| Description | Opening Balance 1 July 2022 | Amount Received | Amount Paid | Closing Balance 31 Aug 2022 |
|--------------------|-----------------------------------|--------------------|----------------|--------------------------------|
| | \$ | \$ | \$ | \$ |
| Drug Action Group | 660 | 0 | 0 | 660 |
| Youth Fund Raising | 865 | 0 | | 865 |
| BRB/BCITF | 3,144 | 2,497 | 0 | 5,641 |
| | 4,669 | 2,497 | 0 | 7,166 |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD ENDED 31 AUGUST 2022

EXPLANATION OF MATERIAL VARIANCES

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

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

| Reporting Program | Var. \$ | Var. % | Explanation of positive variances | | Explanation of negative variances | |
|-----------------------------------------------------------------|-----------|----------|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------------------------------------------------------------------------|
| | | | Timing | Permanent | Timing | Permanent |
| | \$ | % | | | | |
| Revenue from operating activities | | | | | | |
| General purpose funding - other | 25,358 | 21.79% | ▲ | The phasing of the Financial Assistance Grant income budget differs from the actuals. | | |
| Law, order and public safety | (28,148) | (93.12%) | ▼ | | | The phasing of the ESL Grant income budget differs from the actuals. |
| Transport | (177,200) | (84.50%) | ▼ | | | The phasing of the MRWA Direct Grant income budget differs from the actuals. |
| Economic services | 17,438 | 43.69% | ▲ | The Caravan Park income is coming in higher than budget at this pint in time. | | |
| Expenditure from operating activities | | | | | | |
| Governance | 49,031 | 50.39% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Law, order and public safety | 13,815 | 32.12% | ▲ | The phasing of the bushfire risk planning co-ordinator expenditure account budget differ from the actuals. | | |
| Health | 22,834 | 77.11% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Education and welfare | 26,177 | 70.94% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Housing | 18,722 | 40.42% | ▲ | The phasing of various housing maintenance expenditure account budgets differ from the actuals. | | |
| Community amenities | 62,890 | 57.61% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Recreation and culture | 122,883 | 45.25% | ▲ | The phasing of various expenditure account budgets differ from the actuals. Depreciation has not yet been run for this year and this a large contributing factor. | | |
| Transport | 255,347 | 65.54% | ▲ | The phasing of various expenditure account budgets differ from the actuals. Depreciation has not yet been run for this year and this a large contributing factor. | | |
| Economic services | 31,524 | 23.82% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Other property and services | 57,326 | 60.16% | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |
| Investing activities | | | | | | |
| Proceeds from non-operating grants, subsidies and contributions | (76,239) | (57.33%) | ▼ | | | The phasing of the LRCIP Grant income budgets differs from the actuals. |
| Payments for Infrastructure | 412,034 | (85.44%) | ▲ | The phasing of various expenditure account budgets differ from the actuals. | | |

Shire of Morawa

SCHEDULE 02 - GENERAL FUND SUMMARY Financial Statement for Period Ended 31 August 2022

| | | | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|------------------------------------------|-------|--|---------------------------|-------------------|---------------------------|-------------------|-----------------------|------------------|------------------------|------------------|
| | | | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| OPERATING | | | | | | | | | | |
| General Purpose Funding | 03 | | 3,905,116 | 283,311 | 3,905,116 | 283,311 | 2,703,212 | 46,090 | 2,748,829 | 45,526 |
| Governance | 04 | | 25 | 527,195 | 25 | 527,195 | - | 97,305 | 33 | 48,274 |
| Law, Order, Public Safety | 05 | | 176,435 | 260,489 | 176,435 | 260,489 | 30,226 | 43,009 | 2,078 | 29,194 |
| Health | 07 | | 7,050 | 195,834 | 7,050 | 195,834 | - | 29,611 | 0 | 6,777 |
| Education & Welfare | 08 | | 7,000 | 195,625 | 7,000 | 195,625 | 832 | 36,901 | 824 | 10,724 |
| Housing | 09 | | 100,800 | 219,445 | 100,800 | 219,445 | 16,624 | 46,324 | 16,493 | 27,602 |
| Community Amenities | 10 | | 669,595 | 775,914 | 669,595 | 775,914 | 495,290 | 109,165 | 459,696 | 46,275 |
| Recreation & Culture | 11 | | 708,200 | 1,564,330 | 708,200 | 1,564,330 | 135,160 | 271,550 | 95,059 | 148,667 |
| Transport | 12 | | 1,986,074 | 2,325,329 | 1,986,074 | 2,325,329 | 209,700 | 389,612 | 32,500 | 134,265 |
| Economic Services | 13 | | 239,572 | 801,808 | 239,572 | 801,808 | 39,910 | 132,329 | 57,348 | 100,805 |
| Other Property & Services | 14 | | 219,300 | 99,818 | 219,300 | 99,818 | 8,798 | 95,283 | 10,212 | 37,957 |
| TOTAL - OPERATING | | | 8,019,167 | 7,249,098 | 8,019,167 | 7,249,098 | 3,639,752 | 1,297,179 | 3,423,072 | 636,065 |
| CAPITAL | | | | | | | | | | |
| General Purpose Funding | 03 | | 0 | 10,107 | 0 | 10,107 | 0 | 0 | 0 | 13 |
| Governance | 04 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Law, Order, Public Safety | 05 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Health | 07 | | 0 | 446 | 0 | 446 | 0 | 0 | 0 | 0 |
| Education & Welfare | 08 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Housing | 09 | | 0 | 95,852 | 0 | 95,852 | 0 | 2,530 | 0 | 358 |
| Community Amenities | 10 | | 0 | 347,186 | 0 | 347,186 | 0 | 0 | 0 | 215 |
| Recreation & Culture | 11 | | 101,640 | 1,023,064 | 101,640 | 1,023,064 | 0 | 0 | 0 | 83 |
| Transport | 12 | | 300,000 | 3,279,290 | 300,000 | 3,279,290 | 0 | 482,250 | 0 | 104,138 |
| Economic Services | 13 | | 40,000 | 153,719 | 40,000 | 153,719 | 0 | 30,000 | 0 | 715 |
| Other Property & Services | 14 | | 0 | 107,414 | 0 | 107,414 | 0 | 244 | 0 | 120 |
| TOTAL - CAPITAL | | | 441,640 | 5,017,078 | 441,640 | 5,017,078 | 0 | 515,024 | 0 | 105,641 |
| | | | 8,460,807 | 12,266,176 | 8,460,807 | 12,266,176 | 3,639,752 | 1,812,203 | 3,423,072 | 741,706 |
| Less Depreciation Written Back | | | | (1,582,699) | | (1,582,699) | | (263,766) | | 0 |
| Less Profit/Loss Written Back | | | (30,126) | (42,671) | (30,126) | (42,671) | 0 | 0 | 0 | 0 |
| Less Movement in Leave Reserve - REC INT | 72101 | | | (5,948) | | (5,948) | | 0 | | (120) |
| Plus Proceeds from Sale of Assets | | | 178,200 | | 178,200 | | 0 | | 0 | |
| TOTAL REVENUE & EXPENDITURE | | | 8,608,881 | 10,634,858 | 8,608,881 | 10,634,858 | 3,639,752 | 1,548,437 | 3,423,072 | 741,587 |
| Surplus/Deficit July 1st B/Fwd | | | 2,025,977 | | 2,025,977 | | 2,025,977 | | 2,025,977 | |
| | | | 10,634,858 | 10,634,858 | 10,634,858 | 10,634,858 | 5,665,729 | 1,548,437 | 5,449,049 | 741,587 |
| Surplus/Deficit C/Fwd | | | | 0 | | 0 | | 4,117,292 | | 4,707,462 |
| | | | 10,634,858 | 10,634,858 | 10,634,858 | 10,634,858 | 5,665,729 | 5,665,729 | 5,449,049 | 5,449,049 |

Shire of Morawa
SCHEDULE 03 - GENERAL PURPOSE FUNDING
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Rates | | 221,198 | | 221,198 | | 35,740 | | 35,104 |
| Other General Purpose Funding | | 62,113 | | 62,113 | | 10,350 | | 10,422 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Rates | 2,602,796 | | 2,602,796 | | 2,590,956 | | 2,612,706 | |
| Other General Purpose Funding | 1,302,320 | | 1,302,320 | | 112,256 | | 136,122 | |
| SUB-TOTAL | 3,905,116 | 283,311 | 3,905,116 | 283,311 | 2,703,212 | 46,090 | 2,748,829 | 45,526 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Rates | | 0 | | 0 | | 0 | | 0 |
| Other General Purpose Funding | | 10,107 | | 10,107 | | 0 | | 13 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Rates | 0 | | 0 | | 0 | | 0 | |
| Other General Purpose Funding | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 10,107 | 0 | 10,107 | 0 | 0 | 0 | 13 |
| TOTAL - | 3,905,116 | 293,418 | 3,905,116 | 293,418 | 2,703,212 | 46,090 | 2,748,829 | 45,539 |

Shire of Morawa
SCHEDULE 04 - GOVERNANCE
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Members of Council | | 423,495 | | 423,495 | | 88,858 | | 81,138 |
| Governance General | | 103,700 | | 103,700 | | 8,447 | | (32,864) |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Members of Council | 25 | | 25 | | 0 | | 0 | |
| Governance General | 0 | | 0 | | 0 | | 33 | |
| SUB-TOTAL | 25 | 527,195 | 25 | 527,195 | 0 | 97,305 | 33 | 48,274 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Members of Council | | 0 | | 0 | | 0 | | 0 |
| Governance General | | 0 | | 0 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Members of Council | 0 | | 0 | | 0 | | 0 | |
| Governance General | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL - PROGRAMME SUMMARY | 25 | 527,195 | 25 | 527,195 | 0 | 97,305 | 33 | 48,274 |

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

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Fire Prevention | | 218,628 | | 218,628 | | 36,039 | | 22,458 |
| Animal Control | | 40,856 | | 40,856 | | 6,804 | | 6,310 |
| Other Law, Order & Public Safety | | 1,005 | | 1,005 | | 166 | | 426 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Fire Prevention | 173,785 | | 173,785 | | 29,964 | | 1,769 | |
| Animal Control | 2,650 | | 2,650 | | 262 | | 309 | |
| Other Law, Order & Public Safety | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 176,435 | 260,489 | 176,435 | 260,489 | 30,226 | 43,009 | 2,078 | 29,194 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Fire Prevention | | 0 | | 0 | | 0 | | 0 |
| Animal Control | | 0 | | 0 | | 0 | | 0 |
| Other Law, Order & Public Safety | | 0 | | 0 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Fire Prevention | 0 | | 0 | | 0 | | 0 | |
| Animal Control | 0 | | 0 | | 0 | | 0 | |
| Other Law, Order & Public Safety | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL - PROGRAMME SUMMARY | 176,435 | 260,489 | 176,435 | 260,489 | 30,226 | 43,009 | 2,078 | 29,194 |

Shire of Morawa
SCHEDULE 07 - HEALTH
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|---------------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|--------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Preventative Services - Meat Inspection | | 350 | | 350 | | 58 | | 0 |
| Preventative Services - Inspections & Admin | | 52,251 | | 52,251 | | 8,708 | | 1,468 |
| Preventative Services - Pest Control | | 6,104 | | 6,104 | | 1,014 | | 633 |
| Other Health | | 137,129 | | 137,129 | | 19,831 | | 4,676 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Preventative Services - Meat Inspection | 350 | | 350 | | 0 | | 0 | |
| Preventative Services - Inspections & Admin | 700 | | 700 | | 0 | | 0 | |
| Preventative Services - Pest Control | 0 | | 0 | | 0 | | 0 | |
| Other Health | 6,000 | | 6,000 | | 0 | | 0 | |
| SUB-TOTAL | 7,050 | 195,834 | 7,050 | 195,834 | 0 | 29,611 | 0 | 6,777 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Preventative Services - Meat Inspection | | 0 | | 0 | | 0 | | 0 |
| Preventative Services - Inspections & Admin | | 0 | | 0 | | 0 | | 0 |
| Preventative Services - Pest Control | | 0 | | 0 | | 0 | | 0 |
| Other Health | | 446 | | 446 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Preventative Services - Meat Inspection | 0 | | 0 | | 0 | | 0 | |
| Preventative Services - Inspections & Admin | 0 | | 0 | | 0 | | 0 | |
| Preventative Services - Pest Control | 0 | | 0 | | 0 | | 0 | |
| Other Health | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 446 | 0 | 446 | 0 | 0 | 0 | 0 |
| TOTAL - PROGRAMME SUMMARY | 7,050 | 196,280 | 7,050 | 196,280 | 0 | 29,611 | 0 | 6,777 |

Shire of Morawa
SCHEDULE 08 - EDUCATION & WELFARE
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Other Education | | 6,976 | | 6,976 | | 2,596 | | 2,178 |
| Care of Families & Children | | 13,726 | | 13,726 | | 2,278 | | 32 |
| Other Welfare | | 174,923 | | 174,923 | | 32,027 | | 8,514 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Other Education | 0 | | 0 | | 0 | | 0 | |
| Care of Families & Children | 3,500 | | 3,500 | | 582 | | 824 | |
| Other Welfare | 3,500 | | 3,500 | | 250 | | 0 | |
| SUB-TOTAL | 7,000 | 195,625 | 7,000 | 195,625 | 832 | 36,901 | 824 | 10,724 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Other Education | | 0 | | 0 | | 0 | | 0 |
| Care of Families & Children | | 0 | | 0 | | 0 | | 0 |
| Other Welfare | | 0 | | 0 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Other Education | 0 | | 0 | | 0 | | 0 | |
| Care of Families & Children | 0 | | 0 | | 0 | | 0 | |
| Other Welfare | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL - PROGRAMME SUMMARY | 7,000 | 195,625 | 7,000 | 195,625 | 832 | 36,901 | 824 | 10,724 |

Shire of Morawa
SCHEDULE 09 - HOUSING
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Staff Housing | | 89,051 | | 89,051 | | 21,455 | | 11,821 |
| Other Housing | | 84,102 | | 84,102 | | 15,741 | | 13,837 |
| Aged Housing | | 46,292 | | 46,292 | | 9,128 | | 1,944 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Staff Housing | 10,500 | | 10,500 | | 1,750 | | 4,286 | |
| Other Housing | 22,300 | | 22,300 | | 3,548 | | 2,592 | |
| Aged Housing | 68,000 | | 68,000 | | 11,326 | | 9,616 | |
| SUB-TOTAL | 100,800 | 219,445 | 100,800 | 219,445 | 16,624 | 46,324 | 16,493 | 27,602 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Staff Housing | | 85,186 | | 85,186 | | 2,530 | | 193 |
| Other Housing | | 0 | | 0 | | 0 | | 0 |
| Aged Housing | | 10,666 | | 10,666 | | 0 | | 165 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Staff Housing | 0 | | 0 | | 0 | | 0 | |
| Other Housing | 0 | | 0 | | 0 | | 0 | |
| Aged Housing | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 95,852 | 0 | 95,852 | 0 | 2,530 | 0 | 358 |
| TOTAL - PROGRAMME SUMMARY | 100,800 | 315,297 | 100,800 | 315,297 | 16,624 | 48,854 | 16,493 | 27,959 |

Shire of Morawa

SCHEDULE 10 - COMMUNITY AMENITIES Financial Statement for Period Ended 31 August 2022

| PROGRAMME SUMMARY | | | | | | | | |
|--------------------------------------|---------------------------|------------------|---------------------------|------------------|-----------------------|----------------|------------------------|---------------|
| | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Sanitation - Household Refuse | | 232,324 | | 232,324 | | 38,710 | | 12,678 |
| Sanitation - Other | | 168,176 | | 168,176 | | 13,852 | | 2,859 |
| Sewerage | | 133,950 | | 133,950 | | 24,126 | | 8,210 |
| Urban Stormwater Drainage | | 9,500 | | 9,500 | | 8 | | 0 |
| Town Planning & Regional Development | | 66,003 | | 66,003 | | 10,998 | | 9,941 |
| Other Community Amenities | | 165,961 | | 165,961 | | 21,471 | | 12,588 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Sanitation - Household Refuse | 111,903.00 | | 111,903 | | 110,651 | | 110,503 | |
| Sanitation - Other | 73,287.50 | | 73,288 | | 73,037 | | 72,038 | |
| Sewerage | 277,248.00 | | 277,248 | | 275,748 | | 276,636 | |
| Urban Stormwater Drainage | 0.00 | | 0 | | 0 | | 0 | |
| Town Planning & Regional Development | 4,000.00 | | 4,000 | | 666 | | 222 | |
| Other Community Amenities | 203,156.00 | | 203,156 | | 35,188 | | 298 | |
| SUB-TOTAL | 669,594.50 | 775,914 | 669,595 | 775,914 | 495,290 | 109,165 | 459,696 | 46,275 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Sanitation - Household Refuse | | 50,207 | | 50,207 | | 0 | | 51 |
| Sanitation - Other | | 0 | | 0 | | 0 | | 0 |
| Sewerage | | 121,125 | | 121,125 | | 0 | | 164 |
| Urban Stormwater Drainage | | 0 | | 0 | | 0 | | 0 |
| Other Community Amenities | | 175,854 | | 175,854 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| SUB-TOTAL | 0 | 347,186 | 0 | 347,186 | 0 | 0 | 0 | 215 |
| TOTAL - PROGRAMME SUMMARY | 669,595 | 1,123,100 | 669,595 | 1,123,100 | 495,290 | 109,165 | 459,696 | 46,489 |

Shire of Morawa
SCHEDULE 11 - RECREATION & CULTURE
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|------------------|---------------------------|------------------|-----------------------|----------------|------------------------|----------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Public Halls and Civic Centres | | 165,841 | | 165,841 | | 35,943 | | 8,738 |
| Swimming Areas & Beaches | | 338,998 | | 338,998 | | 43,120 | | 25,874 |
| Other Recreation and Sport | | 883,423 | | 883,423 | | 165,585 | | 54,146 |
| TV and Radio Re-broadcasting | | 2,000 | | 2,000 | | 332 | | 0 |
| Libraries | | 23,288 | | 23,288 | | 3,878 | | 3,910 |
| Other Culture | | 150,780 | | 150,780 | | 22,692 | | 56,000 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Public Halls and Civic Centres | 201,500 | | 201,500 | | 33,582 | | 28,366 | |
| Swimming Areas & Beaches | 18,000 | | 18,000 | | 0 | | 0 | |
| Other Recreation and Sport | 447,500 | | 447,500 | | 74,578 | | 31,132 | |
| TV and Radio Re-broadcasting | 0 | | 0 | | 0 | | 0 | |
| Libraries | 200 | | 200 | | 0 | | 0 | |
| Other Culture | 41,000 | | 41,000 | | 27,000 | | 35,560 | |
| SUB-TOTAL | 708,200 | 1,564,330 | 708,200 | 1,564,330 | 135,160 | 271,550 | 95,059 | 148,667 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Public Halls and Civic Centres | | 220,000 | | 220,000 | | 0 | | 16 |
| Swimming Areas & Beaches | | 20,333 | | 20,333 | | 0 | | 51 |
| Other Recreation and Sport | | 762,731 | | 762,731 | | 0 | | 16 |
| TV and Radio Re-broadcasting | | 0 | | 0 | | 0 | | 0 |
| Libraries | | 0 | | 0 | | 0 | | 0 |
| Other Culture | | 20,000 | | 20,000 | | 0 | | 0 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Public Halls and Civic Centres | 0 | | 0 | | 0 | | 0 | |
| Swimming Areas & Beaches | 0 | | 0 | | 0 | | 0 | |
| Other Recreation and Sport | 101,640 | | 101,640 | | 0 | | 0 | |
| TV and Radio Re-broadcasting | 0 | | 0 | | 0 | | 0 | |
| Libraries | 0 | | 0 | | 0 | | 0 | |
| Other Culture | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 101,640 | 1,023,064 | 101,640 | 1,023,064 | 0 | 0 | 0 | 83 |
| TOTAL - PROGRAMME SUMMARY | 809,840 | 2,587,394 | 809,840 | 2,587,394 | 135,160 | 271,550 | 95,059 | 148,750 |

Shire of Morawa
SCHEDULE 12 - TRANSPORT
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|----------------------------------------|---------------------------|------------------|--------------------|------------------|-----------------------|----------------|------------------------|----------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| OPERATING EXPENDITURE | | | | | | | | |
| Construction Roads, Bridges and Depots | | 0 | | 0 | | 0 | | 0 |
| Maintenance Roads, Bridges and Depots | | 1,820,513 | | 1,820,513 | | 310,628 | | 86,653 |
| Plant Purchases | | 60,483 | | 60,483 | | 2,968 | | 1,362 |
| Transport Licensing | | 360,726 | | 360,726 | | 59,786 | | 39,103 |
| Aerodromes | | 83,607 | | 83,607 | | 16,230 | | 7,147 |
| OPERATING REVENUE | | | | | | | | |
| Construction Roads, Bridges and Depots | 1,163,231 | | 1,163,231 | | 0 | | 0 | |
| Maintenance Roads, Bridges and Depots | 316,000 | | 316,000 | | 151,000 | | 0 | |
| Plant Purchases | 30,126 | | 30,126 | | 0 | | 0 | |
| Transport Licensing | 354,200 | | 354,200 | | 58,700 | | 32,500 | |
| Aerodromes | 122,517 | | 122,517 | | 0 | | 0 | |
| SUB-TOTAL | 1,986,074 | 2,325,329 | 1,986,074 | 2,325,329 | 209,700 | 389,612 | 32,500 | 134,265 |
| CAPITAL EXPENDITURE | | | | | | | | |
| Construction Roads, Bridges and Depots | | 1,819,333 | | 1,819,333 | | 482,250 | | 70,342 |
| Maintenance Roads, Bridges and Depots | | 90,000 | | 90,000 | | 0 | | 0 |
| Plant Purchases | | 1,206,601 | | 1,206,601 | | 0 | | 33,796 |
| Aerodromes | | 163,356 | | 163,356 | | 0 | | 0 |
| CAPITAL REVENUE | | | | | | | | |
| Construction Roads, Bridges and Depots | 0 | | 0 | | 0 | | 0 | |
| Maintenance Roads, Bridges and Depots | 0 | | 0 | | 0 | | 0 | |
| Plant Purchases | 300,000 | | 300,000 | | 0 | | 0 | |
| Aerodromes | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 300,000 | 3,279,290 | 300,000 | 3,279,290 | 0 | 482,250 | 0 | 104,138 |
| TOTAL - PROGRAMME SUMMARY | 2,286,074 | 5,604,619 | 2,286,074 | 5,604,619 | 209,700 | 871,862 | 32,500 | 238,403 |

Shire of Morawa
SCHEDULE 13 - ECONOMIC SERVICES
Financial Statement for Period Ended
31 August 2022

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|--------------------|----------------|-----------------------|----------------|------------------------|----------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Rural Services | | 35,983 | | 35,983 | | 5,986 | | 2,576 |
| Tourism & Area Promotion | | 367,839 | | 367,839 | | 63,182 | | 58,554 |
| Building Control | | 39,942 | | 39,942 | | 6,656 | | 9,024 |
| Other Economic Services | | 63,528 | | 63,528 | | 10,584 | | 5,037 |
| Economic Development | | 294,517 | | 294,517 | | 45,921 | | 25,614 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Rural Services | 0 | | 0 | | 0 | | 0 | |
| Tourism & Area Promotion | 187,000 | | 187,000 | | 31,158 | | 45,543 | |
| Building Control | 6,500 | | 6,500 | | 1,082 | | 2,490 | |
| Other Economic Services | 25,000 | | 25,000 | | 4,166 | | 7,362 | |
| Economic Development | 21,072 | | 21,072 | | 3,504 | | 1,953 | |
| SUB-TOTAL | 239,572 | 801,809 | 239,572 | 801,809 | 39,910 | 132,329 | 57,348 | 100,805 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Rural Services | | 0 | | 0 | | 0 | | 0 |
| Tourism & Area Promotion | | 60,000 | | 60,000 | | 30,000 | | 0 |
| Building Control | | 0 | | 0 | | 0 | | 0 |
| Other Economic Services | | 80,000 | | 80,000 | | 0 | | 0 |
| Economic Development | | 13,719 | | 13,719 | | 0 | | 715 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Rural Services | 0 | | 0 | | 0 | | 0 | |
| Tourism & Area Promotion | 0 | | 0 | | 0 | | 0 | |
| Building Control | 0 | | 0 | | 0 | | 0 | |
| Other Economic Services | 0 | | 0 | | 0 | | 0 | |
| Economic Development | 40,000 | | 40,000 | | 0 | | 0 | |
| SUB-TOTAL | 40,000 | 153,719 | 40,000 | 153,719 | 0 | 30,000 | 0 | 715 |
| TOTAL - PROGRAMME SUMMARY | 279,572 | 955,528 | 279,572 | 955,528 | 39,910 | 162,329 | 57,348 | 101,519 |

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

| PROGRAMME SUMMARY | 2022-23 Adopted Budget | | 2022-23 Amended Budget | | 2022-23 YTD Budget | | 2022-23 YTD Actuals | |
|-------------------------------------|---------------------------|----------------|---------------------------|----------------|-----------------------|---------------|------------------------|---------------|
| | Income | Expense | Income | Expense | Income | Expense | Income | Expense |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| <u>OPERATING EXPENDITURE</u> | | | | | | | | |
| Private Works | | 27,215 | | 27,215 | | 4,532 | | 4,332 |
| Public Works Overheads | | 0 | | 0 | | 1,348 | | 51,599 |
| Plant Operation Costs | | (2,397) | | (2,397) | | 12,705 | | 14,660 |
| Stock, Fuels and Oils | | 0 | | 0 | | 0 | | (35,742) |
| Administration | | 0 | | 0 | | 39,198 | | 0 |
| Unclassified | | 75,000 | | 75,000 | | 37,500 | | 3,108 |
| <u>OPERATING REVENUE</u> | | | | | | | | |
| Private Works | 40,000 | | 40,000 | | 6,666 | | 45 | |
| Public Works Overheads | 1,000 | | 1,000 | | 250 | | 0 | |
| Plant Operation Costs | 42,000 | | 42,000 | | 0 | | 1,694 | |
| Stock, Fuels and Oils | 300 | | 300 | | 50 | | 0 | |
| Administration | 10,000 | | 10,000 | | 1,666 | | 8,473 | |
| Unclassified | 126,000 | | 126,000 | | 166 | | 0 | |
| SUB-TOTAL | 219,300 | 99,818 | 219,300 | 99,818 | 8,798 | 95,283 | 10,212 | 37,957 |
| <u>CAPITAL EXPENDITURE</u> | | | | | | | | |
| Administration | | 107,414 | | 107,414 | | 244 | | 120 |
| <u>CAPITAL REVENUE</u> | | | | | | | | |
| Administration | 0 | | 0 | | 0 | | 0 | |
| SUB-TOTAL | 0 | 107,414 | 0 | 107,414 | 0 | 244 | 0 | 120 |
| TOTAL - PROGRAMME SUMMARY | 219,300 | 207,232 | 219,300 | 207,232 | 8,798 | 95,527 | 10,212 | 38,076 |

Shire of Morawa
Bank Reconciliation Report
For Period Ending 31 August 2022

| | Municipal Account | Municipal Online Saver | Trust Account | Reserve Account | Term Deposits - Reserves |
|--------------------------------------|----------------------|------------------------|------------------|----------------------|--------------------------|
| Balance as per Bank Statement | 1,447,178.87 | 1,028,521.05 | 7,165.83 | 4,030,131.67 | 2,100,000.00 |
| Balance as per General Ledger | 1,448,008.52 | 1,028,521.05 | 7,165.83 | 4,030,131.67 | 2,100,000.00 |
| Less Unpresented Payments | -250.00 | | | | |
| Transfer between Accounts | | | | | |
| Plus Outstanding Deposits | 1,079.65 | | | | |
| Unallocated Pos Transactions | | | | | |
| Difference | 1,448,008.52 0.00 | 1,028,521.05 0.00 | 7,165.83 0.00 | 4,030,131.67 0.00 | 2,100,000.00 0.00 |

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|----------|------------|-----------------------------------------------|------------------------------------------------------------------|-----------|------|
| EFT15631 | 03/08/2022 | Moore Stephens | Asset Management & Long Term Financial Plan Preparation | 6,050.00 | 1 |
| EFT15632 | 03/08/2022 | Nutrien Ag Solutions | Gas Bottle Delivered | 175.01 | 1 |
| EFT15633 | 03/08/2022 | Purcher International Pty Ltd | Clutch Booster for Iveco Truck | 661.19 | 1 |
| EFT15634 | 03/08/2022 | Refuel Australia | Mobil Transmission Oil HD 50, 20 Litres | 140.83 | 1 |
| EFT15635 | 03/08/2022 | Marketforce | Advertising - Travel Feature, Art Show and vacancies | 3,734.76 | 1 |
| EFT15636 | 03/08/2022 | WA Local Government Association | Walga - All Memberships | 31,552.57 | 1 |
| EFT15637 | 03/08/2022 | Bunnings Group Limited | Various Items - Chalet Bathrooms | 2,428.31 | 1 |
| EFT15638 | 03/08/2022 | Hille, Thompson & Delfos Surveyors & Planners | Survey Drainage Structures on Winfield Street, Morawa | 4,214.93 | 1 |
| EFT15639 | 03/08/2022 | Local Government Professionals Australia WA | Communications Comes Town | 40.00 | 1 |
| EFT15640 | 03/08/2022 | McLeods Barristers and Solicitors | Legal Sales Process of 22 Richter Ave | 1,048.85 | 1 |
| EFT15641 | 03/08/2022 | Reece Pty Ltd | Bristol Shower System - For Morawa Unit | 999.06 | 1 |
| EFT15642 | 03/08/2022 | Shermac Engineering | Grader Blades - 7Ft | 6,091.25 | 1 |
| EFT15643 | 03/08/2022 | Herrings Coastal Plumbing & Gas | Clear Blocked Toilet - Chambers | 456.50 | 1 |
| EFT15644 | 03/08/2022 | Infinitum Technologies Pty Ltd | Fee For The Ctap Testing | 264.00 | 1 |
| EFT15645 | 03/08/2022 | Mitchell and Brown Communications | Monthly Security Monitoring - Dr's Surgery & gym for July 2022 | 152.00 | 1 |
| EFT15646 | 03/08/2022 | Pat's Mobile Mechanical | Repairs to Grader & Loader | 1,457.28 | 1 |
| EFT15647 | 03/08/2022 | Art Show Facilitator | Art Show 2022- Workshop Facilitation & Travel Allowance | 800.00 | 1 |
| EFT15648 | 03/08/2022 | Toll Transport Pty Ltd | Freight Charges For The Period July 2022 | 638.91 | 1 |
| EFT15649 | 03/08/2022 | Highscore Creative | Artwork For Invites And Opening Night Flyers - Art Show | 574.75 | 1 |
| EFT15650 | 03/08/2022 | CORSIGN WA PTY LTD | Fibre Glass reinforced plastic Posts For Rural Roads Maintenance | 2,564.10 | 1 |
| EFT15651 | 03/08/2022 | AFGRI Equipment | Hose Adaptor And Two O Ring sets | 42.63 | 1 |
| EFT15652 | 03/08/2022 | Thinkproject Australia Pty Ltd | Annual Subscription To RAMM For 22-23 | 8,104.60 | 1 |
| EFT15653 | 03/08/2022 | Local Government NSW | Careers At Council Annual Subscription For 2022-23 | 550.00 | 1 |
| EFT15654 | 03/08/2022 | G W Mechanical (Glen Wallace) | Call-Out Fee And 1*New Tyre (Pajero Sport Omo) | 294.50 | 1 |
| EFT15655 | 03/08/2022 | Kmart | Various Kitchen Items | 121.70 | 1 |
| EFT15656 | 03/08/2022 | Megan Howlett Premium Business Concepts | Hr Consultancy For Workforce Plan & Corporate Area Discussions | 650.00 | 1 |
| EFT15657 | 03/08/2022 | Media Engine | Workforce Plan and Community Plan design | 1,961.00 | 1 |

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|----------|------------|-----------------------------------------------|-----------------------------------------------------------------------------------|-----------|------|
| EFT15658 | 03/08/2022 | Winc | Photocopier Usage Charges From July 2022 | 133.57 | 1 |
| EFT15659 | 05/08/2022 | Australian Services Union | Payroll Deductions | 77.70 | 1 |
| EFT15660 | 05/08/2022 | Department of Human Services | Payroll Deductions | 351.29 | 1 |
| EFT15661 | 11/08/2022 | Rip-It Security Shredding (Primecode Pty Ltd) | Records Archiving And Storage July 2022 | 104.50 | 1 |
| EFT15662 | 11/08/2022 | GWN 7 Prime Media Group | Tv Advert Airtime From 15-30/7/2022. Channel 7 | 1,375.00 | 1 |
| EFT15663 | 11/08/2022 | Shire President | Reimbursement For Mineral Water For Morawa Art Show | 73.98 | 1 |
| EFT15664 | 11/08/2022 | Morawa Community Resource Centre | Naidoc 2022 Meat Samples Emu & Kangaroo | 500.00 | 1 |
| EFT15665 | 11/08/2022 | Kats Rural | Light Globes, Bins & Storage Tubs For The Caravan Park | 173.58 | 1 |
| EFT15666 | 11/08/2022 | Morawa Traders | Refreshments For Council Meetings From July 2022 | 63.99 | 1 |
| EFT15667 | 11/08/2022 | IT Vision Australia Pty Ltd | Manual OSR Claim Install. | 275.00 | 1 |
| EFT15668 | 11/08/2022 | Landgate | Geospatial Data for Shire of Morawa and UV Rural role | 807.44 | 1 |
| EFT15669 | 11/08/2022 | Refuel Australia | 12,000lt bulk Diesel, Mobil Grease and fuel card purchases | 23,224.22 | 1 |
| EFT15670 | 11/08/2022 | Canine Control | Ranger Services 26th & 27th July 7 3rd & 4th August 2022 | 3,941.96 | 1 |
| EFT15671 | 11/08/2022 | Local Government Professionals Australia WA | Mid West And Communications Network Event | 72.00 | 1 |
| EFT15672 | 11/08/2022 | Morawa Hotel Motel | Art Show 2022 - Accommodation For Band (Poppy Carter) 2 Rooms | 275.00 | 1 |
| EFT15673 | 11/08/2022 | Rotary Club of Pinjarra | Hire Exhibition Boards With Lights. 28 Jul - 17th August installation & removal | 5,500.00 | 1 |
| EFT15674 | 11/08/2022 | Agwest Machinery | Supply And Delivery Of Kubota F3690 Tractor | 37,207.92 | 1 |
| EFT15675 | 11/08/2022 | Office Works | Rexel Optimum 150X Autofeed Shredder for Dr's Surgery | 508.95 | 1 |
| EFT15676 | 11/08/2022 | RJ & LJ King | Change Tyres X4 In P172 Iveco | 154.00 | 1 |
| EFT15677 | 11/08/2022 | Allstamps | New Creditor Stamp & EFT Authorisation stamp | 190.76 | 1 |
| EFT15678 | 11/08/2022 | Infinitum Technologies Pty Ltd | Monthly It Support August 2022 | 6,798.55 | 1 |
| EFT15679 | 11/08/2022 | Mitchell and Brown Communications Vidguard | Annual Security Monitoring At Youth Centre From 1/8/2022 - 31/10/2022 & Gymnasium | 165.50 | 1 |
| EFT15680 | 11/08/2022 | Morawa Rural Enterprises | S57220 Battery | 257.00 | 1 |
| EFT15681 | 11/08/2022 | Breeze Connect Pty Ltd | Admin Office Voip Telephone Lines 1/7/2022 - 31/7/2022 | 232.00 | 1 |
| EFT15682 | 11/08/2022 | Little West Wood | Postage For July | 397.15 | 1 |

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|----------|------------|------------------------------------------------------------|------------------------------------------------------------------------|----------|------|
| EFT15683 | 11/08/2022 | CORSIGN WA PTY LTD | White On Green Class 1 Road Sign Double Sided | 115.50 | 1 |
| EFT15684 | 11/08/2022 | NodeOne NodeOne Pty Ltd | Nodeone Fixed Wireless N1 Home Fast September 2022 | 119.00 | 1 |
| EFT15685 | 11/08/2022 | Resonline Pty Ltd | Monthly Subscription To Room Manager July 2022 | 134.31 | 1 |
| EFT15686 | 11/08/2022 | Cohesis Pty Ltd | Ict Governance Enhancement, Ict Planning And Management. Monthly Rate | 2,395.56 | 1 |
| EFT15687 | 11/08/2022 | Daphne's Timeless Treats | Catering Volunteer Event 55X \$20 Plus Travel Costs \$80 | 1,180.00 | 1 |
| EFT15688 | 11/08/2022 | Media Engine | North Midlands EveryClub Plan Printing | 3,825.00 | 1 |
| EFT15689 | 11/08/2022 | Cleanpak Total Solutions | Industrial Dishwasher Cleaner X3 | 317.99 | 1 |
| EFT15690 | 11/08/2022 | Bladon WA Pty Ltd | 30X Mens Orange/ Black & Silver Polo With Embroidery | 1,594.45 | 1 |
| EFT15691 | 11/08/2022 | Rahul Ramabhadran | Reimbursement For Relocation Costs | 1,760.00 | 1 |
| EFT15692 | 11/08/2022 | Drisy Das Das Sindu | Staff Reimbursement For Working With Children Check | 87.00 | 1 |
| EFT15697 | 17/08/2022 | Kats Rural | 42Mm Deluxe Mixer Tap | 203.50 | 1 |
| EFT15698 | 17/08/2022 | Clayton Lewis | Sale Of Artwork Less 20% Commission | 1,040.00 | 1 |
| EFT15699 | 17/08/2022 | Kathy Beeck | Sale Of Artwork Less 20% Commission | 256.00 | 1 |
| EFT15700 | 17/08/2022 | Pamela Sweeney | Sale Of Artwork Less 20% Commission | 192.00 | 1 |
| EFT15714 | 19/08/2022 | Winchester Industries | 50 Tonne Concrete Sand | 3,687.15 | 1 |
| EFT15715 | 19/08/2022 | Morawa District High School Parents & Citizens Assoc. Inc. | Catering For Photography Workshop Afternoon Tea- 7Th August 2022 | 2,160.00 | 1 |
| EFT15716 | 19/08/2022 | Local Health Authorities Analytical Committee | Abs Population July 2021 | 396.00 | 1 |
| EFT15717 | 19/08/2022 | Central West Pump Service | Repair To Pump Winfield Street Gardens | 929.50 | 1 |
| EFT15718 | 19/08/2022 | Crystal Printing Solutions Pty Ltd | DI Envelopes Plain Face X2000 | 400.00 | 1 |
| EFT15719 | 19/08/2022 | Office Works | Stationary Order For Shire Admin | 51.88 | 1 |
| EFT15720 | 19/08/2022 | Element Advisory Pty Ltd | 50% For Phase 1,2,3,5 & Disbursements.100% Of Phase 4B | 2,675.97 | 1 |
| EFT15721 | 19/08/2022 | Loretta Egan | Reimbursement For Art Supplies - Art Show Workshop | 587.76 | 1 |
| EFT15722 | 19/08/2022 | Toll Transport Pty Ltd | Freight Charges For The Period August 2022 | 11.07 | 1 |
| EFT15723 | 19/08/2022 | Bob Waddell Consultant | Reconciliation of month end for July 2022 | 1,980.00 | 1 |
| EFT15724 | 19/08/2022 | Cohesis Pty Ltd | Ict Governance Enhancement, Ict Planning And Management. Monthly Rate. | 2,395.56 | 1 |
| EFT15725 | 19/08/2022 | Dr Antonio Tropiano | Photography Workshop for Art Show & Fuel Allowance | 828.00 | 1 |
| EFT15726 | 19/08/2022 | Wyatt and Me | Core Flute Roster Signs with arrow for Morawa Art Show | 390.00 | 1 |

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|----------|------------|---------------------------------------------|----------------------------------------------------------------------------------|----------|------|
| EFT15727 | 22/08/2022 | Australian Services Union | Payroll Deductions | 77.70 | 1 |
| EFT15728 | 22/08/2022 | Department of Human Services | Payroll Deductions | 351.29 | 1 |
| EFT15729 | 29/08/2022 | Aquagentry Pty Ltd | Rates Refund For Assessment A312. Excess Rates payment | 152.78 | 1 |
| EFT15730 | 29/08/2022 | Hersey's Safety Pty Ltd | Personal Protective Equipment For Depot Staff | 1,649.39 | 1 |
| EFT15731 | 29/08/2022 | Kats Rural | Voltage Converter - Vc7S | 129.00 | 1 |
| EFT15732 | 29/08/2022 | TP & MB Shields | Refund On Bond For Community Bus 3/8/2022 | 300.00 | 1 |
| EFT15733 | 29/08/2022 | Local Government Professionals Australia WA | Executive Leadership Program - September 2022 | 2,625.00 | 1 |
| EFT15734 | 29/08/2022 | Morawa Hotel Motel | Art Show 2022 - Accommodation For Band | 407.55 | 1 |
| EFT15735 | 29/08/2022 | Logo Appointments WA | Remaining 50% Of Recruitment For CDO Position | 2,403.50 | 1 |
| EFT15736 | 29/08/2022 | Aerodrome Management Services Pty Ltd | Supply of Documentation And Processes To Achieve And Maintain Casa Certification | 4,125.00 | 1 |
| EFT15737 | 29/08/2022 | Snap Osborne Park | Artwork Charges To Set Up Art Awards Index Cards | 44.00 | 1 |
| EFT15738 | 29/08/2022 | Vanessa Curley - Keys | Sale Of Artworkno :116, Less 20% Commission | 704.00 | 1 |
| EFT15739 | 29/08/2022 | Total Toilets | Hire Of Trailer Mounted Toilet - Dates 01.07.22 - 31.07.22 | 965.51 | 1 |
| EFT15740 | 29/08/2022 | JOANNE DUFFY | Morawa Artshow Award-Works On Canvas No:27 | 1,750.00 | 1 |
| EFT15741 | 29/08/2022 | Kathleen Gedling | Morawa Artshow-People'S Choice Award No:248 | 1,016.00 | 1 |
| EFT15742 | 29/08/2022 | Julie King | Sale Of Artwork No: 170 Less 20% Commission | 604.00 | 1 |
| EFT15743 | 29/08/2022 | IGA Morawa | Iga Account July 2022 | 1,306.04 | 1 |
| EFT15744 | 29/08/2022 | Leon Holmes | Sale Of Artwork No: 50 Less 20% Commission | 960.00 | 1 |
| EFT15745 | 29/08/2022 | Kelli Dawson | Sale Of Artwork No: 158 Less 20% Commission | 672.00 | 1 |
| EFT15746 | 29/08/2022 | Richard Bristow | Sale Of Artwork No: 112 Less 20% Commission | 784.00 | 1 |
| EFT15747 | 29/08/2022 | RJ & LJ King | 4 X 17.5 R25 Doublecoin (P261) | 7,823.20 | 1 |
| EFT15748 | 29/08/2022 | Morawa Rural Enterprises | Ac Delco, Heavy Duty Truck Battery | 205.00 | 1 |
| EFT15749 | 29/08/2022 | Loretta Egan | Morawa Artshow Award-Indigenous No:197 | 2,710.00 | 1 |
| EFT15750 | 29/08/2022 | Toll Transport Pty Ltd | Freight Charges For The Period 16/8/2022 | 34.29 | 1 |
| EFT15751 | 29/08/2022 | Mulga Mail | Subsription To Mulga Mail August 2022 - July 2023 | 54.00 | 1 |
| EFT15752 | 29/08/2022 | Local Government Managers Australia NSW | Membership Fee For 22/23 Performance Excellence Program | 3,960.00 | 1 |
| EFT15753 | 29/08/2022 | Dongara Fencing | Final Fee, Replacement Of Fence At The Bowling Club | 3,418.65 | 1 |
| EFT15754 | 29/08/2022 | Steven Davidson | Morawa Artshow Award 3 Dimensional No:219 | 1,878.00 | 1 |
| EFT15755 | 29/08/2022 | Nele Schmidt | Morawa Artshow Award -Photography No:244 | 900.00 | 1 |
| EFT15756 | 29/08/2022 | Gabriel McKenna | Morawa Artshow Award-Youth | 148.00 | 1 |

Shire of Morawa List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|----------|------------|-----------------------------------|----------------------------------------------------------------------------------|----------|------|
| EFT15757 | 29/08/2022 | Nikki Dee Designs | Morawa Artshow Award- Indigenous Award No:203 | 5,100.00 | 1 |
| EFT15758 | 29/08/2022 | Alison HANRAHAN | Sale Of Artwork No: 127 Less 20% Commission | 904.00 | 1 |
| EFT15759 | 29/08/2022 | Robyn Abbott | Sale Of Artwork No: 144 Less 20% Commission | 880.00 | 1 |
| EFT15760 | 29/08/2022 | Deborah STOREY | Sale Of Artwork No: 92 Less 20% Commission | 720.00 | 1 |
| EFT15761 | 29/08/2022 | Narelle Higson | Sale Of Artwork No:250 ,Less 20% Commission | 540.00 | 1 |
| EFT15762 | 29/08/2022 | Andrea Gadd | Sale Of Artwork No. 38 Less 20 % Commission | 76.00 | 1 |
| EFT15763 | 29/08/2022 | Naomi Antenucci | Sale Of Artwork No: 109 Less 20% Commission | 440.00 | 1 |
| EFT15764 | 29/08/2022 | Jennifer Ellis-Newman | Sale Of Artwork No:28,Less 20% Commission | 176.00 | 1 |
| EFT15765 | 29/08/2022 | Jude Scott | Sale Of Artwork No: 88 Less 20% Commission | 340.00 | 1 |
| EFT15766 | 29/08/2022 | Janeen Horne Art | Sale Of Artwork No: 52 Less 20% Commission | 1,840.00 | 1 |
| EFT15767 | 29/08/2022 | Bridget Seaton | Sale Of Artwork No: 89 Less 20% Commission | 480.00 | 1 |
| EFT15768 | 29/08/2022 | Peta Garnaut | Sale Of Artwork No: 41 Less 20% Commission | 1,136.00 | 1 |
| EFT15769 | 29/08/2022 | Peta Humphreys | Morawa Artshow Award-Youth | 250.00 | 1 |
| EFT15770 | 29/08/2022 | Stephanie Boyle | Sale Of Artwork No:152 ,Less 20% Commission | 1,264.00 | 1 |
| EFT15771 | 29/08/2022 | Janine Cairnes | Sale Of Artwork No :113,Less 20% Commission | 360.00 | 1 |
| EFT15772 | 29/08/2022 | Aimee McGlew | Morawa Art Show Youth Award | 250.00 | 1 |
| EFT15773 | 29/08/2022 | Christine Miedzyblocki | Sale Of Artwork No 164 Less 20% Commission | 232.00 | 1 |
| EFT15774 | 29/08/2022 | Elmari Steyn | Aquisitive Award - Morawa Art Show | 9,250.00 | 1 |
| EFT15775 | 29/08/2022 | Cam Fitzgerald Art | Sale Of Artwork No 122 Less 20% Commission | 680.00 | 1 |
| EFT15776 | 29/08/2022 | Kimberley Robert Stewart | Sale Of Artwork No 245 Less 20% Commission | 152.00 | 1 |
| EFT15777 | 29/08/2022 | Winc | Photocopier Usage Charges For July 2022 - August 2022 &Admin Stationery order | 1,781.58 | 1 |
| EFT15778 | 29/08/2022 | Tourism Council Western Australia | 2022-23 Membership Renewal Visitor Centre | 289.00 | 1 |
| EFT15779 | 29/08/2022 | Mim Wells | Sale Of Artwork No: 98 Less 20% Commission | 992.00 | 1 |
| EFT15780 | 29/08/2022 | Betty McLean | Sale Of Artwork No: 180 Less 20% Commission | 176.00 | 1 |
| EFT15781 | 29/08/2022 | Debra Scidone | Sale Of Artwork No: 166 Less 20% Commission | 1,912.00 | 1 |

Total EFT Payments 260,721.47

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|---------|------------|--------------------|----------------------------------------------------|--------|------|
| 012034 | 23/08/2022 | MS VENI INBASEELAN | Co-judging the 8th Biennial Morawa Arts Awards fee | 250.00 | 1 |

Total Cheque Payments 250.00

| | | | | | |
|----------|------------|-------------------------------|-----------------------------------------------------|----------|---|
| DD8585.1 | 02/08/2022 | Synergy | Electricity expenses 10/5/2022 - 22/6/2022 | 143.04 | 1 |
| DD8615.1 | 01/08/2022 | Exetel Pty Ltd | Monthly charge on internet services August 2022 | 1,100.00 | 1 |
| DD8622.1 | 03/08/2022 | Telstra Corporation Limited | Telephone expenses July 2022 | 50.00 | 1 |
| DD8624.1 | 03/08/2022 | Aware Super | Payroll deductions | 9,522.47 | 1 |
| DD8624.2 | 03/08/2022 | Commonwealth Bank Group Super | Superannuation contributions | 119.03 | 1 |
| DD8624.3 | 03/08/2022 | HESTA | Superannuation contributions | 251.29 | 1 |
| DD8624.4 | 03/08/2022 | mobiSuper | Superannuation contributions | 309.69 | 1 |
| DD8624.5 | 03/08/2022 | HOSTPLUS Superannuation Fund | Superannuation contributions | 841.48 | 1 |
| DD8624.6 | 03/08/2022 | Australian Super | Superannuation contributions | 1,143.96 | 1 |
| DD8624.7 | 03/08/2022 | Hawkins Super | Superannuation contributions | 1,324.46 | 1 |
| DD8624.8 | 03/08/2022 | BT FINANCIAL GROUP | Superannuation contributions | 365.58 | 1 |
| DD8624.9 | 03/08/2022 | MLC Super Fund | Superannuation contributions | 273.15 | 1 |
| DD8626.1 | 02/08/2022 | Synergy | Electricity expenses 23/4/2022 - 21/6/2022 | 814.09 | 1 |
| DD8628.1 | 04/08/2022 | Synergy | Electricity expenses 3/5/2022 - 23/6/2022 | 306.80 | 1 |
| DD8631.1 | 08/08/2022 | Synergy | Electricity expenses 21/6/2022 - 18/7/2022 | 239.83 | 1 |
| DD8634.1 | 10/08/2022 | Synergy | Electricity Expenses 16/6/2022 - 20/7/2022 | 535.03 | 1 |
| DD8645.1 | 16/08/2022 | Fleet Partners Pty Limited | Lease - Bushfire Risk Planning Co-Ordinator Vehicle | 1,089.00 | 1 |
| DD8647.1 | 16/08/2022 | Telstra Corporation Limited | Telephone expenses 28/7/2022 - 27/8/2022 | 644.72 | 1 |
| DD8649.1 | 17/08/2022 | Aware Super | Payroll deductions | 6,192.35 | 1 |
| DD8649.2 | 17/08/2022 | Commonwealth Bank Group Super | Superannuation contributions | 119.03 | 1 |
| DD8649.3 | 17/08/2022 | HESTA | Superannuation contributions | 251.29 | 1 |
| DD8649.4 | 17/08/2022 | mobiSuper | Superannuation contributions | 323.56 | 1 |
| DD8649.5 | 17/08/2022 | HOSTPLUS Superannuation Fund | Superannuation contributions | 841.48 | 1 |
| DD8649.6 | 17/08/2022 | Australian Super | Superannuation contributions | 1,163.40 | 1 |
| DD8649.7 | 17/08/2022 | Hawkins Super | Superannuation contributions | 1,324.46 | 1 |
| DD8649.8 | 17/08/2022 | BT FINANCIAL GROUP | Superannuation contributions | 365.58 | 1 |
| DD8649.9 | 17/08/2022 | MLC Super Fund | Superannuation contributions | 273.15 | 1 |
| DD8675.1 | 22/08/2022 | Synergy | Electricity expenses 16/6/2022 - 20/7/2022 | 6,286.74 | 1 |

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|-----------|------------|-----------------------------|-----------------------------------------------|--------|------|
| DD8676.1 | 22/08/2022 | Telstra Corporation Limited | Telephone expenses 1/8/2022 - 1/9/2022 | 110.85 | 1 |
| DD8680.1 | 24/08/2022 | Telstra Corporation Limited | Telephone expenses 1/8/2022 - 1/9/2022 | 544.28 | 1 |
| DD8682.1 | 01/08/2022 | Westnet Pty Ltd | Monthly charge in internet for Tourist centre | 29.95 | 1 |
| DD8624.10 | 03/08/2022 | CBUS | Superannuation contributions | 209.21 | 1 |
| DD8624.11 | 03/08/2022 | MLC Super Fund | Superannuation contributions | 263.21 | 1 |
| DD8649.10 | 17/08/2022 | CBUS | Superannuation contributions | 208.25 | 1 |
| DD8649.11 | 17/08/2022 | MLC Super Fund | Superannuation contributions | 267.13 | 1 |

Total Direct Debit Payments 37,847.54

| | | | | | |
|--|------------|-----------|------------------------------------------------|-----------|---|
| | 01/08/2022 | Bank West | Bank Charges | 82.00 | 1 |
| | 03/08/2022 | Bank West | Merchant Fees | 401.37 | 1 |
| | 04/08/2022 | Payroll | Payroll For Pay Cycle 21/08/2022 To 03/08/2022 | 65,908.86 | 1 |
| | 18/08/2022 | Payroll | Payroll For Pay Cycle 4/08/22 To 17/08/2022 | 58,945.40 | 1 |
| | | | | | |

Total Bank Transfers/ Payments 125,337.63

Shire of Morawa

List of Payments Report

For Period Ending 31 August 2022

| Chq/EFT | Date | Name | Description | Amount | Bank |
|------------|------------|--------------------------------------|-----------------------------------------------------|-----------------|------|
| 2223-02.06 | 05/08/2022 | BankWest | Corporate card purchases in July 2022 | 3,468.25 | 1 |
| | | EMCCS - Corporate Credit Card | | | |
| | 28/07/2022 | Spotlight PTY LTD | Curtains For Caravan Park Chalets And Units. | 474.00 | |
| | 29/07/2022 | City of Stirling | Parking - EMCCS Training | 6.00 | |
| | | | Sub Total | 480.00 | |
| | | EMWA - Corporate Credit Card | | | |
| | 1/07/2022 | Kmart Australia | Crockery And Utensils For Caravan Park | 202.50 | |
| | 4/07/2022 | Coles express | Fuel For Shire Vehicle | 86.34 | |
| | 18/07/2022 | Myer Morley | Glassware For Morawa Art Show | 193.84 | |
| | 18/07/2022 | Fuel Distributors | Fuel For Shire Vehicle P293 | 98.93 | |
| | 27/07/2022 | Shire of Morawa | Employee Outside Crew HC License | 56.30 | |
| | 27/07/2022 | Geraldton Ceramics | Caravan Park Tiles Canna, Gutha, Merkanooka | 120.00 | |
| | 29/07/2022 | Three Springs Rural | Barbecue Repair Materials. Winfield St Park | 98.23 | |
| | | | Sub Total | 856.14 | |
| | | CEO - Corporate Credit Card | | | |
| | 6/07/2022 | Local Government | LG Professionals Full Membership - CEO | 531.00 | |
| | 6/07/2022 | ZOOM.US | Zoom Standard Pro Monthly Subscription | 20.99 | |
| | 14/07/2022 | ST John Ambulance | First Aid Training Staff for New Employees | 320.00 | |
| | 15/07/2022 | Short Batch CO. | Printed Stubbies X250 Inc. Delivery Morawa Art Show | 1,259.50 | |
| | 31/07/2022 | Bank West | Foreign Transaction Fee | 0.62 | |
| | | | Sub Total | 2,132.11 | |

TOTAL Corporate Credit Card Payment 3,468.25

Ordinary Council Meeting 15 September 2022

- | | |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Attachment 1</i> | Main Roads Heavy Vehicle Services (HVS) Application |
| <i>Attachment 2</i> | Operating Conditions – Accredited Mass Management Scheme (AMMS) |
| <i>Attachment 3</i> | Shire of Morawa Road Assessments |
| <i>Attachment 4</i> | Restricted Access Vehicle Route Assessment Guidelines |
| Item 11.3.1 | Request from Main Roads Western Australia to assess the suitability of sections of Morawa – Yalgoo Road, Munckton Road, Fallon Road and Koolanooka Springs Road to modify the Restricted Access Vehicle Network (RAV) rating |
-



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

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

Applicant Details

| | | | |
|-------------------------|-----------------------------------|----------------------|--------------|
| Operator Name / Company | FREO GROUP | | |
| Contact Name | DARRELL McDONALD | Contact Phone Number | 0438 318 872 |
| Mobile Phone Number | 0438 318 872 | Contact Fax Number | |
| Email Address | DARRELL.MCDONALD@FREOGROUP.COM.AU | | |

RAV Length Category to be assessed

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

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

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

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

Concessional Mass Level to be assessed

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

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

Concessional Mass Levels

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

Requested Mass Level

Transport Task Details

| | | | | | |
|--------------------------|----------------------|-----|----------------------------|----------------------|----------------------|
| Estimated Annual Tonnage | <input type="text"/> | (t) | Estimated Loaded Movements | <input type="text"/> | <input type="text"/> |
|--------------------------|----------------------|-----|----------------------------|----------------------|----------------------|

(Please Select)

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



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

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

Road Owner

Road Name

Road Number

Contact Details

Contact Name

Position

Contact Phone Number

Contact Fax Number

Mobile Phone Number

Email Address

Required Traffic Data

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

Posted Speed Limit

School Bus Route ?

☐ Yes ☐ No

AADT

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

☐ 0 to 15 vpd

☐ 16 to 30 vpd

☐ 31 to 50 vpd

☐ 51 to 75 vpd

☐ 75 to 150 vpd

☐ 150 to 500 vpd

☐ 500 to 1000 vpd

☐ 1000+ vpd

Comments:

Please detail any community concerns, required conditions and other relevant information.

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

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

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

Road Owner Support

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

Signature

On behalf of

Date

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

Heavy Vehicle Services Main Roads WA

PO Box 374 | WELSHPOOL DC | WA 6986 | Telephone 138 HVO (486) | Fax (08) 9475 8455

www.mainroads.wa.gov.au



mainroads
WESTERN AUSTRALIA

*We're working for
Western Australia.*

Operating Conditions

Accredited Mass Management
Scheme (AMMS)

Prime Mover, Trailer Combinations

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

D21#272348
June 2021

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Document Control

| | |
|------------------|-------------------------------------------|
| Owner | Main Roads Heavy Vehicle Services |
| Custodian | Manager Heavy Vehicle Road Network Access |
| Document Number | D21#272348 |
| Issue Date | June 2021 |
| Review Frequency | As required. |

Amendments

| Revision Number | Revision Date | Description of Key Changes | Section / Page No. |
|-----------------|---------------|-------------------------------------------------------------------------------------------|--------------------|
| 1 | 15/06/2021 | Amended definition for Modified Mass to exclude the steer axle mass from the calculation. | P. 4 |
| | | | |
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DEFINITIONS

The following are definitions for terms used in these Operating Conditions. Refer to the definitions in the *Road Traffic (Administration) Act 2008* and the *Road Traffic (Vehicles) Act 2012* and any subsidiary legislation to these Acts for the meanings of any terms not defined in this section. If a definition in the relevant Acts or the subsidiary legislation conflicts with a definition in this section, the definition in this section prevails for the purpose of these Operating Conditions.

| Term | Definition |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AMMS | Accredited Mass Management Scheme |
| Intermodal Container | A shipping container designed and built for intermodal freight transport. |
| Lesser Vehicle or Combination | A lesser vehicle or combination has fewer axle groups and less modified mass. |
| Licensing Authority | A Government Authority responsible for the administration of the vehicle licensing provision of the law of the relevant State, Territory or the Commonwealth. |
| Livestock | Cattle, sheep, pigs or horses. |
| Low Volume Road | A rural Local Government road as set out in the latest version of the <i>“Guidelines for Assessing the Suitability of Routes for Restricted Access Vehicles”</i> , published on the Main Roads website. |
| Main Roads Website | www.mainroads.wa.gov.au |
| Modified Mass | The amount by which the combined axle group mass of the vehicle exceeds the combined statutory axle group mass limits applicable to the vehicle. For the purpose of AMMS permit the steer axle mass is not included in the modified mass calculation. |
| N1.1 | The Tandem Drive Network 1.1 prohibited roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N2.1 | The Tandem Drive Network 2.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N2.2 | The Tandem Drive Network 2.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N2.3 | The Tandem Drive Network 2.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N3.1 | The Tandem Drive Network 3.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N3.2 | The Tandem Drive Network 3.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N3.3 | The Tandem Drive Network 3.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |

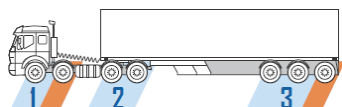
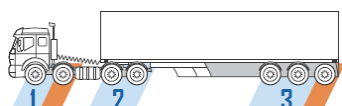
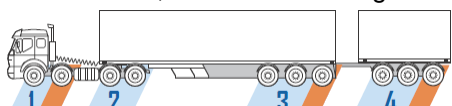
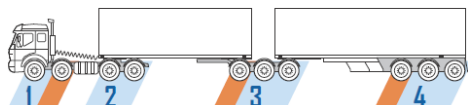
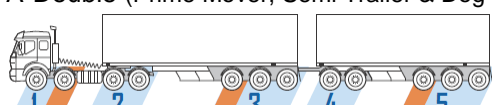
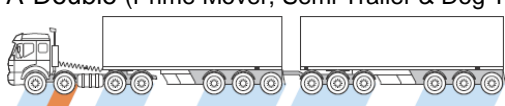
| Term | Definition |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| N4.1 | The Tandem Drive Network 4.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N4.2 | The Tandem Drive Network 4.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N4.3 | The Tandem Drive Network 4.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N5.1 | The Tandem Drive Network 5.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N5.2 | The Tandem Drive Network 5.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
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| N6.3 | The Tandem Drive Network 6.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N7.1 | The Tandem Drive Network 7.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N7.2 | The Tandem Drive Network 7.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N7.3 | The Tandem Drive Network 7.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N9.1 | The Tandem Drive Network 9.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N9.2 | The Tandem Drive Network 9.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N9.3 | The Tandem Drive Network 9.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N10.1 | The Tandem Drive Network 10.1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |

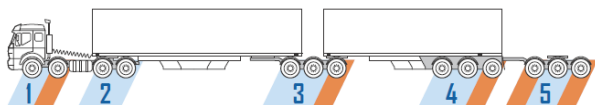
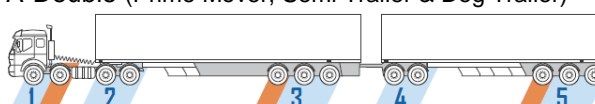
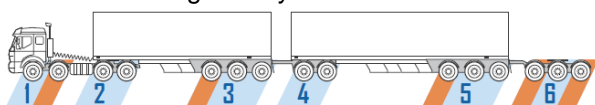
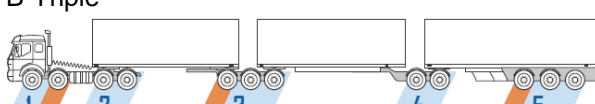
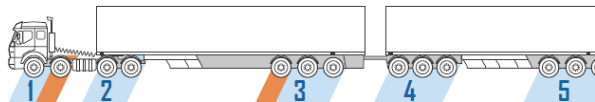

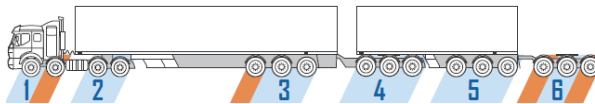
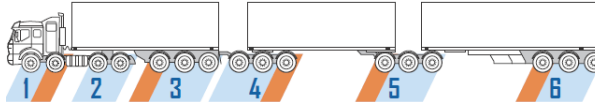
| Term | Definition |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| N10.2 | The Tandem Drive Network 10.2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| N10.3 | The Tandem Drive Network 10.3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website. |
| Non-complying Vehicle | A vehicle that does not comply with the vehicle standards and/or dimension requirements prescribed in the <i>Road Traffic (Vehicles) Regulations 2014</i> . |
| Order | The Order that is published in the Gazette subject to these Operating Conditions, under the provisions of Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of. |
| Permit | Means a permit issued under Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of. |
| Permit Holder | The Operator to whom the permit is issued. |
| Posted Speed Limit | The speed limit indicated by the numerals on the speed limit sign or 50 kilometres per hour in the absence of a speed limit sign in a built-up area. |
| Prime Mover | A motor vehicle built primarily to tow a semi-trailer but does not include a truck or modified prime mover built primarily to carry a load or carry out a function other than towing a semi-trailer. |
| RAV | An approved vehicle combination to which the “ <i>Accredited Mass Management Scheme Period Permit</i> ” applies. |
| Rear Overhang Line | The centre of a single axle, single axle group, tandem axle group, tri-axle group or quad-axle group nearest to the rear of the vehicle. |
| Rear Overhang | The distance between the rear overhang line and the rearmost part of the vehicle or the load. |
| Statutory Mass Limits | The mass limits prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> . |
| Tow Coupling Underrun | The distance the pivot point of a coupling is forward of the rear of the trailer to which it is attached. |
| Truck | A motor vehicle designed primarily for the carriage of goods directly upon it, and does not include a prime mover, unless it is fitted with a block for use as a block truck, or has been modified to the extent where its primary function is no longer to tow a semi-trailer. |

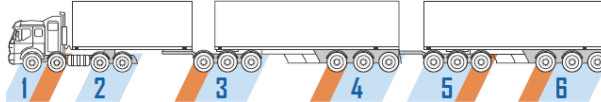
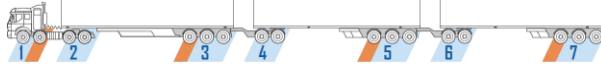
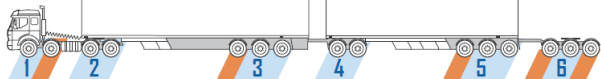
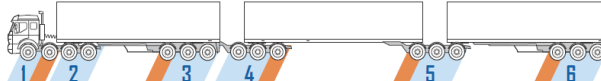

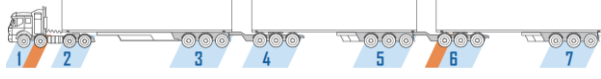

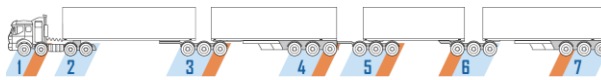
1 APPLICATION

1.1 AMMS Approved Vehicles

An AMMS Prime Mover, Trailer Combinations Period Permit applies to a RAV in the following table with a Maximum Modified Mass equal to or less than the Maximum Modified Mass specified on the particular permit:

| Category 1 RAVs | | | | | | |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------|-----------------|--------------------|------------------|
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 1A | <div>Prime Mover & Semi Trailer</div>  | ≤19.0 m | Level 1 | 50 t | 2 t | N1.1 |
| | | | Level 2 | Not Approved | | |
| | | | Level 3 | Not Approved | | |
| Category 2 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 2A | <div>Prime Mover & Semi Trailer</div>  | ≤20 m | Level 1 | 50.5 t | 2 t | N2.1 |
| | | | Level 2 | 51.5 t | 3 t | N2.2 |
| | | | Level 3 | 53 t | 5 t | N2.3 |
| 2B | <div>Prime Mover, Semi Trailer & Pig Trailer or Dolly</div>  | ≤27.5 m | Level 1 | 68.5 t | 2 t | N2.1 |
| | | | Level 2 | 69.5 t | 3 t | N2.2 |
| | | | Level 3 | 71 t | 5 t | N2.3 |
| 2C | <div>B-Double</div>  | ≤27.5 m | Level 1 | 72 t | 4 t | N2.1 |
| | | | Level 2 | 74 t | 6 t | N2.2 |
| | | | Level 3 | 76.5 t | 8 t | N2.3 |
| Category 3 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 3A | <div>A-Double (Prime Mover, Semi Trailer & Dog Trailer)</div>  | ≤27.5 m | Level 1 | 89 t | 4 t | N3.1 |
| | | | Level 2 | 91 t | 6 t | N3.2 |
| | | | Level 3 | 94 t | 9 t | N3.3 |
| Category 4 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 4A | <div>A-Double (Prime Mover, Semi Trailer & Dog Trailer)</div>  | ≤27.5 m | Level 1 | 93.5 t | 5 t | N4.1 |
| | | | Level 2 | 96.5 t | 8 t | N4.2 |
| | | | Level 3 | 100 t | 12 t | N4.3 |

| Category 5 RAVs | | | | | | |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------|-----------------|--------------------|------------------|
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 5A | B-Double towing a Dolly  | 27.5 m + dolly | Level 1 | 72 t + dolly | 4 t | N5.1 |
| | | | Level 2 | 74 t + dolly | 6 t | N5.2 |
| | | | Level 3 | 76.5 t + dolly | 8 t | N5.3 |
| 5B | A-Double (Prime Mover, Semi Trailer & Dog Trailer)  | >27.5 m ≤36.5 m | Level 1 | 89 t | 4 t | N5.1 |
| | | | Level 2 | 91 t | 6 t | N5.2 |
| | | | Level 3 | 94 t | 9 t | N5.3 |
| 5C | A-Double towing a Dolly  | 27.5 m + dolly | Level 1 | 89 t + dolly | 4 t | N5.1 |
| | | | Level 2 | 91 t + dolly | 6 t | N5.2 |
| | | | Level 3 | 94 t + dolly | 9 t | N5.3 |
| 5D | B-Triple  | >27.5 m ≤36.5 m | Level 1 | 89 t | 4 t | N5.1 |
| | | | Level 2 | 91 t | 6 t | N5.2 |
| | | | Level 3 | 94 t | 9 t | N5.3 |
| Category 6 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 6A | A-Double (Prime Mover, Semi Trailer & Dog Trailer)  | >27.5 m ≤36.5 m | Level 1 | 93.5 t | 5 t | N6.1 |
| | | | Level 2 | 96.5 t | 8 t | N6.2 |
| | | | Level 3 | 100 t | 12 t | N6.3 |
| 6B | B-Triple  | >27.5 m ≤36.5 m | Level 1 | 93.5 t | 5 t | N6.1 |
| | | | Level 2 | 96.5 t | 8 t | N6.2 |
| | | | Level 3 | 100 t | 12 t | N6.3 |
| 6C | A-Double towing a Dolly  | 27.5 m + dolly | Level 1 | 93.5 t + dolly | 5 t | N6.1 |
| | | | Level 2 | 96.5 t + dolly | 8 t | N6.2 |
| | | | Level 3 | 100 t + dolly | 12 t | N6.3 |
| Category 7 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 7A | AB-Triple (Prime Mover, Semi Trailer & B-double)  | >27.5 m ≤36.5 m | Level 1 | 115 t | 7 t | N7.1 |
| | | | Level 2 | 119 t | 11 t | N7.2 |
| | | | Level 3 | 123.5 t | 15 t | N7.3 |

| 7B |  | >27.5 m ≤36.5 m | Level 1 | 115 t | 7 t | N7.1 |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------|------------|-------------------|--------------------|------------------|
| | | | Level 2 | 119 t | 11 t | N7.2 |
| | | | Level 3 | 123.5 t | 15 t | N7.3 |
| Category 8 RAVs | | | | | | |
| Category 8 RAVs consist of statutory mass Truck, Trailer Combinations only. Refer to the <i>Truck, Trailer Combinations Operating Conditions</i> . | | | | | | |
| Category 9 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 9A |  | >36.5 m ≤53.5 m | Level 1 | 127.5 t | 6 t | N9.1 |
| | | | Level 2 | 130.5 t | 9 t | N9.2 |
| | | | Level 3 | 135 t | 14 t | N9.3 |
| 9B |  | 36.5 m + dolly | Level 1 | 89 t + dolly | 4 t | N9.1 |
| | | | Level 2 | 91 t + dolly | 6 t | N9.2 |
| | | | Level 3 | 94 t + dolly | 9 t | N9.3 |
| 9C |  | >36.5 m ≤45 m | Level 1 | 115 t | 7 t | N9.1 |
| | | | Level 2 | 119 t | 11 t | N9.2 |
| | | | Level 3 | 123.5 t | 15 t | N9.3 |
| 9D |  | >36.5 m ≤45 m | Level 1 | 115 t | 7 t | N9.1 |
| | | | Level 2 | 119 t | 11 t | N9.2 |
| | | | Level 3 | 123.5 t | 15 t | N9.3 |
| Category 10 RAVs | | | | | | |
| Cat. | Vehicle Description | Length | AMMS Level | Max. Gross Mass | Max. Modified Mass | Approved Network |
| 10A |  | >36.5 m ≤53.5 m | Level 1 | 136.5 t | 8 t | N10.1 |
| | | | Level 2 | 141.5 t | 13 t | N10.2 |
| | | | Level 3 | 147 t | 19 t | N10.3 |
| 10B |  | 36.5 m + dolly | Level 1 | 93.5 t + dolly | 5 t | N10.1 |
| | | | Level 2 | 96.5 t + dolly | 8 t | N10.2 |
| | | | Level 3 | 100 t + dolly | 12 t | N10.3 |
| 10C |  | >36.5 m ≤53.5 m | Level 1 | 136.5 t | 8 t | N10.1 |
| | | | Level 2 | 141.5 t | 13 t | N10.2 |
| | | | Level 3 | 147 t | 19 t | N10.3 |

| | | | | | | |
|-----|--|------------------------------------------|---------|---------|------|-------|
| 10D | | $>36.5\text{ m}$ $\leq 53.5\text{ m}$ | Level 1 | 136.5 t | 8 t | N10.1 |
| | | | Level 2 | 141.5 t | 13 t | N10.2 |
| | | | Level 3 | 147 t | 19 t | N10.3 |
| 10E | | $>36.5\text{ m}$ $\leq 53.5\text{ m}$ | Level 1 | 158 t | 10 t | N10.1 |
| | | | Level 2 | 164 t | 16 t | N10.2 |
| | | | Level 3 | 170.5 t | 22 t | N10.3 |

1.2 Accreditation Requirements

An *AMMS Prime Mover, Trailer Combinations Period Permit* only applies to a vehicle operated by a permit holder who is currently accredited under the WA Heavy Vehicle Accreditation Scheme for Mass Management.

1.3 Approved Axle Configuration

1.3.1 The axle groups of a RAV described in Clause 1.1 are colour coded to indicate the minimum and maximum number of axles allowable for that category of vehicle, as shown below:



1.3.2 An *AMMS Prime Mover, Trailer Combinations Period Permit* does not apply to a RAV with less than the number of axles indicated.

1.3.3 An *AMMS Prime Mover, Trailer Combinations Period Permit* does not apply to a RAV with more than the number of axles indicated.

1.3.4 All axle groups of the RAV, except the steer axles and axles on a pig trailer, must be fitted with dual tyres.

1.4 Operating in Conjunction with another Permit or Order

1.4.1 The *AMMS Prime Mover, Trailer Combinations Period Permit* cannot be used in conjunction with another permit or order, unless specified in this Clause.

1.4.2 The *AMMS Prime Mover, Trailer Combinations Period Permit* may be used in conjunction with an *Oversize Single Trip Permit* or a *Class 1 Oversize Period Permit* provided:

- (a) The RAV consists of a prime mover towing a tri axle semi-trailer only; and
- (b) Where the RAV is carrying more than one (1) large indivisible item, the items must be loaded in accordance with the *Guidelines for Transporting Multiple Items on an Oversize or Overmass Vehicle*, except Clauses 3.1 and 3.2 of those Guidelines; and
- (c) Where other items are carried in addition to the large indivisible item(s), the additional items must be loaded in accordance with the *Guidelines for Transporting Multiple Items on an Oversize or Overmass Vehicle*.

1.4.3 When operating in conjunction with an *Oversize Single Trip Permit* or a *Class 1 Oversize Period Permit*, the RAV must only be driven on a road specified on the Single Trip Permit and approved under [Section 5](#) of these operating conditions for a prime mover towing a semi-trailer.

2 USING A NON-COMPLYING VEHICLE

2.1 Obtaining Exemptions or Modifications

A RAV may consist of a non-complying vehicle mentioned in Clause 2.2, provided the relevant licensing authority has issued the necessary vehicle standards exemption or dimension modification.

2.2 Accepted Non-Complying Vehicles

2.2.1 A semi-trailer with a non-complying length may be used, provided:

- (a) The semi-trailer does not exceed 14.63 metres in length; and
- (b) The semi-trailer does not exceed 9.5 metres from the kingpin to the centre of rear axle group; and
- (c) The semi-trailer does not exceed 13.2 metres from the kingpin to the rear of the trailer; and
- (d) The front of the semi-trailer forward of the kingpin does not exceed 1.43 metres or a radius of 1.9 metres; and
- (e) The semi-trailer is used as the rearmost trailer in the vehicle combination.

2.2.2 A semi-trailer with a non-complying tow coupling underrun may be used, provided:

- (a) The distance from the rearmost part of the semi-trailer or load, to the forward-most part of the following semi-trailer or load, is not less than 1270 millimetres; or
- (b) Specific approval is obtained from Main Roads Heavy Vehicle Services.

2.2.3 A dolly with a non-complying drawbar coupling height may be used, provided:

- (a) The drawbar is level when the combination is parked on level ground. For the purpose of this sub-clause, level means no more than 100 millimetres height difference between the drawbar ends; or
- (b) The drawbar is a gooseneck drawbar.

2.2.4 A dolly with a drawbar that exceeds the maximum prescribed length may be used, provided:

- (a) The dolly has a gooseneck drawbar; and
- (b) The front of the drawbar is connected more than 300 millimetres forward of the rear of the leading trailer.

3 DIMENSION REQUIREMENTS

3.1 Length Limits

3.1.1 A RAV must not exceed the maximum length indicated for the particular vehicle category in Clause 1.1.

3.1.2 The two (2) semi-trailers used in a B-double must not be more than 20.6 metres in combined length, measured from the kingpin of the lead semi-trailer to the rear of the second semi-trailer (including the space between the semi-trailers).

3.1.3 A Category 2A RAV may consist of an over-length semi-trailer, provided:

- (a) The semi-trailer does not exceed 16.15 metres in length; and
- (b) The semi-trailer does not exceed 10.5 metres from the kingpin to the centre of rear axle group; and

- (c) The rear overhang does not exceed 4.2 metres; and
- (d) The semi-trailer is carrying an intermodal container that is longer than 14.63 metres, but not longer than 16.15 metres.

3.2 Height Requirements

- 3.2.1** A RAV must not exceed a height of 4.3 metres, unless otherwise specified in sub-clause 3.2.2.
- 3.2.2** A RAV may operate with a height up to 4.6 metres, provided the excess height is on:
- (a) A semi-trailer built to carry livestock; or
 - (b) A semi-trailer carrying a crate built to carry livestock; or
 - (c) A semi-trailer carrying an over-height indivisible item; or
 - (d) A semi-trailer carrying an intermodal container.
- 3.2.3** A pig trailer must not exceed a height of 3.5 metres, including any load.
- 3.2.4** A RAV exceeding 4.3 metres in height must not be driven on a road without current written approval from all the relevant Cable Operators, unless the height is less than 4.6 metres and the vehicle is being driven on a road that is listed in *Tandem Drive Network 2.1*. The written approval must be carried in the RAV and produced upon request.

Note: “Contact Details for Other Agency Approvals” are available on the Oversize Overmass (OSOM) page on the Main Roads website.

3.3 Axle Spacings

- 3.3.1** A RAV must comply with the minimum axle spacing requirements specified in the following table:

Table A

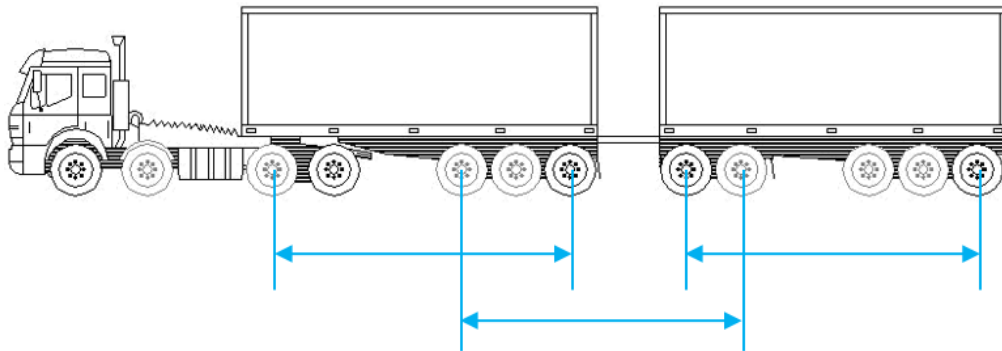
| Adjacent Axles or Axle Groups | Minimum Distance |
|----------------------------------------|------------------|
| Single axle to single axle | 2.5 m |
| Single axle to tandem axle group | 4.3 m |
| Single axle to tri axle group | 5.5 m |
| Tandem axle group to tandem axle group | 6.8 m |
| Tandem axle group to tri axle group | 8.0 m |
| Tri axle group to tri axle group | 9.2 m |

- 3.3.2** Despite sub-clause 3.3.1, a Category 3A and 5C RAV operating at AMMS Level 1 mass limits only, may comply with the minimum axle spacing requirements specified in the following table:

Table B

| Adjacent Axles or Axle Groups | Minimum Distance |
|----------------------------------------|------------------|
| Single axle to single axle | 2.5 m |
| Single axle to tandem axle group | 4.3 m |
| Single axle to tri axle group | 5.5 m |
| Tandem axle group to tandem axle group | 5.6 m |
| Tandem axle group to tri axle group | 6.9 m |

Axle spacing measurements are taken from the outmost extreme axles of the two adjacent axle groups, as shown below:



"Single Axle" does not include a single steer axle.

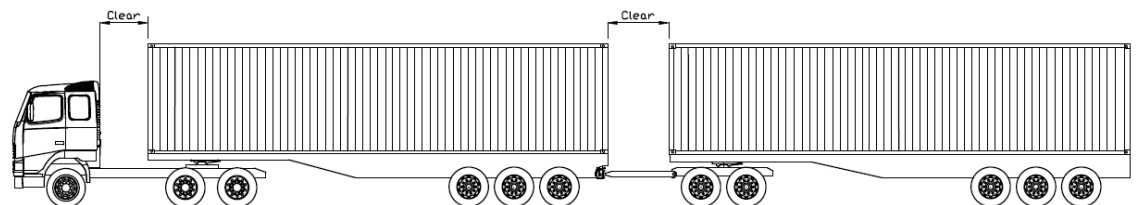
"Tandem axle group" does not include a twin steer axle group.

3.4 Trailer Gap Requirements

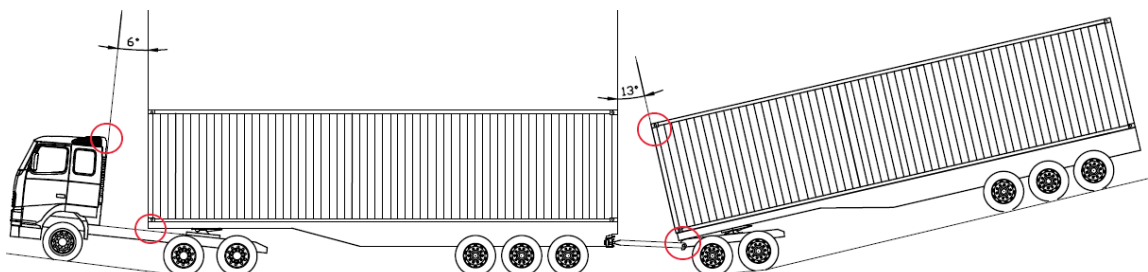
3.4.1 The RAV must be able to achieve the following angles of rotation simultaneously and independently, without any part of the trailer contacting any part of the towing vehicle (i.e. prime mover, lead semi-trailer or converter dolly), including the load:

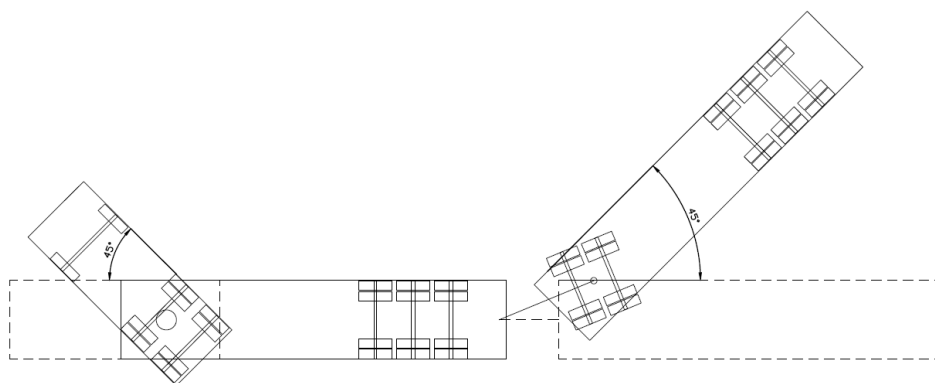
- (a) Articulation – 45° left and right;
- (b) Pitch – 6° forward and 7° rearward;
- (c) Roll – as provided by the coupling.

3.4.2 There must be sufficient clear gap, as per the below example to achieve the specified angles of rotation:



3.4.3 The clear gap must be sufficient to enable the trailers to move through all the specified angles of rotation without contacting any other part of the towing vehicles, as per the following two diagrams. The red circles indicate the potential fouling zones.





4 MASS REQUIREMENTS

4.1 Approved Axle Group Mass

4.1.1 A RAV must not exceed the axle group mass limits specified in the following table:

| AMMS Level | Tandem Axle Groups | Tri-Axle Groups |
|------------|--------------------|-----------------|
| Level 1 | 17 t | 21.5 t |
| Level 2 | 17 t | 22.5 t |
| Level 3 | 17.5t | 23.5 t |

4.1.2 Despite sub-clause 4.1.1, where a RAV consists of a pig trailer, the pig trailer must not exceed any statutory mass limit.

4.2 Approved Steer Axle Mass

A RAV is not permitted to exceed any statutory mass limit relating to the steer axle(s), except where specified in the following table:

| Axle Group | Mass Limit |
|----------------------------------------------------------------------|------------|
| Single Steer Axle with tyres <375 mm | 6.5 t |
| Single Steer Axle with tyres ≥375 mm | 7 t |
| Twin Steer Axle Group with non-load sharing suspension | 10 t |
| Twin Steer Axle Group with load sharing suspension and tyres <375 mm | 11 t |
| Twin Steer Axle Group with load sharing suspension and tyres ≥375 mm | 12 t |

4.3 Towed Mass Ratio

4.3.1 When a RAV is laden, the total axle group mass of a trailer must not exceed the total axle group mass of the towing vehicle.

4.3.2 For the purpose of this clause, the towing vehicle is:

- For the lead semi-trailer, the prime mover; or
- For a B-trailer or pig trailer, the semi-trailer directly in front; or
- For the first dog trailer, the prime mover and lead semi-trailer combined; or
- For another dog trailer, the dog trailer or B-double section (i.e. A-trailer and semi-trailer combined) directly in front.

4.4 Operating with a Combination of AMMS Levels

4.4.1 The Maximum Modified Mass in Clause 1.1 is based on the maximum combined additional axle group mass approved under each AMMS Level for the particular RAV, when it has the maximum number of axles indicated for that RAV.

4.4.2 A RAV may operate with a combination of different AMMS Level axle group mass limits, provided the combined additional axle group mass (i.e. mass exceeding statutory mass limits) does not exceed the Maximum Modified Mass specified in Clause 1.1 and on the particular permit.

4.4.3 When the RAV is operating with a combination of different AMMS Level axle group mass limits, the axle groups loaded to the lower AMMS Level limits must be at the rear of the RAV.

Note: The Maximum Modified Mass in Clause 1.1 is based on each tonne or part of a tonne by which the statutory mass limit may be exceeded and is rounded up to the nearest tonne.

5 ACCESS REQUIREMENTS

5.1 Approved Roads and Conditions

5.1.1 A RAV must only operate on a road in the Approved Network specified for the particular RAV category and AMMS Level in Clause 1.1.

5.1.2 Where a RAV is operating with a combination of different AMMS Level axle group mass limits, the RAV must only operate on a road in the Approved Network specified for the particular RAV category, for the highest AMMS Level the RAV is loaded to.

5.1.3 A RAV must operate in accordance with any conditions specified for a particular road in the Approved Network.

5.2 Prohibited Roads

A RAV in excess of 4.3 metres in height must not operate on Mitchell Freeway and Kwinana Freeway, between Powis Street and Leach Highway.

5.3 Low Volume Roads

Roads identified in the Approved Network as “low volume” do not strictly meet the minimum road width requirements. However, these roads have been approved for RAV access due to the low traffic volumes. In addition to any conditions specified for a particular road in the Approved Network, a RAV must comply with the Low Volume Road Conditions specified in [Appendix 1](#).

5.4 Speed Restrictions

Unless otherwise specified as a condition for a particular road in the Approved Network, a RAV must not travel at a speed exceeding 10 km/h lower than the posted speed limit, where the posted speed limit is greater than 60 km/h.

6 COMPULSORY HEAVY VEHICLE INCIDENT REPORTING

All on-road incidents involving a RAV must be reported to Main Roads Heavy Vehicle Services by the permit holder. The Heavy Vehicle Incident Reporting form is available on the Incident Reporting page on the Main Roads website and it must be submitted within 48 hours of the incident occurring.

7 AMENDMENTS TO OPERATING CONDITIONS & ACCESS

7.1 Access Approval Suspension & Revocation

- 7.1.1** Approval to operate a RAV may be suspended when road and/or traffic conditions are considered unsuitable. Main Roads personnel, WA Police or Traffic Escort Wardens, may make verbal notification of such suspension.
- 7.1.2** Approval to operate a RAV may be suspended or revoked if the operator or vehicle combination fails to comply with any of the requirements specified in these Operating Conditions.

7.2 Amendments & Notifications

- 7.2.1** These Operating Conditions are subject to occasional amendments. If amendments are made that impact transport operators, they will be published as an “HVS Update” on the Main Roads website on the first working day of the month. Operators and drivers are required to ensure that they are operating vehicles on the public road network in accordance with the current and up to date Operating Conditions.
- 7.2.2** The RAV Networks are subject to periodic amendments, which include additional roads being included in the lists, roads being removed from the lists, or amendments being made to a condition relating to a particular road in the lists. RAV Network updates will be effective from the Wednesday following the amendment and the RAV Networks are maintained on the Main Roads website. Operators and drivers are required to ensure they are operating vehicles on the public road network in accordance with the current and up to date RAV Networks.

Heavy Vehicle Travel Impacts are published when road conditions may impede the movement of Restricted Access Vehicles. Operators and drivers are required to check the Heavy Vehicle Travel Impacts page on the Main Roads website immediately prior to operating the vehicle on the public road network to ensure that there is no relevant information that will impede their vehicle operating on the WA road network.

- 7.2.3** All conditions stipulated in HVS Updates or Heavy Vehicle Travel Impacts must be adhered to.

8 APPENDICES

| Appendix | Title |
|-------------------|----------------------------|
| Appendix 1 | Low Volume Road Conditions |

Appendix 1 – Low Volume Road Conditions

“Type A” Low Volume Roads:

- (a) Current written approval from the road owner, endorsing use of the road, must be obtained, carried in the vehicle and produced upon request; and
- (b) Operation is not permitted while the school bus is operating on the particular road. Operators must contact the relevant schools directly for school bus timetables; or where direct contact can be made with the school bus driver, operation is permitted once the school bus driver confirms all school drop-offs / pick-ups have been completed on the particular road; and
- (c) Headlights must be switched on at all times; and
- (d) When travelling at night, the RAV must travel at a maximum speed of 40km/h and display an amber flashing warning light on the prime mover; and
- (e) No operation on unsealed road segment when visibly wet, without road owner's approval; and
- (f) Direct radio contact must be maintained with other RAV's to establish their position on or near the road (UHF channel 40).

“Type B” Low Volume Roads:

- (a) All conditions stipulated for “Type A” Low Volume roads apply; and
- (b) For a single lane road, the road must not be entered until the driver has established via radio contact that there is no other RAV on the road travelling in the oncoming direction, and
- (c) The RAV must not exceed a speed of 40 km/h.



RAV Assessment - Munckton Road



Munckton Road SLK 0.00 to SLK 3.9 seal width 7.6m with some minor edge breaks with seal service ok. SLK 3.9 to SLK 6.7 seal width 7.6 to 7.2m with major edge breaks – sealed service some ok some have pin holes and polish service areas. SLK 6.9 to SLK 14.3 seal width 7.6m with some minor edge breaks sealed service ok.

SLK 13.17 Munckton Road



SLK 2.94 Munckton Road



SLK 6.26 Munckton Road

RAV Assessment – Fallon Road

Fallon Road SLK 10.15 to SLK 10.95 gravel surface 8.0m wide formation width 10.0m – in ok condition. SLK 8.12 to SLK 10.15 no formation road width 8.0m natural surface road in poor condition.



SLK 8.47 Fallon Road



SLK 10.10 Fallon Road

RAV Assessment – Koolanooka Springs Road



Koolanooka Springs Road SLK 0.00 to SLK 2.97 natural surface no formation road width 10.0m red loam road in poor condition. SLK 2.97 to SLK 3.90 natural gravel formation 12.0m road condition ok. SLK 3.9 to SLK 5.91 natural road surface road formation 12.0m red loam with rock condition of road poor. SLK 5.91 to SLK 7.55 natural granite natural road width 14m no formation extruding granite rocks through 'S' bend – road in poor condition.

SLK 7.24 Koolanooka Springs Road



SLK 3.60 Koolanooka Springs Road



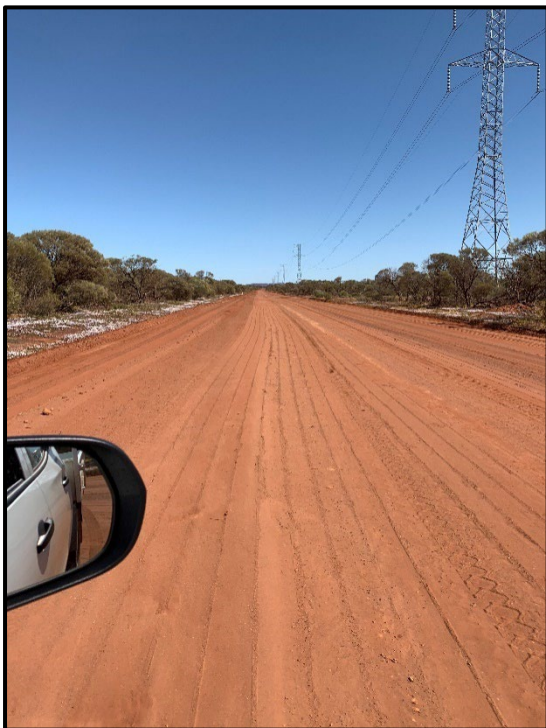
SLK 5.41 Koolanooka Springs Road



SLK 2.13 Koolanooka Springs Road

RAV Assessment – Mungada Road

Mungada Road SLK 0.00 to SLK 0.94 road surface granite with rock protruding slight formation width of 12m poor condition. SLK 0.49 to SLK 1.49 road formation of 14m with 10m of gravel surface fair condition. SLK 1.49 to SLK 2.69 road formation 14m formed from natural surface red loam – road condition poor when wet. SLK 2.69 to SLK 4.08 road formation 14m gravel surface road condition fair road subject to flooding. SLK 4.08 to SLK 4.68 road formation 14m natural surface red loam road condition poor. SLK 4.68 to SLK 6.89 road formation 14m gravel sheeted road surface of 10m road in good condition. SLK 6.89 to SKL 12.74 road formation 16m slight formation on natural surface ok condition but this section of road is subject to flooding.



SLK 12.59 Mungada Road



SLK 8.85 Mungada Road



SLK 6.21 Mungada Road



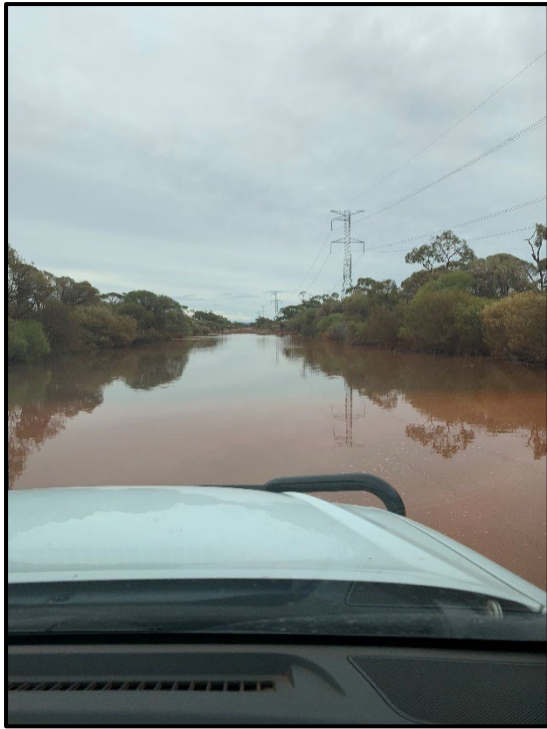
SLK 4.49 Mungada Road



SLK 3.83 Mungada Road



SLK 0.65 Mungada Road



SLK 12.59 Mungada Road (flooding)

30 August 2022

Paul Buist



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WESTERN AUSTRALIA

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Western Australia.*

Standard Restricted Access Vehicle Route Assessment Guidelines

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

D14#493277
May 2022

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Amendments

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

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

REFERENCES AND RELATED DOCUMENTS

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

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

DEFINITIONS

The following are definitions for terms used in these Guidelines.

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

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

1 INTRODUCTION

1.1 Purpose

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

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

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

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

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

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

1.2 Application

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

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

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

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

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

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

1.3 Assessment Requirements

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

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

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

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

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

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

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

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

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

1.4 Planning Evaluation

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

1.5 Further Assistance

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

2 ASSESSMENT CRITERIA

2.1 Traffic Data & Accident Statistics

2.1.1 Traffic Counts

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

2.1.2 Accident Statistics

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

2.2 Structures

2.2.1 Load Capacity

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

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

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

2.2.2 Structure Width Requirements

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

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

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

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

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

2.3 Overhead Clearance

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

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

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

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

2.4 Rural Road Widths

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

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

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

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

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

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

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

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

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

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

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

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

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

2.4.1 Sight Distance Considerations at Curves and Tight Bends

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

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

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

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

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

2.4.2 Low Volume Road Width

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

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

Table 2: Maximum allowable road length for Type B suitability

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

2.4.3 Traffic Volume Consideration

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

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

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

2.4.4 Assessing a Road in Sections

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

2.4.5 Short Sections of Reduced Width

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

(a) Traffic Volume Less than 75 Vehicles per Day

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

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

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

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

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

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

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

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

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

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

2.5 Urban and Town Site Road Widths

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

2.6 Provision for Overtaking

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

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

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

An example of calculating the derived AADT is listed below:

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

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

Table 3: Passenger Car Equivalence Factors for RAVs

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

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

Table 4: Maximum Distances between Overtaking Opportunities

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

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

Table 5: Minimum Length for Overtaking Opportunities

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

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

2.7 Steep Grades

2.7.1 RAVs Losing Speed on Grades

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

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

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

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

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

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

2.7.2 Maximum Grade Requirements for RAVs

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

Table 7: Grades Limits for RAVs

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

2.8 Turning at Intersections

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

2.8.1 Vehicle Speed While Negotiating the Turn

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

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

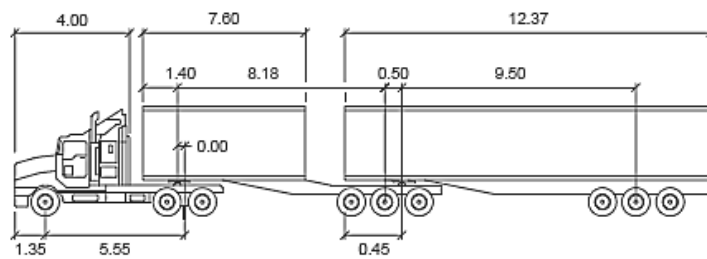
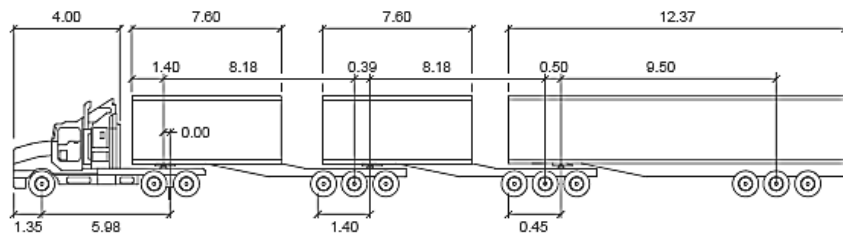
2.8.2 Turning Clearances

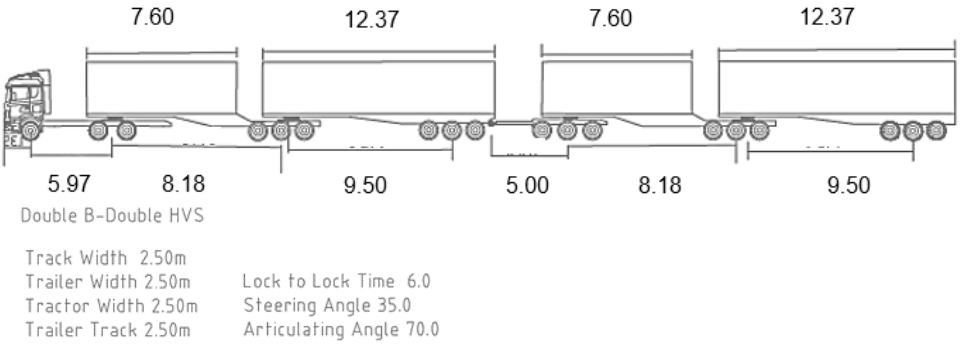
Where there is any possibility that the RAV may have insufficient clearance from kerbs or other nearby objects, standard turning templates shall be used to accurately check the swept path of the RAV.

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

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

Table 8: Vehicle combinations for completing swept path assessments

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

| | | |
|-------------|--------------------------------------------------------------------------------------------------------------|-------------|
| 9-10 | Double B Double  | 53.5 |
|-------------|--------------------------------------------------------------------------------------------------------------|-------------|

2.8.3 Intersection Layout

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

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

2.8.4 Approach Sight Distance

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

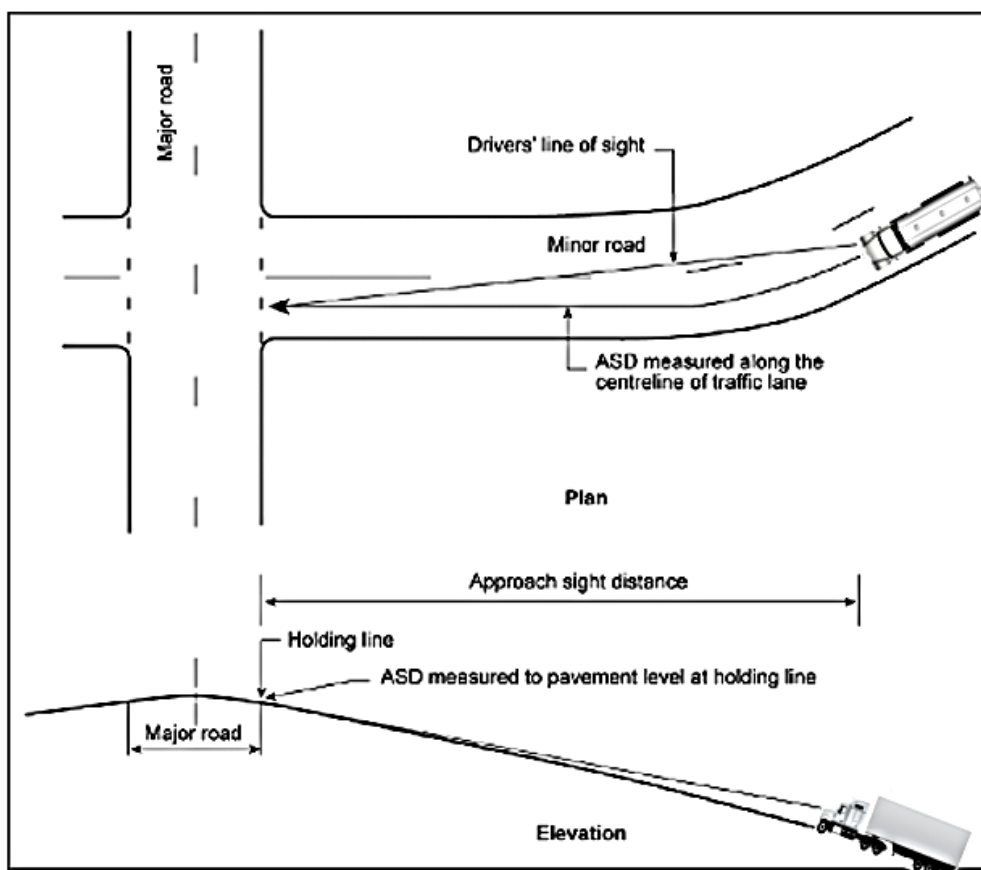


Figure 1: Example of Approach Sight Distance

2.8.5 Entering Sight Distance

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

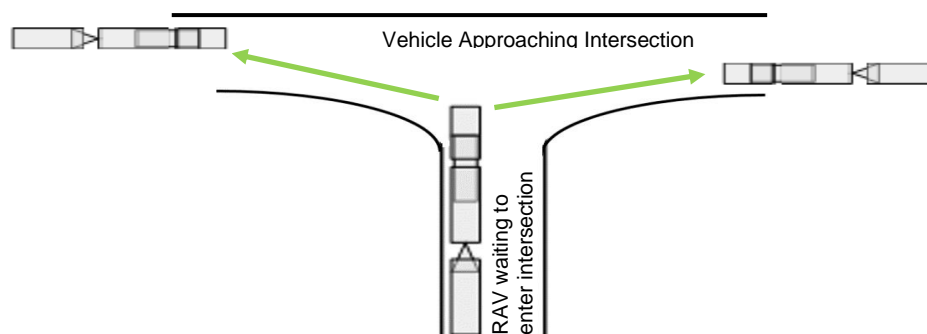


Figure 2: Example of Entering Sight Distance

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

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

2.9 Railway Level Crossings

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

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

2.9.1 Inadequate Approach Stacking Distance

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

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

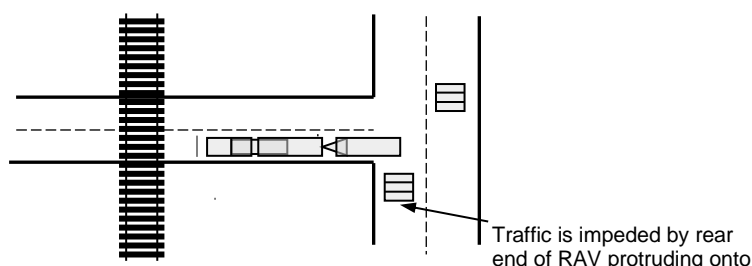


Figure 3: Examples of Inadequate Approach Stacking Distance

2.9.2 Inadequate Departure Stacking Distance

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

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

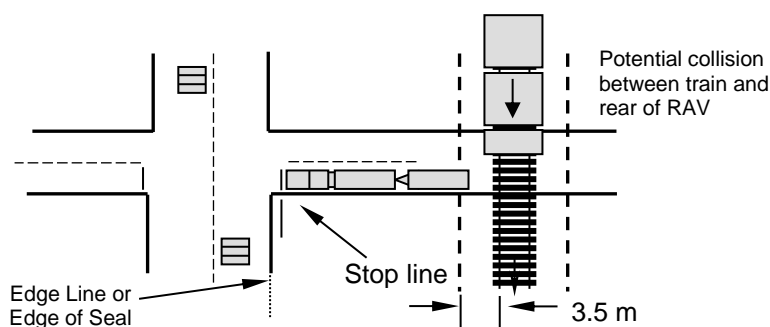


Figure 4: Examples of Inadequate Departure Stacking Distance

2.9.3 Adequate Stacking Distance

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

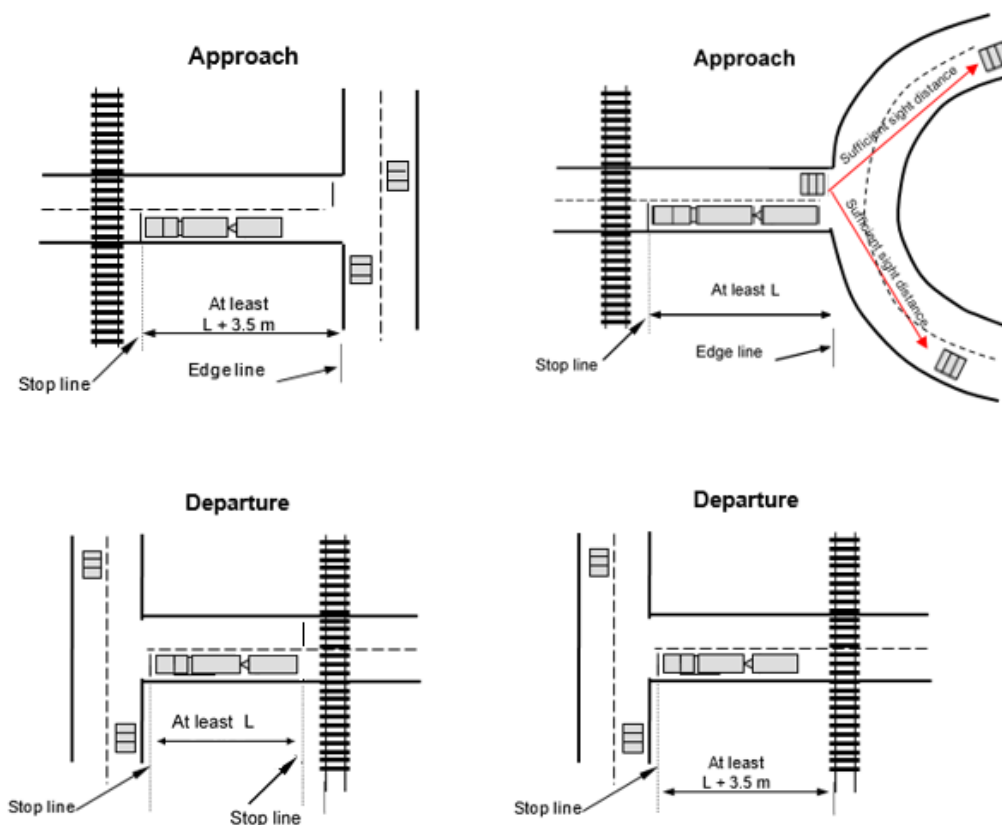


Figure 5: Examples of Adequate Stacking Distances

2.9.4 RAVs at Crossings Protected by Give Way or Stop Signs

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

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

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

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

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

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

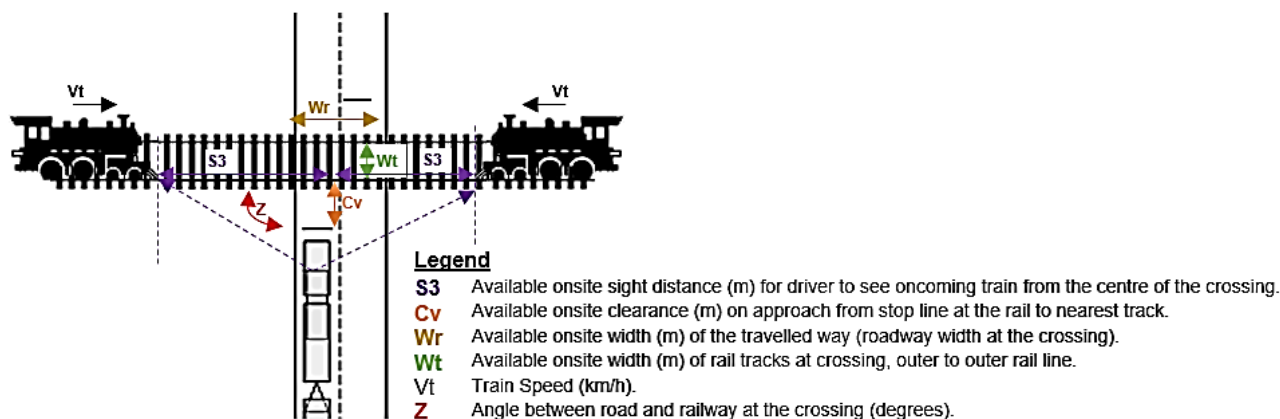


Figure 6: Required Information from Onsite Assessment for S3 Calculation

2.9.5 RAVs at Railway Crossings Protected by Flashing Lights

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

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

2.10 Off-road Parking

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

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

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

Adequate off-road parking facility is defined as any:

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

Which meets the following criteria:

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

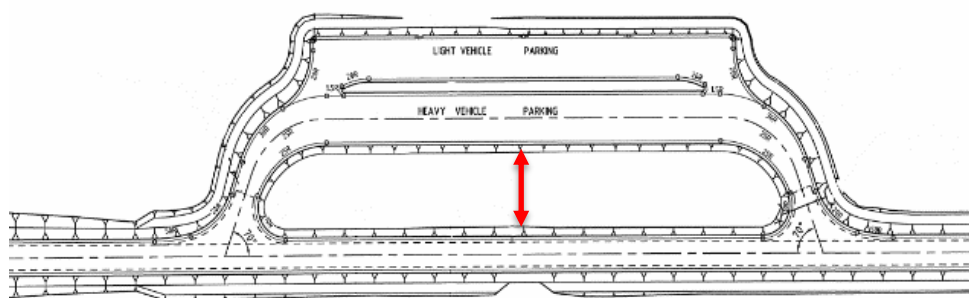


Figure 7: Minimum clearance between road pavement and parking bay

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

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

2.11 Other Road Users

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

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

3 COMMUNITY CONSIDERATIONS

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

4 RAIL CONTESTABILITY

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

5 APPENDICES

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

Appendix A: Rural Road Minimum Width

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

0 to 150 AADT / VPD***

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

150 to 500 AADT / VPD

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

500 to 1 000 AADT

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

More than 1 000 AADT

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

Notes:

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

Appendix B Low Volume Rural Road Minimum Widths

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

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

Notes:

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

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

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

Note:

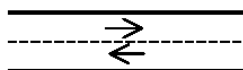
- For type B low volume roads, [Appendix E](#) operating conditions 1, 2, 3, 4, 5, 6, 7 and 8 may be applied as a condition.

Appendix C: Town Site Road Minimum Widths

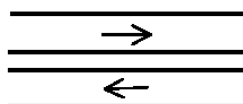
| Feature | RAVs Categories 2-4 | | RAVs Categories 5-8 | | RAVs Categories 9-10 | |
|--------------------------------------------------------------------------------------------------------|---------------------|----------------|---------------------|----------------|----------------------|----------------|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

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

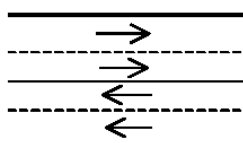
Undivided Carriageway - 2 Way



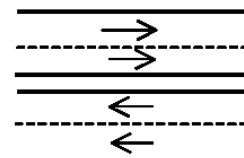
Divided Carriageway - Single Lane



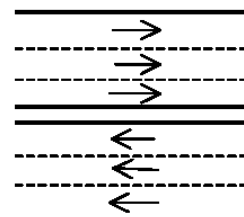
Undivided Carriageway - 2 Lanes



Divided Carriageway - 2 Lanes



Multiway Carriageway - 3 or more lanes



Appendix D: Required Sight Distances

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

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

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

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

Appendix E: Operating Conditions

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

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

Appendix F: RAV Access Assessment Process

