

SHIRE OF BROOMEHILL-TAMBELLUP

MONTHLY FINANCIAL REPORT

For the Period Ended 28 February 2019

TABLE OF CONTENTS

Statement of Financial Activity

- by Nature or Type

- by Reporting Program

Balance Sheet

Note 1 (a) Nature or Type Classifications

(b) Reporting Program Classifications (Function / Activity)

Note 2 Report on Significant Variances

Note 3 Graphical Representation

Note 4 Net Current Funding Position

Note 5 Cash and Investments

Note 6 Receivables

Note 7 Budget Amendments

Note 8 Grants and Contributions

Note 9 Cash Backed Reserves

Note 10 Profit/Loss on Disposal of Assets

Note 11 Operating Revenue and Expense

Note 12 Capital Disposals and Acquisitions

Note 13 Trust

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

SHIRE OF BROOMEHILL-TAMBELLUP
STATEMENT OF FINANCIAL ACTIVITY
By Nature or Type
For the Period Ended 28 February 2019

	Note	Revised Budget 2018/19	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)	
Operating Revenues							
		2,417,500	2,417,500	2,404,513.13	(12,987)	(0.5%)	
		3,040,100	1,585,564	1,444,293.19	(141,271)	(9.8%)	
	10	436,100	8,000	11,763.55	3,764	32.0%	
		256,600	191,484	194,367.53	2,884	1.5%	
		54,600	35,950	37,872.32	1,922	5.1%	
		92,800	85,394	83,401.33	(1,993)	(2.4%)	
	Total	6,297,700	4,323,892	4,176,211.05	(147,681)		
Operating Expense							
		(1,872,500)	(1,305,260)	(1,273,594.05)	31,666	2.5%	
		(3,490,900)	(1,955,782)	(1,677,893.32)	277,889	16.6%	▼
		(190,800)	(126,067)	(113,839.81)	12,227	10.7%	▼
		(1,129,600)	(752,968)	(1,183,406.29)	(430,438)	(36.4%)	▲
		(58,700)	(55,450)	(33,844.93)	21,605	63.8%	▼
		(168,400)	(168,400)	(153,509.27)	14,891	9.7%	
	10	(122,400)	(109,700)	(5,224.23)	104,476	1999.8%	▼
		(88,000)	(75,270)	(49,051.06)	26,219	53.5%	▼
	Total	(7,121,300)	(4,548,897)	(4,490,362.96)	58,534		
Funding Balance Adjustment							
		1,129,600	752,968	1,183,406.29	430,438	36.4%	▲
	10	(313,700)	101,700	(6,539.32)	(108,239)	1655.2%	
		0	0	0.00	0	0.0%	
	Net Operating	(7,700)	629,663	862,715.06	233,052		
Capital Revenues							
	8	4,309,800	1,104,900	918,267.00	(186,633)	(20.3%)	▼
	10	1,886,000	475,600	409,730.07	(65,870)	(16.1%)	▼
	9	1,803,600	95,100	130,036.00	34,936	26.9%	▲
		995,700	0	0.00	0		
	Total	8,995,100	1,675,600	1,458,033.07	(217,567)		
Capital Expenses							
		0	0	0.00	0	0.0%	
	12	(4,617,500)	(70,000)	(41,751.47)	28,249	67.7%	▼
	12	(1,499,000)	(746,300)	(600,276.25)	146,024	24.3%	▼
	12	0	0	0.00	0		
	12	(2,656,200)	(1,470,000)	(1,504,966.70)	(34,967)	(2.3%)	
	12	(327,000)	(118,000)	(26,183.97)	91,816	350.7%	▼
	12	(59,300)	(29,300)	(29,313.50)	(14)	(0.0%)	
	9	(1,728,300)	(658,900)	(672,920.18)	(14,020)	(2.1%)	
	Total	(10,887,300)	(3,092,500)	(2,875,412.07)	217,088		
	Net Capital	(1,892,200)	(1,416,900)	(1,417,379.00)	(479)		
	Total Net Operating + Capital	(1,899,900)	(787,237)	(554,663.94)	232,573		
		1,892,500	1,892,500	1,892,463.43	(37)	(0.0%)	
	4	(7,400)	1,105,263	1,337,799.49	232,536		

SHIRE OF BROOMEHILL-TAMBELLUP
STATEMENT OF FINANCIAL ACTIVITY
By Reporting Program
For the Period Ended 28 February 2019

	Note	Revised Budget 2018/19	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(b)	
Operating Revenues							
Governance		36,000	27,000	26,467.61	(532)	(2.01%)	
General Purpose Funding		3,411,600	3,168,970	3,153,245.79	(15,724)	(0.50%)	
Law, Order and Public Safety		117,200	101,450	90,588.03	(10,862)	(11.99%)	▼
Health		1,100	500	472.00	(28)	(5.93%)	
Education and Welfare		64,800	40,800	28,018.72	(12,781)	(45.62%)	▼
Housing		2,897,000	49,700	41,271.81	(8,428)	(20.42%)	
Community Amenities		80,700	71,900	82,936.25	11,036	13.31%	▲
Recreation and Culture		58,000	15,850	11,050.04	(4,800)	(43.44%)	
Transport		3,654,800	1,879,564	1,572,610.45	(306,954)	(19.52%)	▼
Economic Services		224,800	34,894	49,097.40	14,203	28.93%	▲
Other Property and Services		61,500	38,164	38,719.95	556	1.44%	
Total		10,607,500	5,428,792	5,094,478.05	(334,314)		
Operating Expense							
Governance		(692,800)	(466,522)	(372,206.11)	94,316	25.34%	▼
General Purpose Funding		(262,900)	(162,420)	(170,451.18)	(8,031)	(4.71%)	
Law, Order and Public Safety		(227,700)	(165,795)	(149,840.00)	15,955	10.65%	▼
Health		(54,600)	(40,924)	(19,017.84)	21,906	115.19%	▼
Education and Welfare		(83,600)	(62,732)	(39,385.02)	23,347	59.28%	▼
Housing		(91,100)	(60,148)	(47,652.04)	12,496	26.22%	
Community Amenities		(426,500)	(275,563)	(250,545.09)	25,018	9.99%	
Recreation and Culture		(1,118,700)	(789,278)	(726,652.76)	62,625	8.62%	
Transport		(3,922,100)	(2,285,703)	(2,415,362.23)	(129,659)	(5.37%)	
Economic Services		(208,100)	(149,052)	(126,974.73)	22,077	17.39%	▼
Other Property and Services		(33,200)	(90,760)	(172,275.96)	(81,516)	(47.32%)	▲
Total		(7,121,300)	(4,548,897)	(4,490,362.96)	58,534		
Funding Balance Adjustment							
Add back Depreciation		1,129,600	752,968	1,183,406.29	430,438	36.37%	▲
(Profit)/Loss on Asset Disposal	10	(313,700)	101,700	(6,539.32)	(108,239)	1655.21%	
Adjust Provisions and Accruals		0	0	0.00	0		
Net Operating		4,302,100	1,734,563	1,780,982.06	46,419		
Capital Revenues							
Proceeds from Disposal of Assets	10	1,886,000	475,600	409,730.07	(65,870)	(16.08%)	▼
Transfer from Reserves	9	1,803,600	95,100	130,036.00	34,936	26.87%	▲
Proceeds from New Loans		995,700	0	0.00	0		
Total		4,685,300	570,700	539,766.07	(30,934)		
Capital Expenses							
Land Held for Resale		0	0	0.00	0	0.00%	
Land and Buildings	12	(4,617,500)	(70,000)	(41,751.47)	28,249	67.66%	▼
Plant and Equipment	12	(1,499,000)	(746,300)	(600,276.25)	146,024	24.33%	▼
Furniture and Equipment	12	0	0	0.00	0	0.00%	
Infrastructure Assets - Roads	12	(2,656,200)	(1,470,000)	(1,504,966.70)	(34,967)	(2.32%)	
Infrastructure Assets - Other	12	(327,000)	(118,000)	(26,183.97)	91,816	350.66%	▼
Repayment of Debentures		(59,300)	(29,300)	(29,313.50)	(14)	(0.05%)	
Transfer to Reserves	9	(1,728,300)	(658,900)	(672,920.18)	(14,020)	(2.08%)	
Total		(10,887,300)	(3,092,500)	(2,875,412.07)	217,088		
Net Capital		(6,202,000)	(2,521,800)	(2,335,646.00)	186,154		
Total Net Operating + Capital		(1,899,900)	(787,237)	(554,663.94)	232,573		
Opening Funding Surplus(Deficit)		1,892,500	1,892,500	1,892,463.43	(37)	(0.00%)	
Closing Funding Surplus(Deficit)	4	(7,400)	1,105,263	1,337,799.49	232,536		

SHIRE OF BROOMEHILL-TAMBELLUP
BALANCE SHEET
For the Period Ended 28 February 2019

	Actual 2018/19	C/fwd 1 July 2018
CURRENT ASSETS		
Cash	2,607,915.15	2,242,880.07
Receivables	407,541.99	1,142,472.82
Inventories - Stock on Hand	34,843.83	15,693.36
TOTAL CURRENT ASSETS	3,050,300.97	3,401,046.25
CURRENT LIABILITIES		
Creditors and Provisions	496,311.11	835,276.63
Borrowings	29,976.00	59,289.50
TOTAL CURRENT LIABILITIES	526,287.11	894,566.13
NET CURRENT ASSETS	2,524,013.86	2,506,480.12
NON-CURRENT ASSETS		
Receivables	62,453.44	62,453.44
Inventories - Land Held for Resale	216,000.00	216,000.00
Financial Assets	70,965.45	70,965.45
Property, Plant and Equipment	15,781,403.20	15,901,548.46
Infrastructure Assets	116,882,072.28	116,175,345.67
TOTAL NON-CURRENT ASSETS	133,012,894.37	132,426,313.02
NON-CURRENT LIABILITIES		
Creditors and Provisions	88,933.99	88,933.99
Borrowings	1,160,432.10	1,160,432.10
TOTAL NON-CURRENT LIABILITIES	1,249,366.09	1,249,366.09
NET ASSETS	134,287,542.14	133,683,427.05
EQUITY		
Accumulated Surplus	34,953,623.67	34,892,392.76
Reserves - Asset Revaluation	97,732,575.53	97,732,575.53
Reserves - Cash Backed	1,601,342.94	1,058,458.76
TOTAL EQUITY	134,287,542.14	133,683,427.05

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

1: (a) Nature or Type Classifications

REVENUES

Rates

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

Operating Grants, Subsidies and Contributions

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

Non-Operating Grants, Subsidies and Contributions

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

Profit on Asset Disposal

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

Fees and Charges

Revenues (other than service charges) from the use of facilities and charges made for local government services, facility hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Includes rubbish collection fees, rental of property, fines and penalties, other fees and charges.

Service Charges

Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services.

Interest Earnings

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

Other Revenue / Income

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

EXPENSES

Employee Costs

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

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

1: (a) Nature or Type Classifications

Materials and Contracts

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, information technology and communications expenses, advertising, memberships, periodicals, publications, hire expenses, rental, leases, postage and freight etc.

Utilities (Gas, Electricity, Water, etc.)

Expenditures made to the respective agencies for the provision of power, gas, telephone or water services.

Insurance

All insurance premiums - excluding worker's compensation which is included as a cost of employment.

Loss on asset disposal

Loss on the disposal of fixed assets.

Depreciation on non-current assets

Depreciation expense raised on all classes of assets.

Interest expenses

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

Other expenditure

Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

1: (b) Reporting Program Classifications (Function / Activity)

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

GOVERNANCE

Objective:

To provide a decision making process for the efficient allocation of scarce resources.

Activities:

Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific Shire activities.

GENERAL PURPOSE FUNDING

Objective:

To collect revenue to allow for the provision of services

Activities:

Rates; general purpose government grants and interest revenue.

LAW, ORDER, PUBLIC SAFETY

Objective:

To provide services to help ensure a safer and environmentally conscious community.

Activities:

Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.

HEALTH

Objective:

To provide an operational framework for environmental and community health.

Activities:

Inspection of food outlets and their control; mosquito control and maintenance of the Infant Health Clinic in Tambellup

EDUCATION AND WELFARE

Objective:

To provide services to the elderly, children and youth.

Activities:

Assistance to the Broomehill and Tambellup Primary Schools; support of the "A Smart Start" program.

HOUSING

Objective:

To provide and maintain staff housing, and accommodation for 'well aged' seniors in the Community.

Activities:

Provision and maintenance of staff housing; and the Independent Living Seniors accommodation in Tambellup.

COMMUNITY AMENITIES

Objective:

To provide services required by the Community.

Activities:

Rubbish collection services; operation of the tip sites and waste transfer stations; administration of the Town Planning Scheme; Cemetery maintenance at Broomehill, Tambellup and Pindellup cemeteries; public conveniences and protection of the environment.

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

1: (b) Reporting Program Classifications (Function / Activity)

RECREATION AND CULTURE

Objective:

To establish and effectively manage infrastructure and resources which will assist with the social well-being of the Community.

Activities:

Maintenance of public halls, recreation grounds, parks, gardens, reserves and playgrounds. Operation of the Broomehill Library and support to the Tambellup Community Resource centre for management of the Tambellup library. Museums and other cultural facilities.

TRANSPORT

Objective:

To provide safe, effective and efficient transport services to the Community.

Activities:

Construction and maintenance of streets, roads and bridges. Cleaning and lighting of streets; maintenance of the Broomehill and Tambellup works depots. Provision of the Department of Transport licensing services to the Community.

ECONOMIC SERVICES

Objective:

To assist in promoting the Shire and its economic wellbeing.

Activities:

Tourism and area promotion, including operation of the Broomehill Caravan Park. Provision of rural services which includes noxious weed control, vermin control and standpipes. Provision of Building

OTHER PROPERTY & SERVICES

Objectives:

To monitor and control councils works overhead operating accounts.

Activities:

Private works operations; public works overhead costs; plant operation costs and unclassified items.

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
By Reporting Program
For the Period Ended 28 February 2019

2: REPORT ON SIGNIFICANT 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 budget materially.

The material variance adopted by Council for the 2018/19 year is \$10,000 or 10% whichever is the greater.

	Variance	
	Timing	Permanent
OPERATING REVENUES		
<p>Law, Order & Public Safety Revenue has not been as high as anticipated to date. An invoice to DFES for mitigation works undertaken on crown land will be submitted in March</p>	✓	
<p>Education & Welfare A recoup for A Smart Start wages, super & travel will be done for expenses paid in January and February</p>	✓	
<p>Community Amenities Revenue from the receipt of Planning Application fees is higher than anticipated</p>		✓
<p>Transport Funds from the Regional Road Group for road construction projects are claimed in milestones as the works progress. WANDRRA works are progressing, however the revenue and expense to date is lower than anticipated.</p>	✓ ✓	
<p>Economic Services Contractors have been utilising the Broomehill Caravan Park over the last 4-5 months resulting in an increase in revenue under this heading.</p>		✓
OPERATING EXPENSES		
<p>Governance The consolidation of the Broomehill and Tambellup town planning schemes is progressing - which is funded by the balance of the amalgamation grant - however expenditure is lower than anticipated to date.</p>	✓	
<p>Law, Order & Public Safety Expenditure under this program has not been as high as anticipated to date.</p>	✓	
<p>Health Expenditure under this program has not been as high as anticipated to date.</p>	✓	
<p>Education & Welfare Expenditure under this program has not been as high as anticipated to date.</p>	✓	
<p>Economic Services Expenditure under this program has not been as high as anticipated to date.</p>	✓	
<p>Other Property & Services Plant Operation Costs are underallocated and require review. Allocation of plant costs are processed through the payroll based on usage, and the allocation rates are monitored over the year.</p>	✓	

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
By Reporting Program
For the Period Ended 28 February 2019

2: REPORT ON SIGNIFICANT 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 budget materially.

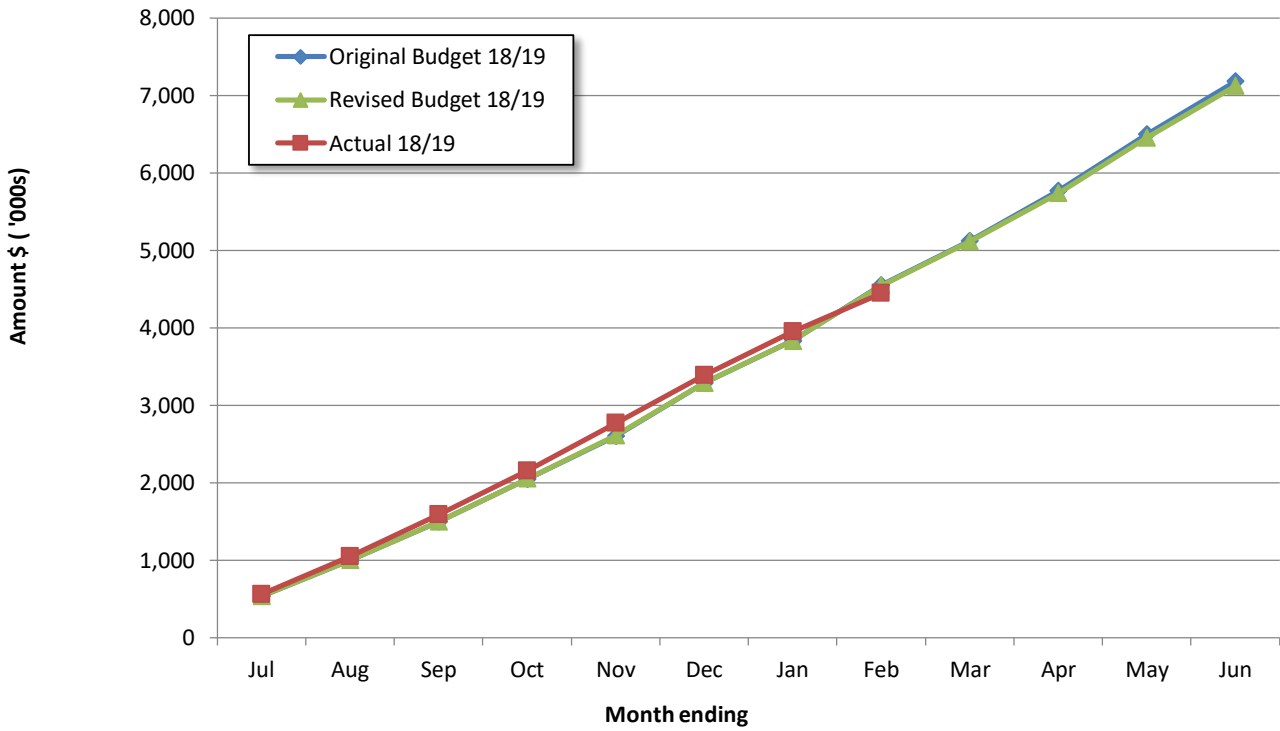
The material variance adopted by Council for the 2018/19 year is \$10,000 or 10% whichever is the greater.

	Variance	
	Timing	Permanent
CAPITAL REVENUES		
<p>Proceeds from Disposal of Assets The variance relates to the estimated timing for changeover of the light vehicles. compared to actual occurrences.</p>	✓	
<p>Transfers from Reserves A transfer has been made from the Plant Reserve for the changeover of plant and equipment undertaken between July and November. All changeovers are within the budgeted amounts and the allocation from the Plant Reserve</p>	✓	
CAPITAL EXPENSES		
<p>Land and Buildings Projects in this asset class have commenced, though expenditure it not as high as anticipated.</p>	✓	
<p>Plant and Equipment The variance relates to the timing of changeover of light vehicles.</p>	✓	
<p>Infrastructure - Roads The road construction is well underway, with bitumen works scheduled to occur mid to late March. The road construction program will be complete by 30 June. and no carry overs are anticipated.</p>	✓	
<p>Infrastructure - Other Expenditure has not been as high as anticipated to date.</p>	✓	

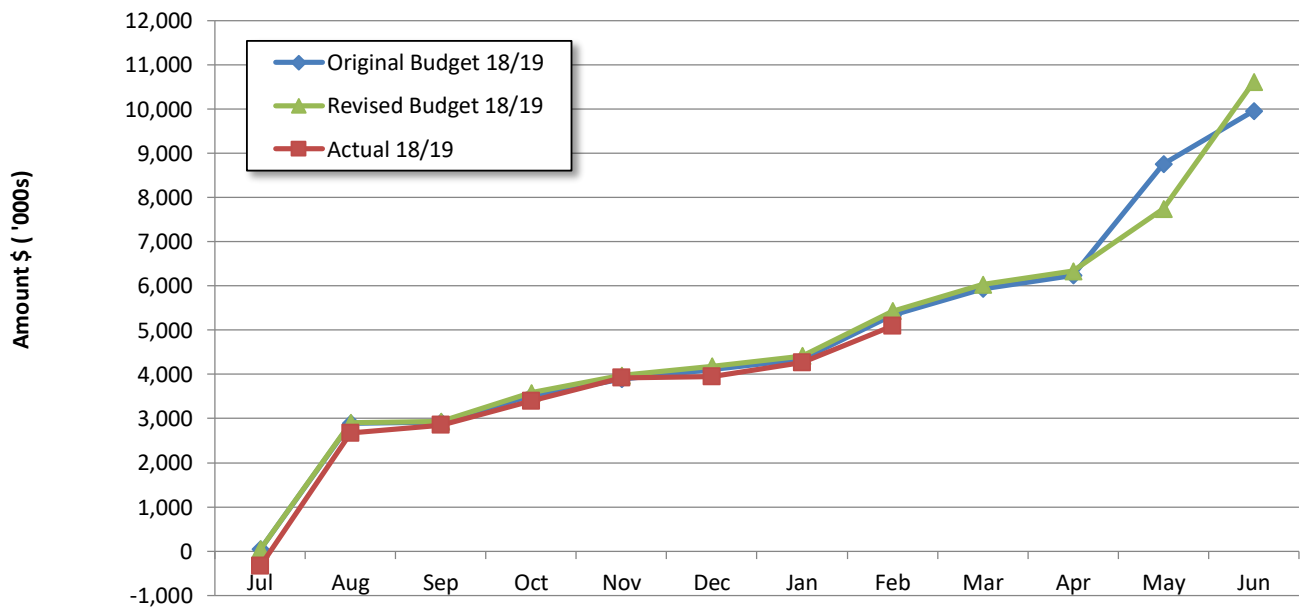
SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

3: Graphical Representation - Source Statement of Financial Activity

Budget Operating Expenses -v- YTD Actual



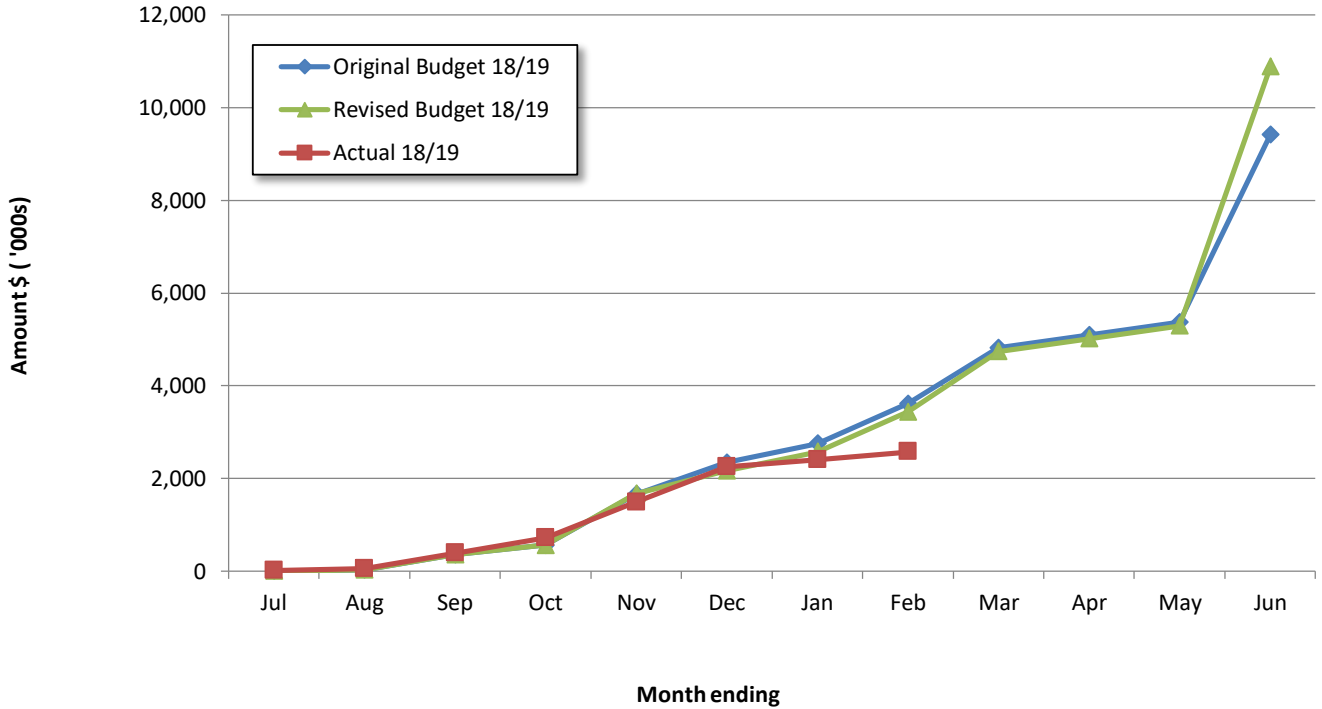
Budget Operating Revenues -v- Actual



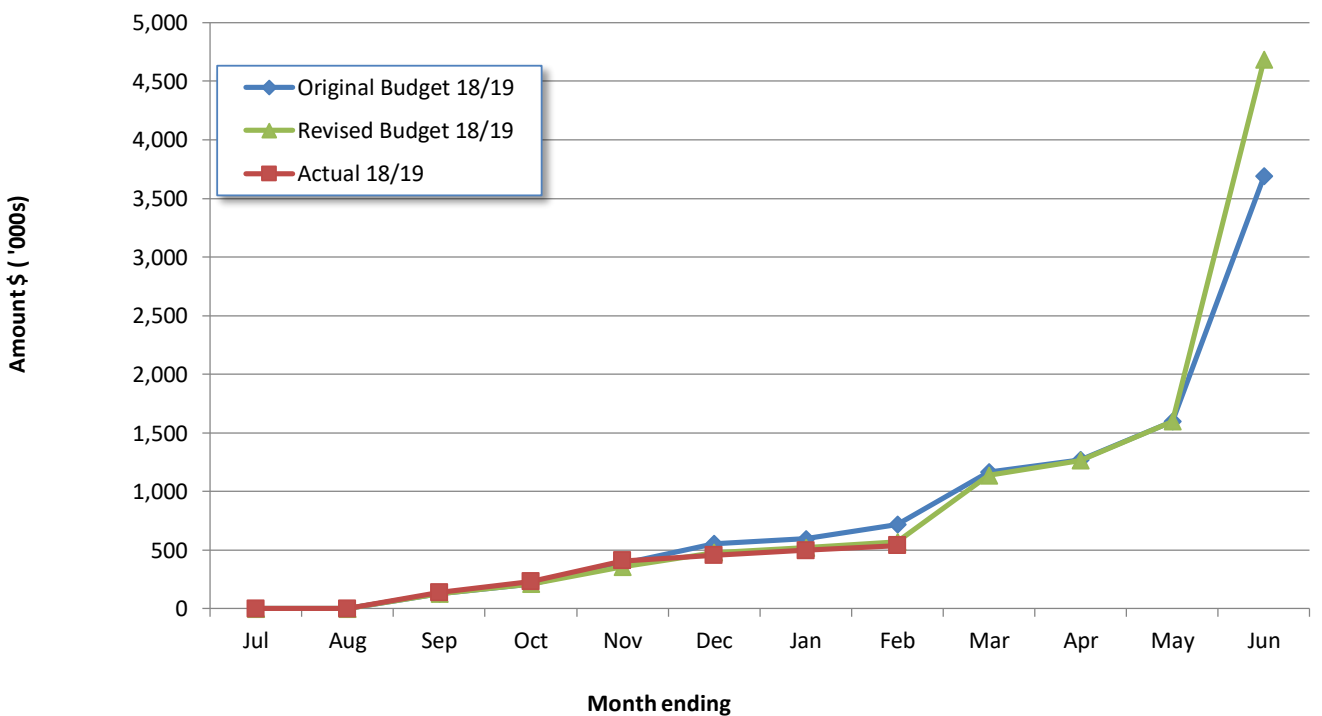
SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

3: Graphical Representation - Source Statement of Financial Activity

Budget Capital Expenses -v- Actual



Budget Capital Revenue -v- Actual



SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

4: NET CURRENT FUNDING POSTION

	Note	Actual 2018/19	C/fwd 1 July 2018
		\$	\$
Current Assets			
Cash Unrestricted		1,179,501.54	501,120.29
Cash Restricted - Unspent Grants	8	(172,929.33)	683,301.02
Cash Restricted - Reserves	9	1,601,342.94	1,058,458.76
Receivables - Rates and Rubbish	6	294,942.23	210,694.51
Receivables - Other	6	28,709.43	329,972.55
Inventories		34,843.83	15,693.36
Accruals and Provisions		12,431.34	474,260.60
		2,978,841.98	3,273,501.09
Less: Current Liabilities			
Payables		(5,962.30)	(257,063.98)
Net GST & PAYG		(33,737.25)	57,045.69
Accruals and Provisions		0.00	(122,560.61)
		(39,699.55)	(322,578.90)
Less: Cash Restricted - Reserves	9	(1,601,342.94)	(1,058,458.76)
Net Current Funding Position		1,337,799.49	1,892,463.43

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

5: CASH AND INVESTMENTS

Ref	Interest Rate	Unrestricted \$	Restricted \$	Trust \$	Total \$	Institution	Maturity Date
(a) Cash Deposits							
Municipal Fund		1,178,001.54	(172,929.33)		1,005,072.21	Bendigo	
Trust Fund				248,207.25	248,207.25	Bendigo	
Cash on Hand		1,500.00			1,500.00		
(b) Term Deposits							
Reserve Funds	2.00%		1,601,342.94		1,601,342.94	Bendigo	25/03/2019
Total		1,179,501.54	1,428,413.61	248,207.25	2,856,122.40		

Comments/Notes - Investments

a) Cash Deposits

The balance reported for the Municipal Fund is the reconciled closing balance of the bank account at the end of the period. The closing balance takes into account unrepresented items at the end of the reporting period.

b) Term Deposits

Reserve Funds

Councils Reserve Funds are held collectively in one investment. Further detail in relation to Councils Reserve Funds are shown in Note 9.

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

6: RECEIVABLES

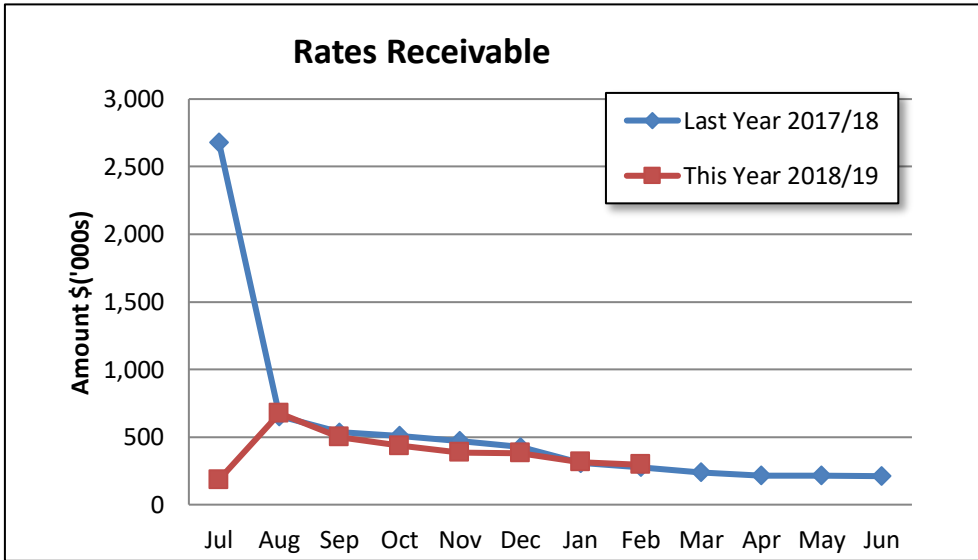
Rates & Rubbish

Opening Arrears Previous Years
 Rates Levied this year
 Less Collections to date
 Equals Current Outstanding

	Actual 2018/19	c/fwd 1 July 2018
	\$	\$
Opening Arrears Previous Years	210,694.51	211,823.65
Rates Levied this year	2,571,135.72	2,474,686.12
Less Collections to date	(2,486,888.00)	(2,475,815.26)
Equals Current Outstanding	294,942.23	210,694.51
Net Rates Collectable	294,942.23	210,694.51
% Collected	89.40%	92.16%

Net Rates Collectable

% Collected



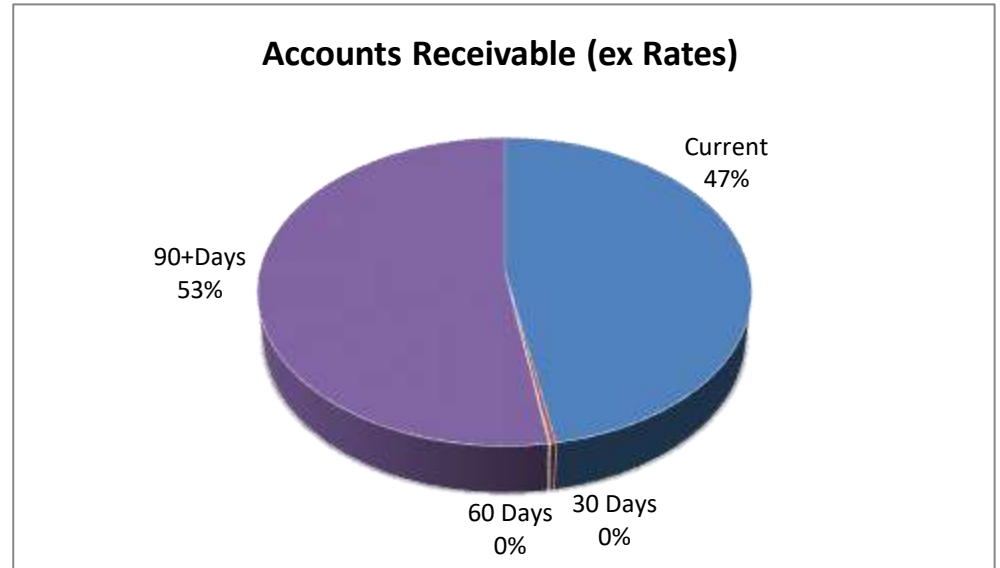
Comments/Notes - Receivables Rates and Rubbish

Rates and charges were levied in July in the 2017/18 year, and in 2018/19 they were raised in August, hence the variance in the graphic above.

Accounts Receivable

	Current	30 Days	60 Days	90+Days
	\$	\$	\$	\$
Sundry Debtors	360.00	102.79	30.00	17,694.60
Pensioner Rebates	877.13			
Emergency Services Levy	14,644.91			
Total Outstanding	15,882.04	102.79	30.00	17,694.60
		33,709.43		

Amounts shown above include GST (where applicable)



Comments/Notes - Receivables General

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

7: BUDGET AMENDMENTS

Amendments to original budget since budget adoption.

GL	Revenue / (Expense)	Description	Comment	Adopted Budget	Revised Budget	Variance	Cumulative Balance
		Balanced Budget Adopted - 26 July 2018					0
	SURPLUS	Surplus / (Deficit) 1 July 2018	Reduced surplus carried forward	2,144,400	1,892,500	(251,900)	(251,900)
03229.71	Revenue	Financial Assistance Grants - general purpose	Increase in final allocation for 2018/19	540,800	576,200	35,400	(216,500)
03230.71	Revenue	Financial Assistance Grants - local roads	Increase in final allocation for 2018/19	283,600	293,200	9,600	(206,900)
12159.71	Revenue	Main Roads WA - direct grant	Increase in allocation for 2018/19	84,300	143,800	59,500	(147,400)
12228.16	Expense	Roman Road Inventory	Reduction in anticipated expenditure	(20,000)	(10,000)	10,000	(137,400)
12226.16	Expense	Road Maintenance - contract services	Reduction in provision for roadside clearing	(150,000)	(100,000)	50,000	(87,400)
15171.40	Expense	Plant Reserve - transfer to	Reduced transfer into Reserve	(500,000)	(420,000)	80,000	(7,400)
09004.72	Revenue	Building Better Regions Fund	Construction of GROH Housing	0	554,300	554,300	546,900
Loans	Revenue	Loan Funds	Proceeds from new self supporting loan	0	995,700	995,700	1,542,600
CAP146	Expense	GROH Housing - Lot 398 Parnell St	Construction of 4x2 house in Tambellup	0	(550,000)	(550,000)	992,600
CAP147	Expense	GROH Housing - Lot 22 Taylor St	Construction of 3x2 house in Tambellup	0	(500,000)	(500,000)	492,600
CAP148	Expense	GROH Housing - Lot 22 Taylor St	Construction of 3x2 house in Tambellup	0	(500,000)	(500,000)	(7,400)
Closing Funding Surplus (Deficit)				2,383,100	2,375,700	(7,400)	

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

8: GRANTS AND CONTRIBUTIONS

Program/Provider	Purpose	c/fwd 1 July 2018	Received 2018/19	Expended 2018/19	Closing Balance
		\$			
GOVERNANCE					
Department of Local Govt	Amalgamation (Bhill & Tamb)	51,505.52	0.00	0.00	51,505.52
Department of Local Govt	Strategic Community Planning	10,138.14	0.00	(3,500.00)	6,638.14
TRANSPORT					
WA Local Government Grants Commission	Bridge Funding - bridge 4326 Tamb West Rd	262,000.00	0.00	(393,000.00)	(131,000.00)
WA Local Government Grants Commission	Bridge Funding - bridge 4233 Bhill-Koji Rd	340,000.00	0.00	(510,000.00)	(170,000.00)
Main Roads WA	Regional Road Group 2017/18	19,657.36	0.00	(19,657.36)	0.00
Main Roads WA	Regional Road Group 2018/19	0.00	617,267.00	(547,339.99)	69,927.01
TOTALS		683,301.02	617,267.00	(1,473,497.35)	(172,929.33)

Comments - Grants and Contributions

Bridge funding provided by the WA Local Govt Grants Commission is matched by 1/3 in funding from Main Roads WA.
The required works are undertaken by Main Roads WA approved contractors.

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

9. CASH BACKED RESERVES

	Revised Budget 2018/19				Actual 2018/19			
	Opening Balance	Transfers To	Transfers From	Closing Balance	Opening Balance	Transfers To	Transfers From	Closing Balance
Leave Reserve	60,900	51,800	(57,300)	55,400	60,902.50	51,376.37	0.00	112,278.87
Plant Reserve	212,100	424,000	(588,000)	48,100	212,057.22	425,531.12	(130,036.00)	507,552.34
Building Reserve	156,200	1,058,000	(958,300)	255,900	156,180.33	103,351.58	0.00	259,531.91
Computer Reserve	31,800	11,000	0	42,800	31,796.57	10,616.20	0.00	42,412.77
Tambellup Rec Ground & Pavilion Reserve	45,400	6,000	0	51,400	45,400.11	5,821.53	0.00	51,221.64
Broomehill Rec Complex Reserve	75,400	9,900	0	85,300	75,429.02	9,966.56	0.00	85,395.58
Building Maintenance Reserve	20,100	17,000	0	37,100	20,084.77	16,954.16	0.00	37,038.93
Sandalwood Villas Reserve	70,200	11,500	0	81,700	70,174.43	11,284.26	0.00	81,458.69
Bhill Synthetic Bowling Green Reserve	55,500	9,600	0	65,100	55,513.80	9,619.77	0.00	65,133.57
Refuse Sites Post Closure Management Reserve	21,000	5,500	0	26,500	20,954.53	5,396.68	0.00	26,351.21
Lavieville Lodge Reserve	58,100	11,200	0	69,300	58,139.16	11,074.07	0.00	69,213.23
Townscape Plan Implementation Reserve	244,300	105,000	(200,000)	149,300	244,326.32	4,249.39	0.00	248,575.71
Tambellup Synthetic Bowling Green Reserve	7500	7800	0	15,300	7,500.00	7,678.49	0.00	15,178.49
	1,058,500	1,728,300	(1,803,600)	983,200	1,058,458.76	672,920.18	(130,036.00)	1,601,342.94

In accordance with council resolutions in relation to each reserve account, the purpose for which the funds are set aside are as follows:

Reserve name

Leave Reserve	- to be used to meet the Councils Long Service Leave liability for its employees.
Plant Reserve	- to be used for the purchase of plant and equipment in accordance with the Plant Replacement Program.
Building Reserve	- to be used to finance replacement, major repair or construction of new Shire buildings, and costs associated with subdivision of land.
Computer Reserve	- to be used for the replacement or upgrade of computer hardware and software.
Tambellup Recreation Ground & Pavilion Reserve	- to be used to maintain and develop sport and recreational facilities at the Tambellup Recreation Ground and Pavilion.
Broomehill Recreation Complex Reserve	- to be used for works at the Broomehill Recreation Complex in agreeance with the Complex Management Committee
Building Maintenance Reserve	- to be used to fund building maintenance requirements for all Shire owned buildings.
Sandalwood Villas Reserve	- to be utilised towards upgrade and maintenance of the 6 units at Sandalwood Villas.
Broomehill Synthetic Bowling Green Reserve	- to be used for the future replacement of the synthetic bowling green at the Broomehill Recreational Complex.
Refuse Sites Post Closure Management Reserve	- to meet the financial requirements for the closure of the Broomehill and Tambellup landfill sites when their useful life expires
Lavieville Lodge Reserve	- to be utilised towards upgrade and maintenance of the 4 units at Lavieville Lodge.
Townscape Plan Implementation Reserve	- to be used for implementation of the Townscape Plans for the Broomehill and Tambellup townsites.
Tambellup Synthetic Bowling Green Reserve	- to be used for the future replacement of the synthetic bowling green at the Tambellup Sportsground

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

10. DISPOSALS OF ASSETS

The following assets have been disposed of during the period under review:

	Budget 2017/18				Actual 2017/18			
	Net Book Value	Sale Proceeds	Profit	Loss	Net Book Value	Sale Proceeds	Profit	Loss
By program:								
Governance								
Ford Ranger XLT dual cab - OTA	49,300	48,600	0	(700)	42,990.33	42,313.95	0.00	(676.38)
Ford Ranger XLT dual cab - OTA	49,300	48,700	0	(600)	41,766.53	41,993.55	227.02	0.00
Ford Ranger XLT dual cab - OTA	49,300	48,700	0	(600)	0.00	0.00	0.00	0.00
Ford Everest Wagon - BH000	46,300	44,000	0	(2,300)	48,743.16	47,892.06	0.00	(851.10)
Ford Everest Wagon - BH000	46,300	44,000	0	(2,300)	0.00	0.00	0.00	0.00
Housing								
1 Janus Street, Broomehill	155,200	280,000	124,800	0	0.00	0.00	0.00	0.00
11 Lavarock Street, Broomehill	130,600	200,000	69,400	0	0.00	0.00	0.00	0.00
20 Henry Street, Tambellup	135,600	220,000	84,400	0	0.00	0.00	0.00	0.00
27 East Terrace, Tambellup	92,200	240,000	147,800	0	0.00	0.00	0.00	0.00
Transport								
Isuzu FRR600 truck TA017	62,900	25,000	0	(37,900)	0.00	0.00	0.00	0.00
Isuzue FRR500 tipper truck TA386	53,000	25,000	0	(28,000)	0.00	0.00	0.00	0.00
Caterpillar PR300 roller BH005	42,000	50,000	8,000	0	43,109.77	54,000.00	10,890.23	0.00
Toro Mower BHT84	22,800	10,000	0	(12,800)	0.00	0.00	0.00	0.00
Toro Mower BH007	28,600	15,000	0	(13,600)	0.00	0.00	0.00	0.00
Ford Ranger Wildtrak dual cab 1TA	44,900	43,300	0	(1,600)	45,676.10	45,556.27	0.00	(119.83)
Ford Ranger Wildtrak dual cab 1TA	44,900	43,300	0	(1,600)	45,688.83	45,854.49	165.66	0.00
Ford Ranger Wildtrak dual cab 1TA	44,900	43,400	0	(1,500)	0.00	0.00	0.00	0.00
Ford Ranger dual cab - TA052	36,700	35,000	0	(1,700)	0.00	0.00	0.00	0.00
Ford Ranger XLT dual cab - TA001	43,700	41,600	0	(2,100)	44,040.94	43,452.84	0.00	(588.10)
Ford Ranger XLT dual cab - TA001	43,700	41,700	0	(2,000)	42,879.17	43,359.81	480.64	0.00
Ford Ranger XLT dual cab - TA001	43,700	41,700	0	(2,000)	0.00	0.00	0.00	0.00
Ford Ranger dual cab - BH00	36,200	35,000	0	(1,200)	0.00	0.00	0.00	0.00
Ford Ranger dual cab - BH00	36,200	35,000	0	(1,200)	0.00	0.00	0.00	0.00
Ford Ranger extra cab - BH014	42,600	41,000	0	(1,600)	48,295.92	45,307.10	0.00	(2,988.82)
Ford Ranger extra cab - BH014	42,600	41,000	0	(1,600)	0.00	0.00	0.00	0.00
Ford Ranger dual cab - BH003	47,000	45,000	0	(2,000)	0.00	0.00	0.00	0.00
Ford Ranger dual cab - BH003	47,000	45,000	0	(2,000)	0.00	0.00	0.00	0.00
Toyota Hilux single cab - TA005	36,500	35,000	0	(1,500)	0.00	0.00	0.00	0.00
Economic Services								
Lot 19 Taylor Street, Tambellup	15,000	15,000	0	0	0.00	0.00	0.00	0.00
	1,569,000	1,881,000	434,400	(122,400)	403,190.75	409,730.07	11,763.55	(5,224.23)
By Class:								
Land and Buildings	528,600	955,000	426,400	0	0.00	0.00	0.00	0.00
Plant and Equipment	1,040,400	926,000	8,000	(122,400)	403,190.75	409,730.07	11,763.55	(5,224.23)
	1,569,000	1,881,000	434,400	(122,400)	403,190.75	409,730.07	11,763.55	(5,224.23)

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

11: OPERATING REVENUE AND EXPENSE

	Revised Budget Revenue 2018/19	Revised Budget Expense 2018/19	Actual Revenue 2018/19	Actual Expense 2018/19
GENERAL PURPOSE FUNDING				
Rate Revenue	2,514,300	(202,100)	2,478,506.20	(130,979.36)
General Purpose Funding	869,400	0	652,110.75	0.00
Other General Purpose Funding	27,900	(60,800)	22,628.84	(39,471.82)
TOTAL GENERAL PURPOSE FUNDING	3,411,600	(262,900)	3,153,245.79	(170,451.18)
GOVERNANCE				
Members Of Council	16,000	(628,200)	15,698.48	(336,874.94)
Administration General	11,000	0	10,769.13	0.00
Other Governance	9,000	(64,600)	0.00	(35,331.17)
TOTAL GOVERNANCE	36,000	(692,800)	26,467.61	(372,206.11)
LAW, ORDER & PUBLIC SAFETY				
Fire Prevention	113,100	(184,900)	86,904.22	(122,622.06)
Animal Control	4,100	(41,800)	3,683.81	(26,549.14)
Other Law, Order & Public Safety	0	(1,000)	0.00	(668.80)
TOTAL LAW,ORDER & PUBLIC SAFETY	117,200	(227,700)	90,588.03	(149,840.00)
HEALTH				
Maternal & Infant Health	600	(16,100)	0.00	(5,317.59)
Health Inspection & Administration	500	(22,900)	472.00	(9,630.09)
Preventative Services - Pest Control	0	(15,600)	0.00	(4,070.16)
TOTAL HEALTH	1,100	(54,600)	472.00	(19,017.84)
EDUCATION & WELFARE				
Other Education	62,300	(68,600)	28,018.72	(38,839.57)
Other Welfare	2,500	(15,000)	0.00	(545.45)
TOTAL EDUCATION & WELFARE	64,800	(83,600)	28,018.72	(39,385.02)
HOUSING				
Staff Housing	1,151,400	0	0.00	277.50
Other Housing	1,745,600	(91,100)	41,271.81	(47,929.54)
TOTAL OTHER HOUSING	2,897,000	(91,100)	41,271.81	(47,652.04)
COMMUNITY AMENITIES				
Household Refuse	63,700	(253,200)	62,472.39	(145,782.30)
Protection Of The Environment	2,000	(2,000)	2,320.68	(2,123.31)
Town Planning & Regional Development	5,000	(73,700)	14,367.74	(48,280.29)
Other Community Amenities	10,000	(44,700)	3,775.44	(24,766.77)
Public Conveniences	0	(52,900)	0.00	(29,592.42)
TOTAL COMMUNITY AMENITIES	80,700	(426,500)	82,936.25	(250,545.09)

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

11: OPERATING REVENUE AND EXPENSE

	Revised Budget Revenue 2018/19	Revised Budget Expense 2018/19	Actual Revenue 2018/19	Actual Expense 2018/19
RECREATION & CULTURE				
Public Halls & Civic Centres	13,400	(259,200)	5,368.53	(183,619.35)
Other Sport & Recreation	44,200	(735,000)	5,648.77	(466,301.45)
Libraries	400	(88,200)	32.74	(67,502.98)
Other Culture	0	(36,300)	0.00	(9,228.98)
TOTAL RECREATION & CULTURE	58,000	(1,118,700)	11,050.04	(726,652.76)
TRANSPORT				
Road Construction	1,718,800	0	918,267.00	0.00
Streets Roads Bridges & Depot Maint	1,913,800	(3,867,100)	642,013.38	(2,378,579.54)
Traffic Control	22,200	(55,000)	12,330.07	(36,782.69)
TOTAL TRANSPORT	3,654,800	(3,922,100)	1,572,610.45	(2,415,362.23)
ECONOMIC SERVICES				
Rural Services	0	(1,500)	0.00	(239.86)
Tourism & Area Promotion	192,600	(88,500)	30,531.27	(58,036.33)
Building Control	12,200	(63,400)	5,208.12	(34,893.70)
Other Economic Services	20,000	(54,700)	13,358.01	(33,804.84)
TOTAL ECONOMIC SERVICES	224,800	(208,100)	49,097.40	(126,974.73)
OTHER PROPERTY & SERVICES				
Private Works	20,000	(18,700)	6,597.34	(6,649.14)
Public Works Overhead	1,500	0	1,356.50	9,409.38
Plant Operation Costs	40,000	0	17,609.28	(117,949.09)
Workers Compensation	0	0	13,156.83	(17,142.31)
Salaries & Wages	0	0	0.00	(35,716.30)
Unclassified	0	(14,500)	0.00	(4,228.50)
TOTAL OTHER PROPERTY & SERVICES	61,500	(33,200)	38,719.95	(172,275.96)
TOTAL OPERATING	10,607,500	(7,121,300)	5,094,478.05	(4,490,362.96)

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

12: CAPITAL DISPOSALS AND ACQUISITIONS

		Revised Budget Revenue 2018/19	Revised Budget Expense 2018/19	Actual Revenue 2018/19	Actual Expense 2018/19
GOVERNANCE					
Tambellup Admin Building - solar energy	P&E	0	(10,000)	0.00	0.00
Plant Replacement					
Ford Ranger dual cab (CEO) - OTA (3 changeovers)	P&E	146,000	(156,000)	84,307.50	(88,827.41)
Ford Everest wagon (MFA) - BH000 (2 changeovers)	P&E	88,000	(98,000)	47,892.06	(48,801.15)
Total		234,000	(264,000)	132,199.56	(137,628.56)
HOUSING					
27 East Terrace - replace ceiling in kitchen/dining	L&B	0	(7,500)	0.00	0.00
Independent Living Units - Broomehill	L&B	0	(1,280,000)	0.00	(4,407.28)
Staff housing - Broomehill	L&B	0	(500,000)	0.00	(1,469.12)
Staff housing - Broomehill	L&B	0	(475,000)	0.00	(1,469.12)
Staff housing - Tambellup	L&B	0	(475,000)	0.00	(1,469.12)
Sale of 1 Janus Street, Broomehill	L&B	280,000	0	0.00	0.00
Sale of 11 Lavarock Street, Broomehill	L&B	200,000	0	0.00	0.00
Sale of 20 Henry Street, Tambellup	L&B	220,000	0	0.00	0.00
Sale of 27 East Terrace, Tambellup	L&B	240,000	0	0.00	0.00
GROH Housing - 4x2 Tambellup	L&B	0	(550,000)	0.00	(1,469.12)
GROH Housing - 3x2 Tambellup	L&B	0	(500,000)	0.00	(1,469.12)
GROH Housing - 3x2 Tambellup	L&B	0	(500,000)	0.00	(1,469.12)
Total		940,000	(4,287,500)	0.00	(13,222.00)
COMMUNITY AMENITIES					
Transfer Stations - bin lifters (2x)	P&E	0	(20,000)	0.00	0.00
Total		0	(20,000)	0.00	0.00
RECREATION & CULTURE					
Tambellup Oval - replace fencing along Cremasco Rd (c/over)	I-O	0	(10,000)	0.00	0.00
Diprose Park - drainage improvements and shade over junior pla	I-O	0	(55,000)	0.00	0.00
Subdivision costs - No 1 Dam	L&B	0	(10,000)	0.00	0.00
Tambellup Hall - replace kitchen ceiling (c/over)	L&B	0	(5,000)	0.00	0.00
Crawford Street basketball court - extend surface, improve lightir	I-O	0	(32,000)	0.00	0.00
Total		0	(112,000)	0.00	0.00
TRANSPORT					
Buildings					
Tambellup Depot - washdown bay	I-O	0	0	0.00	(23,216.99)
Tambellup Depot - oil shed/oil disposal system	L&B	0	(50,000)	0.00	(28,529.47)
Tambellup Depot - workshop hoist	P&E	0	(35,000)	0.00	(51,080.82)
Plant Replacement					
Isuzu FRR600 truck - TA017	P&E	25,000	(95,000)	0.00	0.00
Isuzu FRR500 tipper truck - TA386	P&E	25,000	(85,000)	0.00	0.00
Caterpillar Multi Tyred Roller - BH005	P&E	50,000	(200,000)	54,000.00	(155,400.00)
Toro Finishing Mower - BHT84	P&E	10,000	(45,000)	0.00	0.00
Toro 360 Mower - BH007	P&E	15,000	(45,000)	0.00	0.00
Ford Ranger Wildtrak dual cab (MOW) - 1TA (3 changeovers)	P&E	130,000	(140,000)	91,410.76	(93,228.94)
Ford Ranger Single Cab - TA052	P&E	35,000	(40,000)	0.00	0.00
Ford Ranger XLT dual cab - TA001 (3 changeovers)	P&E	125,000	(135,000)	86,812.65	(90,176.28)
Ford Ranger dual cab - BH00 (2 changeovers)	P&E	70,000	(80,000)	0.00	0.00
Ford Ranger extra cab - BH014 (2 changeovers)	P&E	82,000	(90,000)	45,307.10	(47,761.65)
Ford Ranger dual cab - BH003 (2 changeovers)	P&E	90,000	(100,000)	0.00	0.00
Ford Escape wagon - TA005	P&E	35,000	(40,000)	0.00	0.00
Forklift	P&E	0	(20,000)	0.00	(25,000.00)
John Deere Gator - TA417	P&E	5,000	(35,000)	0.00	0.00
Sundry Plant	P&E	0	(30,000)	0.00	0.00

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

12: CAPITAL DISPOSALS AND ACQUISITIONS

		Revised Budget Revenue 2018/19	Revised Budget Expense 2018/19	Actual Revenue 2018/19	Actual Expense 2018/19
TRANSPORT					
Townscape					
Townscape Plan - Broomehill & Tambellup	I-O	0	(200,000)	0.00	(2,966.98)
Road Construction					
Gnowangerup-Tambellup Road - reseal - carry over 17/18	I-R	0	(46,000)	0.00	(30,556.58)
Broomehill-Kojonup Road - reseal - carry over 17/18	I-R	0	(65,800)	0.00	(39,211.69)
Pallinup South Road - construct & seal	I-R	0	(495,000)	0.00	(264,992.18)
Warrenup Road - construct & seal	I-R	0	(356,500)	0.00	(166,056.35)
Broomehill-Kojonup Road - stabilise patches & reseal	I-R	0	(203,400)	0.00	(72,235.16)
Tambellup West Road - reconstruct & seal	I-R	0	(60,600)	0.00	(6,541.48)
Tambellup West Road - stabilise patches & reseal	I-R	0	(144,400)	0.00	(43,443.64)
Roads to Recovery					
Flat Rocks Road - construct & seal 3km	I-R		(324,000)	0.00	(728.94)
Morgan Road - seal	I-R	0	(71,800)	0.00	0.00
McGuire Road - seal	I-R	0	(40,000)	0.00	0.00
Taylor Street - drainage design	I-R	0	(10,000)	0.00	0.00
Commodity Routes					
Toolbrunup Road - reseal - carry over 17/18	I-R	0	(40,000)	0.00	0.00
Black Spot					
Tamb West Rd / Warrenup Rd intersection - sight distance - carry	I-R	0	(20,000)	0.00	(10,997.13)
Add back Job Depreciation	I-R	0	159,300	0.00	59,515.00
Footpaths					
Footpath Plan	I-R		(35,000)	0.00	(26,718.55)
Bridgeworks					
Broomehill-Kojonup Rd - Bridge # 4233	I-R	0	(510,000)	0.00	(510,000.00)
Tambellup West Rd - Bridge # 4326	I-R	0	(393,000)	0.00	(393,000.00)
Total		697,000	(4,121,200)	277,530.51	(2,022,327.83)
ECONOMIC SERVICES					
Tambellup Caravan Park - investigate development of former Bo	I-O	0	(10,000)	0.00	0.00
Design - Holland Track Interpretive Centre & incorporate existing	I-O	0	(20,000)	0.00	0.00
Chalets - Broomehill Caravan Park	L&B	0	(255,000)	0.00	0.00
Total		0	(285,000)	0.00	0.00
OTHER PROPERTY & SERVICES					
Subdivision costs Lot 22 Taylor Street	L&B	0	(10,000)	0.00	0.00
Sale of Lot 8 Taylor St, Tambellup	L&B	15,000	0	0.00	0.00
Total		15,000	(10,000)	0.00	0.00
Total					
		1,886,000	(9,099,700)	409,730.07	(2,173,178.39)
LAND HELD FOR RESALE					
	LR	0	0	0.00	0.00
LAND & BUILDINGS					
	L&B	955,000	(4,617,500)	0.00	(41,751.47)
PLANT & EQUIPMENT					
	P&E	931,000	(1,499,000)	409,730.07	(600,276.25)
INFRASTRUCTURE - ROADS					
	I-R	0	(2,656,200)	0.00	(1,504,966.70)
INFRASTRUCTURE - PARKS					
	I-O	0	(327,000)	0.00	(26,183.97)
		1,886,000	(9,099,700)	409,730.07	(2,173,178.39)

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

12: CAPITAL DISPOSALS AND ACQUISITIONS

	Revised Budget Revenue 2018/19	Revised Budget Expense 2018/19	Actual Revenue 2018/19	Actual Expense 2018/19
RESERVE TRANSFERS - from/(to)				
Leave Reserve	57,300	(51,800)	0.00	(51,376.37)
Plant Replacement Reserve	588,000	(424,000)	130,036.00	(425,531.12)
Building Reserve	958,300	(1,058,000)	0.00	(103,351.58)
Computer Reserve	0	(11,000)	0.00	(10,616.20)
Tambellup Rec Ground & Pavilion Reserve	0	(6,000)	0.00	(5,821.53)
Broomehill Rec Complex Reserve	0	(9,900)	0.00	(9,966.56)
Building Maintenance Reserve	0	(17,000)	0.00	(16,954.16)
Sandalwood Villas Reserve	0	(11,500)	0.00	(11,284.26)
Broomehill Synthetic Bowling Green Replacement Reserve	0	(9,600)	0.00	(9,619.77)
Refuse Sites Post Closure Management Reserve	0	(5,500)	0.00	(5,396.68)
Lavieville Lodge Reserve	0	(11,200)	0.00	(11,074.07)
Townscape Plan Implementation Reserve	200,000	(105,000)	0.00	(4,249.39)
Tambellup Synthetic Bowling Green Replacement Reserve	0	(7,800)	0.00	(7,678.49)
	1,803,600	(1,728,300)	130,036.00	(672,920.18)
LOANS				
Loan Repayments	0	(59,300)	0.00	(29,313.50)
Proceeds from New Loans	995,700	0	0.00	0.00
	995,700	(59,300)	0.00	(29,313.50)
TOTAL CAPITAL	4,685,300	(10,887,300)	539,766.07	(2,875,412.07)

SHIRE OF BROOMEHILL-TAMBELLUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 28 February 2019

13: TRUST FUND

Funds held at balance date over which the Shire has no control and which are not included in this statement are as follows -

Description	Opening Balance 1 July 2018	Amount Received	Amount Paid	Closing Balance
Hall Bonds	1,050.00	3,000.00	(3,650.00)	400.00
Key Bonds	300.00	50.00	(200.00)	150.00
Equipment Bonds	0.00	250.00	(250.00)	0.00
House Bonds	440.00	0.00	0.00	440.00
Nomination Deposits	0.00	0.00	0.00	0.00
Prepaid Cemetery Fees	588.00	0.00	(588.00)	0.00
Hidden Treasures	60,264.20	28,500.00	(10,280.85)	78,483.35
Broomehill Liaison Group	1,243.74	0.00	0.00	1,243.74
Fire Prevention	4,834.27	0.00	0.00	4,834.27
Youth Support Donations	130.00	0.00	0.00	130.00
Tourism Donations	43.83	0.00	0.00	43.83
Roadwise	329.18	0.00	0.00	329.18
University Block - Building Retention Bonds	2,456.49	0.00	0.00	2,456.49
YMCA - A Smart Start Program	180,178.21	0.00	(29,615.02)	150,563.19
Broomehill Dramatic Society	3,417.86	0.00	0.00	3,417.86
Rates - held in trust upon sale of property	4,149.34	0.00	0.00	4,149.34
Unclaimed Monies (2003)	1,566.00	0.00	0.00	1,566.00
	260,991.12	31,800.00	(44,583.87)	248,207.25

SHIRE OF BROOMEHILL-TAMBELLUP
Municipal Fund & Trust Fund Payments for the month ending 28 February 2019
Presented to Council on 21 March 2019
Local Government (Financial Management) Regulations 1996 - No. 12 & No. 13

Chq/EFT	Date	Name	Description	Municipal Fund	Trust Fund
3885	14/02/2019	360 ENVIRONMENTAL	Lot22 Taylor St - sample collection & confirmation of contamination	2,176.35	
3889	14/02/2019	GREAT SOUTHERN FUEL SUPPLIES	15000 litres diesel Tamb depot	20,424.42	
3890	14/02/2019	KATANNING GLASS SUPPLIES	Replace broken window - 18 Ivy Street Broomehill	358.42	
3891	14/02/2019	SYNERGY	Street lighting - 25/12/18 - 24/01/19	2,358.25	
3892	14/02/2019	WATER CORPORATION	Water usage/charges 27/12/18 - 30/01/19	364.98	
3893	19/02/2019	PETTY CASH	Petty Cash reimbursement - Tambellup	358.00	
3894	22/02/2019	DEPARTMENT OF TRANSPORT	New registration & plate change - Ford Ranger OTA	233.45	
3895	25/02/2019	TELSTRA	Usage charges to 01/02/19, service charges to 01/03/19	1,802.59	
3896	26/02/2019	PETTY CASH	Petty Cash reimbursement - Tambellup	143.40	
3897	27/02/2019	DEPARTMENT OF TRANSPORT	Ford Everest wagon BH000 - plate change & new registration	239.05	
3898	27/02/2019	AUSTRALIA POST	PO Box 64 renewal to 31 March 2020	85.00	
3899	27/02/2019	BUNNINGS ALBANY	Reflective Tape 50mm x 10m	17.10	
3900	27/02/2019	ST JOHN AMBULANCE BELMONT	First aid kit supplies	227.75	
3901	27/02/2019	SYNERGY	Electricity usage 15 Jan to 19 Feb 2019	4,374.95	
3902	27/02/2019	WATER CORPORATION	Water charges to 28/02/19, usage charges to 12/02/19	12,618.69	
3903	28/02/2019	DEPARTMENT OF TRANSPORT	Ford Ranger 1TA - retain plate & new registration	226.50	
EFT11044	01/02/2019	AMPAC Debt Recovery (WA) Pty Ltd	Commission costs for January 2019	44.00	
EFT11045	01/02/2019	CITY OF ALBANY	SLWA Regional Subsidy 2018/19 regional library activity plan	2,447.50	
EFT11046	01/02/2019	GOOP TRADING T/as Broomehill Post Office & Hardware	Broomehill postage January 2019	53.75	
EFT11047	01/02/2019	JTAGZ PTY LTD	2022-2026 animal registration tags	363.00	
EFT11048	01/02/2019	OFFICEWORKS	Adobe standard 3 year subscription	598.00	
EFT11049	01/02/2019	PERFECT COMPUTER SOLUTIONS PTY LTD	IT Support - Finance Outlook, CEO Acrobat 9 on tablet, Projects printer. Monthly monitoring fee	340.00	
EFT11050	01/02/2019	TOLL TRANSPORT PTY LTD	Hidden Treasures admin and storage (recoup from Trust)	244.74	
EFT11051	01/02/2019	TRUCK CENTRE WA PTY LTD	BHT125 service kit & gasket	230.87	
EFT11052	01/02/2019	WAYFOUND	Hidden Treasures 2nd installment of 1/3 price to plan, design & build new website (recoup from Trust)	11,330.00	
EFT11053	01/02/2019	CANCELLED		-	
EFT11054	01/02/2019	WURTH AUSTRALIA PTY LTD	Workshop racking assembly	1,646.55	
EFT11055	05/02/2019	CHILD SUPPORT AGENCY	Payroll deductions	381.24	
EFT11056	05/02/2019	LGRCE UNION	Payroll deductions	61.50	
EFT11057	05/02/2019	WESTRAC EQUIPMENT PTY LTD	BH006 grader parts & repairs	392.63	
EFT11058	05/02/2019	CANCELLED		-	
EFT11059	14/02/2019	AD CONTRACTORS PTY LTD	GST portion of invoice underpaid for Catamol Hodgson Rd	180.00	
EFT11060	14/02/2019	ALLOY & STAINLESS PRODUCTS	Mower Blades - BH007	894.85	
EFT11061	14/02/2019	ATC WORK SMART	Trainee costs - Max Barrett 26/01/19	1,827.67	

SHIRE OF BROOMEHILL-TAMBELLUP
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Chq/EFT	Date	Name	Description	Municipal Fund	Trust Fund
EFT11062	14/02/2019	BE & KR SLOAN	1000LT Drum AdBlue	860.00	
EFT11063	14/02/2019	BLACK STUMP ELECTRICAL	Check & repair aerials 27 East Tce & 18 Henry St	1,312.64	
EFT11064	14/02/2019	BOC LIMITED	Cylinder rent 29/12/18 - 28/1/19	48.85	
EFT11065	14/02/2019	BTW RURAL SUPPLIES	Parts & repairs - workshop, hose reel, joiners	1,247.90	
EFT11066	14/02/2019	BURANDO HILL	Jetpatcher - roll airline 5/16" nylon tubing	113.08	
EFT11067	14/02/2019	C PEARCE	ESL Funding - food supplied to Volunteers at Flat Rocks fire	340.00	
EFT11068	14/02/2019	CALTEX STAR CARD	Fuel usage Jan19 OTA, 1TA, BH000 & TA005 & annual card fees	804.38	
EFT11069	14/02/2019	EDWARDS MOTORS PTY LTD	Chainsaw chain, carburetor & spark plug	256.80	
EFT11070	14/02/2019	GRAY CARTER	WANDRRA AGRN 743 - storm damage roadworks & drainage works	51,790.75	
EFT11071	14/02/2019	HEWER CONSULTING SERVICES	WANDRRA AGRN 743 - Administration Jan19	3,293.95	
EFT11072	14/02/2019	JACKOVALL PROPERTY MAINTENANCE	Building Mtce - town hall door lock, admin disabled toilet door lock, repair gate at Sandalwood Villas, install keypad locks at Bhill C/Park	966.90	
EFT11073	14/02/2019	JASON SIGNMAKERS	50 metal culvert posts, 100 red & 100 white guide posts	3,823.60	
EFT11074	14/02/2019	KATANNING H HARDWARE	Cistern & seats - 1 Janus St, Tamb admin office	596.80	
EFT11075	14/02/2019	KATANNING STOCK AND TRADING	2 x brushes, basin mixer 18 Henry Street	91.30	
EFT11076	14/02/2019	KOJONUP TYRE SERVICE	2 tyres - float trailer	640.00	
EFT11077	14/02/2019	LANDMARK	Chemical for roadside spraying	4,761.90	
EFT11078	14/02/2019	LINCOLNS	Audit fee EOY 30 June 2018, review & reconcile fair value valuations	8,822.00	
EFT11079	14/02/2019	LOCAL COMMUNITY INSURANCE SERVICES	Hidden Treasures - public liability insurance (recoup from Trust)	773.80	
EFT11080	14/02/2019	MARKETFORCE	Advertising - Delicastessen lease opportunity	410.28	
EFT11081	14/02/2019	MOORE STEPHENS	Final payment - Strategic Resource Plan	4,400.00	
EFT11082	14/02/2019	PHONOGRAPHIC PERFORMANCES CO OF AUST	Annual license Tamb Hall 01/03/2019 - 29/02/2020	89.39	
EFT11083	14/02/2019	QFH MULTIPARTS	Hose fittings BH013	371.86	
EFT11084	14/02/2019	RON WRIGHT BULLDOZING	Warrenup Road - dozer work, drilling & blasting	34,452.44	
EFT11085	14/02/2019	SHIRE OF CUBALLING	Building Surveyor Services January 2019	2,254.25	
EFT11086	14/02/2019	SQUIDINK COMMUNICATIONS	Hidden Treasures website mtce (to be recouped from Trust)	1,320.00	
EFT11087	14/02/2019	TAMBELLUP DELI	Fuel , newspapers & groceries January 2019	497.47	
EFT11088	14/02/2019	TAMBELLUP G & T MOTORS	Parts & repairs - workshop, fuel small motors	71.95	
EFT11089	14/02/2019	TELSTRA CORPORATION	Damage to Telstra property 46/48 Garrity St Tambellup	1,330.40	
EFT11090	14/02/2019	TYREPOWER KATANNING	Tyre & rim - mower trailer	215.00	
EFT11091	14/02/2019	WARREN BLACKWOOD WASTE	January 2019 management of Transfer Stations, household refuse & recycling collections	19,127.40	
EFT11092	14/02/2019	WESTRAC EQUIPMENT PTY LTD	Service kit BH009	2,509.71	
EFT11093	14/02/2019	WURTH AUSTRALIA PTY LTD	Rust remover	118.54	
EFT11094	18/02/2019	BUILDING COMMISSION	Building Services Levy - January 2019	162.28	
EFT11095	18/02/2019	CONSTRUCTION INDUSTRY TRAINING FUND	Construction Training Fund Levy - January 2019	235.95	

SHIRE OF BROOMEHILL-TAMBELLUP
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Chq/EFT	Date	Name	Description	Municipal Fund	Trust Fund
EFT11096	25/02/2019	A SMART START GREAT SOUTHERN INC	Contribution to A Smart Start Great Southern for 2018/19	4,300.00	
EFT11097	25/02/2019	BROOMEHILL RECREATIONAL COMPLEX COMMITTEE	refreshments	1,282.50	
EFT11098	25/02/2019	CHILD SUPPORT AGENCY	Payroll deductions	381.24	
EFT11099	25/02/2019	GRAY CARTER	WANDRRA AGRN743 - roadworks Nth Greenhills, Cristinelli Rd	89,724.25	
EFT11100	25/02/2019	JACKOVALL PROPERTY MAINTENANCE	1 Janus St supply & install fencing & gates along carport	1,821.60	
EFT11101	25/02/2019	KJB PLUMBING AND GAS	Repair damage to depot standpipe, repair inspection shaft & point 63 Taylor St	1,641.50	
EFT11102	25/02/2019	LANDGATE	Rural UV Interim valuations	82.10	
EFT11103	25/02/2019	LGRCE UNION	Payroll deductions	61.50	
EFT11104	25/02/2019	MITCH STEWART	Holland Park restore power to BBQ, lighting & power points	348.55	
EFT11105	25/02/2019	RICHARD BROOKS	40 bags sheep manure	200.00	
EFT11106	25/02/2019	SHAMARA LETTER	Catering for February 2019 Council meeting	350.00	
EFT11107	25/02/2019	ST JOHN AMBULANCE TAMBELLUP SUB-CENTRE	First aid training, P Vlahov, R Riley, J Panting	640.00	
EFT11108	25/02/2019	WA CONTRACT RANGER SERVICES PTY LTD	Ranger Services 04/02/19 and 11/02/19	1,729.75	
EFT11109	27/02/2019	ATC WORK SMART	Max Barrett Trainee Costs - 27 Jan to 9 Feb 2019	1,532.52	
EFT11110	27/02/2019	BEST OFFICE SYSTEMS	Broomehill copier - minimum charge per agreement Jan 2019	49.50	
EFT11111	27/02/2019	BURGESS RAWSON	Water rates 01/01/19 - 28/02/19 & usage 04/12/18 - 12/02/19	833.79	
EFT11112	27/02/2019	CALDWELL LAND SURVEYS PTY LTD	Site surveys for ILU's, staff & GROH housing	13,222.00	
EFT11113	27/02/2019	COURIER AUSTRALIA	Freight - library books, Westrac 12M & 930K, road signs	641.44	
EFT11114	27/02/2019	JASON SIGNMAKERS	'No Alcohol' signs Tambellup Pavilion	480.48	
EFT11115	27/02/2019	JR & A HERSEY PTY LTD	PPE hats, sunblock, earmuffs, safety glasses/white spray & mark, cable ties	886.95	
EFT11116	27/02/2019	KATANNING H HARDWARE	1 Janus St polycarb custom orb sheets	374.79	
EFT11117	27/02/2019	KATANNING RETICULATION AND PUMP SUPPLY	Sprinkers Tamb oval	260.48	
EFT11118	27/02/2019	MOMAR AUSTRALIA PTY LTD	Oils/grease for depot workshop	1,567.78	
EFT11119	27/02/2019	MOORE STEPHENS	Registration for Budget Workshop 8/3/19 K O'Neill	935.00	
EFT11120	27/02/2019	NARROGIN FORD AUTO CENTRE	Changeover Ford Ranger XLT dual cab OTA	3,971.90	
EFT11121	27/02/2019	PLASTICS PLUS	240L wheelie bins, spare wheels, lids, keys for lockposts	1,080.28	
EFT11122	27/02/2019	RECHARGE-IT (Danai Pty Ltd)	1 x refilled toner cartridge	81.00	
EFT11123	27/02/2019	THINK WATER ALBANY	Franklin submersible pump for Anderson Bore for access to water for roadworks	4,420.74	
EFT11124	27/02/2019	WEST AUSTRALIAN NEWSPAPERS LTD	Australia Day advertising	250.00	
EFT11125	27/02/2019	WESTRAC EQUIPMENT PTY LTD	Parts & repairs for 12M grader	546.44	
EFT11126	27/02/2019	WINC AUSTRALIA PTY LIMITED	Wall clock	44.04	
EFT	04/02/2019	SALARIES & WAGES	Wages for fortnight ending 1 February 2019	54,611.13	
EFT	18/02/2019	SALARIES & WAGES	Wages for fortnight ending 15 February 2019	57,738.21	

SHIRE OF BROOMEHILL-TAMBELLUP
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DD5520.1	05/02/2019	WA SUPER	Superannuation contributions	10,721.59	
DD5520.2	05/02/2019	BT SUPER	Superannuation contributions	430.43	
DD5520.3	05/02/2019	AMP SUPERANNUATION SAVINGS TRUST (SST)	Superannuation contributions	419.38	
DD5520.4	05/02/2019	MTAA SUPER	Superannuation contributions	209.69	
DD5520.5	05/02/2019	HARRY'S HILL SUPERANNUATION FUND	Superannuation contributions	53.35	
DD5520.6	05/02/2019	HESTA SUPER FUND	Superannuation contributions	82.51	
DD5535.1	19/02/2019	WA SUPER	Superannuation contributions	11,033.87	
DD5535.2	19/02/2019	BT SUPER	Superannuation contributions	430.43	
DD5535.3	19/02/2019	AMP SUPERANNUATION SAVINGS TRUST (SST)	Superannuation contributions	202.40	
DD5535.4	19/02/2019	MTAA SUPER	Superannuation contributions	209.69	
DD5535.5	19/02/2019	HARRY'S HILL SUPERANNUATION FUND	Superannuation contributions	160.05	
DD5535.6	19/02/2019	HESTA SUPER FUND	Superannuation contributions	77.57	
Total				485,279.19	-

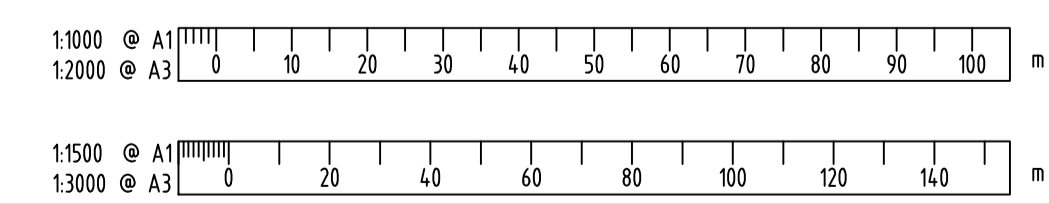
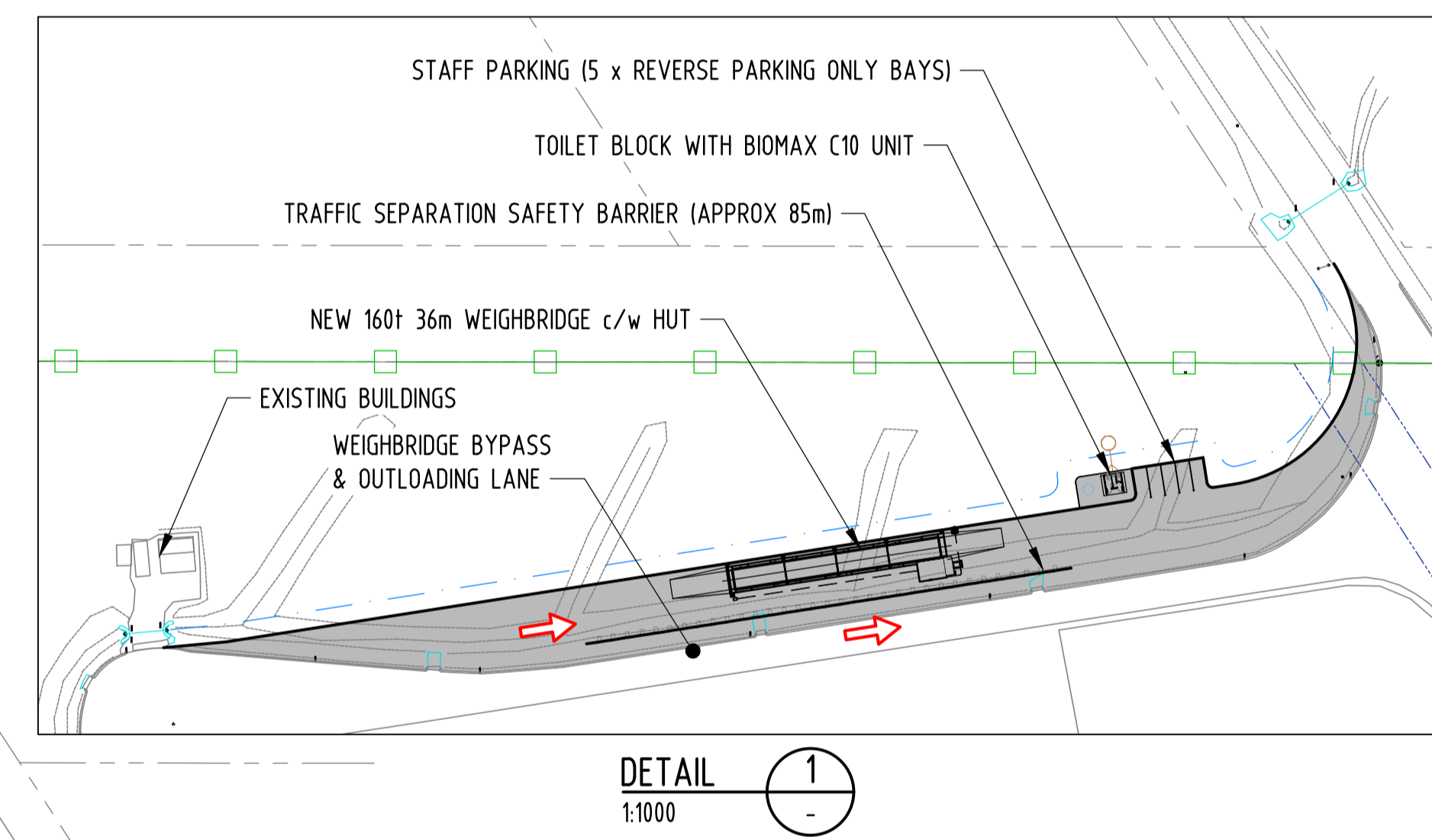
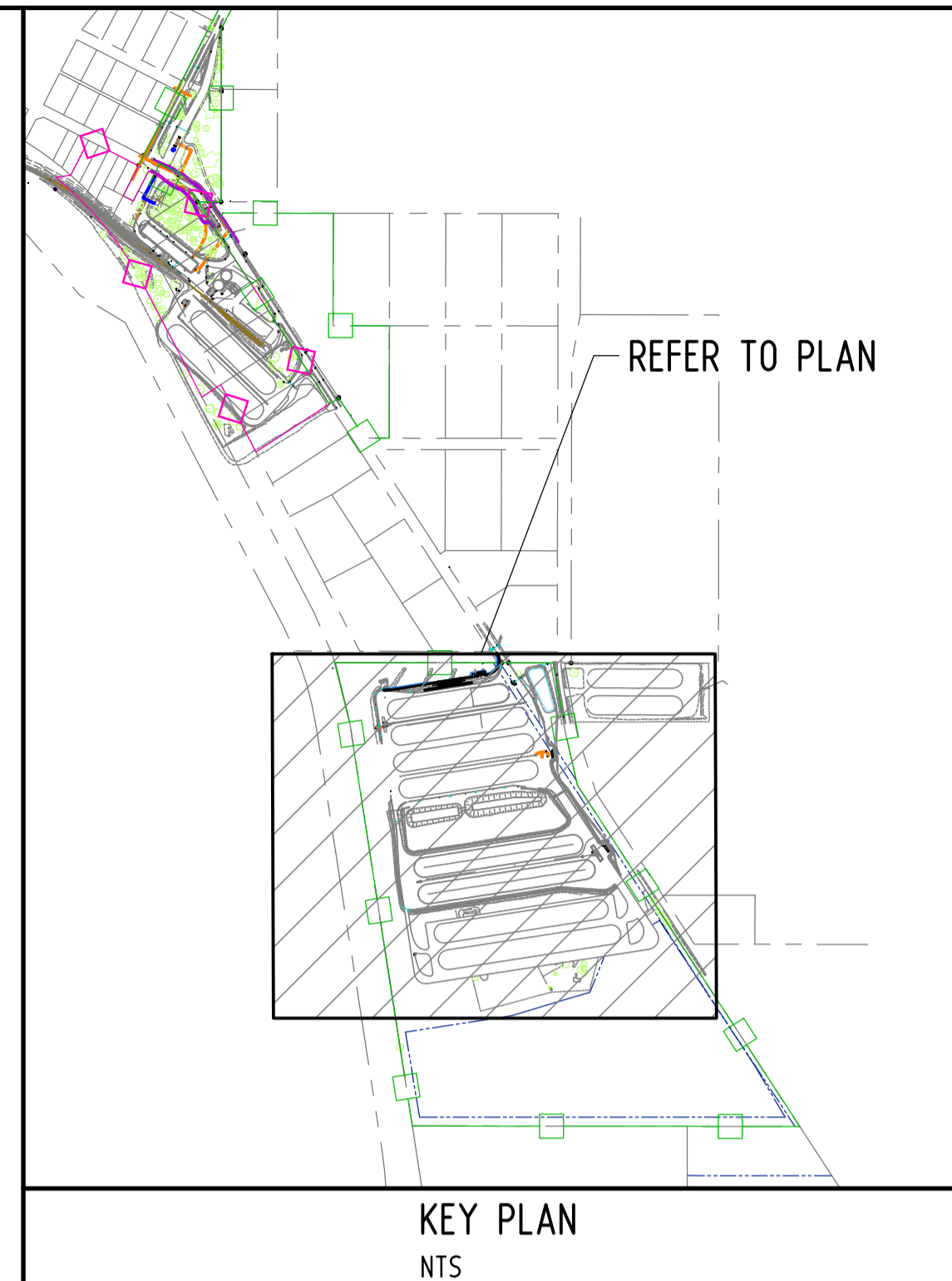
CREDIT CARDS

			Description	Amount
January	14/02/2019	Chief Executive Officer	TV attenae repairs - Sandalwood Villas	56.55
			Apple Store - iPad & cover MFA	1,788.00
			Plants/trees for parks & gardens	221.85
			Monthly Card Fee	4.00
Total CEO				2,070.40
January	14/02/2019	Manager Finance & Administration	Light fittings - 1 Janus St	14.80
			Morning Tea - GSHI meeting	24.99
			Fuel BH000	70.01
			Monthly Card Fee	4.00
Total MFA				113.80
Total Credit Card Purchases				2,184.20

STORAGE CAPACITIES		
EXISTING STORAGE		
'B' TYPE STORAGE		10,900t
'L' TYPE STORAGE	(2 SILOS)	10,000t
STEEL SILOS	(2 SILOS)	2,000t
STEEL LOW FRAMED OPEN BULKHEAD	(01)	20,000t
STEEL LOW FRAMED OPEN BULKHEAD	(02)	28,750t
STEEL INT. FRAMED OPEN BULKHEAD	(03)	5,000t
STEEL LOW FRAMED OPEN BULKHEAD	(05)	20,000t
STEEL LOW FRAMED OPEN BULKHEAD	(06)	25,500t
STEEL LOW FRAMED OPEN BULKHEAD	(07)	25,500t
STEEL LOW FRAMED OPEN BULKHEAD	(08)	25,500t
STEEL LOW FRAMED OPEN BULKHEAD	(10)	30,500t
STEEL LOW FRAMED OPEN BULKHEAD	(11)	32,000t
STEEL INT FRAMED OPEN STORAGE	(12)	37,800t
STEEL INT FRAMED OPEN STORAGE	(13)	39,600t
STEEL LOW FRAMED OPEN BULKHEAD (TEMPORARY)	(98)	25,000t
STEEL LOW FRAMED OPEN BULKHEAD (TEMPORARY)	(99)	25,000t
TOTAL EXISTING STORAGE		363,050t
TOTAL SITE STORAGE		363,050 t

LEGEND	
	TRAFFIC MOVEMENTS (TRUCKS FULL)
	TRAFFIC MOVEMENTS (TRUCKS EMPTY)
	DRAINAGE BASIN
	DRAINAGE (INDICATIVE)
	CULVERT (INDICATIVE)
	CADASTRAL BOUNDARY
	WATERCORP EASEMENT
	EXISTING PROPERTY FENCE
	CBH BOUNDARY
	SANDALWOOD PLANTATION BOUNDARY
	RAIL LINE
	UNDERGROUND POWER
	COMMS CABLE
	OVERHEAD POWER LINES

HATCHING LEGEND	
	AREA OF NEW WORKS 2,600m ²



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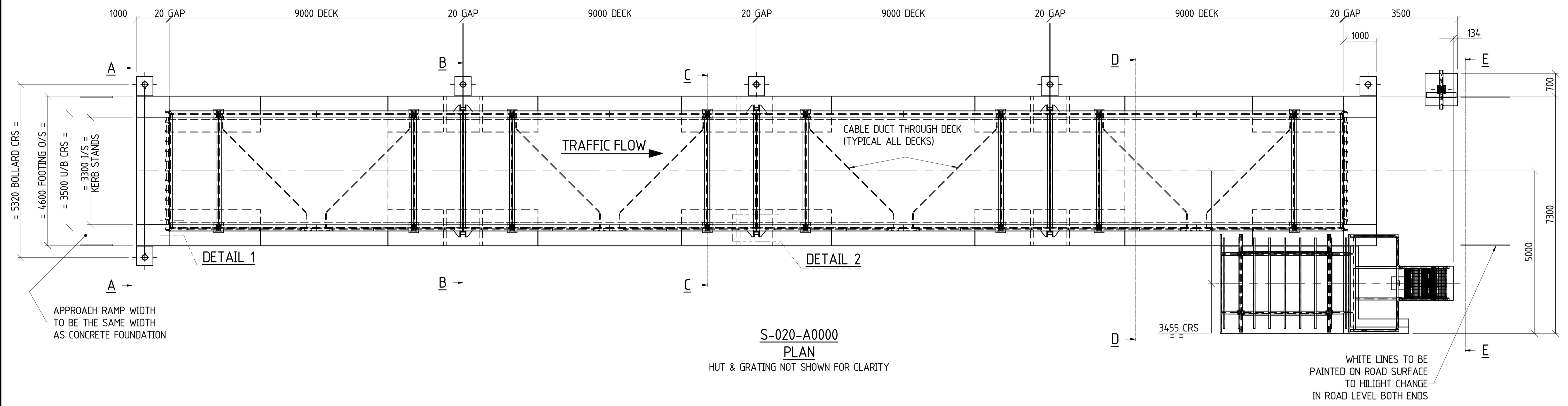
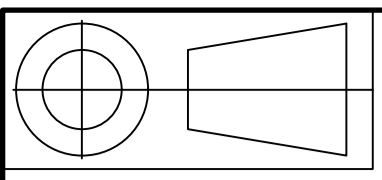


CBH GROUP
30 DELHI STREET
WEST PERTH
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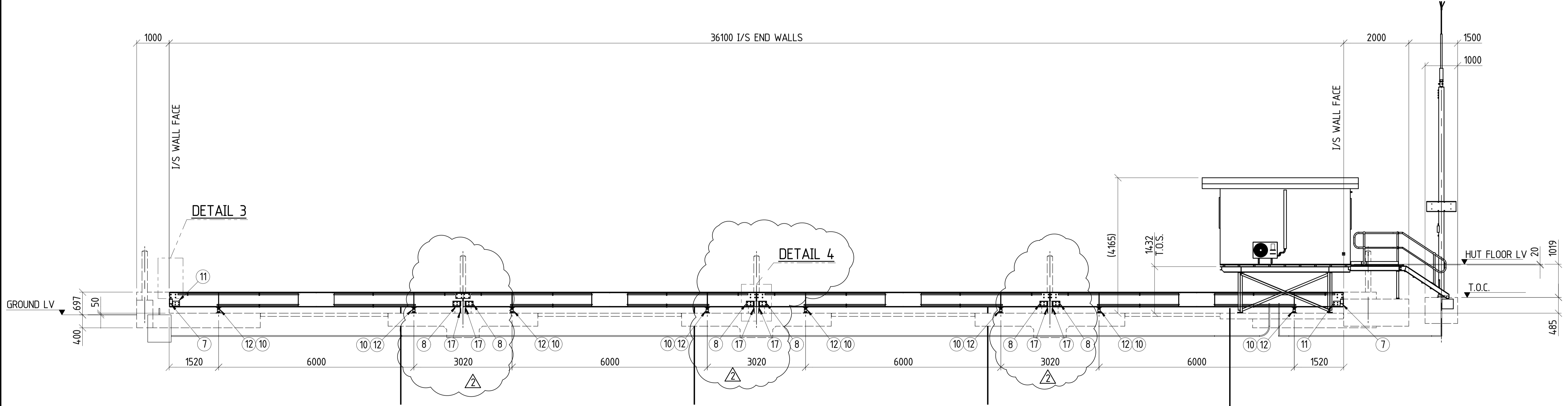
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SCALE	DRAWN	DATE
AS SHOWN	P. Forrest	24.01.19
SHEET	CHECKED	DESIGNED
A1		
PROJECT	DESIGN APPR	PROJECT APPR
M-2749		
CONTRACT No.		

TITLE	DRG No	SHEET	REV.
BROOMEHILL PRE FEASIBILITY STUDY 2019 THROUGHPUT ENHANCEMENT CONCEPTUAL LAYOUT No. 1	558-ENG-CI-DCO-0001	1 OF 1	A



S-020-A0000
PLAN
HUT & GRATING NOT SHOWN FOR CLARITY

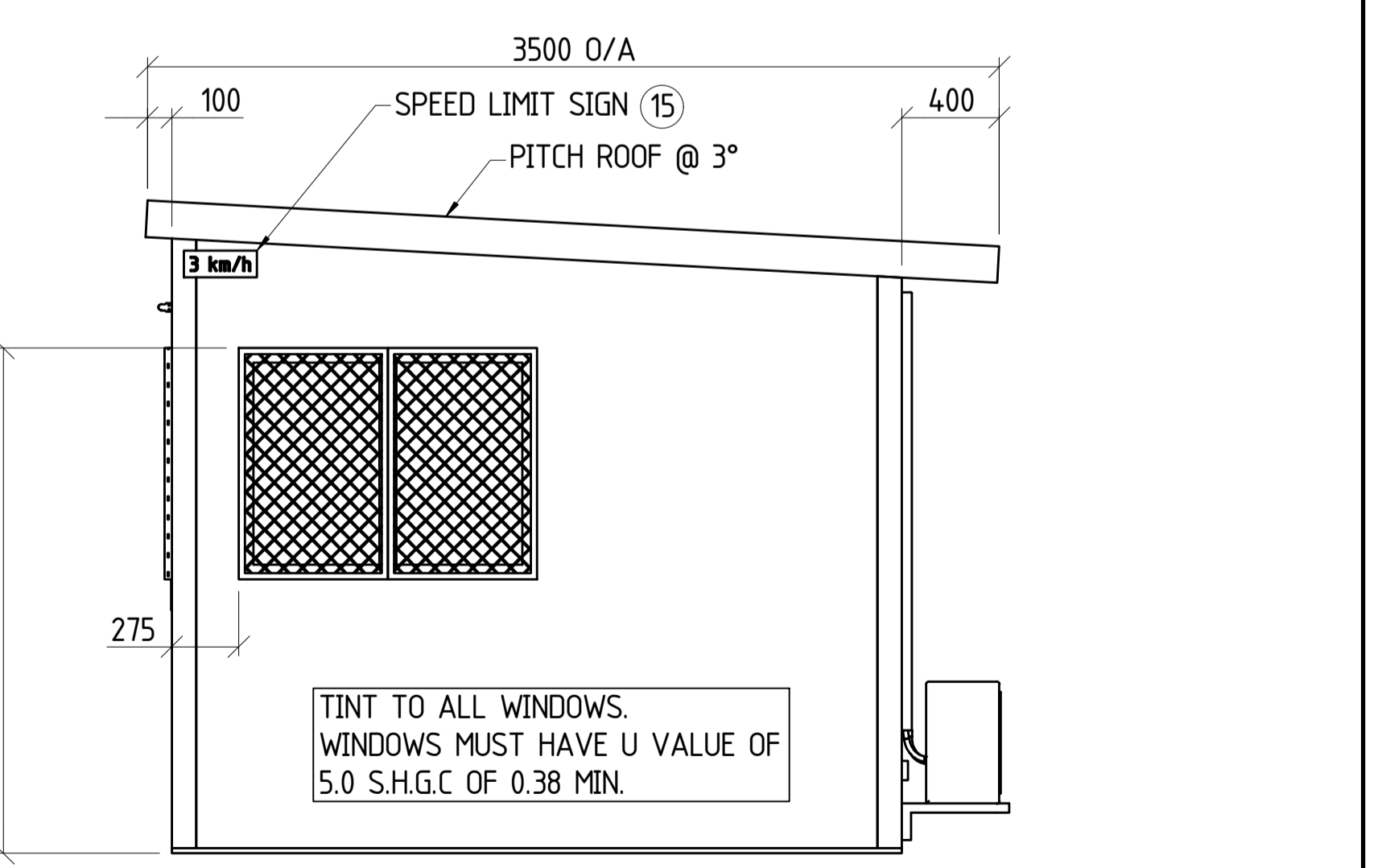
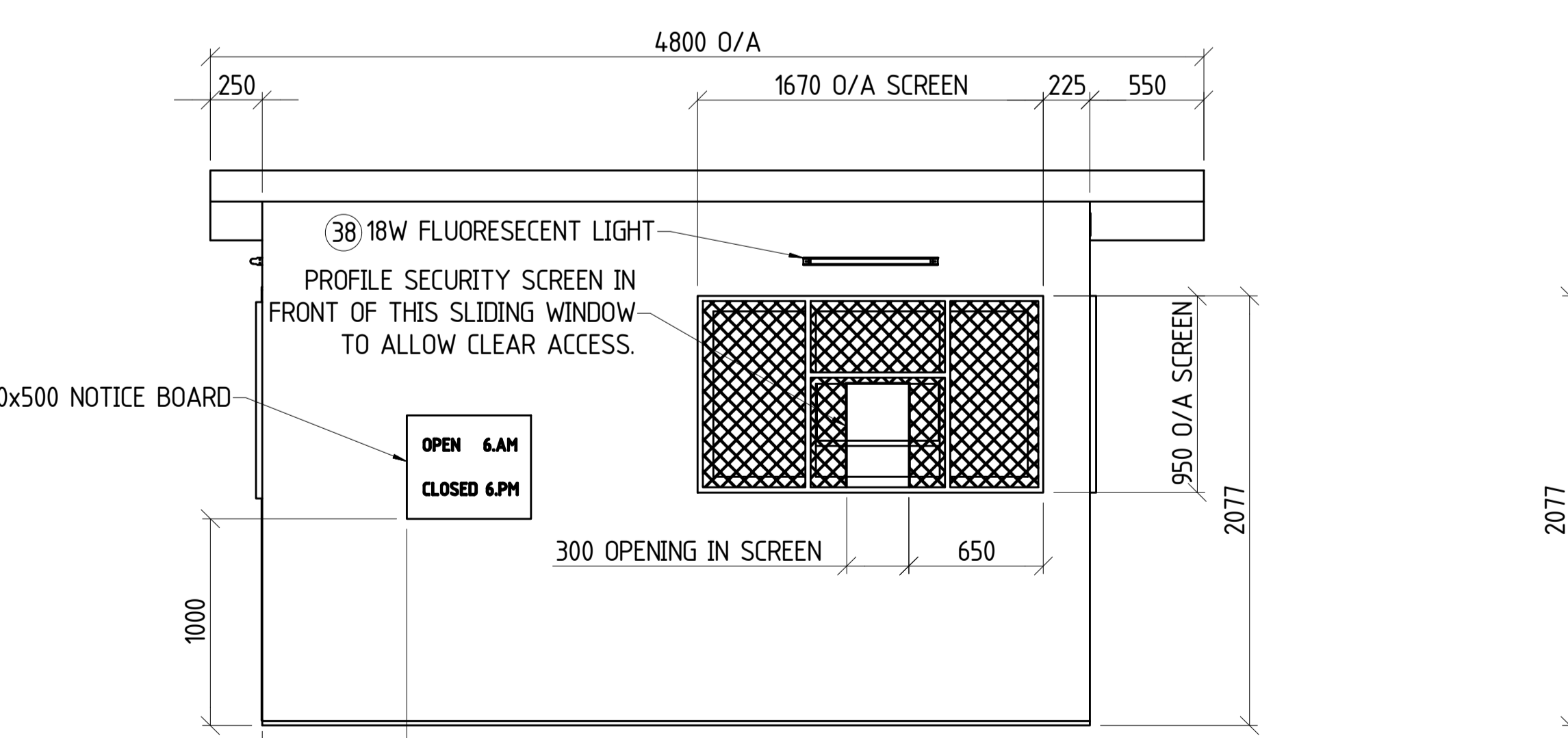
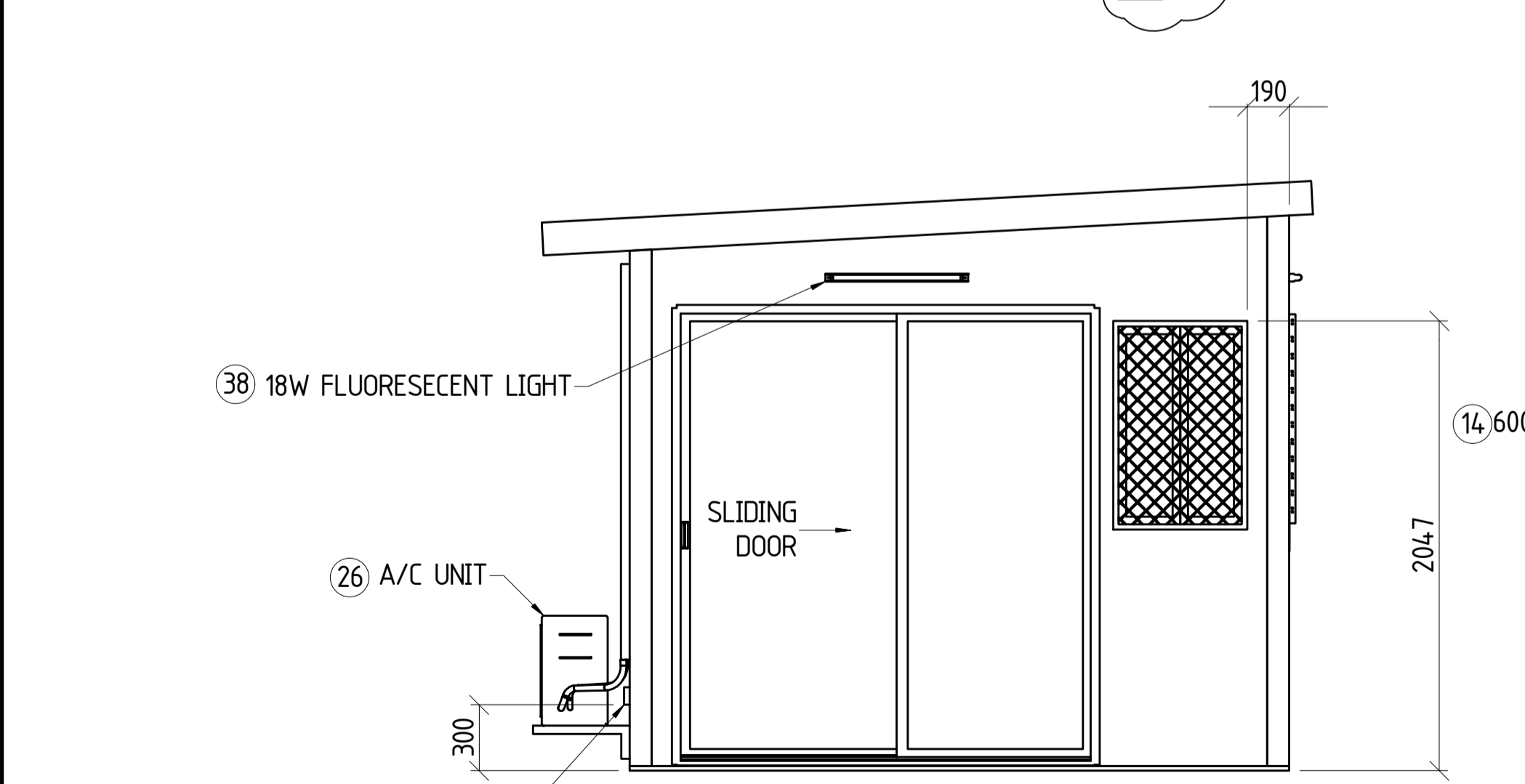
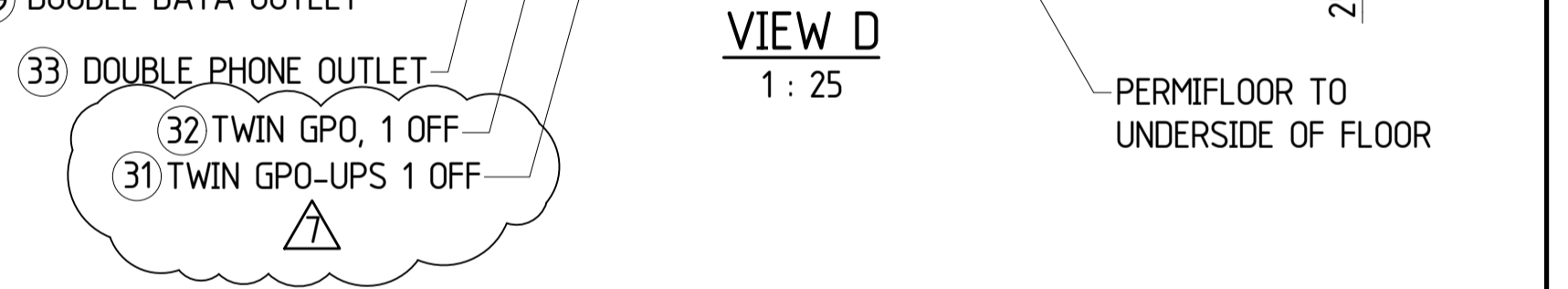
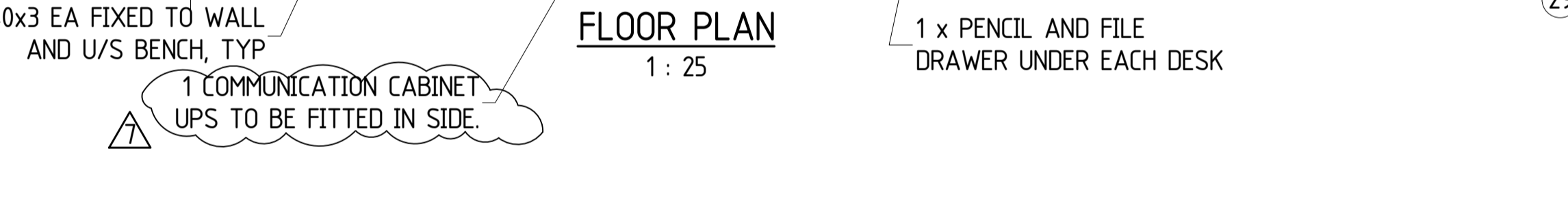
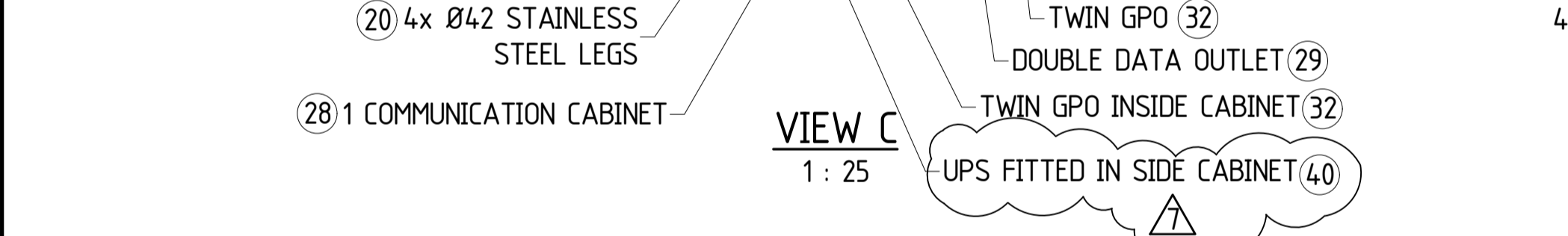
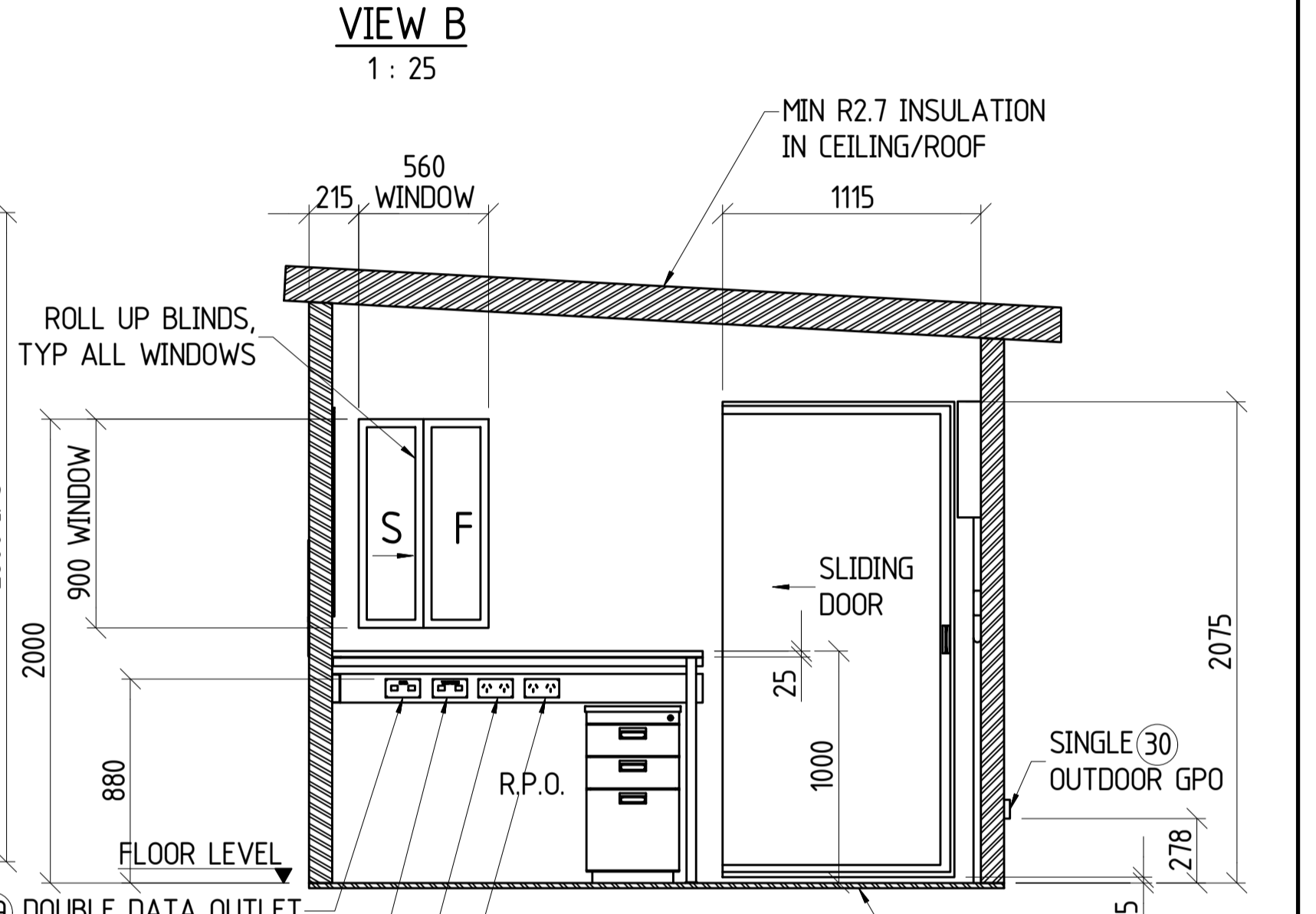
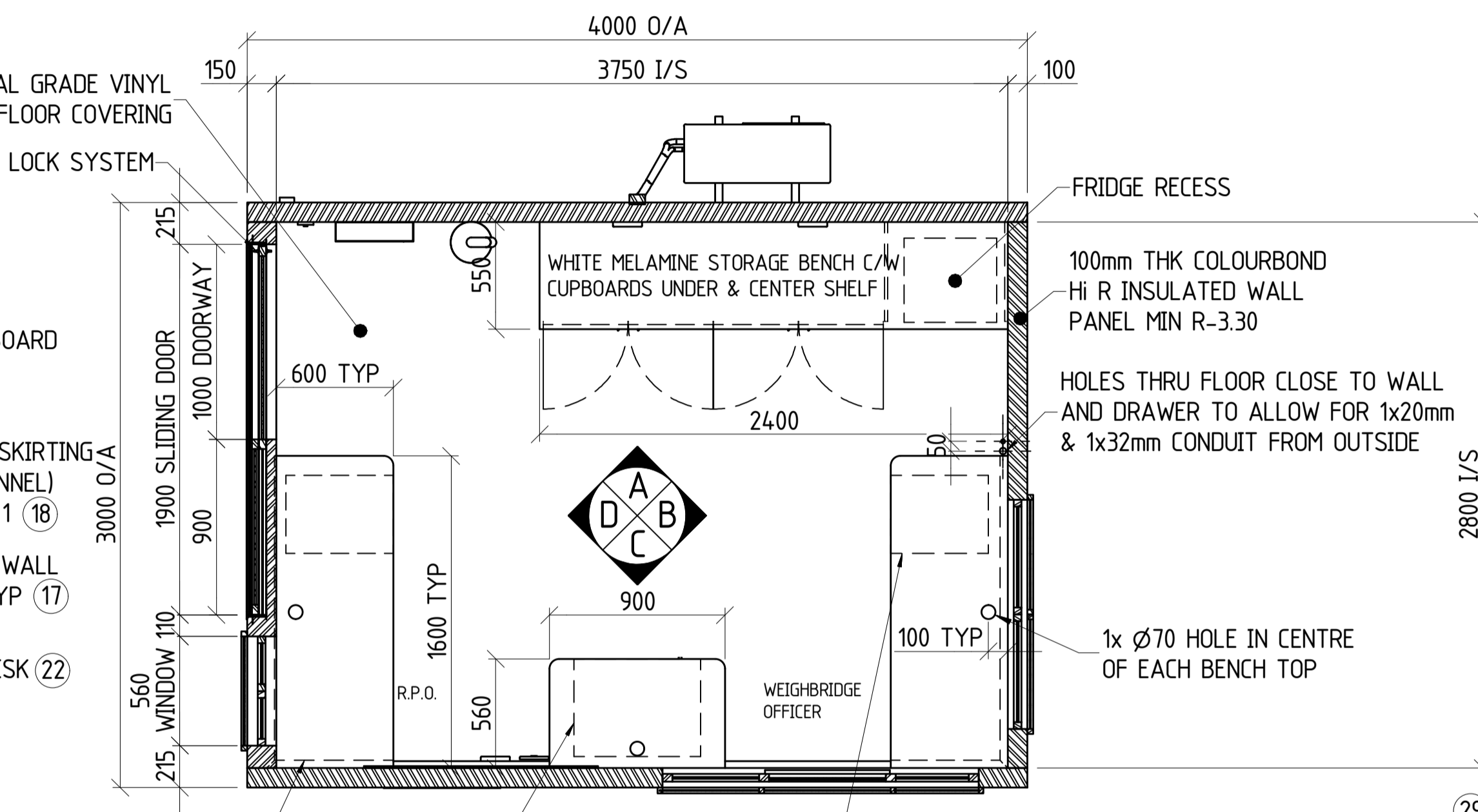
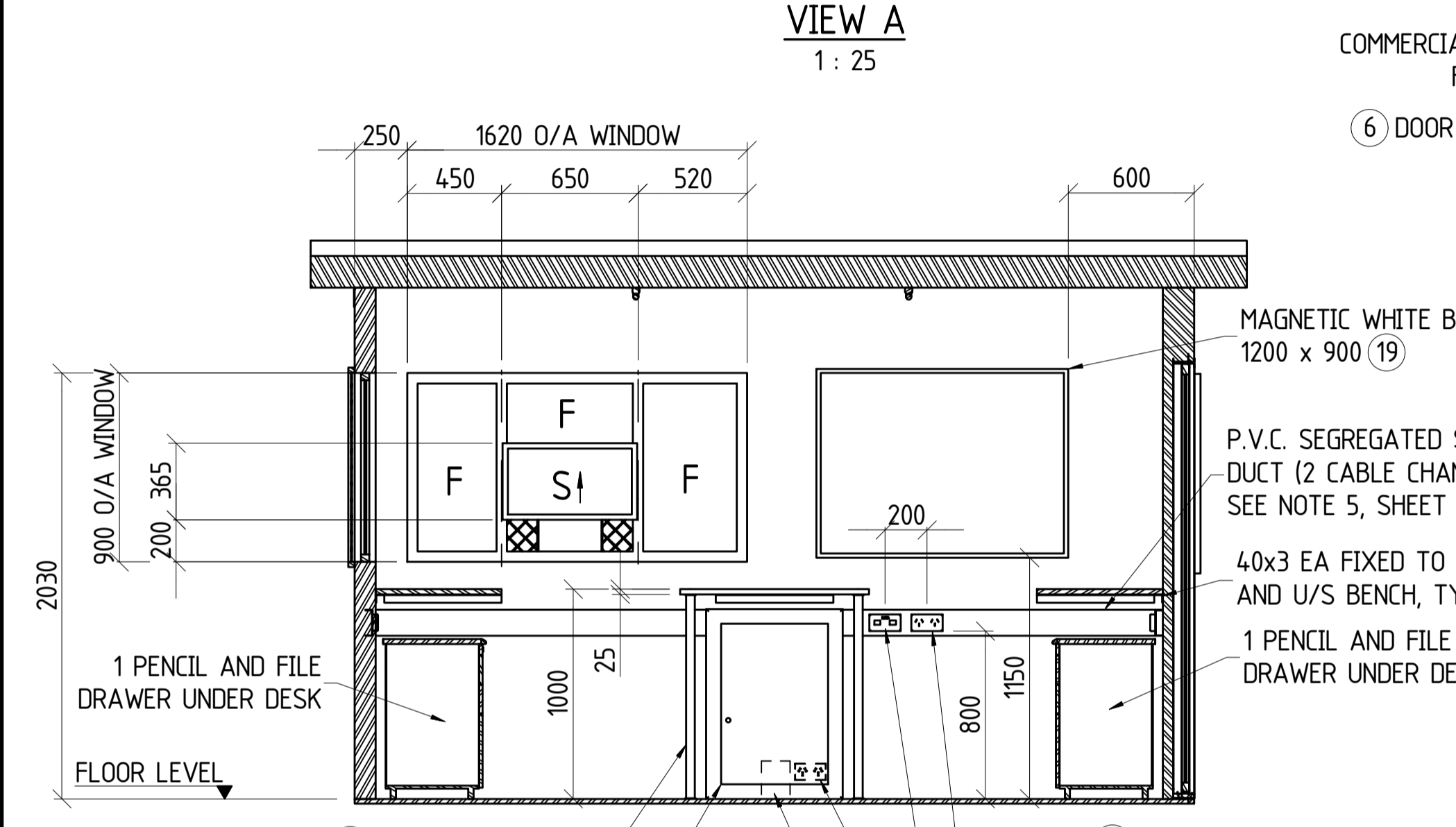
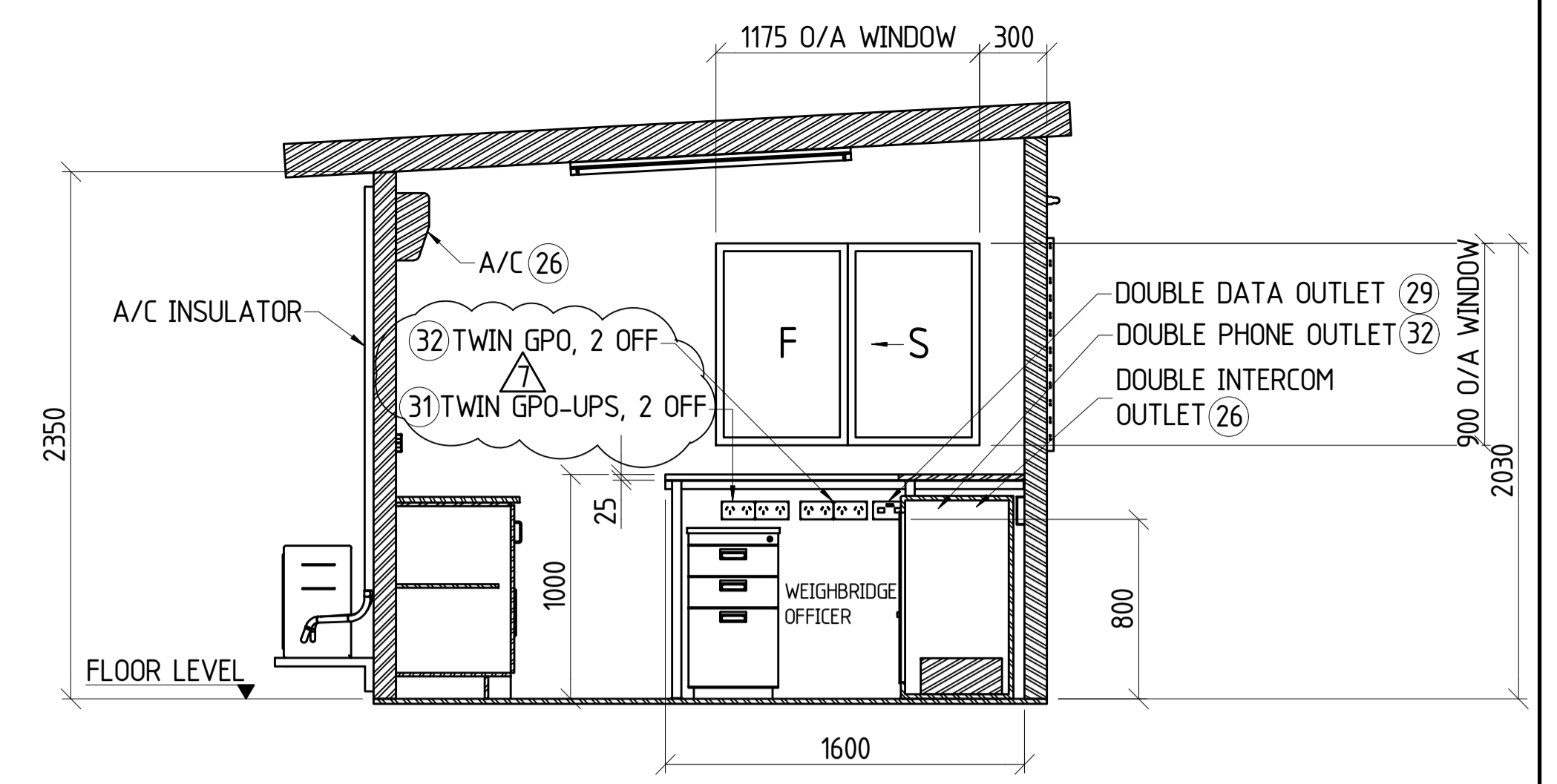
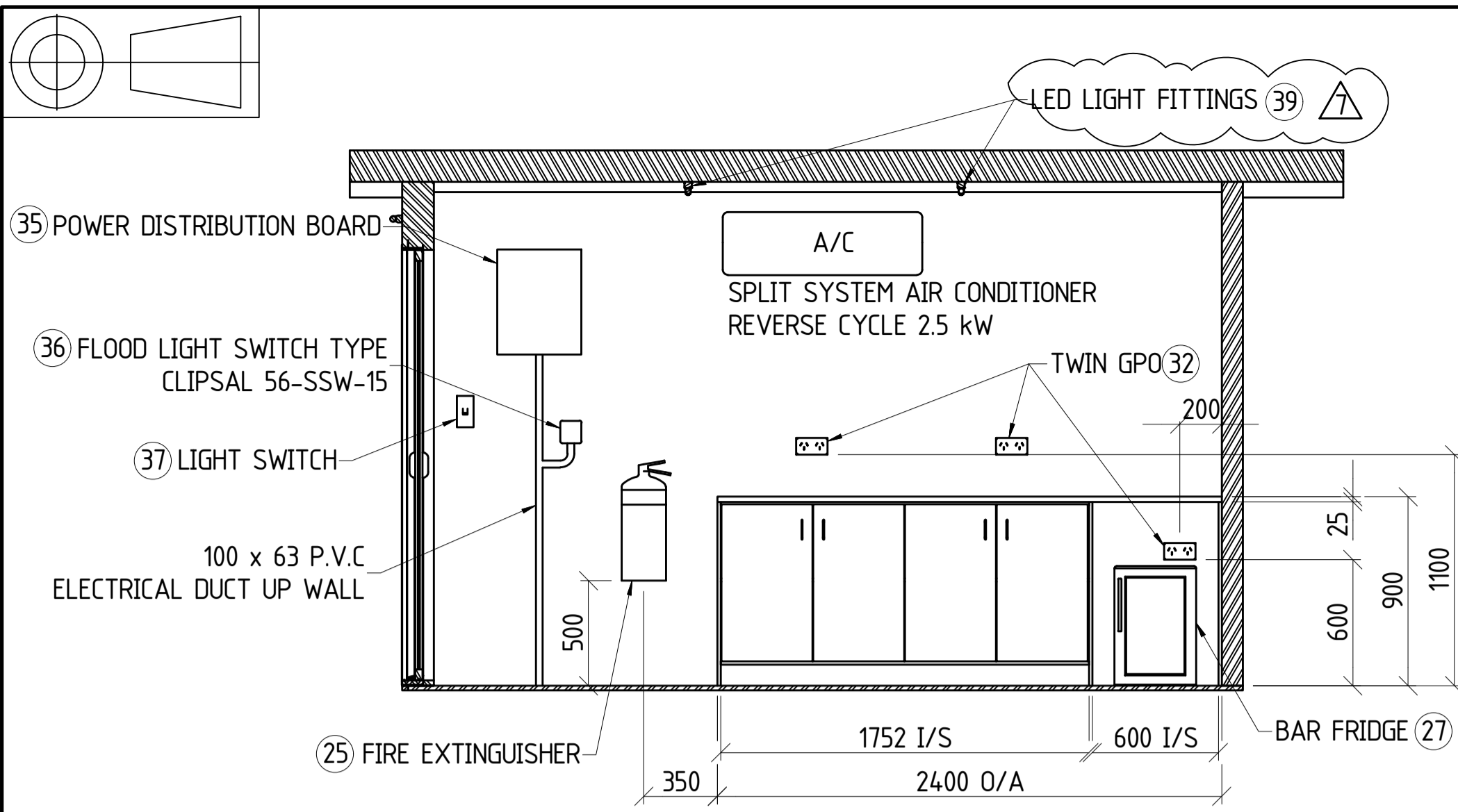


S-020-A0000
ELEVATION
36m ASSEMBLED WEIGHBRIDGE
1:60

REFER TO SHEET 1 FOR PARTS LIST

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		DO NOT SCALE FROM THIS DRAWING - ASK!		REF DRG No.	REFERENCE DRAWING TITLE	REV DATE	REVISIONS	BY CHK APP REV DATE	REVISIONS	BY CHK APP APPROVED	DRAWING No S-020-A0000		SHEET 2 OF 5	REV. 2				

ISSUED FOR PLANNING APPROVAL - 17/10/2017



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BUILDING DESIGN CRITERIA Wind Load - in accordance with AS.1170.2-2011
REGION B, TERRAIN CATEGORY 1, IMPORTANCE LEVEL 2:
 Vu = V500 = 57m/s Ms = 1.0 Mt = 1.0
 Mzcat = 0.99 V Serviceability = 39m/s
 Cpi = -0.3, 0

DESIGN CRITERIA IN ACCORDANCE WITH AS1170.1-2002:
 Imposed Floor Actions (Table 3.1)
Allowable Floor Loads: 3.0kPa Uniformly distributed.
 2.7kN Concentrated load.
Allowable Balcony Loads: 4.0kPa Uniformly distributed.

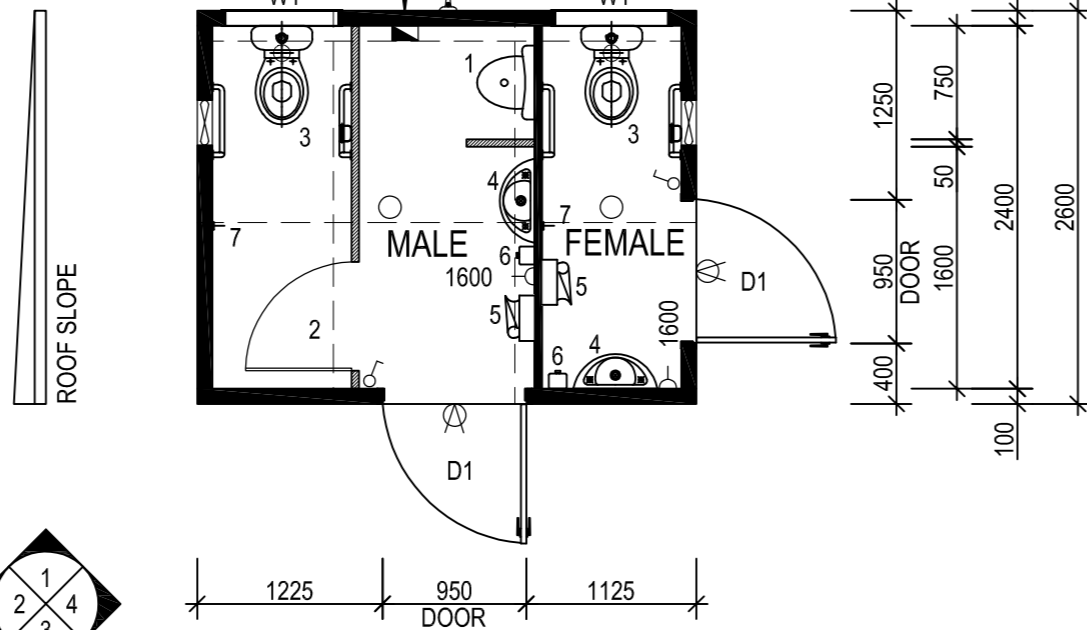
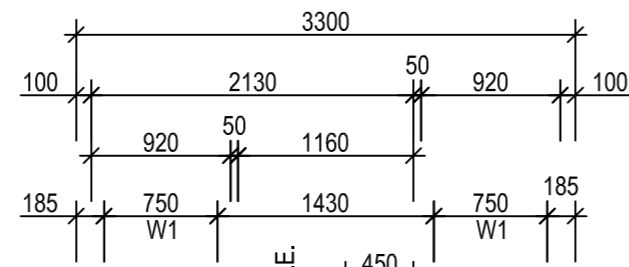
DESIGN CRITERIA IN ACCORDANCE WITH AS1170.4-2007:
 Probability P= 1/500 (Table 3.1)
 Kp = 1.0 (Table 3.1)
 Site hazard factor Z allowed = 0.09 (Figure 3.2(C))
 Earthquake design category = EDC II as per Table 2.1

REGION B WINDOWS DESIGN CRITERIA TO AS 2047:
For residential and commercial buildings (Clause 2.3.2):
 1. Serviceability pressure:
 General - 1110Pa, up to 600mm from corner - 1190Pa
 2. Ultimate strength pressure:
 General - 2290Pa, up to 600mm from corner - 2450Pa
 3. Water penetration resistance pressure:
 Non-Exposed - 200Pa, Exposed - 300Pa

THE ENTIRE ROOF AND WALL ASSEMBLIES, THEIR CONNECTIONS & IMMEDIATE SUPPORTING MEMBERS HAVE BEEN DESIGNED SO AS TO BE CAPABLE OF REMAINING IN POSITION NOTWITHSTANDING ANY PERMANENT DISTORTION, FRACTURE OR DAMAGE THAT MIGHT OCCUR IN ACCORDANCE WITH NCC VOLUME 1, SPECIFICATION B1.2 OR VOLUME 2, PART 2.1.1(b) AND 3.10.1 HIGH WIND AREAS (IF APPLICABLE)

ALL REFERENCED STANDARDS TO BE THE CURRENT VERSION AT THE TIME OF CONSTRUCTION

Built To: NCC CLASS 10a BUILDING
CLIMATE ZONE 5



FLOOR PLAN
 SCALE 1:50

ELECTRICAL LEGEND		
DESCRIPTION	QTY	
CIRCUIT BREAKER BOARD : (POINT of ENTRY)	1	
SWITCH : LIGHT : SINGLE	2	
SWITCH : PHOTO-ELECTRIC : (PE CELL)	1	
LIGHT : OYSTER FITTING	2	
LIGHT : EXTERNAL BULKHEAD : W/PROOF	2	
GPO : 10 AMP SINGLE : HEIGHT SHOWN	2	
FAN : EXHAUST : WALL MOUNTED	2	
FIRE LEGEND		
DESCRIPTION	QTY	

EXTERNAL DIMENSIONS	- 3.30m x 2.60m = 8.58m ²
INTERNAL DIMENSIONS	- 3.10m x 2.40m = 7.44m ²
MALE TOILET	- 2.13m x 2.40m = 5.11m ²
FEMALE TOILET	- 0.92m x 2.40m = 2.21m ²
CEILING HEIGHT - 2.400m	

BUILD SHORT SPECIFICATION - TO CURRENT NCC		
•	CHASSIS - STEEL BEAMS c/w GALV. JOISTS 75 x 40 CEE SECTIONS @ MAX 400 CTRS	
•	CHASSIS PAINT SPEC. - 425 ZINC PHOSPHATE PRIMER, 2 COATS ALKYD PRIMER WET ON WET - BLACK - FOR CORROSION INHIBITION	
•	FLOORING - 22mm T&G AQUATITE TERMITE TREATED PARTICLE BOARD	
•	FLOOR COVERING - 2.0mm VINYL FLOOR FINISH c/w 100mm HIGH COVING - refer colour schedule	
•	EXTERNAL WALLS - 100mm EPS CORE PANEL, R2.8 RATING c/w 0.6mm COLORBOND facings - refer colour schedule	
•	INTERNAL WALLS - 50mm PANEL c/w 0.4mm COLORBOND facings - refer colour schedule	
•	ROOF INSULATION - R2.5 EARTHWOOL BATTS between ceiling joists with IST55	
•	ANTI-CONDENSATION BLANKET under roof sheets	
•	ROOF & CEILING FRAME - GALV. STEEL FRAMEWORK	
•	ROOF CLADDING - SUPERDEK OR EQUIVALENT SHEETING - refer colour schedule	
•	CEILING - PRE-FINISHED PLYWOOD c/w ALUMINIUM CORNICE - refer colour schedule	
•	ROOF FLASHINGS & CORNER TRIMS - COLORBOND - refer colour schedule	
•	DOOR FRAMES - METAL POWDERCOATED FINISH - refer colour schedule	

DOOR & WINDOW SCHEDULE

No.	DESCRIPTION	QTY
D1	2040h x 920w PLAIN METAL CLAD EXTERNAL DOOR c/w LEVER HANDLE ENTRANCE LOCKSET	2
W1	350h x 750w FIXED OBSCURED WINDOW	2

EQUIPMENT LIST

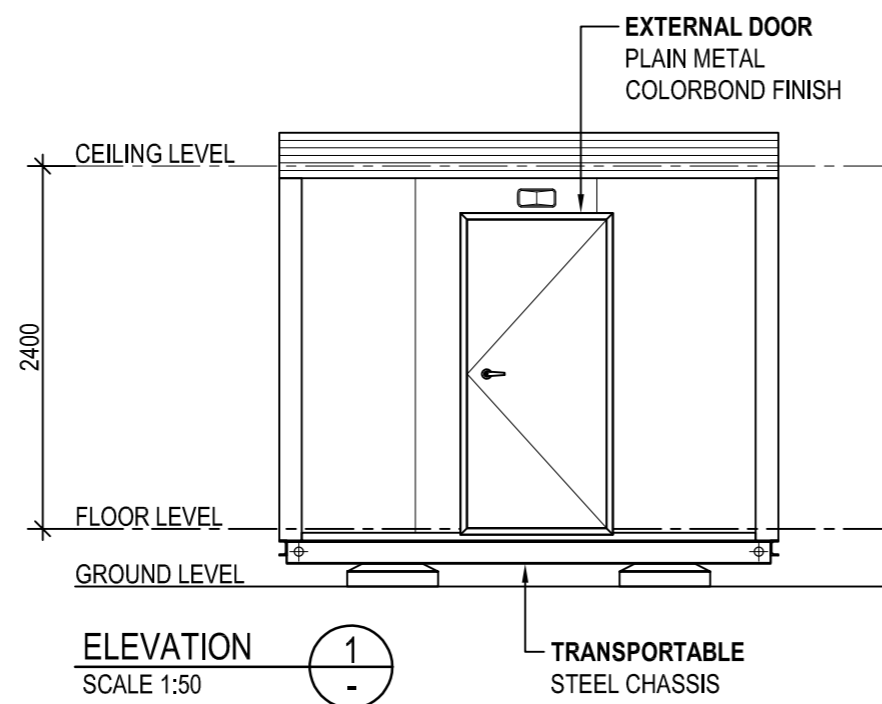
No.	DESCRIPTION	QTY
1	SINGLE S/STEEL WALL MOUNTED URINAL c/w CISTERN	1
2	MINIMUM 900mm WIDE CUBICLE c/w 720 WIDE CUBICLE DOOR & INDICATOR BOLT - COMPLIANT WITH AS1428.1	1
3	TOILET AMBULANT PAN c/w DUAL FLUSH CISTERN, TOILET PAPER HOLDER & 450x450 S/STEEL GRAB RAILS - INSTALLED TO AS1428.1-2009	1
4	CAROMA COMPACT WALL MOUNTED HAND BASIN c/w MIRROR OVER	2
5	WALL MOUNTED PAPER TOWEL HOLDER	2
6	WALL MOUNTED LIQUID SOAP DISPENSER	2
7	COAT HOOK	2

COLOUR SCHEDULE

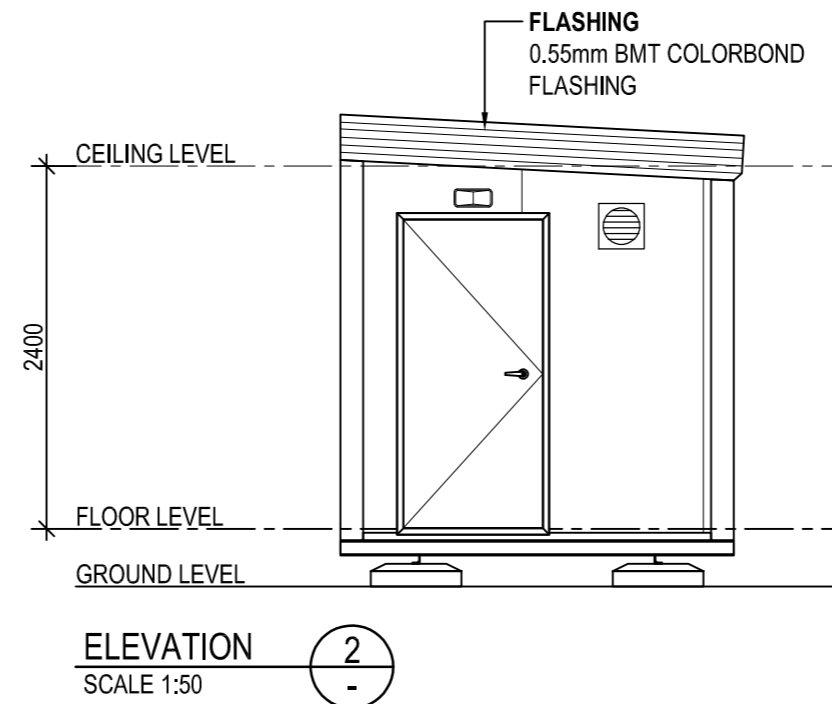
ROOF DECKING	- ZINCALUME
ROOF FLASHING	- DEEP OCEAN
EXTERNAL WALLS / FLASHINGS	- PAPER BARK
INTERNAL WALLS	- SURFMIST
EXTERNAL DOORS	- PAPER BARK
WINDOW / DOOR FRAMES	- DEEP OCEAN
CEILING	- MIRAGE PEARL
VINYL	- WOODLAND GREY
LOGOS	- YES
BASE CHANNEL	- BLACK

NOTE:

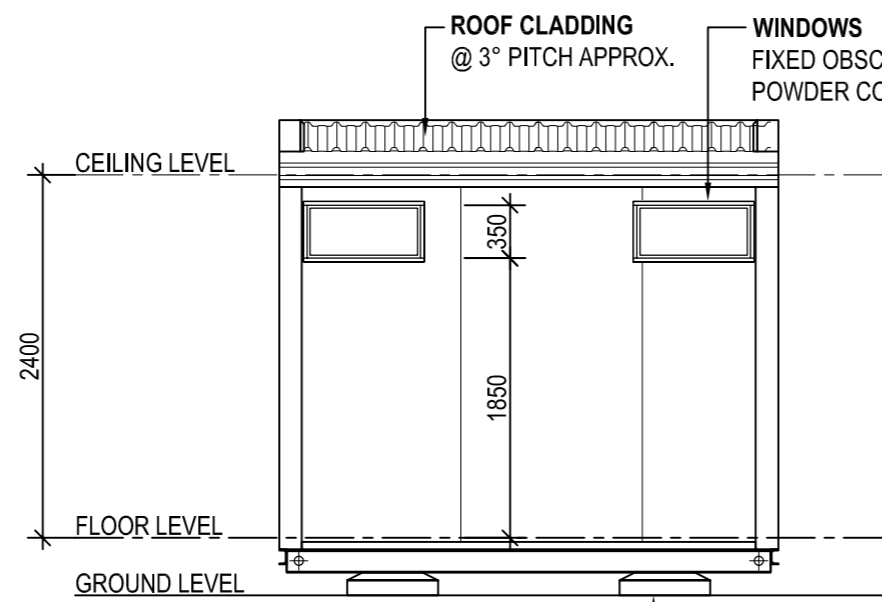
- WALL MOUNTED EXHAUST FANS TO BE FITTED WITH INSECT SCREENS
- BUILDING TO HAVE TIE DOWNS AND ANCHORS TO MEET WIND REGION A4



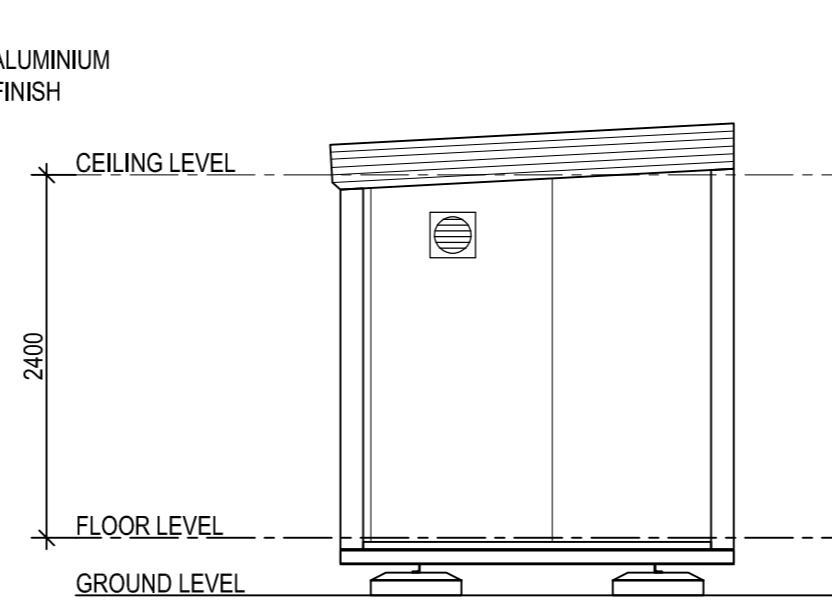
ELEVATION 1
 SCALE 1:50



ELEVATION 2
 SCALE 1:50



ELEVATION 3
 SCALE 1:50



ELEVATION 4
 SCALE 1:50

FLEETWOOD PORTABLES
AS BUILT
 Signature..... K. POLLIE.....

NOTE (PREVIOUS JOB No. P4855-31)

REV	DESCRIPTION	DRWN	CHKD	DATE
1	AS BUILT	KP		23.04.18
0	ISSUED FOR PRODUCTION	AP		08.01.18
D	ISSUED FOR EEF REPORT	AP		02.11.17
C	ISSUE FOR APPROVAL	SM	AP	15/09/15
B	CORRECTIONS TO LEGENDS, SHORT SPEC & AREAS	RG	AP	09/09/15
A	ISSUE FOR APPROVAL	AP		14.07.15

Fleetwood
 1202 ABERNETHY RD, PERTH AIRPORT, WA 6105
 PH: (08) 9281 7500 FAX: (08) 9281 7580
 WEBSITE: www.fleetwood.com.au

CLIENT:	ILUKA RESOURCES		
LOCATION:	CATABY, WA		
BUILDING:	MALE / FEMALE TOILET 3.3m x 2.6m		
TITLE:	FLOOR PLAN & ELEVATIONS		
QUOTE NUMBER	DRWG NUMBER	JOB NUMBER	REVISION
SQ10172-B20	A-101	P4946-47	1

EARTHWORKS SETOUT POINTS

(EDGE OF ASPHALT AND OUTER EDGE OF BULKHEAD FRAME)

POINT	NORTHING	EASTING	RL
P01	352399.360	62359.050	323.800
P02	352400.368	62369.977	323.626
P03	352424.871	62526.668	321.956
P04	352430.361	62526.821	321.905
P05	352432.292	62531.171	321.740
P06	352427.111	62540.993	321.670
P07	352427.864	62545.673	321.575
P08	352464.921	62562.434	321.211

DRAIN SETOUT POINTS

POINT	NORTHING	EASTING	RL
D01	352402.485	62360.268	323.195
D02	352403.142	62367.069	323.174
D03	352404.421	62373.607	323.143
D04	352406.977	62383.275	322.988
D05	352408.628	62390.561	322.871
D06	352426.013	62501.735	321.502
D07	352429.553	62512.345	321.318
D08	352430.858	62514.477	321.275
D09	352435.132	62525.190	321.075
D10	352438.104	62544.103	320.862
D11	352463.664	62557.555	320.582
D12	352405.805	62401.510	323.321
D13	352412.294	62443.006	322.819
D14	352436.259	62559.221	321.411

SURVEY BENCH MARK

(REFER SITE KEY PLAN ON DRAWING 558-ENG-CI-DGA-0001)

NUMBER	NORTHING	EASTING	RL
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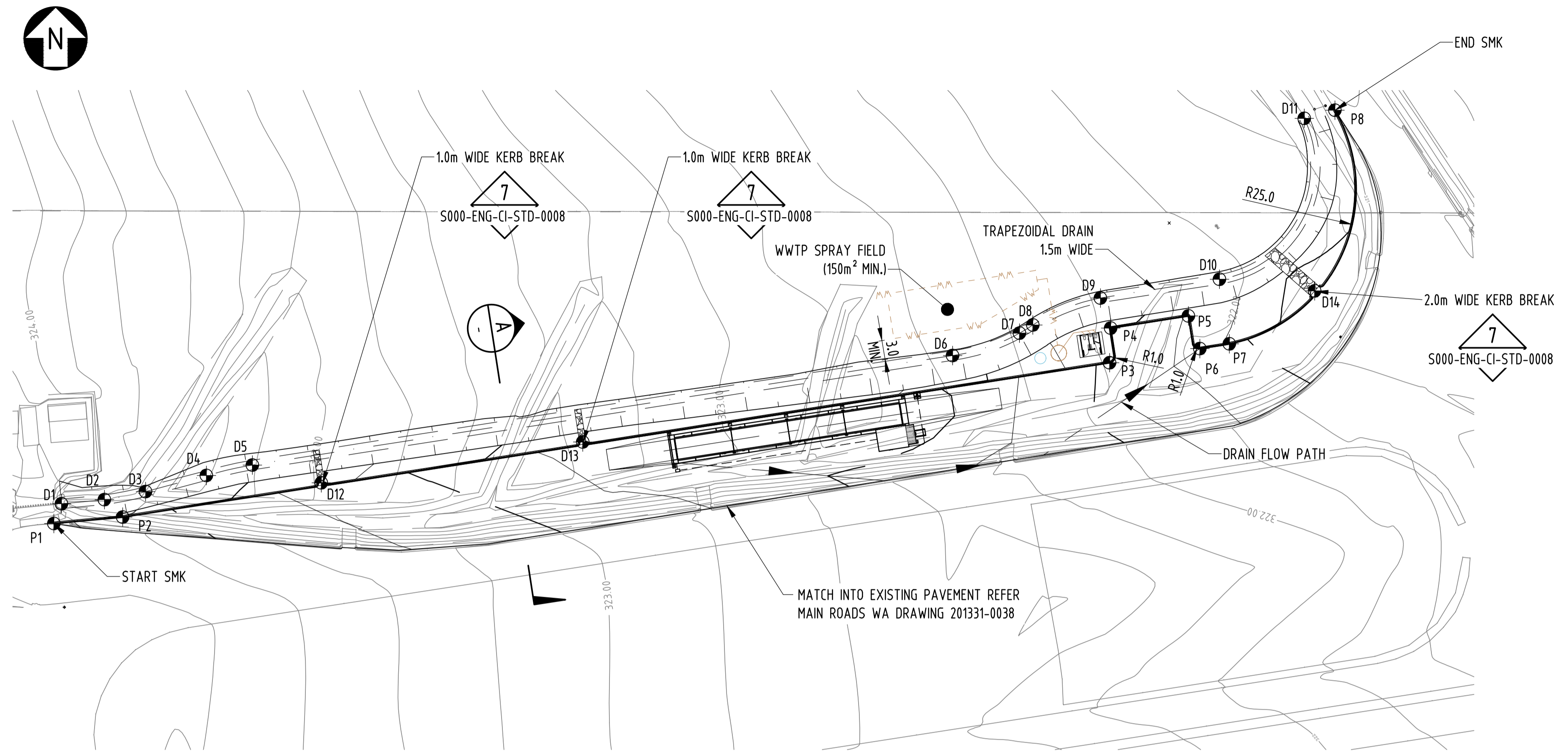
NOTES

- REFER DRAWING 558-ENG-CI-DGA-0001 FOR NOTES
- REFER DRAWING 558-ENG-CI-DAL-0004 FOR PAVEMENT DETAILS

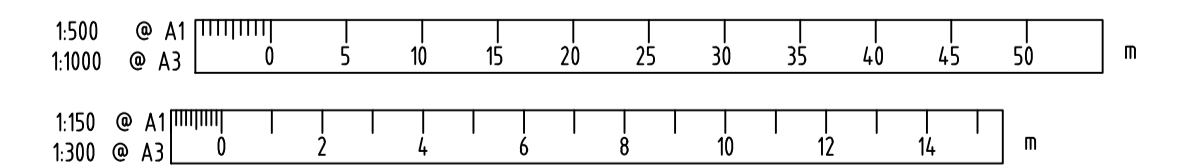
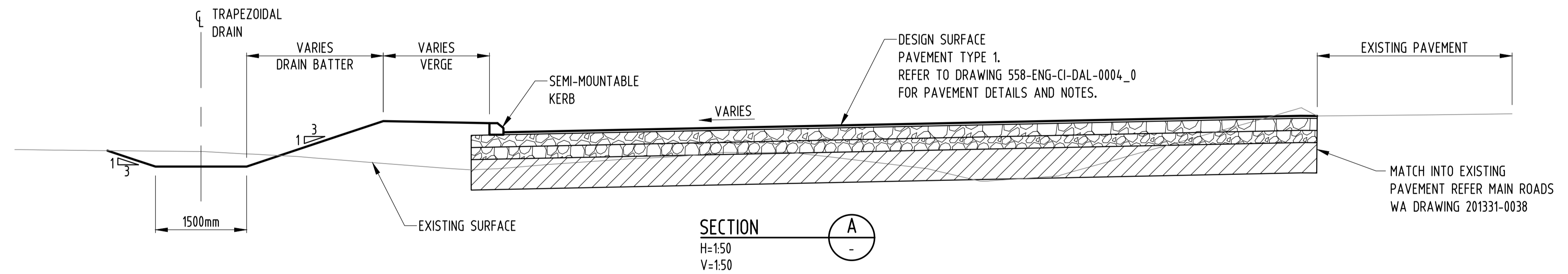
PRELIMINARY ISSUE

DO NOT USE FOR CONSTRUCTION

DATE 22-Feb-19



PLAN
SCALE 1:500



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DO NOT SCALE FROM THIS DRAWING



McDowall Affleck

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PO Box 1071 Midland WA 6196
T +618 9276 6444 F +618 9250 3433
E mcad@mcad.com.au W www.mcdowallaffleck.com.au

McDOWALL AFFLECK PROJECT NUMBER: 15945

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
S000-ENG-CI-STD-0007	STORMWATER DRAINAGE						
S000-ENG-CI-STD-0008	STORMWATER DRAINAGE						
A	22/02/2019	ISSUED AS CHECK PRINT AND FOR REVIEW			RDJ	VT	HM

SCALE	DRAWN	DATE
AS SHOWN	R DE JONG	22/02/2019
SHEET	CHECKED	DATE
A1	V TRAN	22/02/2019
PROJECT	DESIGNED	DATE
M-2749	R DE JONG	22/02/2019
CONTRACT No.	DESIGN APPR	DATE
	V TRAN	22/02/2019
	PROJECT APPR	DATE
	H MILLEN	22/02/2019

TITLE	DRG No	SHEET	REV.
BROOMEHILL SITE DEVELOPMENT WEIGHBRIDGE - 36m ENLARGEMENT 1 - SETOUT POINTS & LEVELS	558-ENG-CI-DAL-0007	1 OF 1	A



2820

2822

Landgate

Landgate

farm laneway

500 metres

Proposed new shed

Beejenup Road

Landgate

Landgate

Landgate

Landgate

Landgate

Landgate

Landgate

PROPOSED SHED
LOT 6080
BEEJENUP ROAD
TOOLBRUNUP

Honours Program 2019

Policy



WALGA recognises service to Local Government by the award of the following Honours:

- Local Government Medal
- Life Membership
- Eminent Service Award (previously Certificate of Appreciation)
- Long and Loyal Service Award
- Merit Award (previously Distinguished Service Award)
- Local Government Distinguished Officers Award

LOCAL GOVERNMENT MEDAL

FOR OUTSTANDING ACHIEVEMENT AND CONTRIBUTION TO THE LOCAL GOVERNMENT SECTOR / WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

ELIGIBILITY:

- President of the Association
- As a State Councillor
- As an Elected Member

PRESENTED IN RECOGNITION OF:

- Exceptional service which advances the goals of WALGA and / or the Local Government sector;
- Exemplary character and ongoing championing of the Local Government sector;
- The personal contribution given in pursuit of benefits for the community within the concept of Local Government;
- Outstanding achievements and/or significant contributions, both professionally and personally, in the advancement of the position and value of the Western Australian Local Government Association and/or Local Government within the wider community; and,

These key factors form the basis for the selection of recipients and will be applied in the nomination and selection process.

PRIVILEGES

- Local Government Medal, Certificate and Lapel Pin
- Complimentary registration at Association Conferences, but not including travelling, accommodation, meals or functions
- Automatic nomination for Australian Honours/Western Australia Week Awards

LIFE MEMBERSHIP

FOR LONG AND OUTSTANDING SERVICE TO THE ASSOCIATION AND TO THE LOCAL GOVERNMENT SECTOR

ELIGIBILITY:

- As a State Councillor
- Years of service to the Association and to Local Government for a minimum of two election terms (i.e. 8 years).
- As an employee of the Association or a Member Local Government for a minimum of 15 years.

PRESENTED IN RECOGNITION OF:

- For long and outstanding service to the Association and to the Local Government sector.
- For significant achievement and/or active involvement in intergovernmental relations as a State Councillor.

PRIVILEGES

- Certificate of Life Membership and Lapel Pin
- Complimentary registration at Association Conference, but not including travelling, accommodation, meals or functions
- Complimentary subscription to Local Government News and Western Councillor.

EMINENT SERVICE AWARD

FOR PERSONAL COMMITMENT, EMINENT SERVICE AND CONTRIBUTION TO THE LOCAL GOVERNMENT SECTOR OR THE ASSOCIATION:

ELIGIBILITY:

- As a President or Mayor
- As a State Councillor
- As an Elected Member or employee of the Association or a Member Local Government
- As an employee of a Government Agency

PRESENTED IN RECOGNITION OF:

- Notable contribution to the Association and/or the Local Government sector.

PRIVILEGES

- Eminent Service Award - Certificate

LONG AND LOYAL SERVICE AWARD

FOR LONG SERVICE OF A HIGH DEGREE TO LOCAL GOVERNMENT, THE LOCAL GOVERNMENT SECTOR OR THE ASSOCIATION:

ELIGIBILITY:

- As a State Councillor for 8 or more years
- As an Elected Member for 12 or more years

PRESENTED IN RECOGNITION OF:

- Outstanding service to the Association, Local Government, and/or the Local Government sector.
- Long and loyal service to the Association, Local Government, and/or the Local Government sector.

NB: This award is for outstanding long and loyal service from Elected Members that have at least served 12 years.

PRIVILEGES

- Long and Loyal Service Award – Certificate

MERIT AWARD

FOR DISTINGUISHED SERVICE TO THE COMMUNITY THROUGH THE LOCAL GOVERNMENT OF THE CITY/SHIRE/TOWN OF _____

ELIGIBILITY:

- As an Elected Member
- Must have served for 4 years or more

PRESENTED IN RECOGNITION OF:

- Committed and dedicated to the pursuit of achievement for the community of a Local Government.

PRIVILEGES

- Local Government Merit Award – Certificate

LOCAL GOVERNMENT DISTINGUISHED OFFICER AWARD

FOR OUTSTANDING CONTRIBUTIONS MADE EMPLOYEES OF MEMBER LOCAL GOVERNMENTS TO THE LOCAL GOVERNMENT SECTOR:

PRESENTED IN RECOGNITION OF:

- Demonstrating outstanding contributions to the Local Government sector.
- Leading by example, sustainable performance and highlights best practice operations for the sector
- Outstanding achievements, both professionally and personally, in the advancement of the Local Government sector.

PRIVILEGES

- Local Government Officer Award - Certificate

State Councillors, Zones and Member Local Governments are eligible to nominate officers for this category.

WHO CAN NOMINATE FOR AWARDS?

Nominations for awards within the WALGA Honours program can be made by the following nominators:

- **Local Government Medal** - Available for nomination by State Council Members and Member Local Governments with a co-sign by a State Councillor.
- **Life Membership** - Available for nomination by State Council Members and Member Local Governments
- **Eminent Service Award** - Available for nomination by State Council Members and Member Local Governments
- **Long and Loyal Service Award** - Available for nomination by State Council Members and Member Local Governments
- **Merit Award** - Available for nomination by State Council Members and Member Local Governments
- **Local Government Distinguished Officer Award** - Available for nomination by State Council Members and Member Local Governments

PLEASE NOTE:

State Council Members are those individuals elected to the State Council of WALGA and that nominations submitted by State Council Members do not require supporting signatures.

Eligibility to nominate persons for Honours varies between award categories. Reference should be made to the nominating authority section of the 2019 nomination forms to ensure that an eligible nominator has been identified to support the nomination.

Nominations by Member Local Governments require that the Local Government is a Member of the WA Local Government Association (WALGA). The support of the nominator (who must be an Elected Member) plus two other Elected Members is required and the nomination must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to the Association.

In the case of the Local Government Distinguished Officer Award the final sign-off should be performed by the Mayor or President of the Local Government.

WHO CAN BE NOMINATED FOR AN AWARD?

Nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

NOMINATION PROCESS

Nominations will be invited during February/March and will close in May/June of each year.

Additional copies of Nomination forms are available by visiting; <http://www.walga.asn.au/Policy-Advice-and-Advocacy/Governance-and-Strategy/Local-Government-Honours.aspx>

The Nomination form, and any attachments, should be submitted to the Association's Secretariat either by hand, post, email or facsimile. Emailed Nominations Must Be Dated And Digitally Signed.

The WA Local Government Association Honours Panel will meet after the closing date for nominations and undertake to adjudicate in the selection of recipients.

Successful Honours nominees will be notified of their nomination, and arrangements will be made as appropriate in respect of the award presentation.

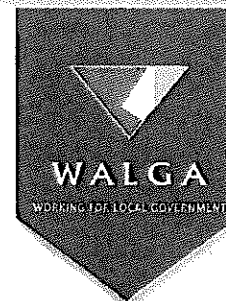
Nominating bodies will be advised of any unsuccessful nominations in due course.

FURTHER ENQUIRIES

Executive Officer Governance
WALGA
Phone: (08) 9213 2036

Honours Panel 2019

Terms of Reference



BACKGROUND/RATIONALE

The WALGA Honours Panel was established by State Council as an independent group to provide a fair, unbiased and depoliticised process for the administration of the WALGA Honours Program.

PURPOSE

The purpose of the Honours Panel includes:

- Overseeing WALGA's annual Honours Program with delegated power from State Council during the entire process.
- Adjudicating in the selection of recipients for WALGA Honours and the Local Government Medal, annually.
- Recommending, where appropriate, the conferral of alternative WALGA Honours where it is concluded that a nominated candidate is better suited to a different award category than the one for which they were originally nominated.
- Overseeing the annual budget set for the WALGA Honours Program.
- Encouraging, educating, promoting and raising the profile of all honours available to people in Local Government and all Western Australians.
- Reviewing the Honours Policies and supporting documentation as necessary.

Membership of the Honours Panel includes:

- Two State Councillors representing the country and metropolitan constituencies and two non-executive members representing country and metropolitan interests, to be appointed by the WALGA President and Deputy President;
- A representative of the Department of Local Government, Sport and Cultural Industries; and
- The WALGA Chief Executive Officer or a representative of the CEO.

TERMS OF REFERENCE

The Panel acknowledges that whilst it has delegated authority to undertake the special function of Honours and all that it implies, it is a committee responsible to the WALGA State Council. The President of the Association is the final and ultimate authority.

State Council has delegated the responsibility for determining the membership of the Honours Panel to the President/Deputy President and CEO of the Association.

The term of panel membership will generally be two years with the expirations being staggered to ensure continuity of knowledge in the Honours process.

The Panel will have the freedom and flexibility to meet as many times as considered necessary, however, it will ensure that it meets not less than two times per annum.

The Chairman will ensure that minutes are kept of the Panel's deliberations and decisions and that these minutes are made available to State Council for adoption as required.

The Panel acknowledges its obligation to consider the eligibility of nominations in a fair and unbiased manner, ensuring that confidentiality of members' personal information is maintained.

The Panel will oversee the Secretariat and ensure that adequate administrative resources are provided to enable the carrying out of the function.

The Panel will seek nominations from worthy individuals for various awards as follows by seeking names from members of WALGA for the following awards:

- Association Honours
- Australian Honours
- Western Australian Honours

OPERATIONAL PROCEDURES

The Panel will ensure that full discussion takes place to enable amendments and proposals for new honours to take place.

The Panel will review the eligibility of nominations received for the various Association Honours and undertake to adjudicate in the selection of recipients.

The Chairman of the Panel will ensure that an agenda is developed and minutes kept of each meeting.

The Panel will discuss and make recommendations on the way in which presentations of Honours are to be undertaken.

The Chairman of the Panel will ensure that requests for referee's report on Western Australian nominations under the Australian System of Honours are addressed. As a guide, the Chairman will endeavour to meet requests for referee's reports by generally seeking at least three referees to support a nomination of a Local Government member for this Award. The nomination will require the endorsement of the Panel.

The Panel will oversee the annual Honours processes, to ensure that the deadlines and timelines set by the Association are met. The Panel will approve the Honours budget proposed by Secretariat staff, for recommendation to the Executive Committee and State Council.

The Panel will undertake to recommend special Honours award recipients to the Association President and State Council.

The Panel will provide a central point and act as a 'go-between' in linking worthy candidates for various Honours (the WA Local Government Association, Australian, Western Australian honours) and those wishing to nominate these individuals.

The Panel will undertake to raise the profile of the Honours by encouraging the nomination of worthy individuals for the various Honours.

The Panel will undertake a liaison role with individuals & groups involved in Honours such as the WA Member of the Order of Australia Council and the Order of Australia Association to encourage and progress the successful nomination of Western Australians for Australian and Western Australian honours.

FURTHER ENQUIRIES

Executive Officer Governance
WALGA

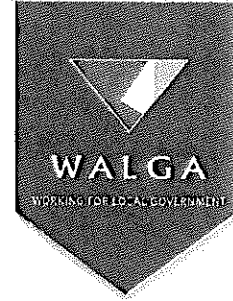
Phone: 9213 2036

Nomination forms can be downloaded from the WALGA website by visiting:

<http://www.walga.asn.au/Policy-Advice-and-Advocacy/Governance-and-Strategy/Local-Government-Honours.aspx>

Honours Nomination 2019

Local Government Medal



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR OUTSTANDING ACHIEVEMENT AND CONTRIBUTION TO THE LOCAL GOVERNMENT SECTOR / WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

ELIGIBILITY:

- President of the Association
- As a State Councillor
- As an Elected Member

PRESENTED IN RECOGNITION OF:

- Exceptional service which advances the goals of WALGA and / or the Local Government sector;
- Exemplary character and ongoing championing of the Local Government sector;
- The personal contribution given in pursuit of benefits for the community within the concept of Local Government;
- Outstanding achievements and/or significant contributions, both professionally and personally, in the advancement of the position and value of the Western Australian Local Government Association and/or Local Government within the wider community.

These key factors form the basis for the selection of recipients and will be applied in the nomination and selection process.

PRIVILEGES

- Local Government Medal, Certificate and Lapel Pin
- Complimentary registration at Association Conferences, but not including travelling, accommodation, meals or functions
- Automatic nomination for Australian Honours/Western Australia Week Awards

IMPORTANT NOTES

Electronic submission of nominations must be emailed to honours@walga.asn.au.

Eligibility to nominate persons for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the person you are nominating; and a colour photo, preferably a digital image (min 300 dip, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016

CONTACTS

T: (08) 9213 2000 www.walga.asn.au

Honours Nomination 2019

Local Government Medal



Nominating Authority	
<input type="checkbox"/> State Council Member	<input type="checkbox"/> Local Government

Details of Nominator NOTE: All Correspondence will be issued to this address	Title & Name:		Post-nominals	
	Council:	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:		Facsimile:	
	Mobile:		Email:	

Details of the person being nominated for an award Please indicate if this person has retired from Local Government Yes / No	Title & Name:		Post-nominals	
	Council: (Last known)	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:		Facsimile:	
	Mobile:		Email:	

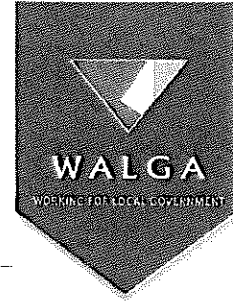
Present/Last Local Government position			
Date of joining Local Government			
Previous Awards			
Length of Service of Nominee with organisation?			
Name (s)	Signature	Date	
Local Government: (Shire/Town/City of) _____ Nominator			
Co-nominator (required for nominations by Local Governments):			
Co-nominator (required for nominations by Local Governments):			
CEO sign-off (required for nominations by Local Governments):			

Please Return by Mail, Email (honours@walga.asn.au) or Fax (9213 2077)
 Unsigned and/or undated nominations will not be accepted.
Emailed nominations must be digitally signed

CONTACTS

Honours Nomination 2019

Life Membership



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR LONG AND OUTSTANDING SERVICE TO THE ASSOCIATION AND TO THE LOCAL GOVERNMENT SECTOR

ELIGIBILITY:

- As a State Councillor
- Years of service to the Association and to Local Government for a minimum of two election terms (i.e. 8 years).
- As an employee of the Association or a Member Local Government for a minimum of 15 years.

PRESENTED IN RECOGNITION OF:

- For long and outstanding service to the Association and to the Local Government sector.
- For significant achievement and/or active involvement in intergovernmental relations as a State Councillor.

PRIVILEGES

- Certificate of Life Membership and Lapel Pin
- Complimentary registration at Association Conference, but not including travelling, accommodation, meals or functions
- Complimentary subscription to Local Government News and Western Councillor.

IMPORTANT NOTES

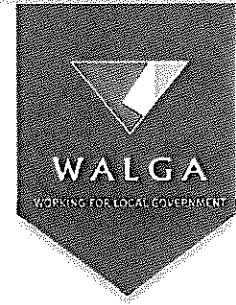
Electronic submission of nominations must be emailed to honours@walga.asn.au. Eligibility to nominate persons for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the person you are nominating; and a colour photo, preferably a digital image (min 300 dip, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

CONTACTS

Honours Nomination 2019

Eminent Service Award



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR PERSONAL COMMITMENT, EMINENT SERVICE AND CONTRIBUTION TO THE LOCAL GOVERNMENT SECTOR OR THE ASSOCIATION:

ELIGIBILITY:

- As a President or Mayor
- As a State Councillor
- As an Elected Member or employee of the Association or a member Local Government
- As an employee of a Government Agency

PRESENTED IN RECOGNITION OF:

- Notable contribution to the Association and/or the Local Government sector.

PRIVILEGES

- Eminent Service Award - certificate

IMPORTANT NOTES

Electronic submission of nominations must be emailed to honours@walga.asn.au.

Eligibility to nominate persons for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the person you are nominating; and a colour photo, preferably a digital image (min 300 dpi, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

CONTACTS

T: (08) 9213 2000 www.walga.asn.au

Honours Nomination 2019

Eminent Service Award



Nominating Authority	
<input type="checkbox"/> State Council Member	<input type="checkbox"/> Local Government

Details of Nominator Note: All Correspondence will be issued to this address	Title & Name:	Post-nominals		
	Council:	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:	Facsimile:		
	Mobile:	Email:		

Details of the person being nominated for an award <small>Please indicate if this person has retired from Local Government Yes / No</small>	Title & Name:	Post-nominals		
	Council: (Last known)	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:	Facsimile:		
	Mobile:	Email:		

Present/Last Local Government position			
Date of joining Local Government			
Previous Awards			
Length of Service of Nominee with organisation?			
Name (s)		Signature	Date
Local Government: (Shire/Town/City of _____)			
Nominator			
Co-nominator (required for nominations by Local Governments):			
Co-nominator (required for nominations by Local Governments):			
CEO sign-off (required for nominations by Local Governments):			

Please Return by Mail, Email (honours@walga.asn.au) or Fax (9213 2077)
Unsigned and/or undated nominations will not be accepted.
Emailed nominations must be digitally signed

Honours Nomination 2019

Long and Loyal Service Award



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR LONG SERVICE OF A HIGH DEGREE TO LOCAL GOVERNMENT, THE LOCAL GOVERNMENT SECTOR OR THE ASSOCIATION:

ELIGIBILITY:

- As a State Councillor for 8 or more years
- As an Elected Member for 12 or more years

PRESENTED IN RECOGNITION OF:

- Outstanding service to the Association, Local Government, and/or the Local Government sector.
- Long and loyal service to the Association, Local Government, and/or the Local Government sector.

NB: This award is for outstanding and long and loyal service from Elected Members that have at least served 12 years.

PRIVILEGES

- Long and Loyal Service Award – certificate

IMPORTANT NOTES

Electronic submission of nominations must be emailed to honours@walga.asn.au.

Eligibility to nominate persons for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the person you are nominating; and a colour photo, preferably a digital image (min 300 dip, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

CONTACTS

T: (08) 9213 2000 www.walga.asn.au



Honours Nomination 2019

Long and Loyal Service Award

Nominating Authority	
<input type="checkbox"/> State Council Member	<input type="checkbox"/> Local Government

Details of Nominator NOTE: All Correspondence will be issued to this address	Title & Name:		Post-nominals	
	Council:	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:		Facsimile:	
	Mobile:		Email:	

Details of the person being nominated for an award Please indicate if this person has retired from Local Government Yes / No	Title & Name:		Post-nominals	
	Council: (Last known)	Shire/Town/City of:		
	Address:			
			Postcode:	
	Telephone:		Facsimile:	
	Mobile:		Email:	

Present/Last Local Government position	
Date of joining Local Government	
Previous Awards	
Length of Service of Nominee with organisation?	

Name (s)	Signature	Date
Local Government: (Shire/Town/City of) _____ Nominator		
Co-nominator (required for nominations by Local Governments):		
Co-nominator (required for nominations by Local Governments):		
CEO sign-off (required for nominations by Local Governments):		

Please Return by Mail, Email (honours@walga.asn.au) or Fax (9213 2077)

Unsigned and/or undated nominations **will not be accepted.**

Emailed nominations must be digitally signed

Honours Nomination 2019

Merit Award



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR DISTINGUISHED SERVICE TO THE COMMUNITY THROUGH THE LOCAL GOVERNMENT OF THE CITY/SHIRE/TOWN OF _____

ELIGIBILITY:

- As an Elected Member
- Must have served for 4 years or more

PRESENTED IN RECOGNITION OF:

- Committed and dedicated to the pursuit of achievement for the community of a Local Government.

PRIVILEGES

- Local Government Merit Award – certificate

IMPORTANT NOTES

Electronic submission of nominations must be emailed to honours@walga.asn.au.

Eligibility to nominate persons for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Chief Executive Officer of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the person you are nominating; and a colour photo, preferably a digital image (min 300 dip, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

CONTACTS

T: (08) 9213 2000 www.walga.asn.au

Honours Nomination 2019

Merit Award



WALGA

Nominating Authority	
<input type="checkbox"/> State Council Member	<input type="checkbox"/> Local Government

Details of Nominator NOTE: All Correspondence will be issued to this address	Title & Name:	Post-nominals	
	Council:	Shire/Town/City of:	
	Address:		
		Postcode:	
	Telephone:	Facsimile:	
	Mobile:	Email:	

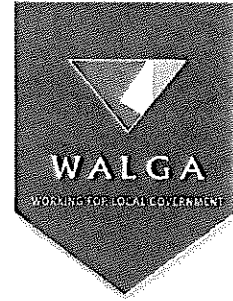
Details of the person being nominated for an award Please indicate if this person has retired from Local Government Yes / No	Title & Name:	Post-nominals	
	Council: (Last known)	Shire/Town/City of:	
	Address:		
		Postcode:	
	Telephone:	Facsimile:	
	Mobile:	Email:	

Present/Last Local Government position		
Date of joining Local Government		
Previous Awards		
Length of Service of Nominee with organisation?		
	Signature	Date
Local Government: (Shire/Town/City of) _____ Nominator _____		
Co-nominator (required for nominations by Local Governments):		
Co-nominator (required for nominations by Local Governments):		
CEO sign-off (required for nominations by Local Governments):		

PLEASE RETURN by MAIL, EMAIL (honours@walga.asn.au) or FAX (9213 2077)
 Unsigned and/or undated nominations **will not be accepted.**
Emailed Nominations Must Be Digitally Signed

Honours Nomination 2019

Local Government Distinguished Officers Award



Closing date: 5pm Friday, 10 May 2019

ELIGIBILITY

FOR OUTSTANDING CONTRIBUTIONS MADE BY EMPLOYEES OF MEMBER LOCAL GOVERNMENTS TO THE LOCAL GOVERNMENT SECTOR:

PRESENTED IN RECOGNITION OF:

- Demonstrating outstanding contributions to the Local Government sector.
- Leading by example, sustainable performance and highlights best practice operations for the sector
- Outstanding achievements, both professionally and personally, in the advancement of the Local Government sector.

PRIVILEGES

- Local Government Officer Award - Certificate

State Councillors, Zones and Member Local Governments are eligible to nominate officers for this category.

IMPORTANT NOTES

Electronic submission of nominations must be emailed to honours@walga.asn.au.

Eligibility to nominate Officers for this award can be found in the Honours Policy 2019.

- Reference should be made to the nominating authority section below to ensure that an eligible nominator has been identified to support the nomination;
- Nominations from Member Local Governments require the support of the nominator (who must be an Elected Member) plus two other Elected Members and must be forwarded through the Mayor/President of the Local Government for sign-off prior to submission to WALGA;
- Nominations submitted by State Councillors do not require supporting signatures;
- Please provide a biographical profile as detailed as possible (page 2) for the Officer you are nominating; and a colour photo, preferably a digital image (min 300 dip, jpeg format). The photo should be passport type (head and shoulders).
- Please note nominations will not be accepted for persons who have retired or ceased working for Local Government before 1 July 2016.

CONTACTS

T: (08) 9213 2000 www.walga.asn.au

Honours Nomination 2019

LG Distinguished Officer Award



Nominating Authority	
<input type="checkbox"/> State Council Member	<input type="checkbox"/> Local Government

Details of Nominator NOTE: All Correspondence will be issued to this address	Title & Name:		Post-nominals		
	Council:	Shire/Town/City of:			
	Address:				
				Postcode:	
	Telephone:		Facsimile:		
	Mobile:		Email:		

Details of the person being nominated for an award Please indicate if this person has retired from Local Government Yes / No	Title & Name:		Post-nominals		
	Council: (Last known)	Shire/Town/City of:			
	Address:				
				Postcode:	
	Telephone:		Facsimile:		
	Mobile:		Email:		

Present/Last Local Government position			
Date of joining Local Government			
Previous Awards			
Length of Service of Nominee with organisation?			
	Name (s)	Signature	Date
Local Government: Shire/Town/City of _____			
Nominator			
Co-nominator (required for nominations by Local Governments):			
Co-nominator (required for nominations by Local Governments):			
Mayor/President sign-off (required for nominations by Local Governments):			
State Councillor:			

Please Return by Mail, Email (honours@walga.asn.au) or Fax 9213 2077

Unsigned and/or undated nominations will not be accepted.

Emailed nominations must be digitally signed

Honours Nomination 2019

LG Distinguished Officer Award



NOMINEE'S SERVICE DETAILS

Please detail the nominee's Local Government service/contribution to the Local Government Sector that is considered worthy of recognition.

Please provide a biographical profile as detailed as possible

Career Appointments:

Committees/ Taskforces/ Advisory Bodies:



To whom it may concern

I am writing on behalf of the Tambellup under 16 Netball Club who have been chosen by the Eagle Development Squad to tour with them to the UK in July for 2 weeks during the school holidays. The objective is to develop the already significant skills of the team, and to provide an opportunity for this group of Aboriginal players from under privileged families to experience this potentially life changing event.

The team will be accompanied by 5 adults and the estimated cost of the trip will be \$83,000.00.

This initiative has the enthusiastic support of the young people's families and the entire the Tambellup community.

Yours faithfully



Lynthia Flowers
Aboriginal Resource Worker
Relationships Australia
Email: Lynthia.flowers@relationshipsaustralia.org.au
PO Box 90
TAMBELLUP 6320

0488 914 873

12/2/2019

SHIRE OF BROOMEHILL TAMBELLUP RECEIVED 13 FEB 2019 JFM19210709 Rec No: _____ File No: <u>AJM0061</u> GDA: _____ Action By: <u>CRO</u> <u>MANAGER</u>

FINANCE & ADMIN



WESTERN AUSTRALIA POLICE

**Tambellup Police Station
Great Southern District**

3891 Gnowangerup-Tambellup Road, Tambellup
WESTERN AUSTRALIA 6320

Telephone: (08) 9825 1003

Email pd12218@police.wa.gov.au

Facsimile: (08) 9825 1213

MEMORANDUM

TO: Whom it may concern re: Funding

FROM: Sergeant 12218 Allan MALLARD

SUBJECT: Tambellup Netball UK Tour

I am writing this letter in support of the proposed initiative by the Broomehill-Tambellup Netball club, based in Tambellup.

I have been invited to be involved with a great opportunity for a group of Aboriginal under 16's girls who have been invited to attend a netball development tour in the UK.

This is a great opportunity for the girls and the partnership between Police and the indigenous community of Tambellup Broomehill Shire.

Tambellup Police have a high number of reported juvenile crime in the Tambellup Broomehill Shire for 2017-2018. Breaking down the barriers and increasing communication between Police and the youth is very positive in reducing crime as well as reducing indigenous incarceration rates through the Judicial System.

Attached is an application for funding to attend the development tour in the UK. I look forward to your reply and hopefully be able to contribute to this great community event.

If you required further information, please contact me on the above listed numbers/email.

Thank you.

Allan MALLARD
Sergeant 12218
Officer in Charge
Tambellup Police Station
Great Southern District

12/02/2019

TAMBELLUP NOONGAR COMMUNITY

2019 UK Development Tour, Tuesday 2nd July 2019 - Monday 15th July 2019

Tambellup Noongar Community group are seeking funding for the attached UK Netball Development Tour. This is a great opportunity for the community to enhance their skills for the future. This is also a great opportunity for Aboriginal people of the Noongar region to network and experience other cultures.

Tambellup Police are also involved as the Officer in Charge is one of the participants attending with the children. This break down barriers between Police and the Aboriginal children and community, which in turn will reduce indigenous crime and incarcerations.

Participants of this Tour are all indigenous including the Police Officer (Sergeant MALLARD) who are from the Tambellup area.

Total 14 persons attending.

9 (eight) children attending (ages 12-14) under 16's

5 adults, 4 female 1 male (Tambellup Police Officer)

Adults: Lynthia FLOWERS (Assistant Coach), Sonya WOODS (Coach), Allan MALLARD (WA Police Sergeant), Antoinette MALLARD and Laura Mackay.

Children: Lynthia COYNE (12), Montana MASON (14), Kyasha SMITH (13), Sedeena WOODS (12), Courtney WOODS (13), Zaria FARMER (12), Lutoya EADES (13) and Imogen EDGAR (12), one extra person not yet nominated.

Request for any available funding to achieve the total of \$ 83,000

Cost per Player	\$5990 x 9	=	\$53,910
Cost per Adult	\$5780 x 5	=	\$28,900
Incidentals		=	\$190
TOTAL		=	\$83,000

All funding can be deposited into the below account;

Bank Details: Tambellup Noongar Community
P.O Box 152
Tambellup W.A 6320
BSB 633-000
Account 111174736



MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is made on **01 April 2019**.

Between:

The Shire of Broomehill-Tambellup

And:

The Tambellup Community Resource Centre Inc.

This Memorandum of Understanding is made between the Shire of Broomehill-Tambellup and the Tambellup Community Resource Centre Inc. for the use of the building situated at 34 Norrish Street Tambellup used for the purpose of a community resource centre and library.

It is hereby agreed that:

1. The Shire of Broomehill-Tambellup will provide the premises rent free to the Tambellup Community Resource Centre Inc. Committee for community members and visitors to access the facilities provided at the resource centre.
2. The Shire of Broomehill-Tambellup will meet the costs of building insurance, water and electricity costs, major building maintenance as agreed from time to time by the two parties and upgrades to the building.
3. The Tambellup Community Resource Centre Inc. Committee agrees to keep the building in a clean, neat, tidy and vermin free manner at all times.
4. No structural changes may be made to the building without the approval of the Council.
5. The Tambellup Community Resource Centre Inc. Committee is responsible for minor building maintenance and the general appearance of the outside surrounds and gardens.
6. The Tambellup Community Resource Centre Inc. Committee will allow access to the building as required by Council representatives for building inspections.
7. The agreement between the two parties to be reviewed biennially.

8. An audited copy of the Tambellup Community Resource Centre Inc. annual financial statements are to be forwarded to the Shire of Broomehill-Tambellup by the 31st December each year.

SIGNED on behalf of the
SHIRE OF BROOMEHILL-TAMBELLUP
in the presence of:

PRESIDENT

NAME (printed)

CHIEF EXECUTIVE OFFICER

NAME (printed)

SIGNED on behalf of the
TAMBELLUP COMMUNITY RESOURCE CENTRE INC.
in the presence of:

CHAIRPERSON

NAME (printed)

SECRETARY

NAME (printed)

Keith Williams
CEO
Shire of Broomehill-Tambellup
46-48 Norrish St.,
TAMBELLUP WA 6320
15 March 2019

Nicki Polding
Community Volunteer
PO Box 12
WOODANILLING WA 6316

Dear Keith

RE: Alternative Education Pathways Interim Proposal for Shire of Broomehill-Tambellup

It has been established, in consultation with the local Noongar community of Tambellup, that there are significant concerns around opportunities in education and employment for youth within the town. There are number of strategies that could address this need, one being the establishment of an alternative non-government school.

The preparation of an application for *Advance Determination for a New Non-government School* must be submitted at least 18months before it is intended to implement the school planning proposal. It is a lengthy process which requires rigorous research, extensive consultation and eventual approval of the Minister for Education.

At this point in time there are approximately 5-10 high school aged Noongar youth who are not engaged in education, training or employment. These young people are slipping between under the radar and potentially face life long disadvantage. In the interim, is proposed that a local teacher with positive relationships with the Noongar community, be employed by an established alternative school in the region to teach in Tambellup. It is envisaged that this teacher would be experienced in teaching across all secondary school learning areas and year levels as well as the general capabilities of literacy and numeracy.

Applying Big Picture Education design, students will develop individual education plans with the teacher that reflect their areas of interest. All curriculum teaching is then linked providing context and relevance, increasing motivation, enthusiasm and engagement in learning. This alternative education opportunity would commence Term 2 this year.

It is anticipated that organisations such as the Wirrapanda Foundation, would be approached to become partners delivering culturally supportive programs within the overall education program.

The old Tambellup Bowling Club has the potential to be developed into a Learning Centre where the alternative education program could be taught during the day, and the current after school Learning Centre for primary school children could relocate. In an established centre it would also be possible to offer after school tutoring and educational support for youth of all ages.

I request an opportunity to present this proposal at the next Council Meeting scheduled for Thursday 21 March, seeking in principle approval of the initiative. The vision for a sustainable community driven alternative education program would be of benefit to the whole community and support the Shire of Broomehill-Tambellup Indigenous Advancement Strategy.

Yours sincerely

Nicki Polding

Alternative Education Pathway Interim Proposal for Shire of Broomehill-Tambellup

The preparation of an application for *Advance Determination for a New Non-government School* needs to be submitted at least 18 months before it is intended to implement the school planning proposal. This requires the governing body submitting a written application; completing rigorous research and community consultation; providing evidence of actual or prospective financial resources; proposed school's mission and goals as well as the proposed educational philosophy and programme. The application must be approved by the Minister for Education prior to the establishment and applying for initial registration.

Background

At this point in time there are approximately 5-10 high school aged Noongar youth who are not engaged in education, training or employment. These young people are slipping between under the radar and potentially face life long disadvantage. Currently, there are significant concerns about the limited education and employment opportunities for youth within Tambellup. With no public transport youth have significant difficulty accessing and engaging in opportunities within Katanning, over 50km to the north, and Mt Barker 78km to the south. If high school students miss the school bus there is often no other way that young people can attend school or access TAFE courses in Katanning.

Interim Proposal

It is proposed that Alta-1, as an established non-government school that established contact with Tambellup youth in 2018, employ a local teacher with established positive relationships with the local Noongar community. It is envisaged that this teacher would be experienced in teaching across all secondary school learning areas and year levels. Applying Big Picture Education design, students develop education plans that reflect their areas of interest with the teacher. All curriculum teaching is then linked to this area of interest providing context and relevance, increasing motivation, enthusiasm and engagement in learning. The ideal teacher would be experienced in teaching functional literacy and numeracy to support engagement in learning. It would also be desirable that the teacher had comprehensive pastoral care skills, cultural competency and a student philosophy to teaching.

The Big Picture Education Design also incorporates work experience with mentors in the area of interest for Year 11 and 12 students. Younger students would participate in the Bush Classroom with Stuart Roberts or the Wirrapanda Deadly Brother Boyz or Deadly Sister Girlz programs. These programs provide the cultural context and appropriate Noongar mentors as well as a sense of connection and belonging within the community.

Students could also access Connect Ed, an online program through Alta-1, for courses requiring specialist teaching. A part time AIEO would be employed to support responsiveness to cultural needs connection with the Noongar community of Tambellup. The Big Picture Education design has intentional relationship focus and a holistic approach which is aligned with the Alta-1 philosophy. Within this model Alta-1 would provide a practitioner to deliver the Therapeutic Recovery Program and liaise with the Advisory teacher to ensure that social, emotional and psych needs of all young people are addressed.

Potential Partnerships

Organisations such as the Prime Minister and Cabinet, the Shire of Broomehill-Tambellup, the Aboriginal Baptist Church, Relationships Australia, Amity Health and the Wirrapanda Foundation, all of whom have established programs within the Tambellup community, could become partners in this venture supporting generational change and community development.

Buildings and Facilities

The old Tambellup Bowling Club has the potential to be developed into a Learning Centre where the alternative education program could be taught during the day and the current after Learning Centre for primary school children delivered after school. In an established centre it would be also be possible to offer after school tutoring and educational support each day. The old unused Bowling Club would become a vibrant centre for education within the community which a capacity to also provide Adult Literacy, Art and Work Readiness programs. The Shire, as a partner, would initially cover the cost of utilities, insurance, maintenance and security of the site.

Vision for Educational Opportunities within the Shire of Broomehill-Tambellup

Background

It has been established, in conjunction with the local Noongar community of Tambellup, that there are significant concerns around opportunities in education and employment for youth within the town. With no public transport youth have significant difficulty accessing and engaging in educational opportunities within Katanning, over 50km to the north, and Mt Barker 78km to the south.

Vision

Creation of a sustainable community driven alternative education program within a vibrant multipurpose Learning Centre supporting learning, training and employment goals.

After School Learning Centre

Development of the current one afternoon a week Learning Centre to provide additional tutoring after school on three days per week to be accessed by primary school and high school children. The current model, developed in a volunteer capacity, attracts over sixteen Year 1- 6 children each Monday after school and is a safe place for children to extend their learning and participate in group activities. The Learning Centre also contributed to Year 6 students successfully transitioning to high school in 2019. There is a demonstrated need for additional after school tutoring to improve the educational outcomes of all children within the Shire of Broomehill-Tambellup.

Training and Education Opportunities.

Potentially, the Learning Centre could provide some youth with an opportunity to develop skills as untrained Education Assistants. Under the supervision of a qualified teacher and AIEO, each young person would develop and deliver lessons and create resources to use with children who attend the Learning Centre. The participating youth would keep a log of all activities completed, providing a record of key competencies achieved contributing to entry into the Cert II/III Education Assistant qualification. Establishing Aboriginal traineeships within the town and sourcing a TAFE lecturer would provide an authentic education and training pathway leading to employment or further education.

Alternative Non-government School

Establishing a community Curriculum and Re-engagement in Education (CARE) School annexe in Tambellup using the Big Picture Education design could address the education needs of local youth not currently engaged in education and training. It has been established with Elders and Noongar families that there is a growing demand for culturally appropriate alternative education pathways for youth unable to engage in a traditional school setting. Most of these young people have personal challenges and disrupted education throughout their lives impeding meaningful engagement in education. Provision of wrap around services including counselling and personal recovery programs would provide additional support for improved life outcomes. At this point in time the Noongar Elders and families, Shire of Broomehill-Tambellup and the local Police officers support the establishment, in principle, of an alternative non-government school with the capacity to deliver a culturally sensitive education. The Shire of Broomehill-Tambellup has identified a possible building for the school and a preparedness to renovate the building fit for purpose.

It is anticipated that Prime Minister and Cabinet, under the Indigenous Advancement Strategy, would endorse the proposal which addresses closing the gap targets for Aboriginal people and their families. The establishment of a CARE school annexe would potentially provide some additional employment of local people in the capacity of administrator, teacher, education assistants as well as maintenance staff for gardens and cleaning.

Prime Minister and Cabinet Indigenous Advancement Strategy - Community Led Funding Proposal

Initial discussions with Pat Hargreaves at PMC on Wednesday 6 March regarding a *Community Led Proposal* were very promising. She has advised that the applicant be the Tambellup Aboriginal Progress Association (TAPA) and that the application for an overarching project which includes the Learning Centre and other initiatives be developed. She was very interested in the outcomes for children participating in the current Learning Centre which addresses an identified need within the Tambellup Noongar community including:

1. Healing and mental health support
2. Culturally sensitive education to engage Noongar youth in meaningful education
3. Increased engagement in learning through after school tutoring
4. Development of education and employment opportunities within Tambellup
5. Development of work readiness and work skills

On Friday 8 March, volunteer Nicki Polding met with Posy Barnes, the CEO of JSW Training and Community Services, and Jo Bednall, the Principal of Bunbury Regional Community College, to discuss the advance determination for a new non-government school process. This was a very open and candid discussion around the realities of establishing a new school. On Tuesday 12 March, the TAPA Chair May Penny and Committee Member Lynthia Flowers met with the volunteer Coordinator of the Learning Centre Nicki Polding and Relationships Australia Counsellor Jan Warnock to discuss progressing ideas built on the successes of projects completed in previous years. Within this meeting it was determined that there was significant benefit of combining the Women's Yarning Group, Amity Health River Girls, the after-school Learning Centre, CARE school annexe, a market garden initiative and building project. These specific initiatives, of which three have already been established with or without funding, address expressed needs for Noongar women, men and children within the town of Tambellup. Centred around healing, hope and belief for a different future these initiatives support generational change and renewal.

Follow Up Action

1. Follow up meetings with Albany Regional Education Participation Officer Lindsay Campbell were completed on Tuesday 12 Mar and with Shire of Broomehill-Tambellup CEO Keith Williams and Project Manager Pam Hull on Thursday 14 March. Meeting with Wirrpanda Foundation CEO Lisa Cunningham scheduled for Friday 22 March regards to possible partnership options.
2. Commitment from all stakeholders to commence multi-level consultation and preliminary planning to progress proposals.
3. Completion of Prime Minister and Cabinet Indigenous Advancement Strategy Community Led Funding application.

Plant Maintenance Report - March 2019

Reg No.	Description	Current Kms/Hrs	Next Service	Year of Manufacture	Year of Purchase	Changeover	Comments
OTA	Ford Ranger Ute		15000	2019	2019	1 yr / 15,000km	Fitted accessories (new unit)
1TA	Ford Ranger Ute		15,000	2019	2019	1 yr / 30,000 kms	Fitted accessories (new unit)
BH00	Ford Ranger D-Cab	976	15,000	2019	2019	1 yr / 30,000 kms	New unit, fitted accessories
BH000	Ford Everest Trend		15000	2019	2019	1yr / 25,000 km	
BH001	CAT vibe Roller	856	1,000	2019	2019	8 yrs / 8000 hrs	
BH002	ISUZU Flatbed Truck	22,622	35,000	2016	2016	7 yrs / 250,000km	
BH003	Ford Ranger D-Cab	3,895	15,000	2019	2019	1 yr / 30,000 km	New unit, fitted accessories
BH004	CAT 12M Grader	560	750	2017	2018	8 yrs / 8,000 hrs	Serviced @ 500 hrs
BH005	Cat multi tyre Roller	250	250	2018	2018	8 yrs / 8000 hrs	Replaced UHF aerial
BH006	CAT 12M	6,720	7,000	2012	2012	8 yrs / 8,000 hrs	Replaced battery
BH007	Toro mower	677	800	2016	2016	5 yrs / 5,000 hrs	Serviced @600 hrs
BH009	Izusu 150 truck	17,356	20,000	2017	2017	1 yr / 30,000 km	
BH012	Isuzu Fire Truck						
BH013	Cat 444F Backhoe	2,384	2,500	2013	2013	10 yrs / 8,000 hrs	Replaced heat exchanger valve and cable in airconditioning
BH014	Ford Ranger Space Cab	5,123	15,000	2018	2018	1 yr / 30,000 km	
BHT0	Kenworth Truck	57,228	70,000	2016	2017	5 yrs/250,000 km	
BHT84	Toro Groundmaster 3500D mower	930	900	2013	2013		
BHT92	CAT Skid Steer 299D2XHP	631	1,000	2017	2017	8 yrs / 8,000hrs	Replaced fuel & checked valve
BHT125	Mack Curser 8 Wheel Tipper	142,931	155,000	2013	2013	5 yrs/250,000 km	
BHT1624	Fuel trailer			2015	2016		
BHT1633	Tandem Axle Dolly	41314		2015	2015		
TA001	Ford Ranger Ute	200	15,000	2019	2019	1 yr / 30,000 kms	New ute - set up accessories
TA005	Ford Escape Trend	13,899	15,000	2018	2018	1 yr / 30,000 kms	
TA017	Isuzu Tipper	121,585	125,000	2014	2014	5 yrs/200,000 km	
TA052	Ford Ranger D-Cab	12,461	15,000	2017	2017	1 yr 30,000 km	
TA06	Jet Patcher Isuzu	153,522	170,000	2007	2010	8 yrs / 8,000 hrs	
TA18	12M Grader	2,528	3,000	2016	2016	7 yrs / 8,000 hrs	Serviced @2500
TA281	930K Loader	3,782	4,000	2014	2014	8 yrs / 8,000 hrs	
TA386	Isuzu Tipper	71,527	85,000	2012	2012	5 yrs/200,000 km	
TA2251	3 axle Float Trailer				2009		
TA417	John Deere Gator	699	800	2009	2009		
1 TIU 961	Papas Tandem Fuel Trailer			2008			
1TMR361	Rockwheeler Side Tipper Trailer	74,154		2012	2012		
1TMR367	Tandem Axle Dolly						
BKTBR	Skid steer Bucket Broom			2013			
1TLT850	Loadstar 8x5 Trailer			2011			

Reg No.	Description	Current Kms/Hrs	Next Service	Year of Manufacture	Year of Purchase	Changeover	Comments
BH2085	Trailer for Pump at Town dam						
BH2098	Boxtop Trailer						
BH2134	Trailer for Mobile Standpipe						
TA2129	Fuel Tanker						
BHT 1626	Papas Tandem Fuel Trailer						
1TCY093	Papas Tandem Trailer						
1TIU961	8 x 5 Papas Fuel Trailer						
1TFH594	Loadstar Boxtop Trailer						
1TFC580	Gardeners Boxtop trailer						
1TFD241	Boxtop Trailer for firefighting						
1TJX516	Plant Trailer for Mowers						
BHT1624	Fuel Trailer				2016		
1TOI298	Sign Trailer				2015		
Fogger	Fogger						
TSAW	Tree Saw						
STAB	Stabiliser attachment				2014		
CATBR 30	Caterpillar Broom						
	Cement Mixer						
	Tree Grab						
	Wacker Packer						
	Tambellup Fogger						
	Broomehill Fogger						
1TRR872	Hire Side Tipper Trailer			2016			
	Pressure Washer						
	Polesaw						
	Honda Pump						
	Chainsaw						Serviced
	Stihl concrete saw						
	Skid Steer Roller						
	Borer						
1TOI 298	Sign Trailer			2015			
BHT1636	Side Tip Trailer			2016	2016		
Toro 590	BH Golf Club Mower			2016	2017		
	BH Honda Push Mower			2017	2017		
PFL	FORK LIFT						



mainroads
WESTERN AUSTRALIA

Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines

Contents

DEFINITIONS	4
1 INTRODUCTION	6
1.1 General.....	6
1.2 Assessment Requirements	6
1.3 Planning Evaluation	7
1.4 Route Assessment Form	7
1.5 Further Assistance.....	7
2 ASSESSMENT CRITERIA	8
2.1 Traffic Data.....	8
2.2 Structures	8
2.3 Overhead Clearance.....	9
2.4 Rural Road Widths.....	9
2.5 Urban and Town Site Road Widths.....	12
2.6 Provision for Overtaking.....	12
2.7 Steep Ascending Grades	14
2.8 Turning at Intersections	15
2.9 Railway Level Crossings.....	18
2.10 Off-road Parking	20
2.11 Other Road Users.....	21
2.12 Slowing and Stopping	22
3 COMMUNITY CONSIDERATIONS.....	22
3.1 Noise	22
3.2 Vibration	23
3.3 Dust and dirt	23
3.4 Community Consultation.....	23
3.5 Alternative Transport Modes	23
4 APPENDICES	24
Appendix A: Rural Road Minimum Width	25
Appendix B: Low Volume Rural Road Minimum Widths	26
Appendix C: Town Site Road Minimum Widths	27
Appendix D: Required Sight Distances	28
Appendix E: Operating Conditions	29

Document Control

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Amendments

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

10	September 2018	Amended wording relating to turning at intersections Amended wording relating to provision of overtaking and removed Figure 1. Amended wording relating to Approach Sight Distance and Entering Sight Distance	2.6, 2.8, 2.84, 2.85
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DEFINITIONS

The following are definitions for terms used in these Guidelines. Refer to the definitions in the Road Traffic (Vehicles) Act 2012 and any subsidiary legislation to this Act for the meanings of any terms not defined in this section.

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

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

Related Documents

Document #	Title
D16#198414	Guidelines for Approving RAV Access
D16#374056	Tri Drive Route Assessment Guidelines
NA	RAV Route Assessment Form

1 INTRODUCTION

1.1 General

These guidelines have been prepared by Main Roads Western Australia to assist local government, Main Roads' staff and transport operators or consultants in assessing the suitability of routes proposed for the operation of "standard" Restricted Access Vehicles (RAVs) on roads within the State of Western Australia.

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

- The RAV Categories have been grouped into four (4) assessment levels, as follows:
- Level 1 - RAVs Categories 2-4 (e.g. pocket road train, B-Double, and other RAVs with a maximum length of either 25.0 m or 27.5 m);
- Level 2 - RAVs Categories 5-6 (e.g. RAVs with a maximum length of 36.5 m and a maximum mass of 87.5T);
- Level 3 - RAVs Categories 7-8 (e.g. RAVs with a maximum length of 36.5 m and a maximum mass of 107.5T); and
- Level 4 - RAVs Categories 9-10 (e.g. RAVs with a maximum length of 53.5 m).

Note 1: A road approved for one of the base RAV networks listed above, means the road is also approved and added to AMMS level one (1) for the equivalent network.

Note 2: Where a RAV assessment is for operations under a concessional loading scheme such as the Accredited Mass Management Scheme (AMMS), the assessor must take into account the additional mass when requesting a structures assessment as per Section 2.2.1.

The guidelines are intended to assist assessors in ensuring that the major relevant factors have been considered during the route assessment process.

Where quantitative limits are recommended, they are intended as a guide only and are no substitute for common sense and judgement based on experience. In certain cases, routes which do not meet the requirements outlined in this document can be accepted as RAV routes by imposing additional conditions, such as speed restrictions, curfew etc. Should an aspect of a route clearly fail to conform to these guidelines in a manner which cannot be suitably addressed, resulting in a compromise of road safety, the route should be considered unsuitable for RAV access.

The information used in preparation of this document has been obtained from various internal and external sources, such as Austroads reports and years of practical experience, and incorporates the latest reference material available at this time.

1.2 Assessment Requirements

Route assessments should be undertaken by a person who has experience within the heavy transport industry and a substantial knowledge of the following:

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

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

If the applicant is willing to pursue upgrades to the road then a full assessment is required to identify all deficiencies. This is to alleviate any problems with some upgrades being carried out and then the full assessment conducted only to identify additional deficiencies.

Heavy vehicle use on a particular route may have some negative impacts on the environment, community and traffic. Assessors must first determine if the proposed route is the most appropriate route for the particular operations and recommend variations to the initially proposed route to reduce such impacts.

Note 1: As part of any route assessment for a Restricted Access Vehicle (RAV), HVS does not assess any access for driveways adjoining a RAV network road. It remains the responsibility of the property owner to ensure safe ingress and egress to the property.

Note 2: Before making a decision on an application for route access, Main Roads may deem it necessary to do any or all of the following:

- Perform a further assessment of the route;
- Assess the suitability of the road pavement;
- Assess the suitability of all structures on the proposed route to accommodate the specific vehicle;
- Specify conditions of access such as speed limits, hours of operation or accreditation requirements;
- Obtain local government agreement for the proposed route (for all operators);
- Recommend a number of road improvements as conditions of approval; and
- PBS assessment to assess vehicle performance.

Note 3: To ensure network continuity, when assessing a road, all connection points to existing RAV networks must be assessed for suitability and a holistic approach should be taken to ensure overall network connectivity in the area.

1.3 Planning Evaluation

Assessment of a proposed route should be checked against any future planning proposals to evaluate the potential impact of RAVs. The relevant Local Government and Regions should be consulted as part of the process.

1.4 Route Assessment Form

The *RAV Route Assessment Form* for use in assessing RAV routes in accordance with the requirements set out in these Guidelines is available on the Road Access page of the Main Roads website.

1.5 Further Assistance

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

2 ASSESSMENT CRITERIA

2.1 Traffic Data

2.1.1 Traffic Counts

In order to determine the suitability of a road for RAV access, it is essential to obtain current traffic counts for the particular road. The traffic counts must be considered when determining appropriate road widths, potential congestion issues and relevant operating conditions.

2.1.2 Accident Statistics

Appropriate research must be conducted prior to progressing with a route assessment to establish if there is an accident history on the particular road that may be exacerbated by the introduction of RAVs on the road.

Safety is the primary factor for consideration. If crash history data is available, it may be useful to investigate whether certain times of the day cause particular risks, while at other times the risk is significantly lower. In these cases, it may be warranted to recommend that the RAV only use the route during low-risk hours.

2.2 Structures

2.2.1 Load Capacity

All bridges and load restrictive culverts on the requested route will be assessed for the relevant level of RAV Network access by Main Roads Structures Engineering Branch, via HVS. When carrying out an assessment for Network 2, ensure a separate Structures Engineering assessment is carried out for the Short B Triple combination.

Any bridge restrictions for the Short B triple combination must be listed in the Operating Conditions in the relevant vehicle category section and a notation included in the conditions for the relevant road.

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

2.2.2 Structure Width Requirements

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

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

*Conditions apply; refer to 2.4.2 and Appendix B;

**RAV ASD should be measured from a truck driver's eye height of 2.4 m. Minimum requirements for ASD refer to Appendix D.

2.3 Overhead Clearance

Although applicable for all vehicles, RAVs with high loads are particularly vulnerable to striking low overhead obstructions. Route assessments must confirm that adequate overhead clearances are available to safely accommodate a load/vehicle height of 4.6m, as follows:

- Overhead obstructions (except power lines) - 300 mm clearance; and
- Power lines - at least the minimum clearance required by telecommunications and electrical transmission cable providers.

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

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

2.4 Rural Road Widths

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

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

The maximum deviation in tracking over a straight section of road, when added to the width of the RAV, is termed the ‘swept width’. To safely accommodate the swept width of RAVs, adequate road width must be provided.

To assess the widths of rural roads, tables of minimum carriageway widths and sealed widths to accommodate the swept width are listed at Appendix A.

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

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

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

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

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

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

Minor width deficiencies are acceptable, particularly if it is only for a small portion of the road. If width requirements are relaxed, a risk assessment should be undertaken to consider other factors to ensure safe operation.

Off-tracking of a vehicle combination is more severe at high speeds; therefore minimum seal width may be reduced where speeds are controlled to 60 or 70 km/h.

Minimum seal widths may also be reduced on roads where all other users are familiar with the operator of multi combination vehicles, e.g. farm access roads and mine access roads.

2.4.1 Sight Distance Considerations at Curves and Tight Bends

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

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

In instances where it is identified the RAV would be required to utilise additional road width and potentially encroach onto the opposite side of the road, the assessor must ensure on approach to the curve or tight bend, there is sufficient visibility to observe oncoming vehicles, and react or stop if necessary. The table in Appendix D shows the required sight distance for RAVs, given the speed and the gradient of the road.

It will be necessary for the assessor to conduct swept path assessments on curves to determine if the RAV is likely to encroach onto the opposite side of the road.

Note: Access should be declined if the RAV crosses a solid white line.

2.4.2 Low Volume Road Width

When assessing road width for Network 2 to 7 or 9 to 10 RAV access, where traffic volume is less than 75 vehicles per day, the width of the road may be assessed in accordance with the width requirement in Appendix B. Appendix E conditions must be applied. If the road width meets the requirements in Appendix A, the conditions as per Appendix E are not necessary.

2.4.3 Traffic Volume Consideration

It is important to use the most appropriate measure of traffic volume when applying Appendix A and Appendix B.

For medium to high traffic roads, where AADT is more than 500, AADT will usually be a suitable measure of traffic volume. For low to medium traffic roads, where AADT is from 150 to 500, higher seasonal traffic volume may be a more appropriate measure of traffic volume. For these roads, the widths in Appendix A are the relevant guidelines.

For low traffic volume roads, where AADT is less than 75, with higher seasonal variations, obtaining a best estimate of such higher daily volumes (VPD) is recommended. Appendix B only applies if AADT and any higher seasonal traffic volumes (VPD) are both less than 75. Otherwise, road width must be assessed using Appendix A.

2.4.4 Assessing a Road in Sections

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

2.4.5 Short Sections of Reduced Width

There may be short narrow sections along the road due to narrow structures, roadside vegetation or short narrow sections of pavement. Provided narrow sections meet certain criteria, the minimum road width does not need to be considered the actual width of the entire road for assessment purposes. In the absence of any clearly identified other risk factors, clauses (a) and (b) below can be applied to assess the width deficiencies of narrow sections.

(a) Traffic Volume Less than 75 Vehicles per Day

This clause only applies to low volume rural roads that do not meet the width requirement in Appendix A, and for which the operating conditions in Appendix E will apply to RAVs.

Where all narrow sections of the low volume rural road meet the following criteria, the minimum width of the road can be considered to be the width of the road, excluding the narrow sections, when assessing suitability in accordance with Appendix B:

- Narrow sections must not be less than 3.5 m wide;
- Each narrow section must not be more than 100 m long;
- A combination of narrow points that are all within a single 100 m length of road can be considered to be one single narrow section;
- Two adjacent narrow sections must not be within 150 m of each other;
- Continuous unbroken sight distance must extend from a point at least 150 m from each end of any narrow section through the narrow section to a point at least 150 m beyond the section, in both directions; and
- Combined length of narrow sections is no more than 10% of total road length. All narrow sections shorter than 50 m shall be considered to have an effective length of 50 m.

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

Where all narrow sections meet the 3.5 m minimum width criteria, but do not meet all the remaining criteria, the route shall be considered unsuitable for RAV access on a two-way RAV traffic basis. However, the route may still be suitable for one-way RAV traffic only, provided

operating conditions as per Appendix B for a Type B road are applied. Type B roads suitability is also subject to traffic volume and road length requirements outlined in Table 2.

Table 2: Maximum allowable road length for Type B suitability

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

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

This clause only applies to medium volume roads that generally meet the width requirements in Appendix A.

Where all narrow sections of a medium volume road meet the following criteria, the minimum width of the road can be considered to be the width of the road, excluding the narrow sections, when assessing suitability in accordance with Appendix A:

- Narrow sections should not have carriageway width more than 1.3 m below Appendix A values;
- For sealed road, narrow sections should not have sealed width more than 0.2 m below Appendix A values;
- Each narrow section should not be more than 2 km long; and
- The combined length of narrow sections should not be more than 15% of total road length.

Similar principles may logically carry over to assessment of higher traffic volume roads; however the width deficiencies will need to be assessed on a case-by-case basis.

2.5 Urban and Town Site Road Widths

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

2.6 Provision for Overtaking

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

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

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

An example of calculating the derived AADT is listed below:

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

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

Table 3: Passenger Car Equivalence Factors for RAVs

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

The maximum distances between overtaking opportunities are shown in Table 4. In all cases, the assessment of steep ascending grades in Section 2.7.1 must be performed separately.

Table 4: Maximum Distances between Overtaking Opportunities

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

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

Table 5: Minimum Length for Overtaking Opportunities

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

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

2.7 Steep Ascending Grades

2.7.1 RAVs Losing Speed on Grades

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

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

Table 6 outlines the maximum distance required for a laden RAV travelling up a grade to slow down to 40 km/h. For grades or consecutive combinations of varying grades exceeding these distances, it is recommended that the grade should have an additional climbing lane for RAVs to mitigate the risk of other road users overtaking without appropriate sight distances.

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

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

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

2.7.2 Maximum Grades Requirements for RAVs

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

Table 7: Grades Limits for RAVs

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

2.8 Turning at Intersections

It is essential that intersections can be safely negotiated, with minimal or no interference to other traffic.

2.8.1 Vehicle Speed While Negotiating the Turn

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

- For intersections where the vehicle must always stop before turning (e.g.: at a Stop sign), a turning speed of 5-15 km/h is generally sufficient;
- For intersections where the vehicle rarely or never needs to stop before turning, a speed of 20 km/h or 30 km/h could be assumed; and
- Where following traffic is likely to be slowed as a result of the RAV turning off a high traffic road, a high turning speed (30 km/h or greater) is desirable, to minimise disturbance to traffic.

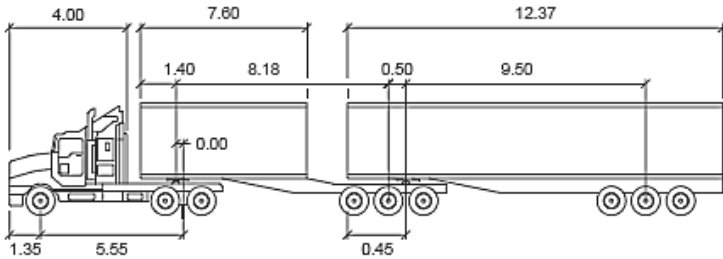
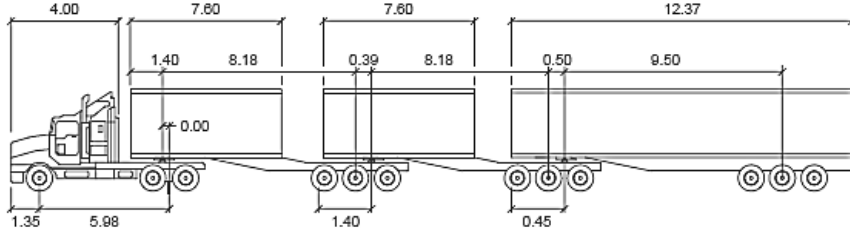
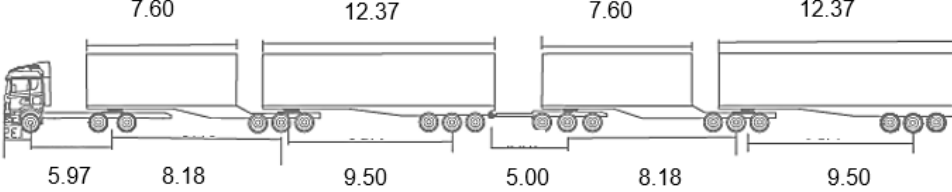
2.8.2 Turning Clearances

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

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

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

Table 8: Vehicle combinations for completing swept path assessments

RAV Categories	Assessment Vehicle	Maximum Length (m)																
2-4	<p>B-double</p>  <p>B-Double HVS meters</p> <table border="0"> <tr> <td>Tractor Width</td> <td>: 2.50</td> <td>Lock to Lock Time</td> <td>: 6.0</td> </tr> <tr> <td>Trailer Width</td> <td>: 2.50</td> <td>Steering Angle</td> <td>: 35.0</td> </tr> <tr> <td>Tractor Track</td> <td>: 2.50</td> <td>Articulating Angle</td> <td>: 70.0</td> </tr> <tr> <td>Trailer Track</td> <td>: 2.50</td> <td></td> <td></td> </tr> </table>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			27.5
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	
5-7	<p>B-triple</p>  <p>B-Triple HVS meters</p> <table border="0"> <tr> <td>Tractor Width</td> <td>: 2.50</td> <td>Lock to Lock Time</td> <td>: 6.0</td> </tr> <tr> <td>Trailer Width</td> <td>: 2.50</td> <td>Steering Angle</td> <td>: 35.0</td> </tr> <tr> <td>Tractor Track</td> <td>: 2.50</td> <td>Articulating Angle</td> <td>: 70.0</td> </tr> <tr> <td>Trailer Track</td> <td>: 2.50</td> <td></td> <td></td> </tr> </table>	Tractor Width	: 2.50	Lock to Lock Time	: 6.0	Trailer Width	: 2.50	Steering Angle	: 35.0	Tractor Track	: 2.50	Articulating Angle	: 70.0	Trailer Track	: 2.50			36.5
Tractor Width	: 2.50	Lock to Lock Time	: 6.0															
Trailer Width	: 2.50	Steering Angle	: 35.0															
Tractor Track	: 2.50	Articulating Angle	: 70.0															
Trailer Track	: 2.50																	
9-10	<p>Double B Double</p>  <p>Double B-Double HVS</p> <table border="0"> <tr> <td>Track Width</td> <td>2.50m</td> <td>Lock to Lock Time</td> <td>6.0</td> </tr> <tr> <td>Trailer Width</td> <td>2.50m</td> <td>Steering Angle</td> <td>35.0</td> </tr> <tr> <td>Tractor Width</td> <td>2.50m</td> <td>Articulating Angle</td> <td>70.0</td> </tr> <tr> <td>Trailer Track</td> <td>2.50m</td> <td></td> <td></td> </tr> </table>	Track Width	2.50m	Lock to Lock Time	6.0	Trailer Width	2.50m	Steering Angle	35.0	Tractor Width	2.50m	Articulating Angle	70.0	Trailer Track	2.50m			53.5
Track Width	2.50m	Lock to Lock Time	6.0															
Trailer Width	2.50m	Steering Angle	35.0															
Tractor Width	2.50m	Articulating Angle	70.0															
Trailer Track	2.50m																	

2.8.3 Intersection Layout

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

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

2.8.4 Approach Sight Distance (ASD)

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

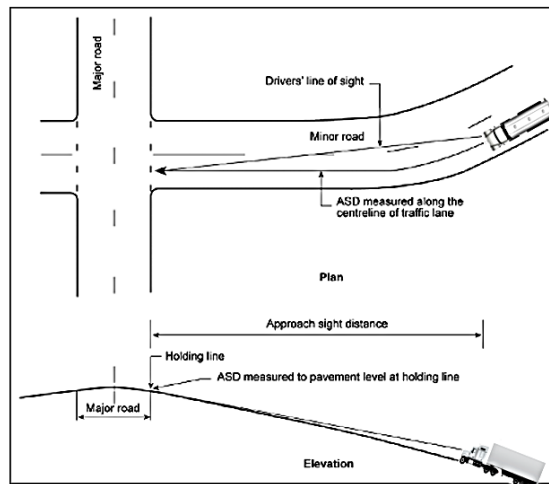


Figure 1: Example of Approach Sight Distance

2.8.5 Entering Sight Distance

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

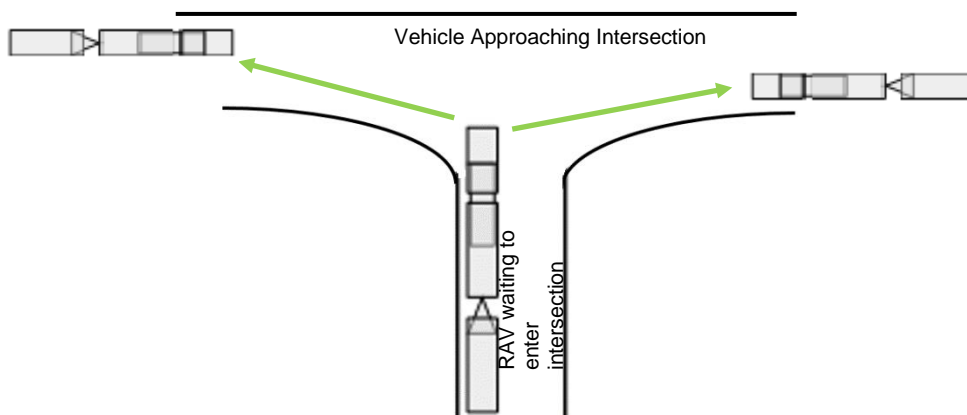


Figure 2: Example of Entering Sight Distance

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

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

2.9 Railway Level Crossings

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

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

2.9.1 Inadequate Approach Stacking Distance

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

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

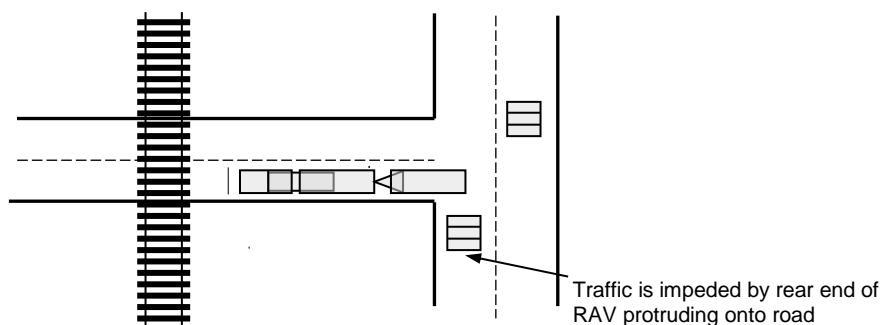


Figure 3: Examples of Inadequate Approach Stacking Distance

2.9.2 Inadequate Departure Stacking Distance

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

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

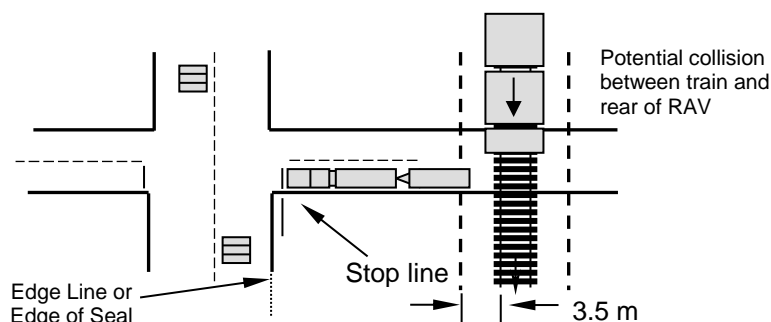


Figure 4: Examples of Inadequate Departure Stacking Distance

2.9.3 Criterion for Assessing Whether Stacking Distance is Adequate

Figure 5 shows the methodology for measuring approach (2.9.1) and departure (2.9.2) stacking distance. Ideally, a clearance of 3.5 m should be applied when assessing the available approach stacking distance. However, if the approach stacking distance is at least the length of the RAV and there is sufficient ESD for other vehicles departing the intersection while there is a RAV stopped at the rail, a lesser clearance is acceptable.

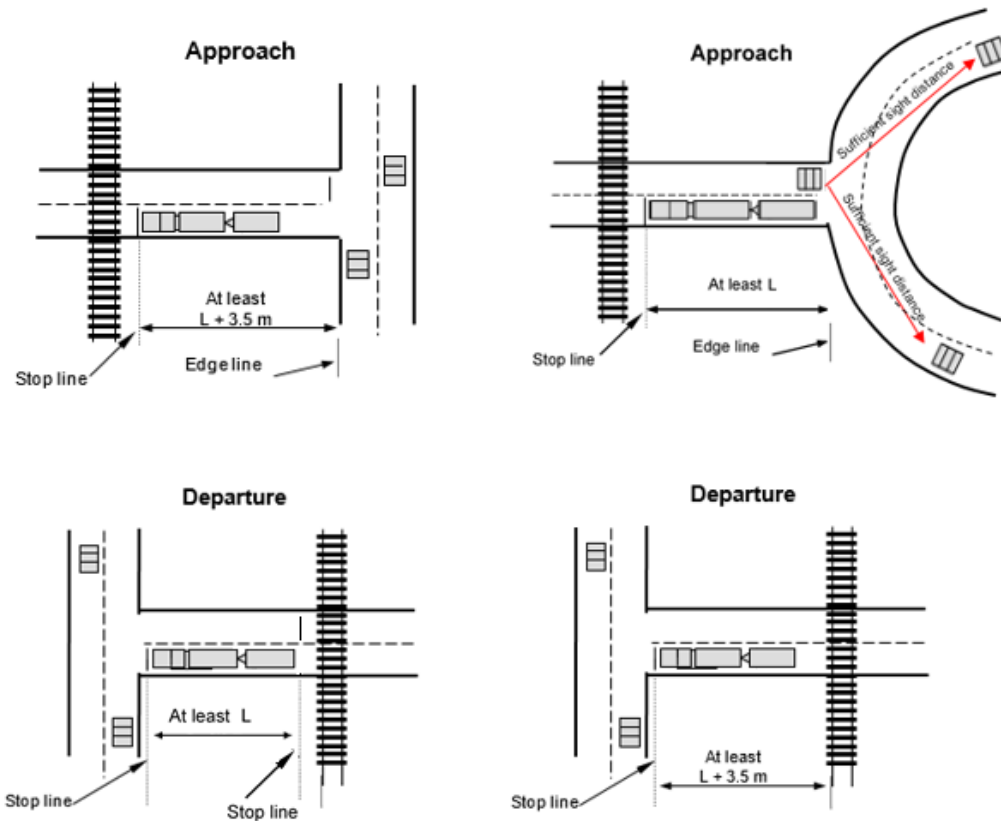


Figure 5: Examples of Adequate Stacking Distances

2.9.4 RAVs at Crossings Protected by Give Way or Stop Signs

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

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

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

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

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

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

Note: A Track Access Permit must be obtained from the relevant rail provider to access the rail corridor (outside the 3 metre zone).

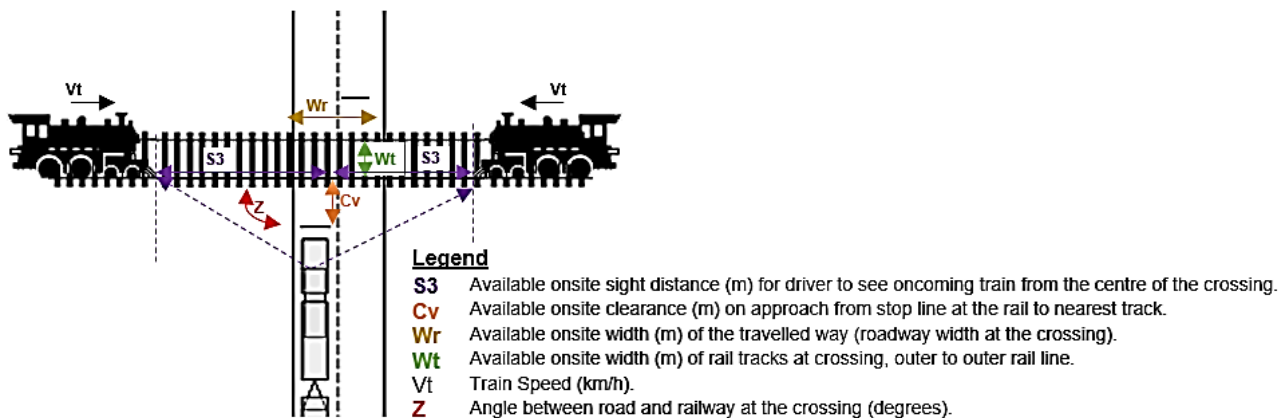


Figure 6: Required Information from Onsite Assessment for S3 Calculation

2.9.5 RAVs at Railway Crossings Protected by Flashing Lights

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

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

2.10 Off-road Parking

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

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

- Rural Area roads 80 km
- Remote Area roads 120 km

Adequate off-road parking facility is defined as any:

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

Which meets the following criteria:

- Minimum approach sight distance (measured from a truck driver's eye height of 2.4 m) to the entry/exit point for traffic travelling on the through road are in accordance with Appendix D; and
- Minimum entering sight distance (measure from a truck driver's eye height of 2.4 m to a height that considers all traffic.) from the entry/exit point in accordance with Appendix D; and
- The full length of the RAV can be parked without encroachment onto the carriageway. Minimum safe clearance distance of the RAV parked parallel to the road are shown in Table 9.

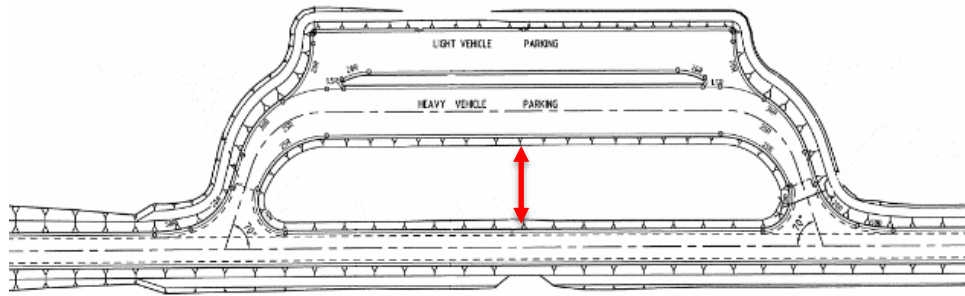


Figure 7: Minimum clearance between road pavement and parking bay

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

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

* For parking facilities located on the outside of a curve, add a further 1.6 m to the normal minimum clearance.

Depending on the frequency of trucks using the truck parking bays or road train assembly areas, the requirement of other facilities such as rubbish bins, tables and chairs and toilets needs to be considered. The assessor should also consider the likelihood of more than one RAV using the parking facility at any given time. This will depend on the volume of heavy vehicles on the proposed route. More information about off-road parking facilities can be obtained from Rest Areas page on the Main Roads website.

2.11 Other Road Users

The key issues here are whether RAV operation will be highly incompatible with, or pose new risks to other road users that may not be familiar with or could be more vulnerable to RAVs. Road users that should be considered when assessing suitability include:

- Pedestrians (especially where there are school crossings);
- Cyclists;
- Tourists and recreational users (who may be unfamiliar with the conditions);
- School buses (where the frequent stopping and turning by buses and the presence of children on or adjacent to the road can pose potential hazards); and
- Farmers moving farm machinery and implements.

Safety is the primary factor for consideration. If crash history data is available, it may be useful to investigate whether certain times of the day engender particular risks, while at other times the risk is significantly lower. In these cases, it may be warranted to recommend that the RAV only use the route during the low-risk hours.

RAVs can affect the flow of other traffic and contribute to congestion issues. Numbers of RAVs can reduce the speed of other traffic and in worst cases frustrate other motorists. Assessors should examine the traffic flow on the route and recommend solutions to reduce risks resulting from traffic disruption.

Vehicles towing caravans or trailers are a significant issue in that they can find it difficult to pass RAVs. This situation is more prevalent during school holidays. Therefore the assessor should consider the impact of seasonal traffic changes during the assessment.

If safety issues for other road users, which would result from RAV operation, are identified as major and cannot be suitably addressed, the route should be considered unsuitable for RAV access.

2.12 Slowing and Stopping

The ability of vehicles to safely pull off the carriageway, e.g. to allow following vehicles to pass or to make repairs, should be examined. Continuous sections of the route with narrow shoulders and/or deep drains should be noted and comments made on any safety implications.

3 COMMUNITY CONSIDERATIONS

Assessors need to consider potential community impacts as part of assessing route suitability.

3.1 Noise

The assessor shall consider whether the introduction of the RAVs onto the route has potential to cause a significant noise impact by considering the following:

- Areas sensitive to road traffic noise, including residences, schools and hospitals;
- The likely number of RAVs in comparison to existing number of large trucks (3 or more axles);
- Factors contributing to noise generated by RAVs such as gradients (higher speeds or use of engine braking systems), acceleration/deceleration areas (higher engine speeds, gear changing or use of engine braking systems), and road pavement irregularities (body rattle); and
- Factors mitigating the impact of noise from RAVs such as distance to residences and any screening of residences by hills, cuttings or walls.

The main criterion for noise impact assessment is the change in the numbers of large trucks (3 or more axles) on the route. Doubling RAV numbers can be considered as the start of a significant noise change while quadrupling can be considered as very significant change.

On very low volume roads, introducing RAVs may significantly increase numbers of large trucks, but overall truck numbers may still remain low enough so as not to cause a significant noise impact.

Conversely, if the road is an existing heavy vehicle route, introducing RAVs or larger RAVs may reduce the number of trips required for a given freight task and improve noise issues.

Consideration should also be given to potential noise impacts near a truck parking area. In particular, the noise generated by refrigerated trailers should be taken into account as these trucks are required to keep their cooling compressors running all night.

Where noise impacts are expected to be significant the assessor shall consider options for mitigating noise impact, such as:

- Approved noise reduction request signs;
- A curfew for RAVs during night time hours;
- Consideration of alternative routes;
- Noise certification of RAVs as a condition of access; and

- Speed restrictions.

Where noise impacts are expected to remain significant and mitigation actions have been implemented, Main Roads will consult with the relevant Local Government and may undertake a noise impact study of the route.

3.2 Vibration

Where the RAV route passes close to abutting development there may be adverse impacts upon people and property due to vibration. The assessor shall consider whether the introduction of the RAVs onto the route has potential to cause significant vibration impact by considering:

- Distance to buildings and their use and condition;
- Road roughness; and
- Uneven drainage gullies and manhole covers.

Where vibration impacts are expected to be significant the assessor shall consider options to mitigate the impacts, such as road surface improvements and alternative routes.

3.3 Dust and dirt

Where the RAV route passes close to abutting development there may be adverse impacts upon people and property due to dust, especially where a route is unsealed. The assessor shall consider whether the introduction of the RAVs onto the route has potential to cause significant dust impact by considering:

- Distance to buildings and their use;
- Likely numbers of RAVs using the route; and
- Likelihood of significant amounts of dust being produced by RAVs.

RAVs entering onto a seal road from a dirt road will potentially carry the dirt onto the sealed road, particularly in wetter conditions. This results in dirt building up and spreading on the road, which impacts on other motorists.

Where dust and dirt impacts are expected to be significant the assessor shall consider options to mitigate the impacts, such as alternative routes, speed restrictions and possibly sealing road sections, particularly on the approach to a sealed road.

3.4 Community Consultation

In line with Government policy, Main Roads may require a route that has been given a favourable assessment using these guidelines to undergo a community consultation phase. Main Roads, with input from the relevant local government, will determine the need for community consultation on a case-by-case basis.

3.5 Alternative Transport Modes

Alternative transport modes need to be considered to ensure RAV road transport is the most effective form of transport available for the particular operation.

4 APPENDICES

Appendix	Title
A	RURAL ROAD MINIMUM WIDTHS
B	LOW VOLUME RURAL ROAD MINIMUM WIDTHS
C	TOWNSITE ROAD MINIMUM WIDTHS
D	REQUIRED SIGHT DISTANCE
E	OPERATING CONDITIONS

Appendix A: Rural Road Minimum Width

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

0 to 150 AADT / VPD***

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

150 to 500 AADT / VPD

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

500 to 1 000 AADT

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

More than 1 000 AADT

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

* The carriageway widths given in the above table should be used for assessing usable width on gravel roads.

** A road should be sealed if AADT over 150 and annual freight tonnage over 300,000 TPA.

In the absence of any data, the following parameters may be a guide:

- uniform annual loaded RAV traffic volume more than 10 vehicles per day; or
- loaded RAV traffic volume more than 60 vehicles per day over a seasonal two month period.

*** When the road width is below the above values and traffic volume is no more than 75 VPD, the route may be suitable for RAVs Categories 2-10 (excluding 8) access as a low volume road. Refer to Appendix B on the following page.

Appendix B: Low Volume Rural Road Minimum Widths

NB: This section is not to be used for assessing routes for RAV Category 8.

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

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

For Type A low volume roads, Appendix E operating conditions 1, 2, 3, 4, 5, 7 and 8 may be applied as a condition;

*If a road is at least 1.0 m wider than these widths, an 80km/h speed restriction should be considered. A speed restriction above 80km/h should only be considered if the road is sealed, has good sight distance and presents no significant safety concern.

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

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

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

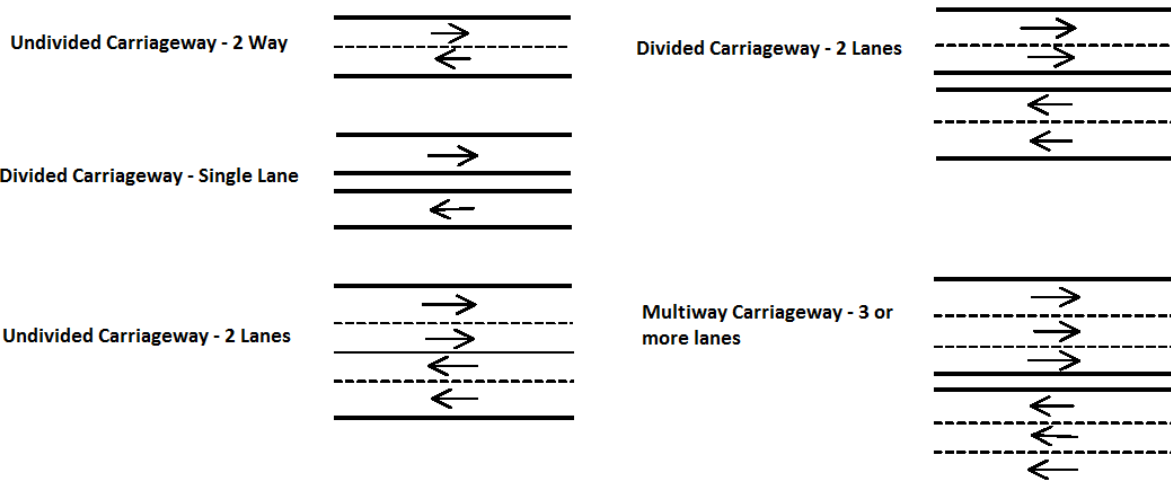
*Maximum road length limits apply, refer to Table 2 in Section 2.4.

Appendix C: Town Site Road Minimum Widths

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

Notes:

- 1) Speed refers to the prevailing speed limit for the road
- 2) An explanation of road type descriptors follows:



Appendix D: Required Sight Distances

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

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

Reaction Time	4.0 s
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(Deceleration rate of 0.29g up to 90 km/h, 0.28g at 100 km/h.)

Appendix E: Operating Conditions

Main Roads will apply the operating conditions below, as a condition of permit, to very low traffic volume roads when the road's width does not meet the minimum requirements in Appendix A.

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

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

These conditions are applied in the Prime Mover, Trailer Combinations and Truck, Trailer Combinations Operating Conditions. The applicable roads must be clearly identified as either a "Type A" Low Volume Road or a "Type B" Low Volume Road or appropriate conditions listed separately as a road condition.

*40 km/h or 60 km/h as determined from Appendix B.

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