



MINUTES

Ordinary Council Meeting

21 January 2025

CONFIRMATION OF MINUTES

These Minutes have been CONFIRMED by Council as the official record for the Shire of Gingin's Ordinary Council Meeting held on 21 January 2025.



**Councillor L Balcombe
SHIRE PRESIDENT**

Date of Confirmation: 18 February 2025

DISCLAIMER

Members of the public are advised that Council agendas, recommendations, minutes and resolutions are subject to confirmation by Council and therefore, prior to relying on them, one should refer to the subsequent meeting of Council with respect to their accuracy.

No responsibility whatsoever is implied or accepted by the Shire of Gingin for any act, omission or statement or intimation occurring during Council meetings or during formal/informal conversations with staff.

The Shire of Gingin disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council meetings or discussions. Any person or legal entity who acts or fails to act in reliance upon any statement does so at that person's or legal entity's own risk.

Applicants and other interested parties should refrain from taking any action until such time as written advice is received confirming Council's decision with respect to any particular issue.

ACKNOWLEDGEMENT OF COUNTRY



The Shire of Gingin would like to acknowledge the Yued people who are the traditional custodians of this land. The Shire would like to pay respect to the Elders past, present and emerging of the Yued Nation and extend this respect to all Aboriginal people. The Shire also recognises the living culture of the Yued people and the unique contribution they have made to the Gingin region.

TABLE OF CONTENTS

1	DECLARATION OF OPENING	5
2	RECORD OF ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE	5
2.1	ATTENDANCE	5
2.2	APOLOGIES.....	5
2.3	LEAVE OF ABSENCE.....	5
3	DISCLOSURES OF INTEREST	5
4	PUBLIC QUESTION TIME	5
4.1	RESPONSES TO PUBLIC QUESTIONS PREVIOUSLY TAKEN ON NOTICE	5
4.2	PUBLIC QUESTIONS.....	6
5	PUBLIC STATEMENT TIME	6
6	PETITIONS.....	7
7	APPLICATIONS FOR LEAVE OF ABSENCE.....	7
8	CONFIRMATION OF MINUTES.....	7
9	ANNOUNCEMENTS BY THE PRESIDING MEMBER.....	7
10	UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS.....	7
11	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN	7
12	REPORTS - OFFICE OF THE CEO	8
12.1	SHIRE OF GINGIN PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW 2025.....	8
12.2	CEO PERFORMANCE REVIEW - ENGAGEMENT OF CONSULTANT	18
12.3	FIRE FIGHTING WATER TANKS ON PRIVATE PROPERTY	24
12.4	BARRAGOON ROAD FIRE ACCESS TRACK - WOODRIDGE.....	27
13	REPORTS - CORPORATE AND COMMUNITY SERVICES.....	30
13.1	GINGIN ADMINISTRATION CENTRE RECEPTION AREA REFURBISHMENT	30
13.2	MONTHLY FINANCIAL REPORT FOR THE PERIOD ENDING 30 NOVEMBER 2024 AND 31 DECEMBER 2024 AND	36
13.3	LIST OF PAID ACCOUNTS DECEMBER 2024	87
14	REPORTS - REGULATORY AND DEVELOPMENT SERVICES	99
14.1	APPLICATION FOR TEMPORARY ACCOMMODATION - LOT 359 (32) BROCKMAN STREET, GINGIN	99
15	REPORTS - OPERATIONS AND ASSETS	112
15.1	AVON CENTRAL COAST 2050 CYCLING STRATEGY	112
15.2	PURCHASE OF NEW TRACTOR	219
16	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	222
17	COUNCILLORS' OFFICIAL REPORTS.....	222
18	NEW BUSINESS OF AN URGENT NATURE.....	222
19	MATTERS FOR WHICH MEETING IS TO BE CLOSED TO THE PUBLIC	222

20 CLOSURE.....222

ORDER OF BUSINESS

1 DECLARATION OF OPENING

The President declared the meeting open at 3:05 pm and welcomed all in attendance.

2 RECORD OF ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE

2.1 ATTENDANCE

Councillors: L Balcombe (President), R Kestel (Deputy President), F Johnson, F Peczka, E Sorensen, L Stewart, A Vis, J Weeks and N Woods

Staff: S Wildgoose (Chief Executive Officer), L Crichton (Executive Manager Corporate and Community Services), J Bayliss (Executive Manager Regulatory and Development Services), R March (Executive Manager Operations and Assets), R Bonser (Building Surveyor), L Burt (Coordinator Governance) and T Rush-Harvey (Governance Support Officer/Minute Officer)

Gallery: There were 3 members of the public present in the gallery.

2.2 APOLOGIES

Nil

2.3 LEAVE OF ABSENCE

Nil

3 DISCLOSURES OF INTEREST

Nil

4 PUBLIC QUESTION TIME

4.1 RESPONSES TO PUBLIC QUESTIONS PREVIOUSLY TAKEN ON NOTICE

4.1.1 Kate Lane – Neergabby INCLUSION OF ITEMS ON COUNCIL MEETING AGENDAS

Q1. How do I have a matter listed on the Agenda for a Council meeting?

- A1. There is no mechanism for members of the public to have items listed on the Agenda for a Council meeting. The *Local Government Act 1995* specifically recognises the separation between the governing role of the Council and the executive role of the CEO. Items that are presented to Council for consideration must relate to a matter that falls within the role of Council and must be the subject of an officer report. Operational matters and the day-to-day management of the Shire are the responsibility of the CEO and any concerns in relation to actions taken by staff must be directed to the CEO.

If a member of the public wishes to address Council in relation to a matter that falls within Council's area of responsibility but is not listed on the agenda for a Council meeting then the option is available to request the President's approval for a deputation. Deputations take place immediately prior to the commencement of the Council meeting and are open to the public. Each deputation can consist of up to 5 people, who collectively have a period of 15 minutes within which to address Council. Anyone wishing to request a deputation can do so by visiting the Shire's website (www.gingin.wa.gov.au/council-meetings/) and completing the online application form by clicking on the Deputations to Council heading. Deputation requests must be received by 2:00pm on the day prior to a Council meeting.

Alternatively any member of the public can contact any Councillor individually to discuss concerns, and contact details for all Councillors are available from the Shire's website (www.gingin.wa.gov.au/councillors/). If the matter is operational in nature, then the Councillor will either forward it to the CEO for attention or advise the person to contact the Shire's Administration directly.

4.2 PUBLIC QUESTIONS

Nil

5 PUBLIC STATEMENT TIME

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Weeks

SECONDED: Councillor Woods

That Council resolve to amend the order of business for the meeting to include Public Statement Time.

CARRIED UNANIMOUSLY

9 / 0

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

Nil

6 PETITIONS

Nil

7 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

8 CONFIRMATION OF MINUTES

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Sorensen SECONDED: Councillor Woods

That Council confirm the Minutes of the Ordinary Council Meeting held on 17 December 2024 as a true and accurate record.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

9 ANNOUNCEMENTS BY THE PRESIDING MEMBER

Nil

10 UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS

Nil

11 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

12 REPORTS - OFFICE OF THE CEO

12.1 SHIRE OF GINGIN PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW 2025

File	LAW/1
Author	Lee-Anne Burt - Coordinator Governance
Reporting Officer	Les Crichton - Acting Chief Executive Officer
Refer	16 April 2024 - Item 12.2
Appendices	1. Shire of Gingin Parking and Parking Facilities Amendment Local Law 2025 [12.1.1 - 4 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the final adoption of the Shire of Gingin Parking and Parking Facilities Amendment Local Law 2025 in accordance with s.3.12(4) of the *Local Government Act 1995*.

BACKGROUND

The Shire of Gingin Parking and Parking Facilities Amendment Local Law (**see appendix**) was adopted by Council at its Ordinary Meeting on 16 April 2024 for the purpose of advertising the proposed local law for public comment.

Local public notice advising of Council's intention and of the purpose and effect of the local law was given in accordance with s.3.12 of the *Local Government Act 1995* (the Act), with the required public submission period closing on 22 November 2024. As required by the *Local Government (Administration) Regulations 1996*, four methods of giving public notice were utilised as follows:

- Publication on the Shire's website on 2 October 2024;
- Publication on the Shire's Facebook page on 2 October 2024;
- Publication under Local Government Notices in The West Australian newspaper on 2 October 2024; and
- Displayed on official Shire of Gingin noticeboards on 2 October 2024.

No public submissions were received. Recommendations were provided by the Department of Local Government, Sport and Cultural Industries (DLGSC).

COMMENT

In the initial officer's report, Council's attention was drawn to a number of matters proposed to be addressed in the amendment local law, as follows:

1. Deletion of the table of contents from the primary local law as there is some disagreement whether this is a part of the local law if gazetted or not. If deleted, it cancels any question and can be added administratively. [Amendment Local Law cl. 2]
2. Insertion of a number of amended or new definitions in clause 1.3 Interpretation of the primary local law. [Amendment Local Law cl. 5]
3. In clause 3.1 of the primary local law, clarifying that it is the Council (ie: by resolution) which must decide on parking stalls and associated matters. The amendment would mean that this power cannot be delegated. [Formerly Amendment Local Law cl. 12]

As a result of comments from the Department of Local Government, Sport and Cultural Industries (see Submissions below), this amendment has been deleted and the remaining clauses in the Amendment Local Law have been renumbered accordingly.

4. Replacement of clause 3.4 of the primary local law to allow for the power to set aside all or part of a parking facility, thoroughfare or public place in order to provide parking for an event and related matters to be delegated to the CEO rather than requiring a decision of Council. [Amendment Local Law cl. 14]
5. Repeal of Part 8 Residential Parking Permits in its entirety from the primary local law, as residential parking permits for streets or verges are not contemplated. Generally residential parking permits are only utilised in very built-up urban areas. [Amendment Local Law cl. 22]
6. Insertion into the primary local law of a new clause 9.7 prohibiting the making of false or misleading statements in relation to the application of the Parking and Parking Facilities Local Law. A corresponding modified penalty has been inserted into Schedule 2 of the local law. [Amendment Local Law cl. 24].
7. Amendment of primary local law clause 10.1 in order to increase penalties (which apply if a person elects to go to court to contest an infringement) to the maximum amounts permitted under the Act. This then has the effect of increasing the maximum modified penalties that may be applied to infringements. [Amendment Local Law cl. 25]

In relation to the matter of penalties, the *Local Government Amendment Act 2024* has increased the maximum potential penalty in a local law from \$5,000 to \$10,000, and the maximum potential modified penalty that can be imposed by the issue of an infringement from \$500 to \$2,000. The Act came into effect after the close of the public submission period on 22 November 2024 and it is not considered necessary at this point to amend any of the penalties currently proposed by this local law.

If Council believes that consideration should be given to increasing any of the penalty amounts in the amendment local law, it should be aware that this would be considered to be a significant change requiring recommencement of the public submission process.

8. Schedule 2 of the primary local law is replaced and reduced in size so that only those modified penalties that are not the default amount (\$500 as specified under amended cl. 10.1) are separately listed. [Amendment Local Law cl. 27]
9. Schedule 4 of the primary local law is amended to specify the deemed parking station in Guilderton, which is spread over 2 locations. [Amendment Local Law cl. 28]

Submission

A schedule of submissions and responses has not been prepared given that just one submission was received from the DLGSC. The recommendations made by the DLGSC are summarized as follows:

- Removal of reference to *Control of Vehicles (Off-road Areas) Act 1978* from enactment clause.

Response

This recommendation is supported. The *Control of Vehicles (Off-road Areas) Act 1978* is not applicable to this local law and has been deleted from the version presented for final adoption. This will not affect the operation of the local law and is not considered to be a significant amendment.

- Deletion of cl. 4 of the amendment local law, resulting in retention of the contents page in the gazetted version of the principal local law.

Response

This recommendation is not supported. The inclusion of a contents page in the gazetted version of a local law implies that the contents page is legally a part of the local law itself. This means that in the case of any future heading changes, deletions and/or insertions it would be necessary to gazette changes to the contents page as well as the text.

The contents page is not a requirement of a local law and can be inserted administratively post-gazettal.

- Amendment of cl. 12 so that the words “by resolution” and “and also indicate by signs” are not removed from cl. 3.1(1) of the principal local law.

The Department’s position is that the current wording more clearly states that determinations in relation to parking stalls and parking stations must be made by Council.

Response

Whilst the DLGSC’s position is not necessarily supported, ultimately there will be no change to the requirement for a Council decision regardless of the wording used and therefore cl. 12 has been removed from the amendment local law as presented for final adoption.

In the event that Council resolves to make the local law as presented, then the following sequence of events will commence:

1. The adopted local law will be published in the Government Gazette and a further copy provided to the Minister for Local Government. The local law will come into effect two weeks after gazettal.
2. After gazettal, local public notice will be given stating the title of the local law, its purpose and effect (including the date it will come into operation) and advising where copies of the local law may be inspected or obtained.
3. A copy of the local law, together with the accompanying explanatory memorandum, will then be submitted to the JSCDL for scrutiny.

Council should be aware that it is possible that, after reviewing the local law, the JSCDL may make a recommendation to Parliament that the local law be amended or disallowed. If a particular amendment is not considered to be critical then Council may be required to give an undertaking that the amendment will be attended to in the future (usually when the local law is next reviewed).

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995

Part 3 – Functions of local governments

Division 2 – Legislative functions of local governments

Section 3.5 – Legislative power of local governments

Section 3.10 – Creating offences and prescribing penalties

Section 3.12 – Procedure for making local laws

Section 3.13 – Significant changes after public comment period require recommencement of proposal

Section 3.14 – Unless otherwise provided for, local laws come into effect 14 days after Gazettal

Section 3.15 – Local public notice of the final adoption/making of a local law to be given

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable, and principled environment.

VOTING REQUIREMENTS - ABSOLUTE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Johnson **SECONDED:** Councillor Sorensen

That Council:

1. Adopt the Shire of Gingin Parking and Parking Facilities Amendment Local Law 2025 as presented in Appendix 12.1.1; and
2. Authorise the affixing of the Common Seal to the adopted local law.

**CARRIED BY ABSOLUTE MAJORITY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

LOCAL GOVERNMENT ACT 1995

SHIRE OF GINGIN

PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW 2025

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the Council of the Shire of Gingin resolved on _____ 2025 to adopt the following local law.

1. Citation

This local law may be cited as the *Shire of Gingin Parking and Parking Facilities Amendment Local Law 2025*.

2. Commencement

This local law comes into operation 14 days after the date of its publication in the *Government Gazette*.

3. Principal local law

This local law amends the *Shire of Gingin Parking and Parking Facilities Local Law 2004* published in the *Government Gazette* on 13 September 2004 and amended in the *Government Gazette* of 10 October 2006 and 11 December 2018.

4. Table of Contents deleted

The Table of Contents is deleted.

5. Clause 1.3 amended

In clause 1.3 –

- (a) in the definition of “Authorised Person” after the words “this local law” insert the words “and includes the CEO”;
- (b) delete the definition of “caravan” and replace with –
‘caravan’ has the meaning given to it in section 5(1) of the *Caravan and Camping Grounds Act 1995*;
- (c) after the definition of “commercial vehicle” insert the following definition –
‘Council’ means the council of the local government
- (d) in the definition of “Loading Zone” delete “Loading Zone” and replace with “loading zone”;
- (e) in the definition of “metered space” delete the words “a fee or charge” and replace with “the set fee”;
- (f) delete the definition of “motor vehicle” and replace with –
‘motor vehicle’ or ‘vehicle’ –
 - (a) means a self-propelled vehicle that is not operated on rails; and the expression includes a trailer, semi-trailer or caravan while attached to a motor vehicle;
 - (b) does not include –
 - (i) a power assisted pedal cycle as defined in the *Road Traffic (Administration) Act 2008*;
 - (ii) a motorised scooter or motorised wheelchair as defined in the Code;
- (g) in the definition of “parking station” after the word “vehicles” insert the words “and includes a parking area”;
- (h) after the definition of “pedestrian crossing” insert the following definition-
‘permissive parking’ has the meaning given to it by the Code in the definition of ‘parking’;
- (i) after the definition of ‘Schedule’ insert the following definition –
‘set fee’ a fee determined by the local government in accordance with sections 6.16 to 6.19 of the Act;
- (j) in the definition of “ticket issuing machine” after the word “made,” insert the words “either at the time of parking or on exit,”;

- (k) in the definition of “unattended” delete the full stop and insert “; and”; and
- (l) delete the definition of ‘vehicle’.

6. Clause 1.6 amended

In clause 1.6(e) after the word “other” insert the word “motor”.

7. Clause 1.8 amended

In the title of the clause delete the words “Local Government” and replace with the words “the local government”.

8. Clause 2.2 amended

In clause 2.2 –

- (a) in the clause title delete the word “Parking” and replace with “Set”; and
- (b) in the clause text delete the word “appropriate” and replace with the word “set”.

9. Clause 2.3 amended

In clause 2.3 –

- (a) delete the words “a fee” and replace with “the set fee”; and
- (b) delete the word “authorize” and replace with “authorise”.

10. Clause 2.4 amended

In clause 2.4 delete the words “a fee” and replace with “the set fee”.

11. Clause 2.5 amended

In the clause title after the word “pay”. insert the word “set”.

12. Clause 3.3 amended

In clause 3.3 –

- (a) in the clause title insert the word “set” before the word “fee”;
- (b) in the clause text insert the word “set” before the word “fee”;
- (c) in subclause (a) delete the word “appropriate” and replace with the word “set”; and
- (d) in subclause (b) delete the word “appropriate” and replace with the word “set”.

13. Clause 3.4 amended

Delete clause 3.4 and replace with –

3.4 Event parking

- (1) The local government may determine that all or part of a parking facility, thoroughfare or public place is set aside, during the period indicated in a sign, for the parking of vehicles by persons attending a particular event.
- (2) The local government may issue to a person a permit in respect of all or part of a parking facility, thoroughfare or public place for an event referred to in subclause (1).
- (3) A person must not park or stop a vehicle, or permit a vehicle to remain parked, in any area that is set aside under subclause (1) unless the permit issued under subclause (2) for the relevant event is displayed inside the vehicle so that it is clearly visible to an authorised person examining the ticket from outside the vehicle.

14. Clause 3.5 amended

In clause 3.5 –

- (a) in the clause title insert the word “set” before the word “fee”; and
- (b) in the clause text delete the word “appropriate” and replace with the word “set”.

15. Clause 3.6 amended

In clause 3.6 delete the words “a fee” and replace with “the set fee”.

16. Clause 3.7 amended

In clause 3.7 after the word “purchasing” insert the words “or obtaining”.

17. Clause 3.8 amended

In clause 3.8 –

- (a) in subclause (1)(d) after the word “motorcycle” insert the words “without a sidecar or trailer”;
- (b) in subclause (3)(a) insert the word “valid” before the word “disability”; and
- (c) in subclause (3)(b) delete the words “a disability” and replace with “valid disability”.

18. Clause 4.1 amended

In clause 4.1

- (a) delete subclause (2) and replace with –
 - (2) Except in a thoroughfare or a part of a thoroughfare or part of a parking station to which a disabled parking sign relates, a driver may park a vehicle in a thoroughfare or a part of a thoroughfare or part of a parking station, for twice the period indicated on the sign, where –
 - (a) the driver’s vehicle displays a valid disability parking permit; and
 - (b) a disabled person to which the valid disability parking permit relates is either the driver of the vehicle or a passenger in the vehicle.
- (b) in subclause (3)(b) delete the words “both the” and replace with the word “any”; and
- (c) delete subclause (4) and replace with –
 - (4) A person shall not park a motorcycle with a sidecar or a trailer in a parking stall that is marked ‘M/C’.

19. Clause 5.1 amended

In clause 5.1(2) delete the definition of ‘Unattended’.

20. Clause 7.6 amended

In clause 7.6 delete subclause (2).

21. Part 8 deleted

Delete the whole of Part 8.

22. Clause 9.6 amended

In clause 9.6 –

- (a) in subclause (1) delete the words “the local government” and replace with the words “an Authorised Person”; and
- (b) delete subclause (2).

23. Clause 9.7 inserted

After clause 9.6 insert new clause –

9.7 False or misleading statement

A person shall not make a false or misleading statement –

- (a) in connection with an application in respect of a licence under this local law; or
- (b) to an authorised person when lawfully queried in relation to a matter under this local law.

24. Clause 10.1 amended

In clause 10.1(3) delete the amounts “\$1,000” and “\$100” and replace with “\$5,000” and “\$500” respectively.

25. Schedule 1 amended

In Schedule 1 –

- (a) in clause 1. Delete the words “existing and future”; and
- (b) in clause 2. Delete the words “existing and future”.

26. Schedule 2 amended

Delete Schedule 2 and replace with –

**Schedule 2
PRESCRIBED OFFENCES**

[Clause 10.1(4)]

Item No.	Clause No.	Nature of Offence	Modified Penalty \$
1	3.8(1)(c)	Parking contrary to directions of Authorised Person	150
2	4.1(3)(a)	Parking in no parking area	150
3	4.2(1)(e)	Causing obstruction	150
4	4.5(2)(c)	Denying access to private drive or right of way	150
5	4.5(2)(d)	Parking beside excavation or obstruction so as to obstruct traffic	250
6	4.5(2)(h)	Parking on intersection	250
7	4.6	Parking contrary to direction of Authorised Person	150
8	4.7(2)	Removing mark of Authorised Person	150
9	9.7	Making a false or misleading statement	500
10		All other offences not specified	100

27. Schedule 4 amended

In Schedule 4 insert –

The portions of –

- (a) Reserve 25006, Lot 96 Edwards Street, Guilderton marked for parking stalls; and
- (b) Reserve 25009, Lot 12 Dewar Street, Guilderton marked for parking stalls.

Dated _____ 2024

The Common Seal of the Shire of Gingin was affixed by authority of a resolution of Council in the presence of –

Linda BALCOMBE, President

Scott WILDGOOSE, Chief Executive Officer

12.2 CEO PERFORMANCE REVIEW - ENGAGEMENT OF CONSULTANT

File	PER/432
Author	Karen Okely – EA to CEO
Reporting Officer	Les Crichton - Acting Chief Executive Officer
Refer	Nil
Appendices	Nil

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the process by which the CEO's Performance Reviews will be undertaken.

BACKGROUND

It is required under s. 5.38 of the *Local Government Act 1995* (the Act) to undertake an annual review of the performance of the CEO.

In 2021 the *Local Government (Administration) Regulations 1996* (the Regulations) were amended to require all local governments to adopt mandatory minimum standards for the recruitment, selection, performance review and early termination of CEO's. These model standards were adopted by Council at its meeting on 20 April 2021 and are displayed on the Shire's public website in accordance with the requirements of the Regulations.

Cl. 16.1 of the Standards specifies that the local government and the CEO must agree on the process by which the CEO's performance will be reviewed and any performance criteria to be met by the CEO that are in addition to the contractual performance criteria. This agreement must be set out in a written document.

The agreed process must be consistent with the following requirements:

1. The review must be carried out in an impartial and transparent manner.
2. The local government must:
 - a. Collect evidence regarding the CEO's performance in respect of the contractual performance criteria and any additional performance criteria in a thorough and comprehensive manner; and

- b. Review the CEO's performance against the contractual performance criteria and any additional performance criteria, based on that evidence.

Following completion of the review, the local government must, by absolute majority decision, endorse the review and inform the CEO, in writing, of the review results. If any issues are identified in the review with respect to the performance of the CEO, then the written advice must also address how the local government proposes to address and manage those issues.

The Department of Local Government, Sport and Cultural Industries' Operational Guidelines on CEO Recruitment and Selection, Performance Review and Termination state as follows:

If a council lacks the resources and expertise to meet the expected standard of performance review the council should engage an external facilitator to assist with the process of performance appraisal and the development of the performance agreement. The local government should ensure that the consultant has experience in performance review and, if possible, experience in local government or dealing with the performance review of senior executives. The consultant should not have any interest in, or relationship with, the council or the CEO.

COMMENT

Councillors were provided with information in relation to the performance review process at the Briefing Session held on 19 November 2024. Subsequently quotes were called from suitably qualified consultants to work with Council to:

- undertake the initial 6-month probation review and set Key Result Areas (KRAs) for the May 2025 to May 2026 performance review period.
- undertake the annual Performance Review for the above period and review/revise KRA for the next 12-month period; and
- provide a further quote for extension of the above process for a further 2-year period if required.

Quotes (**see Confidential Appendices**) have been received from:

1. Hammond Woodhouse Advisory;
2. Learning Horizons;
3. Strategic Leadership Consulting; and
4. Price Consulting Group.

The proponents have outlined their experience in facilitating CEO Performance Review processes, all having completed them across a range of metropolitan and regional local governments.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995

Part 5 – Administration

Division 4 – Local government employees

Section 5.38 – Annual review of certain employees’ performances

Section 5.39A – Model standards for CEO recruitment, performance and termination

Local Government (Administration) Regulations 1996

Part 4 – Local government employees

Regulation 19FA – Model standards for CEO recruitment, performance and termination (Act s.5.39A(1))

Schedule 2 – Model standards for CEO recruitment, performance and termination

Shire of Gingin Standards for CEO Recruitment, Performance and Termination

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Provision has been made in the adopted 2024/25 budget for the engagement of a consultant to undertake the CEO’s annual performance review.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable, and principled environment.

VOTING REQUIREMENTS - SIMPLE MAJORITY

MOTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis SECONDED: Councillor Kestel

That Council agree:

1. To engage _____ to undertake:
 - a. the initial 6-month Performance Review and set Key Result Areas (KRAs) for the May 2025 to May 2026 review period;
 - b. the annual Performance Review for the May 2025 to May 2026 review period and review the KRA's for the next review period;
2. That on completion of the May 2025 to May 2026 Performance Review, review the continuation of the engagement as provided under the proposal, and
3. That the review process will be conducted in accordance with the proposal provided by _____, noting the CEO has indicated agreement with this proposal.

PROCEDURAL MOTION

MOVED: Councillor Peczka SECONDED: Councillor Woods

That Council close the meeting to the public in order to discuss this matter.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

The meeting was closed to the public at 3:16pm. All members of the public in the Gallery left Council Chambers and the public recording was ceased.

PROCEDURAL MOTION

MOVED: Councillor Woods **SECONDED:** Councillor Johnson

That the meeting be opened to the public.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

The Council meeting was reopened to the public at 3:28pm and public recording recommenced. Members of the public returned to the gallery and were advised of Council's decision.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis **SECONDED:** Councillor Kestel

That Council agree:

- 1. To engage Price Consulting to undertake:**
 - a. the initial 6-month Performance Review and set Key Result Areas (KRAs) for the May 2025 to May 2026 review period;**
 - b. the annual Performance Review for the May 2025 to May 2026 review period and review the KRA's for the next review period;**
- 2. That on completion of the May 2025 to May 2026 Performance Review, review the continuation of the engagement as provided under the proposal; and**
- 3. That the review process will be conducted in accordance with the proposal provided by Price Consulting, noting the CEO has indicated agreement with this proposal.**

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

Reason for Decision

Council was required to identify its preferred consultant.

12.3 FIRE FIGHTING WATER TANKS ON PRIVATE PROPERTY

File	EMS/45
Author	Karen Okely – EA to CEO
Reporting Officer	Les Crichton – Acting Chief Executive Officer
Refer	Nil
Appendices	Nil

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider a proposal by the Bush Fire Advisory Committee (BFAC) to undertake a process of identifying water tanks located on private property that were previously subject to agreements between the then landowner and the Shire of Gingin and then to enter into new agreements with the current landowners.

BACKGROUND

At its 11 December 2024 meeting, the BFAC resolved:

That the Committee recommend that Council agree:

- 1. That the Bush Fire Advisory Committee will undertake a process of identifying the location of water tanks previously subject to agreements between the then landowner and the Shire of Gingin; and*
- 2. That once locations have been confirmed, the Shire will contact current landowners with a view to entering into new agreements, with a register to be kept up to date at all times.*

In the mid to late 1990's the BFAC and Shire arranged for the installation of numerous tanks on private properties throughout the Shire which were to be kept filled for firefighting purposes. Agreements were made with the landowners at the time regarding access to these tanks and to ensure that the tanks remained full.

COMMENT

The majority of these properties have now changed hands so therefore no agreements remain in place. This potentially compromises the ability of Brigades to gain access to these water sources.

The BFAC recommends to Council that these tanks be re-identified and the current owners contacted to potentially negotiate a new agreement. If an agreement cannot be reached, then Brigades be notified that these water sources can no longer be used as a primary source of water.

It is envisaged that the members of the BFAC will undertake the work of identifying the locations of the water tanks that were previously subject to agreements. The Shire's Administration will then contact the relevant landowners and negotiate new agreements where possible, which will then be recorded in the Shire's legal documents register to ensure that they remain current.

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Aspiration	2. Connections & Wellbeing - Grow and Nurture Community Connectedness and Wellbeing
Strategic Objective	2.1 Community Safety & Support - Provide support and advocacy to residents and visitors so that they feel safe and secure at home and in the outdoor environment.

VOTING REQUIREMENTS - SIMPLE MAJORITY

MOTION/OFFICER RECOMMENDATION

MOVED: Councillor Sorensen SECONDED: Councillor Vis

That Council agree that:

1. The Bush Fire Advisory Committee will undertake a process of identifying the location of water tanks previously subject to agreements between the then landowner and the Shire of Gingin; and
2. Once locations have been confirmed, the Shire will contact current landowners with a view to entering into new agreements, with a register to be kept up to date at all times.

AMENDMENT MOTION

MOVED: Councillor Kestel **SECONDED:** Councillor Vis

That Council agree to amend the substantive motion by adding an additional part as follows:

3. The Bush Fire Advisory Committee will identify potential water points (ie bore stand pipes etc) on private properties that would be suitable for fire fighting purposes.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

Reason for Amendment

To have better firefighting outcomes through utilisation of farm equipment.

COUNCIL RESOLUTION

MOVED: Councillor Sorensen **SECONDED:** Councillor Vis

That Council agree that:

1. The Bush Fire Advisory Committee will undertake a process of identifying the location of water tanks previously subject to agreements between the then landowner and the Shire of Gingin;
2. Once locations have been confirmed, the Shire will contact current landowners with a view to entering into new agreements, with a register to be kept up to date at all times; and
3. The Bush Fire Advisory Committee will identify potential water points (ie bore stand pipes etc) on private properties that would be suitable for fire fighting purposes.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

12.4 BARRAGOON ROAD FIRE ACCESS TRACK - WOODRIDGE

File	EMS/45
Author	Karen Okely – EA to CEO
Reporting Officer	Les Crichton – Acting Chief Executive Officer
Refer	Nil
Appendices	Nil

DISCLOSURES OF INTEREST

Nil

PURPOSE

For Council to consider formal recognition of the Barragoon Road Access Track as a Shire of Gingin asset.

BACKGROUND

At its 11 December 2024 meeting, the Bush Fire Advisory Committee (BFAC) resolved:

That the Committee recommend that Council allocate funds to undertake works to restrict and inhibit breaches into the area by people looking to access the site via empty bush blocks or damaging native bushland to the south.

In 2020/21 the Shire of Gingin utilised approximately \$500,000 of Mitigation Activity Fund funding to enhance, upgrade and develop a strategic fire access/egress track along the southern boundary of the Woodridge Estate. This access track utilised a “closed” public road vested under the Shire’s management.

Significant funds were spent to secure access to the track with the view that in the event of an emergency, the gates could be opened to allow access to firefighting appliances, machinery and resources whilst allowing egress for community members attempting to evacuate the Estate.

Since its completion, the access gates have been consistently damaged, locks and chains have been cut, destroyed and made inoperable by members of the public seeking to use the track as an off-road racing area or to provide quick access to Wilbinga Beach. The Shire’s Bushfire Risk Mitigation Coordinator and Community Emergency Services Manager have spent considerable funds (in excess of \$25,000) in replacing the gates, placing boulders to restrict access, signage, high tensile chains and 30+ high grade padlocks to try and secure the fire access track and keep it from being damaged by persistent traffic.

The intention of the above works is to try to ensure the safety of the public as cars are regularly seen to be speeding in excess of 100 km/h along this stretch of road.

COMMENT

While not included in the recommendation to Council, BFAC considered a range of actions to restrict and inhibit breaches into this strategic firebreak including :

- Installation of appropriate signage advising of restricted access;
- repair and replace broken chains and locks to the currently open security gates; and
- monitor the site via patrols or remote camera to ensure that members of the public found to be trespassing, vandalising or damaging this crucial asset can be dealt with accordingly.

The BFAC however agreed that given the area is under the control of the Shire, that the Shire determine appropriate deterrents and include in its operating budget funding to maintain such.

Officer Comment

Given that there is no knowledge of the monetary amount that may be required, it is proposed that Council include in its future annual operating budgets a provision for the Barragoon Road Access Track based on maintenance and any assessed security requirements.

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil at this point. If Council is supportive of the Officer's recommendation, then costings will be included in the draft 2025/26 budget for consideration.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	2. Connections & Wellbeing - Grow and Nurture Community Connectedness and Wellbeing
Strategic Objective	2.1 Community Safety & Support - Provide support and advocacy to residents and visitors so that they feel safe and secure at home and in the outdoor environment.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis **SECONDED:** Councillor Stewart

That Council allocate funds to undertake works to restrict and inhibit breaches into the area by people looking to access the site via empty bush blocks or damaging native bushland to the south.

**LOST
0 / 9**

FOR: *Nil*

AGAINST: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

13 REPORTS - CORPORATE AND COMMUNITY SERVICES

13.1 GINGIN ADMINISTRATION CENTRE RECEPTION AREA REFURBISHMENT

File	A4055
Author	Bethwyn Innes - Executive Assistant to EMCCS
Reporting Officer	Les Crichton - Executive Manager Corporate and Community Services
Refer	Nil
Appendices	1. Concept Plan - Administration Centre Reception Upgrade [13.1.1 - 2 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To seek Council approval for an amendment for the 2024/25 budget allocation for refurbishment works for the reception area of the Shire's Gingin Administration Centre.

BACKGROUND

With the Shire of Gingin steadily growing and an increasing number of stakeholders seeking assistance and services, it has been noted that the current reception area is no longer suitable for its intended purpose. There has been a notable rise in both the volume of contact and the responses handled by Customer Service Officers, and the need for a third officer often arises to effectively manage the increased demand. Coupled with ongoing concerns raised by Customer Service Officers regarding auditory issues and safety concerns in the current space, Administration looked to investigate improving the space.

Several companies were approached to provide floor plans and a scope of works to improve workflow, capacity and the safety of the area. While floor plans were negotiated, the quoting process was not able to be completed prior to the 2024/25 draft Budget presentation and therefore only an estimate was provided for budget purposes.

COMMENT

In line with Council's Policy 3.10 Purchasing, quotes were sought for the refurbishment from three companies, offering the project to local suppliers first. Despite these efforts, we were unable to secure local contractors due to the specialised nature of the works. Two Perth companies (including the floor plan designer) supplied quotes, however it was found that both quotes were significantly higher than the budget estimate (**see Confidential Appendices**).

Given this, the designer was requested to revise the scope of works, resulting in a quote of which now falls within a reasonable budget range (see **Confidential Appendices**). While the revised quote has reduced, it still exceeds the project budget and therefore Council approval to fund the increase from the Land and Building Reserve is sought.

Contingency for Continued Administrative Operations

Administration considered the possibility of a “live” reception during the renovation project. However, after discussions with the designer regarding completion schedules, it is proposed to operate reception duties offsite throughout the course of the works. This will expedite the completion of the works (estimated completion schedule of 3 weeks), keeping disruption of Shire services to a minimum and mitigating risks and hazards to our stakeholders while the project is in progress. The works will be scheduled to commence in May 2025 so as not to coincide with peak demand times such as due dates for rate instalments.

It is proposed that a Customer Services Officer will be stationed at the Gingin Community Resource Centre (CRC) to assist with Shire of Gingin transactions and payments. All incoming phone queries will be handled at the Shire Administration building.

Due to the challenges with networking and accommodating resources at the CRC, it is proposed that Department of Transport agency transactions will be suspended during the course of the works.

Access to the Council Chambers will be via the Committee Room, using the north access door. Although this door is currently locked, it will be reopened during the works.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995

Part 6- Financial Management

Division 4 General financial provisions

s. 6.8 Expenditure from municipal fund not included in annual budget.

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

A provision of \$75,000 is currently included in the 2024/25 Budget for this work. It is proposed this be increased to \$110,000 (an increase of \$35,000) which will cover:

- Revised quote \$103,000
- IT allocation \$ 3,000
- Contribution to CRC \$ 1,500
- Project contingency \$ 2,500

to be funded from the balance of the Logo Plate Reserve (forecast closing balance of \$10,000) and the Land & Building Reserve (forecast closing balance of \$1,019,810).

GL/Project	Description	Current Budget	Revised Budget	(Surplus / Deficit)
BC14200	Gingin Administration Office - Reception	75,000	110,000	35,000
	Transfer from Land & Building Reserve	(216,954)	(241,954)	(25,000)
	Transfer from Community Infrastructure Reserve - Gingin Logo Plates	0	(10,000)	(10,000)
Change to Closing Surplus				0

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.1 Management of Assets - Maintain civic buildings, public places, plant, roads, cycleways, and pathways based on asset management plans and identified priorities.

VOTING REQUIREMENTS - ABSOLUTE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Johnson **SECONDED:** Councillor Stewart

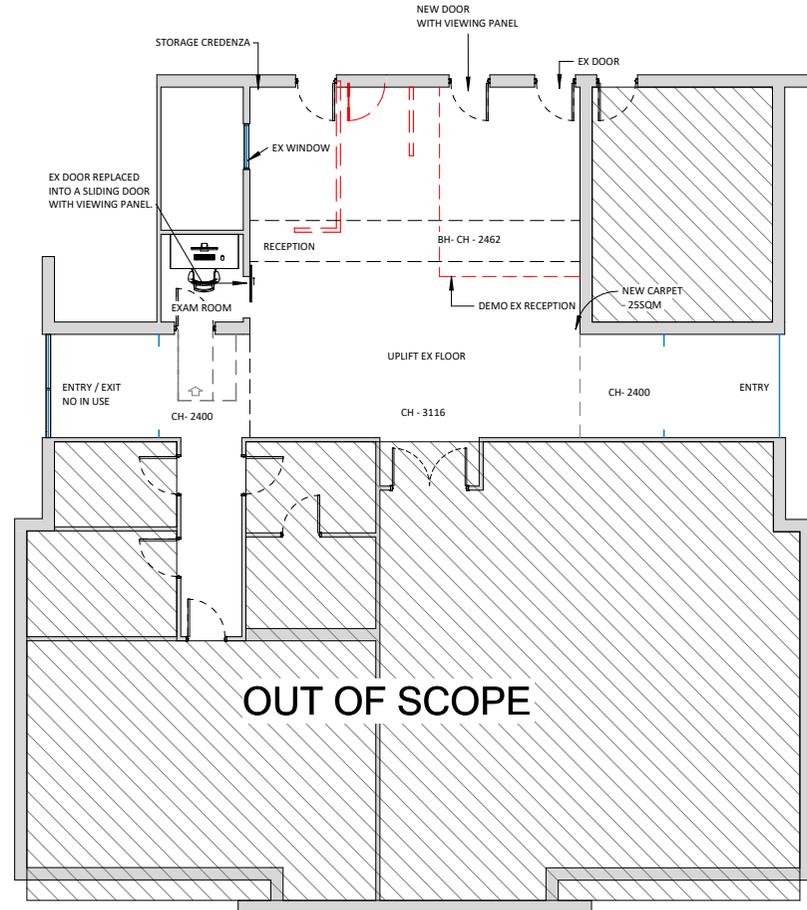
That Council agree to amend the adopted 2024/25 Budget to fund refurbishment of the Gingin Administration Centre reception area as follows:

GL/Project	Description	Current Budget	Revised Budget	(Surplus / Deficit)
BC14200	Gingin Administration Office - Reception	75,000	110,000	35,000
	Transfer from Land & Building Reserve	(216,954)	(241,954)	(25,000)
	Transfer from Community Infrastructure Reserve - Gingin Logo Plates	0	(10,000)	(10,000)
Change to Closing Surplus				0

**LOST
4 / 5**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Vis and Councillor Woods*

AGAINST: *Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart and Councillor Weeks*



REFERENCE

- EXISTING WALL
- PROPOSED WALL
- DEMOLISHED WALL
- NEW GLASS PARTITION FULL HEIGHT
- ACOUSTIC PANEL
- OUT OF SCOPE
- MIN. CLEARANCES IN ACCORD. TO AS 1428.1

1 100_DEMO PLAN
DW100 1:100



Office Fitout Professionals
108 South Place
Balcatta 6021
Tel: (08) 9465 4900

SHIRE OF GIN GIN
Lot 162 WELD & BROCKMAN
STREETS, GINGIN
EXISTING & DEMOLITION PLAN

NOTE: PLEASE CLIENT TO SIGN ACCEPTANCE OF DRAWINGS REVISION PRIOR TO COMMENCING ANY SITE WORK
3D IMAGES VISUALIZATION ARE MEANT TO BE A REPRESENTATION OF THE SPACE AND A REFERENCE FOR FINISHES ONLY.

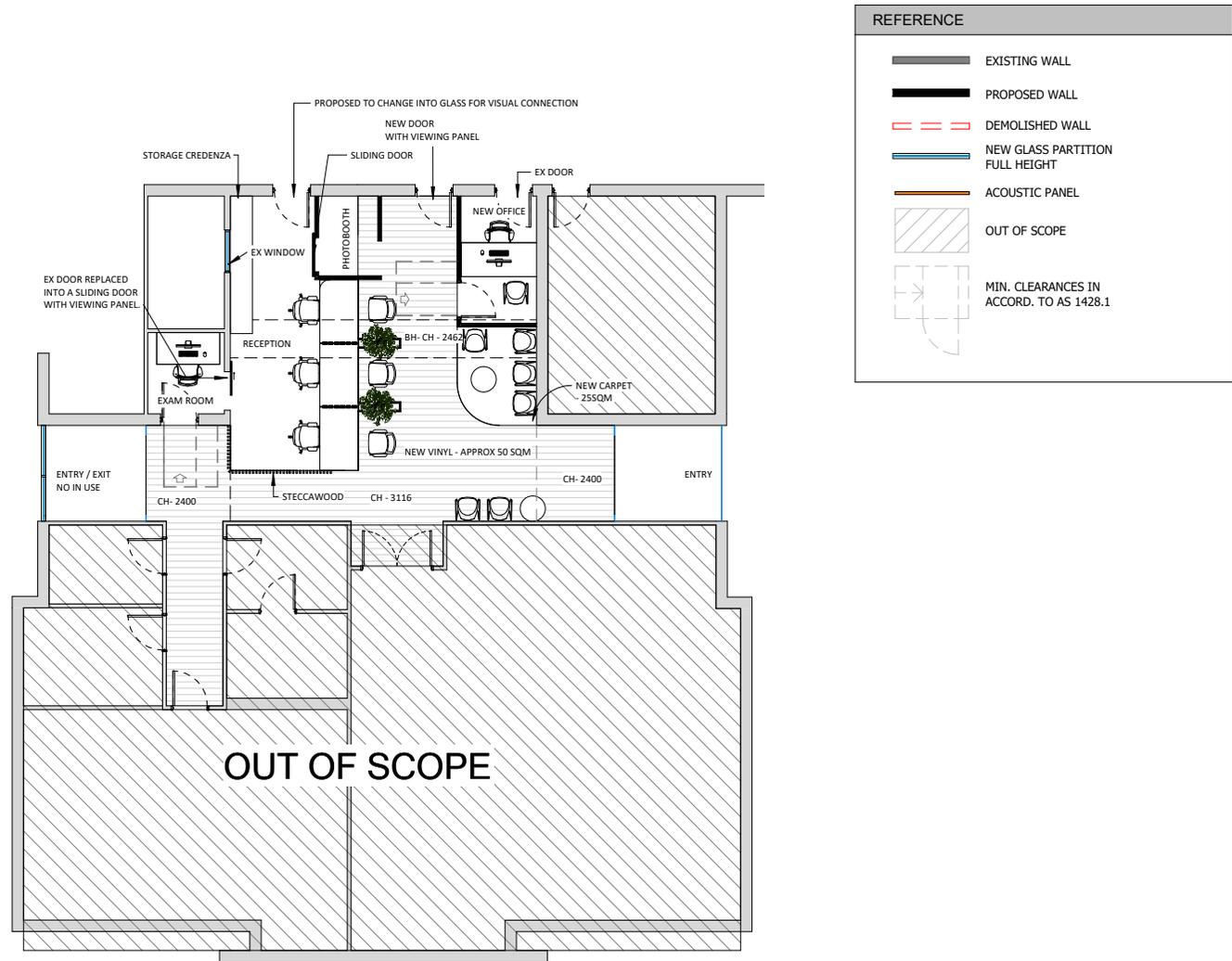
Scale 1:100 @A3
Dwg. No. DW100

Rev	Date	By	Description
A	18/03/24		ISSUED FOR CLIENT INFORMATION
B	6/05/24		ISSUED FOR CLIENT APPROVAL

Notes:
DO NOT SCALE OFF THIS DRAWING.
Dimensions are provided in good faith and believed to be accurate; however OFF takes no liability for any loss or damage resulting from their use.
COPYRIGHT WARNING
All drawings, plans, and designs provided by OFP are protected by the Copyright Act 1968, and the ownership remains with OFP. Any unauthorized use, reproduction, or copying of these materials will be considered a violation of copyright law and may result in legal action.

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

APPENDIX 13.1.1



1 100_FLOOR PLAN
DW101 1:100



Office Fitout Professionals
108 Booth Place
Balcatta 6021
Tel: (08) 9465 4900

SHIRE OF GIN GIN
Lot 162 WELD & BROCKMAN
STREETS, GINGIN
FLOOR PLAN

NOTE: PLEASE CLIENT TO SIGN ACCEPTANCE OF DRAWINGS REVISION PRIOR TO COMMENCING ANY SITE WORK
3D IMAGES VISUALIZATION ARE MEANT TO BE A REPRESENTATION OF THE SPACE AND A REFERENCE FOR FINISHES ONLY.

Scale 1:100 @A3
Dwg. No. DW101

Rev	Date	By	Description
A	18/03/24		ISSUED FOR CLIENT INFORMATION
B	6/05/24		ISSUED FOR CLIENT APPROVAL

Notes:
DO NOT SCALE OFF THIS DRAWING.
Dimensions are provided in good faith and believed to be accurate; however OFF takes no liability for any loss or damage resulting from their use.
COPYRIGHT WARNING
All drawings, plans, and designs provided by OFF are protected by the Copyright Act 1968, and the ownership remains with OFF. Any unauthorized use, reproduction, or copying of these materials will be considered a violation of copyright law and may result in legal action.

13.2 MONTHLY FINANCIAL REPORT FOR THE PERIOD ENDING 30 NOVEMBER 2024 AND 31 DECEMBER 2024 AND

File	FIN/25
Author	Alarna Richards - Coordinator Financial Planning & Reporting
Reporting Officer	Les Crichton - Executive Manager Corporate and Community Services
Refer	Nil
Appendices	<ol style="list-style-type: none"> 1. Monthly Financial Report December 2024 FINAL [13.2.1 - 24 pages] 2. Monthly Financial Report November 2024 FINAL [13.2.2 - 24 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To present for Council endorsement the Monthly Financial Reports for the period ending 31 December 2024 and 30 November 2024.

BACKGROUND

The Monthly Financial Reports (MFR) for the period ending 31 December 2024 and 30 November 2024 are presented to Council in accordance with the *Local Government Act 1995* and *Local Government (Financial Management) Regulations 1996*.

COMMENT

The December 2024 MFR presents the financial performance of the Shire for the 2024/25 financial year and compares year-to-date expenditure and revenue against the full-year budget.

A break-up of the **\$5,243,314** variance in the December 2024 MFR is summarised across operations, investing and financing below, with a detailed explanation of variations within each area contained within the **Appendices**.

Under Budget

Opening Surplus/ Deficit	\$(25,132)
Operating Expenditure	\$1,463,490
Financing Activities- Revenue	\$(115,727)
Financing Activities – Expenditure	\$16,893

Over Budget

Operating Revenue	\$1,450,560
Investing Activities - Revenue	\$3,006,003
Investing Activities – Expenditure	(\$552,772)

An explanation outlining a summary of the variances across each of the above areas is provided in Note 3, and those specific to capital works are provided within the supplementary information on page 13 of the appendix.

Investments

As required by Council Policy 3.2 Investments, details of Council’s investments are provided within the supplementary information on page 10 of the appendix.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995

Part 6 – Financial Management

Division 3 – Reporting on activities and finance

Section 6.4 – Financial Report

Local Government (Financial Management) Regulations 1996

Part 4 – Financial Reports

Reg 34 – Financial activity statement required each month.

Shire of Gingin Delegation Register – Delegation 1.1.10 Power to Invest and Manage Investments

POLICY IMPLICATIONS

Policy 3.2 – Investments

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable and principled environment

VOTING REQUIREMENTS – SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Johnson **SECONDED:** Councillor Woods

That Council endorse the Monthly Financial Reports for the period ending 31 December 2024 and 30 November 2024.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

**SHIRE OF GINGIN
MONTHLY FINANCIAL REPORT**

For the period ended 31 December 2024

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

TABLE OF CONTENTS

Statement of Financial Activity	2
Statement of Financial Position	3
Note 1 Basis of Preparation	4
Note 2 Statement of Financial Activity Information	5
Note 3 Explanation of Material Variances	6

**SHIRE OF GINGIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2024**

	Supplementary Information	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates	10	7,698,086	7,698,086	7,799,586	101,500	1.32%	▲
Rates excluding general rates		3,316,646	3,309,796	3,309,796	0	0.00%	
Grants, subsidies and contributions	14	2,089,451	1,134,928	1,122,458	(12,470)	(1.10%)	
Fees and charges		4,790,330	2,388,064	3,601,009	1,212,945	50.79%	▲
Interest revenue		446,856	39,301	163,365	124,064	315.68%	▲
Other revenue		360,760	207,993	184,515	(23,478)	(11.29%)	▼
Profit on asset disposals	6	723,816	0	47,999	47,999	0.00%	▲
		19,425,945	14,778,168	16,228,728	1,450,560	9.82%	
Expenditure from operating activities							
Employee costs		(7,397,839)	(3,778,364)	(3,401,096)	377,268	9.98%	▲
Materials and contracts		(8,551,985)	(4,263,795)	(3,255,805)	1,007,990	23.64%	▲
Utility charges		(540,246)	(270,150)	(237,827)	32,323	11.96%	▲
Depreciation		(10,655,716)	(1,522,244)	(1,783,383)	(261,139)	(17.15%)	▼
Finance costs		(117,085)	(60,240)	(59,637)	603	1.00%	
Insurance		(414,176)	(414,176)	(422,078)	(7,902)	(1.91%)	
Other expenditure		(726,613)	(367,764)	(266,557)	101,207	27.52%	▲
Loss on asset disposals	6	(79,641)	0	(50,085)	(50,085)	0.00%	▼
		(28,483,301)	(10,676,733)	(9,476,468)	1,200,265	11.24%	
Non-cash amounts excluded from operating activities	Note 2(b)	10,011,541	1,522,244	1,785,469	263,225	17.29%	▲
Amount attributable to operating activities		954,185	5,623,679	8,537,729	2,914,050	51.82%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions	15	7,960,605	0	2,894,503	2,894,503	0.00%	▲
Proceeds from disposal of assets	6	908,909	18,000	129,500	111,500	619.44%	▲
Proceeds from financial assets at amortised cost - self supporting loans		4,377	2,178	2,178	(0)	(0.01%)	
		8,873,891	20,178	3,026,181	3,006,003	14897.43%	
Outflows from investing activities							
Payments for property, plant and equipment	5	(3,065,043)	(827,655)	(1,395,400)	(567,745)	(68.60%)	▼
Payments for construction of infrastructure	5	(9,638,816)	(2,501,102)	(2,486,129)	14,973	0.60%	
		(12,703,859)	(3,328,757)	(3,881,529)	(552,772)	(16.61%)	
Amount attributable to investing activities		(3,829,968)	(3,308,579)	(855,349)	2,453,230	74.15%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Proceeds from new debentures	11	1,000,000	0	0	0	0.00%	
Transfer from reserves	4	1,531,279	115,727	0	(115,727)	(100.00%)	▼
		2,531,279	115,727	0	(115,727)	(100.00%)	
Outflows from financing activities							
Repayment of borrowings	11	(258,807)	(127,788)	(127,788)	0	0.00%	
Payments for principal portion of lease liabilities	12	(25,604)	(12,804)	(13,911)	(1,107)	(8.65%)	
Transfer to reserves	4	(1,631,182)	(18,000)	0	18,000	100.00%	▲
		(1,915,593)	(158,592)	(141,699)	16,893	10.65%	
Amount attributable to financing activities		615,686	(42,865)	(141,699)	(98,834)	(230.57%)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year							
		2,260,097	2,260,097	2,234,965	(25,132)	(1.11%)	▼
Amount attributable to operating activities		954,185	5,623,679	8,537,729	2,914,050	51.82%	▲
Amount attributable to investing activities		(3,829,968)	(3,308,579)	(855,349)	2,453,230	74.15%	▲
Amount attributable to financing activities		615,686	(42,865)	(141,699)	(98,834)	(230.57%)	▼
Surplus or deficit after imposition of general rates		0	4,532,332	9,775,646	5,243,314	115.69%	▲

KEY INFORMATION

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

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

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

**SHIRE OF GINGIN
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

	Supplementary Information	30 June 2024 \$	31 December 2024 \$
CURRENT ASSETS			
Cash and cash equivalents	3	13,556,082	18,673,890
Trade and other receivables		1,337,197	3,655,271
Other financial assets		4,377	2,199
Inventories	8	32,614	34,823
Other assets	8	258,512	205,384
TOTAL CURRENT ASSETS		15,188,782	22,571,567
NON-CURRENT ASSETS			
Trade and other receivables		168,578	168,578
Other financial assets		97,319	97,319
Property, plant and equipment		53,241,380	53,755,889
Infrastructure		212,944,380	214,410,316
Right-of-use assets		32,354	41,351
TOTAL NON-CURRENT ASSETS		266,484,011	268,473,453
TOTAL ASSETS		281,672,793	291,045,020
CURRENT LIABILITIES			
Trade and other payables	9	1,771,761	1,359,661
Other liabilities	13	2,653,669	2,910,051
Lease liabilities	12	25,605	16,519
Borrowings	11	258,807	131,020
Employee related provisions	13	1,118,913	1,118,913
TOTAL CURRENT LIABILITIES		5,828,755	5,536,164
NON-CURRENT LIABILITIES			
Lease liabilities	12	7,481	25,535
Borrowings	11	2,068,040	2,068,040
Employee related provisions		125,827	125,827
Other provisions		5,513,899	5,513,899
TOTAL NON-CURRENT LIABILITIES		7,715,247	7,733,301
TOTAL LIABILITIES		13,544,002	13,269,465
NET ASSETS		268,128,791	277,775,555
EQUITY			
Retained surplus		44,999,136	54,645,900
Reserve accounts	4	7,405,097	7,405,097
Revaluation surplus		215,724,558	215,724,558
TOTAL EQUITY		268,128,791	277,775,555

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2024**

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

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

Local Government Act 1995 requirements

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

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

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

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

THE LOCAL GOVERNMENT REPORTING ENTITY

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

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

Judgements and estimates

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

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

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

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

SIGNIFICANT ACCOUNTING POLICIES

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 December 2024

**SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2024**

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

	Supplementary Information	Amended Budget	Last Year	Year to Date
		Opening	Closing	Date
		30 June 2024	30 June 2024	31 December 2024
(a) Net current assets used in the Statement of Financial Activity				
Current assets		\$	\$	\$
Cash and cash equivalents	3	8,580,267	13,556,082	18,673,890
Trade and other receivables		1,940,054	1,337,197	3,655,271
Other financial assets		0	4,377	2,199
Inventories	8	389,877	32,614	34,823
Other assets	8	19,325	258,512	205,384
		10,929,523	15,188,782	22,571,567
Less: current liabilities				
Trade and other payables	9	(3,392,338)	(1,771,761)	(1,359,661)
Other liabilities	13	0	(2,653,669)	(2,910,051)
Lease liabilities	12	0	(25,605)	(16,519)
Borrowings	11	(550,001)	(258,807)	(131,020)
Employee related provisions	13	(1,004,339)	(1,118,913)	(1,118,913)
		(4,946,678)	(5,828,755)	(5,536,164)
Net current assets		5,982,845	9,360,027	17,035,403
Less: Total adjustments to net current assets	Note 2(c)	(5,982,845)	(7,125,062)	(7,259,757)
Closing funding surplus / (deficit)		0	2,234,965	9,775,646

(b) Non-cash amounts excluded from operating activities

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

	Amended Budget	YTD Budget (a)	YTD Actual (b)
	\$	\$	\$
Non-cash amounts excluded from operating activities			
Adjustments to operating activities			
Less: Profit on asset disposals	6	(723,816)	0
Add: Loss on asset disposals	6	79,641	0
Add: Depreciation		10,655,716	1,522,244
Total non-cash amounts excluded from operating activities		10,011,541	1,785,469

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget	Last Year	Year to Date
	Opening	Closing	Date
	30 June 2024	30 June 2024	31 December 2024
	\$	\$	\$
Adjustments to net current assets			
Less: Reserve accounts	4	(6,532,846)	(7,405,097)
Less: Financial assets at amortised cost - self supporting loans	8	0	(4,377)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	11	550,001	258,807
- Current portion of lease liabilities	12	0	25,605
Total adjustments to net current assets	Note 2(a)	(5,982,845)	(7,125,062)

CURRENT AND NON-CURRENT CLASSIFICATION

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

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.1

SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 DECEMBER 2024

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2024-25 year is \$20,000 or 10.00% whichever is the greater.

Description

Revenue from operating activities

General rates

Additional Rateable Properties/ Interim Rates

Fees and charges

Sanitary and Waste Management Charges raised as part of rates billing

Interest revenue

Instalment and penalty interest on rates; timing of recognition of interest for monies held in term despoits;

Other revenue

Timing of diesel fuel rebate to be collected for quarter 2.

Employee costs

Budget adoption in August 2024 and staff vacancies including Works Manager, Planning Officers, Environmental Health Offices and other vacant positions

Materials and contracts

Timing of maintenance works

Utility charges

Timing of utility costs

Other expenditure

Timing of community grants payments, DFES vehicle change overs and Cheriton Road upgrade contribution. Offset by unbudgeted library grants received.

Loss on asset disposals

Disposal of Fencing at Gingin Tip, Lancelin Bowling Green grass rink, Granville park picnic tables and seats, Hertz Oil Injected Compressor.

Non-cash amounts excluded from operating activities

Depreciation Non Cash

Inflows from investing activities

Proceeds from capital grants, subsidies and contributions

Timing of grants for DFES fire vehicle change overs;
Roads to Recovery funding for Weld Street Bridge - project delayed;
Timing of recognition of grant funding for road projects;

Proceeds from disposal of assets

Unbudgeted Disposal of DFES Fire Vehicles surrendered 03/07/2024 Ledge Point and timing of disposal of GG066 and GG019 Tractor

Payments for property, plant and equipment

Timing of Capital works - see note 5

Transfer from reserves

End of year process; variation caused by timing of budget amendments.

Surplus or deficit at the start of the financial year

Variance is due to higher caravan park deposits at EOFY - held as liabilities

Timing and Permanent	Var. \$	Var. %	
	\$	%	
Permanent	101,500	1.32%	▲
Timing	1,212,945	50.79%	▲
	124,064	315.68%	▲
Timing	(23,478)	(11.29%)	▼
Timing	377,268	9.98%	▲
Timing	1,007,990	23.64%	▲
Timing	32,323	11.96%	▲
Timing	101,207	27.52%	▲
Timing	(50,085)	0.00%	▼
Timing	263,225	17.29%	
Timing	2,894,503	0.00%	▲
Timing	111,500	619.44%	▲
Timing	(567,745)	(68.60%)	▼
Timing	(115,727)	(100.00%)	▼
Permanent	(25,132)	(1.11%)	▼

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
TABLE OF CONTENTS**

1	Key Information	8
2	Key Information - Graphical	9
3	Cash and Financial Assets	10
4	Reserve Accounts	11
5	Capital Acquisitions	12
6	Disposal of Assets	14
7	Receivables	15
8	Other Current Assets	16
9	Payables	17
10	Rate Revenue	18
11	Borrowings	19
12	Lease Liabilities	20
13	Other Current Liabilities	21
14	Grants and contributions	22
15	Capital grants and contributions	23
16	Budget Amendments	24

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

1 KEY INFORMATION

Funding Surplus or Deficit Components

Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2.26 M	\$2.26 M	\$2.23 M	(\$0.03 M)
Closing	\$0.00 M	\$4.53 M	\$9.78 M	\$5.24 M

Refer to Statement of Financial Activity

Cash and cash equivalents		
	\$	% of total
Unrestricted Cash	\$11.27 M	60.3%
Restricted Cash	\$7.41 M	39.7%

Refer to 3 - Cash and Financial Assets

Payables		
	\$	% Outstanding
Trade Payables	\$0.23 M	
0 to 30 Days		89.6%
Over 30 Days		10.4%
Over 90 Days		0.0%

Refer to 9 - Payables

Receivables		
	\$	% Collected
Rates Receivable	\$2.87 M	75.8%
Trade Receivable	\$0.78 M	
Over 30 Days		61.9%
Over 90 Days		25.7%

Refer to 7 - Receivables

Key Operating Activities

Amount attributable to operating activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.95 M	\$5.62 M	\$8.54 M	\$2.91 M

Refer to Statement of Financial Activity

Rates Revenue		
	\$	% Variance
YTD Actual	\$11.11 M	
YTD Budget	\$11.01 M	0.9%

Refer to 10 - Rate Revenue

Grants and Contributions		
	\$	% Variance
YTD Actual	\$1.12 M	
YTD Budget	\$1.13 M	(1.1%)

Refer to 14 - Grants and Contributions

Fees and Charges		
	\$	% Variance
YTD Actual	\$3.60 M	
YTD Budget	\$2.39 M	50.8%

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$3.83 M)	(\$3.31 M)	(\$0.86 M)	\$2.45 M

Refer to Statement of Financial Activity

Proceeds on sale		
	\$	%
YTD Actual	\$0.13 M	
Amended Budget	\$0.91 M	(85.8%)

Refer to 6 - Disposal of Assets

Asset Acquisition		
	\$	% Spent
YTD Actual	\$3.88 M	
Amended Budget	\$12.70 M	(69.4%)

Refer to 5 - Capital Acquisitions

Capital Grants		
	\$	% Received
YTD Actual	\$2.89 M	
Amended Budget	\$7.96 M	(63.6%)

Refer to 5 - Capital Acquisitions

Key Financing Activities

Amount attributable to financing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.62 M	(\$0.04 M)	(\$0.14 M)	(\$0.10 M)

Refer to Statement of Financial Activity

Borrowings	
Principal repayments	(\$0.13 M)
Interest expense	(\$0.06 M)
Principal due	\$2.20 M

Refer to 11 - Borrowings

Reserves	
Reserves balance	\$7.41 M
Interest earned	\$0.00 M

Refer to 4 - Cash Reserves

Lease Liability	
Principal repayments	(\$0.01 M)
Interest expense	(\$0.00 M)
Principal due	\$0.04 M

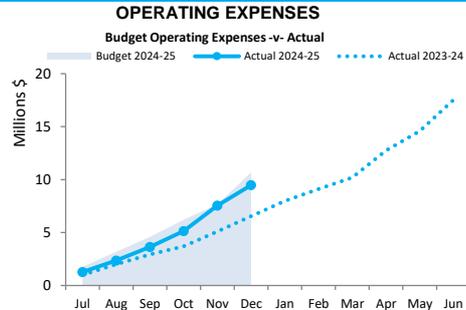
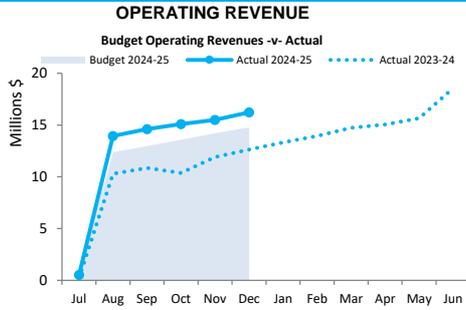
Refer to Note 12 - Lease Liabilities

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

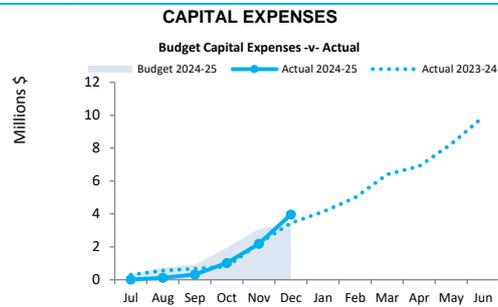
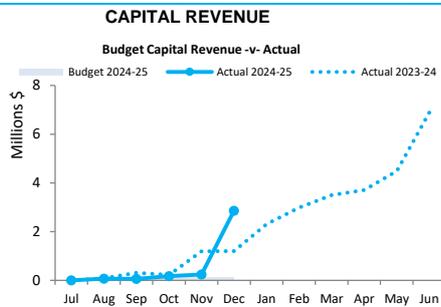
**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

2 KEY INFORMATION - GRAPHICAL

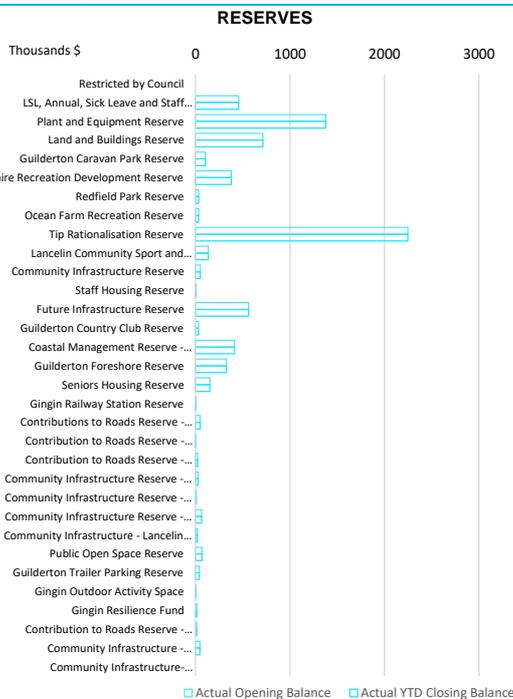
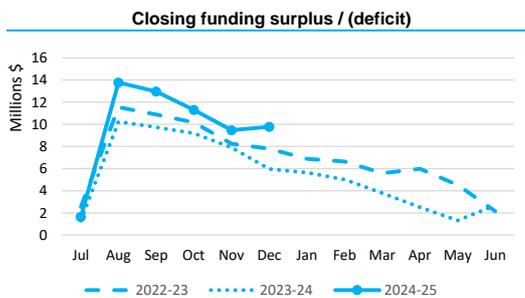
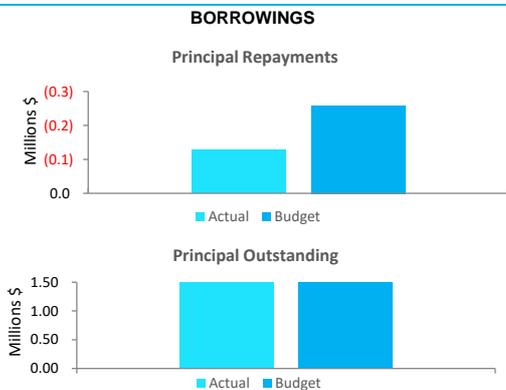
OPERATING ACTIVITIES



INVESTING ACTIVITIES



FINANCING ACTIVITIES



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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

3 CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted \$	Restricted \$	Total Cash \$	Institution	Interest Rate	Maturity Date
Cash Deposits							
Municipal Bank Account	Cash and cash equivalents	3,233,789	0	3,233,789	Bendigo Bank	0.00%	At Call
Reserve Bank Account	Cash and cash equivalents	0	405,097	405,097	Bendigo Bank	0.00%	At Call
Cash on hand	Cash and cash equivalents	2,300	0	2,300	Petty Cash/Till float	N/A	At Call
Municipal Investment 4889453	Cash and cash equivalents	2,000,000	0	2,000,000	Bendigo Bank	4.93%	11/03/2025
Municipal Investment 4906366	Cash and cash equivalents	2,000,000	0	2,000,000	Bendigo Bank	4.76%	8/01/2025
Municipal Investment 4988033	Cash and cash equivalents	2,014,982	0	2,014,982	Bendigo Bank	4.50%	17/02/2025
Municipal Investment 4984011	Cash and cash equivalents	1,010,231	0	1,010,231	Bendigo Bank	4.20%	13/01/2025
Municipal Investment 4988042	Cash and cash equivalents	1,007,491	0	1,007,491	Bendigo Bank	4.35%	16/01/2025
Reserve Investment 4837072	Cash and cash equivalents	0	6,000,000	6,000,000	Bendigo Bank	5.20%	24/01/2025
Reserve Investment 4837073	Cash and cash equivalents	0	1,000,000	1,000,000	Bendigo Bank	5.20%	24/01/2025
Total		11,268,793	7,405,097	18,673,890			
Comprising							
Cash and cash equivalents		11,268,793	7,405,097	18,673,890			
		11,268,793	7,405,097	18,673,890			

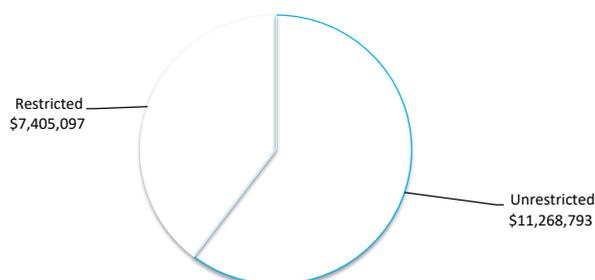
KEY INFORMATION

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

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

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

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



MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.1

SHIRE OF GINGIN SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 31 DECEMBER 2024

4 RESERVE ACCOUNTS

Reserve name	Budget	Budget	Budget	Budget	Budget	Actual	Actual	Actual	Actual	Actual	
	Opening	Interest	Transfers	Budget	Transfers	Closing	Opening	Interest	Transfers	Transfers	Closing
	Balance	Earned	In (+)	Out (-)	Out (-)	Balance	Balance	Earned	In (+)	Out (-)	Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted by Council											
LSL, Annual, Sick Leave and Staff Contingency	455,699	14,462	0	0	0	470,161	455,699	0	0	0	455,699
Plant and Equipment Reserve	1,380,281	43,803	18,000	(566,726)	0	875,358	1,380,281	0	0	0	1,380,281
Land and Buildings Reserve	714,103	22,661	500,000	(196,954)	0	1,039,810	714,103	0	0	0	714,103
Guilderton Caravan Park Reserve	105,014	3,333	100,000	0	0	208,347	105,014	0	0	0	105,014
Shire Recreation Development Reserve	377,898	11,993	0	(117,477)	0	272,414	377,898	0	0	0	377,898
Redfield Park Reserve	33,375	1,059	0	0	0	34,434	33,375	0	0	0	33,375
Ocean Farm Recreation Reserve	33,048	1,049	0	0	0	34,097	33,048	0	0	0	33,048
Tip Rationalisation Reserve	2,247,610	71,328	346,992	(350,000)	0	2,315,930	2,247,610	0	0	0	2,247,610
Lancelin Community Sport and Recreation Reserve	135,553	4,302	28,258	0	0	168,113	135,553	0	0	0	135,553
Community Infrastructure Reserve	50,660	1,608	12,000	0	0	64,268	50,660	0	0	0	50,660
Staff Housing Reserve	6,090	193	0	0	0	6,283	6,090	0	0	0	6,090
Future Infrastructure Reserve	561,370	17,815	0	0	0	579,185	561,370	0	0	0	561,370
Guilderton Country Club Reserve	30,544	969	8,829	0	0	40,342	30,544	0	0	0	30,544
Coastal Management Reserve - Coastal Inundation	411,494	13,059	100,000	(85,000)	0	439,553	411,494	0	0	0	411,494
Guilderton Foreshore Reserve	326,964	10,376	104,077	(50,000)	0	391,417	326,964	0	0	0	326,964
Seniors Housing Reserve	151,327	4,802	25,000	(152,622)	0	28,507	151,327	0	0	0	151,327
Gingin Railway Station Reserve	6,095	193	0	0	0	6,288	6,095	0	0	0	6,095
Contributions to Roads Reserve - Cullalla Road Intersection	47,862	1,519	0	0	0	49,381	47,862	0	0	0	47,862
Contribution to Roads Reserve - Chitna Road	3,191	101	0	0	0	3,292	3,191	0	0	0	3,191
Contribution to Roads Reserve - Balance of Muni Funds	21,496	682	0	0	0	22,178	21,496	0	0	0	21,496
Community Infrastructure Reserve - Lower Coastal Fire Control	26,804	851	0	0	0	27,655	26,804	0	0	0	26,804
Community Infrastructure Reserve - Gingin Logo Plates	9,473	301	300	0	0	10,074	9,473	0	0	0	9,473
Community Infrastructure Reserve - Gingin Ambulance	63,248	2,007	6,000	0	0	71,255	63,248	0	0	0	63,248
Community Infrastructure - Lancelin Ambulance	19,637	623	18,000	0	0	38,260	19,637	0	0	0	19,637
Public Open Space Reserve	69,174	2,195	0	0	0	71,369	69,174	0	0	0	69,174
Guilderton Trailer Parking Reserve	39,609	1,257	5,976	0	0	46,842	39,609	0	0	0	39,609
Gingin Outdoor Activity Space	5,628	179	0	0	0	5,807	5,628	0	0	0	5,628
Gingin Resilience Fund	13,750	436	10,250	0	0	24,436	13,750	0	0	0	13,750
Contribution to Roads Reserve - Aurisch Road Maintenance	12,500	397	12,500	(12,500)	0	12,897	12,500	0	0	0	12,500
Community Infrastructure - Development Reserve Fund Lot 601 Brockman Street (Brookview Estate)	45,600	1,447	48,000	0	0	95,047	45,600	0	0	0	45,600
Community Infrastructure- Development Reserve Lancelin South	0	0	52,000	0	0	52,000	0	0	0	0	0
	7,405,097	235,000	1,396,182	(1,531,279)	0	7,505,000	7,405,097	0	0	0	7,405,097

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Land	90,000	0	0	0
Buildings - specialised	538,108	312,120	82,552	(229,568)
Plant and equipment	2,025,235	359,035	1,194,762	835,727
Vehicles	411,700	156,500	118,086	(38,414)
Acquisition of property, plant and equipment	3,065,043	827,655	1,395,400	567,745
Infrastructure - roads	4,390,146	1,872,283	2,048,452	176,169
Infrastructure - footpaths	205,063	0	0	0
Infrastructure - parks & ovals	375,765	263,250	98,671	(164,579)
Infrastructure - other	1,025,776	316,721	283,875	(32,846)
Infrastructure - bridges	3,292,066	0	0	0
Infrastructure - Landfills	350,000	48,848	48,848	(0)
Work in progress - Infrastructure	0	0	6,283	6,283
Acquisition of infrastructure	9,638,816	2,501,102	2,486,129	(14,973)
Total capital acquisitions	12,703,859	3,328,757	3,881,529	552,772
Capital Acquisitions Funded By:				
Capital grants and contributions	7,960,605	0	2,894,503	2,894,503
Borrowings	1,000,000	0	0	0
Other (disposals & C/Fwd)	908,909	18,000	129,500	111,500
Reserve accounts				
Plant and Equipment Reserve	566,726	0	0	0
Land and Buildings Reserve	196,954	0	0	0
Seniors Housing Reserve	152,622	0	0	0
Contribution - operations	1,918,043	3,310,757	857,527	(2,453,230)
Capital funding total	12,703,859	3,328,757	3,881,529	552,772

SIGNIFICANT ACCOUNTING POLICIES

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

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

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

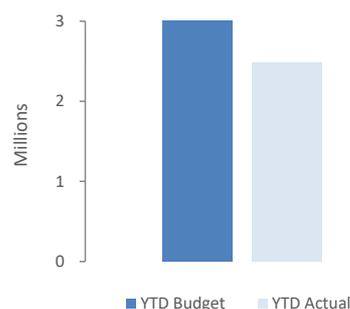
Initial recognition and measurement for assets held at cost

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

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

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

Payments for Capital Acquisitions

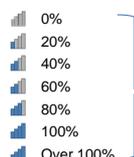


**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS - DETAILED

**Capital expenditure total
Level of completion indicators**



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

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

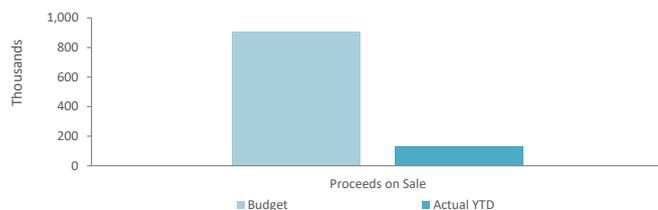
	Account Description	Amended		Variance	
		Budget	YTD Budget	YTD Actual	(Under)/Over
		\$	\$	\$	\$
█	BC11100-141101120	60,000	60,000	0	(60,000)
█	BC11160-141101120	10,000	10,000	7,215	(2,785)
█	BC1190-141103120	8,300	0	0	0
█	BC1192A-141103120	40,000	10,000	0	(10,000)
█	BC13260-141302120	120,000	60,000	0	(60,000)
█	BC13261-141302120				
	Guilderton Caravan Park Office/Residence - Building (Capital)	24,999	12,498	0	(12,498)
█	BC14200-141402120	82,000	7,000	8,800	1,800
█	BC5100-140501120	40,187	0	0	0
█	BC9490-140904120	152,622	152,622	66,537	(86,085)
█	LC13200-141302080	90,000	0	0	0
█	P0-141402330	100,000	100,000	62,427	(37,573)
█	P002-141203300	378,550	0	0	0
█	P045-141203300	378,550	0	0	0
█	P05-140501300	0	0	247,803	247,803
█	P056-141203300	350,000	0	0	0
█	P066-141203300	359,035	359,035	366,291	7,256
█	P076-140501310	255,200	0	0	0
█	P077-140501300	549,100	0	555,563	555,563
█	P4-141006310	56,500	56,500	55,658	(842)
█	PE11200-141102300	0	0	2,640	2,640
█	-141102300	10,000	0	0	0
█	-141201300	0	0	7,134	7,134
█	-141402300	0	0	15,331	15,331
█	BR661-141201670	3,292,066	0	0	0
█	BSR0001-141007900	16,557	0	0	0
█	DC000-141201650	30,750	0	0	0
█	DC097-141201660	40,000	0	0	0
█	FC000-141201700	205,063	0	0	0
█	LF10100-141007650	350,000	48,848	48,848	(0)
█	OC11100-141103900	0	0	14,750	14,750
█	OC1119-141103900	10,000	10,000	0	(10,000)
█	OC11302-141103900	253,219	253,219	257,697	4,478
█	OC12290-141201900	11,000	11,000	11,428	428
█	OC13261-141302900				
	Guilderton Caravan Park Infrastructure Other (Capital)	85,000	42,502	0	(42,502)
█	PC1100-141103700	34,750	34,750	39,583	4,833
█	PC11390-141103700	63,500	63,500	54,088	(9,412)
█	PC1189-141103700	57,515	15,000	5,000	(10,000)
█	PC13260-141302700	120,000	60,000	0	(60,000)
█	PC14200-141402700	90,000	90,000	0	(90,000)
█	R2R002-141201450	0	0	280,117	280,117
█	R2R006-141201450	1,124,118	1,124,118	923,660	(200,458)
█	R2R010-141201440	168,669	168,669	125,201	(43,468)
█	R2R012-141201460	611,736	52,810	52,810	(0)
█	R2R059-141201450	162,030	162,030	128,824	(33,206)
█	R2R278-141201450	364,656	364,656	314,198	(50,458)
█	RC039-141201420	428,852	0	0	0
█	RRG001-141201490	1,459,335	0	223,641	223,641
█	SC10300-141302900	650,000	0	0	0
█	TD0001-141103700	10,000	0	0	0
█	-141302910	0	0	6,283	6,283
	TOUR - Infrastructure Other- WIP (Capital) MUN	0	0	6,283	6,283
	Total	12,703,859	3,328,757	3,881,529	552,772

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
Plant and equipment									
	GG05 Cowalla BFB Light Tanker	6,700	45,000	38,300	0	0	0	0	0
	GG077 Gingin West BFB Fire Tanker	7,299	90,000	82,701	0	0	0	0	0
	GG071 Ledge Point BFB Fire Tanker	0	0	0	0	9,500	30,000	20,500	0
	GG056 Truck	66,636	15,000	0	(51,636)	0	0	0	0
	GG6015 VMB Trailer	762	5,000	4,238	0	0	0	0	0
	GG12533 Portable Traffic Light Trailer	3,209	5,000	1,791	0	0	0	0	0
	GG12534 Portable Traffic Light Trailer	2,573	5,000	2,427	0	0	0	0	0
	GG045 Primer Mover	69,853	104,546	34,693	0	0	0	0	0
	GG066 Prime Mover	60,000	36,363	0	(23,637)	60,000	36,364	0	(23,636)
	GG002 Prime Mover	25,334	85,000	59,666	0	0	0	0	0
	GG019 John Deere Tractor	0	0	0	0	35,636	63,136	27,500	0
	Hertz Oil Injected Compressor	0	0	0	0	4,262	0	0	(4,262)
	4GG Executive Vehicle	18,000	18,000	0	0	0	0	0	0
	Gingin Tip Fencing Upgrade	0	0	0	0	14,557	0	0	(14,557)
Infrastructure - Parks and ovals									
	Granville Park benches and seating replacement	4,368	0	0	(4,368)	3,375	0	0	(3,375)
	Lancelin Bowling Green 10 rink synthetic bowling green	0	0	0	0	4,255	0	0	(4,255)
Land									
	Lancelin Plaza	0	500,000	500,000	0	0	0	0	0
		264,734	908,909	723,816	(79,641)	131,584	129,500	48,000	(50,085)



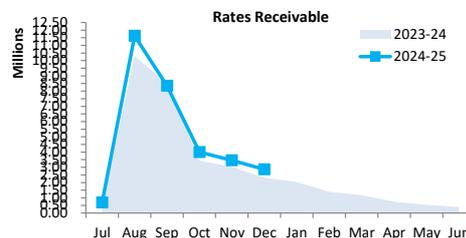
**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

7 RECEIVABLES

Rates receivable

	30 Jun 2024	31 Dec 2024
	\$	\$
Opening arrears previous years	399,663	757,894
Levied this year	9,437,442	11,109,382
Less - collections to date	(9,079,211)	(8,994,016)
Gross rates collectable	757,894	2,873,260
Net rates collectable	757,894	2,873,260
% Collected	92.3%	75.8%



Receivables - general

	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	0	129,735	115,646	7,846	87,780	341,008
Percentage	0.0%	38.0%	33.9%	2.3%	25.7%	
Balance per trial balance						
Trade receivables						341,008
GST receivable						218,396
Allowance for credit losses of trade receivables						(23,346)
Legal costs - recovery of rates						58,960
Rubbish fees						186,993
Total receivables general outstanding						782,011

Amounts shown above include GST (where applicable)

KEY INFORMATION

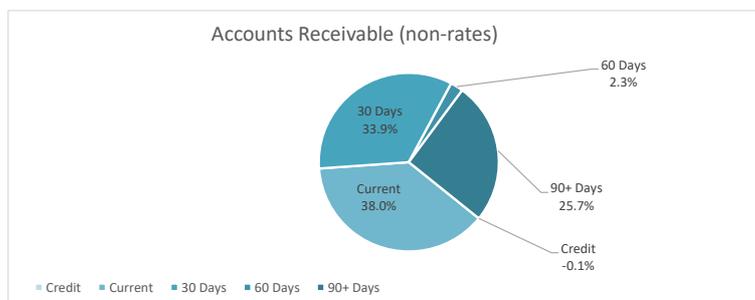
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

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

Classification and subsequent measurement

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

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



**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

8 OTHER CURRENT ASSETS

	Opening Balance 1 July 2024	Asset Increase	Asset Reduction	Closing Balance 31 December 2024
	\$	\$	\$	\$
Other current assets				
Other financial assets at amortised cost				
Financial assets at amortised cost - self supporting loans	2,378	0	(1,183)	1,195
Financial assets at amortised cost - advances	1,999	0	(995)	1,004
Inventory				
Fuel	18,527	158,986	(158,672)	20,736
History Books	14,087	0	0	14,087
Other assets				
Prepayments	26,861	0	(26,861)	0
Contract assets				
Contract assets	231,651	0	(26,268)	205,384
Total other current assets	295,503	158,986	(213,978)	242,406
Amounts shown above include GST (where applicable)				

KEY INFORMATION

Other financial assets at amortised cost

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

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

Inventory

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

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

Contract assets

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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

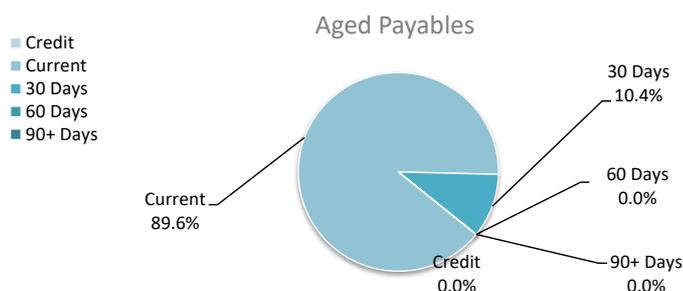
9 PAYABLES

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	204,367	23,785	0	0	228,152
Percentage	0.0%	89.6%	10.4%	0.0%	0.0%	
Balance per trial balance						
Sundry creditors						228,152
ATO liabilities						132,218
Prepaid rates						105,936
Bonds & deposits						874,834
Accrued interest on long term borrowings						18,521
Total payables general outstanding						1,359,661

Amounts shown above include GST (where applicable)

KEY INFORMATION

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



**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.2.1**

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

10 RATE REVENUE

General rate revenue

RATE TYPE	Rate in	Number of	Rateable	Rate	Budget	Total	Rate	YTD Actual	Total
	\$ (cents)	Properties	Value	Revenue	Interim	Revenue	Revenue	Interim	Revenue
				\$	\$	\$	\$	\$	\$
Gross rental value									
GRV Townsites	0.098154	1,605	30,810,226	3,024,147	0	3,024,147	3,024,143	45,787	3,069,930
GRV Other	0.098154	1,006	18,708,225	1,836,287	0	1,836,287	1,836,285	15,159	1,851,444
Unimproved value									
UV Rural	0.004742	448	436,333,000	2,069,091	0	2,069,091	2,069,091	5,728	2,074,819
UV Other	0.004742	3	2,955,000	14,013	0	14,013	14,013	41,816	55,829
UV Intensive/Mining	0.006999	122	107,808,000	754,548	0	754,548	754,548	(1,025)	753,524
UV Exploraton Mining	0.004742	0	0	0	0	0	0	(5,960)	(5,960)
Sub-Total		3,184	596,614,451	7,698,086	0	7,698,086	7,698,080	101,505	7,799,586
Minimum payment									
Minimum Payment \$									
Gross rental value									
GRV Townsites	1,323	1,029	9,693,909	1,361,367	0	1,361,367	1,361,367	0	1,361,367
GRV Other	1,323	718	4,097,180	949,914	0	949,914	949,914	0	949,914
Unimproved value									
UV Rural	1,531	374	88,854,600	572,594	0	572,594	572,594	0	572,594
UV Other	1,531	36	6,771,000	55,116	0	55,116	55,116	0	55,116
UV Intensive/Mining	2,609	121	28,331,426	315,689	0	315,689	315,689	0	315,689
UV Exploraton Mining	1,531	36	135,529	55,116	0	55,116	55,116	0	55,116
Sub-total		2,314	137,883,644	3,309,796	0	3,309,796	3,309,796	0	3,309,796
Amount from general rates						11,007,882			11,109,382
Ex-gratia rates						6,850			0
Total general rates						11,014,732			11,109,382

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.1

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024

FINANCING ACTIVITIES

11 BORROWINGS

Repayments - borrowings

Information on borrowings	Loan No.	1 July 2024	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Particulars		\$	\$	\$	\$	\$	\$	\$	\$	
Tip Rationalisation Site	111	352,042	0	0	(11,956)	(24,301)	340,086	327,741	(11,424)	(22,460)
Seabird Sea Wall	127	58,575	0	0	(11,425)	(22,993)	47,150	35,582	(735)	(1,327)
Guilderton Country Club Hall Extension	114	210,889	0	0	(23,240)	(47,310)	187,649	163,579	(7,529)	(14,228)
Regional Hardcourt Facility	120	165,802	0	0	(14,238)	(28,952)	151,564	136,850	(5,538)	(10,600)
Regional Hardcourt Facility	124A	164,953	0	0	(12,254)	(24,761)	152,699	140,192	(3,406)	(6,559)
Gingin Swimming Pool Tiling	126	33,800	0	0	(8,256)	(16,640)	25,544	17,160	(524)	(920)
Gingin Outdoor Activity Space	132	126,526	0	0	(8,624)	(17,310)	117,902	109,216	(906)	(1,750)
Lancelin Cunliffe Street Carpark	133	229,758	0	0	(10,468)	(21,175)	219,290	208,583	(5,235)	(10,232)
Altus Financials Suite	131	129,737	0	0	(4,827)	(9,702)	124,910	120,035	(1,257)	(2,468)
Lot 44 Weld Street, Gingin	123	96,348	0	0	(10,652)	(21,674)	85,696	74,674	(3,353)	(6,335)
Land for Future Gingin Sporting Precinct	134	746,000	0	0	(10,664)	(21,612)	735,336	724,388	(19,896)	(39,508)
Guilderton Caravan Park Stage 1 Upgrade	New	0	0	1,000,000	0	0	0	1,000,000	0	0
		2,314,430	0	1,000,000	(126,605)	(256,430)	2,187,825	3,058,000	(59,803)	(116,387)
Self supporting loans										
Ledge Point Country Club Cool Room		12,417	0	0	(1,183)	(2,377)	11,234	10,040	(134)	(255)
		12,417	0	0	(1,183)	(2,377)	11,234	10,040	(134)	(255)
Total		2,326,847	0	1,000,000	(127,788)	(258,807)	2,199,059	3,068,040	(59,937)	(116,642)
Current borrowings		258,807					131,020			
Non-current borrowings		2,068,040					2,068,040			
		2,326,847					2,199,060			

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

New borrowings 2024-25

Particulars	Amount Borrowed		Institution	Loan Type	Term Years	Total Interest & Charges	Interest Rate	Amount (Used)		Balance Unspent
	Actual	Budget						Actual	Budget	
	\$	\$					%	\$	\$	\$
Guilderton Caravan Park Stage 1 Upgrade	0	1,000,000		Council	10	0	4.93	0	(1,000,000)	0
	0	1,000,000				0		0	(1,000,000)	0

KEY INFORMATION

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

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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

FINANCING ACTIVITIES

12 LEASE LIABILITIES

Movement in carrying amounts

Information on leases Particulars	Lease No.	1 July 2024	New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	
Lancelin administration office	1A	7,813	0	0	(3,851)	(7,812)	3,962	1	(134)	(221)
Photocopier NEW	2A	0	22,880	0	(1,194)	0	21,686	0	0	0
IT Server	4	25,273	0	0	(8,866)	(17,792)	16,407	7,481	0	(222)
Total		33,086	22,880	0	(13,911)	(25,604)	42,055	7,482	(134)	(443)
Current lease liabilities		25,605					16,519			
Non-current lease liabilities		7,481					25,535			
		33,086					42,054			

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.

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

OPERATING ACTIVITIES

13 OTHER CURRENT LIABILITIES

	Note	Opening Balance 1 July 2024 \$	Liability transferred from/(to) non current \$	Liability Increase \$	Liability Reduction \$	Closing Balance 31 December 2024 \$
Other current liabilities						
Other liabilities						
Contract liabilities		816,808	0	44,721	(176,229)	685,301
Capital grant/contributions liabilities		1,836,861	0	2,377,786	(3,362,493)	2,224,750
Total other liabilities		2,653,669	0	2,422,507	(3,538,722)	2,910,051
Employee Related Provisions						
Provision for annual leave		625,961	0	0	0	625,962
Provision for long service leave		492,952	0	0	0	492,952
Total Provisions		1,118,913	0	0	0	1,118,914
Total other current liabilities		3,772,582	0	2,422,507	(3,538,722)	4,028,965

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 14 and 15

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee Related Provisions

Short-term employee benefits

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

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

Other long-term employee benefits

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

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

Contract liabilities

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

Capital grant/contribution liabilities

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

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.2.1**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024

OPERATING ACTIVITIES

14 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent grant, subsidies and contributions liability					Grants, subsidies and contributions revenue					YTD Revenue Actual
	Liability 1 July 2024	Increase in Liability	Decrease in Liability (As revenue)	Liability 31 Dec 2024	Current Liability 31 Dec 2024	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Grants and subsidies											
General purpose funding											
Financial Assistance Grant - General Purpose	0	0	0	0	0	142,640	71,320	142,640	0	142,640	109,061
Financial Assistance Grant - Roads	0	0	0	0	0	239,583	119,791	239,583	0	239,583	51,263
Law, order, public safety											
DFES Operating Grant	0	0	0	0	0	264,970	132,484	264,970	0	264,970	118,643
Education and Welfare											
Carers Week WA Grant	0	0	0	0	0	0	0	0	0	0	11,800
Australia Day Grant	0	0	0	0	0	0	0	0	0	0	8,000
Youth Week Grant	0	0	0	0	0	0	0	0	0	0	13,000
Road Smart Youth Initiative	0	0	0	0	0	0	0	0	0	0	2,500
Community amenities											
Coastal Hazard Risk Management Plan Grant	0	0	0	0	0	10,580	5,292	10,580	0	10,580	0
CAP Grant Funding	0	0	0	0	0	45,000	0	45,000	0	45,000	45,000
CMPAP Coastal Inundation Integration	0	0	0	0	0	20,000	10,002	20,000	0	20,000	0
Recreation and culture											
State Library Travel Claim Lancelin Library	0	0	0	0	0	12,383	2,383	12,383	0	0	3,830
CSRFF Grant - Lancelin Bowling Club Synthetic Green- 2023-24 CSRFF July Small Grants	0	0	0	0	0	0	0	0	0	0	0
Transport											
Direct Road Grant MRWA	0	0	0	0	0	273,633	273,633	273,633	0	273,633	323,869
Economic Services											
	0	0	0	0	0	1,008,789	614,905	1,008,789	0	996,406	686,965
Contributions											
General purpose funding											
Rates incentive Prize Night	0	0	0	0	0	12,000	12,000	12,000	0	12,000	10,727
Law, order, public safety											
CESM Grant - DFES	0	0	0	0	0	96,143	58,271	96,143	0	96,143	67,239
BRMO Grant - DFES	108,981	44,721	(24,368)	129,334	129,334	111,618	111,618	111,618	0	111,618	27,763
MAF Mitigation - DFES	108,607	0	(108,607)	0	0	500,000	71,430	500,000	0	500,000	192,140
Gingin Resilience Project - Mindaroo Foundation	155,290	0	(43,254)	112,036	112,036	140,000	100,000	140,000	0	140,000	42,635
Community amenities											
Development - Planning contributions	0	0	0	0	0	88,000	43,998	88,000	0	88,000	71,022
Recreation and culture											
Naming Sponsorship - Gingin Aquatic Centre - Image Resources	0	0	0	0	0	10,000	10,000	10,000	0	10,000	0
Contribution income for suite of events	0	0	0	0	0	18,401	9,204	18,401	0	18,401	0
Transport											
Contribution income for Aurisch Road Maintenance	0	0	0	0	0	12,500	12,500	12,500	0	12,500	23,750
Economic Services											
Guilderton Caravan Park Deposit Liability	443,931	0	0	443,931	443,931	0	0	0	0	0	0
Market PLI contributions	0	0	0	0	0	2,000	1,002	2,000	0	2,000	216
Project Gingin Contribution to Digital Sign	0	0	0	0	0	90,000	90,000	0	90,000	90,000	0
	816,809	44,721	(176,229)	685,300	685,300	1,080,662	520,023	990,662	90,000	1,080,662	435,493
TOTALS	816,809	44,721	(176,229)	685,300	685,300	2,089,451	1,134,928	1,999,451	90,000	2,077,068	1,122,458

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.2.1**

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024**

INVESTING ACTIVITIES

15 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Capital grant/contribution liabilities					Capital grants, subsidies and contributions revenue		
	Liability	Increase in Liability	Decrease in Liability (As revenue)	Liability	Current Liability	Amended Budget Revenue	YTD Budget	YTD Revenue Actual
	1 July 2024			31 Dec 2024	31 Dec 2024			
	\$	\$	\$	\$	\$	\$	\$	\$
Capital grants and subsidies								
Law, order, public safety								
DFES - Capital Grant - Buildings	40,187	0	0	40,187	40,187	40,187	0	618
DFES - Capital Grant - Vehicles	0	0	0	0	0	804,300	0	803,366
Law, order, public safety								
Ledge Point Off-road Vehicle Area	0	58,905	0	58,905	58,905	53,015	0	0
Recreation and culture								
Lancelin Bowling Club - DLGSC Grant and Bendigo Bank Grant	0	72,958	(72,958)	0	0	138,541	0	138,541
Transport								
LRCI - Unspent Funds Roads	67,513	0	0	67,513	67,513	428,851	0	0
Roads to Recovery	6,504	959,701	(320,702)	645,503	645,503	959,701	0	314,198
Roads to Recovery Special Funding	1,372,596	0	(1,372,596)	0	0	1,338,504	0	1,379,100
Regional Road Group (Mooliabeenee Rd)	0	305,554	(223,641)	81,913	81,913	766,898	0	223,641
Financial Assistance Grants - Special Projects	350,061	980,668	0	1,330,729	1,330,729	350,061	0	0
Footpaths Funding	0	0	0	0	0	100,000	0	0
Weld St Bridge Funding	1,372,596	0	(1,372,596)	0	0	2,942,005	0	0
	3,209,457	2,377,786	(3,362,493)	2,224,750	2,224,750	7,922,063	0	2,859,465
Capital contributions								
Recreation and culture								
Lancelin Bowling Club Contribution for Lancelin Bowling Greens	0	0	0	0	0	38,542	0	35,038
	0	0	0	0	0	38,542	0	35,038
TOTALS	3,209,457	2,377,786	(3,362,493)	2,224,750	2,224,750	7,960,605	0	2,894,503

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.1

STATE OF QUEENSLAND
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 DECEMBER 2024
IN ACCORDANCE WITH SECTION 100(1)(b) OF THE FINANCIAL MANAGEMENT ACT 2009

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

Description	GL/Project Code	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Budget Running
				\$	\$	\$	\$
Budget adoption							0
Management Approval -Approved to move \$7,000 budget to W11314	OC11314A	AUG 2024/2025	Capital expenses		7,000		7,000
Management Approval- Gingin Recreation Centre Hardcourt Maintenance contribution to repairs	W11314	AUG 2024/2025	Operating expenses			(7,000)	0
Management Budget Amendment - Project Gingin Contribution to Digital Sign	131402000	SEP 2024/2025	Operating revenue		90,000		90,000
Management Budget Amendment - Community Digital Signcontribution Project Gingin	PC14200	SEP 2024/2025	Capital expenses			(90,000)	0
Management budget amendment - Reg 17 Audit fees to project AC14200	120402510	SEP 2024/2025	Operating expenses		20,000		20,000
Management budget amendment - Reg 17 Audit fees to project AC14200	AC14200	SEP 2024/2025	Operating expenses			(20,000)	0
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	BC1192A	SEP 2024/2025	Capital expenses		10,000		10,000
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	151005810	SEP 2024/2025	Capital revenue			(40,000)	(30,000)
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	151107810	SEP 2024/2025	Capital revenue		30,000		0
Community and Sporting Club – Request to Increase Transfer of Reserve Funds for Pump Shed	C111306	SEP 2024/2025	Capital expenses		1,617		1,617
Community and Sporting Club – Request to Increase Transfer of Reserve Funds for Pump Shed	151103810	SEP 2024/2025	Capital revenue			(1,617)	0
OCM 15 October 2024 Item 13.1 Gingin South Volunteer BFB Support Trailer - purchase of trailer	120505690	OCT 2024/2025	Operating expenses		4,182		4,182
OCM 15 October 2024 Item 13.1 Gingin South Volunteer BFB Support Trailer - BFB Contribution	130505000	OCT 2024/2025	Operating revenue			(4,182)	0
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - transfer from reserve	151203810	OCT 2024/2025	Capital revenue		56,500		56,500
Replacement 4GG - transfer sale proceeds to plant reserve	141203810	OCT 2024/2025	Capital expenses			(18,000)	38,500
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - Proceeds on disposal of 4GG	SV110600	OCT 2024/2025	Capital revenue		18,000		56,500
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - vehicle cost	P4	OCT 2024/2025	Capital expenses			(56,500)	0
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	BC11361	OCT 2024/2025	Capital expenses		10,000		10,000
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	151103810	OCT 2024/2025	Capital revenue		10,000		10,000
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	151107810	OCT 2024/2025	Capital revenue			(10,000)	0
Management budget amendment – Reallocate contribution for Seabird Hall shadecloth replacement	CE11100	OCT 2024/2025	Operating expenses			(7,200)	(7,200)
Management budget amendment – reallocate contribution for Seabird Hall shadecloth replacement	BC11170	OCT 2024/2025	Capital expenses		7,200		0
					264,499	(264,499)	0

**SHIRE OF GINGIN
MONTHLY FINANCIAL REPORT**

For the period ended 30 November 2024

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

TABLE OF CONTENTS

Statement of Financial Activity	2
Statement of Financial Position	3
Note 1 Basis of Preparation	4
Note 2 Statement of Financial Activity Information	5
Note 3 Explanation of Material Variances	6

**SHIRE OF GINGIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

	Supplementary Information	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates	10	7,698,086	7,704,046	7,805,546	101,500	1.32%	▲
Rates excluding general rates		3,316,646	3,303,836	3,303,836	0	0.00%	
Grants, subsidies and contributions	14	2,089,451	1,020,479	987,675	(32,804)	(3.21%)	▼
Fees and charges		4,790,330	2,004,183	3,134,358	1,130,175	56.39%	▲
Interest revenue		446,856	29,468	118,323	88,855	301.53%	▲
Other revenue		360,760	143,111	138,406	(4,705)	(3.29%)	▼
Profit on asset disposals	6	723,816	0	20,500	20,500	0.00%	▲
		19,425,945	14,205,123	15,508,644	1,303,521	9.18%	
Expenditure from operating activities							
Employee costs		(7,397,839)	(3,160,848)	(2,685,095)	475,753	15.05%	▲
Materials and contracts		(8,551,985)	(3,541,873)	(2,751,987)	789,886	22.30%	▲
Utility charges		(540,246)	(225,125)	(181,817)	43,308	19.24%	▲
Depreciation		(10,655,716)	0	(1,192,481)	(1,192,481)	0.00%	▼
Finance costs		(117,085)	(43,858)	(49,771)	(5,913)	(13.48%)	▼
Insurance		(414,176)	(414,176)	(422,078)	(7,902)	(1.91%)	▼
Other expenditure		(726,613)	(287,163)	(223,015)	64,148	22.34%	▲
Loss on asset disposals	6	(79,641)	0	(50,085)	(50,085)	0.00%	▼
		(28,483,301)	(7,673,043)	(7,556,329)	116,714	1.52%	
Non-cash amounts excluded from operating activities	Note 2(b)	10,011,541	0	1,222,066	1,222,066	0.00%	▲
Amount attributable to operating activities		954,185	6,532,080	9,174,381	2,642,301	40.45%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions	15	7,960,605	0	242,042	242,042	0.00%	▲
Proceeds from disposal of assets	6	908,909	18,000	66,364	48,364	268.69%	▲
Proceeds from financial assets at amortised cost - self supporting loans		4,377	1,183	1,183	(0)	(0.03%)	▼
		8,873,891	19,183	309,589	290,406	1513.87%	
Outflows from investing activities							
Payments for property, plant and equipment	5	(3,065,043)	(748,572)	(567,903)	180,669	24.14%	▲
Payments for construction of infrastructure	5	(9,638,816)	(2,219,645)	(1,585,321)	634,324	28.58%	▲
		(12,703,859)	(2,968,217)	(2,153,224)	814,993	27.46%	
Amount attributable to investing activities		(3,829,968)	(2,949,034)	(1,843,635)	1,105,399	37.48%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Proceeds from new debentures	11	1,000,000	0	0	0	0.00%	
Transfer from reserves	4	1,531,279	115,727	0	(115,727)	(100.00%)	▼
		2,531,279	115,727	0	(115,727)	(100.00%)	
Outflows from financing activities							
Repayment of borrowings	11	(258,807)	(77,377)	(77,376)	1	0.00%	
Payments for principal portion of lease liabilities	12	(25,604)	(10,670)	(11,185)	(515)	(4.83%)	▼
Transfer to reserves	4	(1,631,182)	(18,000)	0	18,000	100.00%	▲
Amount attributable to financing activities		615,686	9,680	(88,561)	(98,241)	(1014.89%)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year		2,260,097	2,260,097	2,234,965	(25,132)	(1.11%)	▼
Amount attributable to operating activities		954,185	6,532,080	9,174,381	2,642,301	40.45%	▲
Amount attributable to investing activities		(3,829,968)	(2,949,034)	(1,843,635)	1,105,399	37.48%	▲
Amount attributable to financing activities		615,686	9,680	(88,561)	(98,241)	(1014.89%)	▼
Surplus or deficit after imposition of general rates		0	5,852,823	9,477,149	3,624,326	61.92%	▲

KEY INFORMATION

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

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

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

**SHIRE OF GINGIN
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

	Supplementary Information	30 June 2024 \$	30 November 2024 \$
CURRENT ASSETS			
Cash and cash equivalents	3	13,556,082	18,920,047
Trade and other receivables		1,337,197	4,497,127
Other financial assets		4,377	3,194
Inventories	8	32,614	53,590
Other assets	8	258,512	263,463
TOTAL CURRENT ASSETS		15,188,782	23,737,421
NON-CURRENT ASSETS			
Trade and other receivables		168,578	168,578
Other financial assets		97,319	97,319
Property, plant and equipment		53,241,380	53,220,970
Infrastructure		212,944,380	213,840,692
Right-of-use assets		32,354	44,127
TOTAL NON-CURRENT ASSETS		266,484,011	267,371,686
TOTAL ASSETS		281,672,793	291,109,107
CURRENT LIABILITIES			
Trade and other payables	9	1,771,761	1,928,627
Other liabilities	13	2,653,669	3,804,441
Lease liabilities	12	25,605	19,245
Borrowings	11	258,807	181,432
Employee related provisions	13	1,118,913	1,118,913
TOTAL CURRENT LIABILITIES		5,828,755	7,052,658
NON-CURRENT LIABILITIES			
Lease liabilities	12	7,481	25,535
Borrowings	11	2,068,040	2,068,040
Employee related provisions		125,827	125,827
Other provisions		5,513,899	5,513,899
TOTAL NON-CURRENT LIABILITIES		7,715,247	7,733,301
TOTAL LIABILITIES		13,544,002	14,785,959
NET ASSETS		268,128,791	276,323,148
EQUITY			
Retained surplus		44,999,136	53,193,493
Reserve accounts	4	7,405,097	7,405,097
Revaluation surplus		215,724,558	215,724,558
TOTAL EQUITY		268,128,791	276,323,148

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

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

Local Government Act 1995 requirements

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

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

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

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

THE LOCAL GOVERNMENT REPORTING ENTITY

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

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

Judgements and estimates

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

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

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

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

SIGNIFICANT ACCOUNTING POLICIES

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

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 November 2024

**SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

	Supplementary Information	Amended Budget	Last Year	Year to Date
		Opening	Closing	Date
		30 June 2024	30 June 2024	30 November 2024
(a) Net current assets used in the Statement of Financial Activity				
Current assets		\$	\$	\$
Cash and cash equivalents	3	8,580,267	13,556,082	18,920,047
Trade and other receivables		1,940,054	1,337,197	4,497,127
Other financial assets		0	4,377	3,194
Inventories	8	389,877	32,614	53,590
Other assets	8	19,325	258,512	263,463
		10,929,523	15,188,782	23,737,421
Less: current liabilities				
Trade and other payables	9	(3,392,338)	(1,771,761)	(1,928,627)
Other liabilities	13	0	(2,653,669)	(3,804,441)
Lease liabilities	12	0	(25,605)	(19,245)
Borrowings	11	(550,001)	(258,807)	(181,432)
Employee related provisions	13	(1,004,339)	(1,118,913)	(1,118,913)
		(4,946,678)	(5,828,755)	(7,052,658)
Net current assets		5,982,845	9,360,027	16,684,763
Less: Total adjustments to net current assets	Note 2(c)	(5,982,845)	(7,125,062)	(7,207,614)
Closing funding surplus / (deficit)		0	2,234,965	9,477,149

(b) Non-cash amounts excluded from operating activities

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

	Amended Budget	YTD Budget	YTD Actual
	\$	(a)	(b)
	\$	\$	\$
Non-cash amounts excluded from operating activities			
Adjustments to operating activities			
Less: Profit on asset disposals	6	(723,816)	0
Add: Loss on asset disposals	6	79,641	0
Add: Depreciation		10,655,716	0
Total non-cash amounts excluded from operating activities		10,011,541	0

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget	Last Year	Year to Date
	Opening	Closing	Date
	30 June 2024	30 June 2024	30 November 2024
	\$	\$	\$
Adjustments to net current assets			
Less: Reserve accounts	4	(6,532,846)	(7,405,097)
Less: Financial assets at amortised cost - self supporting loans	8	0	(4,377)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	11	550,001	258,807
- Current portion of lease liabilities	12	0	25,605
Total adjustments to net current assets	Note 2(a)	(5,982,845)	(7,125,062)

CURRENT AND NON-CURRENT CLASSIFICATION

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

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.2

SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 NOVEMBER 2024

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2024-25 year is \$20,000 or 10.00% whichever is the greater.

Description

Revenue from operating activities

General rates

Additional Rateable Properties/ Interim Rates

Grants, subsidies and contributions

Timing on Resilient Gingin - Fire and Flood initiative grant traches and income transfers to match expenditure as per contract liabilities standards.

Fees and charges

Sanitary and Waste Management Charges raised as part of rates billing

Interest revenue

Instalment and penalty interest on rates; timing of recognition of interest for monies held in term despoits;

Employee costs

Budget adoption in August 2024 and staff vacancies including Works Manager, Planning Officers, Environmental Health Offices and other vacant positions

Materials and contracts

Timing on maintenance works

Utility charges

Timing on utility costs

Finance costs

Timing on loan interest repayments/ accrued interest

Other expenditure

Timing of community grants payments, DFES vehicle change overs and Cheriton Road upgrade contribution. Offset by unbudgeted library grants received.

Loss on asset disposals

Disposal of GG066, Fencing at Gingin Tip, Lancelin Bowling Green grass rink, Granville park picnic tables and seats and Hertz Oil Injected Compressor.

Non-cash amounts excluded from operating activities

Depreciation Non Cash

Inflows from investing activities

Proceeds from capital grants, subsidies and contributions

Timing of grants for DFES fire vehicle change overs;
Roads to Recovery funding for Weld Street Bridge - project delayed;
Timing of recognition of grant funding for road projects;

Proceeds from disposal of assets

Unbudgeted Disposal of DFES Fire Vehicles surrendered 03/07/2024 Ledge Point and timing of disposal of GG066

Payments for property, plant and equipment

Timing of Capital works - see note 5

Payments for construction of infrastructure

Timing of Capital works - see note 5

Transfer from reserves

End of year process; variation caused by timing of budget amendments.

Surplus or deficit at the start of the financial year

Variance is due to higher caravan park deposits at EOFY - held as liabilities

Timing and Permanent	Var. \$	Var. %	
	\$	%	
Permanent	101,500	1.32%	▲
Timing	(32,804)	(3.21%)	▼
Timing	1,130,175	56.39%	▲
Timing	88,855	301.53%	▲
Timing	475,753	15.05%	▲
Timing	789,886	22.30%	▲
Timing	43,308	19.24%	▲
Timing	(5,913)	(13.48%)	▼
Timing	64,148	22.34%	▲
Timing	(50,085)	0.00%	▼
Timing	1,222,066	0.00%	
Timing	242,042	0.00%	▲
Timing	48,364	268.69%	▲
Timing	180,669	24.14%	▲
Timing	634,324	28.58%	▲
Timing	(115,727)	(100.00%)	▼
Permanent	(25,132)	(1.11%)	▼

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
TABLE OF CONTENTS**

1	Key Information	8
2	Key Information - Graphical	9
3	Cash and Financial Assets	10
4	Reserve Accounts	11
5	Capital Acquisitions	12
6	Disposal of Assets	14
7	Receivables	15
8	Other Current Assets	16
9	Payables	17
10	Rate Revenue	18
11	Borrowings	19
12	Lease Liabilities	20
13	Other Current Liabilities	21
14	Grants and contributions	22
15	Capital grants and contributions	23
16	Budget Amendments	24

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

1 KEY INFORMATION

Funding Surplus or Deficit Components

Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$2.26 M	\$2.26 M	\$2.23 M	(\$0.03 M)
Closing	\$0.00 M	\$5.85 M	\$9.48 M	\$3.62 M

Refer to Statement of Financial Activity

Cash and cash equivalents		
	\$18.92 M	% of total
Unrestricted Cash	\$11.51 M	60.9%
Restricted Cash	\$7.41 M	39.1%

Refer to 3 - Cash and Financial Assets

Payables		
	\$1.93 M	% Outstanding
Trade Payables	\$0.87 M	
0 to 30 Days		99.4%
Over 30 Days		0.6%
Over 90 Days		0.0%

Refer to 9 - Payables

Receivables		
	\$1.05 M	% Collected
Rates Receivable	\$3.45 M	70.9%
Trade Receivable	\$1.05 M	
Over 30 Days		19.9%
Over 90 Days		8.6%

Refer to 7 - Receivables

Key Operating Activities

Amount attributable to operating activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.95 M	\$6.53 M	\$9.17 M	\$2.64 M

Refer to Statement of Financial Activity

Rates Revenue		
	YTD Actual	% Variance
	\$11.11 M	
	\$11.01 M	0.9%

Refer to 10 - Rate Revenue

Grants and Contributions		
	YTD Actual	% Variance
	\$0.99 M	
	\$1.02 M	(3.2%)

Refer to 14 - Grants and Contributions

Fees and Charges		
	YTD Actual	% Variance
	\$3.13 M	
	\$2.00 M	56.4%

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$3.83 M)	(\$2.95 M)	(\$1.84 M)	\$1.11 M

Refer to Statement of Financial Activity

Proceeds on sale		
	YTD Actual	%
	\$0.07 M	
	\$0.91 M	(92.7%)

Refer to 6 - Disposal of Assets

Asset Acquisition		
	YTD Actual	% Spent
	\$2.15 M	
	\$12.70 M	(83.1%)

Refer to 5 - Capital Acquisitions

Capital Grants		
	YTD Actual	% Received
	\$0.24 M	
	\$7.96 M	(97.0%)

Refer to 5 - Capital Acquisitions

Key Financing Activities

Amount attributable to financing activities			
Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.62 M	\$0.01 M	(\$0.09 M)	(\$0.10 M)

Refer to Statement of Financial Activity

Borrowings	
Principal repayments	(\$0.08 M)
Interest expense	(\$0.04 M)
Principal due	\$2.25 M

Refer to 11 - Borrowings

Reserves	
Reserves balance	\$7.41 M
Interest earned	\$0.00 M

Refer to 4 - Cash Reserves

Lease Liability	
Principal repayments	(\$0.01 M)
Interest expense	(\$0.00 M)
Principal due	\$0.04 M

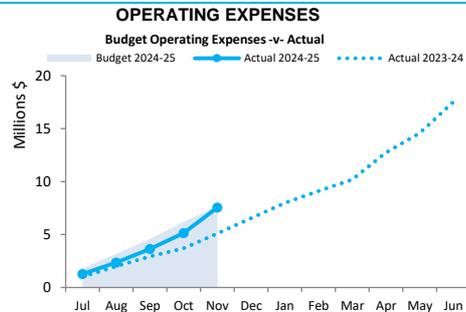
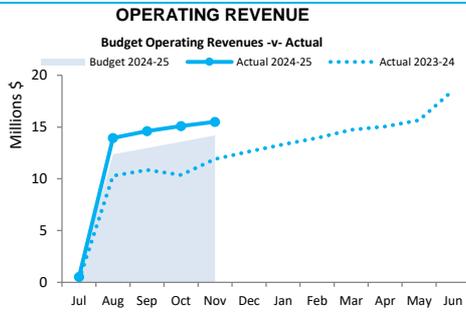
Refer to Note 12 - Lease Liabilities

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

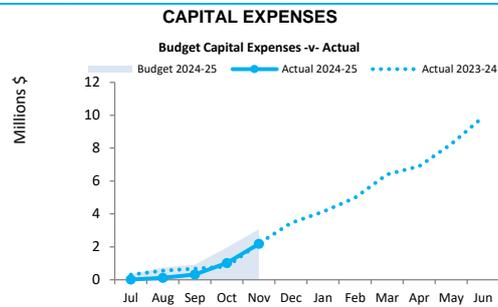
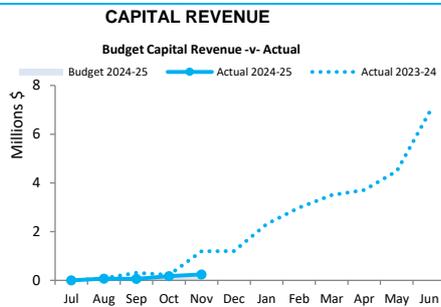
**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

2 KEY INFORMATION - GRAPHICAL

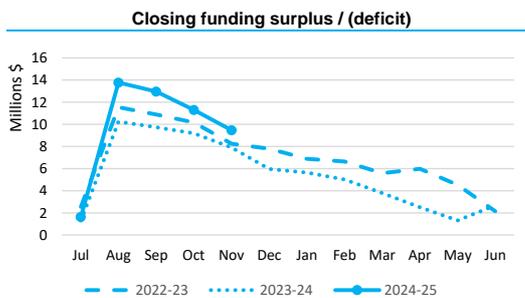
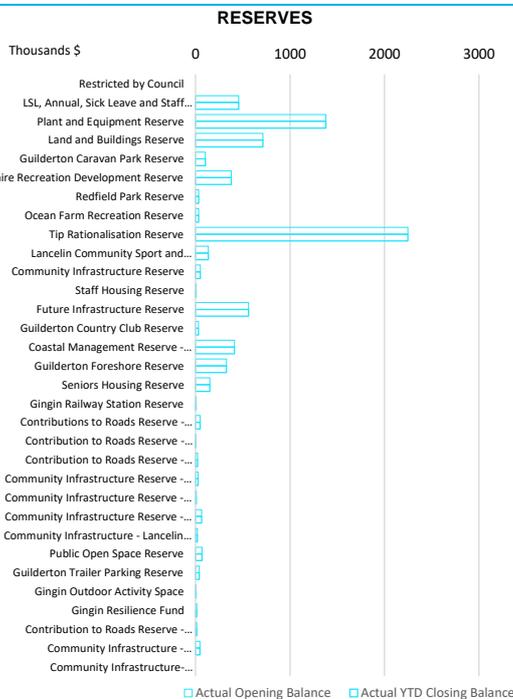
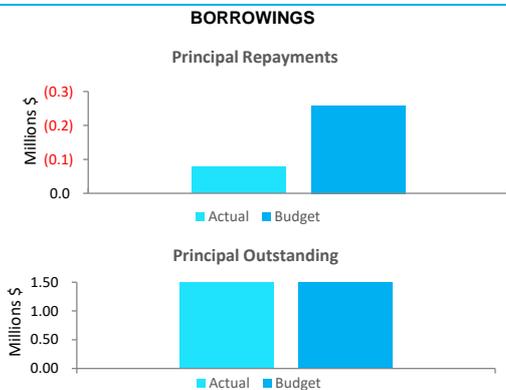
OPERATING ACTIVITIES



INVESTING ACTIVITIES



FINANCING ACTIVITIES



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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

3 CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted \$	Restricted \$	Total Cash \$	Institution	Interest Rate	Maturity Date
Cash Deposits							
Municipal Bank Account	Cash and cash equivalents	3,505,663	0	3,505,663	Bendigo Bank	0.00%	At Call
Reserve Bank Account	Cash and cash equivalents	0	405,097	405,097	Bendigo Bank	0.00%	At Call
Cash on hand	Cash and cash equivalents	2,300	0	2,300	Petty Cash/Till float	N/A	At Call
Municipal Investment 4889453	Cash and cash equivalents	2,000,000	0	2,000,000	Bendigo Bank	4.93%	11/03/2025
Municipal Investment 4906366	Cash and cash equivalents	2,000,000	0	2,000,000	Bendigo Bank	4.76%	8/01/2025
Municipal Investment 4924320	Cash and cash equivalents	2,000,000	0	2,000,000	Bendigo Bank	4.41%	16/12/2024
Municipal Investment 4954846	Cash and cash equivalents	1,006,986	0	1,006,986	Bendigo Bank	4.20%	12/12/2024
Municipal Investment 4924321	Cash and cash equivalents	1,000,000	0	1,000,000	Bendigo Bank	4.25%	16/12/2024
Reserve Investment 4837072	Cash and cash equivalents	0	6,000,000	6,000,000	Bendigo Bank	5.20%	24/01/2025
Reserve Investment 4837073	Cash and cash equivalents	0	1,000,000	1,000,000	Bendigo Bank	5.20%	24/01/2025
Total		11,514,949	7,405,097	18,920,047			
Comprising							
Cash and cash equivalents		11,514,949	7,405,097	18,920,047			
		11,514,949	7,405,097	18,920,047			

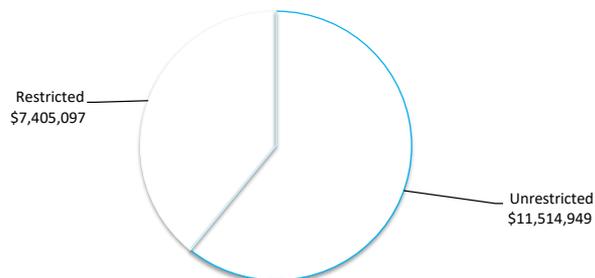
KEY INFORMATION

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

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

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

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



MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.2

SHIRE OF GINGIN SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 30 NOVEMBER 2024

4 RESERVE ACCOUNTS

Reserve name	Budget	Budget	Budget	Budget	Budget	Actual	Actual	Actual	Actual	Actual	
	Opening	Interest	Transfers	Budget	Transfers	Closing	Opening	Interest	Transfers	Transfers	Closing
	Balance	Earned	In (+)	Out (-)	Out (-)	Balance	Balance	Earned	In (+)	Out (-)	Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted by Council											
LSL, Annual, Sick Leave and Staff Contingency	455,699	14,462	0	0	0	470,161	455,699	0	0	0	455,699
Plant and Equipment Reserve	1,380,281	43,803	18,000	(566,726)	0	875,358	1,380,281	0	0	0	1,380,281
Land and Buildings Reserve	714,103	22,661	500,000	(196,954)	0	1,039,810	714,103	0	0	0	714,103
Guilderton Caravan Park Reserve	105,014	3,333	100,000	0	0	208,347	105,014	0	0	0	105,014
Shire Recreation Development Reserve	377,898	11,993	0	(117,477)	0	272,414	377,898	0	0	0	377,898
Redfield Park Reserve	33,375	1,059	0	0	0	34,434	33,375	0	0	0	33,375
Ocean Farm Recreation Reserve	33,048	1,049	0	0	0	34,097	33,048	0	0	0	33,048
Tip Rationalisation Reserve	2,247,610	71,328	346,992	(350,000)	0	2,315,930	2,247,610	0	0	0	2,247,610
Lancelin Community Sport and Recreation Reserve	135,553	4,302	28,258	0	0	168,113	135,553	0	0	0	135,553
Community Infrastructure Reserve	50,660	1,608	12,000	0	0	64,268	50,660	0	0	0	50,660
Staff Housing Reserve	6,090	193	0	0	0	6,283	6,090	0	0	0	6,090
Future Infrastructure Reserve	561,370	17,815	0	0	0	579,185	561,370	0	0	0	561,370
Guilderton Country Club Reserve	30,544	969	8,829	0	0	40,342	30,544	0	0	0	30,544
Coastal Management Reserve - Coastal Inundation	411,494	13,059	100,000	(85,000)	0	439,553	411,494	0	0	0	411,494
Guilderton Foreshore Reserve	326,964	10,376	104,077	(50,000)	0	391,417	326,964	0	0	0	326,964
Seniors Housing Reserve	151,327	4,802	25,000	(152,622)	0	28,507	151,327	0	0	0	151,327
Gingin Railway Station Reserve	6,095	193	0	0	0	6,288	6,095	0	0	0	6,095
Contributions to Roads Reserve - Cullalla Road Intersection	47,862	1,519	0	0	0	49,381	47,862	0	0	0	47,862
Contribution to Roads Reserve - Chitna Road	3,191	101	0	0	0	3,292	3,191	0	0	0	3,191
Contribution to Roads Reserve - Balance of Muni Funds	21,496	682	0	0	0	22,178	21,496	0	0	0	21,496
Community Infrastructure Reserve - Lower Coastal Fire Control	26,804	851	0	0	0	27,655	26,804	0	0	0	26,804
Community Infrastructure Reserve - Gingin Logo Plates	9,473	301	300	0	0	10,074	9,473	0	0	0	9,473
Community Infrastructure Reserve - Gingin Ambulance	63,248	2,007	6,000	0	0	71,255	63,248	0	0	0	63,248
Community Infrastructure - Lancelin Ambulance	19,637	623	18,000	0	0	38,260	19,637	0	0	0	19,637
Public Open Space Reserve	69,174	2,195	0	0	0	71,369	69,174	0	0	0	69,174
Guilderton Trailer Parking Reserve	39,609	1,257	5,976	0	0	46,842	39,609	0	0	0	39,609
Gingin Outdoor Activity Space	5,628	179	0	0	0	5,807	5,628	0	0	0	5,628
Gingin Resilience Fund	13,750	436	10,250	0	0	24,436	13,750	0	0	0	13,750
Contribution to Roads Reserve - Aurisch Road Maintenance	12,500	397	12,500	(12,500)	0	12,897	12,500	0	0	0	12,500
Community Infrastructure - Development Reserve Fund Lot 601 Brockman Street (Brookview Estate)	45,600	1,447	48,000	0	0	95,047	45,600	0	0	0	45,600
Community Infrastructure- Development Reserve Lancelin South	0	0	52,000	0	0	52,000	0	0	0	0	0
	7,405,097	235,000	1,396,182	(1,531,279)	0	7,505,000	7,405,097	0	0	0	7,405,097

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Land	90,000	0	0	0
Buildings - specialised	538,108	233,037	73,752	(159,285)
Plant and equipment	2,081,735	415,535	431,724	16,189
Vehicles	355,200	100,000	62,427	(37,573)
Acquisition of property, plant and equipment	3,065,043	748,572	567,903	(180,669)
Infrastructure - roads	4,390,146	1,703,801	1,232,527	(471,274)
Infrastructure - footpaths	205,063	0	0	0
Infrastructure - parks & ovals	375,765	206,206	114,002	(92,204)
Infrastructure - other	1,025,776	309,638	183,661	(125,977)
Infrastructure - bridges	3,292,066	0	0	0
Infrastructure - Landfills	350,000	0	48,848	48,848
Work in progress - Infrastructure	0	0	6,283	6,283
Acquisition of infrastructure	9,638,816	2,219,645	1,585,321	(634,324)
Total capital acquisitions	12,703,859	2,968,217	2,153,224	(814,993)
Capital Acquisitions Funded By:				
Capital grants and contributions	7,960,605	0	242,042	242,042
Borrowings	1,000,000	0	0	0
Other (disposals & C/Fwd)	908,909	18,000	66,364	48,364
Reserve accounts				
Plant and Equipment Reserve	566,726	0	0	0
Land and Buildings Reserve	196,954	0	0	0
Seniors Housing Reserve	152,622	0	0	0
Contribution - operations	1,918,043	2,950,217	1,844,818	(1,105,399)
Capital funding total	12,703,859	2,968,217	2,153,224	(814,993)

SIGNIFICANT ACCOUNTING POLICIES

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

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

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

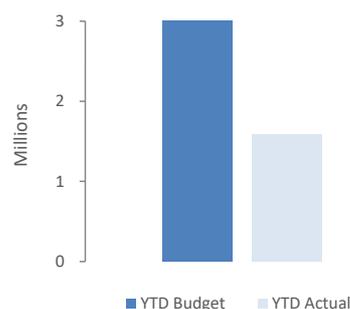
Initial recognition and measurement for assets held at cost

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

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

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

Payments for Capital Acquisitions

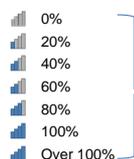


**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS - DETAILED

**Capital expenditure total
Level of completion indicators**



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

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

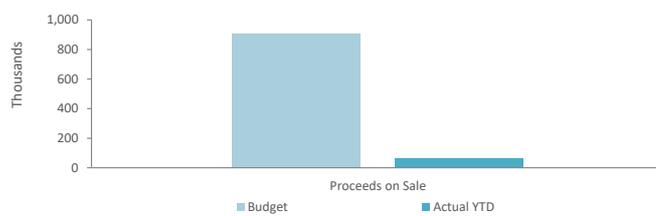
			Amended		Variance
Account Description			Budget	YTD Budget	(Under)/Over
			\$	\$	\$
█	BC11100-141101120	Granville Civic Centre - Building (Capital) Kitchen	60,000	0	0
█	BC11160-141101120	Guilderton Hall - Building (Capital)	10,000	10,000	7,215
█	BC1190-141103120	Ablution Block - Lancelin Pioneer Park - Building	8,300	0	0
█	BC1192A-141103120	Lancelin Harold Park Gazebo - Building (Capital)	40,000	10,000	0
█	BC13260-141302120	Guilderton Caravan Park - Building (Capital)	120,000	50,000	0
█	BC13261-141302120	Guilderton Caravan Park Office/Residence - Building	24,999	10,415	0
█	BC14200-141402120	Gingin Administration Office - Building (Capital)	82,000	0	0
█	BC5100-140501120	Gingin Colocation Fire Facility - Building (Capital)	40,187	0	0
█	BC9490-140904120	Seniors Units - Lancelin - Building (Capital)	152,622	152,622	66,537
█	LC13200-141302080	Guilderton Foreshore Road Reserve Land (Capital)	90,000	0	0
█	P0-141402330	Purchase of CEO Vehicle OGG - (Capital)	100,000	100,000	62,427
█	P002-141203300	Replacement of Prime Mover GG002	378,550	0	0
█	P045-141203300	Volvo FM13 Prime Mover	378,550	0	0
█	P056-141203300	Flatbed Crew Cab Truck GG056 - Plant Capital	350,000	0	0
█	P066-141203300	Replacement of Water Truck GG066	359,035	359,035	366,291
█	P076-140501310	Nilgen/Cowalla Light Tanker GG076 - (Capital)	255,200	0	0
█	P077-140501300	Gingin West Fire Tanker GG077 - Plant Capital	549,100	0	0
█	P4-141006310	EMRDS 4GG Replacement (Capital)	56,500	56,500	55,658
█	PE11200-141102300	Gingin Aquatic Centre (Plant Capital) Coffee Machine	0	0	2,640
█	-141102300	Gingin Aquatic Centre - Generator	10,000	0	0
█	-141201300	ROADC - Plant & Equipment (Capital) - Water Pressure Washer	0	0	7,134
█	BR661-141201670	Weld St Bridge - Bridge (Capital)	3,292,066	0	0
█	BSR0001-141007900	Bus Shelter Replacement Program	16,557	0	0
█	DC000-141201650	Drainage Construction	30,750	0	0
█	DC097-141201660	Brockman Street - Gingin - Drainage Capital	40,000	0	0
█	FC000-141201700	Footpath Construction	205,063	0	0
█	LF10100-141007650	Construct Transfer Station at Gingin Landfill	350,000	0	48,848
█	OC11100-141103900	Granville Park - Infrastructure Other (Capital)	0	0	14,750
█	OC1119-141103900	Jim Gordon V.C. Trail	10,000	10,000	0
█	OC11302-141103900	Lancelin Bowling Greens - Infrastructure Other (Capital)	253,219	253,219	157,483
█	OC12290-141201900	Lancelin/Ledge Point Depot- Infrastructure Other (Capital)	11,000	11,000	11,428
█	OC13261-141302900	Guilderton Caravan Park Infrastructure Other (Capital)	85,000	35,419	0
█	PC1100-141103700	Gingin Granville Park Works (Capital)	34,750	34,750	39,583
█	PC11390-141103700	Lancelin Recreation Grounds Power Upgrade	63,500	26,456	54,088
█	PC1189-141103700	Ledge Point Off-Road Vehicle Area - Capital works	57,515	5,000	5,000
█	PC13260-141302700	Guilderton Caravan Park Infrastructure	120,000	50,000	0
█	PC14200-141402700	Electronic Sig Board in Shire of Gingin Garden Project Gingin - Management Approval	90,000	90,000	15,331
█	R2R006-141201450	Orange Springs Road (R2R)	1,124,118	562,059	784,302
█	R2R010-141201440	Ledge Point Road (R2R)	168,669	84,335	0
█	R2R012-141201460	Wannamal Road West (R2R)	611,736	611,736	52,810
█	R2R059-141201450	Seabird Road (R2R)	162,030	81,015	0
█	R2R278-141201450	Sadler Road (R2R)	364,656	364,656	291,914
█	RC039-141201420	Cullalla Road (Capital)	428,852	0	0
█	RRG001-141201490	Mooliabeenee Road (RRG)	1,459,335	0	103,501
█	SC10300-141302900	Guilderton Caravan Park - Replace Waste Water - de	650,000	0	0
█	TD0001-141103700	Gingin Heritage Trail Realign and Upgrade	10,000	0	0
█	-	Total	12,703,859	2,968,217	2,153,224
					(814,993)

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

OPERATING ACTIVITIES

6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	
Plant and equipment									
	GG05 Cowalla BFB Light Tanker	6,700	45,000	38,300	0	0	0	0	0
	GG077 Gingin West BFB Fire Tanker	7,299	90,000	82,701	0	0	0	0	0
	GG071 Ledge Point BFB Fire Tanker	0	0	0	0	9,500	30,000	20,500	0
	GG056 Truck	66,636	15,000	0	(51,636)	0	0	0	0
	GG6015 VMB Trailer	762	5,000	4,238	0	0	0	0	0
	GG12533 Portable Traffic Light Trailer	3,209	5,000	1,791	0	0	0	0	0
	GG12534 Portable Traffic Light Trailer	2,573	5,000	2,427	0	0	0	0	0
	GG045 Primer Mover	69,853	104,546	34,693	0	0	0	0	0
	GG066 Prime Mover	60,000	36,363	0	(23,637)	60,000	36,364	0	(23,636)
	GG002 Prime Mover	25,334	85,000	59,666	0	0	0	0	0
	Hertz Oil Injected Compressor	0	0	0	0	4,262	0	0	(4,262)
	4GG Isuzu	18,000	18,000	0	0	0	0	0	0
	Gingin Tip Fencing Upgrade	0	0	0	0	14,557	0	0	(14,557)
Infrastructure - Parks and ovals									
	Granville Park benches and seating replacement	4,368	0	0	(4,368)	3,375	0	0	(3,375)
	Lancelin Bowling Green 10 rink synthetic bowling green	0	0	0	0	4,255	0	0	(4,255)
Land									
	Lancelin Plaza	0	500,000	500,000	0	0	0	0	0
		264,734	908,909	723,816	(79,641)	95,948	66,364	20,500	(50,085)



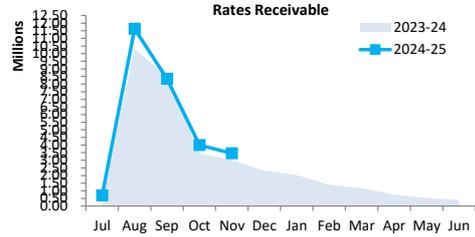
**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

OPERATING ACTIVITIES

7 RECEIVABLES

Rates receivable

	30 Jun 2024	30 Nov 2024
	\$	\$
Opening arrears previous years	399,663	757,894
Levied this year	9,437,442	11,109,382
Less - collections to date	(9,079,211)	(8,416,276)
Gross rates collectable	757,894	3,451,000
Net rates collectable	757,894	3,451,000
% Collected	92.3%	70.9%



Receivables - general

	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Receivables - general	0	477,462	45,624	22,296	51,078	596,460
Percentage	0.0%	80.0%	7.6%	3.7%	8.6%	
Balance per trial balance						
Trade receivables						596,460
GST receivable						182,918
Allowance for credit losses of trade receivables						(23,346)
Legal costs - recovery of rates						59,550
Rubbish fees						230,545
Total receivables general outstanding						1,046,127

Amounts shown above include GST (where applicable)

KEY INFORMATION

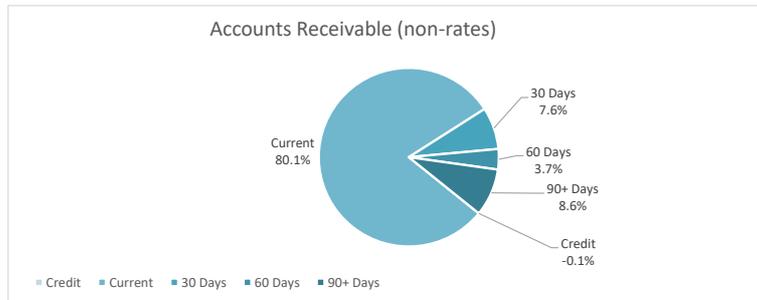
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

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

Classification and subsequent measurement

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

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



**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

OPERATING ACTIVITIES

8 OTHER CURRENT ASSETS

Other current assets	Opening Balance 1 July 2024	Asset Increase	Asset Reduction	Closing Balance 30 November 2024
	\$	\$	\$	\$
Other financial assets at amortised cost				
Financial assets at amortised cost - self supporting loans	2,378	0	(1,183)	1,195
Financial assets at amortised cost - advances	1,999	0	0	1,999
Inventory				
Fuel	18,527	137,528	(116,552)	39,503
History Books	14,087	0	0	14,087
Other assets				
Prepayments	26,861	0	(26,861)	0
Contract assets				
Contract assets	231,651	0	31,812	263,463
Total other current assets	295,503	137,528	(112,785)	320,247

Amounts shown above include GST (where applicable)

KEY INFORMATION

Other financial assets at amortised cost

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

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

Inventory

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

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

Contract assets

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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

OPERATING ACTIVITIES

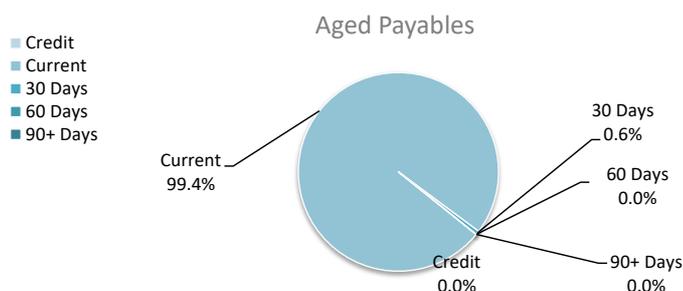
9 PAYABLES

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
Payables - general	0	817,941	5,065	0	0	823,006
Percentage	0.0%	99.4%	0.6%	0.0%	0.0%	
Balance per trial balance						
Sundry creditors						865,632
ATO liabilities						54,271
Prepaid rates						90,296
Bonds & deposits						893,305
Accrued interest on long term borrowings						25,122
Total payables general outstanding						1,928,626

Amounts shown above include GST (where applicable)

KEY INFORMATION

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



**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.2.2**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024

OPERATING ACTIVITIES

10 RATE REVENUE

General rate revenue

RATE TYPE	Rate in	Number of	Rateable	Rate	Budget	Total	Rate	YTD Actual	Total
	\$ (cents)	Properties	Value	Revenue	Interim Rate Revenue	Revenue	Revenue	Interim Rate Revenue	Revenue
				\$	\$	\$	\$	\$	\$
Gross rental value									
GRV Townsites	0.098154	1,605	30,810,226	3,024,147	0	3,024,147	3,024,143	45,787	3,069,930
GRV Other	0.098154	1,006	18,708,225	1,836,287	0	1,836,287	1,836,285	15,159	1,851,444
Unimproved value									
UV Rural	0.004742	448	436,333,000	2,069,091	0	2,069,091	2,066,587	8,232	2,074,819
UV Other	0.004742	3	2,955,000	14,013	0	14,013	14,013	41,816	55,829
UV Intensive/Mining	0.006999	122	107,808,000	754,548	0	754,548	754,548	(1,025)	753,524
UV Exploraton Mining	0.004742	0	0	0	0	0	0	0	0
Sub-Total		3,184	596,614,451	7,698,086	0	7,698,086	7,695,576	109,969	7,805,546
Minimum payment									
Minimum Payment \$									
Gross rental value									
GRV Townsites	1,323	1,029	9,693,909	1,361,367	0	1,361,367	1,361,367	0	1,361,367
GRV Other	1,323	718	4,097,180	949,914	0	949,914	949,914	0	949,914
Unimproved value									
UV Rural	1,531	374	88,854,600	572,594	0	572,594	571,063	1,531	572,594
UV Other	1,531	36	6,771,000	55,116	0	55,116	55,116	0	55,116
UV Intensive/Mining	2,609	121	28,331,426	315,689	0	315,689	315,689	0	315,689
UV Exploraton Mining	1,531	36	135,529	55,116	0	55,116	55,116	(5,960)	49,156
Sub-total		2,314	137,883,644	3,309,796	0	3,309,796	3,308,265	(4,429)	3,303,836
Amount from general rates						11,007,882			11,109,382
Ex-gratia rates						6,850			0
Total general rates						11,014,732			11,109,382

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.2

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024

FINANCING ACTIVITIES

11 BORROWINGS

Repayments - borrowings

Information on borrowings Particulars	Loan No.	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments		
		1 July 2024	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
Tip Rationalisation Site	111	352,042	0	0	(11,956)	(24,301)	340,086	327,741	(11,424)	(22,460)
Seabird Sea Wall	127	58,575	0	0	(11,425)	(22,993)	47,150	35,582	(735)	(1,327)
Guilderton Country Club Hall Extension	114	210,889	0	0	(23,240)	(47,310)	187,649	163,579	(7,529)	(14,228)
Regional Hardcourt Facility	120	165,802	0	0	0	(28,952)	165,802	136,850	0	(10,600)
Regional Hardcourt Facility	124A	164,953	0	0	0	(24,761)	164,953	140,192	0	(6,559)
Gingin Swimming Pool Tiling	126	33,800	0	0	(8,256)	(16,640)	25,544	17,160	(524)	(920)
Gingin Outdoor Activity Space	132	126,526	0	0	0	(17,310)	126,526	109,216	0	(1,750)
Lancelin Cunliffe Street Carpark	133	229,758	0	0	0	(21,175)	229,758	208,583	0	(10,232)
Altus Financials Suite	131	129,737	0	0	0	(9,702)	129,737	120,035	0	(2,468)
Lot 44 Weld Street, Gingin	123	96,348	0	0	(10,652)	(21,674)	85,696	74,674	(3,353)	(6,335)
Land for Future Gingin Sporting Precinct	134	746,000	0	0	(10,664)	(21,612)	735,336	724,388	(19,896)	(39,508)
Guilderton Caravan Park Stage 1 Upgrade	New	0	0	1,000,000	0	0	0	1,000,000	0	0
		2,314,430	0	1,000,000	(76,193)	(256,430)	2,238,237	3,058,000	(43,461)	(116,387)
Self supporting loans										
Ledge Point Country Club Cool Room		12,417	0	0	(1,183)	(2,377)	11,234	10,040	(134)	0
		12,417	0	0	(1,183)	(2,377)	11,234	10,040	(134)	0
Total		2,326,847	0	1,000,000	(77,376)	(258,807)	2,249,471	3,068,040	(43,595)	(116,387)
Current borrowings		258,807					181,432			
Non-current borrowings		2,068,040					2,068,039			
		2,326,847					2,249,471			

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

New borrowings 2024-25

Particulars	Amount Borrowed		Institution	Loan Type	Term Years	Total Interest & Charges	Interest Rate	Amount (Used)		Balance Unspent
	Actual	Budget						Actual	Budget	
	\$	\$						\$	\$	
Guilderton Caravan Park Stage 1 Upgrade	0	1,000,000		Council	10	0	4.93%	0	(1,000,000)	0
	0	1,000,000				0		0	(1,000,000)	0

KEY INFORMATION

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

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

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

FINANCING ACTIVITIES

12 LEASE LIABILITIES

Movement in carrying amounts

Information on leases Particulars	Lease No.	1 July 2024	New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	
Lancelin administration office	1A	7,813	0	0	(3,202)	(7,812)	4,611	1	(114)	(221)
Photocopier NEW	2A	0	22,880	0	(599)	0	22,281	0	0	0
IT Server	4	25,273	0	0	(7,385)	(17,792)	17,888	7,481	0	(222)
Total		33,086	22,880	0	(11,185)	(25,604)	44,781	7,482	(114)	(443)
Current lease liabilities		25,605					19,245			
Non-current lease liabilities		7,481					25,535			
		33,086					44,780			

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.

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

OPERATING ACTIVITIES

13 OTHER CURRENT LIABILITIES

	Note	Opening Balance 1 July 2024	Liability transferred from/(to) non current	Liability Increase	Liability Reduction	Closing Balance 30 November 2024
		\$	\$	\$	\$	\$
Other current liabilities						
Other liabilities						
Contract liabilities		816,808	0	44,721	(135,576)	725,953
Capital grant/contributions liabilities		1,836,861	0	1,418,085	(176,458)	3,078,488
Total other liabilities		2,653,669	0	1,462,806	(312,034)	3,804,441
Employee Related Provisions						
Provision for annual leave		625,961	0	0	0	625,962
Provision for long service leave		492,952	0	0	0	492,952
Total Provisions		1,118,913	0	0	0	1,118,914
Total other current liabilities		3,772,582	0	1,462,806	(312,034)	4,923,355

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 14 and 15

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee Related Provisions

Short-term employee benefits

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

Other long-term employee benefits

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

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

Contract liabilities

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

Capital grant/contribution liabilities

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

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.2.2**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024

OPERATING ACTIVITIES

14 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent grant, subsidies and contributions liability					Grants, subsidies and contributions revenue					YTD Revenue Actual
	Liability 1 July 2024	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Nov 2024	Current Liability 30 Nov 2024	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Grants and subsidies											
General purpose funding											
Financial Assistance Grant - General Purpose	0	0	0	0	0	142,640	71,320	142,640	0	142,640	109,061
Financial Assistance Grant - Roads	0	0	0	0	0	239,583	119,791	239,583	0	239,583	51,263
Law, order, public safety											
DFES Operating Grant	0	0	0	0	0	264,970	132,484	264,970	0	264,970	118,643
Education and Welfare											
Carers Week WA Grant	0	0	0	0	0	0	0	0	0	0	1,800
Australia Day Grant	0	0	0	0	0	0	0	0	0	0	8,000
Community amenities											
Coastal Hazard Risk Management Plan Grant	0	0	0	0	0	10,580	4,410	10,580	0	10,580	0
CAP Grant Funding	0	0	0	0	0	45,000	0	45,000	0	45,000	0
CMPAP Coastal Inundation Integration	0	0	0	0	0	20,000	8,335	20,000	0	20,000	0
Recreation and culture											
State Library Travel Claim Lancelin Library	0	0	0	0	0	12,383	2,383	12,383	0	0	3,830
CSRFF Grant - Lancelin Bowling Club Synthetic Green- 2023-24 CSRFF July Small Grants	0	0	0	0	0	0	0	0	0	0	0
Transport											
Direct Road Grant MRWA	0	0	0	0	0	273,633	273,633	273,633	0	273,633	323,869
Economic Services											
	0	0	0	0	0	1,008,789	612,356	1,008,789	0	996,406	616,465
Contributions											
General purpose funding											
Rates incentive Prize Night	0	0	0	0	0	12,000	12,000	12,000	0	12,000	10,727
Law, order, public safety											
CESM Grant - DFES	0	0	0	0	0	96,143	39,335	96,143	0	96,143	60,380
BRMO Grant - DFES	108,981	44,721	(16,369)	137,333	137,333	111,618	111,618	111,618	0	111,618	19,764
MAF Mitigation - DFES	108,607	0	(108,607)	0	0	500,000	0	500,000	0	500,000	192,140
Gingin Resilience Project - Mindaroo Foundation	155,290	0	(10,600)	144,690	144,690	140,000	100,000	140,000	0	140,000	10,600
Community amenities											
Development - Planning contributions	0	0	0	0	0	88,000	36,665	88,000	0	88,000	66,253
Recreation and culture											
Naming Sponsorship - Gingin Aquatic Centre - Image Resources	0	0	0	0	0	10,000	10,000	10,000	0	10,000	0
Contribution income for suite of events	0	0	0	0	0	18,401	7,670	18,401	0	18,401	0
Transport											
Contribution income for Aurisch Road Maintenance	0	0	0	0	0	12,500	0	12,500	0	12,500	11,250
Economic Services											
Guilderton Caravan Park Deposit Liability	443,931	0	0	443,931	443,931	0	0	0	0	0	0
Market PLI contributions	0	0	0	0	0	2,000	835	2,000	0	2,000	96
Project Gingin Contribution to Digital Sign	0	0	0	0	0	90,000	90,000	0	90,000	90,000	0
	816,809	44,721	(135,576)	725,953	725,953	1,080,662	408,123	990,662	90,000	1,080,662	371,210
TOTALS	816,809	44,721	(135,576)	725,953	725,953	2,089,451	1,020,479	1,999,451	90,000	2,077,068	987,675

**SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 NOVEMBER 2024**

INVESTING ACTIVITIES

15 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Capital grant/contribution liabilities					Capital grants, subsidies and contributions revenue		
	Liability 1 July 2024	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Nov 2024	Current Liability 30 Nov 2024	Amended Budget Revenue	YTD Budget	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$
Capital grants and subsidies								
Law, order, public safety								
DFES - Capital Grant - Buildings	40,187	0	0	40,187	40,187	40,187	0	0
DFES - Capital Grant - Vehicles	0	0	0	0	0	804,300	0	0
Law, order, public safety								
Ledge Point Off-road Vehicle Area	0	58,905	0	58,905	58,905	53,015	0	0
Recreation and culture								
Lancelin Bowling Club - DLGSC Grant and Bendigo Bank Grant	0	72,958	(72,958)	0	0	138,541	0	138,541
Transport								
LRCI - Unspent Funds Roads	67,513	0	0	67,513	67,513	0	0	0
Roads to Recovery	6,504	0	0	6,504	6,504	2,298,205	0	0
Roads to Recovery Special Funding	0	0	0	0	0	0	0	0
Regional Road Group (Mooliabeenee Rd)	0	305,554	(103,500)	202,054	202,054	766,898	0	103,501
Financial Assistance Grants - Special Projects	350,061	980,668	0	1,330,729	1,330,729	350,061	0	0
LRCI - Cullulla Road	0	0	0	0	0	428,851	0	0
Footpaths Funding	0	0	0	0	0	100,000	0	0
Main Roads WA - Weld Street Bridge Funding	1,372,596	0	0	1,372,596	1,372,596	2,942,005	0	0
	1,836,861	1,418,085	(176,458)	3,078,488	3,078,488	7,922,063	0	242,042
Capital contributions								
Recreation and culture								
Lancelin Bowling Club Contribution for Lancelin Bowling Greens	0	0	0	0	0	38,542	0	0
	0	0	0	0	0	38,542	0	0
TOTALS	1,836,861	1,418,085	(176,458)	3,078,488	3,078,488	7,960,605	0	242,042

MINUTES ORDINARY COUNCIL MEETING 21 JANUARY 2025

APPENDIX 13.2.2

STATE OF QUEENSLAND
SUPPLEMENTARY INFORMATION
FOR THE FINANCIAL STATEMENTS
FOR THE FINANCIAL YEAR ENDED 30 JUNE 2025

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

Description	GL/Project Code	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Budget Running
				\$	\$	\$	\$
Budget adoption							0
Management Approval -Approved to move \$7,000 budget to W11314	OC11314A	AUG 2024/2025	Capital expenses		7,000		7,000
Management Approval- Gingin Recreation Centre Hardcourt Maintenance contribution to repairs	W11314	AUG 2024/2025	Operating expenses			(7,000)	0
Management Budget Amendment - Project Gingin Contribution to Digital Sign	131402000	SEP 2024/2025	Operating revenue		90,000		90,000
Management Budget Amendment - Community Digital Signcontribution Project Gingin	PC14200	SEP 2024/2025	Capital expenses			(90,000)	0
Management budget amendment - Reg 17 Audit fees to project AC14200	120402510	SEP 2024/2025	Operating expenses		20,000		20,000
Management budget amendment - Reg 17 Audit fees to project AC14200	AC14200	SEP 2024/2025	Operating expenses			(20,000)	0
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	BC1192A	SEP 2024/2025	Capital expenses		10,000		10,000
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	151005810	SEP 2024/2025	Capital revenue			(40,000)	(30,000)
OCM 17 September 2024 – Item 12.2 Relocation of Gazebo – Harold Park Lancelin	151107810	SEP 2024/2025	Capital revenue		30,000		0
Community and Sporting Club – Request to Increase Transfer of Reserve Funds for Pump Shed	C111306	SEP 2024/2025	Capital expenses		1,617		1,617
Community and Sporting Club – Request to Increase Transfer of Reserve Funds for Pump Shed	151103810	SEP 2024/2025	Capital revenue			(1,617)	0
OCM 15 October 2024 Item 13.1 Gingin South Volunteer BFB Support Trailer - purchase of trailer	120505690	OCT 2024/2025	Operating expenses		4,182		4,182
OCM 15 October 2024 Item 13.1 Gingin South Volunteer BFB Support Trailer - BFB Contribution	130505000	OCT 2024/2025	Operating revenue			(4,182)	0
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - transfer from reserve	151203810	OCT 2024/2025	Capital revenue		56,500		56,500
Replacement 4GG - transfer sale proceeds to plant reserve	141203810	OCT 2024/2025	Capital expenses			(18,000)	38,500
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - Proceeds on disposal of 4GG	SV110600	OCT 2024/2025	Capital revenue		18,000		56,500
CCM 15 October 2024 Item 19.3 Vehicle Replacement 4GG - vehicle cost	P4	OCT 2024/2025	Capital expenses			(56,500)	0
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	BC11361	OCT 2024/2025	Capital expenses		10,000		10,000
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	151103810	OCT 2024/2025	Capital revenue		10,000		10,000
Management budget amendment - Pex Pipe Replacement and Wall Repair Guilderton Hall	151107810	OCT 2024/2025	Capital revenue			(10,000)	0
Management budget amendment – Reallocate contribution for Seabird Hall shadecloth replacement	CE11100	OCT 2024/2025	Operating expenses			(7,200)	(7,200)
Management budget amendment – reallocate contribution for Seabird Hall shadecloth replacement	BC11170	OCT 2024/2025	Capital expenses		7,200		0
					264,499	(264,499)	0

13.3 LIST OF PAID ACCOUNTS DECEMBER 2024

File	FIN/25
Author	Emma Edwards - Accounts Payable Officer
Reporting Officer	Les Crichton - Executive Manager Corporate and Community Services
Refer	Nil
Appendices	1. Voucher List - December 2024 [13.3.1 - 9 pages]

DISCLOSURES OF INTEREST

PURPOSE

For Council to note the payments made in December 2024.

BACKGROUND

Council has delegated authority to the CEO to exercise the power to make payments from the Municipal Fund (Delegation 1.1.13 Payments from the Municipal or Trust Funds). The CEO is required to present a list to Council of those payments made since the last list was submitted.

COMMENT

Accounts totalling \$3,002,145.04 were paid during the month of December 2024.

A payment schedule is included as **an appendix** to this report.

The schedule details:

- | | |
|---|----------------|
| • Municipal Fund electronic funds transfers (EFT) | \$2,718,277.64 |
| • Municipal Fund cheques | \$571.05 |
| • Municipal Fund direct debits | \$283,296.35 |

TOTAL MUNICIPAL EXPENDITURE **\$3,002,145.04**

TOTAL EXPENDITURE **\$3,002,145.04**

All invoices have been verified, and all payments have been duly authorised in accordance with Council's procedures.

In accordance with Regulation 13A of the *Local Government (Financial Management) Regulations 1996* requiring details of purchasing card expenditure, the list of payments includes details of fuel card purchases in addition to previously supplied credit card purchases.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995
s.6.4 – Financial Report

Local Government (Financial Management) Regulations 1996
Reg. 13 – Payments from municipal fund or trust by CEO
Reg. 13A – Payments by employees via purchasing cards.

Shire of Gingin Delegation Register – Delegation 1.1.13 Payments from the Municipal or Trust Funds

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocations.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.4 Strategic & Sustainable Financial Planning - Undertake long-term resource planning and allocation in accordance with the Integrated Planning and Reporting Framework

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Woods **SECONDED:** Councillor Kestel

That Council note all payments made by the Chief Executive Officer under Delegation 1.1.13 for December 2024 totalling \$3,002,145.04 as detailed in the appendices to this report, comprising:

- | | |
|---|----------------|
| • Municipal Fund electronic funds transfers (EFT) | \$2,718,277.64 |
| • Municipal Fund cheques | \$571.05 |
| • Municipal Fund direct debits | \$283,296.35 |

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	Payment Category	DETAILS	AMOUNT	
			L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor			
EFT-43095	2/12/2024	ACS Swan Express Print		Printing: 1000 x With Compliments Slips	194.70	
EFT-43096	2/12/2024	Advance Office Solutions		Franking Machine: Quarterly rental	643.50	
EFT-43097	2/12/2024	Aquamonix Pty Ltd		Honeycomb Standpipe: Support and Customisation for TruckFill reports	165.00	
EFT-43098	2/12/2024	Aurora Delta Pty Ltd		Pre Employment Medical Regulatory Services Support Officer	185.00	L
EFT-43099	2/12/2024	Aussie Natural Spring Water		Supply and delivery of bottled drinking water - BFB	2,217.36	
EFT-43100	2/12/2024	Avon Waste		Kerbside Collection Services	15,873.72	
EFT-43101	2/12/2024	Boya Equipment		GG041: Tyres and Rims, GG034: Service, GG041: Service	2,765.91	
EFT-43102	2/12/2024	Brown Automotive		GG070: 50,000KM Service	295.00	L
EFT-43103	2/12/2024	Bullsbrook Water Carriers		Supply 27Kl potable water Lancelin Sports Complex	1,100.00	L
EFT-43104	2/12/2024	Bunnings Buildings Supplies Pty Ltd		Grounds Maintenance Gingin Aged Units: Compost and Soil Wetter	241.15	
EFT-43105	2/12/2024	Carringtons Traffic Services		Traffic Management: Sadler Road, King Drive and Gingin Brook Road	11,602.23	
EFT-43106	2/12/2024	Central Regional Tafe		Tafe Course: Certificate IV in Local Government BSBWHS411	213.71	
EFT-43107	2/12/2024	The Rigging Shed		Lifting Equipment: Inspections, tagging and replacement parts	2,098.01	
EFT-43108	2/12/2024	Coastal Courier		Advertising: Gingin Christmas Markets and Australia Day Breakfast	80.00	L
EFT-43109	2/12/2024	Commercial Locksmiths		Gingin Refuse Site: Padlock for back gate	204.60	
EFT-43110	2/12/2024	Complete Office Supplies Pty Ltd		A4 White Paper and Refreshments for Council meetings	1,380.61	
EFT-43111	2/12/2024	Country Values Real Estate - Trust Account		Rental: Robinson Street, Gingin	2,200.00	L,PF
EFT-43112	2/12/2024	CSE Crosscom Pty Ltd		Hand Held Two Way Portable Radios	1,857.01	
EFT-43113	2/12/2024	Dry Kirkness (Audit) Pty Ltd		Audit of the LRCI Grant Acquittal Report 30/06/2024	1,650.00	
EFT-43114	2/12/2024	Frontline Fire and Rescue Equipment		BFB PPE Helmet Order	1,516.79	
EFT-43115	2/12/2024	Chittering Septic Service		Pump Out: Weld Street Gingin, Caravan Dump Point	1,470.00	L
EFT-43116	2/12/2024	Gingin District Community Resource Centre Inc		Reimbursement: 50% Synergy Electricity Usage Gingin Medical Centre, Early Rates Prize Night: Printing Certificates and Vouchers, Advertising Gingin Buzz: Gingin Christmas Markets and Australia Day Breakfast	815.95	R, L
EFT-43117	2/12/2024	Gingin Florist		Early Rate Incentive Prize Night: Flower Arrangements	360.00	L
EFT-43118	2/12/2024	Gingin Fuel and Tyres Pty Ltd		GG073: Jumper Leads, GG6017: Trailer Tyres and Disposal, GG002: Front Tyres, GG046: Replacement battery, GG046: Rear Tyres, GG060: Gasket sealant, GG12553: Replacement Tyre, GG096: New Tyre	11,962.20	L
EFT-43119	2/12/2024	Guilderton Country Club Inc.		Electricity Supply and Usage Reimbursement	70.75	R
EFT-43120	2/12/2024	Gull Gingin Pty Ltd		ULP Fuel Purchases, Catering Student Council	442.52	L
EFT-43121	2/12/2024	Hills Tracks and Blinds		Guilderton Visitors Centre: Repair Blinds, Gingin Aged Units: Install Blinds Unit 3	1,479.00	
EFT-43122	2/12/2024	Image Resources NL		Rates Refund: Non-Current Mining Tenement	1,862.18	
EFT-43123	2/12/2024	Indian Ocean Painting and Decorating		Internal painting: Unit 3 Gingin Aged Units	3,190.00	L
EFT-43124	2/12/2024	Indian Ocean Pest Control		Landfill Sites: Castor Oil Plant Weed Control	1,155.00	L
EFT-43125	2/12/2024	Jeff's Mechanical Service		GG045: Service and Replacement Steering Hose, GG002: Service, GG028: Service	2,206.05	L
EFT-43126	2/12/2024	Kleen West Distributors		Ablution Supplies Upper Coastal areas, Supply Toiletries and Cleaning Chemicals for Lower Coastal	2,638.97	
EFT-43127	2/12/2024	Landgate		Online Shop: Transfer of Land Document	31.60	
EFT-43128	2/12/2024	Ledge Point Reticulation & Refrigeration		Key Biscayne Park: Reconfigure Reticulation Valve Manifold and Harold Park: Replace Relay in Bore Pump Switch	550.00	L
EFT-43129	2/12/2024	Local Government Professionals WA		Community Development: Aged Friendly Australia National Conference	850.00	
EFT-43130	2/12/2024	Lo-Go Appointments		Temporary Staffing Rates Department	1,222.85	
EFT-43131	2/12/2024	Lower Coastal Community Association Inc.		Bus Bond for Events held within the Shire and Bus Service, Coast to Granville Civic Centre: Seniors Expo	418.24	L
EFT-43132	2/12/2024	LRM Consulting Services Pty Ltd		RPL Cert IV Conservation and Ecosystem Management: CESH	1,320.00	
EFT-43133	2/12/2024	McLeods Lawyers Pty Ltd		Legal Cost Planning Compliance, Unauthorised Development Prosecution	2,398.55	
EFT-43134	2/12/2024	Moore River Tree Services		Tree Prune and Removal Beattie Road	2,750.00	L
EFT-43135	2/12/2024	Officeworks		Stationery Order: Office of CEO and Administration	105.02	
EFT-43136	2/12/2024	Paywise		PDA 397159 Payroll Salary Sacrifice Payment	1,145.70	
EFT-43137	2/12/2024	PFD Food Services Pty Ltd		Gingin Aquatic Centre: Kiosk Items	512.10	
EFT-43138	2/12/2024	Pingarning Pty Ltd		Implementation of Work Health Safety Management System	9,900.00	
EFT-43139	2/12/2024	Protector Fire Services		Evacuation Committee Supplies	437.80	
EFT-43140	2/12/2024	Sunny Signs Company Pty Ltd		Spraying in Progress Signs for Lancelin	257.40	

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	Payment Category	AMOUNT
			L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor	
			DETAILS	
EFT-43141	2/12/2024	Sydney Tools Pty Ltd	Tripod and Extendable Measuring Rod	182.50
EFT-43142	2/12/2024	Talbot Walsh Engraving and Signs	Cemetery Memorial Plaques	390.50
EFT-43143	2/12/2024	Team Global Express Pty Ltd	Courier Charges	100.27
EFT-43144	2/12/2024	The Temporary Fencing Shop	Supply 12 Yellow Crowd Control Barriers for Lancelin and Ledge Point Depots	726.00
EFT-43145	2/12/2024	Tiffany's Catering	Catering: Council Meeting	156.00
EFT-43146	2/12/2024	T-Quip	GG095: Replacement Mower Blades	256.98
EFT-43147	2/12/2024	Training Momentum	Health and Safety Training	2,780.00
EFT-43148	2/12/2024	WA Settlement Services	Rates Refund: Settlement Agent Error	1,659.50
EFT-43149	2/12/2024	WANT Plumbing Services Pty Ltd	Grave Digging Services, Neergabby Recreation Grounds: Water Pump Repair, 57 Lefroy St: Toilet and Drainage Repairs	4,400.00
EFT-43150	2/12/2024	WCS Concrete Pty Ltd	Mooliabeenee Road Drainage: Cement Bulka Bags	1,798.50
EFT-43151	2/12/2024	Winc	Work Health Safety Management System Folders	1,864.50
EFT-43152	2/12/2024	Carol McGrath	Rates Refund: Pension Rebate	801.50
EFT-43153	2/12/2024	Colin Fewster	Rates Refund: Pension Rebate	801.50
EFT-43154	2/12/2024	Courtney Fewster	Facility Bond Refund	500.00
EFT-43155	2/12/2024	Helen Sampson	Gingin Waste Management Contract	1,806.75
EFT-43156	2/12/2024	Maureen Jones	Rates Refund: Settlement Agent Error	2,281.37
EFT-43157	2/12/2024	Michael Liddelow (Gingin Nursery)	Guilderton Caravan Park: Landscaping Soil	340.00
EFT-43158	2/12/2024	Nicole Woods	Rates Refund: Additional Direct Debit	835.53
EFT-43159	2/12/2024	Russell Fraser	Rates Refund: Overpayment Estate Settlement	673.00
EFT-43160	2/12/2024	Steven Oleksak	Refund Rent: Credit Balance (Deceased Estate)	327.76
EFT-43161	2/12/2024	Susan Stubbs	Rates Refund: Pension Rebate	801.66
EFT-43162	2/12/2024	Thomas Kusters	Pioneer Park Ablutions: Replace Pipework	4,900.00
PAY-131	5/12/2024	Shire of Gingin	Net Pays for PE: 05/12/2024	164,596.59
PAY-132	9/12/2024	Shire of Gingin	Additional Net Pay Run for PE: 05/12/2024	348.32
EFT-43163	9/12/2024	Altus Planning Pty Ltd	Planning Services: 27 Waterville Road, Neergabby	2,194.50
EFT-43164	9/12/2024	Australia Post	Reply Paid Letters	1.00
EFT-43165	9/12/2024	Australian Taxation Office (PAYG)	Payroll Deduction for PE: 05/12/2024	44,002.00
EFT-43166	9/12/2024	Avon Waste	Kerbside Collection Services	21,411.43
EFT-43167	9/12/2024	Belgravia PRO Pty Ltd	Guilderton Caravan Park: RMS License Fees	1,252.90
EFT-43168	9/12/2024	Benara Nurseries	Plants: Gingin Grounds Maintenance	411.31
EFT-43169	9/12/2024	Boya Equipment	GG080: Service	757.34
EFT-43170	9/12/2024	Bullsbrook Water Carriers	Supply 27KI Potable Water Lancelin Sporting Complex	1,100.00
EFT-43171	9/12/2024	CFMEU	Payroll Deduction for PE: 05/12/2024	60.00
EFT-43172	9/12/2024	CSSTech	Mobile and Office Phone Management	165.00
EFT-43173	9/12/2024	Eagleeye Technical Services	Electrical Repairs: Depot Air Compressor	563.20
EFT-43174	9/12/2024	Fire Protection Association Australia	Staff Training: Bushfire Attack Level Short Course	3,800.00
EFT-43175	9/12/2024	Full Flow Plumbing and Gas	Lancelin Sporting Complex: Filter pipes	110.00
EFT-43176	9/12/2024	Gingin Agencies WA	Fleet: Adblu1000L Drum	1,490.01
EFT-43177	9/12/2024	Gingin Fuel and Tyres Pty Ltd	GG039: New Tyres, D Shackles, GG6014: Tyres and Disposal, GG002: Headlight Globes, GG6900: Puncture Repair, GG068: Puncture Repair, Supply and Deliver Bulk Diesel	27,597.20
EFT-43178	9/12/2024	Gingin Pharmacy	Seniors Week Expo Door Prizes	87.96
EFT-43179	9/12/2024	Gingin Trading	Hardware Store Purchases: Gingin	6,823.58
EFT-43180	9/12/2024	Gingin Tree Services	Green Waste Verge Collection, Scenic Walk: Tree Removal	45,100.00
EFT-43181	9/12/2024	Hammond Woodhouse Advisory	Shire of Gingin Review of Systems & Procedures	13,200.00
EFT-43182	9/12/2024	Lancelin Sands	Limesand Supply and Delivery to Grace Darling Park, Edward Island Foreshore for Re-nourishment Project	101,860.00
EFT-43183	9/12/2024	Lancelin Gull Roadhouse	Fuel Purchases	1,828.00
EFT-43184	9/12/2024	Lancelin Trade and Rural Supplies	Hardware Store Purchases: Lancelin	654.22
EFT-43185	9/12/2024	Ledge Point Reticulation & Refrigeration	Guilderton Caravan Park: Bore and Reticulation Repairs, Supply and Install Concrete Bollards at Gas Tank	10,153.00
EFT-43186	9/12/2024	LGRCEU (WA Division)	Payroll deduction for PE: 05/12/2024	44.00
EFT-43187	9/12/2024	Moore River Electrical Services	Gabbadah Park: Reticulation Electrical Testing, Lancelin Ag	660.00
EFT-43188	9/12/2024	Moore River Roadhouse	Fuel Purchases: Shire November 2024 Fuel Purchases: Brigade November 2024	980.51
EFT-43189	9/12/2024	Northern Valleys Fruit Pops	Gingin Aquatic Centre: Fruit Pops	162.00
EFT-43190	9/12/2024	PFD Food Services Pty Ltd	Gingin Aquatic Centre: Kiosk Items	555.20
EFT-43191	9/12/2024	Rural Infrastructure Services	Country Heights Estate Cheriton Road Upgrade: Review and Submission of Provided Plans	3,630.00
EFT-43192	9/12/2024	Stihl Shop Midland	Concrete Cutter Blades and Washers	1,586.40
EFT-43193	9/12/2024	Transafe WA	Transafe WA Instrukta Truck: Youth Expo 2025	2,200.00
EFT-43194	9/12/2024	WANT Tree Services	Guilderton Caravan Park: Tree Removal and Stump Grinding Works	13,915.00
EFT-43195	9/12/2024	Westair Pneumatic Systems Pty Ltd	Depot Compressor Replacement	4,840.00
EFT-43196	9/12/2024	Western Australian Local Government Association	Staff Training: Residential Design Codes Course	1,309.00
EFT-43197	9/12/2024	WEX Australia Pty Ltd	Fuel Card Purchases	2,523.23

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-43198	9/12/2024	Helen Sampson	Gingin Waste Management Contract	1,806.75	L
EFT-43199	9/12/2024	Leigh Solomon	Guilderton Caravan Park: Ablution Block Tiling	1,477.00	L
EFT-43200	9/12/2024	Michael Liddelow (Gingin Nursery)	Gingin Aged Units: Supply Mulch and Plants	254.00	L
EFT-43201	9/12/2024	Tony Pisconeri	Waste Facility Management: Seabird and Lancelin	17,374.00	
EFT-43202	12/12/2024	Australian Taxation Office (PAYG)	Payroll Deduction for PE: 09/12/2024	98.00	
EFT-43203	12/12/2024	Bitumen Distributors Pty Ltd	Supply Emulsion for Sealed Roads	770.00	
EFT-43204	12/12/2024	BOC Pty Ltd	Gas and Oxygen Supplies for the Workshop and Gingin Medical Centre	187.07	
EFT-43205	12/12/2024	Brown Automotive	GG005: Service	435.00	L
EFT-43206	12/12/2024	Corsign	Gingin Brook Road: Slow Down and Children Crossing Signs, GG004: Traffic Cones	585.20	
EFT-43207	12/12/2024	Daimler Trucks Perth	GG066: Gear Cylinder Kit	2,604.24	
EFT-43208	12/12/2024	DB Auto Electrical & Mechanical	GG071: Replacement Batteries and electrical system check, GG08: Annual Service, GG076: Annual Service, GG075: Annual Service, GG051: Annual Service, GG057: Annual Service, GG081: Annual Service	4,902.62	L
EFT-43209	12/12/2024	Ergolink	New Chair: Community development office	668.80	
EFT-43210	12/12/2024	Evergreen Synthetic Grass	Supply and Install Synthetic Green: Lancelin Bowling Club, Accommodation and allowances for Supply and installation Synthetic Grass	110,235.55	PF
EFT-43211	12/12/2024	Gilchrist Connell	Professional Fees: Insurance Excess	5,500.00	
EFT-43212	12/12/2024	Gingin Fuel and Tyres Pty Ltd	GG082: New Tyre and Tube	452.00	L
EFT-43213	12/12/2024	Gingin Tree Services	Woodridge Tree Chipping from Overhead Powerlines	2,530.00	L
EFT-43214	12/12/2024	IGA Local Grocer Gingin	Supermarket Purchases: Gingin	626.66	L
EFT-43215	12/12/2024	Lancelin Districts CWA	Wreath: Remembrance Day Service Lancelin	30.00	L
EFT-43216	12/12/2024	M.R. Mulching	Lancelin Offroad Vehicle Area Tracks: Mulching	5,500.00	F,L
EFT-43217	12/12/2024	Midland Trophies	Etched Wine Glasses and Photo Tag	106.00	
EFT-43218	12/12/2024	MidWest Building (WA) Pty Ltd	Gingin Administration Office: Replace Ceiling and Paint HR Office	9,680.00	L
EFT-43219	12/12/2024	Moore Clothes Inc	Community Grants 2024/25: 50% PLI	337.31	
EFT-43220	12/12/2024	Moore River Music Club Inc	Community Grants 2024/25: Gingin Homegrown Music Festival	1,000.00	
EFT-43221	12/12/2024	Moore Septics	Granville Park Pump out Septic Tank, Gingin Outdoor Activity Space: Pump out Septic Tank	2,310.00	L
EFT-43222	12/12/2024	Office of the Auditor General	Fee for the Attest Audit for the year ended 30 June 2024	44,000.00	
EFT-43223	12/12/2024	Paywise	PDA 397159 Payroll Salary Sacrifice Payment	1,145.70	
EFT-43224	12/12/2024	Seek Limited	Employment Advertisement: Mechanic	407.00	
EFT-43225	12/12/2024	Stable Fly Action Group Inc. (SFAG)	Community Grants 2024/25: 50%PLI	434.48	F
EFT-43226	12/12/2024	Stihl Shop Midland	Concrete Cutters and Washers	382.80	
EFT-43227	12/12/2024	WA Stump Grinding & Tree Services	Jones Street, Gingin: Tree Limb Removal	550.00	L
EFT-43228	12/12/2024	WANT Plumbing Services Pty Ltd	Install New Toilet Cistern at 4 Fewster Street Gingin	495.00	L
EFT-43229	12/12/2024	Zone 50 Engineering Surveys Pty Ltd	Survey and Design for Mooliabeenee Road	14,712.50	
EFT-43230	12/12/2024	Genesisia Koorasingh	Reimbursement: Christmas Function Supplies	187.21	R
EFT-43231	12/12/2024	Helen Sampson	Gingin Waste Management Contract	1,806.75	L
EFT-43232	12/12/2024	LJ Hughes	Reimbursement: Water Service Charges Shire of Gingin Lancelin Administration Office	199.41	R
EFT-43233	12/12/2024	Sharon Smith	Shire of Gingin Christmas Function: Room and Table Decorations	404.00	S
EFT-43234	16/12/2024	ADS Automation Pty Ltd	Guilderton Caravan Park: Assess and Undertake Repairs to Boom Gate	583.00	
EFT-43235	16/12/2024	Belgravia PRO Pty Ltd	Guilderton Caravan Park Managers Residence: Replacement Dishwasher	599.00	
EFT-43236	16/12/2024	Bitutek Pty Ltd	Orange Springs Road Capital Works, Seabird Road Capital Works, Ledge Point Road Capital Works, Gingin Brook Road Capital Works	691,003.62	PF
EFT-43237	16/12/2024	Brightmark Group Pty Ltd	Cleaning Tender RFT 01/2024, Gingin Council Chambers: Monthly Cleaning	28,071.82	
EFT-43238	16/12/2024	Brown Automotive	GG058: Service	545.00	L
EFT-43239	16/12/2024	Bunnings Buildings Supplies Pty Ltd	Lancelin Depot: Storage Units and Drawers, Hinchcliffe Lookout: Decking Oil, 37 Lefroy St Gingin: Clothesline, Gingin Seniors Units: Mirror Unit 3, Storage Containers, Council Chambers Kitchen: Tile Supplies, Ablution Materials, Fertiliser and Wetting Agent	1,933.85	
EFT-43240	16/12/2024	Caraban Limestone & Sand Supplies	Limestone for Guilderton Emergency Access Track	1,531.20	L
EFT-43241	16/12/2024	Carringtons Traffic Services	Traffic Management: Mooliabeenee Road Traffic management Sadler Road Traffic control for Mooliabeenee Road capital works Sadler Road: Traffic Management Mooliabeenee Road: Traffic Management	31,754.16	
EFT-43242	16/12/2024	Cellarbrations Gingin	Refreshments: BFAC Meeting	110.00	L
EFT-43243	16/12/2024	Coastal Vegetation Management	Forestry Mulching: Cowalla Road MAFGP2324R2	11,000.00	L,PF

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	Payment Category		AMOUNT
			L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor	DETAILS	
EFT-43244	16/12/2024	Cohesis Pty Ltd			8,250.00
EFT-43245	16/12/2024	Complete Office Supplies Pty Ltd			602.65
EFT-43246	16/12/2024	Construction Training Fund			13,056.84
EFT-43247	16/12/2024	Country Copiers			71.52
EFT-43248	16/12/2024	DB Auto Electrical & Mechanical			955.06 L
EFT-43249	16/12/2024	Department of Mines, Industry Regulation and Safety - Bond Administrator			11,698.21 F
EFT-43250	16/12/2024	Department of Fire and Emergency Services			173,019.67 F
EFT-43251	16/12/2024	Duncan Solutions			253.76 F
EFT-43252	16/12/2024	Eagleye Technical Services			664.40 L
EFT-43253	16/12/2024	Elizabeth French Consulting			8,643.60
EFT-43254	16/12/2024	Emerg Solutions Pty Ltd			1,456.00
EFT-43255	16/12/2024	Full Flow Plumbing and Gas			346.50 L
EFT-43256	16/12/2024	Fulton Hogan Industries Pty Ltd			178,892.01 PF
EFT-43257	16/12/2024	Gingin Fuel and Tyres Pty Ltd			2,315.00 L
EFT-43258	16/12/2024	Gingin West Volunteer Bush Fire Brigade			18,180.00 L,G
EFT-43259	16/12/2024	Gull Gingin Pty Ltd			400.00 L
EFT-43260	16/12/2024	Harbour Software			1,925.00
EFT-43261	16/12/2024	Hersey's Safety Pty Ltd			1,671.45
EFT-43262	16/12/2024	Integrity Management Solutions Pty Ltd			1,100.00
EFT-43263	16/12/2024	IT Vision			1,039.50
EFT-43264	16/12/2024	Jupps Flooring Specialists Ocean Keys			3,600.00
EFT-43265	16/12/2024	Kleen West Distributors			165.66
EFT-43266	16/12/2024	Lancelin IGA			640.00 L
EFT-43267	16/12/2024	Landgate			1,364.35
EFT-43268	16/12/2024	LD Total			74,229.80
EFT-43269	16/12/2024	Ledge Point Community Association - LPCA			200.00 R
EFT-43270	16/12/2024	Linthorne Automotive			583.00 L
EFT-43271	16/12/2024	Local Government Professionals WA - LGPA			2,260.00
EFT-43272	16/12/2024	Major Motors Pty Ltd			2,475.46
EFT-43273	16/12/2024	McLeods Lawyers Pty Ltd			1,448.92
EFT-43274	16/12/2024	Moore River Electrical Services			407.00 L
EFT-43275	16/12/2024	Moore River News Inc			220.00 L
EFT-43276	16/12/2024	Moore Septics			1,375.00 L
EFT-43277	16/12/2024	Northern Valley News			1,250.00 L
EFT-43278	16/12/2024	Officeworks			169.43
EFT-43279	16/12/2024	Oldfield Settlement Services			1,200.05 R
EFT-43280	16/12/2024	PFD Food Services Pty Ltd			342.28
EFT-43281	16/12/2024	RingCentral Australia Pty Ltd			1,178.10
EFT-43282	16/12/2024	Shermac Engineering			1,203.75
EFT-43283	16/12/2024	Shire of Gingin			282.00 F
EFT-43284	16/12/2024	St John Ambulance Western Australia Ltd			1,036.00
EFT-43285	16/12/2024	Sunny Signs Company Pty Ltd			5,918.50
EFT-43286	16/12/2024	Team Global Express Pty Ltd			114.94
EFT-43287	16/12/2024	The National Trust of Australia (WA)			766.11
EFT-43288	16/12/2024	Tiffany's Catering			250.00 L
EFT-43289	16/12/2024	Saferoads WA			3,136.93
EFT-43290	16/12/2024	Truck Centre WA Pty Ltd			6,696.16
EFT-43291	16/12/2024	Uniforms at Work			127.00
EFT-43292	16/12/2024	WA BOS Semi Trailer Equipment Pty Ltd			6,177.49

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-43293	16/12/2024	WA Stump Grinding & Tree Services	Woodridge Hall: Tree Limb Removal	550.00	
EFT-43294	16/12/2024	Waterlogic Australia Pty Ltd	Rental and Service of SD5 Cool & Cold Countertop and Clean Stream	167.68	
EFT-43295	16/12/2024	Zipform	Waste Reform Ratepayer Mailout	5,682.99	
EFT-43296	16/12/2024	Margaret Taggart	Rate Refund: Pension Rebate	804.97	R
EFT-43297	16/12/2024	Meredith Taylor	Reimbursement: CEO Gift Expenses	311.99	R
EFT-43298	16/12/2024	Thomas Kusters	Pioneer Park Ablutions: Replacement cistern seals	85.00	L
EFT-43299	18/12/2024	Andrea Vis	Shire Councillor Quarterly Payment	2,204.57	
EFT-43300	18/12/2024	Erik Sorensen	Shire Councillor Quarterly Payment	2,705.00	
EFT-43301	18/12/2024	Frank Johnson	Shire Councillor Quarterly Payment	2,705.00	
EFT-43302	18/12/2024	Frank Peczka	Shire Councillor Quarterly Payment	2,705.00	
EFT-43303	18/12/2024	Jason Weeks	Shire Councillor Quarterly Payment	2,705.00	
EFT-43304	18/12/2024	Lincoln Stewart	Shire Councillor Quarterly Payment	2,705.00	
EFT-43305	18/12/2024	Linda Balcombe	Shire President/Deputy President Quarterly Payment	7,320.00	
EFT-43306	18/12/2024	Nicole Woods	Shire Councillor Quarterly Payment	2,705.00	
PAY-133	19/12/2024	Shire of Gingin	Net Pays for PE: 19/12/2024	160,706.22	
EFT-43307	19/12/2024	ACS Swan Express Print	Shire Logo Stickers	71.50	
EFT-43308	19/12/2024	AMPAC Debt Recovery WA Pty Ltd	Debtors Debt Recovery Commission	155.10	
EFT-43309	19/12/2024	Avon Midland Country Zone WALGA	WALGA Avon Membership Subscription 2024/25	2,420.00	
EFT-43310	19/12/2024	Bindoon Tractors	GG085: Service	412.50	L
EFT-43311	19/12/2024	Bitumen Distributors Pty Ltd	Supply Emulsion for Sealed Roads	1,100.00	
EFT-43312	19/12/2024	Brown Automotive	GG017: Brake service, GG013: Brake Service	320.00	L
EFT-43313	19/12/2024	Bullsbrook Water Carriers	Supply 27KI potable water to Lancelin Sport Complex	1,100.00	L
EFT-43314	19/12/2024	Cellarbrations Gingin	Refreshments for Council Meeting	198.00	L
EFT-43315	19/12/2024	Chittering Pest and Weed	Pest Spray and Rodent Bait Stations	16,592.00	L
EFT-43316	19/12/2024	Complete Office Supplies Pty Ltd	Health Office Supplies: Wireless Noise Cancelling Headset and Wireless Ergonomic Mouse	464.53	
EFT-43317	19/12/2024	Eagleye Technical Services	Granville Park Lighting: Fault Find and Repair, Gingin Sound Shell: Supply Elevated Work Platform and Repair Faulty Stage Lighting, Granville Ablutions: Replace Flood Light Sensor, Supply 30kva Generator and Load Rated Trailer and 20m Extension Lead	39,527.40	L,PF
EFT-43318	19/12/2024	Forthriver Pty Ltd	Rate Refund: Subdivision	7,348.88	R
EFT-43319	19/12/2024	Full Flow Plumbing and Gas	Guilderton Country Club: Water Leak and Pipe Repair	4,565.00	L
EFT-43320	19/12/2024	Gingin Bowling Club	Community Grants: Alfresco Decking	4,125.00	F
EFT-43321	19/12/2024	Gingin Fuel and Tyres Pty Ltd	GG052: Puncture repair, GG05: Battery Charger, GG063: Batteries	835.00	L
EFT-43322	19/12/2024	Gingin Tree Services	Lefroy Street: Dead Tree Felling	1,925.00	L
EFT-43323	19/12/2024	Guilderton Golf Club Inc	Community Grants: Regeneration Project	2,500.00	
EFT-43324	19/12/2024	Gull Gingin Pty Ltd	ULP Fuel Purchases, Catering: BFAC Meeting	431.53	L
EFT-43325	19/12/2024	Iron Mountain Australia Group Services Pty Ltd	Storage Business Cartons	160.53	
EFT-43326	19/12/2024	JB Hi-Fi	iPads: Lancelin Library Grant	2,070.00	F
EFT-43327	19/12/2024	Kleen West Distributors	Upper Coastal Ablutions Toilet Tissue	962.50	
EFT-43328	19/12/2024	Kleenheat Gas Pty Ltd	Guilderton Caravan Park: Bulk Gas Supply, Lefroy Street: Yearly equipment charge	1,602.59	
EFT-43329	19/12/2024	Lancelin IGA	Supermarket Purchases: Lancelin	56.71	L
EFT-43330	19/12/2024	Ledge Point Community Association	Community Grants: Show and Shine Family Day, Community Grants: Christmas Carols, Community Grants: Australia Day Breakfast, Easter Event, Mothers Day Morning Tea	2,230.00	
EFT-43331	19/12/2024	McLeods Lawyers Pty Ltd	Legal Expenses: Unauthorised Development, Use of Pestic	3,000.36	
EFT-43332	19/12/2024	Minuteman Press Balcatta	Name Badges	125.40	
EFT-43333	19/12/2024	Moore River News Inc	Advertising: Gingin Christmas Markets and Australia Day Breakfast	220.00	L
EFT-43334	19/12/2024	Moore River Tree Services	Prune Mooliabeenee Road for Road Construction	3,300.00	L
EFT-43335	19/12/2024	Moore Sands Resources Pty Ltd	Seabird Landfill: Supply Sand	5,810.66	L
EFT-43336	19/12/2024	PFD Food Services Pty Ltd	Gingin Aquatic Centre: Kiosk Food Items	878.72	
EFT-43337	19/12/2024	SJ Field Service	GG029: Air Conditioning Repairs	660.00	L
EFT-43338	19/12/2024	The Gingin Butcher	Community Development Christmas Hampers: Vouchers	680.00	L
EFT-43339	19/12/2024	Tiffany's Catering	Catering: HR Training, Catering: Council Meeting	444.00	L
EFT-43340	19/12/2024	Uniforms at Work	Operations and Assets Team Member Uniform Order	295.43	
EFT-43341	19/12/2024	WA Stump Grinding & Tree Services	Western Power 90 Day Notice Christmas Tree Rise, Woodridge Hall: Mulching, Red Gully Road: Fallen Tree Removal	1,617.00	
EFT-43342	19/12/2024	Western Australian Local Government Association	Registration: Meeting Practices for Good Governance Outcomes	654.50	
EFT-43343	19/12/2024	Helen Sampson	Gingin Waste Facility Management Christmas Period	6,123.15	L
EFT-43344	19/12/2024	Nicole Woods	Reimbursement: Christmas Market Children's Bubbles	50.00	R
EFT-43345	19/12/2024	Rebecca Foulkes-Taylor	Reimbursement: Gingin Aquatic Centre Kiosk and Operations	185.62	S

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-43346	19/12/2024	Tanya Anderson	Reimbursement: Waste Management Tip Pass Mailout Labels	192.63	S
EFT-43347	23/12/2024	ADS Automation Pty Ltd	Guilderton Caravan Park: Carry Out Repair Works to Boom Gate	781.00	
EFT-43348	23/12/2024	Apex Refrigeration WA	Guilderton General Store: Fridge repairs	415.67	
EFT-43349	23/12/2024	Australian Taxation Office (PAYG)	Payroll deduction for PE: 19/12/2024	42,348.00	
EFT-43350	23/12/2024	Avon Waste	Kerbside Collection Services	21,477.26	
EFT-43351	23/12/2024	Belgravia PRO Pty Ltd	Guilderton Caravan Park: Pure Glamping & Hire equipment, RMS License Fees 2024/2025, Management Fee	49,840.74	
EFT-43352	23/12/2024	Bitutek Pty Ltd	Sadler Road Capital works (Sealing)	22,323.40	PF
EFT-43353	23/12/2024	Brown Automotive	8GG: Service	445.00	L
EFT-43354	23/12/2024	Carringtons Traffic Services	Traffic Management: Mooliabeenee Road	17,478.65	
EFT-43355	23/12/2024	Cat Haven	Cat Adoption Report	33.00	
EFT-43356	23/12/2024	Cellarbrations Gingin	Depot: Ice	22.50	L
EFT-43357	23/12/2024	CFMEU	Payroll Deduction for PE: 19/12/2024	60.00	
EFT-43358	23/12/2024	Country Values Real Estate - Trust Account	Rental: Robinson Street, Gingin	2,200.00	L,PF
EFT-43359	23/12/2024	Department of Transport	Release of Information fee for the Shire of Gingin Parking Infringement Notices	18.20	
EFT-43360	23/12/2024	Ecowater Services	Granville Park: Quarterly ATU Service, Shire Administration: Quarterly ATU Service	508.00	
EFT-43361	23/12/2024	Chittering Septic Service	Guilderton Caravan Park: Pump out of Waste Water System Tanks	35,460.00	L
EFT-43362	23/12/2024	Gingin Fuel and Tyres Pty Ltd	GG039: LED Worklight 3000 Lumens, GG063: Drive Tyres	1,833.60	L
EFT-43363	23/12/2024	Gull Gingin Pty Ltd	Catering: Breakfast Wraps, Operations and Assets Staff Meeting	230.00	L
EFT-43364	23/12/2024	Jason Industries & Signmakers	Supply Security Bolts for all Ben Signs	385.49	
EFT-43365	23/12/2024	JCB Construction Equipment Australia (WA)	GG011: Service	3,313.85	
EFT-43366	23/12/2024	Jeff's Mechanical Service	GG088: Service	526.90	L
EFT-43367	23/12/2024	JLT Risk Solutions Pty Ltd	LGIS Regional Risk Coordinator Program	8,674.60	
EFT-43368	23/12/2024	LD Total	Mowing Shire Facilities	28,973.07	
EFT-43369	23/12/2024	LGRCEU (WA Division)	Payroll Deduction for PE: 19/12/2024	44.00	
EFT-43370	23/12/2024	Lower Coastal Community Association Inc	Transport for Thank a Volunteer Garden Party Event	289.90	L
EFT-43371	23/12/2024	Moore River Electrical Services	Guilderton Caravan Park Manager Residence: Replacement Power Point for Dishwasher	132.00	L
EFT-43372	23/12/2024	Novatec Energy Solutions Pty Ltd	Service Air Conditioners and Cool Rooms, Install new 7KW split system air conditioner at CU@Park Kitchen	10,307.00	
EFT-43373	23/12/2024	Ohura Consulting	Industrial Agreement: ER/IR Consultancy	5,045.00	
EFT-43374	23/12/2024	Ozcom Computer Services	Lancelin Office: Data Cabinet and Data Transfer CCTV	1,313.40	
EFT-43375	23/12/2024	Paywise	PDA 402801 Payroll Salary Sacrifice Payment	1,145.70	
EFT-43376	23/12/2024	Sonic HealthPlus Pty Ltd	Pre Employment Medicals: Operations and Assets, Aquatic Centre (Casual)	833.80	
EFT-43377	23/12/2024	St John Ambulance Western Australia Ltd	First Aid Training	170.00	
EFT-43378	23/12/2024	Tiffany's Catering	Catering: Staff Meeting, Corporate Service Christmas Afternoon Tea/Meeting	495.00	L
EFT-43379	23/12/2024	Uniforms at Work	Uniform: Rangers Short Sleeve Shirts	170.55	
EFT-43380	23/12/2024	Vorgee Pty Ltd	Gingin Aquatic Centre: Goggles re-stock	429.00	
EFT TOTAL				2,718,277.64	
CHEQUES					
CHQ-116498	18/12/2024	Shire Of Gingin (Petty Cash)	Petty Cash Float	571.05	
CHEQUES				571.05	
DIRECT DEBIT					
DE-5842	1/12/2024	Bendigo Bank	Bendigo Bank: Transfer Fees	62.50	
DE-5843	1/12/2024	Bendigo Bank	Bendigo Bank: Bpay Monthly Fee	704.88	
DE-5857	1/12/2024	Go Go Media	Monthly On-Hold Messages Service December 2024	75.90	
DE-5844	2/12/2024	Bendigo Bank	Bendigo Bank: FTS De Process GST	5.90	
DE-5845	2/12/2024	Bendigo Bank	Bendigo Bank: De Fees	10.20	
DE-5846	2/12/2024	Department of Transport	Department of Transport - Police Licensing 28.11.2024	3,201.70	
DE-5841	2/12/2024	QPC Group	Epson WF-C21000 Click Charges	676.23	
DE-5847	3/12/2024	Bendigo Bank	Bendigo Bank: Tyro Fees October 24	2,094.35	
DE-5848	3/12/2024	Bendigo Bank	Bendigo Bank: Tyro Fees October 24	249.38	
DE-5849	3/12/2024	Bendigo Bank	Bendigo Bank: CBA Merchant Fee	64.00	
DE-5767	3/12/2024	Synergy	Electricity charges Lot 126 Constable St Gingin	110.16	
DE-5765	3/12/2024	Synergy	Electricity charges U A 37 Lefroy St Gingin	160.66	

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME
DE-5768	3/12/2024	Synergy
DE-5772	3/12/2024	Synergy
DE-5773	3/12/2024	Synergy
DE-5770	3/12/2024	Synergy
DE-5769	3/12/2024	Synergy
DE-5771	3/12/2024	Synergy
DE-5764	3/12/2024	Synergy
DE-5774	3/12/2024	Synergy
DE-5766	3/12/2024	Synergy
DE-5850	3/12/2024	Department of Transport
DE-5851	3/12/2024	Bendigo Bank
DE-5852	3/12/2024	Department of Justice
DE-5853	3/12/2024	Bendigo Bank
DE-5775	4/12/2024	Synergy
DE-5776	4/12/2024	Synergy
DE-5854	4/12/2024	Department of Transport
DE-5855	4/12/2024	Western Australian Treasury Corporation (WATC)
DE-5858	5/12/2024	Precision Administration Services Pty Ltd
DE-5859	5/12/2024	Bendigo Bank
DE-5860	5/12/2024	Department of Transport
DE-5856	5/12/2024	Australia Post
DE-5799	6/12/2024	Synergy
DE-5801	6/12/2024	Synergy
DE-5798	6/12/2024	Synergy
DE-5797	6/12/2024	Synergy
DE-5865	6/12/2024	Department of Transport
DE-5874	9/12/2024	Precision Administration Services Pty Ltd
DE-5802	9/12/2024	Synergy
DE-5803	9/12/2024	Synergy
DE-5809	9/12/2024	Water Corporation
DE-5812	9/12/2024	Water Corporation
DE-5810	9/12/2024	Water Corporation
DE-5811	9/12/2024	Water Corporation
DE-5861	9/12/2024	Telstra
DE-5862	9/12/2024	Telstra
DE-5875	9/12/2024	Bendigo Bank
DE-5876	9/12/2024	Bendigo Bank
DE-5877	9/12/2024	Department of Transport
DE-5879	10/12/2024	Department of Transport
DE-5805	10/12/2024	Synergy
DE-5806	10/12/2024	Synergy
DE-5804	10/12/2024	Synergy
DE-5834	11/12/2024	Synergy
DE-5833	11/12/2024	Synergy
DE-5880	11/12/2024	Department of Transport
DE-5863	11/12/2024	Telstra
DE-5835	12/12/2024	Synergy
DE-5883	13/12/2024	Bendigo Bank
DE-5884	13/12/2024	Department of Transport
DE-5814	13/12/2024	Water Corporation
DE-5816	13/12/2024	Water Corporation
DE-5813	13/12/2024	Water Corporation
DE-5817	13/12/2024	Water Corporation
DE-5836	13/12/2024	Synergy
DE-5868	13/12/2024	Viva Energy Australia Pty Ltd
DE-5815	13/12/2024	Water Corporation
DE-5867	14/12/2024	Credit Card - EMCCS
DE-5866	14/12/2024	Credit Card - EMRDS
DE-5864	14/12/2024	Credit Card - CEO
DE-5881	14/12/2024	Credit Card - CESM
DE-5882	14/12/2024	Credit Card - EMO
DE-5825	16/12/2024	Water Corporation
DE-5923	16/12/2024	Department of Transport
DE-5924	16/12/2024	Bendigo Bank
DE-5824	16/12/2024	Water Corporation
DE-5828	16/12/2024	Water Corporation
DE-5826	16/12/2024	Water Corporation
DE-5823	16/12/2024	Water Corporation
DE-5925	16/12/2024	Department of Transport
DE-5926	17/12/2024	Bendigo Bank
DE-5927	17/12/2024	Bendigo Bank

Payment Category	DETAILS	AMOUNT
L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor	Electricity charges Lot 580 U A Jones St Gingin	175.23
	Electricity charges Lot 32 Church St Gingin	186.53
	Electricity charges Lot 326 Roe St Gingin	811.45
	Electricity charges 7 Brockman St Gingin	1,046.94
	Electricity charges Brockman St Gingin	1,392.50
	Electricity charges Dewar St Guilderton	2,070.70
	Electricity charges Lit 12 U A Weld St Gingin	3,910.63
	Electricity charges 5 Weld St Gingin	72.55
	Electricity charges 3 Fewster St Gingin	100.02
	Department of Transport - Police Licensing 29.11.2024	943.50
	Bendigo Bank: CBA Merchant fee #6026	1,005.25
	Lodgement fee for registering unpaid infringements	172.00
	Bendigo Bank: CBA Merchant Fees #2629	488.27
	Electricity charges Lot 10 Cockram Rd Gingin	252.44
	Electricity charges Lot 501 Honeycomb Rd Gingin	1,183.82
	Department of Transport - Police Licensing 02.12.2024	3,410.60
	LN-124A-Regional Hardcourt Facility Repayment: 21	15,660.20
	Payroll deduction for PE: 05/12/2024	31,344.25
	Bendigo Bank: De Fees	15.60
	Department of Transport - Police Licensing 03.12.2024	5,796.15
	Postage charges up to 30/11/2024	1,983.10
	Electricity charges Lot 9505 Lancelin Road Lancelin	260.04
	Electricity charges Lot 102 Gingin Road Lancelin	376.93
	Electricity charges Lot 324 Gingin Road Lancelin	491.17
	Electricity charges Lot 323 Rock Way Lancelin	393.26
	Department of Transport - Police Licensing 04.12.2024	5,201.20
	Payroll deduction for PE: 09/12/2024	51.33
	Electricity charges 9 King St Lancelin	264.13
	Electricity charges 57 Lefroy St Gingin	437.01
	Water charges 3 Fewster St Gingin	116.48
	Water charges 4 Fewster St Gingin Lot 103	120.48
	Water charges 57 Lefroy St Gingin	148.51
	Water charges 37A Lefroy St Gingin Lot 20	196.56
	Telstra Group Plan up to 13/11/2024	1,637.93
	Telephone Charges Guilderton Caravan Park	240.00
	Bendigo Bank: De Fees	5.85
	Bendigo Bank: De Fees	0.15
	Department of Transport - Police Licensing 05.12.2024	576.30
	Department of Transport - Police Licensing 06.12.2024	4,152.95
	Electricity charges Jones St Ledge Point	424.77
	Electricity charges Lot 646 Robertson Road Ledge Point	592.63
	Electricity charges Lot 1 Cunliffe St Lancelin	261.38
	Electricity charges Lot 99 Weld St Gingin	944.65
	Electricity charges Lot 390 U 54 Ledge Point Rd Ledge Poi	3,317.33
	Department of Transport - Police Licensing 09.12.2024	1,687.20
	Telstra Group Plan up to 21/11/2024	1,090.15
	Electricity charges U A 3 De Burgh St Ledge Point	170.71
	Bendigo Bank: De Fees	4.80
	Department of Transport - Police Licensing 10.12.2024	516.80
	Water charges 6 Constable St Gingin Lot 126	117.56
	Water charges 7 Brockman St Gingin Lot 163 RES 2581	241.00
	9007260711: BILL 0147: Meter read 21/11/2024 204kL: W:	599.56
	Water charges Brockman St Gingin Lot 600	1,281.69
	Electricity charges 13 King Dr Woodridge	1,770.19
	Shell Card Fuel Purchases 16/11/2024 - 30/11/2024	450.47
	Water charges 11 Constable St Gingin Lot 134	5.88
	Credit Card Purchases - November 2024	1,609.75
	Credit Card Purchases - November 2024	176.80
	Credit Card Purchases - November 2024	19.00
	Credit Card Purchases - November 2024	678.94
	Credit Card Purchases - November 2024	1,281.50
	Water charges Jones St Gingin Lot 500 RES 50843	5.88
	Department of Transport - Police Licensing 11.12.2024	1,428.10
	Bpoint /Transaction Fees	69.55
	Water charges 3 Horan St Gingin Lot 86	35.27
	Edwards St Guilderton Lot 424 RES 36048	118.48
	Water charges Weld St Gingin Lot 99	365.91
	Water charges 1 Weld St Gingin Lot 66	1,736.33
	Department of Transport - Police Licensing 12.12.2024	8,385.15
	Department of Transport - Police Licensing 13.12.2024	1,919.30
	Bendigo Bank: De Fees	9.75

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME	Payment Category L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor	DETAILS	AMOUNT
DE-5870	17/12/2024	TeleChoice		TeleChoice Mobile charges for the period 01/11/2024 - 30/1	171.00
DE-5930	18/12/2024	Department of Transport		Department of Transport - Police Licensing 16.12.2024	3,169.55
DE-5931	18/12/2024	Water Corporation		Water charges Moore River Dr Guilderton Lot RES 26561	846.43
DE-5932	18/12/2024	Water Corporation		Water charges Heffron Way Gabbadah Lot 244	332.11
DE-5933	18/12/2024	Water Corporation		Water charges 60 King Drive Woodridge Lot 267	38.21
DE-5935	18/12/2024	Water Corporation		Water charges 60 King Dr Woodridge Lot 267	105.80
DE-5934	18/12/2024	Water Corporation		Water charges 13 King Dr Woodridge Lot 301	1,287.28
DE-5936	19/12/2024	Precision Administration Services Pty Ltd		Payroll deduction for PE: 19/12/2024	31,342.36
DE-5832	19/12/2024	Water Corporation		Water charges 771 McCormick St Seabird Lot 77	285.08
DE-5831	19/12/2024	Water Corporation		Water charges Dewar St Guilderton Lot1 RES25007, 2RES	6,042.58
DE-5830	19/12/2024	Water Corporation		Water charges 232l Wedge St Guilderton Lot 232	51.44
DE-5827	19/12/2024	Water Corporation		Water charges Edwards St Guilderton Lot 425	394.58
DE-5829	19/12/2024	Water Corporation		Water charges 961 Edwards St Guilderton Lot 96 RES 250	743.57
DE-5938	19/12/2024	Department of Transport		Department of Transport - Police Licensing 17.12.2024	7,607.40
DE-5822	19/12/2024	Water Corporation		Water charges 18-20 Brockman St Gingin Lot 125, 402	123.44
DE-5940	19/12/2024	Bendigo Bank		Bendigo Bank De Fees 20.12.2024	16.65
DE-5941	19/12/2024	Bendigo Bank		Bendigo Bank De Fees 19.12.2024	6.00
DE-5929	20/12/2024	Western Australian Treasury Corporation (WATC)		LN-132-Gingin Outdoor Activity Space Rpymt: 7	9,530.27
DE-5928	20/12/2024	Western Australian Treasury Corporation (WATC)		LN-131-Altus Financials Software Upgrade Rpymt: 7	6,084.73
DE-5871	20/12/2024	Synergy		Electricity charges Lot 1 Brockman St Gingin	135.00
DE-5895	20/12/2024	Water Corporation		Water charges Res 646 de Burgh St Ledge Point Lot 646	58.78
DE-5892	20/12/2024	Water Corporation		Water charges De Burgh St Ledge Point Lot 459, 498 RES 31377	70.54
DE-5951	20/12/2024	Windcave Pty Ltd		Windcave Pty Ltd - Transaction fees	2,520.45
DE-5893	20/12/2024	Water Corporation		Water charges Jones St Ledge Point Lot 744 RES 31684	1,925.05
DE-5952	20/12/2024	Department of Transport		Department of Transport - Police Licensing 18.12.2024	808.85
DE-5953	20/12/2024	Department of Transport		Department of Transport - Police Licensing 19.12.2024	3,851.65
DE-5957	21/12/2024	Western Australian Treasury Corporation (WATC)		LN-133-Cunliffe Street Foreshore Redevelopment Repaym	15,703.31
DE-5939	21/12/2024	Western Australian Treasury Corporation (WATC)		LN-120-Regional Hardcourt Facility Repayment: 31	19,775.92
DE-5869	22/12/2024	Vocus Communications		Vocus Enterprise Internet P1236683 01/13/2024 - 31/12/20	808.50
DE-5872	23/12/2024	Synergy		Electricity charges Streetlights	11,079.99
DE-5958	23/12/2024	Bendigo Bank		Bendigo Bank: De fees	5.10
DE-5969	23/12/2024	Westnet Internet Services		Internet Services - 27.10.2024	74.99
DE-5959	24/12/2024	Department of Transport		Department of Transport - Police Licensing 24.12.2024	3,642.90
DE-5886	27/12/2024	Water Corporation		Water charges Gingin Rd Lancelin Lot 102, 190 RES 24022	413.57
DE-5903	27/12/2024	Water Corporation		Water charges Seaview Dr Karakin Lot 269	96.99
DE-5901	27/12/2024	Water Corporation		Water charges 2 Atkinson Way Lancelin Lot 84	48.41
DE-5909	27/12/2024	Water Corporation		Water charges Unit 9/2 Atkinson Way Lancelin Lot 84	269.93
DE-5906	27/12/2024	Water Corporation		Water charges Unit 6/2 Atkinson Way Lancelin Lot 84	270.94
DE-5897	27/12/2024	Water Corporation		Water charges Unit 2/2 Atkinson Way Lancelin Lot 84	276.94
DE-5908	27/12/2024	Water Corporation		Water charges Unit 8/2 Atkinson Way Lancelin Lot 84	282.95
DE-5898	27/12/2024	Water Corporation		Water charges Unit 3/2 Atkinson Way Lancelin Lot 84	283.95
DE-5911	27/12/2024	Water Corporation		Water charges Unit 11/2 Atkinson Way Lancelin Lot 84	285.95
DE-5910	27/12/2024	Water Corporation		Water charges Unit 10/2 Atkinson Way Lancelin Lot 84	287.95
DE-5900	27/12/2024	Water Corporation		Water charges Unit 5/2 Atkinson Way Lancelin Lot 84	287.95
DE-5896	27/12/2024	Water Corporation		Water charges Unit 1/2 Atkinson Way Lancelin Lot 84	293.96
DE-5905	27/12/2024	Water Corporation		Water charges Unit 6-11/2 Atkinson Way Lancelin Lot 84	298.30
DE-5899	27/12/2024	Water Corporation		Water charges Unit 4/2 Atkinson Way Lancelin Lot 84	301.96
DE-5907	27/12/2024	Water Corporation		Water charges Unit 7/2 Atkinson Way Lancelin Lot 84	303.97
DE-5894	27/12/2024	Water Corporation		Water charges 4 KW Rd Karakin Lot 161	5.81
DE-5942	27/12/2024	Viva Energy Australia Pty Ltd		Shell Card Fuel Purchases 01/12/2024 - 15/12/2024	357.22
DE-5962	27/12/2024	Department of Transport		Department of Transport - Police Licensing 23.12.2024	13,426.05
DE-5961	27/12/2024	QPC Group		Epson WF-C21000 Click Charges	316.68
DE-5904	30/12/2024	Water Corporation		Water charges Ocean Farm Dr Nilgen Lot 4021 RES 35092	708.30
DE-5873	30/12/2024	Synergy		Electricity charges Lot 77 Edwards St Seabird	117.82
DE-5937	30/12/2024	Telstra		2000 43467 43780: Internet 05/11/2024-04/12/2024: Seabi	107.50
DE-5967	30/12/2024	Department of Transport		Department of Transport - Police Licensing 24.12.2024	4,352.60
DE-5968	30/12/2024	QPC Group		Replacement Toner - Freight Charge	33.00
DE-5902	31/12/2024	Water Corporation		Water charges L500 Fisher Way Lancelin Lot 500	117.56
DE-5888	31/12/2024	Water Corporation		Water charges 131 Gingin Rd Lancelin Lot 324 RES 41400	85.23
DE-5890	31/12/2024	Water Corporation		Water charges 9 King St Lancelin Lot 585 RES32837	49.96
DE-5889	31/12/2024	Water Corporation		Water charges 6 Hopkins St Lancelin Lot 701 RES 53340	448.33
DE-5885	31/12/2024	Water Corporation		Water charges 4 Hopkins St Lancelin Lot 606 RES 32942	855.25
DE-5915	31/12/2024	Synergy		Electricity charges 106 Paperbark Ave Gabbadah	647.43
DE-5914	31/12/2024	Synergy		Electricity charges Lot 244 Sovereign Hill Dr Gabbadah	192.28

**MINUTES
ORDINARY COUNCIL MEETING
21 JANUARY 2025**

**APPENDIX
13.3.1**

Payments made under Delegated Authority 2.1 Payment of Creditors for the period 01/12/2024 - 31/12/2024

TYPE	DATE PAID	NAME
DE-5912	31/12/2024	Synergy
DE-5913	31/12/2024	Synergy
DE-5970	31/12/2024	Dell Financial Services Pty Ltd
DE-5971	31/12/2024	HP Financial Services (Australia) Pty Ltd
DE-5972	31/12/2024	LJ Hughes

DIRECT DEBIT

TOTAL MUNICIPAL

CREDIT CARD BREAK-UP

November CEO Bendigo Bank

EMCCS
Mailchimp
Mailchimp
WA Farm Shop
DFES
DoT
City of Perth
Campbells/Metcash
Bendigo Bank

EMRDS
DoT
Bendigo Bank

CESM
ContronX Design
Quadlock
Kleenheat Gas
Shire of Gingin DoT
Jurien Bay Hotel
Endeavor Tavern Lancelin
Bendigo Bank

EMOA
Bendigo Bank
North Metro Tafe
Gull Gingin
Road Safety

Total

CALTEX CARD BREAKUP

November WEX Australia Pty Ltd

2GG: 157.21L
GG033: 203.68L
GG070: 265.74L
Small Parts Jerry Cans: 128.09L
GG034:30.14L
GG09: 173.7L
GG0: 65.65L
6GG: 55.28L
GG005: 305.65L
GG069: 37.72L

Total

Payment Category
L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor

DETAILS	AMOUNT
Electricity charges Lot 12 Dewar St Guilderton	171.28
Electricity charges Sovereign Hill Dr Gabbadah	167.11
Allocation of Lease payment - December 2024	1,651.29
Allocation of Lease Payment - December 2024	748.57
Allocation of Lease Payment - December 2024 Lancelin Of	669.50

283,296.35

3,002,145.04

19.00

19.00

115.20

3.46

610.00

145.94

38.80

99.00

593.35

4.00

1,609.75

172.80

4.00

176.80

161.71

121.08

99.00

59.30

166.85

52.00

19.00

678.94

19.00

750.00

237.50

275.00

1,281.50

3,765.99

276.36

390.33

508.95

128.09

57.11

312.49

118.10

99.45

567.13

65.22

2,523.23

14 REPORTS - REGULATORY AND DEVELOPMENT SERVICES

14.1 APPLICATION FOR TEMPORARY ACCOMMODATION - LOT 359 (32) BROCKMAN STREET, GINGIN

File	BLD/5399
Author	Tanya Anderson – Coordinator Environmental Health Roz Bonser – Building Surveyor James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Location Plan [14.1.1 - 1 page] 2. Aerial Map [14.1.2 - 1 page] 3. Applicant's Proposal [14.1.3 - 4 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider an Application for Temporary Accommodation on Lot 359 (32) Brockman Street, Gingin.

BACKGROUND

The subject land is 4,099m² in area and is zoned 'Residential' under Local Planning Scheme No. 9. The property is located within the Marchmont Estate, and within the Gingin townsite.

This proposal relates to a protracted process to obtain a temporary living permit, with initial contact between the landowners and the Shire occurring in mid-2022.

The property received a Building Permit on 5 April 2023. The site currently contains a partially constructed dwelling, with the undercroft (garage) having been fitted out as a habitable area. This area is being used for accommodation by the landowner without any approval to do so. The habitable living area is serviced by a kitchen, laundry and approved effluent disposal system.

Council consideration is required as the proposal does not align with the *Caravan Parks and Camping Ground Regulations 1997*, given that the land is within a townsite, and the proposal does not comprise of residing within a caravan.

It should be noted that land within Marchmont Estate is subject to restrictive covenants, one of which is outlined below:

4. *The registered proprietor of each Lot shall not reside or allow any person to reside in any shed, caravan or mobile home on the Lot.*

It is also relevant to advise that the Shire of Gingin will not undertake the enforcement of restrictive covenants unless the restrictive covenant has been registered on the Certificate of Title for the land by the Shire of Gingin. In this instance, the restrictive covenants were placed on the land title by the developer.

The landowners were initially living in a caravan on the subject land, again without any approval to do so. However, the developer recently instructed the owner to remove the caravan as it contravened the Restrictive Covenant. The landowners subsequently followed that instruction and moved into the undercroft.

The challenge with this proposal is that the accommodation area does not satisfy the *Building Code of Australia* (BCA) and therefore is unable to be progressed in this regard. The proposal does not strictly satisfy the *Caravan Parks and Camping Ground Regulations 1997* as the accommodation no longer comprises of a caravan. Ordinarily, the caravan which was initially onsite would be located within the undercroft and thereby address the BCA concerns, however the developer has administered the restrictive covenants that apply to the land and therefore the caravan is unable to remain onsite.

This is an unusual set of circumstances and is unlikely create an undesirable precedent for future Temporary Accommodation proposals as the restrictive covenants do not apply beyond Marchmont Estate.

An aerial image and location plan are provided (**see appendices**).

The Applicant's Proposal is provided (**see appendices**).

COMMENT

Caravan Parks and Camping Ground Regulations 1997 (the Regulations)

In September 2024 the Regulations were amended to provide for increased flexibility for campers on private property, notably for up to 24 months with local government approval. The purpose of these amendments is understandable, having regard to the current shortage of available housing throughout the state.

Subject to compliance with relevant planning, building and health legislation, the amendments represent a more permissive approach. Local governments must still ensure that assessments and determination of applications for approval address a wide range of relevant criteria and include appropriate conditions to regulate this activity in accordance with Regulation 11A(3)(c) of the Regulations, which is outlined below:

11A. Camping on private land with local government approval

(3) The approval is subject to the following conditions –

(c) any other conditions specified by the local government in the approval.

Officer Comment

The officer has some reservations as to whether the proposal satisfies the above criteria, as the accommodation no longer involves ‘camping’ within a caravan. It involves living within a non-habitable portion of an approved dwelling. It may be appropriate that the Building Code of Australia is a more relevant tool to assess the merits of the proposal, notwithstanding that the Shire’s practice in the past has been consideration of an Application for Temporary Accommodation through the Health Section. This broader process and applicable framework are currently being explored by Administration.

The minimum facilities required to consider temporary accommodation are outlined below with corresponding officer comment:

- 1. An effluent disposal system is installed and a ‘Permit to Use’ issued (An ‘Application to Construct or Install an Apparatus for the Treatment of Sewage’ is required to be submitted prior to installation).*

The temporary accommodation is serviced by a wastewater system approved on 3 May 2022 under permit 265-21/22 for the property.

- 2. Ablution facilities are installed and connected to an approved effluent disposal system including flushing toilet, hand basin, shower or bath, and washing machine or tough.*

The temporary accommodation contains the above-mentioned facilities.

- 3. An adequate supply of potable water fit for human consumption is available on the property.*

The temporary accommodation is connected to the mains water supply.

The officer emphasises that, should approval be forthcoming, then the legislation restricts the approval period to 24 months. There is no ability to extend this timeframe, as it is written into the legislation.

Had this been processed in mid-2022, such an approval period would have expired, and the landowner would be required to vacate the property and find alternate accommodation until such time as the notice of completion for the dwelling was received. The landowners are therefore being forewarned that the dwelling must be completed within 24 months, or alternate living arrangements will have to be arranged beyond the approval period.

STATUTORY/LOCAL LAW IMPLICATIONS

Caravan Parks and Camping Ground Regulations 1997 (The Regulations)

NCC (National Construction Code) 2019 Building Code of Australia – Volume Two Amendment 1

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning & Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

VOTING REQUIREMENTS - SIMPLE MAJORITY

MOTION/OFFICER RECOMMENDATION

MOVED: Councillor Kestel SECONDED: Councillor Johnson

That Council grant approval for temporary accommodation on Lot 359 (32) Brockman Street, Gingin subject to the following conditions:

1. This approval is granted for a period of 24 months and expires on 21 January 2027, or at the completion of the dwelling to the satisfaction of the Shire of Gingin, whichever occurs first.
2. Within 7 days of completion of the dwelling, the landowner is required to notify the Shire of Gingin in writing.
3. Within 42 days of the expiration of the temporary accommodation approval, or the completion of the dwelling to the satisfaction of the Shire of Gingin, the owner shall at the owner's cost, decommission the habitable living area, namely the kitchen, laundry and bathroom facilities in the undercroft.
4. This approval remains valid while the temporary living area is serviced by an adequate potable water supply, mains power, ablutions and kitchen facilities to the satisfaction of the Shire of Gingin. In the event these facilities cease to remain to a satisfactory standard, the approval shall lapse and be of no further effect.
5. The land is to be maintained in such a condition that it is not a hazard to safety or health and access to services.
6. The Shire may revoke this approval, by written notice to the landowners, if a condition of the approval is breached or construction of the dwelling is not progressing to the satisfaction of the Shire of Gingin.
7. There is to be a delineation between the active building site and the living quarters that aligns with requirements under the *Work Health and Safety Regulations (2022)* for a building site.

Advice Notes:

Note 1: If you are aggrieved by this decision or conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Section 27 of the *Caravan Parks and Camping Grounds Act 1995*.

AMENDMENT MOTION

MOVED: Councillor Weeks SECONDED: Councillor Stewart

That Council amend the substantive motion in part 3 by deleting the word ', laundry'.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

Reason for Amendment

The reason for the amendment is that the officer recommendation called for the removal of the existing laundry at the end of the temporary accommodation permit period, whereas the owners had pointed out that the laundry will remain, as is, according to the plans, even after their temporary permit has ended. Therefore, being asked or directed to remove such facilities which have already been approved for the final building is contradictory.

AMENDMENT MOTION

MOVED: Councillor Stewart SECONDED: Councillor Johnson

That Council amend the substantive motion by deleting part 5.

**CARRIED
5 / 4**

FOR: *Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Stewart and Councillor Weeks*

AGAINST: *Councillor Balcombe, Councillor Sorensen, Councillor Vis and Councillor Woods*

Reason for Amendment

They have an owner builder permit and as such they would be unable to keep the whole premises hazard free.

COUNCIL RESOLUTION

MOVED: Councillor Kestel SECONDED: Councillor Johnson

That Council grant approval for temporary accommodation on Lot 359 (32) Brockman Street, Gingin subject to the following conditions:

1. This approval is granted for a period of 24 months and expires on 21 January 2027, or at the completion of the dwelling to the satisfaction of the Shire of Gingin, whichever occurs first.
2. Within 7 days of completion of the dwelling, the landowner is required to notify the Shire of Gingin in writing.
3. Within 42 days of the expiration of the temporary accommodation approval, or the completion of the dwelling to the satisfaction of the Shire of Gingin, the owner shall at the owner's cost, decommission the habitable living area, namely the kitchen and bathroom facilities in the undercroft.
4. This approval remains valid while the temporary living area is serviced by an adequate potable water supply, mains power, ablutions and kitchen facilities to the satisfaction of the Shire of Gingin. In the event these facilities cease to remain to a satisfactory standard, the approval shall lapse and be of no further effect.
5. The Shire may revoke this approval, by written notice to the landowners, if a condition of the approval is breached or construction of the dwelling is not progressing to the satisfaction of the Shire of Gingin.
6. There is to be a delineation between the active building site and the living quarters that aligns with requirements under the *Work Health and Safety Regulations (2022)* for a building site.

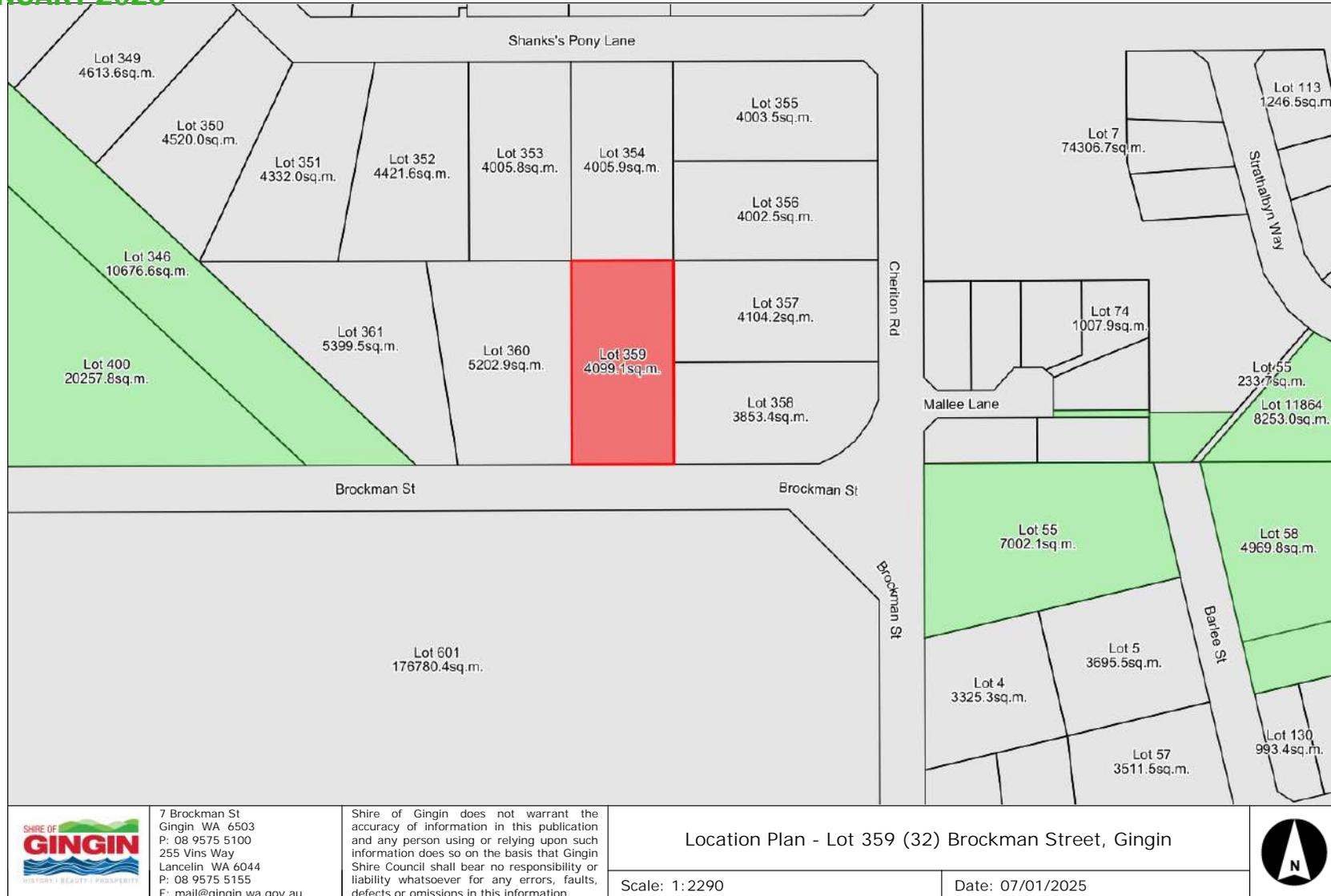
Advice Notes:

Note 1: If you are aggrieved by this decision or conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Section 27 of the *Caravan Parks and Camping Grounds Act 1995*.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*





	<p>7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au</p>	<p>Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.</p>	<p>Aerial Map - Lot 359 (32) Brockman Street, Gingin</p>		
			<p>Scale: 1:686</p>	<p>Date: 07/01/2025</p>	



Environmental Health
TEMPORARY ACCOMMODATION

Application for Temporary Accommodation

Caravan Parks and Camping Grounds Regulations 1997

To:	Health - Regulatory & Development Services
-----	--

Applicant / Owner Details

Applicant's Name:	STEPHEN. L. + ROSALIE. L. BARNES		
Postal Address:	PO Box 324 GINGIN.		
	Suburb/Town:	GINGIN . WA.	Post Code: 6503
Email:	rosaliexbarnes@yahoo.com.au.		
Phone:	Home:		Mobile: 0418901784

Property Details

I am applying for permission, under the under the *Caravan Parks and Camping Grounds Regulations 1997*, to live in a caravan ONLY (in a shed on the property), whilst a dwelling/house is being erected at:

Street Number:	32	Lot Number:	359
Street Name:	BROCKMAN. ST		
Suburb:	GINGIN . WA. 6503		
Size of Property:	1 AC.	hectares (must be over 1 hectare in size)	

Additional Details

The following details are required to ensure your application can be assessed.

Number of Persons Residing on Site:	2	Date of Occupancy:	
Size of Caravan (metres):		Number of Beds:	
Please Confirm:	<input checked="" type="checkbox"/> Toilet is flushable <input checked="" type="checkbox"/> Hand basin near toilet <input checked="" type="checkbox"/> Wash trough <input checked="" type="checkbox"/> Washing machine <input checked="" type="checkbox"/> Shower/bath		
Dwelling Building Permit Approval Number:			
Type of Effluent Disposal System:	SEPTIC TANK.		
Issue Date of Approval to Construct Effluent Disposal System:			
Issue Date of Permit to Use Effluent Disposal System:			
Potable Water Source:	MAINS WATER		
Power Supply Source:	WESTERN POWER		



Environmental Health
TEMPORARY ACCOMMODATION

Additional Details (continued)

1. A sketched property site plan must be provided, showing: Location of temporary accommodation. <i>BLD</i> Location of effluent disposal system. <i>BLD</i> Location of ablution facilities (WC, shower, laundry, kitchen sink). <i>BLD</i>	
2. Proof of availability of housing finance (preferably letter from lending institution). <i>N/A</i>	
3. Schedule of Building Works for Permanent Dwelling (attached form to be completed).	
4. Statutory Declaration (attached form to be completed).	

Fees & Charges

Assessment of Initial Application	<i>WAIVED BY RANJA - 2/10/24</i>	<input checked="" type="checkbox"/>	\$156.00
Approval - Initial 12-month Period		<input type="checkbox"/>	\$177.00
Additional 6-month Period Application		<input type="checkbox"/>	\$156.00
Approval - Additional 6-month Period (inspection fee)		<input type="checkbox"/>	\$177.00

Declaration

I declare that all details in this application are true and correct.

Applicant's Signature: Handwritten signature required	<i>R. L. Barnes</i>	Date:	<i>02/10/24</i>
---	---------------------	--------------	-----------------

OFFICE USE ONLY

Application approved?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments:	<i>PRESENT REQUEST TO COUNCIL FOR APPROVAL AS DOES NOT MEET REQ'S BEING A TOWNSITE BLOCK.</i>
Authorising Officer:	
Signature:	Date:

Record #: _____

Environmental Health
TEMPORARY ACCOMMODATION



Schedule of Building Works for Permanent Dwelling

To be completed by Applicant

Name of Owner:	STEPHEN. L. + ROSALIE. L. BARNES			
Premises Location:	Lot No:	359	Street Name:	BROCKMAN. ST
	Street No:	32	Suburb/Town:	GINGIN. WA. 6503

LOWER LEVEL OF HOUSE.

Part Completed	Expected Completion Date	Any Other Relevant Information
Sand Pad	DONE	
Levelling & Compacting Sand Pad	DONE	
Footings	DONE	
Concrete Slab x 2	DONE	
Brick Work / Blockwork	DONE	
Roof Carpentry	N/A	
Roof Tiles	N/A	
Cabinets	N/A TBA	
Plumbing	Lower level completed.	
Electrical	Lower level completed	
Plastering & Painting	N/A	
Finish of Interior	TBA	NOT SETTLED ON.

If there is a future change in this schedule, please inform the Shire of Gingin Health Services Team on (08) 9575 5100.

WESTERN AUSTRALIA

OATHS, AFFIDAVITS AND STATUTORY DECLARATIONS ACT 2005

STATUTORY DECLARATION

I, ROSALIE LILIAN BARNES
(Full Name)
of 32 BROCKMAN ST GINGIN
(Address)

do solemnly and sincerely declare that:

- I am the owner of Lot 359 Street BROCKMAN ST.
Suburb/Town GINGIN at which location a house will be built as a permanent dwelling.
- I have applied to the Shire of Gingin for permission to live in temporary accommodation (a caravan within a shed) on the land whilst the dwelling is being erected. I will cease to occupy this temporary accommodation and live in the house when it is complete.
- I understand the Shire may grant approval for me to occupy temporary accommodation for a period not exceeding 12 months commencing after the sand pad, footings and slab (or stumps) of the permanent dwelling are completed.
- I understand that no extension of approvals will be considered unless considerable progress has been made towards completion of the dwelling, and expiration or cancellation of the building permit for the dwelling will void the applicable Temporary Accommodation approval.
- I will not occupy the temporary accommodation until a Building Permit is issued and the following minimum facilities are complete:
 - An effluent disposal system is installed and a "Permit to Use" issued (an 'Application to Construct or Install an Apparatus for the Treatment of Sewerage' is required to be submitted prior to installation).
 - Ablution facilities are installed and connected to an approved effluent disposal system including flushing toilet, hand basin, shower or bath, and washing machine or trough.
 - An adequate supply of potable water fit for human consumption is available on the property.
- I am aware that it is on the basis of the above declarations that this Shire may grant approval to occupy temporary accommodation and that in the event that I occupy the temporary accommodation otherwise than in accordance with the terms of the approval, I may be prosecuted by the Shire of Gingin and that this statement I have made in the Statutory Declaration may be tendered in evidence.

This Declaration is true and I know it is an offence to make a declaration knowing that it is false in a material particular.

This Declaration is made under the Oaths, Affidavits and Statutory Declarations Act 2005.

At GINGIN, WA.
(place)
02/10/2024
(date)

In the presence of -

Margaret Eleanor Greenwood
(Signature of authorised witness)
MARGARET ELEANOR GREENWOOD
JP 1540
(Name of authorized witness and *qualifications as witness - see next page)

By R.L. Barnes
(Signature of person making the Declaration)

15 REPORTS - OPERATIONS AND ASSETS

15.1 AVON CENTRAL COAST 2050 CYCLING STRATEGY

File	REC/14
Author	Danica Todd – Technical Officer Assets & Procurement
Reporting Officer	Ruth March - Executive Manager Operations and Assets
Refer	Briefing Session - 3.10.23
Appendices	Avon Central Coast 2050 Cycling Strategy

DISCLOSURES OF INTEREST

Nil

PURPOSE

For Council to endorse the Avon Central Coast 2050 Cycling Strategy.

BACKGROUND

The development of the Avon Central Coast 2050 Strategy (the Strategy) began in late 2019, however its progression was hampered by the pandemic and other factors. As a result, two significant periods of consultation were undertaken (in 2019-20 and subsequently in late 2022). Following a significant revision of route mapping, the Department of Transport (DoT) has now produced a final version of the Strategy.

This Strategy sets out a long-term vision of creating safe, resilient, vibrant, and integrated communities across the Avon and Central Coast region, encompassing the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York. Included in the Strategy document are maps showing the proposed cycling pathway.

On 3 October 2023 a briefing paper was presented to Council seeking endorsement of the Strategy. The outcome sought by the officer at the time was as follows:

General consensus that, although worthy, the Shire of Gingin does not have the resources to take on a project of this nature. The proposal would not be a priority for this Shire.

COMMENT

The Executive Manager Operations and Assets has reviewed the latest version of the Strategy. Whilst Council previously determined it lacked the resources/timeframe to undertake the proposed projects in the Strategy, it is worth noting that an endorsed Strategy would enable the Shire to apply for grant funding to develop the identified routes and any associated local routes in a Bike Plan going forward.

These grants are typically provided on a 50/50 funding basis, meaning the Shire would need to allocate matching funds in its budget. The DoT acknowledges that this can be a challenge for many local governments and may adjust its expectations accordingly.

The Strategy is intended as a long-term plan, providing the opportunity to phase work over an extended period.

Endorsing the strategy also positions the Shire to secure funding from other sources. For instance, future developments could be conditioned to include active transport infrastructure if aligned with the strategic network. Additionally, it opens opportunities to coordinate with projects led by others, such as major road or rail works, land development, or utility upgrades.

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Endorsement of the revised Strategy will enable the Shire to obtain DoT support for future State and Federal funding.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning & Land Use - Plan the use of the land to meet future requirements incorporating economic development objectives and community amenity

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Stewart **SECONDED:** Councillor Woods

That Council endorse the Avon Central Coast 2050 Cycling Strategy.

**CARRIED UNANIMOUSLY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*



Government of Western Australia
Department of Transport

Empowering a
thriving community



AVON CENTRAL COAST 2050 CYCLING STRATEGY



Department of Transport

About this report

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.

The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. August 2023

© Department of Transport 2023

Alternative formats

This publication is available in alternative formats upon request. Contact us to request a copy or submit an enquiry.

Contact

Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au

Acknowledgement

The authors of the Avon Central Coast 2050 Cycling Strategy acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, waters and community. We pay respect to Elders past and present.

Specific acknowledgement is given to the Ballardong, Whadjuk and Yued Noongar peoples.

Specific acknowledgements have been made throughout the document to recognise Country and the Traditional Custodians.

In the first instance this has been informed by Native Title Determination Areas^{1 2 3}, as per the Native Title Tribunal Native Title Claimant Applications and Determination Areas Map, available from the National Native Title Tribunal.

Where no formal Native Title claim has been determined, reference has been made to the AIATSIS Map of Indigenous Australia⁴. We note that some of the information shown on that map is contested and may not be agreed to by some Traditional Custodians. We additionally recognise there are alternative spellings for some of these names.

Please contact activetransport@transport.wa.gov.au if Traditional Custodians have not been accurately recognised.

Aboriginal and Torres Strait Islander peoples are respectfully advised that this publication may contain images or names of people who are deceased.

Contents

Executive Summary	4
Why we want more people walking and riding	5
1. Introduction	6
1.1 Guiding principles	6
1.2 Avon Central Coast in context	7
1.3 The need for a long-term regional cycling strategy	8
1.4 Background research and analysis	10
2. Encouraging Bike Riding	12
2.1 Activation, consultation and evaluation	12
2.2 Cross agency synergies	13
3. Regional Route Hierarchy	14
3.1 Primary routes	14
3.2 Secondary routes	15
3.3 Local routes	15
3.4 Transport trails	16
3.5 Road cycling routes	16
4. Proposed Network	17
4.1 Overall network	17
4.2 Avon subregion	22
4.3 Central Coast subregion	27
5. The Way Forward	36
5.1 Connecting people to where they live, work, learn and play	36
5.2 Promoting a unique visitor experience by bicycle	38
5.3 Supporting healthy, active, and safe communities	44
5.4 Family friendly bicycle routes and experiences	46
5.5 Planning for resilient communities	49
5.6 Broader consideration of active transport	53
5.7 Developing road cycling routes	53
6. Action Plan	55
6.1 The existing cycling networks	55
6.2 Priority projects	72
6.3 Plan maintenance	86
Appendix A: Route hierarchy summary	87
Appendix B: Desktop analysis	89
Appendix C: Community and stakeholder consultation	97

Executive Summary

The Western Australian Bicycle Network Plan (WABN) recognises the importance of bike riding to Western Australia. It enables partnerships between local and state governments to improve cycle infrastructure throughout the State. The State Government has developed a Long-Term Cycle Network (LTCN) in collaboration with local governments that recognises the important integration of connections to major and local attractions, tourist destinations and trails. This network is recognised in the 12 regional cycle strategies that have been, or are being, developed. They celebrate the growing attraction of cycle tourism within the State as well as promoting the importance of connected networks and a safer environment to cater for the growing demand for bike riding in regional and metropolitan areas.

Cities and towns with high levels of bike riding enjoy a range of economic, environmental and social benefits. Not only is bike riding proven to reduce traffic congestion and improve air quality, it also helps to create more vibrant and welcoming communities. Bike riding can facilitate new forms of industry (such as cycle-tourism) and more generally, it enables people to live happier, healthier and more active lives. Fundamentally, increasing active transport, including walking and riding, is about improving quality of life – something that is critical for attracting and retaining people in regional areas.

The key to increasing walking and riding is providing and activating infrastructure which is safe and convenient. When applied successfully, the Activation, Consultation and Evaluation (ACE) model actively encourages people to utilise the infrastructure delivered, creates opportunities for constructive engagement, links social and built environment factors, and facilitates definition and measurement of project outcomes.

Active transport needs to be prioritised and encouraged ahead of other modes in appropriate locations and integrated with adjoining land use. If we are serious about reducing car dependency and helping people make better travel choices, particularly for short trips, these priorities need to be reflected in the way our communities are planned.

The Avon Central Coast 2050 Cycling Strategy is the result of a collaboration of seven local government authorities (LGAs) with state government agencies. The Strategy establishes an agreed long-term cycle network for the region. It also establishes key priorities for the local governments.

The Strategy captures community aspirations as well as future directions of Councils and State Government to allow a coordinated approach to realising the common ambitions. The Strategy recognises the important part bike riding and other micromobility can play in attracting tourism to the region, increasing the health and well being of existing and future residents and providing a focus on an increasingly important transport option. Improving the infrastructure and environment for bike riding adds to the overall efficiency of the transport system as a whole.

The Avon Central Coast region is renowned for its scenery, wildflowers, farmland and history. The proximity of towns and relatively flat terrain means many options are available for locals and visitors to enjoy bike riding in its many forms. There are many opportunities to create cycle tourism initiatives to showcase the region.

From short-term initiatives such as improving access to schools and commercial areas, to longer-term incentives for people to cycle between towns for extended cycle holidays, this Strategy provides many opportunities for focus for the whole region.

Why we want more people walking and riding

✓ More vibrant, friendly and safe communities

Increasing active transport improves community cohesion and can enhance local security.⁵

More than 1 in 4 regional Western Australians bike ride in a typical week – the highest proportion of any Australian state and territory.⁶

♥ A more sustainable health system

More than 4 in 10 Western Australian adults don't get enough physical activity. Consistent walking or riding can help reduce cardiovascular disease, type 2 diabetes and the mortality rate.⁷

Improving access to walking and riding infrastructure in regional areas is a key focus to better sustain outer metro health systems.^{8, 9}

💰 A stronger economy

Australians pay an average of \$20,013 in transport costs per year. Bicycle upkeep is significantly lower at around \$800 to \$1,100 per year.¹⁰

Bike tourism is a growing niche, encouraging more repeat travel to regional WA areas.¹¹

In 2022, the bike riding industry contributed \$6.7 billion to our economy, supporting 58,272 full time jobs.¹²

😊 Healthier and happier people

Bike riding can improve mental, physical and social health and wellbeing, as well as reduce sickness absence to work.¹³

⚖️ A fairer and more equitable society

Many people living in outer urban, rural and remote regions have very limited transport options.¹⁴

By improving walking and bike riding conditions, motorised travel can be reduced, and healthier, more cost-effective active travel modes can be used by people of all ages and abilities.¹⁵

🌱 Greener and cleaner places

Bike riders had 84% lower CO2 emissions from all daily travel than non-riders, and people who shifted from car to bike were found to decrease life cycle CO2 emissions by 3.2 kg CO2/day.¹⁶



1. Introduction

1.1 Guiding principles

This Strategy sets out a long-term vision of creating safe, resilient, vibrant and integrated communities across the Avon and Central Coast region, encompassing the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

The *Avon and Central Coast 2050 Cycling Strategy* has been developed to facilitate all forms of micromobility. With the rise of newer technology, the forms of micromobility captured in this Strategy extends beyond walking and bike riding to include new and emerging technologies such as e-bikes and e-scooters. The Strategy aims to create an overall integrated network throughout the Avon and Central Coast regions that is safe, comfortable and direct, to encourage users of all ages and abilities.

Comprehensive riding networks promote social inclusion, lead to more active and healthy communities and help to showcase some of the most unique natural landscapes to residents and visitors.

The long-term cycle network proposed in this Strategy has been developed based on the following principles:

Safe: The 2050 cycling network should be built to a standard which reflects an all ages and abilities design philosophy. People of all ages should be able to ride safely and confidently to the places they need and want to go. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users and will not encourage more people to ride, more often.

Connected: Like a road network, all bike riding routes should connect to something at each end (whether that is a destination or another bike riding route).

Widespread: In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When bike riding networks reach a certain level of density it enables families to live comfortably without a second car.

Legible: The bike riding network needs to be both intuitive and direct. To achieve this, it makes sense to locate major bike riding routes parallel to natural landforms such as rivers and coastlines or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility.

Aspirational: Given the long-term nature of this Strategy, several ambitious ideas have been put forward to enable residents to adopt bike riding as a viable and priority transport mode, as well as encourage visitors to stay longer and explore the Avon Central Coast region comfortably by bike.

In some cases, local governments may not have the funding or organisational capacity to progress initiatives, but this Strategy identifies opportunities for future delivery.

Achievable: For the most part, the proposals put forward in this Strategy adopt tried-and-tested planning principles. The case studies chosen provide regional, interstate and international examples of similar projects undertaken in recent years.

Bike riding disciplines that are dependent on purpose-built facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions and as such, are not considered within this Strategy. However, the existing and planned locations of these facilities have been considered as part of planning the overall network.

An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By designing walking and bike riding facilities that cater for the youngest and most vulnerable users, we create a network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.

1.2 Avon Central Coast in context

The *Avon Central Coast 2050 Cycling Strategy* covers a segment of the Wheatbelt region in proximity with metropolitan Perth. The Strategy area looks at two subregions:

- Avon, including the Shires of Beverley, Northam, Toodyay and York
- Central Coast, including the Shires of Chittering, Dandaragan and Gingin.

The lands covered by the Strategy are located on Ballardong, Whadjuk and Yued Noongar Boodja (Country).

The Strategy area encompasses breathtaking coastline, national parks and reserves, scenic hills and historic country towns. Being so close to Perth, the area has all the attractions of rural and regional lifestyle while offering convenience of the metropolitan area¹⁷.

The Avon Central Coast has a relatively low population density. The area's large population centres include the townsites of Northam and Toodyay located in the Avon subregion. Other key townsites in Avon subregion include Bakers Hill; Beverley; Clackline; Spencers Brook; York; and Wundowie.

Figure 1: Avon Central Coast and Key Statistics ¹⁸



Strategy area

18,765 square kilometres

Population

Total: 35,973

Avon: 21,112

Central Coast: 14,861

Key towns

Northam: 6,679

Toodyay: 1,362

York: 2,393

Jurien: 1,985

Beverley: 1,100

Key industries

Agriculture including broadacre cropping and livestock grazing; aquaculture; renewable energy; mining, construction and light industry; transport, logistics and manufacturing.

Department of Transport

Most of the population in the Central Coast subregion reside in Cervantes, Jurien Bay and Lancelin. Coastal townsites also cater for significant tourism populations, with peak season seeing inhabitants of these towns nearly double¹⁹. Other key townsites in the Central Coast subregion include Badgingarra; Bindoon; Gingin; Guilderton; Ledge Point; Muchea; and Seabird.

Each shire in the strategy area reports a proportion of residents over 55 currently that is higher than the Australian average. There is an expectation that this cohort will continue to increase²⁰. Population growth is generally stable throughout the strategy area²¹. The biggest growth in population is reported as occurring in Dandaragan (due to attractive lifestyle for retirees²²) and Chittering (attributed to proximity to the Perth metropolitan area²³). Shires throughout the strategy area project steady growth based on retiree and semi-retiree in-migration to high amenity areas.

Agriculture is the historical backbone of the strategy area, and it remains a key industry throughout Avon and Central Coast. There are a variety of agriculture activities across the area including broadacre cropping and livestock grazing with large property holdings outside of towns. In the Central Coast, aquaculture is of increasing importance, as are renewable energy and mining, construction and light industry. In Avon, transport, logistics and manufacturing are also growth areas. All these industries lead to the presence of large vehicles on the region's roads and active railways.

Tourism is of increasing importance to the strategy area, with visitors from local, interstate and overseas drawn to the coast particularly in summer months. As well, they are attracted to natural features such as the Pinnacles and heritage destinations across the area. Cultural, heritage and experience tourism such as stargazing, wildflower viewing and food and wine tourism are predicted to drive additional visitation in the strategy area.

1.3 The need for a long-term regional cycling strategy

This Strategy is designed to guide investment and improve planning for bike riding in the Avon Central Coast region over the coming decades. The outcomes from this Strategy will:

- facilitate the planning and development of long-distance bike riding routes;
- ensure that the standard of future bike riding facilities meets current best practice;
- adopt a consistent approach with other long-term cycling strategies being developed across WA;
- address key opportunities which may have previously been overlooked, particularly in relation to future land use and transport developments throughout the region; and
- help guide investment between local and State Government, and in certain circumstances between neighbouring local governments.

It is important that this Strategy is reviewed on a regular basis to ensure it keeps up with the changing face of the strategy area, reflecting on all the future changes to bike riding as a mode of transport. A framework outlining how this Strategy will be maintained is provided in [Section 6.3](#).

1.3.1 Expected changes in population

Recent subregional economic planning predicts the population of the Avon Central Coast region to double from 35,500 to 71,000 by 2050.²⁴

The Wheatbelt Development Commission's Wheatbelt Blueprint (2014²⁵) estimates that Avon will be a successfully thriving subregion with just over 42 per cent of the Wheatbelt's population. Avon is expected to experience a more robust and sustained rate of population growth over the next decade given its relative proximity to the Perth metropolitan area.

Population growth is also anticipated to accelerate in the Central Coast subregion. The strongest average growth rate over the past decade was in the Chittering local government area, which grew 54 per cent (three times faster than the subregion as a whole). By 2050, the Central Coast subregion is expected to account for 13 per cent of the Wheatbelt's population, growing by 23,000 people.

1.3.2 Expected changes in land use

Major enterprises serve as economic and employment hotspots in the subregions. New and expanding businesses are anticipated to enhance employment and increase the transport requirements from residential areas. Many new business and job opportunities are likely to establish across the region including fishing and food, mining, tourism and renewable energy projects. Linking key employment hotspots with residential areas will encourage commuting by active transport. Linking tourism hotspots with accommodation centres will also encourage active mobility and relieve the dependency on motorised transport.

1.3.3 Expected changes to transport

Several regional transport projects are proposed to be delivered within the Avon and Central Coast prior to 2050, these include:

- upgrade of the Bindoon bypass on Great Northern Highway;
- Eastlink connecting Midland to Northam;
- completion of Dryandra Road to Goomalling-Toodyay Road; and
- review of Tier 3 Rail lines.

With each of these major projects, appropriate consideration must be given to the provision of high-quality active transport infrastructure and facilities, noting the economic benefits of inclusion in the initial project rather than retrofitting.

1.3.4 Relationship with other documents

The *2014-2031 Western Australian Bicycle Network (WABN) Plan*²⁶ identifies the need to review bike riding facilities in WA's regional centres. Although many local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which have an aspirational focus and, where appropriate, span across entire regions. Key objectives of this process include:

- improving connections to activity centres and schools;
- identifying inter-regional routes; and
- harnessing the potential for cycle-tourism.

Funding applications for the development of key strategic projects are currently supported through the Regional Bicycle Network (RBN) Grants Program. This program makes funds available for the planning, design and construction of bike riding infrastructure by local governments in regional and metropolitan WA, with funding matched on a dollar-for-dollar basis. Development of a regional strategy can also help facilitate Federal funding opportunities.

Long-term cycling strategies such as this do not preclude local governments from preparing a local bike plan. While the purpose of this Strategy is to provide a blueprint for the Avon Central Coast cycling network, a local bike plan may be used to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of bike riding infrastructure and various education, promotion and encouragement strategies aimed at affecting behavioural change.

The Department of Transport (DoT) is currently leading the development of a new active travel strategy, *Walk, Wheel, Ride, Thrive*, which will better align existing State Government strategies and outline a collaborative approach to increasing active travel across Western Australia. Once published, *Walk, Wheel, Ride, Thrive* will replace the WABN Plan.

1.3.5 Expected changes due to climate change.

There are very real considerations in asset management for local governments in terms of coastal inundation risks, impacts of urban heat island effects and availability of materials, amongst a raft of other impacts. This is relevant to decisions on where and how future paths will be designed and constructed.

1.4 Background research and analysis

1.4.1 Document review

A range of documents were reviewed pertaining to land use and transport in the Avon Central Coast region, particularly relating to the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

Combined with detailed stakeholder engagement, these documents were critical to understanding the current approach to bike planning and where planning and feasibility for certain routes has already been undertaken. A list of these documents is contained in [Appendix B](#).

1.4.2 Mapping of current and future trip generators

Existing and known future trip attractors were mapped to enhance development of the network. Trip attractors are defined as any place that people could reasonably be expected to need or want to cycle to, and include destinations such as schools, shopping centres, recreational facilities, industrial areas, caravan parks and tourist attractions. The identified trip attractors are shown together with the proposed 2050 cycling networks contained in [Section 4](#).

1.4.3 Analysis of crash data

The most recent (2018-2022) five-year crash statistics were obtained from Main Roads' Crash Analysis Reporting System (CARS). Both pedestrian and cyclist crash data were obtained, noting that areas which are unsafe for people walking are often also unsafe for those riding. An analysis of this data is provided in [Appendix B](#).

1.4.4 Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was employed to better understand which parts of the Avon Central Coast road and path networks are most heavily utilised by bike riders. Strava is a website and mobile app used to track athletic activity via GPS and can be used to highlight popular bike riding routes throughout the Avon Central Coast and surrounding areas. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in [Appendix B](#).

1.4.5 Community consultation

Consultation with the local community was central to the development of this Strategy. The objectives of the consultation were to:

- help refine the overarching aims and objectives of the Strategy;
- gain an understanding of the community's expectations when it comes to bike riding infrastructure, as well as the needs of different user groups;
- reveal the major issues and missing links associated with the Avon and Central Coast's existing bike riding networks;
- provide the community with an opportunity to share their ideas; and
- seek local buy-in and ongoing community support for the Strategy.

The consultation was carried out in three distinct phases: initial engagement with key stakeholder groups including local governments; surveys and mapping exercises online; and Community drop-in sessions providing face to face contact for local residents.

The results of the engagement process are summarised in [Appendix C](#).

1.4.6 Stakeholder consultation

This Strategy has been developed by DoT in partnership with the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York. Consultation was undertaken with various stakeholders, including:

- ARC Infrastructure;
- Department of Biodiversity, Conservation and Attractions (DBCA);
- Department of Local Government, Sport and Cultural Industries (DLGSCI);
- Department of Planning, Lands and Heritage;
- Tourism WA;
- Main Roads WA;
- WA Trails Reference Group;
- WA Bike Riding Reference Group;
- WALGA; and
- WestCycle.

1.4.7 Review of existing cycling network

Alongside community and stakeholder consultation, a technical review of the existing bike riding network was undertaken to identify strengths, weaknesses and opportunities. Many of the towns across the region benefit from existing networks of suitable infrastructure, including wide footpaths which facilitate local access to many destinations. However, there are significant opportunities to enhance and supplement the existing networks and better cater for bike riding trips, particularly to industrial workplaces and tourist destinations. Along with the development of new cycle routes, these opportunities include:

- improving connectivity by constructing missing links;
- completing loops around the region's cities and towns;
- providing separated infrastructure to improve bike rider safety on heavy vehicle routes;

- upgrading older sections of shared paths to provide more comfortable walking and bike riding experiences;
- introducing consistent wayfinding to assist with network legibility;
- installing climate and terrain specific mid-trip and end of trip facilities; and
- enhancing local bike riding networks through activation initiatives that emphasise the unique cultural and environmental landscapes.

The maps contained in the Action Plan ([Section 6](#)) classify the existing cycle network in the context of the proposed network hierarchy.



Consultation session in Jurien Bay. Credit: Department of Transport

2. Encouraging Bike Riding

The built environment and the social environment are two key factors which influence the uptake of bike riding. Traditionally, bike riding strategies have focused on built environment factors alone. These important factors include all elements of infrastructure such as adequate paths, road-crossing points and trip facilities. Bike riding infrastructure has traditionally been provided in a ‘build it and they will come’ model, much like car-based road infrastructure which appears to attract people once it is constructed. Providing only the infrastructure for bike riding does not deal with factors to enable more people to make the choice to ride.

The social environment includes the built environment as well as relationships, institutions and culture. More specifically for encouragement of bike riding, the social environment means responding to perceptions, access, ability and awareness to help develop behavioural norms²⁷. This involves consideration of who could be riding on the paths to understand and address their barriers and motivations related to bike riding.

Consideration for both factors are included in the Strategy and actions to help create and support a culture of bike riding are identified.

2.1 Activation, consultation and evaluation

This Strategy outlines how new bike riding infrastructure can support greater participation in bike riding in the Avon Central Coast region. However, planning and building infrastructure in isolation will not necessarily lead to significantly more people riding.

There needs to be an emphasis on creating inclusive infrastructure projects so that the product delivered fully serves the needs of the local community as well as people visiting the region. This can be achieved through a range of engagement and monitoring activities as projects are planned, designed and constructed, and as the infrastructure continues to be used after construction.

Effective engagement incorporates three essential elements into project delivery – activation, consultation and evaluation. This approach is outlined in the following framework.

Figure 2: Activation Consultation and Evaluation model



- **Activation** includes promotions and programs designed to encourage people onto the infrastructure by raising awareness and appeal. This can range from highlighting the new facilities in media releases and creating local maps, to making bike riding trips more pleasant through added amenities such as end-of-trip facilities, bike parking, natural landscaping, art works and other initiatives. Activation can take place throughout all phases of an infrastructure project – starting well before a project is built – and can be temporary (one-off activities), intermittent (such as a monthly group ride) or permanent (such as wayfinding signage).
- **Consultation** is a crucial part of the delivery of inclusive bike riding infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats and is typically led by local government.
- **Evaluation** of the infrastructure is essential to measuring the impact it is having, both for people using the infrastructure and for the wider community experiencing the outcomes of increased transport mobility. These outcomes may include better local liveability, improved congestion and parking management, growth in cycle tourism and increased spending at local businesses. Ongoing monitoring will ensure facilities are well maintained and that the planning and delivery of bike riding initiatives undergo continuous improvement.

All three of these elements are inherently linked and some activities will deliver outputs for more than one, such as a community workshop where people are asked to review existing facilities (evaluation), help prioritise new ones (consultation), and participate in the delivery and promotion of new facilities and amenities (activation).

At its core, this approach acknowledges that cycle networks are part of a richer local landscape and should be delivered in an inclusive way that invites participation and supports a range of community outcomes.

2.2 Cross agency synergies

An integrated approach to transport planning is a positive way to influence the planning and provision of transport systems towards more sustainable patterns. Integrated transport planning considers key transport issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility. Integrated transport plans will help identify and prioritise transport infrastructure and service improvements and meet community and government objectives.

Developing and leveraging the benefits of bike riding and other forms of active transport throughout the Avon Central Coast region will rely on the cooperation of several government agencies. The diversity of opportunity allows for key agencies to work together with local governments, communities and businesses to promote active transport.

A key consideration for transport trails and paths in the Avon Central Coast region (particularly those connecting towns) are public drinking water source areas. Prior to development, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation (DWER). Similarly, transport trails through reserve areas should be referred to the DBCA at an early stage of the design process. Early consideration should also be given to Aboriginal heritage and recognition of local sensitivities.

Working together provides greater scope in integrating communities and allows a more effective use of resources to achieve outcomes to benefit more communities.

3. Regional Route Hierarchy

A hierarchy comprising five types of bike riding routes has been used to plan and illustrate the Avon Central Coast's 2050 cycling network. This hierarchy has been adopted for all bike riding strategies in WA as a key action of the WABN Plan. An important aspect of the hierarchy is that unlike many traditional cycling network plans, routes are defined primarily by function, rather than built form. The key differences between the five types of routes are explained in Sections 3.1 to 3.5, with additional detail provided in [Appendix A](#).

3.1 Primary routes

Primary routes form the backbone of the Avon Central Coast 2050 cycling network. They define high demand corridors connecting major destinations of regional importance. Primary routes afford people riding and walking with safe and generally uninterrupted journeys.

Primary routes should be completely separated from motorised traffic. Due to this, major road and rail corridors, as well as river and ocean foreshores, tend to be the most practical locations for these types of facilities.

In terms of built form, primary routes predominantly consist of high-quality shared paths at least 3 metres in width. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment however this may depend on the localised climate and terrain. An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate facilities for people walking and riding.

In regional areas, which often include long distance connections, consideration should be given to convenience and emergency facilities such as water fountains, rest points and toilets.



Example of Primary route. Credit: Department of Transport

3.2 Secondary routes

Secondary routes are typically located within built-up environments. The aim of these routes is to provide connectivity for users between primary routes and important trip attractors such as shopping centres and industrial areas, as well as education, health and sporting and civic precincts.

In most cases, secondary routes are located adjacent to busy streets and take the form of protected on-road bike lanes or separated shared paths. It is important that the design of all new bike riding infrastructure (including secondary routes) incorporates an ‘all ages and abilities’ approach. To ensure that on-road bike riding infrastructure is safe and attractive to such a wide range of users, separation in the form of kerbed medians is desirable to minimise the interaction between those riding bikes and those driving cars – particularly on busier roads.

Where this is not possible, softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted journeys. Consequently, it is important that appropriate consideration is given to the design of secondary routes at all intersecting roads, but particularly those controlled by either traffic signals or roundabouts. Where possible, priority should be given to the bike riding route at intersecting minor roads and driveways.



Example of Secondary route. Credit: Department of Transport

3.3 Local routes

The objective of local routes is to collect bike riding traffic from local residential areas and distribute it to the secondary and primary bike riding networks. Local routes are also used by bike riders to access a range of lower-order destinations such as local shops and parks. The look and feel of local routes are distinctively different from primary and secondary routes.

Examples of local route treatments include:

- 30 km/h safe active streets which adopt ‘self-explaining street’ and ‘filtered permeability’ urban design principles;
- very quiet suburban streets, communicated using sharrows²⁸ and other signage or way finding;
- sections of shared path (normally linking two or more quiet streets together); and
- on-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50 km/h).

In many cases, a local route may consist of a combination of two or more types of treatment. Where this is the case, the transition from one type of facility to another needs to be carefully considered.



Example of Local route. Credit: Department of Transport

Department of Transport

3.4 Transport trails

Transport trails are long-distance, predominantly unsealed trails which are typically used to connect towns. Unlike downhill mountain biking trails, transport trails are non-technical in design. While there will be some level of crossover, transport trails provide users with a more passive bike riding experience.

In some cases, transport trails cater for other types of users including bushwalkers, trail runners and horse-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

In terms of their built form, transport trails should ideally be wide enough to allow two people to ride comfortably side-by-side. As they are often located in remote locations, it is important that extensive wayfinding signage is used to direct users to, from and along the route.

Transport trails are often constructed along the alignments of disused or closed railways, watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of transport trails is typically led by local government or the DBCA. Funding is usually sought through the DLGSCI or Lotterywest. Other government agencies such as DoT and Tourism WA can assist in the planning, design and promotion of these facilities.



*Example of a Transport Trail.
Credit: Department of Transport*

3.5 Road cycling routes

Road cycling routes cater for people cycling long distances for training, sport or recreational purposes. For this user group, distances of 100 km or more are achievable.

This type of bike riding, which is often undertaken by groups or clubs, is commonly carried out on rural and semi-rural roads which tend to feature nice scenery, challenging terrain and low traffic volumes, but are also selected in order to minimise the likelihood of interactions with pedestrians and lower speed cyclists.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience. The introduction of safe passing legislation has gone some way to protect those riding on the road²⁹. However, other initiatives may include shoulder widening, pull-off bays, advisory signage, and electronic flashing warning signs which detect when groups of cyclists are using certain sections of road. Detailed assessment is required in partnership with cycling bodies and groups to determine appropriate locations and preferred safety measures, which will likely differ on each route.



*A Road Cycling route rider in Karratha.
Credit: Department of Transport*

4. Proposed Network

This Strategy covers 17 townships and several regional connections between towns. It includes relatively short distances as well as consideration for longer distance connections for recreational and touring bike riders.

The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints. Of relevance to the region are coastal hazard areas on foreshores, riverbeds and flood plains, native vegetation, and public drinking water source areas. Prior to development of any trails and routes that may impact on sensitive areas, it is critical that consultation is undertaken with the relevant stakeholders including DWER, DBCA and the Department for Lands, Planning and Heritage.

The proposed network has been developed as a result of a comprehensive review of routes and destinations by transport engineers and the participating local governments, as well as community consultation. The network highlights the opportunities in the region and helps inform the action plan, so as if and when finances and capacity permits, or when alternative funding opportunities arise, readily identified projects may be able to be progressed.

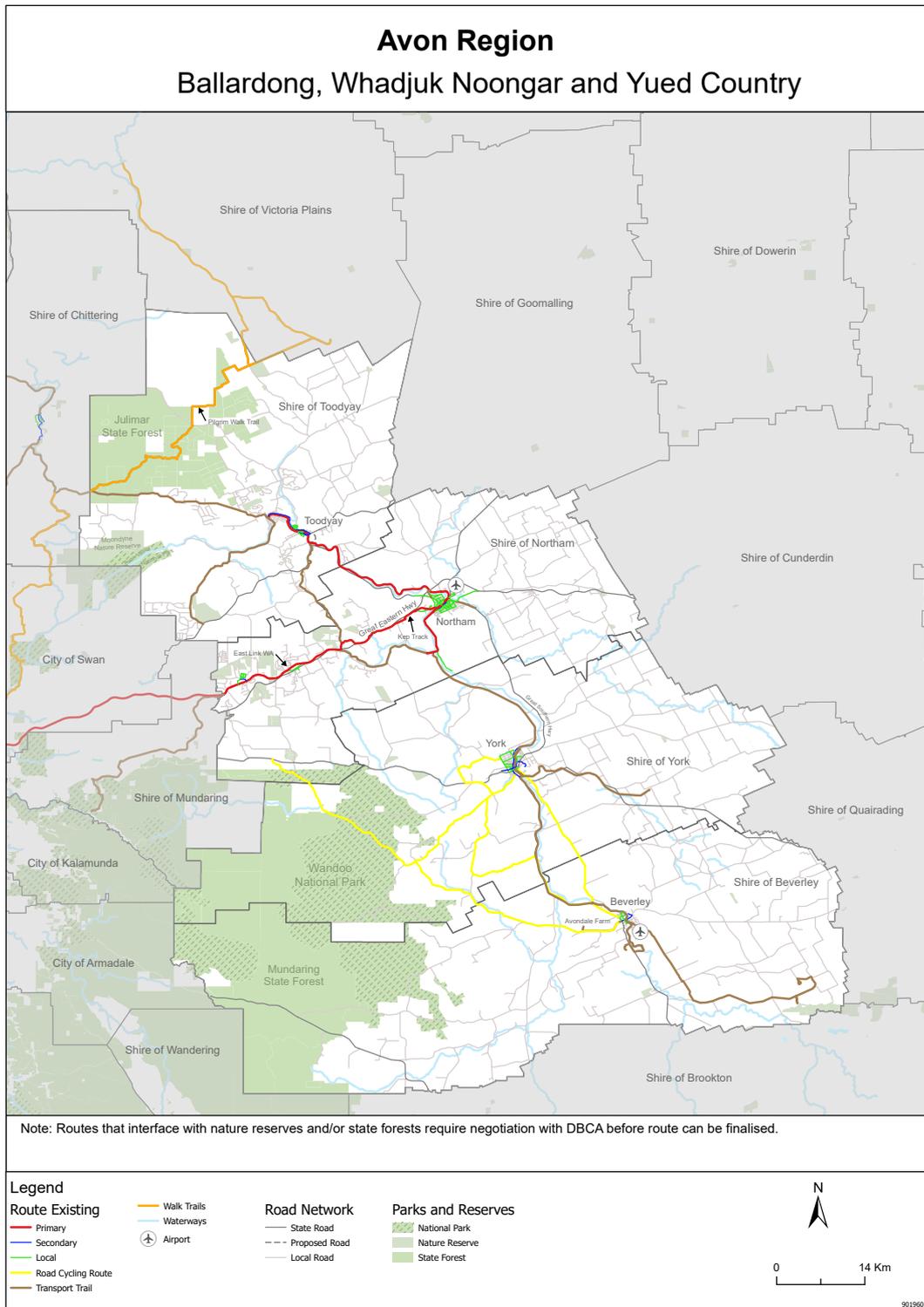
4.1 Overall network

Maps 1 to 4 provide a regional overview of the proposed 2050 Avon and Central Coast LTCN.

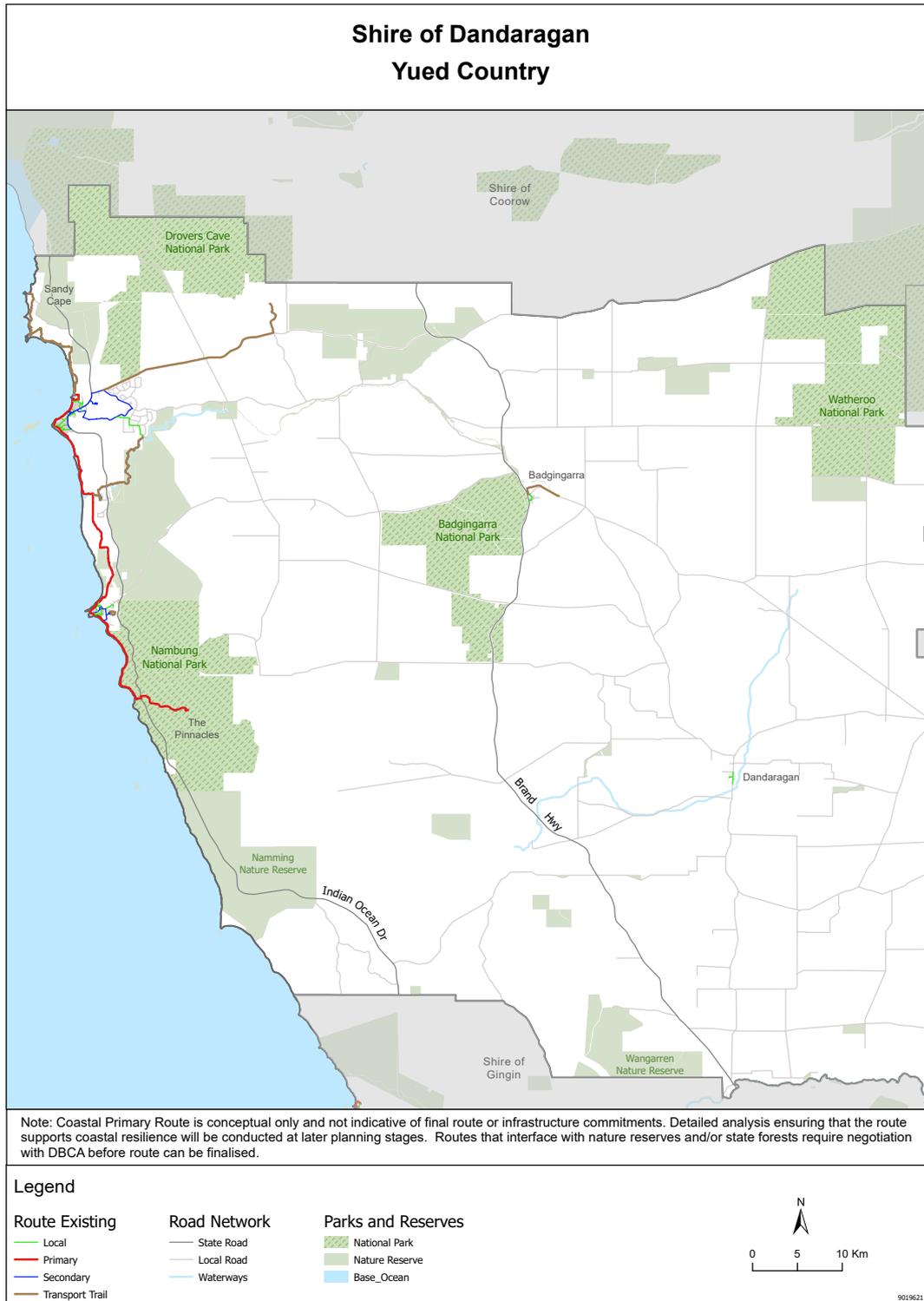
The LTCN features primary, secondary and local routes, as well as transport trails and road cycling routes throughout the shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York.

Department of Transport

Map 1: Avon subregion network map

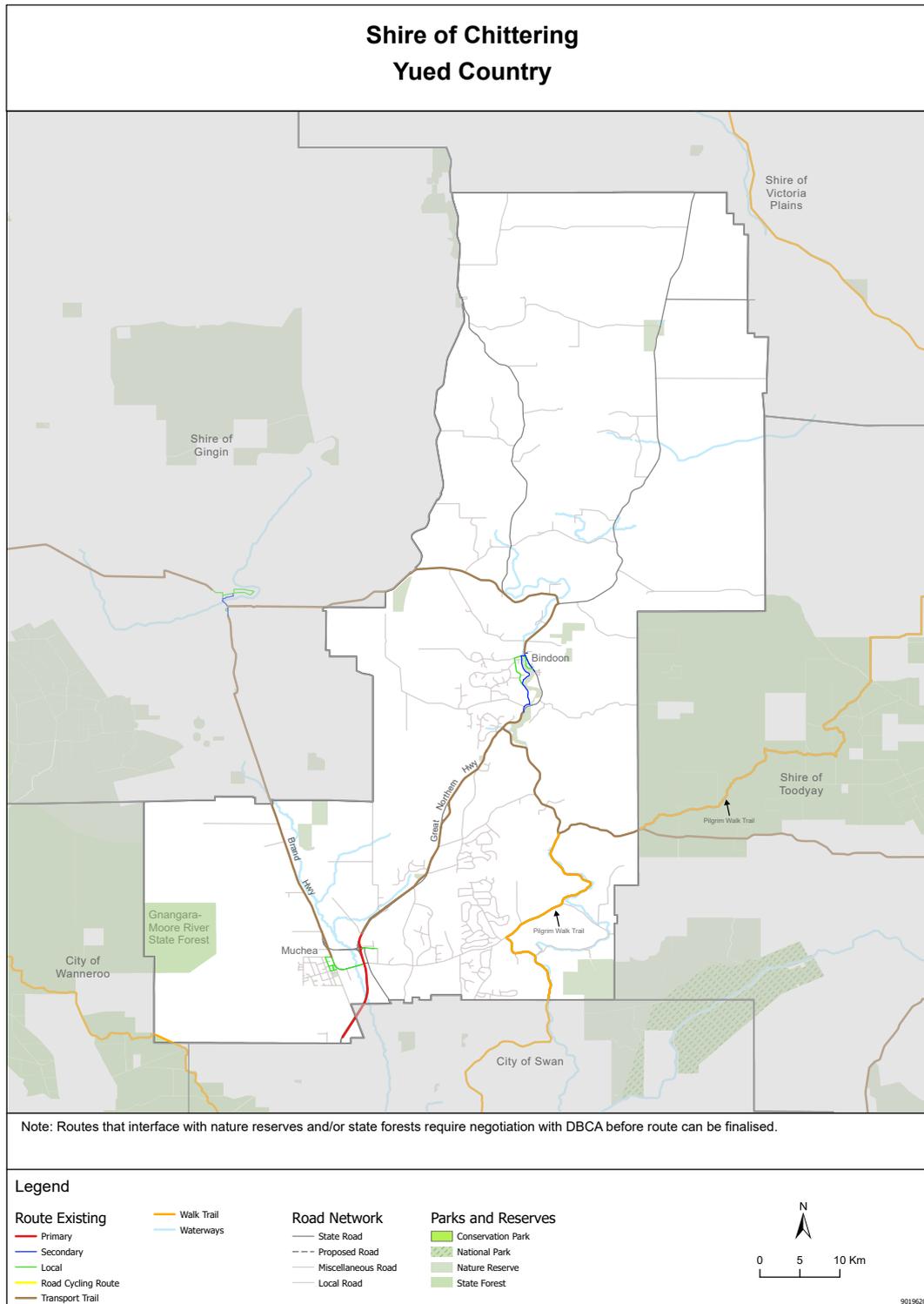


Map 2: Shire of Dandaragan network map



Department of Transport

Map 3: Shire of Chittering network map



Map 4: Shire of Gingin network map



Department of Transport

4.2 Avon subregion

Map 5 to 12 provide more detailed networks for the local centres of Beverley, Bakers Hill, Clackline, Northam, Spencers Brook, Toodyay, Wundowie and York.

Primary routes for the Avon subregion connect Northam to the metropolitan area, a key attractor at Spencers Brook and providing a key link between Northam and Toodyay.

Secondary routes reflect the intensity of local townsites providing a conduit connecting the primary route to the bike friendly local routes.

Local routes highlight the local bike friendly streets that provide the best connections within townsites.

Transport trails provide opportunities for longer tourist rides that can be marketed as inclusive itineraries, individual journeys of discovery or providing connections between smaller locations.

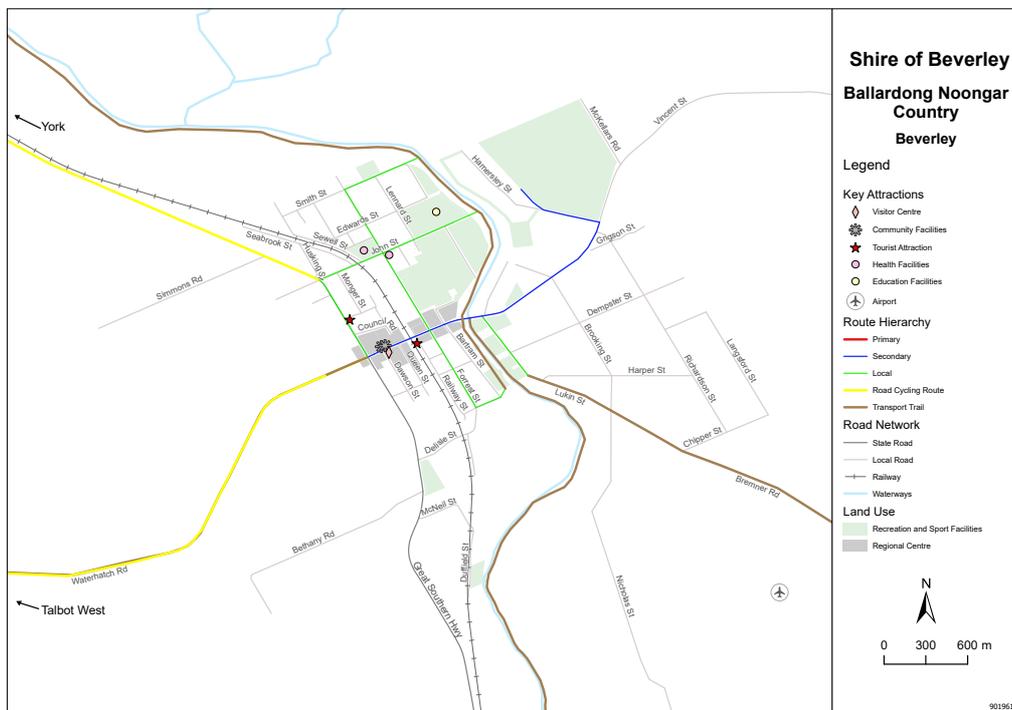
Where appropriate, **road cycling routes** are identified to support cycling training, regular events and long-distance cycle touring.

4.2.1 Shire of Beverley (Ballardong, Noongar Country)

The routes proposed for Beverley's 2050 LTCN are shown in Map 5. They embrace opportunities and priority projects including:

- Constructing a path along John Street, with east-west connections north of the town centre. John Street provides an important link for residents to workplaces in Beverley, the Beverley District High School and other community facilities such as churches and medical facilities.

Map 5: Shire of Beverley Network Map



4.2.2 Shire of Northam (Ballardong, Whadjuk Country)

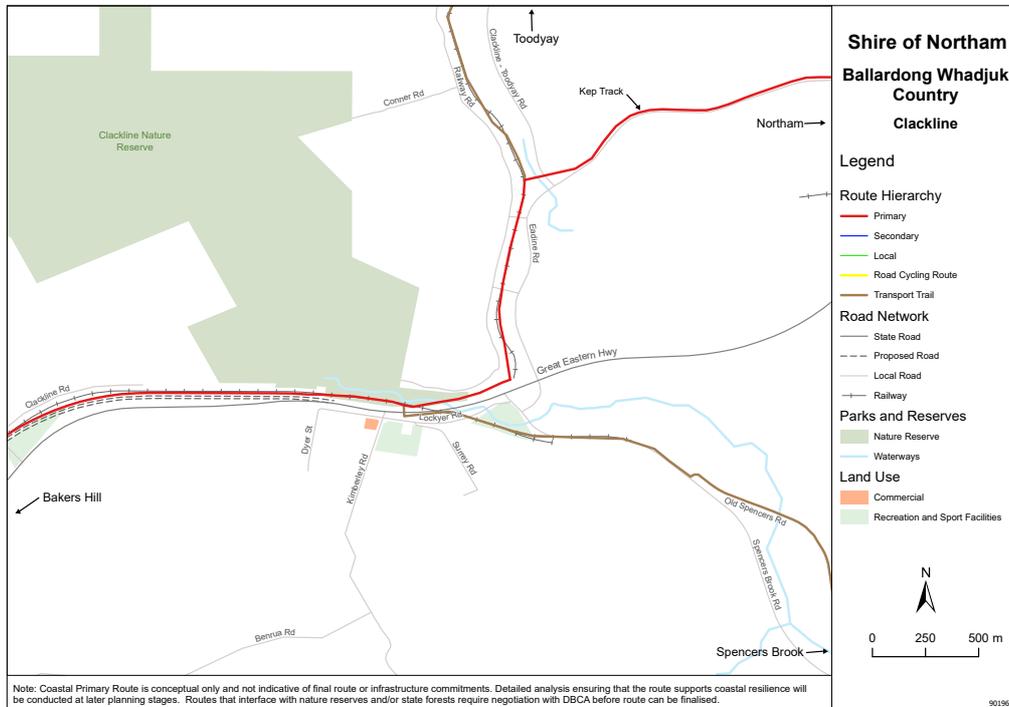
The routes proposed for Northam’s 2050 LTCN are shown in Maps 6 to 10. They contain opportunities and priority projects including:

- Constructing a path along Taylor Street to Katrine Road and Mitchell Avenue from Mount Ommanney Road as stages of the Northam Recreational Shared Path; and
- Constructing paths on Hawke Avenue to link Wundowie town site to the proposed Eastlink.

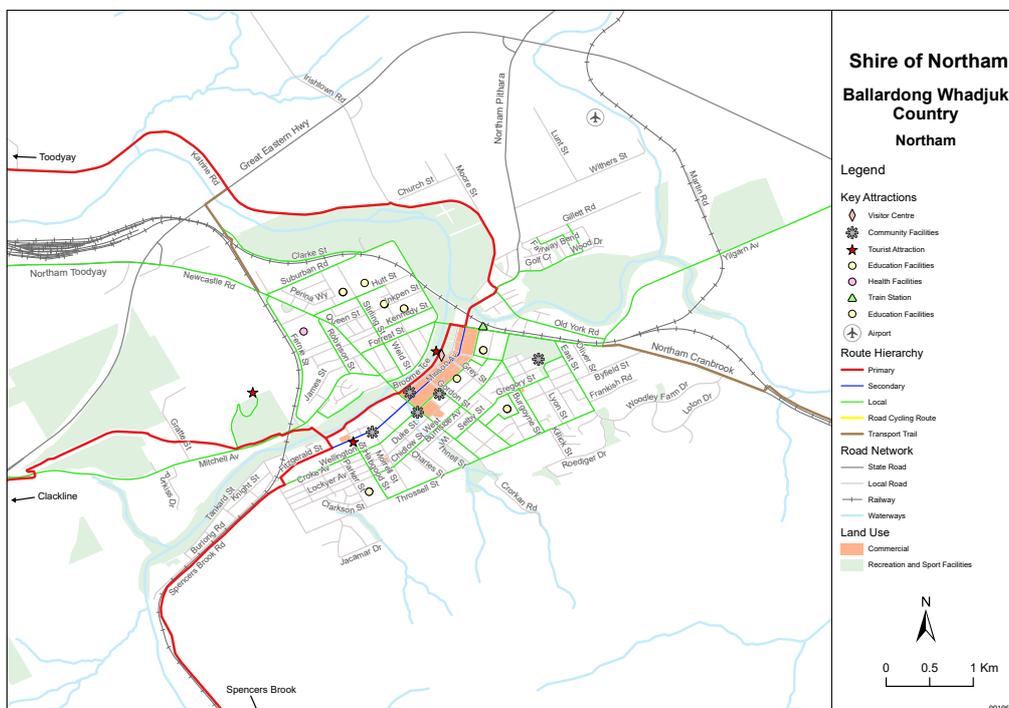
Map 6: Shire of Northam (Bakers Hill) Network Map



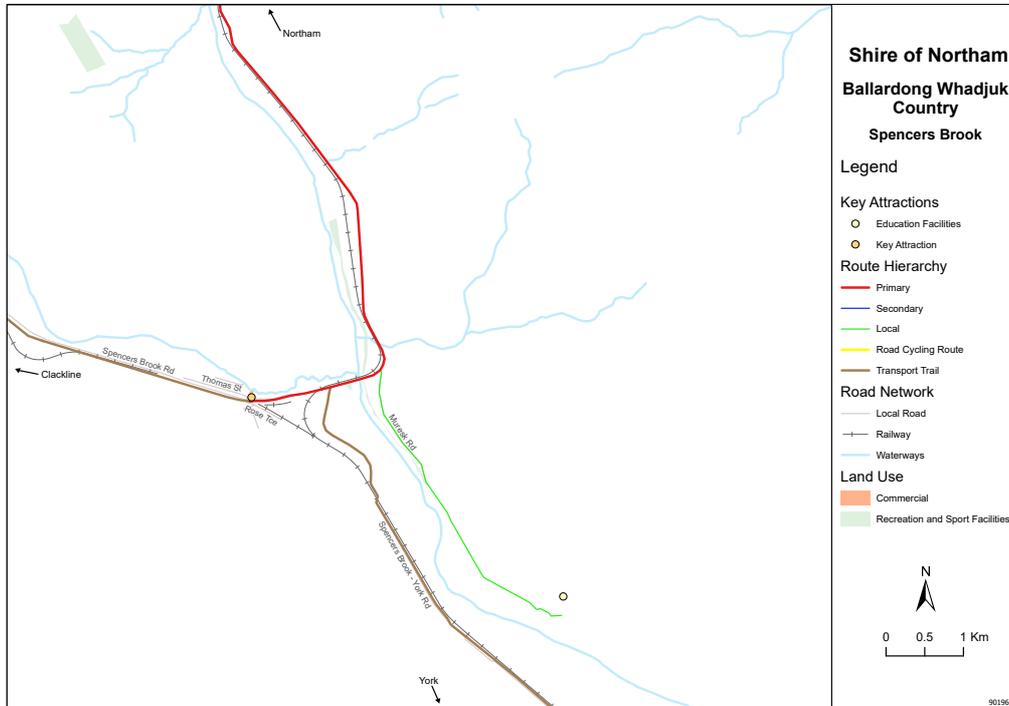
Map 7: Shire of Northam (Clackline) network map



Map 8: Shire of Northam (Northam) network map



Map 9: Shire of Northam (Spencers Brook) network map



Map 10: Shire of Northam (Wundowie) network map



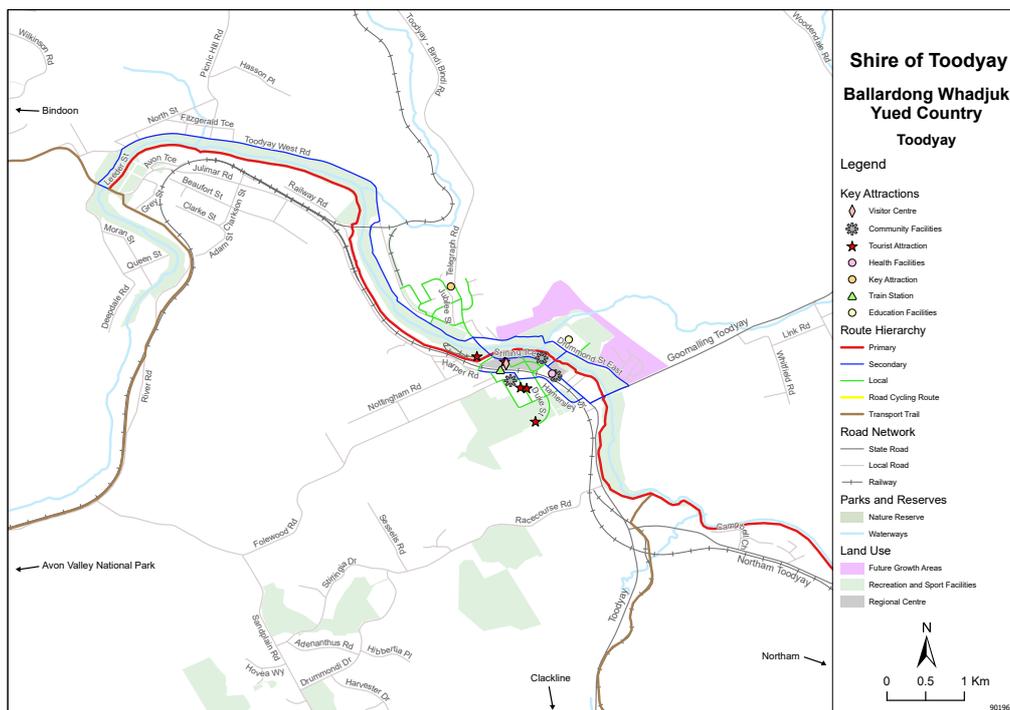
Department of Transport

4.2.3 Shire of Toodyay (Ballardong, Yued, Whadjuk Country)

The routes proposed for Toodyay's 2050 LTCN are shown in Map 11. They embrace opportunities and priority projects including:

- Designing and constructing a shared path on Settlers Ridge to improve local residential connectivity; and
- Constructing the riverside trail from Connor's Bridge to Caravan Park to improve connection for residents and visitors as well as providing a continuous link along the river³⁰.

Map 11: Shire of Toodyay (Toodyay) network map



Shire of York (Ballardong, Noongar Country)

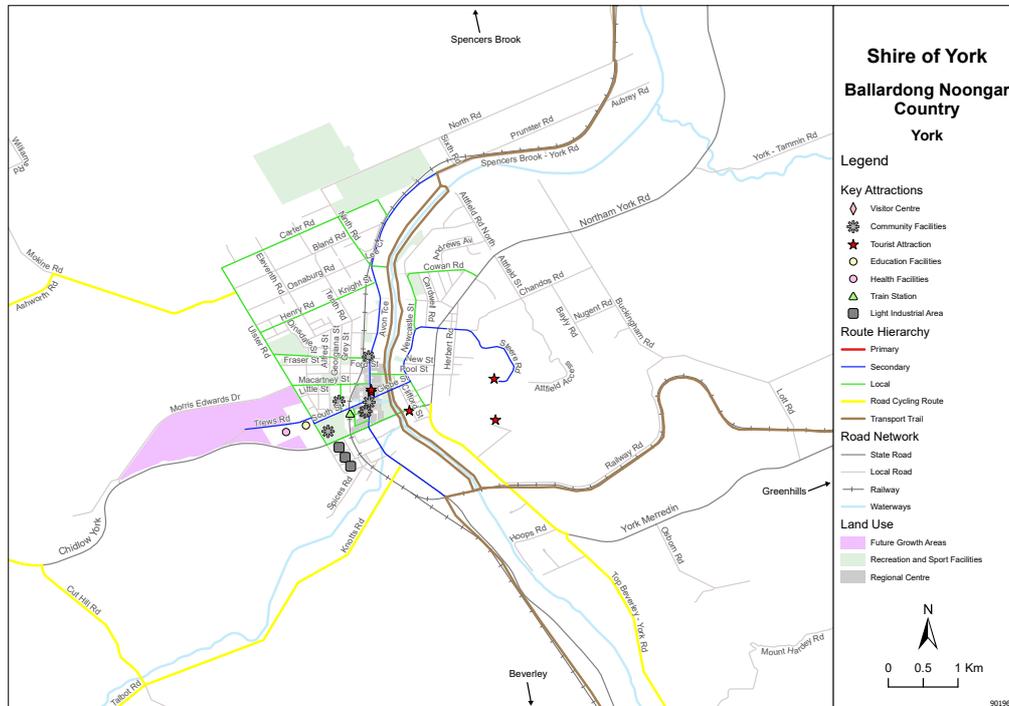
The routes proposed for York's 2050 LTCN are shown in Map 12. They contain opportunities and priority projects including:

- Extending the path along Trews Road from York District High School to the York Health Service facility and future growth area, providing residents and visitors safer access to medical services and providing cycle infrastructure to appeal to and cater for future residential and commercial growth;
- Extending the path along Forrest Street and Henrietta Street to improve connectivity to York

Convention and Recreation Centre and alternate route to York District High School. These new paths would complete the missing links around the Centre, encouraging York's population residing north of the Centre, as well as east of the Avon River, to access the recreational destination by bicycle; and

- Constructing a path on Steere Road / Pioneer Road to Mount Brown Lookout. This will provide safe access to the numerous existing and proposed walking, mountain bike and equestrian trails throughout the reserve as well as BBQ, picnic and toilet facilities. Improving access to the reserve will encourage fitness, recreational and tourism uses.

Map 12: Shire of York (York) network map



4.3 Central Coast subregion

Maps 13 to 23 provide more detailed networks for the local centres of Badgingarra, Bindoon, Cervantes, Dandaragan, Gingin, Guilderton, Jurien Bay, Lancelin, Ledge Point, Muchea and Seabird.

The **primary routes** within the Central Coast region reflect the coastal connections between the towns within proximity to each other as well as recognising the key future coastal link between the Metropolitan area and the region. The completion of the Northlink primary route is also recognised.

Secondary routes reflect the intensity of local townsites providing connections to the primary route as well as connecting back to the bike friendly local networks.

Local routes highlight the local bike friendly streets that provide the best connections within townsites.

Transport trails provide opportunities to increase longer tourist rides that can be marketed as inclusive itineraries, individual journeys of discovery or providing connections between smaller locations.

Where appropriate, **road cycling routes** are identified to support cycling training and long-distance cycle touring.

4.3.1 Shire of Chittering (Yued Country)

The routes proposed for Chittering's 2050 LTCN are shown in Maps 13 and 14 and contain opportunities and priority projects including:

- Constructing a path on Granary Drive in Muchea between Tonkin Highway and Edwards Place to improve connection and create an 'anchor' between established Muchea town commercial area and Tonkin Highway / Great Northern Highway; and
- Connecting the Town Centre to the Bindoon Mountain Bike Trailhead and Caravan Park.

Map 13: Shire of Chittering (Bindoon) network map

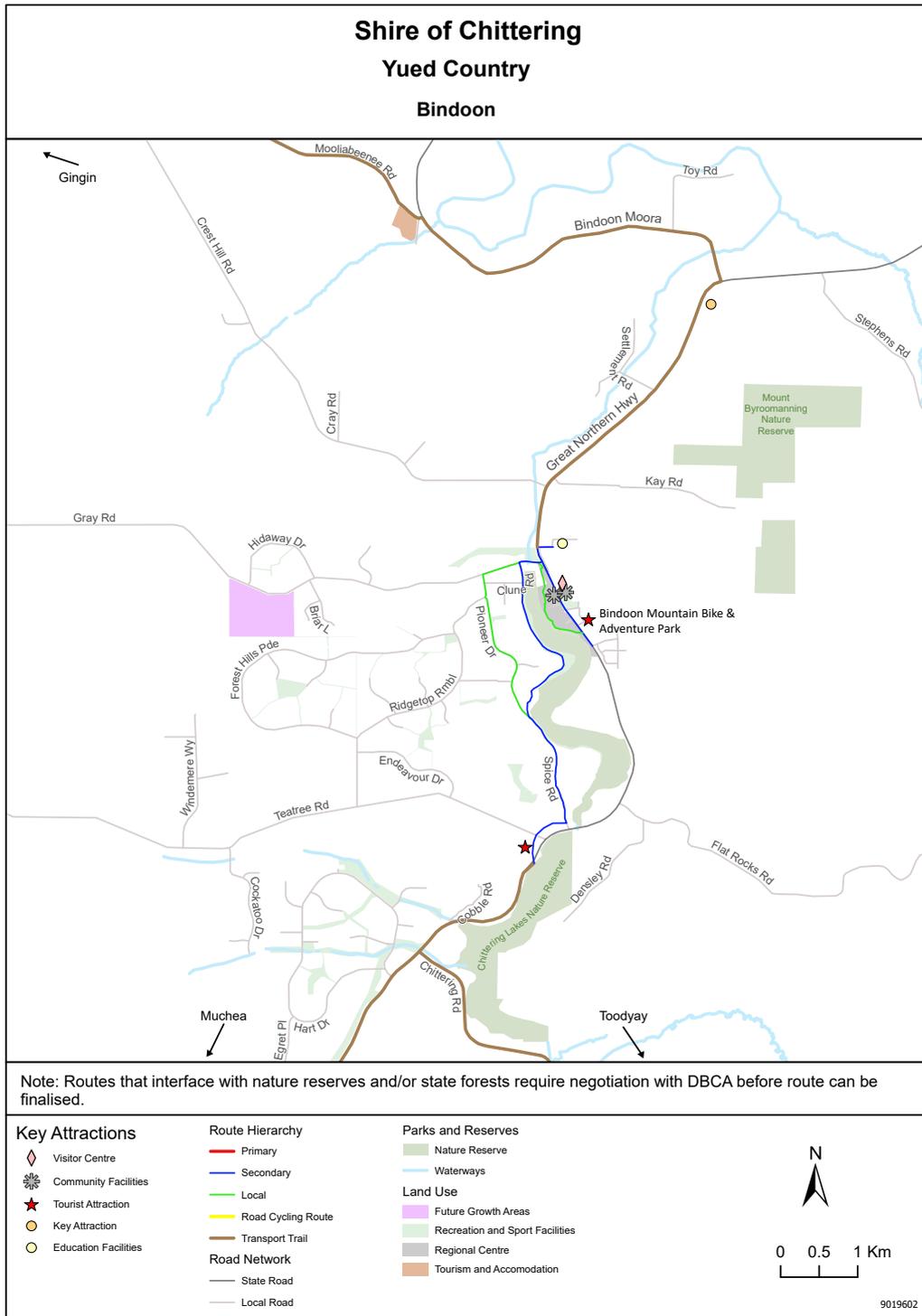


Figure 14: Shire of Chittering (Mucchea) network map



4.3.2 Shire of Dandaragan (Yued Country)

The routes proposed for Dandaragan’s 2050 LTCN are shown in Maps 15 to 18 and contain opportunities and priority projects including:

- Linking Jurien Bay townsite to surrounding residential estates Alta Mare and Jurien Heights, through the construction of new paths to create a loop within the estates as well as Jurien Road, Canover Road and Airstrip Road.
- Constructing a path along the unsealed Hansen Bay Road in Cervantes to provide a safe, direct cycle route to Lake Thetis loop trail, Hansen Bay Lookout and Hansen Bay Beach; and
- Extending the path north on Dandaragan Road to Koorinal Vale to provide a link to the Dandaragan Community Recreation Centre and south to Redgum Village Dandaragan which provides visitor accommodation.

Department of Transport

Map 15: Shire of Dandaragan (Badgingarra) network map



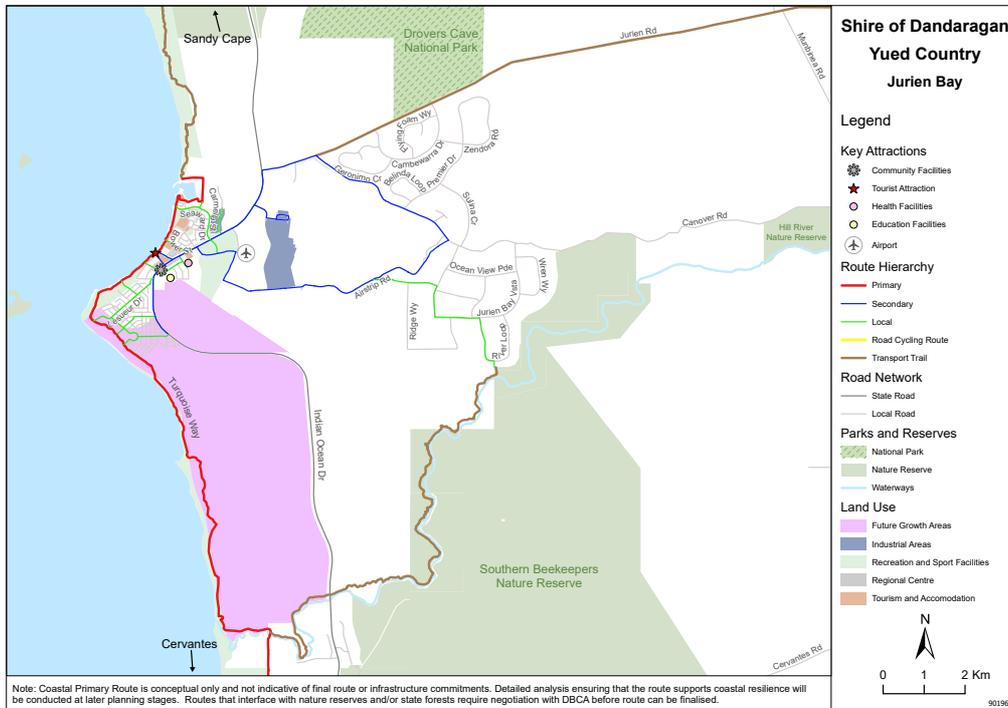
Map 16: Shire of Dandaragan (Dandaragan) Network Map



Map 17: Shire of Dandaragan (Cervantes) network map



Map 18: Shire of Dandaragan (Jurien Bay) network map



4.3.3 Shire of Gingin (Yued Country)

The routes proposed for Gingin’s 2050 LTCN are shown in Maps 19 to 23 and contain opportunities and priority projects including:

- Constructing a new path on Guilderton Road / Moore River Drive / Stephens Crescent from Mortimer Road to providing access to the Moore River Estuary.
- Constructing a path on Lancelin Plaza in Lancelin, to improve access along the shopping area and to recreational destinations;

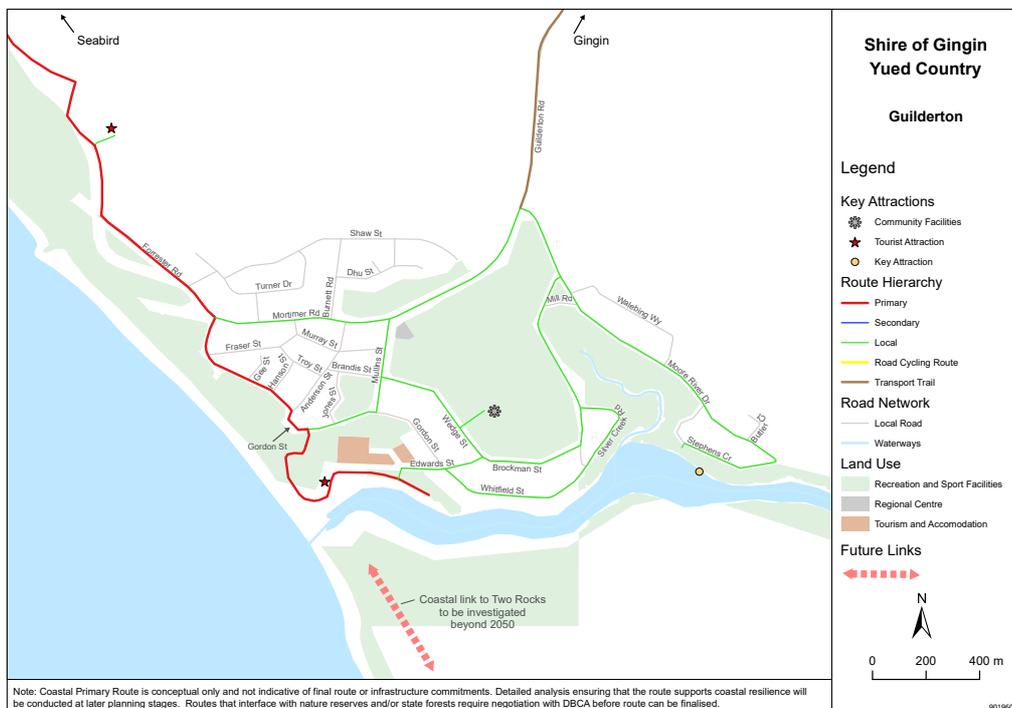
- Constructing a beach access cycle path in Ledge Point from Robertson Road to the beach; and
- Constructing a new path from McCormick Street to the beach passing Seabird Tavern and Caravan Park.

It should be noted that the Shire of Gingin have not endorsed this Strategy. Despite this, the aspirational network maps remain relevant and should be considered as part of future planning in the Shire.

Map 19: Shire of Gingin (Gingin) network map



Map 20: Shire of Gingin (Guilderton) network map



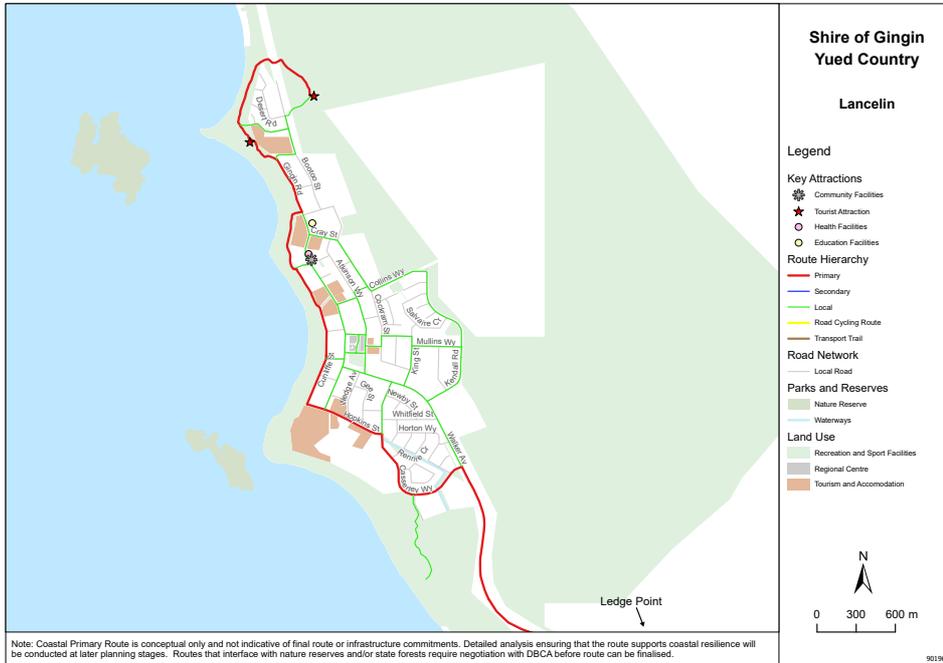
Map 21: Shire of Gingin (Ledge Point) network map



Map 22: Shire of Gingin (Seabird) network map



Map 23: Shire of Gingin (Lancelin) network map



5. The Way Forward

This section outlines the way forward for the Avon Central Coast region through the identification of key themes and opportunities for bike riding throughout the region. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

5.1 Connecting people to where they live, work, learn and play

As the urban centres of the Avon Central Coast region grow, it is imperative to provide safe and direct cross-town bike riding routes connecting people to activity nodes such as shopping centres, schools, recreational facilities and industrial areas.

Supporting cross-town connections is particularly crucial in the region given the lack of public

transport services. A convenient, safe and direct cycle network will allow people to move seamlessly throughout the region, creating opportunities to enable bike riding as a viable transport option.

Feedback from the community indicated the need to link key destinations such as town centres, shopping centres, beaches, parks and restaurants to encourage people to ride as part of their everyday journeys.

CASE STUDY: Busselton - Buayanyup Drain Shared Path

The Buayanyup Drain Shared Path provides a good example of cross-town connections in a regional setting. The path connects one of the new subdivisions in Busselton, the Vasse town centre to the coastal principal shared path giving access to the beaches of Geographe Bay as well as the town centres of Busselton and Dunsborough. The path was an integral part of the rejuvenation of a degraded Buayanyup Drain which was previously inaccessible. People who ride and walk can now soak up the scenery and the sounds of native wildlife. The community was involved in an innovative native bee workshop and tree planting as part of the opening of the path, with over 500 native plants being established. The path provides a safe and scenic connection for residents and attracts tourists and locals to explore the wider area.



Buayanyup Drain Path. Credit: City of Busselton

5.1.1 Opportunity: Creating convenient and easy cross-town connections

Some journeys within the Avon Central Coast region are currently seen as inaccessible by bike due to missing links and unsafe road conditions. Common stated barriers included a lack of adequate paths along heavily trafficked roads with high truck volumes, irregular or inconvenient crossing points and, in some cases, only informal tracks existing.

Opportunities exist to provide safer, more convenient ways for people to ride between and across towns.

Some key opportunities include:

- Linking Jurien Bay Town Centre to residential estates;
- Constructing a railway crossing on Hamersley Street to Stirling Street in Toodyay to improve safety; and
- Designing and constructing Stage 1 of the Avon River Trail in Toodyay to connect the Caravan Park to the Town Centre.

These and other opportunities are reflected in the priority projects [Section 6](#).

CASE STUDY: Collie, Trail Town

The Shire of Collie and its surrounding area is recognised as a Trail Town providing a unique and local tourism experience using multiple trails. The town is a service centre for trails and the people who use them. Numerous high-quality trails, ranging from urban and bushwalking trails to mountain biking and equestrian trails can be found in and around the town.

Trail Towns such as Collie, facilitate numerous tourism opportunities accommodating for travellers, campers, casual or more fitness focused users. The Mural Trail is one such tourism attraction, providing an expansive outdoor art gallery with more than 40 murals, including the 8,000m² mega-mural located on the dam wall in Wellington National Park. Further opportunities through trail orientated events such as races, cinema nights or more iconic annual events are further drivers of tourism which help to enhance local industries.



Photos: Riders on the Collie Trail Town path. Credit: Collie PCYC

Department of Transport

5.1.2 Opportunity: Linking to mountain biking trails

Mountain biking continues to be one of Western Australia's favourite recreational activities, with over 50 competitive events taking place in WA each year³¹. Feedback indicated a high demand for mountain biking experiences in the Avon Central Coast region.

The creation of mountain biking trails, tracks and experiences is out of the scope of this Strategy, however creating links from key rail heads and accommodation to popular mountain biking destinations will support the diversification of the region's recreation and tourism industry, as well as support social, leisure and fitness cycling.

A trail user survey administered by the Shire of York revealed that 41 per cent of survey responders chose to explore trails via mountain bike. Two reserves in York, Mount Brown, and Mount Bakewell, currently attract people for the purpose of mountain biking on sanctioned trails as well as attracting visitors to the views and natural bush environments.

The Shire of Chittering is also developing a tourism and recreation precinct at Red Hill in Bindoon with opportunities to link into the town. Both towns have opportunities to enhance themselves as trail friendly towns and attract cycle tourists. Although Trail Towns is a specific program, many of the shires can use the principles to inspire businesses and accommodation facilities to recognise the importance of bike riders to the region without having to sign up to the program.

5.2 Promoting a unique visitor experience by bicycle

Outdoor and adventure tourism has increased rapidly all over the world. Outdoor tourism disperses visitors to non-traditional destinations and exposes them to a wide range of unique natural environments including coastal, forest, riverine and farmland.

In 2018, WestCycle and Tourism WA developed the *Western Australian Cycle Tourism Strategy*³² recognising recent cycle tourism growth and the potential economic benefits it has for the State.

The strategy classifies two main types of tourism bike riders:

- Destination cycle tourists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience the destination has to offer; and
- People on holiday who ride when in a destination, however bike riding is not the primary reason for their holiday.

The Avon Central Coast region showcases some of the most unique and stunning natural landscapes in Western Australia, offering multiple opportunities to improve offerings for both cyclist types.

The region's proximity to the Perth metropolitan area allows for a strong potential to increase visitation for overnight/day/half-day/weekend bike riding experiences, as well as formalising popular road cycling routes.

Within the Central Coast, formalising and promoting transport trails to showcase the remarkable coastal landscapes as well as the renowned wildflowers, which characterise the area, can attract 'destination cycle tourists.' Completion of Turquoise Way path in Jurien Bay and extending this path to the Pinnacles is one example of how this could be achieved.

In the Avon, 'destination cycle tourists' could be attracted by re-purposing the existing network of non-operational railway corridors, such as Clackline to Toodyay in the Shire of Northam and Toodyay. This would allow cyclists to explore the unique topography and built heritage of the subregion.

'Cyclists whilst on holiday' offerings can typically involve recreational bike riding experiences that encourage visitors to extend their stay or even just use their car less while staying in the area. Making it easier to ride to the beach, the local shops or around town will allow people to explore what each of the subregions has to offer.

Whilst infrastructure plays an important role in attracting and retaining visitors to locations, marketing and activation also play a vital role, with resources like maps, digital resources, wayfinding, bike hire and events all encouraging people to get out and explore by bike.

CASE STUDY: Esperance Coastal Path

Esperance has developed a 14 km continuous shared path from Castletown Quays to Twilight Beach, providing users with a range of coastal experiences, from beaches alongside the Esplanade, to views of the jetty, marina and port, and dramatic cliff-lined vistas along the southern coast to the west of town. Opportunities and actions identified in the Esperance 2050 Cycling Strategy would see this path extended to Bandy Creek Harbour and Eleven Mile Beach.

Esperance Coastal path. Credit: Department of Transport



5.2.1 Opportunity: Creating a world-class coastal cycling route

The Central Coast subregion is situated in a prime location along Western Australia's pristine coastline. Opportunities abound to further enhance the existing cycle paths and consider both short-term and long-term improvements. Stakeholder feedback supported a good cycle connection between Seabird and Guilderton. Currently, cycle access is difficult as an unmarked track is all that exists. Cycle routes which follow waterfronts tend to achieve higher levels of ridership. Coastal paths are a major drawcard for tourists to WA and showcase some of the best natural landscapes on offer. Coastal routes along the western coastlines are a major drawcard, providing opportunities to experience rugged coastlines and spectacular sunsets.

An aspirational route for the long-term cycle network could include:

- Further expansion of the Turquoise Way path to connect Jurien Bay to Cervantes and then onto the Pinnacles National Park;
- Lancelin to Ledge Point, Seabird and Guilderton; and
- Cervantes to Lake Thetis.

Careful consideration is required for cycle routes along WA's coastline, with coastal erosion and inundation risks associated with rising sea levels. Measures need to be considered for cycle trails to adapt to change and rapidly recover from potential natural hazards.

Department of Transport

5.2.2 Opportunity: Developing loop routes

Loop routes provide opportunities for bike riders to undertake trips, starting and finishing in the same location. These routes are generally more attractive, located away from motorised traffic and connecting to local destinations. Waterfronts are ideal locations for loop routes, as they provide locals and visitors with a route to showcase some special natural landscapes.

Over 40 per cent of survey respondents indicated they felt the most comfortable riding on off-road shared paths. Feedback also supported connections using waterways, separation from higher traffic routes and locations with reduced traffic speed and low traffic volumes.

The loop routes in this Strategy contribute to a complete, connected and comfortable network providing access to local destinations and recreational opportunities.

Opportunities for loop routes within the Avon subregion include loops identified along the Avon River in the Shires of Beverley, Northam, Toodyay and York. The Avon River is an important natural asset in these shires. Utilising routes around the river provides a means of linking the towns within the subregion with a unique tourism experience. Stakeholder feedback supported the opportunity to develop experiences, which embrace the river and the subregion's natural built heritage.

Opportunities in the Central Coast subregion include developing a high-quality loop from Jurien Bay along the coast towards Hill River estuary and looping back by following the river or Indian Ocean Drive, providing an experience of the natural heritage including wildflowers with glimpses of coast and hinterland. Another opportunity identified is a recreational loop around Lake Thetis near Cervantes. This shorter loop providing an experience of the natural features of the coast combined with the stromatolites and inland lake environment.

Shorter tourism cycle routes within towns such as 'York Cycle Rides' and 'The Herons Highway' provided unique opportunities to explore the local attractions.

5.2.3 Opportunity: Enhancing transport trails throughout Avon Valley

Cycle tourism has been identified as a key growth adventure tourism activity, giving cyclists a range of unique trail experiences and supporting local economies in areas traditionally not visited.

The Avon Valley is relatively close to Perth and offers bike riders and visitors with a unique opportunity to develop longer, multi-day riding experiences allowing them to explore some impressive natural landscapes, food and wine locations and heritage sites while staying in local accommodation.

Having a selection of settlements within a relatively short distance, and accessible by generally flat terrain along the river, Avon Valley provides opportunity for an assortment of loops centred on Northam, Toodyay and York. These can provide a variety of landscapes and attractions including rolling farms, natural bush and heritage sites.

Longer distance trails can also be a popular choice for people bike riding for training, exercise or recreational purposes. In most instances, this type of bike riding caters to more experienced or adventurous riders, travelling distances of 100 km or more. The Avon Central Coast region provides a range of existing and proposed long distance trails, which include:

- Mundaring/Northam via Kep Track;
- Beverley to York (Beverley Heroic);
- York to Mundaring (Talbot West Road); and
- Bindoon to Guilderton (via Gingin).

Coordinated wayfinding, promotion and trail friendly towns and businesses can all contribute to the attractiveness of long and short distance trails. Providing linking infrastructure opens the possibilities of promoting an integrated trail from the coast (Guilderton) to Beverley.

CASE STUDY: Eudunda Southern Ridge Loop Trail – Lavender Cycling Trail

The Lavender Cycling Trail Loop Ride is a 31 km trail located within Eudunda, South Australia. Being of moderate difficulty with mostly dirt and some bitumen surfaces, the ride provides stunning views, especially when descending the trail. The trail provides a loop linking several tourism attractions showcasing the heritage of the area. The trail provides an enhanced cycle tourism opportunity for varied abilities of riders.

Riders on the Eudunda Trail in South Australia. Credit: Uncool Cycling Club



5.2.4 Opportunity: Harnessing the potential for rail corridors

Providing cycle infrastructure along rail corridors can increase the profile of a region and open tourism opportunities by providing users with continuous and uninterrupted routes that showcase natural, cultural and local heritage.

Community consultation highlighted anticipation for rail trails developed for tourism, recreational and event use. This enthusiasm is shared by many stakeholders, particularly along alignments where there are no ongoing rail operations.

Across the Avon subregion, there is potential to re-purpose many of the existing network of non-

operational railways. Closed, disused and dormant railways within the subregion currently include:

- Clackline to Toodyay;
- Clackline to Spencers Brook (road is following old rail alignment trail); and
- York to Greenhills (rail bridge reuse town loop).

The characteristics of rail corridors make them especially appealing for bike riding infrastructure. They often provide continuous and uninterrupted rights-of-way. Rail corridors also tend to have relatively gentle gradients, making for more comfortable bike riding experiences, particularly over long distances.

Department of Transport



Rider on the Tumbarumba to Rosewood Rail Trail in NSW. Credit: VisitNSW

CASE STUDY: Tumbarumba to Rosewood Rail Trail (NSW)

The Tumbarumba to Rosewood Rail Trail is a 21 km long sealed trail connecting the New South Wales country to the Australian Capital Territory. Officially opening in April 2020, the trail supports a gentle gradient which makes it suitable for walking, bike riding, scooters, prams, wheelchairs and mobility scooters.

Following a former railway extending from East Wagga Wagga that ceased service in

1974, initial plans were to convert the entire 130 km railway line to the trail. Though only one section within the Tumbarumba Shire is currently completed, the trail is a great driver of tourism for the area. Providing incredible countryside and farmland views and begins in the foothills of the snowy mountains, the trail also provides interpretative signage to explain the history of the region and rail.

5.2.5 Opportunity: Promoting the region's cycling events

Bike riding events can be a key driver of travel motivation. They attract high numbers of visitors who usually would not have travelled to a location for cycling³³. The profile of the Avon Central Coast region as a prime cycle tourism destination can be enhanced by raising awareness of popular and regular bike riding events.

Some popular events across the Avon Central Coast region include:

- The Beverley Heroic, now an informal event which celebrates the history of bike riding in WA;
- The York Cycling Festival, which aims to involve more people in racing and creating positive bike riding experiences; and

- The York Canola Classic, a picturesque mass-participation recreational ride hosted in the Shire of York. Riders choose either a 93 km or 52 km distance option that takes them on a scenic journey from the heart of the town of York, through to the striking yellow canola fields of the Avon Valley.

The promotion of local events can support local businesses through increased tourism and can encourage healthy and active communities that support bike riding. These events can include road races, track cycling, BMX and mountain biking competitions, all of which can be promoted across towns throughout the region. They also attract riders who follow the routes for training and/or recreational bike riding.



Riders on the Ballarat Tweed Ride. Credit: Ballarat Tweed Ride

CASE STUDY: The Tweed Ride - Ballarat

The Ballarat Tweed Ride is an annual event that has been growing in popularity since its inception in 2012. The event began as an unofficial activity. Because of the attention it attracted the City Council asked for it to become an official event the following year. The event encourages participants to dress in classical tweed outfits to participate in a casual social ride through the town. The event is part of the Ballarat Heritage festival and finishes at the fair at one of the local landmarks. Prizes are awarded for costumes as part of a fashion parade. The event promotes the town and its festival and has received growing support and publicity locally, as well as drawing people to the town.

5.2.6 Opportunity: E-bike tourism

E-bike tours are a growing category of cycle tourism worldwide. The interest in e-bike tourism in the region was evident during the community consultation, particularly as an opportunity to engage seniors and 'grey nomads' in bike riding.

The appeal of e-bikes is related to enabling people to ride greater distances, with less effort. They enable people of different fitness levels to cycle together and give confidence to tackle steeper gradients and routes that otherwise would be outside of their comfort zone or capability.

Opportunities identified to support e-bike riders and tourism include:

- Conveniently located e-bike charging stations at rest spots and trailheads;
- First aid stations in remote areas; and
- Support for e-bike hire providers.

Avon Central Coast 2050 bike networks aim to recognise the potential of e-bikes as well as ensuring the facilities provided cater for all ages and abilities.

Department of Transport

CASE STUDY: E-bike tourism – Mornington Peninsula, Victoria

Located within Victoria, just 85 km southeast of Melbourne's CBD, Arthurs Seat is a small mountainous locality on the Mornington Peninsula. Guided e-bike tours operate within this Peninsula, allowing for an exploration of Arthurs Seat Skate Park, Merricks Village and the serene Red-Hill Rail trail.

E-bikes allow for tour riders to quickly traverse hills, conserving their energy whilst being shown the best ways to visit the spots on the tour.



*e-Bike riders in the Mornington Peninsula.
Credit: Viator*

5.3 Supporting healthy, active, and safe communities

Regular bike riding is a great way to help improve physical and mental health, reduce risks of heart disease, and decrease stress and anxiety levels. It is a low impact exercise and can be enjoyed by all ages and socio-economic groups. Encouraging more bike riding within local communities can also improve air quality and reduce traffic noise as well as private vehicle dependence.

5.3.1 Opportunity: Encouraging travel behaviour change

Targeting behaviour change by encouraging people to choose to cycle requires that the existing bike riding facilities and routes appeal to riders. To enable potential cyclists to choose to positively adopt changes, routes need to be safe, accessible and convenient.

Opportunities exist for schools and communities to educate children, youth and less experienced riders in simple ways to improve their skills and confidence, increase their mobility and reduce private vehicle use.

The Your Move³⁴ program run by DoT assists people finding simple ways to get active and connected. The program is free and provides information to individuals, schools and workplaces to support more active and healthy transportation through planned activities. Although the program is concentrated in the metropolitan area, there is an appetite to expand to the regions. Many of the principles and initiatives from the program can be adapted to the local environment.

Resources range from specific online information regarding how to get more people riding to the workplace, to bike safety workshops at schools where students can learn about road rules for bike users. In addition, there is the ability to earn points and redeem awards such as bike promotion packs or bike racks.

5.3.2 Opportunity: Mid-trip facilities and heat stress management

The term 'mid-trip facilities' describes facilities and infrastructure such as water fountains, rest spots, seating, shelter and camping facilities provided along a route to support users undertaking their journey and aiding in creating a pleasant and comfortable riding experience.

Many of the trails potentially involve journeys of significant distance with limited supporting infrastructure³⁵. Access to public drinking water on transport trails and paths in the Avon Central Coast region is particularly relevant as the region can experience extreme heat and sun exposure conditions³⁶. For this reason, many residents prefer to exercise and recreate during the cooler conditions in the early morning and early evening.

Feedback revealed Avon and Central Coast residents would like to see:

- vegetation and built shelters to provide shade, buffer winds and help manage heat stress;
- water stations with drinking fountains to ensure riders remain hydrated and limit heat stress;

- electric bike charging stations and bike maintenance stands to allow riders to safely maintain their bike;
- rest spots, including benches, tables, picnic facilities and public restrooms so riders can take a break and can shelter from the sun, essential for long-distance trips;
- camping and shelter locations that encourage use for overnight stays to reduce incidents of incidental camping that can be destructive to forest areas;
- lighting of paths to improve safety and comfort of bike riding outside daylight hours;
- wayfinding signage and interpretation signs with tourism and heritage points of interest to contribute to the trail use experience; and
- bicycle parking racks at trailheads and rest spots so riders can temporarily secure their bikes.

CASE STUDY: Dandaragan's Cervantes Sculptures

Construction of a shared path along the foreshore increased accessibility within the Cervantes townsite. Sculptures along the path encourage visitors to explore the path.

Rest stops to support those using the path have been installed along the path. These range from simple bike racks, shelters, and one incorporating a unique shark bike rack, shelter and repair station. Solar lighting along the path allows for travel in cooler conditions in the evening to effectively manage heat stress.



Shark design bike rack and repair station in Cervantes. Credit: Department of Transport

CASE STUDY: Fleet and loan bike facilities and programs

It is becoming more and more popular for organisations to provide their staff with fleet bicycles for use for business trips and on work campuses. Some of the most prominent tech companies in the world, including Apple, Facebook, Google and LinkedIn, have provided employees with campus bikes for years, and closer to home, a growing number of WA-based organisations and government agencies are providing bikes for staff to use. The City of Vincent provides staff pool electric bicycles as well as a Community Bike Library that includes a wide range of well-maintained bikes for the community to access on a short-term basis. The City's view is that these resources greatly reduce the barriers for people to try cycling. The Bike Library includes a ZAP electric cargo bike with seats, Zap step through electric bikes, standard adult and kids bikes, a cargo trailer and a kiddie trailer with seats and seatbelts for two children. Many commercial accommodations now also provide bicycles and bike equipment as standard amenities for guests, promoting local paths, trails and destinations to visitors.³⁷



Fleet and loan bikes in the City of Vincent. Credit: Department of Transport

5.3.3 Opportunity: Improving maintenance of infrastructure

The overall maintenance of infrastructure can significantly impact on a person's perceptions, with isolated issues such as broken glass, broken edges, fallen vegetation or washaways along a key route causing them to change their view on the entire network³⁸.

It is important to provide cyclists with an environment which is attractive for bike riding. Opportunities across key and popular routes within the Avon Central Coast region could include better maintenance and cleaning of roads and paths to ensure that the overall user-experience is of the highest quality.

Whilst the maintenance of routes is the responsibility of the asset owner, this is mainly managed by local governments or Main Roads WA. Discussions could look at introducing maintenance programs along popular key routes across both the subregions.

5.4 Family friendly bicycle routes and experiences

Bike riding is a great way to experience the outdoors and is highly accessible, fun, cheap and easy for people of all ages and abilities³⁹. Bike riding promotes healthier lifestyles and provides a range of diverse experiences for all user groups.

To promote bike riding for all ages and abilities, it is important to understand a person's motivation for change. Behaviour change programs are a powerful tool in reducing car use and encouraging more active forms of travel such as bike riding.

To motivate people to adapt to change and choose to cycle, bike routes need appropriate bike riding infrastructure that caters to a range of users such as new and experienced riders, those with disability, seniors and recreational riders. For example, installing protected bike lanes and safe intersections could see an increase in children choosing to cycle to school or the aging population choosing to travel by bike within a town. Implementing inclusive designs will ultimately deliver a range of social and health benefits for communities.

5.4.1 Opportunity: Creating safe routes to school

Over the past 40 years the national rate of active travel to school has declined from 75 to 25 per cent⁴⁰. Getting more kids walking and riding to school has many benefits including improving overall health, reducing congestion during peak school pick-up and drop-off times, and will help to establish lifelong healthy habits.

Safe cycle routes for children are essential, especially within towns where local schools are located along major roads, with regular heavy vehicles travelling through. Protected and separated infrastructure makes riding to and from schools more appealing in encouraging parents to allow children to cycle. Community consultation highlighted the importance of providing dedicated crossing opportunities and slower speeds through towns, especially around school sites.

Whilst schools across the Avon Central Coast region are relatively accessible within the existing network, there are opportunities to enhance routes for children to use. These include:

- Linking Northam Senior High school with Northam Primary School;
- Constructing a path on Trews Road between York District High School to Trews Court; and
- Encouraging local governments in the region to apply for grants to improve local riding infrastructure.

Regular ridership will see higher levels of active, healthy, independent and resilient children. Programs such as Your Move can educate children and explore ways in which they can be motivated and supported when choosing to cycle to and from school.

5.4.2 Opportunity: Linking to skill-building facilities

Learning the basics of riding a bike is important for a rider to feel safe and confident. In most instances, new or first-time riders, such as children, are not taught the fundamentals of owning a bike, including upkeep, servicing and maintenance.

To assist in gaining more physical experience, there are opportunities to extend the range of the existing skill building facilities across the Avon Central Coast region to teach skills which would assist them in on-road bike riding. Small skills parks at local park areas can provide opportunities for younger inexperienced riders to learn and gain confidence in a safe fun environment away from traffic.



Bike skills track in Shepherd's Bush Park in Kingsley. Credit: Department of Transport

CASE STUDY: Bike skills tracks

Shepherd's Bush Park in Kingsley is an example of an all ages and abilities bike skills facility. It provides a track for smaller and less experienced riders to get a feel for riding with line markings and sign postings to educate riders to the road environment. This is a popular outing for children in Perth's northern suburbs. There are also pump track facilities for beginners and more experienced riders to learn how to ride in all environments.

Department of Transport

5.4.3 Opportunity: Considering mobility options for the ageing population

The ageing population is one of the most vulnerable user groups. In many instances they have different travel and mobility needs and aspirations to other age groups.

Feedback revealed that several respondents were discouraged from riding due to their age, and that supporting infrastructure was needed to encourage them to cycle to keep fit and healthy. Providing good facilities that enhance bike riding also improves the environment for other mobility devices and walking.

Across the Avon and Central Coast region, there are many opportunities to cater to the needs of residents living within existing retirement and lifestyle villages by creating easily accessible, safe and well-connected travel routes.

Catering for all ages and abilities encourages multi-user options including gophers, tricycles, bike riding and other forms of active travel. It provides a sense of independence and can encourage healthy and social lifestyles. Community consultation revealed that seniors aged 65 and over were more interested in bike riding for social reasons than any other age group⁴¹. Routes from retirement villages can be more appealing if they connect residents to key locations they like to visit such as local shops, parks and coastal paths.

There are also opportunities to support local programs that allow people with limited coordination or mobility to experience the joy of bike riding through programs such as Cycling Without Age⁴².

CASE STUDY: Cycling Without Age

Cycling Without Age is a global not-for-profit charity founded in Copenhagen, Denmark. It has been active in Australia since 2016. Piloted by volunteers, elderly people and those with disability are taken out for bike rides in specially made trishaw bikes. Bikes are free of charge with the overall mission of Cycling Without Age being to prevent loneliness and social isolation, allowing elderly to remain active within their community. It's estimated that within Australia there are 500 volunteers within 25 chapters, with six chapters in WA. This program is easily transferrable. It operates in a variety of riverside and coastal routes within metropolitan and regional centres. York is currently one of the locations this service operates.



A group of Cycling Without Age riders. Credit: Cycling Without Age

5.5 Planning for resilient communities

Climate change is putting immense pressure on the natural environment and is causing adverse effects such as greenhouse gas release, warming global temperature, rising sea level, coastal erosion and inundation. Motor vehicle transportation contributes to a large portion of human-generated greenhouse gas emissions. On the other hand, bike riding is a low impact, pollution-free and energy-efficient transport option with a range of environmental benefits including reduced air and noise pollution, greenhouse gas emissions and land use efficiency⁴³.

To mitigate against the effects of climate change, and to ensure future cycle infrastructure is sustainable and durable, the Strategy aims to identify opportunities to develop infrastructure that is appropriately designed and constructed.

5.5.1 Opportunity: Develop durable cycle infrastructure along coastal routes

A basic understanding of coastal processes is important for understanding the issues and constraints associated with managing the hazards of sea level rise and coastal erosion. The coastal shires within the Avon Central Coast region have addressed their concerns by developing Coastal Hazard Risk Management and Adaption Plans . These identify risks and propose short, medium and long-term measures to reduce the risks associated with coastal processes impacted by climate change.

The approach proposes triggers for relocating threatened infrastructure which include:

- Distance of the asset from the Horizontal Shore Datum being less than the 100 year storm event level (S1) (i.e. 41 m for CE 31⁴⁴);
- Loss of legal access to property; or
- Loss of essential services.

These factors should be considered in the planning for infrastructure associated with coastal bike riding routes, so that triggers that may impact on replacement or repair are enhancing regional connectivity.

5.5.2 Opportunity: Connecting towns within the region

Due to the relative proximity of towns and settlements in the Avon Central Coast region, it is well suited to long-distance inter-regional bike riding. As the economy and population continues to grow, it is imperative that significant locations of employment, education, health, major activity centres and metropolitan areas are adequately connected.

Community feedback indicated that a major deterrent to bike riding within and to the region is a lack of safe, legible and direct routes connecting regional centres and communities. Some preferred links have been identified as having non-existent infrastructure or being unsuitable or unsafe for cyclists, due to potential risks associated with people riding on-road along routes where there are combinations of high speed and Restricted Access Vehicle traffic.

Improving regional connectivity will have a range of benefits including:

- boosting economic resilience in local towns with more people visiting the region and supporting local businesses;
- encouraging recreational family and friend cycle trips;
- reduction in motor vehicle dependency and greenhouse gas emissions; and
- promotion of physical activity and improving health and wellbeing through active transport.

Creating direct and continuous connections between towns within the region will enable people to cycle between towns as a way of visiting popular destinations for events, weekend getaways, accessing rail trails and for fitness, social and recreational purposes. This will have a range of benefits such as boosting tourism and attracting cycle touring visitors.

Generally, the most practical way to connect people between towns is along major urban roads. Secondary routes are typically located within these corridors and can take the form of either on-road (protected) bike lanes or off-road shared paths.

Department of Transport

Opportunities which have been identified for creating connections between towns include:

- Linking West Toodyay to Spencers Brook and York via Northam along a primary route (74 km) will provide an attractive route along the Avon River, allowing exploration of the Valley as well as creating a longer ride for connecting key towns and attractions. Shorter portions of the primary route will encourage local commuting.
- Creating a connection from York to Beverley via a transport trail (30 km). This will create a tourist attraction allowing for day trips to experience both the riverine attractions as well as the heritage of the area and farming hinterland. This will also provide opportunities to enhance the knowledge of Aboriginal history, culture and heritage through showcasing seasons and song lines, and recognising important aspects of the area.
- Extending the Turquoise Way path to connect Jurien Bay to Cervantes and the Pinnacles (44 km). As well as providing the base for loop rides around Jurien Bay and Cervantes, this will provide a link between towns and tourist hot spots.
- Linking Clackline to Toodyay via the rail corridor (21 km), providing a connection between the small locality and the larger regional town and capitalising on the potential of cycle-tourism. Creating this connection within the region will also encourage inter-regional connectivity to the Perth metropolitan area. People could choose to cycle from Perth along the future Eastlink route and existing Kep Track trail to Clackline and then continue to cycle north along the unique rail trail into Toodyay.

CASE STUDY: Brookfield to Margaret River via the Wadandi Track

The Wadandi Track is a trail situated on the alignment of the former Busselton-Flinders Bay railway. The track has become increasingly popular with both locals and visitors, providing opportunities for recreational rides as well as scenic food and wine tours with several wineries located within easy reach of the track. Other than recreational benefits, the trail also aims to showcase the area's cultural and heritage significance ranging from the history of local industries to Indigenous values. The long-term vision is for the Wadandi Track to connect Busselton to Augusta, a total distance of 110 kilometres, providing a link between communities and further supporting spur trail developments.



Riders on the Wadandi Track, Margaret River. Credit: K. Stevens

5.5.3 Opportunity: Linking Perth metro to the Central Coast

Long distance bike riding routes cater for the needs and aspirations of experienced riders cycling long distances for recreational and fitness purposes. For this user group, distances of 100 km or more are achievable. This type of bike riding is often carried out on rural and semi-rural roads as a way of minimising the number of disruptions, with sections that may follow busier roads and end up in built-up areas.

Whilst already being popular with a range of bike riding groups, longer distance inter-regional routes also have the potential to attract tourists, given the picturesque scenery encompassing a diverse range of landscapes and numerous connections to accommodation and small local businesses throughout the region.

Inter-regional routes which have been identified include:

- Creating a connection from Perth to Guilderton up to Lancelin via coastal route (122 km). With the current coastal path finishing at Two Rocks, there is an opportunity to continue the path to connect to Guilderton. Another 40 km will connect to Lancelin and include towns of Seabird and Ledge Point. The connection to Guilderton also opens the possibility of longer tourist links through Bindoon and the Avon, ultimately providing a coastal link from Augusta to Jurien Bay and an inland link from Guilderton to Beverley.
- Linking Perth metro to Muchea and Bindoon via a transport trail (33 km). The Northlink Principal Shared Path (PSP) from Ellenbrook in Perth metro currently terminates at Muchea in the Shire of Chittering. Feedback revealed strong interest in extending this route. A transport trail from Muchea to Bindoon would open the opportunity for cycle tourism highlighting the history of the area, as well as linking up with the transport trails linking Toodyay to the east and Gingin and Guilderton to the west. These links will provide potential longer multi-day itineraries that could encourage local stays and promote local stopovers.
- Linking Perth to Northam via Eastlink and the Kep Track (95 km). The proposed new section of the Eastlink, Perth Adelaide National Highway, will provide a direct link between Roe Highway / Toodyay Road intersection and Great Eastern Highway in the Shire of Northam.

This section of the Eastlink will provide a safe, direct route for cyclists to travel from Perth to Northam, replacing a series of existing local distributor routes with little to no cycle infrastructure. Developing Eastlink will require the Kep Track to be upgraded and partially realigned.

CASE STUDY: Munda Biddi Trail

The Munda Biddi Trail is a 1,000 km long track connecting Mundaring to Albany, providing an off-road bike riding experience through an undeveloped natural habitat. Being one of the longest trails in the world, the entire trail can take anywhere from a few days to a few weeks to complete end to end.

The trail connects numerous south-western towns including Collie, Denmark, Nannup, Pemberton and Walpole. The Bunbury-Wellington and Leeuwin-Naturaliste 2050 Cycling Strategies both identify ongoing opportunities to improve connectivity of towns within close proximity to the Munda Biddi Trail, either through new connections (e.g. to Busselton), or through realignments to include towns such as Donnybrook.

Frequently mentioned in the top 10 bike riding holidays globally, the trail is growing in popularity, attracting cycle tourists from both interstate and overseas. The trail features a 'Sea to Summit End 2 End' club as well as hall of fame, providing a further competitive and rewarding incentive to fitness and off-road enthusiasts. Alternatively, the route also provides shorter family friendly and beginner rides, as well as opportunities to learn about the regions and Aboriginal culture and history.



Rider on the Munda Biddi Trail.
Credit: Department of Transport

Department of Transport

Map 24: Inter Regional Cycling Connections



5.6 Broader consideration of active transport

The provision of infrastructure and programs to enhance bike riding inherently relate to increasing active transport and urban mobility for all ages and abilities. All urban design, planning and construction of transport infrastructure should consider all forms of transport including walking, bike riding, e-rideables, wheelchairs, prams and gophers, as well as private vehicles, public transport and freight. Transport to and planning for the location of and access to activities, attractions, jobs, services and accommodation is key to the provision of accessibility. A connected and safe environment will lead to increased confidence and use by all active transport users.

5.6.1 Opportunity: Considering links with major transport projects

This Strategy contributes to making WA a place where riding is a safe, connected, convenient and widely accepted form of transport. Appropriate infrastructure is vital to encouraging the community to give riding a go. Paths along major road or rail routes can be used for long trips, but they are also suitable for less experienced riders, pedestrians and short trips connecting communities.

The expansion of the long-term cycling network will be delivered as part of State-wide major transport infrastructure projects, such as Northlink, Eastlink and other major regional projects. Planning and construction of these and other regional projects should consider the overall transport needs including active transport.

5.6.2 Opportunity: Considering links with new development

Retrofitting bike riding infrastructure to existing urban areas can be slow and expensive. Therefore, it is critical that new urban growth areas incorporate dense and interconnected networks of bike riding facilities from the outset. When planning the street networks of urban developments, consideration should be given to providing:

- primary routes alongside all main roads, railways and water courses;
- secondary routes along all urban arterials to provide access to local shops, schools and community facilities; and
- local routes along all local access streets.

There are opportunities throughout the Avon Central Coast region to ensure planning for greenfield developments considers appropriate local and regional connections within the LTCN.

5.7 Developing road cycling routes

There is an opportunity to develop road cycling routes for local and visiting road cyclists within the Avon Central Coast region. Road cycling routes are typically conducive to rural and semi-rural roads which have low traffic volumes, scenic landscapes and changes in elevation. The road cycling user group does not typically require (or use) dedicated or protected bike riding infrastructure along these routes, such as shared paths. There is an opportunity to review the key routes being used by road cyclists to improve safety and the overall user experience, as identified in the action plan⁴⁵.

Potential safety enhancements along popular routes could include advisory signage and shoulder widening (particularly on uphill sections).

Further consideration is required to identify the location and preferred treatments for road cycling routes throughout the Avon Central Coast region, as outlined in [Section 6](#) of this Strategy.

5.7.1 Opportunity: Sealing shoulders program

There are several popular road cycling routes in the Avon Central Coast region which have sections of narrow shoulder or no shoulders at all. This can cause the potential for conflict between different road user groups, particularly on heavy vehicle haulage routes and where speed differentials are greatest, such as uphill sections.

Sealed shoulders provide significant safety benefits to all road users by reducing 'run off road' crashes. They also offer maintenance benefits to asset owners. There was a significant input to sealing shoulders on major roads within the region including Brookton Highway, Northam to Toodyay Road, Northam to York Road, Toodyay Road, Great Northern Highway and Indian Ocean Drive.

There is still an opportunity for the Shires of Beverley, Chittering, Dandaragan, Gingin, Northam, Toodyay and York along with Main Roads WA to target the provision of sealed shoulders on road cycling routes in a manner that also reduces conflicts between cyclists and other road users.

Department of Transport

5.7.2 Opportunity: Increasing awareness of road cycling routes through signage and delineation

Clear signage and delineation of popular road cycling routes can help to reduce actual and perceived levels of conflict between road users. The Shire of Busselton installed static and interactive roadside signage to trial its effectiveness in spreading the message that the road is a shared asset and that cyclists are a legitimate road user⁴⁶.

Signage and delineation can be used to highlight known conflict areas (for example, where bike riding routes cross major haulage routes) as well as informing motorists that they are likely to encounter cyclists along these routes. Delineating road cycling routes is also helpful for visitors and could be tied to a promotional campaign to attract more road cyclists to the area, or to encourage them to stay longer.

Several initiatives can be introduced including:

- Installing 'share the road' or 'road cycling route' type signage along popular bike riding routes;
- Installing warning signs where cycle groups regularly cross or join major haulage routes; and
- Trialling activated warning lights or signs at pinch points.

Such initiatives would need to be progressed by the Shires of Beverley, York, Chittering, Gingin, York, Dandaragan and Northam with Main Roads WA and the Road Safety Commission.

Case Study: The Wolf Pack Route, Geraldton

The Road Safety Commission worked with the City of Greater Geraldton and Shire of Chapman Valley to improve outcomes for sports cyclists along the Wolf Pack Route. The initiative has involved installing static 'share the road' signage along sections of the route to help raise awareness of cyclists and prevent and reduce conflict between cyclists and drivers.

Outcomes of the initiative will be evaluated by the Road Safety Commission and may result in the signage being installed along the entire route. There may also be opportunities to install more sophisticated measures in the future, such as shoulder widening (particularly on uphill sections) and activated warning lights.



*Wolf Pack riders in Geraldton.
Credit: City of Greater Geraldton*

6. Action Plan

This section outlines the strategic priorities that are proposed to be progressed over the next five years. This approach will help enable the Avon Central Coast region to realise its long-term bike riding potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

A key consideration for new paths and trails in this region is the location of public drinking water source areas. Appropriate consultation should be undertaken with DWER prior to development. Similarly transport trails and new routes through reserve areas should be referred to the DBCA at an early stage of the design process.

The Action Plan outlined is aspirational. In many cases, local governments may have limited funds or internal capacity to progress projects. The intent of the Action Plan is to highlight the opportunities in the region so as if and when finances and capacity permits, or when alternative funding opportunities arise, readily identified projects may be able to be progressed. In addition, the ongoing maintenance of new infrastructure which is regional in nature, may be a burden on a small local government. Consideration of future funding sources for regional assets to be maintained needs to be explored.

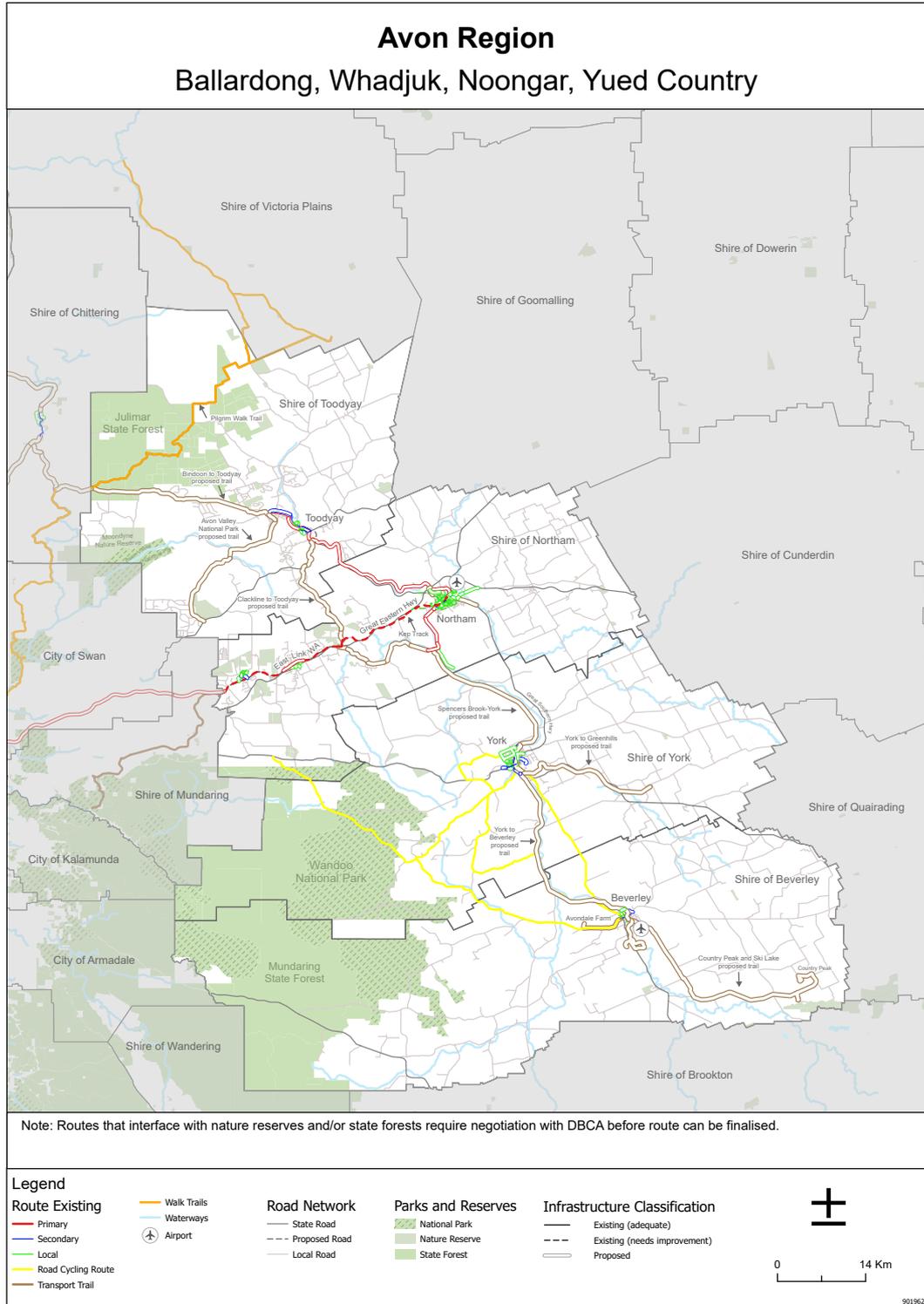
6.1 The existing cycling networks

To inform the action plan's strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **Existing (adequate)** – the level of service reflects current best practice for this type of bike riding route (as defined in the route hierarchy);
- **Existing (needs improving)** – although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of bike riding route (as defined in the route hierarchy); or
- **Non-existent (proposed)** – it is either not possible to cycle along this route due to the corridor being non-existent, or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route classified as either existing (adequate), existing (substandard) or non-existent (proposed), and considered in the context of the five-year timeframe of this action plan.

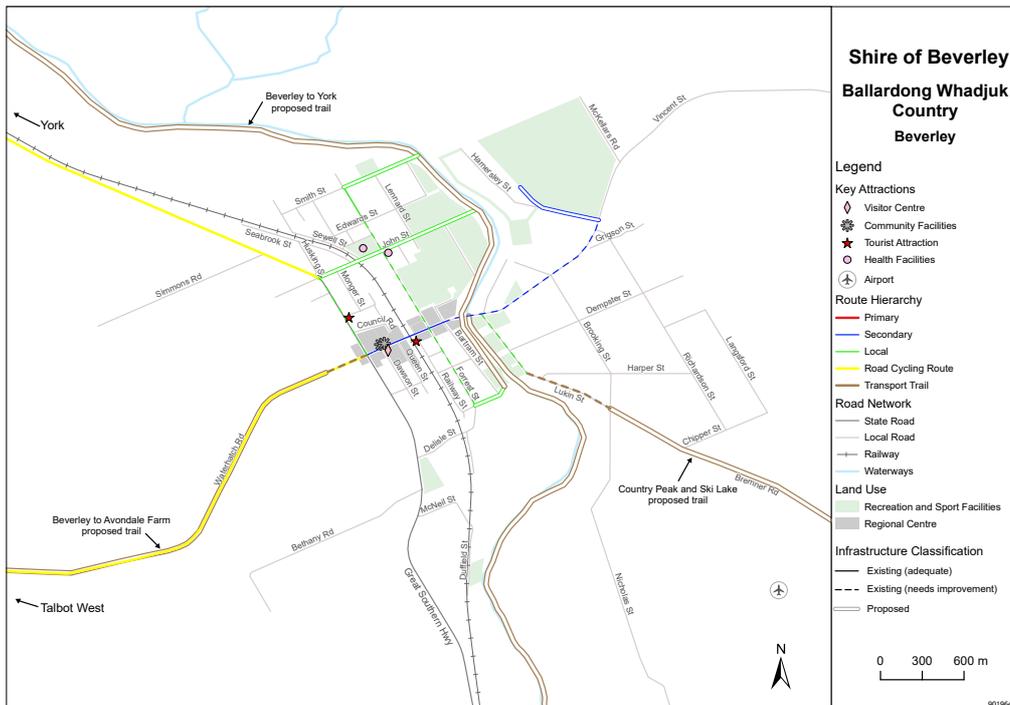
Map 25: Infrastructure Classification – Avon Region



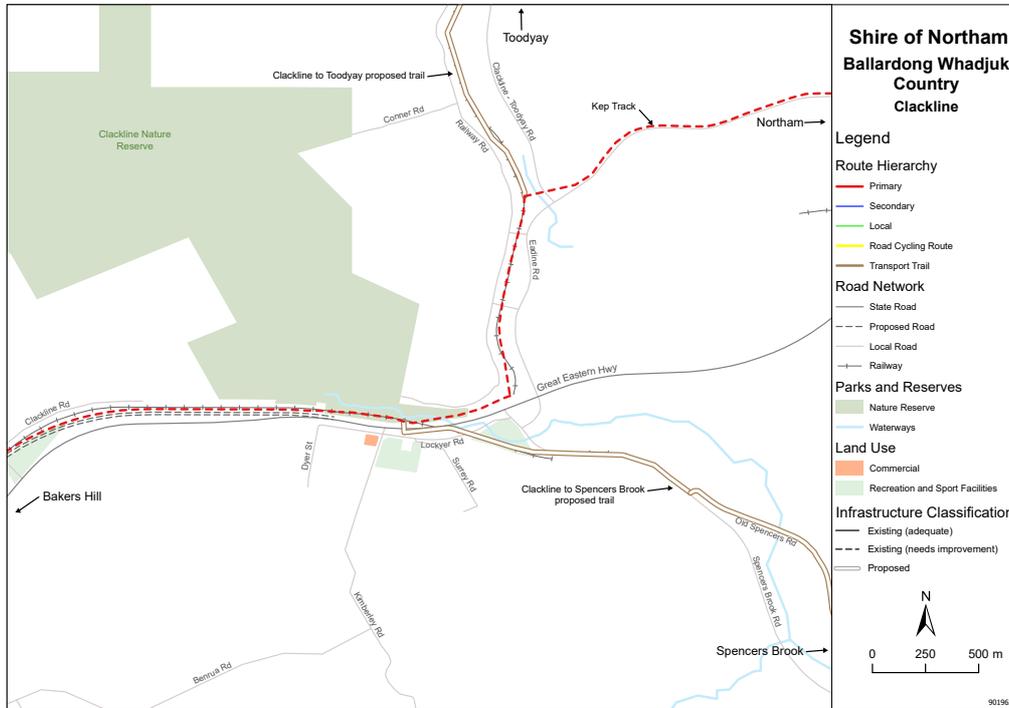
Map 26: Infrastructure Classification – Bakers Hill (Ballardong, Whadjuk Country)



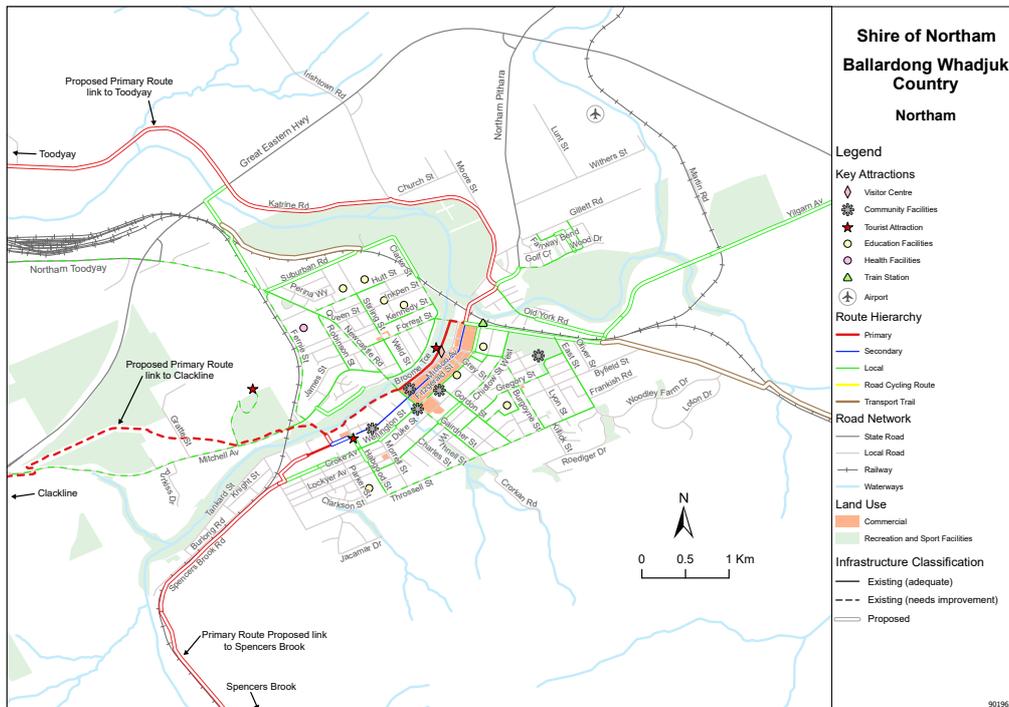
Map 27: Infrastructure Classification – Beverley (Ballardong, Noongar Country)



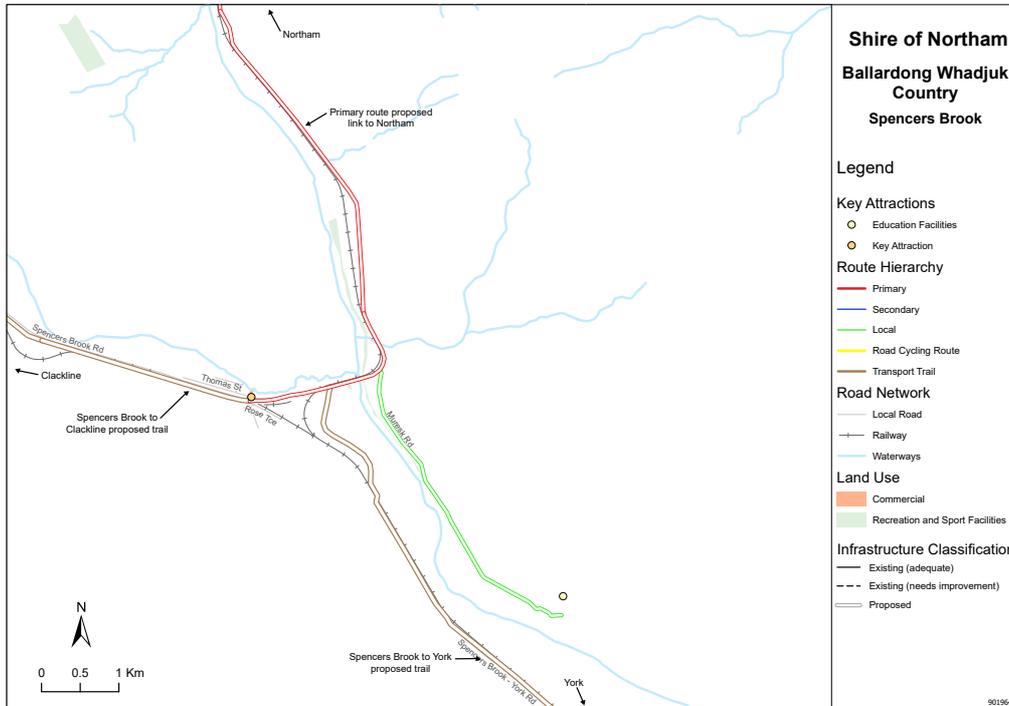
Map 28: Infrastructure Classification – Clackline (Ballardong, Whadjuk Country)



Map 29: Infrastructure Classification – Northam (Ballardong, Whadjuk Country)



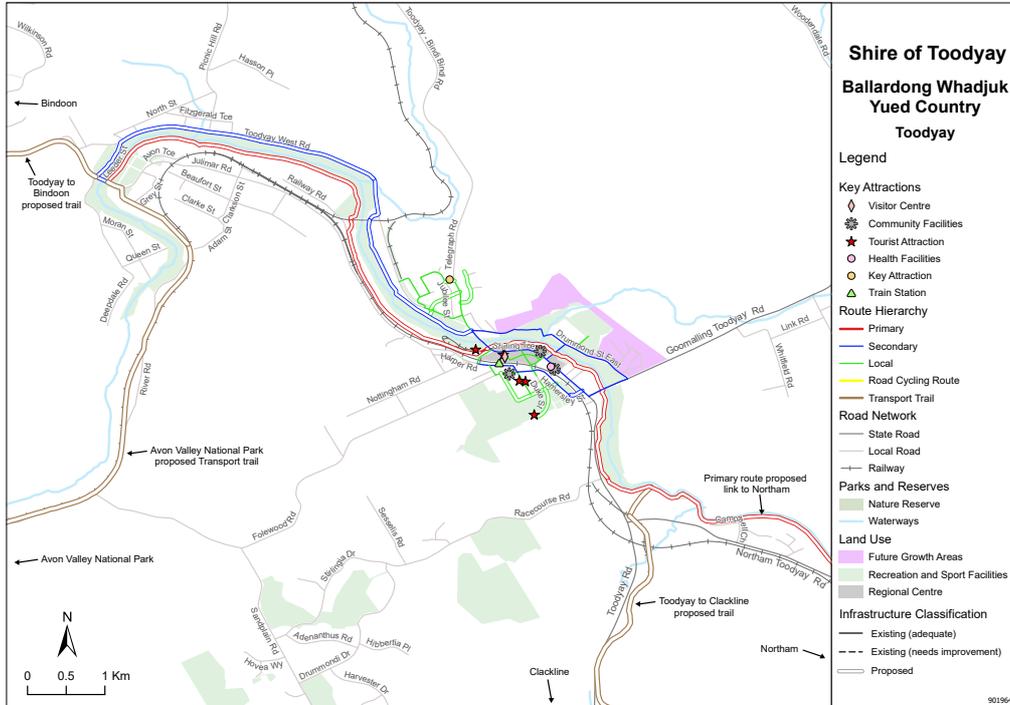
Map 30: Infrastructure Classification – Spencers Brook (Ballardong, Whadjuk Country)



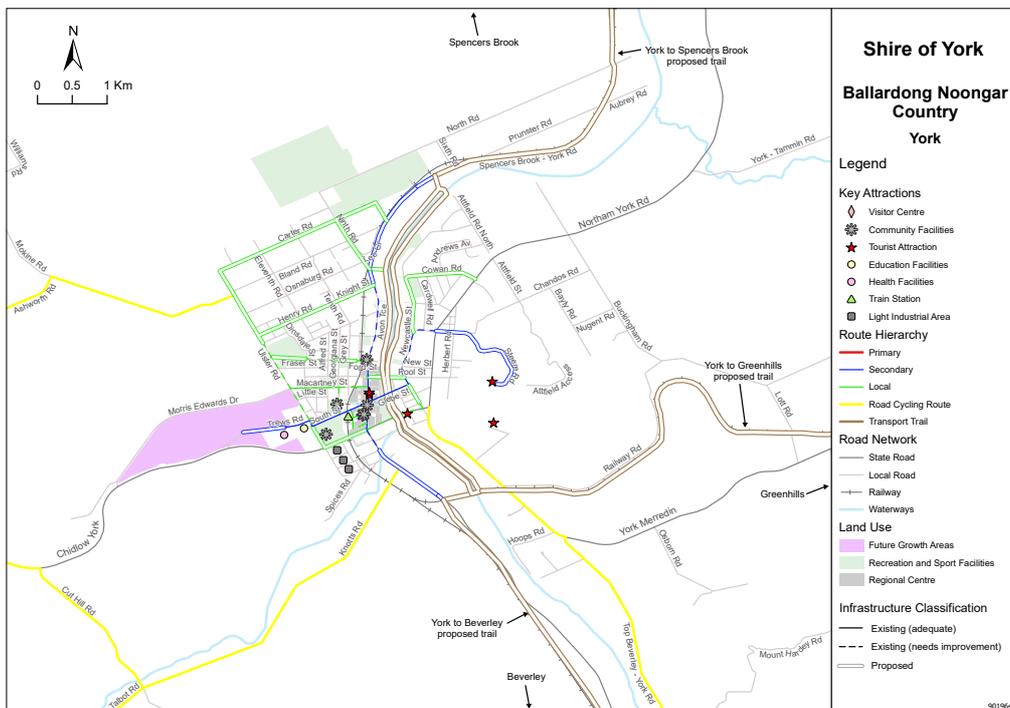
Map 31: Infrastructure Classification – Wundowie (Ballardong, Whadjuk Country)



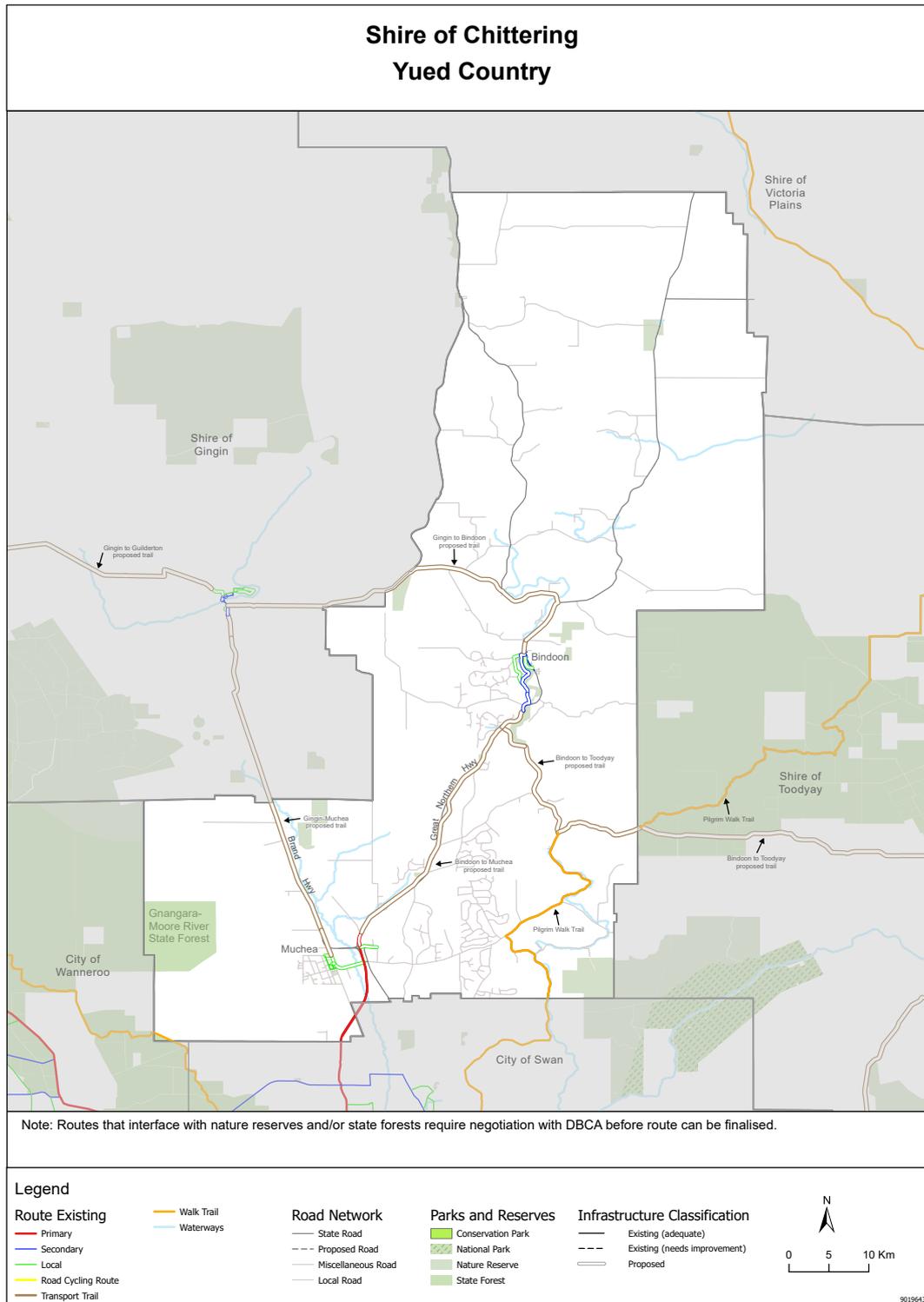
Map 32: Infrastructure Classification – Toodyay, (Ballardon, Yued, Whadjuk Country)



Map 33: Infrastructure Classification – York (Ballardon, Noongar Country)

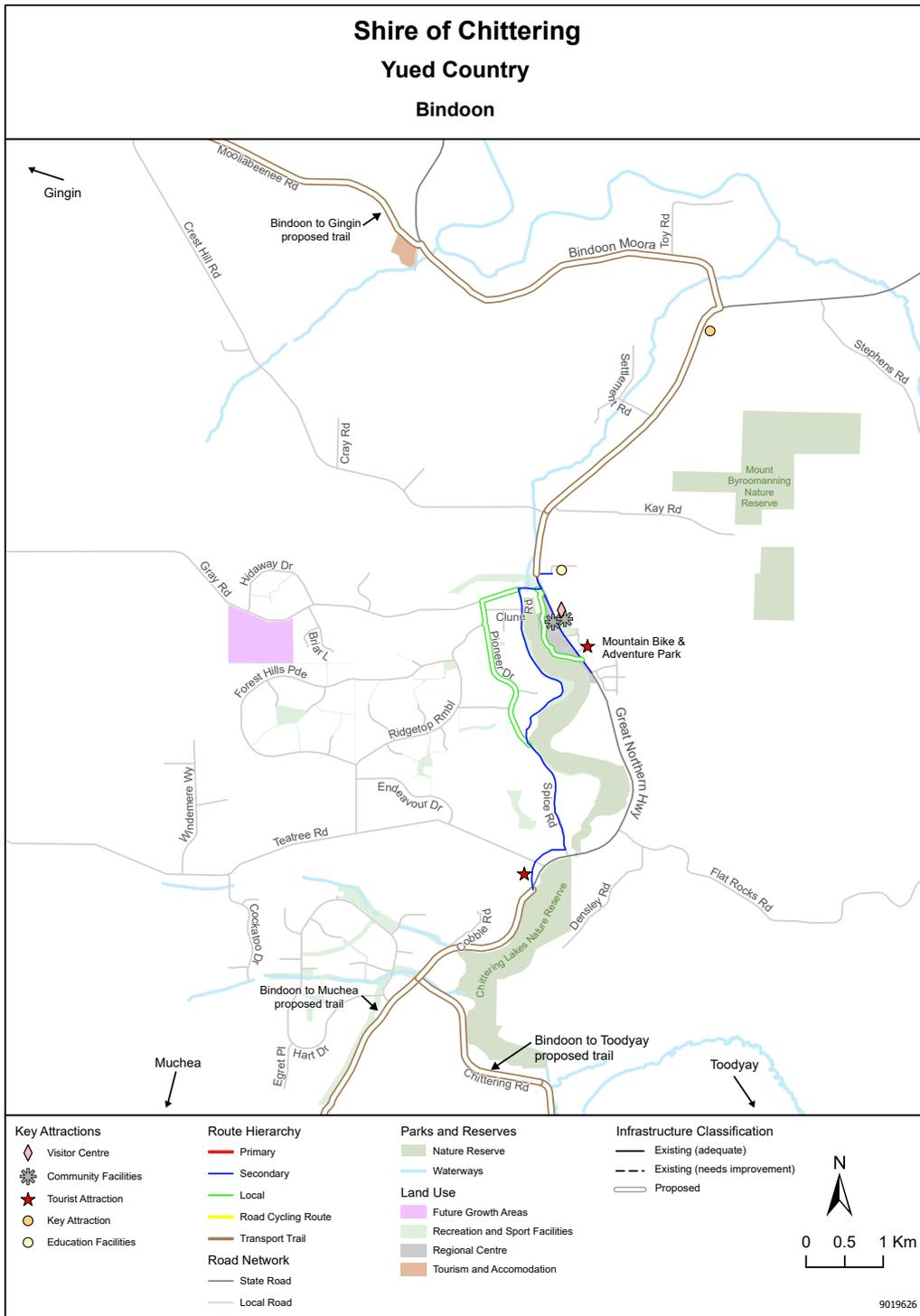


Map 34: Infrastructure Classification – Shire of Chittering (Yued Country)



Department of Transport

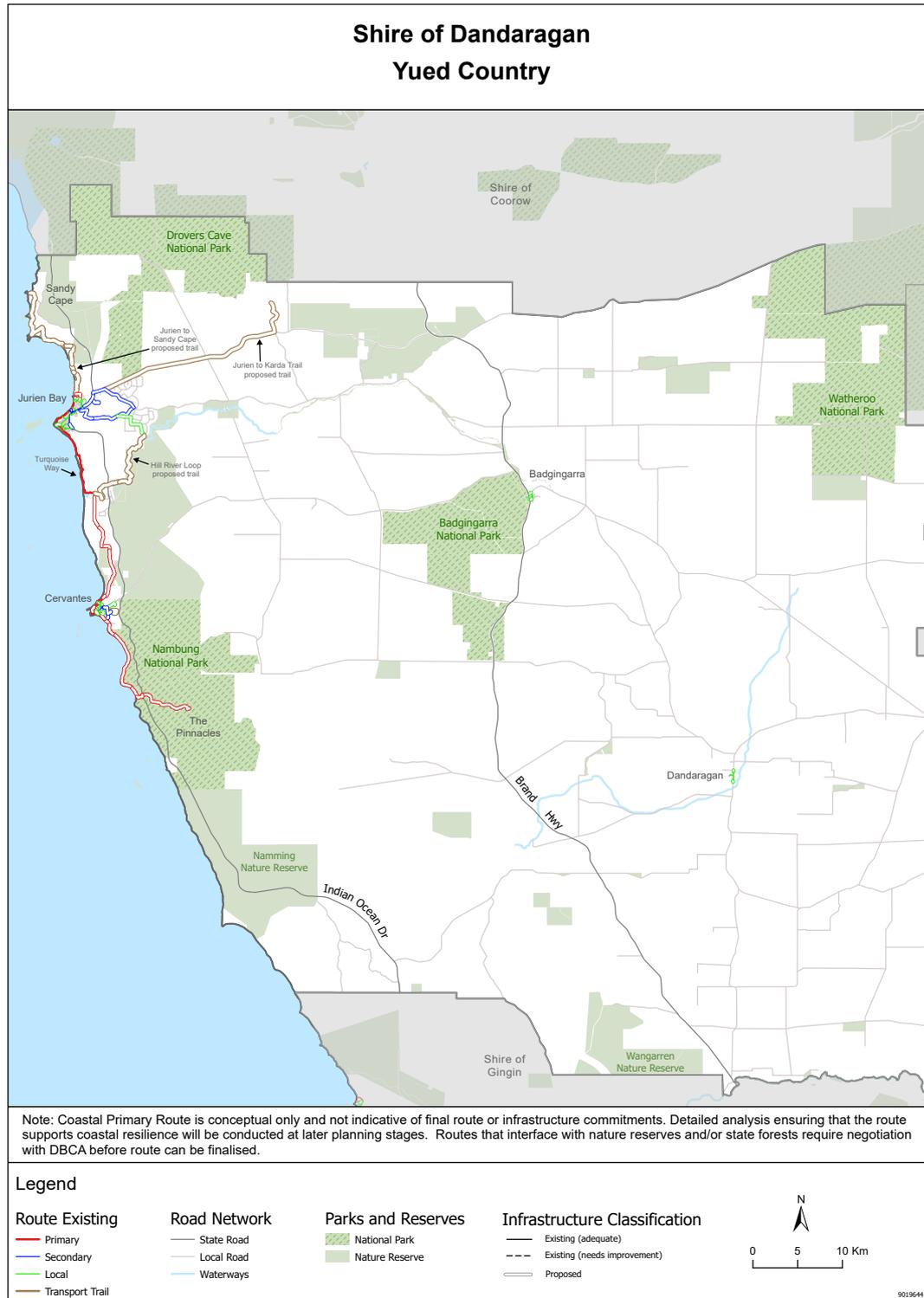
Map 35: Infrastructure Classification – Bindoon (Yued Country)



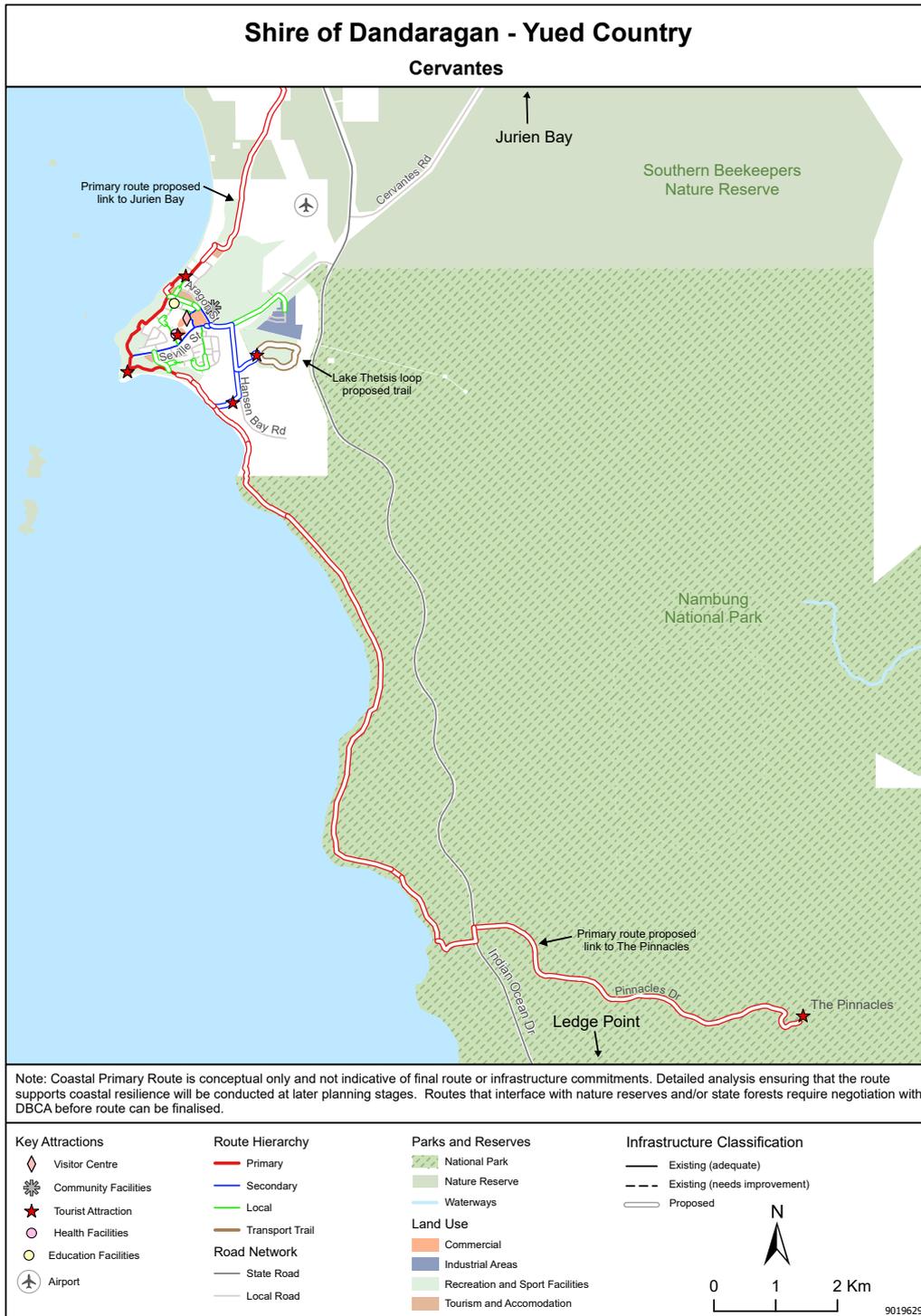
Map 36: Infrastructure Classification – Muchea (Yued Country)



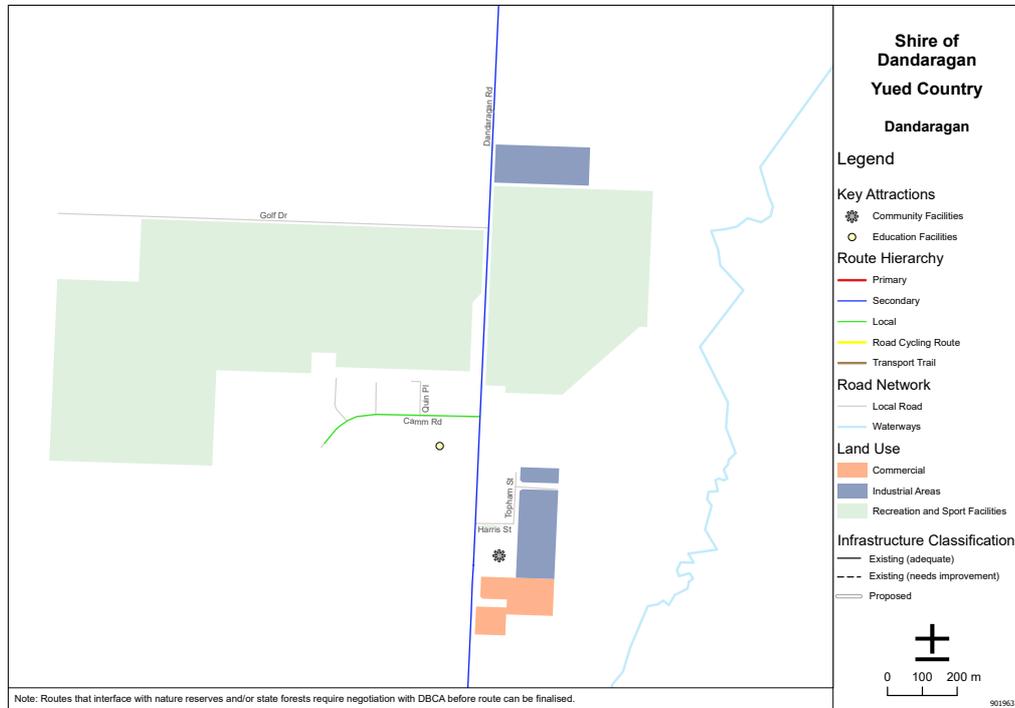
Map 37: Infrastructure Classification – Shire of Dandaragan (Yued Country)



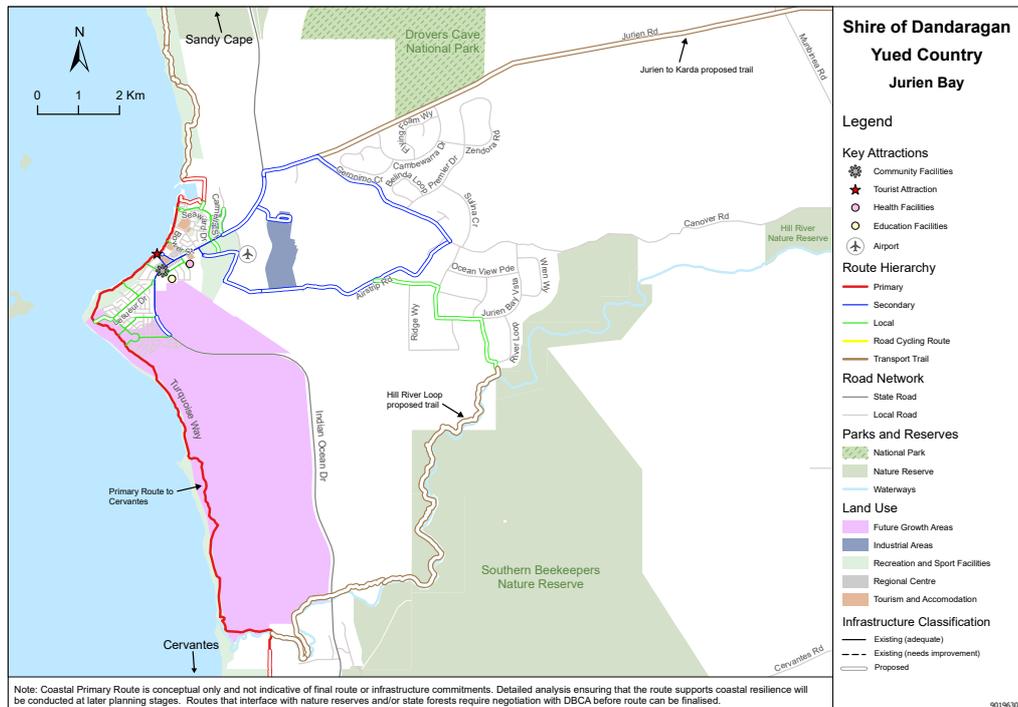
Map 38: Infrastructure Classification – Cervantes (Yued Country)



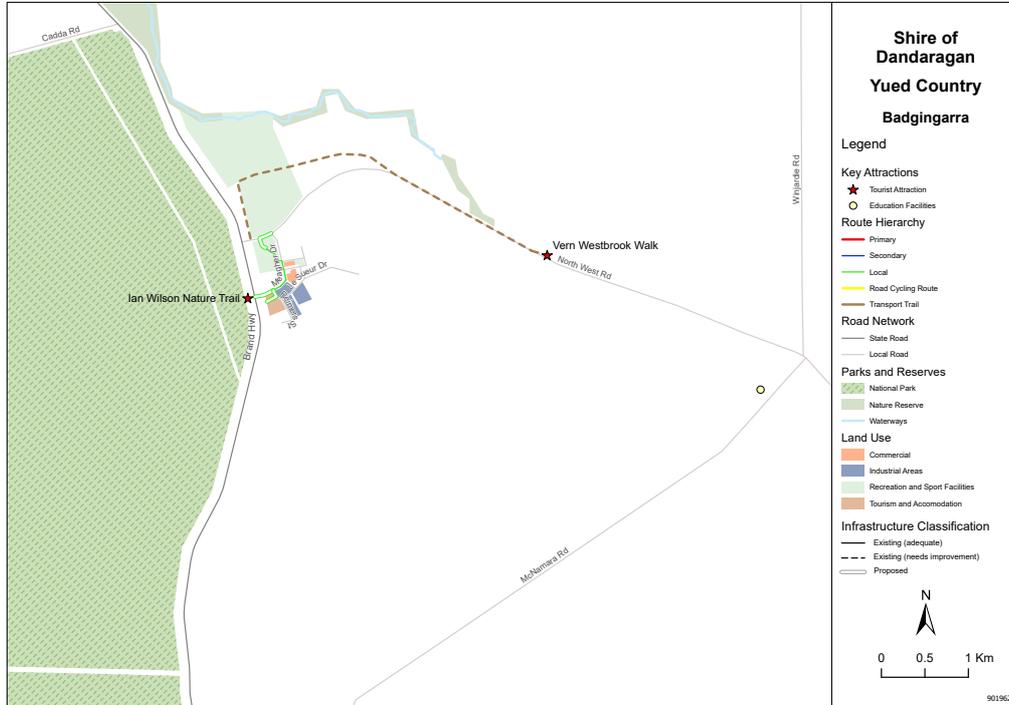
Map 39: Infrastructure Classification – Dandaragan (Yued Country)



Map 40: Infrastructure Classification – Jurien Bay (Yued Country)



Map 41: Infrastructure Classification – Badgingarra (Yued Country)



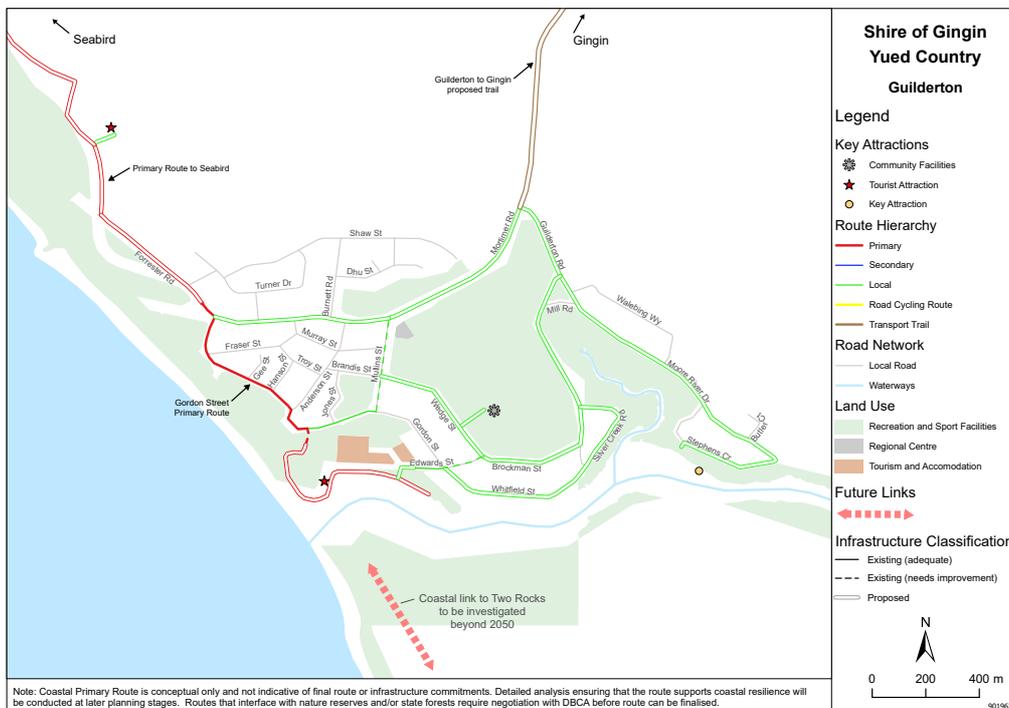
Map 42: Infrastructure Classification – Shire of Gingin (Yued Country)



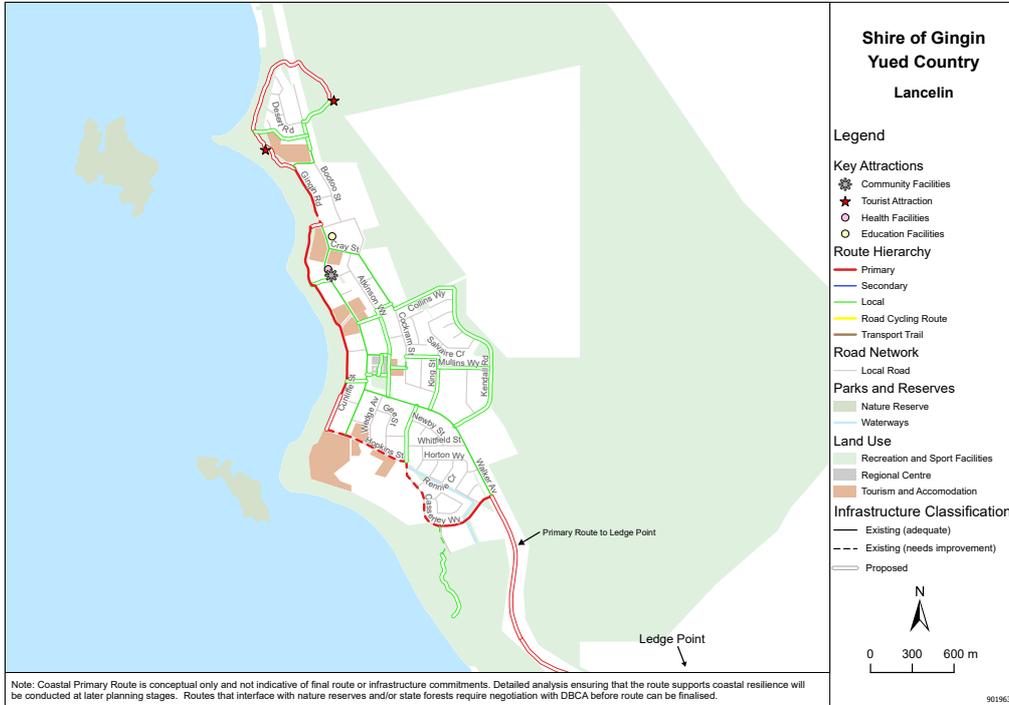
Map 43: Infrastructure Classification – Gingin (Yued Country)



Map 44: Infrastructure Classification – Guilderton (Yued Country)



Map 45: Infrastructure Classification – Lancelin (Yued Country)



Map 46: Infrastructure Classification – Seabird (Yued Country)



Department of Transport

6.2 Priority projects

The following tables identify the strategic priorities for bike riding in the Avon Central Coast region, if and when organisational and funding capacity permits. Broadly categorised as:

- Short term (to commence within 1-3years);
- Medium term (to commence within 4-5 years); and
- Long term (to commence in 5+ years).

6.2.1 Shire of Beverley (Ballardong, Noongar Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	B1	York – Bruce Rock Rail Trail	Feasibility	Collaborate with DoT and Shires of York, Quairading and Bruce Rock to support the feasibility study of a transport trail between York and Bruce Rock.	Transport trail
Short term	B2	Beverley Trails Study	Feasibility	Undertake a feasibility study to determine route staging and priorities across all trails in the Shire.	Transport trails
Short term	B3	Beverley Heroics Road Cycling Route	Feasibility	Collaborate with DoT and WestCycle to undertake feasibility to provide warning signage and wayfinding to show road cycling route and consider options to provide increased safety.	Road cycling route
Short term	B4	Commonage Hill Trail	Design	Design of Commonage Hill to connect historical precinct to Commonage Hill recreation trails via river side trail.	Transport trails
Short term	B5	Beverley Trails Network Stage 1	Design	Design Stage 1 of 3 of transport trails.	Transport trail
Short term	B6	Commonage Hill Trail	Construct	Construct Commonage Hill Trail.	Transport trails
Short term	B7	Beverley Trails Network Stage 1	Construct	Construct Stage 1 of 3 of transport trails.	Transport trails
Short term	B8	Beverley to Mundaring Road Cycling Route	Feasibility / Design / Construct	Collaborate with DoT to provide warning signage and wayfinding to show road cycling route along Talbot Road West and consider options to provide increased safety.	Road cycling route
Medium term	B9	Beverley Trails Network Stage 2	Design	Design Stage 2 of 3 of transport trails.	Transport trails
Medium term	B10	Beverley Trails Network Stage 2	Construct	Construct Stage 2 of 3 of transport trails.	Transport trails

Shire of Beverley (Ballardong, Noongar Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Long term	B11	Beverley Trails Network Stage 3	Design and construct	Design and construct Stage 3 of 3 of transport trails.	Transport trails
Long term	B12	Toodyay to Beverley Avon River Trail	Feasibility, design and construct	Collaborate with DoT and the Shires of Northam, Toodyay and York to conduct feasibility, design and construct a transport trail between York and Beverley.	Transport trail
Long term	B13	Upgrading Hunt Road (John Street to Vincent Street)	Design and construct	Design and construct path infrastructure upgrades on Hunt Road between John Street and Vincent Street to improve access to shopping areas and caravan parks and accommodation.	Local
Long term	B14	Smith Street (Forrest Street to York to Beverley Trail)	Design and construct	Design and construct path on Smith Street between Forrest Street and Beverley Trail to improve local residential connectivity and provide access to recreational trail.	Local
Long term	B15	Taylor Street (Forrest Street to York to Beverley Trail)	Design and construct	Design and construct path on Taylor Street between Forrest Street to provide access to recreational trail.	Local
Long term	B16	Hamersley Street (Vincent Street to Beverley Racecourse)	Design and construct	Design and construct path on Hamersley Street between Vincent Street and Beverley Racecourse to provide access to recreational destination.	Secondary

6.2.2 Shire of Chittering (Yued Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	C1	Muchea to Bindoon	Feasibility	Conduct a feasibility study of a trail between Muchea and Bindoon.	Primary, Transport trail
Short term	C2	Muchea to Bindoon Stage 1	Design	Design Stage 1 of 3 of Muchea to Bindoon trail.	Primary, Transport trail
Short term	C3	Granary Drive (Tonkin Highway to Edwards Place)	Construct	Collaborate with Main Roads WA to construct a path on Granary Drive between Tonkin Highway and Edwards Place to improve connection and create an 'anchor' between established Muchea town commercial area and Tonkin Highway / Great Northern Highway.	Local
Short term	C4	Muchea to Bindoon Stage 1	Construct	Construct Stage 1 of 3 of Muchea to Bindoon trail.	Transport trail
Short term	C5	Muchea to Bindoon Stage 2	Design	Design Stage 2 of 3 of Muchea to Bindoon trail.	Transport trail
Short term	C6	East Lake Needoonga Path (Gray Road to Great Northern Highway after Casuarina Close)	Design and construct	Design and construct a path, east of Lake Needoonga between Gray Road and Great Northern Highway after Casuarina Close. This link will provide a link between the shopping area, health facility and Lake Needoonga.	Local
Medium term	C7	Muchea to Bindoon Stage 2	Construct	Construct Stage 2 of 3 of Muchea to Bindoon trail.	Transport trail
Medium term	C8	Muchea to Bindoon Stage 3	Design	Design Stage 3 of 3 of Muchea to Bindoon trail.	Transport trail
Medium term	C9	Great Northern Highway (Binda Place to Learners Way)	Design and construct	Design and construct a path on Great Northern Highway between Binda Place and Learners Way to complete the missing link along the route and improving access between key destinations.	Secondary
Medium term	C10	Muchea to Bindoon Stage 3	Construct	Construct Stage 3 of 3 of Muchea to Bindoon trail.	Transport trail

Shire of Chittering (Yued Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Long term	C11	Muchea PSP to Muchea Bike Path	Design and construct	Construct a path from the PSP on Tonkin Highway / Great Northern Highway to Muchea BP stop and future growth area.	Local
Long term	C12	Chittering Street (Granary Drive to Carl Street)	Design and construct	Design and construct a path on Chittering Street between Granary Drive and Carl Street to improve access to recreational destination.	Local

Department of Transport

6.2.3 Shire of Dandaragan (Yued Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	D1	Turquoise Way Path Extension	Feasibility	Conduct feasibility study to extend coastal path from Hill River to Cervantes.	Primary
Short term	D2	Turquoise Way Path Extension Stage 1	Design	Design Stage 1 of 2 of coastal route between Jurien Bay to Cervantes.	Primary
Short term	D3	Linking Jurien Bay town centre to residential estates, Alta Mare and Jurien Heights	Design	Design paths linking Jurien Bay town centre to residential estates.	Secondary, Local
Short term	D4	Cervantes to the Pinnacles	Feasibility	Undertake feasibility study of coastal route between Cervantes and the Pinnacles.	Primary
Short term	D5	Turquoise Way Path Extension Stage 2	Design	Design Stage 2 of 2 of coastal route between Hill River to Cervantes.	Primary
Short term	D6	Dandaragan Road Path Extension	Design and construct	Design and construct path to complete missing link between last house and recreational facility.	Local
Medium term	D7	Hansen Bay Road (Cervantes Road to Hansen Bay Lookout)	Design and construct	Design and construct path to Hansen Bay Lookout and connect to proposed coastal route.	Secondary
Medium term	D8	Linking Jurien Bay town centre to residential estates, Alta Mare and Jurien Heights	Construct	Construct paths linking Jurien Bay town centre to residential estates.	Secondary, Local
Medium term	D9	Cervantes to the Pinnacles	Design	Design coastal route between Cervantes and the Pinnacles.	Primary
Long term	D10	Turquoise Way Path Extension Stage 1	Construct	Construct Stage 1 of 2 of coastal route between Hill River to Cervantes.	Primary
Long term	D11	Turquoise Way Path Extension Stage 2	Construct	Construct Stage 2 of 2 of coastal route between Hill River to Cervantes.	Primary
Long term	D12	Cervantes to the Pinnacles	Construct	Construct coastal route between Cervantes and the Pinnacles.	Primary

Shire of Dandaragan (Yued Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Long term	D13	Jurien Bay to North Head and Sandy Cape	Feasibility	Conduct feasibility, of coastal route between Jurien Bay and Sandy Cape.	Transport trail
Long term	D14	Hill River Trail	Feasibility	Conduct feasibility of a transport trail along Hill River linking to Turquoise Trail and Jurien Bay residential estates.	Transport trail
Long term	D15	Lake Thetis loop	Feasibility, design and construct	Conduct feasibility of a tourist loop trail around Lake Thetis.	Transport trail
Long term	D16	Jurien Road Karda Trail	Feasibility	Conduct feasibility of route from Jurien Bay town centre to Karda	Transport trail

6.2.4 Shire of Gingin (Yued Country)

Note - the Shire of Gingin does not currently support the actions outlined below due to ongoing operational and budget constraints. They remain in this strategy to provide an indication of aspirational routes subject to changes in organisational and funding capacity.

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	G1	Coastal Route Guilderton to Seabird	Feasibility	Undertake a feasibility study on coastal route between Guilderton to Seabird.	Primary
Short term	G2	Coastal Route Ledge Point to Lancelin	Feasibility	Undertake a feasibility study on coastal route between Ledge Point and Lancelin.	Primary
Short term	G3	Lancelin Town to Lancelin Recreational Centre	Feasibility	Undertake feasibility of route between Lancelin Town centre and Lancelin Recreation Centre/Lancelin South	Primary, Local
Short term	G4	Guilderton Road / Moore River Drive / Stephens Crescent Shared Path	Feasibility	Undertake feasibility of a shared path in Guilderton to improve local residential access and connection to Moore River Estuary access.	Local
Medium term	G5	Robertson Road, Ledge Point beach access	Feasibility	Undertake feasibility of path on Robertson Road to provide access to the beach.	Local
Medium term	G6	Lancelin Plaza	Feasibility	Undertake feasibility of path on Lancelin Plaza to improve access along shopping area and to recreational destinations.	Local
Long term	G7	Chalon Avenue, Seabird	Feasibility	Undertake feasibility of path on Chalon Avenue to improve connectivity to recreational facilities.	Local

6.2.5 Shire of Northam (Ballardong, Whadjuk Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	N1	Clackline to Toodyay Rail Trail	Feasibility	Collaborate with DoT and Shire of Toodyay to conduct a feasibility study of the potential to use disused Clackline to Toodyay Rail for the purposes of a tourist trail.	Transport trail
Short term	N2	Northam Recreational Shared Path	Feasibility	Conduct a feasibility study of a recreational shared path as recommended in the Long-Term Network Plan in the Shire of Northam's Local Bike Plan.	Primary, Local
Short term	N3	Mitchell Avenue between Mount Ommanney Road and Keating Street	Design and construct	Design and construct a shared path to connect the Eco Village, Lookout and mountain bike tracks on Mount Ommanney to Recreational Shared Path.	Primary, Local
Short term	N4	East Street between Frankish Road and Throssell Street	Design and construct	Design and construct a shared path to connect the suburban network.	Local
Short term	N5	Kennedy Street between Hampton Street and Clarke Street	Design and construct	Design and construct a shared path to connect the education facilities to the suburban network.	Local
Short term	N6	Avon River Trail (West Toodyay to Beverley)	Feasibility	Collaborate with DoT, DBCA and Shires of Beverley, Toodyay and York to conduct a feasibility study of trail along Avon River from West Toodyay to York.	Primary, Transport trail
Short term	N7	Northam Recreational Shared Path Design Stage 1	Design	Design Stage 1 of 3 of recreational shared path as recommended in the Long-Term Network Plan in the Shire of Northam's Local Bike Plan.	Primary, Local
Short term	N8	Clarke Street, Inkpen Street to Forrest Street.	Design and construct	Design and construct a shared path to connect the Northam residential College to the suburban network.	Local
Short term	N9	Clarke Street, Suburban Road to Inkpen Street.	Design and construct	Design and construct a shared path to connect the recreation facilities to the suburban network.	Local

Department of Transport

Shire of Northam (Ballardong, Whadjuk Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	N10	Suburban Road Rail Line to Clarke	Design and construct	Design and construct a shared path to connect the recreation facilities to the suburban network.	Local
Short term	N11	Suburban Rd, Newcastle Rd to Mudulla Rd	Design and construct	Design and construct a shared path to connect the recreation facilities to the suburban network.	Local
Short term	N12	Fitzgerald Street between Gordon Street and Grey Street	Design and construct	Design and construct a shared path to connect missing links.	Secondary
Short term	N13	Linking Wundowie to Eastlink	Design and construct	Design and construct paths on McMullen Road and Hawke Avenue to connect Wundowie townsite to Eastlink.	Secondary, Local
Short term	N14	Avon River Trail (West Toodyay to Beverley) – N3 Stage 1	Design	Design Stage 4 of 9 of trail along Avon River in Shire of Northam.	Primary, Transport trail
Short term	N15	Northam Recreational Shared Path Design Stage 1	Construct	Construct Stage 1 of 3 recreational shared path as recommended in the Long- Term Network Plan in the Shire of Northam's Local Bike Plan.	Primary, Local
Short term	N16	Clackline to Toodyay Rail Trail – N1	Design	Collaborate with the Shire of Toodyay to design rail trail between Clackline and Toodyay.	Transport trail
Medium term	N16	Northam Recreational Shared Path Design Stage 2	Design	Design Stage 2 of 3 recreational shared path as recommended in the Long- Term Network Plan in the Shire of Northam's Local Bike Plan.	Primary, Local
Medium term	N17	Avon River Trail (West Toodyay to Beverley) – N3 Stage 1	Construct	Construct Stage 4 of 9 of trail along Avon River in Shire of Northam.	Primary, Transport trail
Medium term	N20	Avon River Trail (West Toodyay to Beverley) – N3 Stage 2	Design	Design Stage 2 of 3 of trail along Avon River in Shire of Northam.	Primary, Transport trail
Medium term	N21	Clackline to Toodyay Rail Trail – N1	Construct	Collaborate with the Shire of Toodyay to construct the Clackline to Toodyay Rail Trail.	Transport trail

Shire of Northam (Ballardong, Whadjuk Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Medium term	N22	Fermoy Avenue from Gregory Street to Lance Street	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N23	Goomalling Road, Old York Road to Wood Drive	Design and construct	Design and construct a shared path to connect missing links.	Primary, Local
Medium term	N24	East Street from Byfield Street to Frankish Road	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N26	Gordon Street, between Burnside Avenue and Selby Street	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N27	Boronia Avenue Wundowie from Banksia Avenue (West) to Banksia Avenue (East)	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N28	Wellington Street between Morell Street and Charles Street	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N30	Wellington Street, Grey Street to Peel Street	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N31	Wellington Street, Gordon to Gairdner	Design and construct	Design and construct a shared path to connect missing links.	Local
Medium term	N32	Wellington Street (Gairdner Street to Charles Street)	Design and construct	Design and construct recommended 'Priority Works' project listed in Northam Bike Plan on Wellington Street between Gairdner Street and Charles Street to improve access to recreation and sport facilities.	Local
Medium term	N33	Taylor Street, from Old York Road to Peel Terrace	Design and construct	Design and construct a shared path to connect missing links.	Primary

6.2.6 Shire of Toodyay (Ballardong, Yued, Whadjuk Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	T1	Clackline to Toodyay Rail Trail	Feasibility	Collaborate with the Shire of Northam to conduct a feasibility study of the potential to use the disused Clackline to Toodyay rail corridor for a transport trail.	Transport trail
Short term	T2	Jubilee Street (Reserve Street to Toodyay Old Newcastle Public Cemetery) and Connor Street Shared Path	Design and construct	Design and construct shared paths to improve local residential connectivity.	Local
Short term	T3	Avon River Trail (West Toodyay to Beverley)	Feasibility	Collaborate with DBCA, DoT and the shires of Beverley, Northam and York to conduct a feasibility study of a trail along Avon River from West Toodyay to Beverley.	Primary, Transport trail
Short term	T4	Settlers Ridge	Design and construct	Design and construct a shared path on Settlers Ridge to improve local residential connectivity.	Local
Short term	T5	Clackline to Toodyay Rail Trail – T1	Design	Collaborate with the Shire of Northam to design rail trail between Clackline and Toodyay.	Transport trail
Short term	T6	Avon River Trail (West Toodyay to Beverley) – T3 Stage 1	Design	Design Stage 1 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay.	Primary
Medium term	T7	Avon River Trail (West Toodyay to Beverley) – T3 Stage 1	Construct	Construct Stage 1 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay.	Primary
Medium term	T8	Avon River Trail (West Toodyay to Beverley) – T3 Stage 2	Design	Design Stage 2 of 9 of trail along Avon River from West Toodyay to Beverley within the Shire of Toodyay.	Primary

Shire of Toodyay (Ballardong, Yued, Whadjuk Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Medium term	T9	Railway Crossing Hamersley Street (Hamersley Street to Stirling Terrace)	Design and construct	Design and construct a railway crossing (standard maze crossing) on Hamersley Street as recommended in Shire of Toodyay Bike Plan, to improve safety and access across railway (east – west connection).	Secondary
Medium term	T10	Clackline to Toodyay Rail Trail – T1	Construct	Collaborate with the Shire of Northam construct rail trail between Clackline and Toodyay.	Transport trail
Long term	T11	Avon River Trail (West Toodyay to Beverley) – T3 Stage 2	Construct	Construct Stage 2 of 3 of Avon River Trail within the Shire of Toodyay.	Primary
Long term	T12	Avon River Trail (West Toodyay to Beverley) – T3 Stage 3	Design and construct	Design and construct Stage 3 of 3 of Avon River Trail within the Shire of Toodyay.	Primary
Long term	T13	Avon River Trail (West Toodyay to Swan Valley)	Feasibility, design and construct	Conduct feasibility, design and construct transport trail along Avon River from West Toodyay to Swan Valley via Avon National Park.	Transport trail

6.2.7 Shire of York (Ballardong, Noongar Country)

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	Y1	Forrest Street (South Street to Great Southern Highway) and Henrietta Street (Forrest Street to Avon Terrace) Shared Use Path Project	Design	Design completing missing local links and providing access to recreational and educational facilities.	Local
Short term	Y2	Beverley Heroics Road Cycling Route	Feasibility	Collaborate with DoT and WestCycle to undertake feasibility to provide warning signage and wayfinding to show the road cycling route and consider options to provide increased safety.	Road cycling route
Short term	Y3	Avon River Trail (West Toodyay to Beverley)	Feasibility	Collaborate with DoT, DBCA and shires of Beverley, Toodyay and Northam to conduct a feasibility study of trail along Avon River from West Toodyay to York.	Primary, Transport trail
Short term	Y4	Trews Road (York District High School to Trews Court)	Design	Design shared path to complete the missing link between York town site and educational facility and future growth area.	Secondary
Short term	Y5	Suburban Road (Glebe Street to Ballardong Street)	Design and construct	Design and construct shared path to complete missing link on Suburban Road.	Local
Short term	Y6	Avon River Trail (West Toodyay to Beverley) – Y3 Stage 7	Design	Design Stage 7 of 9 of trail along Avon River from West Toodyay to York within the Shire of York.	Primary, Transport trail
Short term	Y7	Trews Road (York District High School to Trews Court)	Construct	Construct shared path to complete the missing link between York town site and educational facility and future growth area. (Designed Year 2 (Y3))	Secondary
Short term	Y8	Beverley to Mundaring Road Cycling Route	Feasibility / Design / construct	Collaborate with DoT and Shire of Beverley to provide warning signage and wayfinding to show route Road Cycling Route along Talbot Road West and consider options to provide increased safety.	Road cycling route

Shire of York (Ballardong, Noongar Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Short term	Y9	York – Bruce Rock Rail Trail	Feasibility	Collaborate with DoT and Shires of Beverley, Quairading and Bruce Rock to conduct feasibility study of transport rail trail between York and Bruce Rock.	Transport trail
Medium term	Y10	Avon River Trail (West Toodyay to Beverley)	Construct	Construct Stage 7 of 9 of trail along Avon River from West Toodyay to York.	Transport trail
Medium term	Y11	Steere Road (Pioneer Road to Mount Brown Lookout)	Design and construct	Design and construct shared path to provide access to Mount Brown Lookout and recreational and mountain biking trails.	Secondary
Medium term	Y12	York – Bruce Rock Rail Trail Stage 1	Design	Design Stage 1 of the rail trail between York and Bruce Rock.	Transport trail
Medium term	Y13	Knight Street / Henry Road	Design and construct	Design and construct path on Knight Street / Henry Road to improve local residential connectivity.	Local
Long term	Y14	Avon River Trail (West Toodyay to Beverley) Stage 8 and 9	Design and construct	Design and construct Stages 8 and 9 of trail along Avon River from West Toodyay to Beverley within the Shire of York.	Transport trail
Long term	Y15	York to Beverley Trail	Feasibility, design and construct	Shire of York in collaboration with DoT and the Shire of Beverley to conduct feasibility, design and construct a transport trail between York and Beverley.	Transport trail
Long term	Y16	Christie Retreat (Avon Terrace to Avon Suspension Bridge) and Pool Street (Avon Suspension Bridge to Suburban Road) Shared Paths	Design and construct	Design and construct shared paths to provide access to the Avon Suspension Bridge and improve east-west connectivity.	Local

Shire of York (Ballardong, Noongar Country) continued

Year	Reference	Project	Project type	Objective / Justification	Hierarchy
Long term	Y17	Great Southern Highway Path extension and upgrade	Feasibility, design and construct	Conduct feasibility, design and construct Great Southern Highway path extension and upgrade to connect to future York to Beverley Transport trail.	Secondary
Long term	Y18	Forrest Street (South Street to Great Southern Highway) and Henrietta Street (Forrest Street to Avon Terrace) Shared Use Path Project	Construct	Construct completing missing local links and providing access to recreational and educational facilities.	Local
Long term	Y19	York – Bruce Rock Rail Trail	Construct	Construct rail trail between York and Bruce Rock.	Transport trail

6.3 Plan maintenance

Progress on the priority actions identified in [Section 6](#) of this Strategy will be reported to DoT on an annual basis by the region’s local governments, using a DoT issued reporting form.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route’s classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

The Avon Central Coast 2050 cycling network should remain consistent over the medium term. A review of the overarching strategy document every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.

Appendix A: Route hierarchy summary

Western Australian Cycling Network Hierarchy

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

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

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

Department of Transport

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

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

Appendix B: Desktop analysis

B1. Analysis of pedestrian and cyclist crash data (2018-2022)

Figure B1.1 illustrates the breakdown in severity of pedestrian and cyclist crashes occurring across the Avon and Central Coast between January 2018 and December 2022. Figure B1.1 provides a breakdown of the crashes by severity:

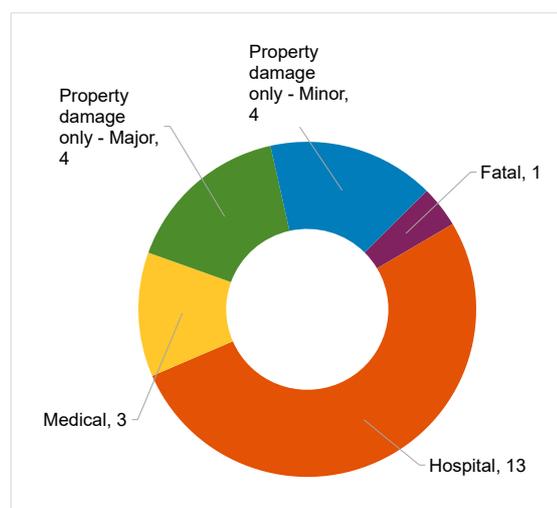
On reviewing the crash data, the following findings were noted:

- One fatal crash involving a pedestrian was recorded in Gingin over the five-year period.
- There was a higher number of recorded pedestrian crashes (20) than cyclist crashes (5).
- Northam and Gingin had the overall highest number of identified pedestrian and cyclist crashes.
- The Shires of Toodyay and York are the only two locations which had no records of crashes over the five-year period.
- Across the Avon Central Coast region the total recorded pedestrian and cyclist crashes were relatively low (25).

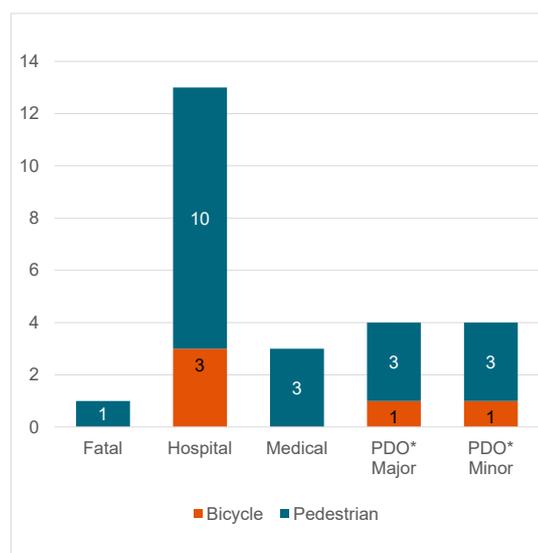
As mentioned above, the available data set covers the period between 2018 and 2022 only. It also captures reported incidents. Currently there is no reliable data available on near misses, accidents between cyclists and pedestrians, or single cyclist crashes in the Avon and Central Coast. It has been estimated that bike riding incidents reported to WA Police make up only 20 per cent of all bike riding related incidents that result in hospitalisation.

Figure 71: Avon and Central Coast cyclist and pedestrian crashes by severity (2018-2022). Note “PDO” refers to “Property Damage Only”.

Total crashes involving people walking and riding bicycles showing severity.



Crashes involving people walking and riding bicycles



Department of Transport

B2. Analysis of GPS travel data

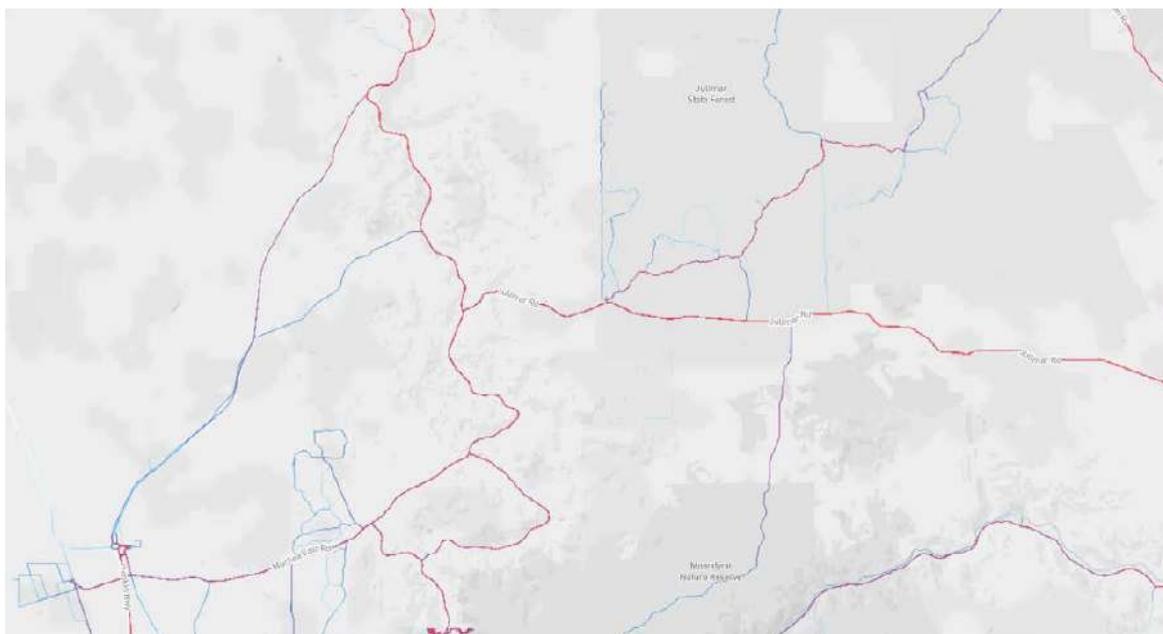
The GPS mapping tool, Strava Labs, was employed to better understand which parts of the Avon and Central Coast roads and path networks are the most heavily utilised by cyclists. The maps shown below highlight popular bike riding routes throughout the Avon Central Coast region.

Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes.

The following trends/generalisations were noted with respect to the GPS travel data:

- Bike riding in Gingin appeared to not be a popular choice amongst residents, with the only cycle routes used being Dewar Road and Weld Street.
- York, Dandaragan, Northam, Chittering and Toodyay were the most popular locations for long distance bike riding.
- Julimar Road, Muchea-East Road and Chittering Road in Chittering were the most used.
- Toodyay West Road, Telegraph Road, Toodyay Road and Northam-Toodyay Road in Toodyay were the most used.
- Great Eastern Highway, Yilgarn Avenue, Northam Toodyay Road and Katrines Road in Northam were the most used.
- Dandaragan Road and Midlands Road in Dandaragan were the most used.
- Spencers Brook York Road, Great Southern Highway and Knotts Road in York were the most used.
- Cycle routes were popular along the Avon River (George Street) and Steere Road, Northam Cranbrook and York Merredin.
- Northam appears to be the most popular location for in-town bike riding.
- Significant long distance travel to and from townsites is evident.

Map 48: Chittering Strava

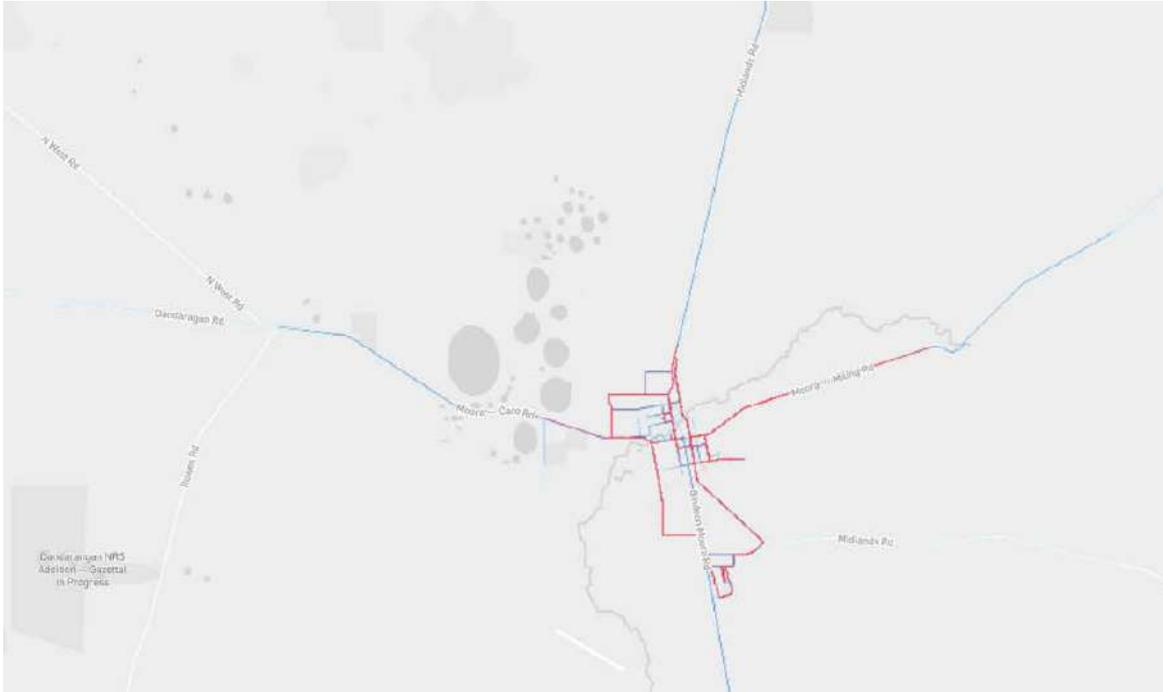


Map 49: Beverley Strava

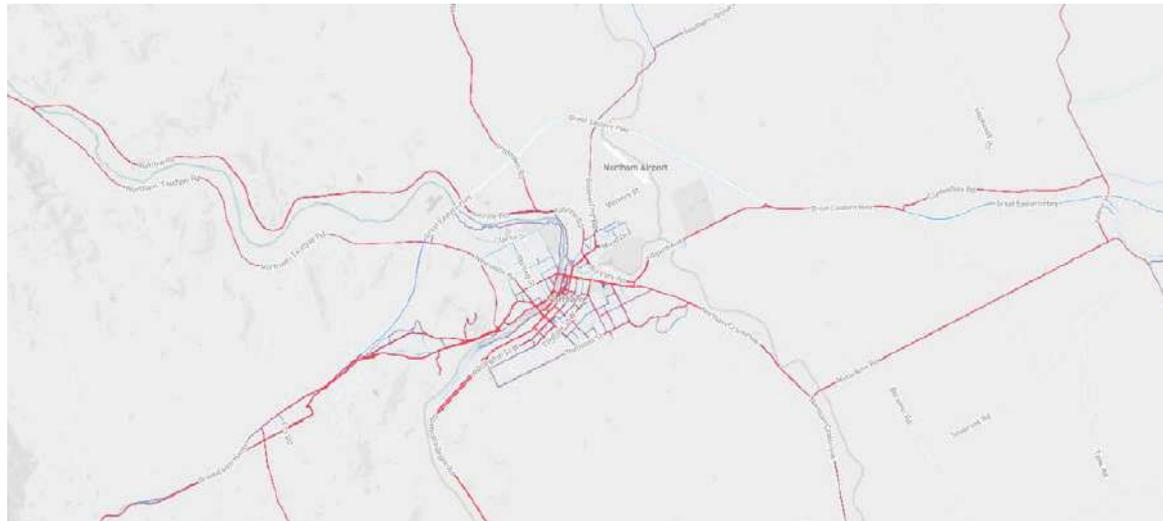


Department of Transport

Map 50: Dandaragan Strava



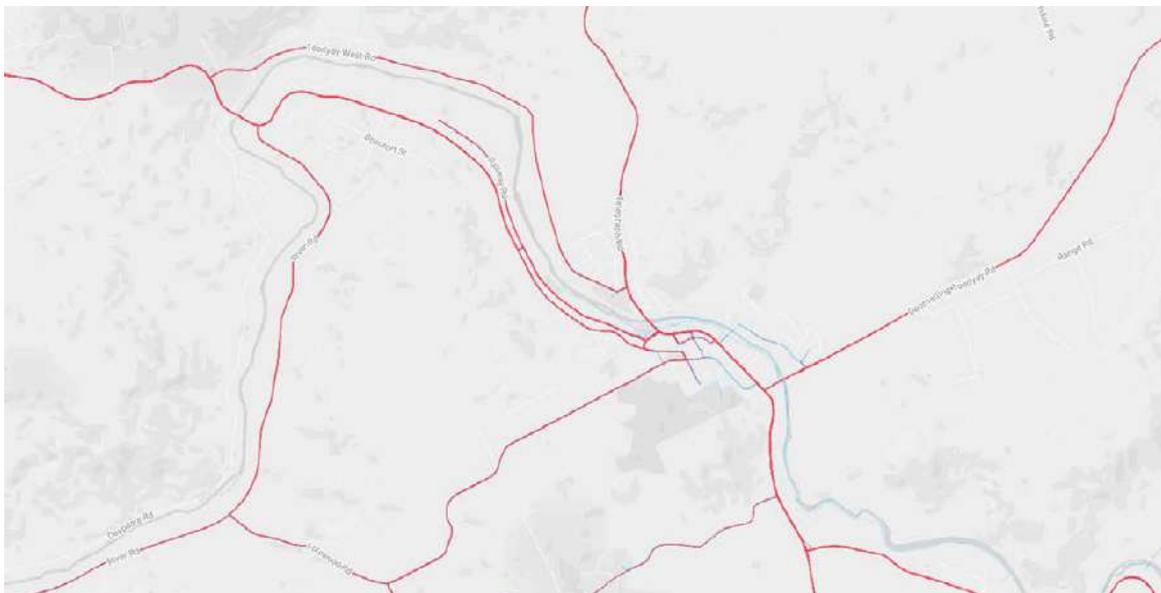
Map 51: Northam Strava



Map 52: Gingin Strava



Map 53: Toodyay Strava



B3. Document review

A number of documents have been considered as part of the background review. This includes, but is not limited to the following:

Shire of Beverley (Ballardong, Noongar Country)

- Local Planning Strategy (2014)
- Trails Master Plan (2014)
- Tourism Plan (2016)
- Strategic Community Plan 2017-2027 (2017) (Updated 2021)

Shire of Chittering (Yued Country)

- Trails Network Master Plan 2013-2023 (2013)
- Mountain Bike Trials Master Plan (2016)
- Muchea Employment Node Local Structure Plan (2016)
- Strategic Community Plan 2017-2027 (2017) (Updated 2022)
- Local Planning Strategy (2019)

Shire of Dandaragan (Yued Country)

- Jurien Bay Regional Centre Strategy Plan (2012)
- Local Tourism Strategy (2012) (Updated 2020)
- Jurien Bay Regional Centre Growth Plan (2014)
- Bike Network Plan (2015)
- Envision 2029 Strategic Community Plan (2019) (Updated 2020)
- Local Planning Strategy (2019) (Updated 2021)

Shire of Gingin (Yued Country)

- Local Planning Strategy (2012)
- Strategic Community Plan 2017-2027 (2017) (Updated 2022)
- Trails Master Plan (2018)

Shire of Northam (Ballardong and Whadjuk Country)

- Northam Regional Growth Centre Plan (2012) (Strategy replaced in 2018)
- Local Planning Strategy (2013)
- Strategic Community Plan 2017-2019 (2017) (New Community Plans created 2020)

Shire of Toodyay (Ballardong, Yued and Whadjuk Country)

- Bike Plan (2013)
- Corporate Business Plan (2016) (Updated 2019)
- Strategic Community Plan – Toodyay 2028 (2018)
- Local Planning Strategy (2018)

Shire of York (Ballardong, Noongar Country)

- Road Development Standards 2005-2015 (2005)
- Local Planning Strategy (2007) (Updated 2020)
- Integrated Bike & Trails Master Plan Volume I (2014)
- Integrated Bike & Trails Master Plan Volume II (2014)
- Integrated Bike & Trails Master Plan Volume III (2014)
- Strategic Community Plan 2016-2026 (2016) (Updated 2020)
- Markyt Community Scorecard (2018) (Updated 2023)
- Trails Master Plan Draft (2019)

Department of Transport

State and regional planning documents

- Main Roads WA Policy for Cycling Infrastructure (2000)
- State Planning Policy 2.6 – Coastal Planning (2013)
- State Planning Strategy 2050 (2014)
- Western Australian Mountain Bike Strategy 2022-2032 (2020)
- Regional Development Strategy 2016-2025 (2016)
- Cycling Aspects of Austroads Guides (2017)
- Western Australian Strategic Trails Blueprint 2017-2021 (2017) (Updated 2022)
- Western Australian Cycle Tourism Strategy (2018)

Wheatbelt Development Commission

- Avon Sub-Regional Economic Strategy (2013)
- Central Midlands Sub-Regional Economic Strategy (2014)
- Central Coast Sub-Regional Economic Strategy (2014)
- Wheatbelt Snapshot Series: Land Based Transport (2014)
- Wheatbelt Snapshot Series: Tourism (2014)
- Wheatbelt Blueprint (2015)

Appendix C: Community and stakeholder consultation

C1 Engagement overview

An engagement strategy was developed in partnership with the seven local governments of the Avon Central Coast region.

The strategy was designed to maximise input from the local community and stakeholders and seek feedback on the preliminary cycle networks, key features, and opportunities identified through scoping.

Engagement objectives and methods:

1. Disseminate information to stakeholders, residents and visitors to raise their **awareness** of the project. Information was made available online via DoT and local government social media, DoT's My Say Transport platform, and in hard copy at shire administration offices. Promotion of the engagement was supported by local industry, community groups, schools and local advocates.
2. Increase **understanding** of the regional cycling strategy, including its context, aims, opportunities and constraints. Outreach methods included community drop-in sessions, informational materials, My Say Transport project page, social and local media articles and meetings with key stakeholders.
3. **Collect feedback** from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. Feedback requested specifically sought to:
 - (a) identify any existing barriers and constraints to the uptake of bike riding as a transport mode;
 - (b) discover initiatives that would support people to cycle more frequently;
 - (c) establish the themes, opportunities and projects that are most prioritised by the community; and
 - (d) develop aspirational, big picture ideas for the future of bike riding across the region.

4. **Provide updates** about the community consultation outcomes, to keep stakeholders informed.
5. Demonstrate that the Project Team has obtained equitable **levels of feedback** from residents and organisations across the region through;
 - three drop-in sessions;
 - widespread distribution of the two consultation information sheets (Avon subregion and Central Coast subregion) and associated preliminary network maps;
 - 800 total visits to the My Say Transport project page;
 - a series of social and local media articles; and
 - a series of stakeholder meetings.

Participants were encouraged to identify their existing bike riding routes, as well as any constraints they faced bike riding in the region, and ideas for expanding or improving the existing network.

The engagement was promoted through various DoT and local government media, and via direct contact with a wide range of local stakeholder groups who promoted the sessions and online engagement platform to their internal networks. Over 800 people engaged online and in-person.

Note that initial community and stakeholder consultation was undertaken between 2019 and 2020. The impacts of COVID-19 and DoT staff resourcing resulted in a hiatus in the finalisation of the Strategy. The preparation of the Strategy was reignited with an outreach to key stakeholders, undertaken in 2022, to ensure information was still relevant and to update status of key projects.

Department of Transport

C2 Community comment summary

Survey results summary

How often do you ride a bike?

Frequency	Percentage of respondents
3-6 times per week	28.2%
A few times a month	24.4%
1-2 times per week	19.1%
Daily	12.2%
Less than once a month	11.5%
Rarely/never	4.6%

Reflections:

- A majority of respondents reported riding 2-3 times per week. This is above the average (use data from WA Participation Survey). This should inform the 'Avon Central Coast in context' / 'Need for a long-term strategy' sections. This should also inform future discussions with Main Roads WA and other agencies (to demonstrate existing demand).
- There is clearly an appetite for bike riding across the region just based on how many times respondents are cycling per week/month.

Why do you ride a bike?

Please select all that apply.

Reason	Percentage of respondents
Leisure/recreation	27.0%
Fitness	25.8%
Social	14.8%
Environmental sustainability	11.2%
Tourism	10.0%
Commute	8.1%
Competition	3.1%

Reflections/response:

- Recreation (27%), closely followed by fitness (25%) were the most selected reasons respondents selected for 'why they ride a bike'. This aligns with an overall indication that many people ride for leisure and training across the region and should inform central themes and opportunities i.e., we have altered 'Developing unique cycling tourism experiences' theme to 'Promoting a unique visitor experience by bicycle' and 'Developing multi-user trails' to 'Developing multi-user trails and recreation experiences'. Also need to highlight that many people stated postcodes outside of the area –this indicates that many people are visiting the region to participate in bike riding and will ultimately need to shape the final strategy themes and opportunities
- Almost 15% of respondents selected 'social' reasons for riding a bike, which will be supported by connecting people to where they live, work, learn and play as well encouraging healthy, active and safe communities and planning for resilient communities (focusing on the social infrastructure element also).
- Competition was selected by 3% of respondents. Consideration should be given to identifying opportunities to encourage competitive events in collaboration with WestCycle and other organisers.
- Consideration needs to be given to expanding a theme or creating a new theme to emphasise the recreation, fitness and competition elements e.g. expand 'Developing multi-user trails' to 'Developing multi-user trails and recreation experiences'.

What type of cycle facilities do you feel most comfortable riding on?

Type of cycle facility	Percentage of respondents
Off-road shared paths	29.2%
Off-road cycle-only paths	41.6%
On-road protected bike lanes	15.7%
On-road painted lanes	9.0%
On the road in a shared space	3.6%
Other (please specify)	0.9%

Reflections/responses:

- It is well reported one of the main barriers to increasing participation in cycling is lack of safe, connected, convenient cycle networks. This is reinforced by the comments received on the survey regarding factors that prevent people from riding a bike more often, and factors that would encourage them to ride a bike more often.
- Historically, marginalisation of cycling in many urban and regional centres – as well as between them – has resulted in significant challenges to governments seeking to realise increases in bike riding by different users and for different transport, recreation, and tourism purposes.
- Attitudes vary amongst experienced bike riders and inexperienced bike riders, and an individual's attitude and comfort can also vary based on the types of trips they are undertaking and/or who they are travelling with. An experienced rider may, for example, be comfortable cycling alone with traffic, but may not be comfortable riding the same route if accompanied by a friend or family member.
- The WA Cycling Network Hierarchy is based on an all ages and abilities philosophy across the primary, secondary and local routes. While these routes are function over form, in order to cater for a wide range of ages and abilities, many routes will be off-road.

Who do you most regularly ride with?

Who they ride with	Percentage of respondents
By myself	36.6%
As a duo with a partner/spouse, friend, or child	29.8%
In a group with friends and/or family (including children)	12.2%
In a group with friends and/or family (not including children)	11.7%
In a cycle club/group	5.4%
With a colleague or colleagues	3.9%
Other (please specify)	
(only one respondent selected 'other' and listed 'racing' as comment; covered by 'club/group')	0.5%

Reflections:

- Over a third of respondents indicated they most regularly ride by themselves. This can be considered in the themes and opportunities providing for people riding for recreation, fitness, etc.
- Need to ensure emphasis on 'family' is reflected in themes e.g. expand 'Safe routes to school' to 'Family friendly bicycles routes and experiences'.
- There is a clear need to support clubs – include in opportunities under 'Developing multi-user trails and recreation experiences' and 'Linking Perth metro to the Central Coast'. Could potentially ask WestCycle for input.

Department of Transport

Comment	Response/action
<p>Several specific links were recognised or requested by survey participants, including:</p> <ul style="list-style-type: none"> - Completing the link between Jurien Bay and Cervantes, which was one of the most-mentioned specific routes. - Extending the Northlink PSP to connect with towns of Muchea, Lower Chittering, Bindoon and Gingin, which could support local businesses and tourism destinations in the area. - Linking Jurien Bay town centre and surrounding residential estates (Alta Mare and Jurien Heights). - Connecting Toodyay, Northam and York, as well as Spencers Brook, and connecting towns to the Avon River. - Utilising the Kep Track to connect Perth and Northam. - Developing a trail north of Jurien Bay to North Head and Sandy Cape. - Connecting Perth metropolitan area to Lancelin. - Connecting Lancelin and Sea View Park. - Developing the path network in Badgingarra. - Promoting connectivity in Bindoon by providing dedicated crossing opportunities at Great Northern Highway, and slower speeds through the town. - Extending the path network in Bindoon, including Gray Road. 	<p>Many of these locations or routes are features of the preliminary network map.</p>
<p>The bulk of comments received related to the path infrastructure throughout the region as being either non-existent, particularly off the coast, or disconnected, with existing networks having gaps that make people feel unsafe when riding or walking. Without paths, people reported discomfort when sharing the road while riding due to cramped environments, road conditions, number and frequency of heavy vehicles and driver behaviour. People also reported some discomfort at using crowded shared paths.</p>	<p>Network gap analysis Share the road campaign Keep left/respectful path usage signage on paths</p>
<p>Respondents specified the type of trip facilities that would encourage them to ride more. Suggestions included path lighting, water taps, bike parking, shelters and dedicated stopping points along routes, electric bike charging opportunities, bike repair stations, public art and incorporation of Aboriginal heritage along routes, as well as wayfinding.</p>	<p>Recommend network expansion initiatives incorporate activation principles</p>
<p>Survey respondents noted that destinations to ride to were also important, commenting that they would love to ride to cafés, pump tracks and picnic spots.</p>	<p>Local destination mapping Kids and skills building (pump track comment – pony club fire break for local kids?)</p>
<p>A number of responses highlighted the potential for cycling tourism in the region, including developing rail trails, cycling events, and connections to unique locations including agritourism locations and renewable energy farms, developing 'bed and bike' accommodation or cycle camping spots. Several participants raised the opportunity that e-bikes bring to riding generally, including for tourism.</p>	<p>Local governments to empower local business</p>

Comment	Response/action
Survey participants were enthusiastic about the potential for trails throughout the region, particularly rail trails throughout the Avon area, to support recreation and longer transport trips, as well as tourism. Some participants expressed support for gravel trails in particular.	Several trails have been identified in the Strategy
Several respondents expressed their disappointment that public transport serving the region does not adequately cater for their demand to transport their bikes via train.	Liaison with Perth Transport Authority to explore solutions.
A few responses from people riding horses, roller blading and walking highlighted the mutli-use demand for trails.	Noted and recognised that many trail opportunities cater for several mobility options.
Some people responding indicated they would be more likely to ride if there were more community-organised, social bike riding events (similar to park run), in particular women-specific events, as well as more bike education opportunities, especially for children.	Support. Your Move for schools and WestCycle opportunities recognised.
A number of responses requested more dedicated areas of mountain biking. While this is outside the scope of this Strategy, there may be opportunities to provide links to mountain biking destinations.	Icon at identified trail heads? Local/recreation destination
A few comments indicated dissatisfaction with upkeep and maintenance of existing routes, including sweeping for debris.	Noted in Strategy and encouraging the need for maintenance to be included in the lifecycle planning of projects.
Several participants expressed concern regarding coastal hazard and the planning of coastal paths.	DoT is working to ensure future planning of built assets for the cycling strategy is in alignment with both the State Planning Policy 2.6 – State Coastal Planning Policy, and Shire of Gingin’s Coastal Hazard Risk Management and Adaptation Plan.
Several respondents indicated that, in general, they were discouraged from riding by their age, and that infrastructure is needed so that seniors can keep fit and healthy.	The network is designed to support mobility for all ages and abilities.

Endnotes

- 1 National Native Title Tribunal 2014 Ballardong Native Title Claimant Applications and Determination Areas as per the Federal Court 20/08/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 2 National Native Title Tribunal 2014 Yued Native Title Claimant Applications and Determination Areas as per the Federal Court 29/10/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 3 National Native Title Tribunal 2014 Whadjuk Native Title Claimant Applications and Determination Areas as per the Federal Court 20/08/2014). Available at: [Layout \(www.wa.gov.au\)](http://www.wa.gov.au)
- 4 AIATSIS 1996 Map of Indigenous Australia Available at: <https://aiatsis.gov.au/explore/map-indigenous-australia>
- 5 [Evaluating Active Transport Benefits and Costs \(vtpi.org\)](http://vtpi.org)
- 6 Cycling RACWA <https://rac.com.au/about-rac/advocating-change/cycling>
- 7 The climate change mitigation effects of daily active travel in cities - ScienceDirect <https://www.sciencedirect.com/science/article/pii/S1361920921000687#ab010>
- 8 [Rural & remote Australians Overview - Australian Institute of Health and Welfare \(aihw.gov.au\)](http://aihw.gov.au)
- 9 [Regional and rural health is suffering - James Cook University Australia](http://jamescook.edu.au)
- 10 [Evaluating Active Transport Benefits and Costs \(vtpi.org\)](http://vtpi.org)
- 11 [The \(very good\) economic case for riding a bike in 2023 | Bicycle Network](http://bicycle-network.org.au)
- 12 The Australian Cycling and e-Scooter Economy in 2022. Available at weride.org.au
- 13 [Longitudinal associations of active commuting with wellbeing and sickness absence - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S1361920921000687)
- 14 [The relationship between transport and disadvantage in Australia | Australian Institute of Family Studies \(aifs.gov.au\)](http://aifs.gov.au)
- 15 [Transport Disadvantage, Car Dependence and Urban Form | SpringerLink](https://www.springerlink.com)
- 16 [The climate change mitigation effects of daily active travel in cities - ScienceDirect](https://www.sciencedirect.com/science/article/pii/S1361920921000687)
- 17 Wheatbelt Development Commission Central Coast Sub Regional Economic Strategy 2014: [Report Master Template \(wheatbelt.wa.gov.au\)](http://wheatbelt.wa.gov.au)
- 18 ABS 2021 Census data [Search Census data | Australian Bureau of Statistics \(abs.gov.au\)](http://abs.gov.au).
- 19 Shire of Dandaragan Strategic Community Plan https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Strategies_and_Plans/20220131_SoD_Community_Strategic_Plan_-_Draft_8pdf.pdf accessed July 2022
- 20 Refer to the Strategic Community Plan published by each local government.
- 21 Australian Bureau of Statistics estimated residential population <https://dbr.abs.gov.au/> accessed July 2022
- 22 Shire of Dandaragan Strategic Community Plan https://www.dandaragan.wa.gov.au/Profiles/dandaragan/Assets/ClientData/Documents/Strategies_and_Plans/20220131_SoD_Community_Strategic_Plan_-_Draft_8pdf.pdf accessed July 2022
- 23 Shire of Chittering Strategic Community Plan [strategic-community-plan-2022-2032 \(chittering.wa.gov.au\)](http://chittering.wa.gov.au) accessed July 2022
- 24 [Wheatbelt Development Commission: Wheatbelt Blueprint 2015](http://wheatbelt.wa.gov.au)

- 25 [Wheatbelt Development Commission: Wheatbelt Blueprint 2015](#)
- 26 [Western Australian Bicycle Network Plan - 2017 update \(transport.wa.gov.au\)](#)
- 27 Strengthening the Human Infrastructure of Cycling: White Paper 2019, BYCS [SFGelderland_210929web-2.pdf \(bycs.org\)](#) accessed July 2022
- 28 Sharrows are a wayfinding tool that also assist cyclists in road positioning and alert motorists to the presence of people on bikes.
- 29 Road Traffic Code 2000 Part 11 Division 3 r124A *A driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1 m on roads with a posted speed limit of ≤60 km/h and 1.5 m on roads >60 km/h.) While legislation for passing safely has always existed in WA, these amendments to the Road Traffic Code 2000 clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking.*
- 30 Toodyay Bike Plan Priority 6/7/8
- 31 WA Mountain Bike Strategy 2022-32
- 32 2018 Westcycle - Western Australian Tourism Strategy
- 33 *Western Australian Cycle Tourism Strategy*
- 34 [Your Move: More Ways to Get There - Department of Transport](#)
- 35 Tourism WA
- 36 The Department of Water and Environment
- 37 City of Vincent staff e-bicycle Source: www.yourmove.org.au/city-of-vincent/staff-e-bikes/
- 38 WA Bike Network Plan 2012
- 39 Tourism WA
- 40 https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_P_Declining_Rate_walking_cycling_to_school_in_Perth.pdf
- 41 Appendix B
- 42 [Welcome - Cycling Without Age](#)
- 43 Department of Transport, 2012, WA Bicycle Network Plan 2017
- 44 Cardno, Coastal Hazard Risk Management and Adaption Plan (CHARMAP) Shire of Dandaragan 21 June 2018
- 45 refer to [Section 6](#)
- 46 https://yoursay.busselton.wa.gov.au/sharing-rural-roads/survey_tools/sharing-rural-roads

Contact

Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au

15.2 PURCHASE OF NEW TRACTOR

File	PLT/12
Author	Danica Todd – Technical Officer Assets and Procurement
Reporting Officer	Ruth March - Executive Manager Operations & Assets
Refer	Nil
Appendices	Nil

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider a recommendation from the Plant Advisory Group meeting held on 3 January 2025 to amend the 2024/25 budget for the purchase of one new tractor.

BACKGROUND

On 17 October 2024, the John Deere Tractor GG019 (Model 6100MC) experienced a fire. Immediate actions were taken to ensure the safety of the operator and surrounding environment. Unfortunately, despite efforts to control the situation, the tractor sustained extensive damage.

Following the incident, the Shire’s insurance company conducted an assessment of the damage. After a thorough evaluation, the insurer determined that the tractor was beyond economic repair and classified it as a total loss.

The insurance payout for the tractor has been finalised at \$63,136.36. These funds will contribute toward the replacement of the damaged equipment to ensure continuity in the Shire’s operations.

At its meeting held on 3 January 2025, the Plant Advisory Group agreed to recommend that Council amend the 2024/25 budget as detailed in the following table:

Account	Description	Current Budget	Revised Budget	Surplus/ Deficit
P019	Purchase of Tractor GG019	0	135,000	135,000
151203500	PLANT - Proceeds on Disposal of Assets MUN	\$(255,909)	\$(320,909)	\$(65,000)
151203810	PLANT Transfers from Reserve	\$(566,726)	\$(636,726)	(70,000)
		Net Change to Surplus		0

COMMENT

The Shire’s current operations require replacement of the tractor to ensure we can meet the current service levels to slash firebreaks, etc. The Shire investigated the possibility of hiring additional plant during the period that the current tractor has not been available, however this was not possible. In order to maintain current service levels and legal obligations staff have had to work overtime to ensure that obligations were met. This is not sustainable and relies on the availability of a single piece of plant which is a risk to the Shire.

It is recommended that the Shire purchases a new 100hp powershift tractor with a front attachment and slasher. This model has been identified as suitable for the Shire’s needs, providing the necessary power and versatility for tasks such as verge maintenance, slashing, and other general operational requirements.

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Local Government Act 1995
Part 6 – Financial Management
Division 4 – General financial provisions
Section 6.8 – Expenditure from municipal fund not included in annual budget

BUDGET IMPLICATIONS

Council Policy 3.9 Purchasing and Ordering of Goods
Council Policy 3.10 Purchasing

The total cost of the proposed tractor is estimated at \$135,000. After applying the insurance payout, this would leave a remaining cost of \$71,863.64 for the proposed purchase. It is recommended that consideration be given to transferring the shortfall of \$70,000 from the Plant Reserve. The budgeted closing balance of the Plant Reserve for the 2024/25 is \$805,358.

Account	Description	Current Budget	Revised Budget	Surplus/ Deficit
P019	Purchase of Tractor GG019	0	135,000	135,000
151203500	PLANT - Proceeds on Disposal of Assets MUN	\$(255,909)	\$(320,909)	\$(65,000)

151203810	PLANT Transfers from Reserve	-\$ (566,726)	\$(636,726)	(70,000)
		Net Change to Surplus		0

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	4.1 Management of Assets - Maintain civic buildings, sporting facilities, public places, plant and road and cycleway/pathways based on asset management plans and identified priorities

VOTING REQUIREMENTS - ABSOLUTE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis **SECONDED:** Councillor Sorensen

That Council agree to amend the 2024/25 budget as detailed in the following table:

Account	Description	Current Budget	Revised Budget	Surplus/ Deficit
P019	Purchase of Tractor GG019	0	135,000	135,000
151203500	PLANT Proceeds on Disposal of Assets MUN	-\$ (255,909)	\$(320,909)	\$(65,000)
151203810	PLANT Transfers from Reserve	-\$ (566,726)	\$(636,726)	(70,000)
		Net Change to Surplus		0

**CARRIED BY ABSOLUTE MAJORITY
9 / 0**

FOR: *Councillor Balcombe, Councillor Johnson, Councillor Kestel, Councillor Peczka, Councillor Sorensen, Councillor Stewart, Councillor Vis, Councillor Woods and Councillor Weeks*

AGAINST: *Nil*

16 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

17 COUNCILLORS' OFFICIAL REPORTS

17.1 CR F JOHNSON

I attended the Control of Vehicle (Off-Road Areas) Act Advisory Committee in December, I have now been made a voting member of that committee following the departure of Mr Cook.

17.2 CR F PECZKA

I attended the Lower Coastal Neighbourhood Watch group meeting in Sovereign Hill on 15 January 2025, along with Cr Weeks.

17.3 CR L BALCOMBE

I attended and spoke at the unveiling ceremony of the Sid McLean memorial seat, along with Cr Weeks. This was well attended and the seat is really an amazing piece of artwork that I am sure will be used by many.

I would also like to thank all staff who worked over the Christmas holidays, a special thanks to all the Executive Managers for keeping the administration and operations running and fixing the problems as they arose. A special thanks to Les who filled in for Scott whilst he was away and as always for being there with advice and a calm demeanour whenever there was an issue.

18 NEW BUSINESS OF AN URGENT NATURE

Nil

19 MATTERS FOR WHICH MEETING IS TO BE CLOSED TO THE PUBLIC

Nil

20 CLOSURE

There being no further business, the President declared the meeting closed at 4:19 pm.

The next Ordinary Council Meeting will be held in Council Chambers at the Shire of Gingin Administration Centre, 7 Brockman Street, Gingin on 18 February 2025, commencing at 3.00 PM.