

**NOTICE OF MEETING**

**ORDINARY COUNCIL**

Members of Council are advised that a meeting will be held in the Council Chambers 83 Mandurah Terrace, Mandurah and via eMeeting on:

**Tuesday 19 January 2021 at 5.30pm**

**MARK R NEWMAN**  
Chief Executive Officer  
14 January 2021

# AGENDA

**1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS**

**2. ACKNOWLEDGEMENT OF COUNTRY**

**3. APOLOGIES**

Councillor Lynn Rodgers

**4. IMPORTANT NOTE:**

Members of the public are advised that any decisions made at the meeting tonight, can be revoked, pursuant to the *Local Government Act 1995*. Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

**5. ANSWERS TO QUESTIONS TAKEN ON NOTICE**

Refer Attachment 5.1

**6. PUBLIC QUESTION TIME**

Public Question time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time please visit the City's website [www.mandurah.wa.gov.au](http://www.mandurah.wa.gov.au) or telephone 9550 3787.

**7. ANNOUNCEMENTS**

Modification to *Standing Orders Local Law 2016* - electronic attendance at meeting.

**8. PUBLIC STATEMENT TIME**

Any person or group wishing to make a Public Statement to Council regarding a matter concerning local government must complete an application form. For more information regarding Public Statement Time please visit the City's website [www.mandurah.wa.gov.au](http://www.mandurah.wa.gov.au) or telephone 9550 3787.

**9. LEAVE OF ABSENCE REQUESTS**

**10. PETITIONS**

**11. PRESENTATIONS****12. DEPUTATIONS**

Any person or group wishing to make a Deputation to Council regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation please visit the City's website [www.mandurah.wa.gov.au](http://www.mandurah.wa.gov.au) or telephone 9550 3787.

**13. CONFIRMATION OF MINUTES:**

13.1 Ordinary Council Meeting: 15 December 2020

*Minutes available on the City's website [mandurah.wa.gov.au / council / council-meetings / agendas-and-minutes](http://mandurah.wa.gov.au/council/council-meetings/agendas-and-minutes)*

**14. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)****15. DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS****16. QUESTIONS FROM ELECTED MEMBERS (WITHOUT DISCUSSION)**

16.1 Questions of which due notice has been given

16.2 Questions of which notice has not been given

**17. BUSINESS LEFT OVER FROM PREVIOUS MEETING****18. REPORTS**

<b>No.</b>	<b>Item</b>	<b>Page No</b>	<b>Note</b>
1	Financial Report November 2020	1 - 31	Absolute Majority Required
2	Committee / Council Meetings 2021	32 - 49	Absolute Majority Required
3	Pinjarra / Anstruther Roads Signalised Intersection: Safety Assessment	50 – 120	
4	Appointment of Community Representatives to the Access and Inclusion Advisory Group	121 – 130	
5	Mandurah Mustangs Football Club: Additional Funding Support	131 - 136	Absolute Majority Required
6	Advocacy Framework and 2021 Priorities	137 - 177	

**19. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

**20. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING**

**21. LATE AND URGENT BUSINESS ITEMS**

**22. CONFIDENTIAL ITEMS**

22.1 Property Proposal

**23. CLOSE OF MEETING**



### RESPONSE TO QUESTIONS TAKEN ON NOTICE AT THE COUNCIL MEETING HELD ON TUESDAY, 15 DECEMBER 2020

#### 6. PUBLIC QUESTION TIME

##### 6.2 AMANDA BETTERIDGE: RETAIL TRADING HOURS

1. Has any member of Council been lobbied this year by the Chamber of Commerce to protect Mandurah's retail trading hours?
2. Does Council believe that a new train station at Lakelands should be supported by a vibrant shopping centre open after business hours for the many commuter residents that it will service?
3. Will Council commit to addressing the retail trading hours petition in early 2021?
4. Why does Council believe that shopping hours in Mandurah should be shorter Monday-Friday than neighbouring precincts to the North, East and South?
5. How does Council reconcile the highest reported unemployment in the country with imposing shorter trading hours on its main retailers?

#### Response

1. *General retail trading hours were last considered by Council at the December 2019 meeting. Council received deputations from 3 public respondents, including the Peel Chamber of Commerce, who spoke in opposition to recommendations 1 and 3 of the officer's report. The minutes of that meeting have been made available on the City of Mandurah website. Questions relating to discussions individual elected members may have had as part of their engagement with the community should be referred to them directly.*
- 2, 4  
& 5 *These questions have not been considered or debated by Council. Therefore, no collective view has been formed. However, City officers will ensure that these questions are considered as part of the elected members workshop to be held in early 2021.*
3. *Council has noted the receipt of the petition to address retail trading hours. This has been passed to officers who will hold a workshop on the matter with elected members early in 2021.*

##### 6.3 AMANDA CLARKE: RETAIL TRADING HOURS

1. Does it concern Council that according to recent research some 46% of residents in Lakelands have shopped outside of the City of Mandurah because the shops stay open longer elsewhere?
2. Given statistically valid research reveals there is only 10% opposition to normalisation of trading hours in Mandurah with metro-Perth, why doesn't Council immediately act?
3. Has any member of Council been lobbied this year by any representative of IGA aiming to protect Mandurah's restrictive retail trading hours?

### RESPONSE TO QUESTIONS TAKEN ON NOTICE AT THE COUNCIL MEETING HELD ON TUESDAY, 15 DECEMBER 2020

4. Mandurah markets itself as a tourism destination. In that context, why does the City restrict retail trading hours, thereby reducing visitor amenity?
5. Does Council believe that the young people in Mandurah deserve the same employment prospects as the young people of metro Perth?

#### Response:

- 1, 2,  
4, 5 *These questions have not been considered or debated by Council and therefore, no collective response can be provided. However, Council has noted the receipt of a petition requesting the adoption of the same retail trading hours as the Perth Metropolitan area at the November 2020 meeting. A workshop with Elected Members will be held early in 2021 on the issue and City officers will ensure the questions you have posed are considered as part of this.*
3. *General retail trading hours were last considered by Council at the December 2019 meeting. Council received a deputation from Mr Rob Firmer, representing the IGA Mandurah in opposition to recommendations 1 and 3 of the officer's report. The minutes of that meeting have been made available on the City of Mandurah website. Questions relating to discussions individual Elected Members may have had as part of their engagement with the community should be referred to them directly.*

<b>1</b>	<b>SUBJECT:</b>	Financial Report November 2020
	<b>DIRECTOR:</b>	Director Business Services
	<b>MEETING:</b>	Ordinary Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

## Summary

The Financial Report for November 2020 together with associated commentaries, notes on investments, balance sheet information and the schedule of accounts are presented for Elected Members' consideration.

Council are requested to approve an additional allocation of \$573 to the 2020/2021 training and development allocation for Councillor Peter Rogers in accordance with the Elected Member Entitlements Council Policy.

## Disclosure of Interest

Nil

## Previous Relevant Documentation

- G.17/6/20 23/06/2020 Adoption of Annual Budget 2020/21

## Background

Nil

## Comment

## Financial Summary

The financial report for November 2020 shows a surplus for this period of \$65.8 million.

A summary of the financial position for November 2020 is detailed in the table below:

	Current Budget	YTD Budget (a)	YTD Actual (b)	Var. (b)-(a)	Var.% (b)-(a)/(a)
	\$ 000s	\$ 000s	\$ 000s	\$ 000s	%
<b>Opening Funding Surplus / (Deficit)</b>	<b>2,197</b>	<b>2,197</b>	<b>1,195</b>	<b>(1,002)</b>	<b>-46%</b>
<b><u>Revenue</u></b>					
Revenue from operating activities	111,778	99,656	101,538	1,882	2%
Capital revenue, grants and Contribution	13,183	7,731	4,960	(2,771)	-36%
	<b>124,961</b>	<b>107,387</b>	<b>106,497</b>	<b>(889)</b>	
<b><u>Expenditure</u></b>					
Operating Expenditure	(135,997)	(56,120)	(46,783)	9,337	-17%
Capital Expenditure	(44,704)	(21,118)	(6,817)	14,301	-68%
	<b>(180,701)</b>	<b>(77,238)</b>	<b>(53,600)</b>	<b>23,638</b>	
Non-cash amounts excluded from operating activities	35,776	14,789	14,174	(615)	-4%
Other Capital Movements	17,225	(2,415)	(2,441)	(27)	1%
<b>Closing Funding Surplus / (Deficit)</b>	<b>(542)</b>	<b>44,719</b>	<b>65,824</b>	<b>21,105</b>	<b>47%</b>

## Key Capital Projects

The following table highlights the status of the City's key capital projects for the 2020/2021 financial year:

Project	2020/21 Actuals Incl. CMT \$'000s	2020/21 Annual Budget \$'000s	Comment
Western Foreshore Recreation Precinct	1,912	8,316	<p><i>Project status:</i> Skate Park – Practical completion proposed for 3 December 2020. Official opening 16 December 2020.</p> <p>Play Space – Currently reviewing tenders for off- the-shelf play equipment. Main play tower structure is out to tender and will close prior to Christmas, with contract to be awarded early 2021. Project expected to be completed by June 2021.</p>
Eastern Foreshore South Precinct	1,184	6,937	<p><i>Project status:</i> Floating Jetties – Infrastructure construction is underway. Piling is complete and floating pontoons for Tuckey Lane Jetty installed. Proposed construction completion of both jetties mid-January 2021.</p> <p>Estuary Pool – Construction has commenced on the seawall, groynes, steps and ramps. Surcharge bund in place for approx. 6 weeks. Works to resume in January 2021. Project expected to be completed by June 2021.</p>
Smart Street Mall Upgrade	1,007	2,352	<p><i>Project status:</i> Electrical and lighting to be commissioned 11 December 2020 with site clean-up prior to Christmas. Recommence works Jan/Feb 2021 including paving, planter walls, street furniture and overhead structures. Project expected to be completed by June 2021.</p>
Lakelands District Open Space and Clubroom Facility	1,716	2,271	<p><i>Project status:</i> Sports Ground Lighting - Contract has been awarded and prestart meeting complete. Works to commence early 2021. Project expected to be completed by March/April 2021.</p> <p>Clubrooms - Landscaping and path works around building complete. Official opening was held 27 November 2020.</p>
Pinjarra Road Stage 1 and 2	141	1,626	<p><i>Project status:</i> Stage 1 Sholl Street to Sutton Street – Postponed due to traffic congestion issues in the City Centre. Leslie Street reconstruction and Pinjarra Road Stage 2 works have been brought forward accordingly.</p>

			Stage 2 Dower Street to west of Anstruther Road (excluding Anstruther/Pinjarra intersection) – Expected to commence April 2021.
Leslie Street Road Rehabilitation	-	813	<i>Project status:</i> Design has been issued for construction. Construction schedule has been revised to commence February 2021. Project expected to be completed by May 2021.

## Statutory Environment

*Local Government Act 1995* Section 6.4 Financial Report

*Local Government (Financial Management) Regulations 1996* Part 4 Financial Reports

## Policy Implications

Nil

## Economic Implications

Any material variances that have an impact on the outcome of the budgeted surplus position are explained in the Monthly Financial Report, as detailed in Attachment 1.1.

## Risk Analysis

Nil

## Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

### Organisational Excellence:

- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices, governance, risk and financial management.

## Unbudgeted Expenditure

### Local Roads and Community Infrastructure Program – Phase 2

On 22 May 2020 the Australian Government announced a new \$500 million Local Roads and Community Infrastructure Program (LRCI Program). Through the 2020–21 Budget, the Australian Government announced a \$1 billion extension of the LRCI Program, following strong community and local government support.

This program supports local Councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

LRCI Program Phase 1 provided the City with funding of \$877,524 which has been allocated to four new and upgraded Shared Paths, one Road Rehabilitation and three Road Resealing projects. These projects require completion by 30 June 2021.

LCRI Program Phase 2 will provide the City with funding of \$2,858,144. The Grant Agreement confirming funding for Phase 2 of the Program has been received from the Department of Infrastructure, Transport, Regional Development and Communities and will be executed late December/early January. Projects are to be delivered between 1 January 2021 and 31 December 2021.

The following project nominations will be submitted to the Department for approval within the program guidelines:

- Mandurah Terrace – Road Rehabilitation (between Adonis Street and Gordon Road) \$1,358,144.
- Peel Street – Continued staged reconstruction including enhanced street lighting and undergrounding of power \$1,500,000.

Approval is requested for the City to allocate LRCI funding of \$2,858,144 to these projects.

#### Local Roads and Community Infrastructure (LRCI) Program - Phase 1

In the July 2020 Financial Report, Council approved a \$350,000 allocation of LRCI funding and the equivalent expenditure for the Lakelands Madora Pedestrian Bridge capital project. The funding was to assist with the concept design for construction and installation of the bridge ramps and access points, however LRCI has since advised that funding can only be used for the delivery of a project and not the design, therefore a funding reallocation required. The LRCI funding reallocation to suitable capital projects has also impacted the current allocation of Regional Road Group (RRG) funding.

To ensure scope-fit projects are allocated to it each funding source, it is proposed the following reallocation be approved with an overall nil effect on municipal funding:

Project Description	Original Funding Allocation				Proposed Funding Allocation				Variance
	LRCI	RRG	CoM	Total	LRCI	RRG	CoM	Total	
Lakelands-Madora Bay Pedestrian Bridge	350,000			350,000	-	-	350,000	350,000	-
RS Mississippi Drive Stage 2	-	214,186		214,186	214,186		-	214,186	-
RS Oakmont Avenue Cool Seal	-		97,535	97,535	90,814		6,721	97,535	-
RS Waldron Boulevard	-		45,000	45,000	45,000		-	45,000	-
RR Old Coast Rd - Cossack Way to Shoshone View	-		170,930	170,930		149,186	21,744	170,930	-
RS Valley Road	-		70,442	70,442		65,000	5,442	70,442	-
<b>Total</b>	<b>350,000</b>	<b>214,186</b>	<b>383,907</b>	<b>948,093</b>	<b>350,000</b>	<b>214,186</b>	<b>383,907</b>	<b>948,093</b>	<b>-</b>

Council are not required to formally approve the reallocation of grant funding as there is no changes to the total revenue received for LRCI Program, Regional Road Group or City of Mandurah. The only change for the projects outlined above are relating to how they are individually funded.

#### Dawesville Channel SE Foreshore Upgrade

The City has received approval from the Department of Planning, Lands and Heritage to spend \$277,025 of cash-in-lieu funds on the Dawesville Channel SE Foreshore Upgrade Project. This 'Restart Mandurah' project has a current budget of \$226,173. The increased scope of works will include construction of a road, vehicle turnaround area and carparking facilities (currently limestone) adjacent to the fishing platforms on the groyne. Additional cash-in-lieu funding will be sought next year to commence foreshore upgrade works.

It is proposed that the scope increase of \$277,025 be funded from the funds held in trust for Cash-in-Lieu of Public Open Space.

### Bortolo Sump - Water Sensitive Urban Design

A report was presented to Council in 2013 to endorse the vision of converting a stormwater drainage basin into a constructed wetland at Bortolo Park. The Bortolo Sump - Water Sensitive Urban Design project is listed on the City's Capital Works program for 2020-2021 as a 'Restart Mandurah' project with a budget of \$325,116. The City has received approval from the Minister for Planning in November 2020 to use cash-in-lieu funds of \$70,448. This will enable an increase in scope for boardwalk works and for further planting to be undertaken.

Approval is therefore requested to increase the Bortolo Sump - Water Sensitive Urban Design project budget by \$70,448, being the amount approved from funds held in trust for Cash-in-Lieu of Public Open Space.

### San Remo Deck Modifications

An increase in scope is required to complete the San Remo Deck Modification capital works project. The additional works include adequate hand railing along the edge of the ramp and installation of tactiles at a cost of \$6,000. It is proposed that the \$6,000 increase in budget be funded from the savings in the completed Melaleuca Tce - Replace Broken Pine Fencing project.

### BMX Track Renewal Program

An increase in scope is required to complete the BMX track at Falcon Skate Precinct. Stage 2 of the pump track will include an extension of the current track length and surrounding landscaping at a cost of \$27,465. To enable optimal delivery of this project it is proposed that the \$27,465 increase in budget be funded from the savings in the completed Melaleuca Tce - Replace Broken Pine Fencing project.

### Mandurah Murray Motorcycle Charity Ride

Council approved the running of the annual Mandurah Murray Motorcycle Charity Ride in October 2020. To assist with managing and monitoring the costs of this event, approval is requested to reallocate \$10,000 from the External Event Management - Event Attraction budget to a new stand-alone operating project budget for the Mandurah Murray Motorcycle Charity Ride.

### Additional Allocation for Training and Professional Development

Councillor Peter Rogers had indicated in the early 2020 that he would use his 2019/2020 and 2020/2021 training and professional development allocation to undertake the Australian Institute of Company Directors (AICD) Course in early 2021 (total of \$8,000). In accordance with clause 5(b)(ii) of the Elected Member Entitlements Council Policy, a resolution of Council is required to approve Elected Members to attend training and professional development where the estimated event expenses exceed the available balance of the Elected Member's two-year expense allocation, which is \$8,000. The total cost of the course has been received by the City and it is \$8,573 exclusive of GST. It is proposed that Council approve the additional amount of \$573. There are sufficient funds in the Elected Member training budget to cover this additional amount.

### **Conclusion**

The City strives to manage its finances adequately and maintain expenditure within budget to ensure services that have been approved through the budget process are fully funded. By submitting the budget variation requests to Council as they arise it allows identification of financial implications and ensures there is nil effect on the budget adopted.

It is recommended that Council receive the Monthly Financial Report, Schedule of Accounts, proposed budget variations and the amendments to the Procurement Council Policy and approve the additional

allocation of \$573 for Councillor Rogers to undertake the Australian Institute of Company Directors (AICD) Course in early 2021.

NOTE:

- Refer **Attachment 1.1 Monthly Financial Report**  
**Attachment 1.2 Schedule of Accounts (electronic only)**
- Further Information: Local Roads and Community Infrastructure Program funding can be found at:  
[https://investment.infrastructure.gov.au/infrastructure\\_investment/local-roads-community-infrastructure-program/#phase2](https://investment.infrastructure.gov.au/infrastructure_investment/local-roads-community-infrastructure-program/#phase2)

**RECOMMENDATION**

**That Council:**

- 1 Receives the Financial Report for November 2020 as detailed in Attachment 1.1 of the report.
- 2 Receives the Schedule of Accounts for the following amounts as detailed in Attachment 1.2 of the report:

Total Municipal Fund	\$	24,493,932.14
Total Trust Fund	\$	0.00
	\$	<u>24,493,932.14</u>
- 3 Approves the following budget variations for 2020/21 annual budget:
  - 3.1 Increase in capital income and expenditure for the following projects:
    - Mandurah Terrace – Road Rehabilitation \$1,358,144
    - Peel Street \$1,500,000\*
    - To be funded from LRCI – Phase 2 funding \$2,858,144\*
  - 3.2 Increase in capital expenditure for Dawesville Channel SE Foreshore Upgrade of \$277,025\*
    - To be funded from the funds held in Trust for Cash- in-Lieu of Public Open Space \$277,025\*
  - 3.3 Increase in capital expenditure for Bortolo Sump - Water Sensitive Urban Design of \$70,448\*
    - To be funded from the funds held in Trust for Cash- in-Lieu of Public Open Space \$70,448\*
  - 3.4 Increase in capital expenditure for San Remo Deck Modifications of \$6,000\*
    - To be funded from Melaleuca Tce - Replace Broken Pine Fencing \$6,000\*
  - 3.5 Increase in capital expenditure for BMX Track Renewal Program of \$27,465\*
    - To be funded from Melaleuca Tce - Replace Broken Pine Fencing \$27,465\*
  - 3.6 Increase in operating expenditure for Mandurah Murray Motorcycle Charity Ride of \$10,000\*
    - To be funded from External Event Management - Event Attraction \$10,000\*
4. Approves an additional allocation of \$573 to the 2020/2021 training and development allocation for Councillor Peter Rogers in accordance with the Elected Member Entitlements Council Policy.

**\*ABSOLUTE MAJORITY REQUIRED\***



# Monthly Financial Report

## November 2020





# City of Mandurah

## November 2020

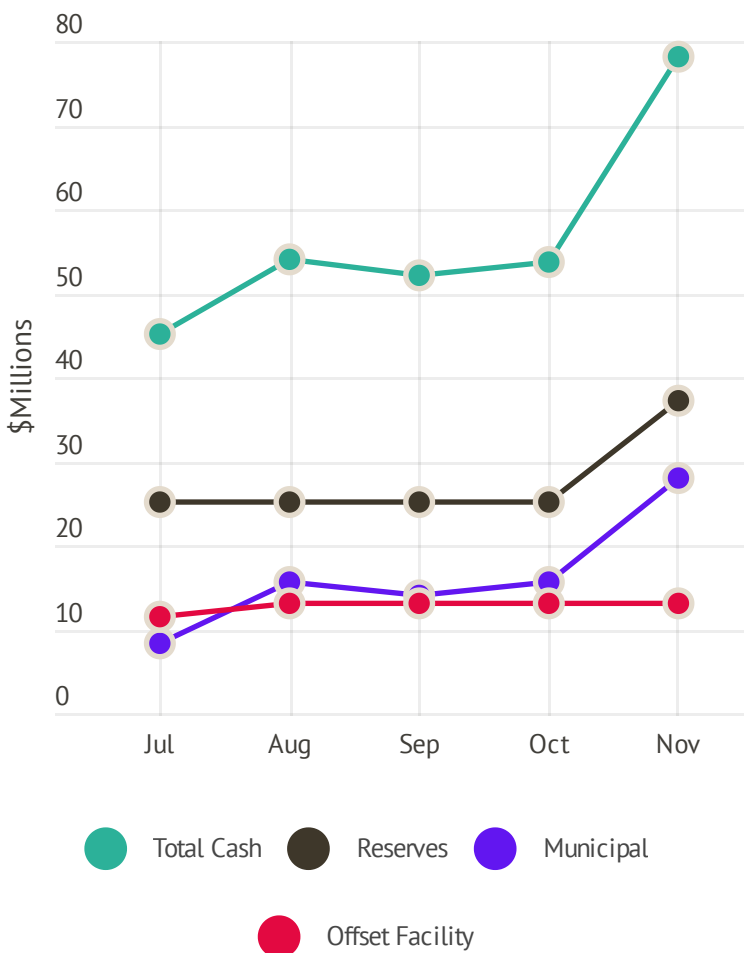
# \$542,095

Estimated Deficit at 30 June 2021 with  
proposed budget amendments

# \$65.8 million

Year to Date Actual Surplus

## Investments



## Loans

- Actual Principal Outstanding \$24.01M
- Actual Principal Repayments Made \$2.22M
- Actual Interest Paid \$151K
- Actual New Loans Drawdown \$0M
- Amount of Interest Saved from Loan Offset Facility \$92K

## Rates Outstanding

- 24** Properties with >\$10K outstanding
- 178** Properties \$3K to \$10K outstanding
- 4** Properties commenced legal action in 20/21
- \$1.99M** Rates Exemptions

## Sundry Debtors Outstanding

- 150** current accounts due (\$1.54M)
- 233** accounts overdue i.e >30 days (\$862K)

## Budget Proposed Amendments

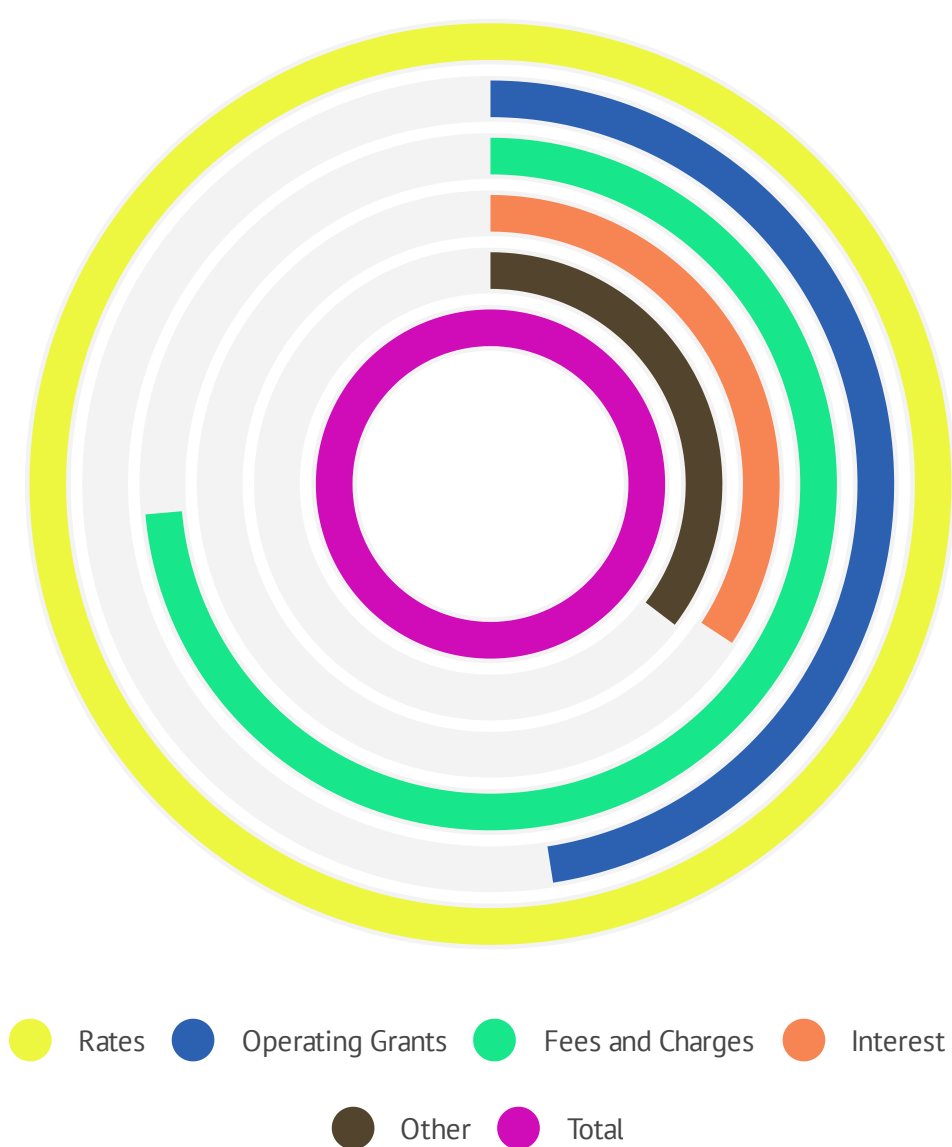
- LRCI - Phase 2 funding for additional capital expenditure for Mandurah Terrace road rehabilitation (\$1.36m) and Peel Street (\$1.5m)
- Additional capital expenditure for Dawesville Channel SE Foreshore Upgrade (\$277k) and Bortolo Sump - Water Sensitive Urban Design (\$70k) from funds held in trust
- San Remo Deck Modifications from Melaleuca Tce - Replace Broken Pine Fencing (\$6k)
- BMX Track Renewal Program from Melaleuca Tce - Replace Broken Pine Fencing (\$27.5k)
- Mandurah Murray Motorcycle Charity Ride from External Event Management - Event Attraction (\$10k)

- 2** Tenders awarded during the month through CEO delegation
- 30%** Grants received for the 20/21 year

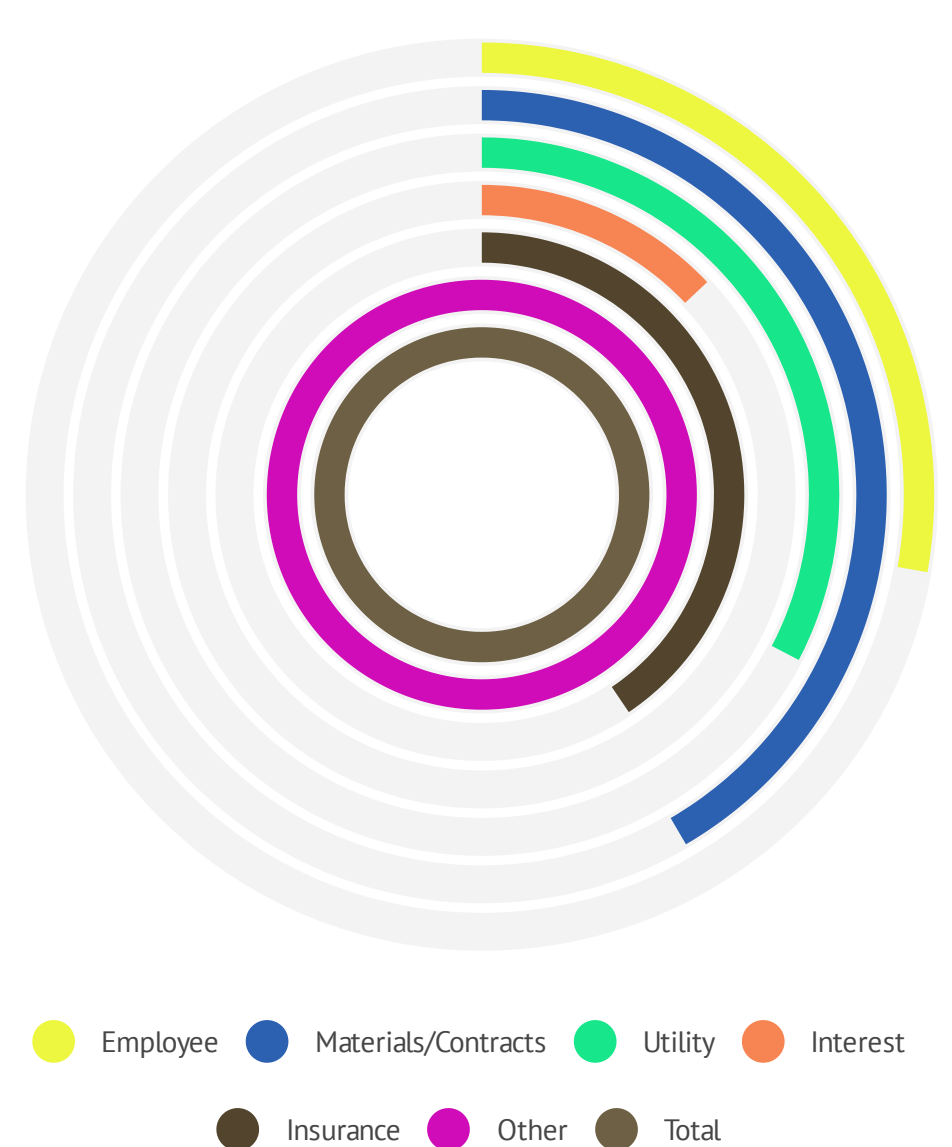
## Summary

- Actual Rates Raised \$80.14M
- Actual Rates Received \$52.03M (62.4% collected)
- Actual Operating Revenue \$101.54M
- Actual Capital Revenue \$3.71M
- Actual Operating Expenditure \$46.78M
- Actual Capital Expenditure \$6.82M
- Actual Proceeds from Sale of Assets \$1.25M

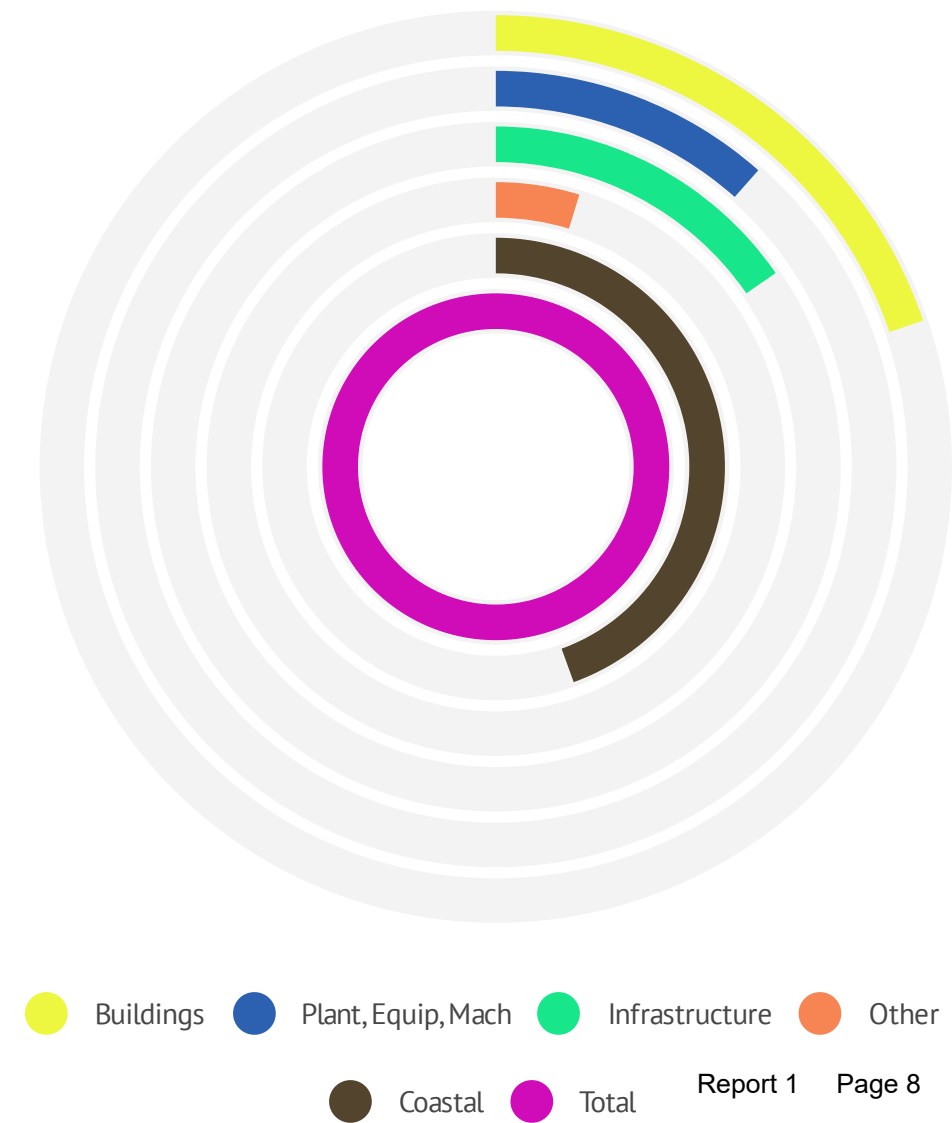
## Year to Date Revenue Actuals Compared to Current Budget



## Year to Date Expenditure Actuals Compared to Current Budget



## Year to Date Capital Actuals Compared to Current Budget



**CITY OF MANDURAH**  
**MONTHLY FINANCIAL REPORT**  
**For the Period Ended 30 November 2020**

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**STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**STATUTORY REPORTING PROGRAMS**

	Ref Note	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening Funding Surplus / (Deficit)</b>	1(c)	2,197,002	2,197,002	<b>1,194,780</b>			
<b>Revenue from operating activities</b>							
Governance		2,025	230	<b>2</b>	(228)	(99.13%)	▼
General Purpose Funding - Rates		80,089,931	79,899,596	<b>80,135,689</b>	236,093	0.30%	
General Purpose Funding - Other		3,320,549	1,252,632	<b>1,182,100</b>	(70,532)	(5.63%)	
Law, Order and Public Safety		1,033,710	429,831	<b>515,966</b>	86,135	20.04%	▲
Health		319,825	196,355	<b>187,027</b>	(9,328)	(4.75%)	
Education and Welfare		1,075,044	254,960	<b>224,835</b>	(30,125)	(11.82%)	▼
Community Amenities		14,147,854	12,487,117	<b>13,057,409</b>	570,292	4.57%	
Recreation and Culture		7,432,914	2,640,731	<b>2,703,898</b>	63,167	2.39%	
Transport		2,394,436	1,701,914	<b>1,924,543</b>	222,629	13.08%	▲
Economic Services		1,627,244	670,815	<b>944,259</b>	273,444	40.76%	▲
Other Property and Services		334,933	121,464	<b>661,920</b>	540,456	444.95%	▲
		<b>111,778,465</b>	<b>99,655,645</b>	<b>101,537,648</b>	1,882,003	1.89%	
<b>Expenditure from operating activities</b>							
Governance		(6,142,176)	(2,601,298)	<b>(2,582,969)</b>	18,329	0.70%	
General Purpose Funding		(2,049,304)	(866,276)	<b>(940,148)</b>	(73,872)	(8.53%)	
Law, Order and Public Safety		(3,966,714)	(1,661,719)	<b>(964,788)</b>	696,931	41.94%	▲
Health		(2,092,102)	(889,619)	<b>(385,285)</b>	504,334	56.69%	▲
Education and Welfare		(5,707,877)	(2,158,215)	<b>(1,551,267)</b>	606,948	28.12%	▲
Community Amenities		(22,935,709)	(9,484,832)	<b>(8,953,133)</b>	531,699	5.61%	
Recreation and Culture		(47,945,623)	(19,257,491)	<b>(22,103,411)</b>	(2,845,920)	(14.78%)	▼
Transport		(26,321,636)	(10,928,155)	<b>(12,199,018)</b>	(1,270,863)	(11.63%)	▼
Economic Services		(7,755,829)	(3,090,000)	<b>(4,092,308)</b>	(1,002,308)	(32.44%)	▼
Other Property and Services		(11,080,048)	(5,182,747)	<b>6,989,354</b>	12,172,101	234.86%	▲
		<b>(135,997,018)</b>	<b>(56,120,352)</b>	<b>(46,782,973)</b>	9,337,379	16.64%	
Non-cash amounts excluded from operating activities	1(a)	35,775,661	14,789,019	<b>14,173,766</b>	(615,253)	(4.16%)	
<b>Amount attributable to operating activities</b>		<b>11,557,108</b>	<b>58,324,312</b>	<b>68,928,441</b>	10,604,129	(18.18%)	
<b>Investing Activities</b>							
Non-operating grants, subsidies and contributions	9	12,162,222	7,305,736	<b>3,706,583</b>	(3,599,153)	(49.26%)	▼
Proceeds from disposal of assets	4	1,020,562	425,234	<b>1,253,063</b>	827,829	194.68%	▲
Purchase of property, plant and equipment	6	(44,704,448)	(21,118,098)	<b>(6,817,125)</b>	14,300,973	67.72%	▲
<b>Amount attributable to investing activities</b>		<b>(31,521,664)</b>	<b>(13,387,128)</b>	<b>(1,857,479)</b>	11,529,649	86.12%	
<b>Financing Activities</b>							
Proceeds from New Debentures	7	27,500,000	-	-	0	0.00%	
Unspent Loans		1,200,612	-	-	0	0.00%	
Payment of lease liability		(807,905)	(201,976)	<b>(266,817)</b>	(64,841)	32.10%	▼
Proceeds from community loans		100,000	41,667	<b>45,564</b>	3,898	9.35%	
Transfer from Reserves		19,061,504	-	-	0	0.00%	
Repayment of Debentures	7	(25,410,640)	(2,254,433)	<b>(2,220,139)</b>	34,294	1.52%	
Transfer to Reserves		(4,418,111)	-	-	0	0.00%	
<b>Amount attributable to financing activities</b>		<b>17,225,460</b>	<b>(2,414,743)</b>	<b>(2,441,392)</b>	(26,649)	(1.10%)	
<b>Closing Funding Surplus / (Deficit)</b>	1(c)	<b>(542,095)</b>	<b>44,719,444</b>	<b>65,824,351</b>	21,104,908	47.19%	

**KEY INFORMATION**

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

Refer to Note 12 for an explanation of the reasons for the variance.

The material variance adopted by Council for the 2020-21 year is 10.00%

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

**STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**BY NATURE OR TYPE**

	Ref Note	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening Funding Surplus / (Deficit)</b>	1(c)	2,197,002	2,197,002	<b>1,194,780</b>			
<b>Revenue from operating activities</b>							
Rates		80,089,931	79,899,596	<b>80,135,689</b>	236,093	0.30%	
Operating grants, subsidies and contributions		4,766,342	1,410,243	<b>2,264,776</b>	854,533	60.59%	▲
Fees and charges		25,208,293	17,621,227	<b>18,553,718</b>	932,491	5.29%	
Interest earnings		1,460,000	608,090	<b>500,136</b>	(107,954)	(17.75%)	▼
Other revenue		235,500	98,090	<b>83,329</b>	(14,761)	(15.05%)	▼
Profit on disposal of assets		18,399	18,399	-	(18,399)	(100.00%)	▼
		<b>111,778,465</b>	<b>99,655,645</b>	<b>101,537,648</b>	1,882,003	1.89%	
<b>Expenditure from operating activities</b>							
Employee costs		(48,566,904)	(20,474,510)	<b>(13,474,114)</b>	7,000,396	34.19%	▲
Materials and contracts		(45,202,469)	(17,904,046)	<b>(18,799,271)</b>	(895,225)	(5.00%)	
Utility charges		(4,126,414)	(1,654,744)	<b>(1,347,187)</b>	307,557	18.59%	▲
Depreciation on non-current assets		(35,440,869)	(14,761,120)	<b>(12,437,612)</b>	2,323,508	15.74%	▲
Interest expenses		(1,234,093)	(513,995)	<b>(159,957)</b>	354,038	68.88%	▲
Insurance expenses		(870,578)	(362,570)	<b>(352,972)</b>	9,598	2.65%	
Other expenditure		(202,500)	(96,176)	<b>(211,860)</b>	(115,684)	(120.28%)	▼
Loss on disposal of assets		(353,191)	(353,191)	-	353,191	100.00%	▲
		<b>(135,997,018)</b>	<b>(56,120,352)</b>	<b>(46,782,973)</b>	9,337,379	16.64%	
Non-cash amounts excluded from operating activities	1(a)	35,775,661	14,789,019	<b>14,173,766</b>	(615,253)	(4.16%)	
<b>Amount attributable to operating activities</b>		<b>11,557,108</b>	<b>58,324,312</b>	<b>68,928,441</b>	10,604,129	(18.18%)	
<b>Investing activities</b>							
Non-operating grants, subsidies and contributions	9	12,162,222	7,305,736	<b>3,706,583</b>	(3,599,153)	(49.26%)	▼
Proceeds from disposal of assets	4	1,020,562	425,234	<b>1,253,063</b>	827,829	194.68%	▲
Payments for property, plant and equipment	6	(44,704,448)	(21,118,098)	<b>(6,817,125)</b>	14,300,973	67.72%	▲
<b>Amount attributable to investing activities</b>		<b>(31,521,664)</b>	<b>(13,387,128)</b>	<b>(1,857,479)</b>	11,529,649	86.12%	
<b>Financing Activities</b>							
Proceeds from new debentures	7	27,500,000	-	-	0	0.00%	
Unspent Loans Utilised		1,200,612	-	-	0	0.00%	
Payment of lease liability		(807,905)	(201,976)	<b>(266,817)</b>	(64,841)	(32.10%)	▼
Proceeds from community loans		100,000	41,667	<b>45,564</b>	3,898	9.35%	
Transfer from reserves		19,061,504	-	-	0	0.00%	
Repayment of debentures	7	(25,410,640)	(2,254,433)	<b>(2,220,139)</b>	34,294	1.52%	
Transfer to reserves		(4,418,111)	-	-	0	0.00%	
<b>Amount attributable to financing activities</b>		<b>17,225,460</b>	<b>(2,414,743)</b>	<b>(2,441,392)</b>	(26,649)	(1.10%)	
<b>Closing Funding Surplus / (Deficit)</b>	1(c)	<b>(542,095)</b>	<b>44,719,444</b>	<b>65,824,351</b>	21,104,908	47.19%	

**KEY INFORMATION**

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

Refer to Note 12 for an explanation of the reasons for the variance.

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

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Local Government (Financial Management) Regulation 1996.

	Notes	Annual Budget	YTD Budget (a)	YTD Actual (b)
<b>Non-cash items excluded from operating activities</b>		\$	\$	\$
<b>Adjustments to operating activities</b>				
Less: Profit on asset disposals		(18,399)	(1,533)	-
Movement in pensioner deferred rates (non-current)		-	-	(129,751)
Movement in employee benefit provisions (non-current)		-	-	1,865,905
Add: Loss on asset disposals		353,191	29,433	-
Add: Depreciation on assets		35,440,869	14,761,120	12,437,612
<b>Total non-cash items excluded from operating activities</b>		<b>35,775,661</b>	<b>14,789,019</b>	<b>14,173,766</b>

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

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with regulation 32 of the Local Government (Financial Management) Regulations 1996 to agree to the surplus/(deficit) after imposition of general rates.

		Budget Closing 30 Jun 2020	Budget Closing 30 Jun 2021	Year to Date 30 Nov 2020
<b>Adjustments to net current assets</b>				
Less: Reserves - restricted cash		(34,557,228)	(20,116,870)	(37,249,637)
Less: Unspent loans		-	(431,591)	(1,531,765)
Less: ESL debtors		185,905	-	(4,275,378)
Less: Prepaid Rates		(2,455,879)	(2,455,879)	-
Less: Clearing accounts				2,899,217
Add: Borrowings	7	5,410,639	7,499,999	2,490,993
Add: Other liabilities		7,437,433	3,081,188	-
Add: Lease liability		1,416,287	608,382	750,190
Add: Provisions - employee		4,944,527	5,041,426	5,103,667
Add: Loan Facility offset		-	-	13,000,000
<b>Total adjustments to net current assets</b>		<b>(17,618,316)</b>	<b>(6,773,345)</b>	<b>(18,812,713)</b>

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

<b>Current assets</b>				
Cash and cash equivalents	2	39,407,751	23,293,233	65,192,390
Rates receivables	3	4,019,116	3,519,116	31,333,005
Receivables	3	4,444,928	3,644,928	9,646,541
Other current assets		428,974	524,062	587,993
<b>Less: Current liabilities</b>				
Payables		(7,761,299)	(4,555,419)	(6,485,488)
Borrowings	7	(5,410,639)	(7,499,999)	(2,490,993)
Other current liabilities		(5,275,266)	(3,464,329)	(5,734,105)
Lease liabilities		(1,416,287)	(608,382)	(750,190)
Provisions		(8,621,960)	(8,621,960)	(6,662,088)
<b>Less: Total adjustments to net current assets</b>	1(b)	<b>(17,618,316)</b>	<b>(6,773,345)</b>	<b>(18,812,713)</b>
<b>Closing Funding Surplus / (Deficit)</b>		<b>2,197,002</b>	<b>(542,095)</b>	<b>65,824,351</b>

CURRENT AND NON-CURRENT CLASSIFICATION

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

	Total Amount	Interest rate	Total calculated interest Earnings	Institution	S&P rating	Deposit Date	Maturity Date	Term days
	\$	\$	\$	\$				
<b>Cash on hand</b>								
Westpac Municipal Bank Account	18,461,982	Variable		Westpac	AA-	NA	NA	
	18,461,982							
<b>Municipal Investments</b>								
Muni 10 - 9652-46197	29,770	0.25%	74	ANZ	AA-	1/10/2020	1/10/2021	365
Muni 37 - TBA	3,001,997	0.27%	1,997	CBA	AA-	20/11/2020	18/02/2021	90
MNS 31 - 582058	6,109,928	0.60%	3,463	Westpac	AA-	30/10/2020	30/11/2020	31
MNS 60 - 582007	339,076	0.65%	207	Westpac	AA-	30/10/2020	30/11/2020	31
	9,480,771							
<b>Reserve Investments</b>								
Reserve 30 - 78-911-3263	3,043,982	0.70%	5,303	NAB	AA-	7/09/2020	7/12/2020	91
Reserve 31 - 78-920-6945	3,044,432	0.62%	4,647	NAB	AA-	24/09/2020	23/12/2020	90
Reserve 32 - 33713404	3,019,605	0.27%	2,031	CBA	AA-	23/11/2020	22/02/2021	91
Reserve 33 - 93-656-8445	3,041,505	0.60%	4,543	NAB	AA-	1/10/2020	31/12/2020	91
Reserve 34 - 72-684-2987	3,040,367	0.65%	4,919	NAB	AA-	22/09/2020	22/12/2020	91
Reserve 35 - TBA	3,005,802	0.39%	5,802	CBA	AA-	20/11/2020	20/05/2021	181
Reserve 36 - 97-996-3904	3,003,403	0.45%	3,403	NAB	AA-	11/11/2020	11/02/2021	92
Reserve 37 - 98-008-2768	3,006,695	0.45%	6,695	NAB	AA-	11/11/2020	11/05/2021	181
Reserve 38 - 36-724-1038	3,003,329	0.45%	3,329	NAB	AA-	20/11/2020	18/02/2021	90
RNS 31 - 581565	6,830,770	0.60%	3,872	Westpac	AA-	30/10/2020	30/11/2020	31
RNS 60 - 581573	3,209,747	0.65%	1,955	Westpac	AA-	30/10/2020	30/11/2020	31
	37,249,637							
<b>Total</b>	<b>65,192,390</b>		<b>52,240</b>					

**Interest revenue**

Investment Interest Accrued	52,240
Investment Interest Matured	233,299
Rates Interest	214,597
	<b>500,136</b>

**Interest Earned**

**\$500,136**

**Total Municipal and Reserve Funds 65,192,390**

	Amount	Interest rate on loans	Interest Saved	YTD Interest Saved
<b>Loan Offset Facility</b>				
Westpac	13,000,000	1.97%	20,852	91,952

**KEY INFORMATION**

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

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

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

Total Municipal Cash	Unrestricted
<b>\$78.19 M</b>	<b>\$40.94 M</b>

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

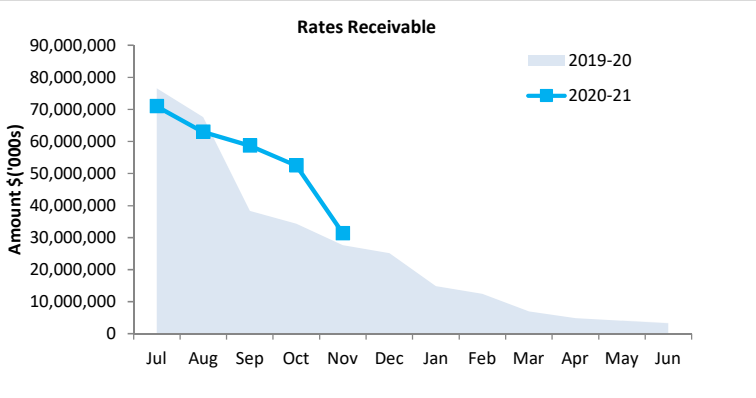
OPERATING ACTIVITIES  
NOTE 3  
RECEIVABLES

Rates Receivable	30-Jun-20	30-Nov-19	30 Nov 20
	\$		\$
Opening Arrears Previous Years	2,873,789	2,873,789	3,317,555
Rates levied	80,212,522	78,487,059	80,045,904
Less - Collections to date	(79,768,756)	(53,705,071)	(52,030,454)
Equals Current Outstanding	3,317,555	27,655,777	31,333,005
<b>Net Rates Collectable</b>	<b>3,317,555</b>	<b>27,655,777</b>	<b>31,333,005</b>
% Collected	96%	66%	62.4%
No. of Legal Proceedings Commenced for the 2020/21 year			4
No. of properties > \$10,000 outstanding			24
No. of properties between \$3,000 and \$10,000 outstanding			152
Value of Rates Concession			73,427
Value of Rates Exemptions			1,988,179

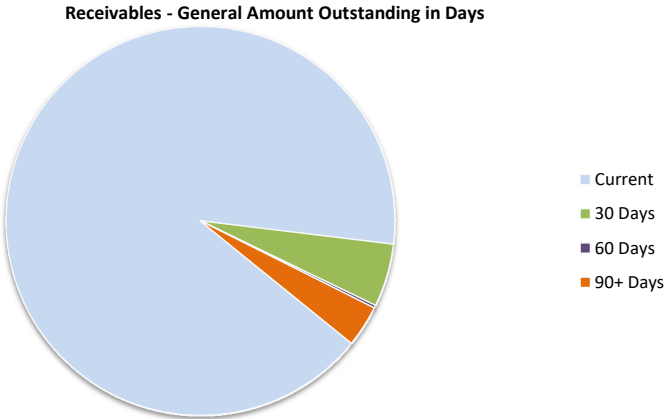
Receivables - General	Credit	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$	\$
<b>Balance per Trial Balance</b>						
Sundry receivable		1,387,135	507,078	22,473	332,075	2,248,761
Recreation Centres		134,943				134,943
Mandurah Ocean Marina		20,832				20,832
GST receivable		742,713				742,713
Allowance for impairment of receivables		(139,014)				(139,014)
Infringements		1,015,505				1,015,505
Pensioners rates and ESL deferred		3,512,971				3,512,971
Other Receivables		2,109,829				2,109,829
<b>Total Receivables General Outstanding</b>		<b>8,784,915</b>	<b>507,078</b>	<b>22,473</b>	<b>332,075</b>	<b>9,646,541</b>
Percentage		91.1%	5.3%	0.2%	3.4%	

KEY INFORMATION

Rates and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of rates and other receivables is reviewed on an ongoing basis. Other receivables that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



Collected	Rates Due
62.4%	\$31,333,005



<b>Debtors Due</b>
<b>\$9,646,541</b>
<b>Over 30 Days</b>
<b>9%</b>
<b>Over 90 Days</b>
<b>3%</b>



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

OPERATING ACTIVITIES  
NOTE 4  
DISPOSAL OF ASSETS

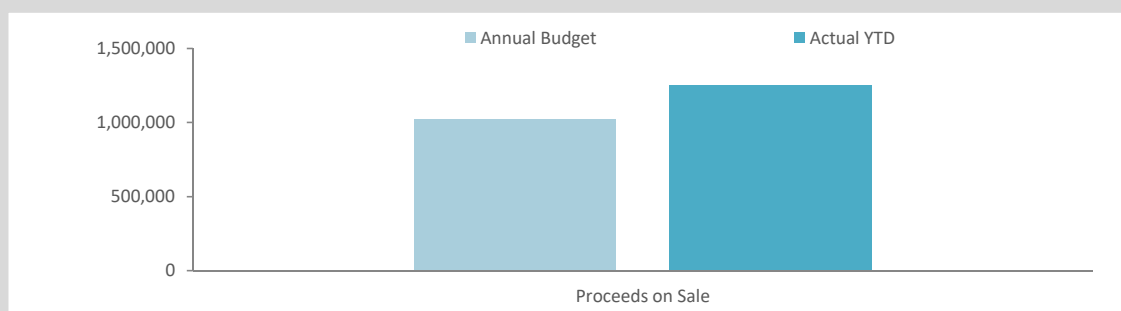
Asset	Asset Description	Budget	YTD Actual
		Proceeds	Proceeds
		\$	\$
	Sale of Land - Shearwater L102, L105, L109	0	851,601
<b><u>Light Passenger Vehicles - Replacement</u></b>			
MAZDA CX-5 - C00316	SUSTAINABLE DEVELOPMENT	15,502	
MITSUBISHI OUTLANDER - C00816	WORKS AND SERVICES	13,669	
MITSUBISHI OUTLANDER - C01016	SUSTAINABLE DEVELOPMENT	11,419	
TOYOTA PRADO - C01117	MAYORS OFFICE	24,367	
MITSUBISHI OUTLANDER - C02217	WORKS AND SERVICES	11,574	
MAZDA CX-5 - C02817	SUSTAINABLE DEVELOPMENT	13,467	
VOLKSWAGEN GOLF - C03717	WORKS AND SERVICES	11,924	13,464
MAZDA CX-5 - C03917	WORKS AND SERVICES	15,975	
MAZDA CX-5 - C04016	WORKS AND SERVICES	16,150	
MITSUBISHI OUTLANDER - C04217	PEOPLE AND COMMUNITIES	11,815	
FORD MONDEO - C04516	SUSTAINABLE DEVELOPMENT	15,917	14,600
MAZDA CX-5 - C04617	SUSTAINABLE DEVELOPMENT	16,460	
TOYOTA RAV4 - C04916	SUSTAINABLE DEVELOPMENT	14,438	
TOYOTA RAV4 - C05117	SUSTAINABLE DEVELOPMENT	14,002	
MAZDA CX-5 - C05216	PEOPLE AND COMMUNITIES	15,502	
MAZDA CX-5 - C05317	SUSTAINABLE DEVELOPMENT	16,460	
MAZDA CX-5 - C05517	STRATEGY AND BUSINESS PERFORMANCE	16,460	
HOLDEN TRAILBLAZER - C06716	WORKS AND SERVICES	19,159	28,009
VW Golf - C072	WORKS AND SERVICES	9,939	13,464
MAZDA CX-5 - C07317	WORKS AND SERVICES	16,460	
HYUNDAI I30 - C07718	WORKS AND SERVICES	8,662	14,145
<b><u>Light Commercial Vehicles - Replacement</u></b>			
FORD RANGER - U00116	PARKS-SOUTHERN	18,762	
MITSUBISHI TRITON - U00517	PARKS PROJECTS	13,650	
ISUZU D'MAX - U00916	PARKS ASSETS	15,169	
FORD RANGER - U01116	WASTE MANAGEMENT	19,283	
FORD RANGER - U01417	PARKS CENTRAL	18,915	
FORD RANGER - U01517	PARKS MAINTENANCE - RETIC	13,839	
FORD RANGER - U01617	PARKS MAINTENANCE - RETIC	18,450	
TOYOTA HIACE - U01716	PARKS MAINTENANCE - RETIC	16,157	
FORD RANGER - U01816	PARKS PROJECTS	19,630	
FORD RANGER - U02617	PARKS NORTHERN	16,100	
FORD RANGER - U03017	PARKS MAINTENANCE - RETIC	13,839	
HOLDEN COLORADO - U03317	RANGERS	16,822	
FORD RANGER - U03716	MARINA AND DEPOT	18,607	
FORD RANGER - U04116	HEALTH SERVICES	18,809	
FORD RANGER - U04417	PARKS CENTRAL	14,715	
TOYOTA HIACE - U04617	PARKS MAINTENANCE - RETIC	16,588	
FORD RANGER - U05517	PARKS MAINTENANCE - RETIC	15,760	
FORD RANGER - U05617	LANDSCAPING SERVICES	15,544	
FORD RANGER - U06017	WORKS CONSTRUCTION	19,430	
HOLDEN COLORADO - U06118	SURVEYING SERVICES	17,356	
FORD RANGER - U06217	RECREATION SERVICES COORDINATOR	16,100	
FORD RANGER - U06317	CIVIL MAINTENANCE	19,720	
FORD RANGER - U06417	PARKS-SOUTHERN	16,315	
FORD RANGER - U06517	PARKS ASSETS	18,408	
FORD RANGER - U06617	EMERGENCY MANAGEMENT SDBFB	19,720	
<b><u>Trucks &amp; Buses Replacements</u></b>			
TOYOTA HIACE 12 SEAT BUS - T028	EMERGENCY MANAGEMENT	23,876	
<b><u>Trailers</u></b>			
FLAT TOP 1500KG - P016	WORKS CONSTRUCTION	700	
MOWING 4500KG - V003	PARKS-SOUTHERN	3,040	
MOWING 4500KG - V004	PARKS NORTHERN	3,040	
MOWING 4500KG - V005	PARKS-SOUTHERN	3,040	
BOXTOP 2000KG - V022	WORKS CONSTRUCTION	700	
BOXTOP 2000KG - V025	CIVIL CONSTRUCTION(DRAINAGE)	700	
BOXTOP 1500KG - V026	CITYBUILD	750	
3T TANDEM TIPPER - V033	CIVIL MAINTENANCE	1,660	
2T TANDEM TIPPER - V034	CIVIL CONSTRUCTION (DRAINAGE)	1,330	
LUGGAGE TRAILER SINGLE AXLE 2000KG - V040	PARKS ASSETS	1,090	
WASTECH SEMI TRAILER - V050		35,327	
WASTECH SEMI TRAILER - V051		35,327	
WASTECH CONVERTED DOLLY TRAILER - V052		35,327	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

OPERATING ACTIVITIES  
NOTE 4  
DISPOSAL OF ASSETS

		Budget	YTD Actual
Asset	Asset Description	Proceeds	Proceeds
<b><u>Parks &amp; Mowers</u></b>			
TORO REELMASTER 7000D - M02517	PARKS ASSETS	18,252	
KUBOTA OFD 72 INCH - CAB+TRAILER - M01516	PARKS ASSETS	7,500	
KUBOTA ZERO TURN 72 INCH - M01916	PARKS SOUTH	6,000	
KUBOTA OFD 72 INCH - M03416	PARKS NORTH	7,500	
TURF CUTTER - P302	PARKS SOUTH	1,000	
<b><u>Miscellaneous Equipment &gt;\$1500</u></b>			
ROBIN TRASH PUMP - S107	CIVIL CONSTRUCTION (DRAINAGE)	890	
EARLEX ELECTRIC SPRAY UNIT - P021	CITYBUILD	640	
VERTI MOWER - M008	PARKS ASSETS	400	
<b><u>Construction Vehicles - Replacement</u></b>			
KOMATSU WA250PZ-6 WHEEL LOADER - G006	WORKS CONSTRUCTION	79,405	
BOMAG BW24R MULTI TYRE ROLLER - R002	WORKS CONSTRUCTION	45,900	
<b><u>Plant Disposed from 2019/20 budget</u></b>			
FORD RANGER - U043	WORKS CONSTRUCTION	0	15,509
FORD RANGER - U05216	PARKS ASSETS	0	24,600
FORD RANGER - U0516	PARKS CENTRAL	0	23,918
DEUTSCHER H660-11 ROTARY MOWER - AM100	PARKS ASSETS	0	667
HYUNDAI I30 HATCH - C00116	MARINA AND DEPOT	0	12,782
MITSUBISHI OUTLANDER - C02316	ASSET MANAGEMENT	0	17,782
HOLDEN COLORADO - U03216	RANGERS	0	21,418
ROADSWEEPER - T051	CIVIL MAINTENANCE	0	65,613
TRALIER SINGLE AXLE - V01716	PARKS CENTRAL	0	2,312
FORD RANGER - U05916	PARKS ASSETS	0	20,282
FORD RANGER - U00316	HEALTH SERVICES	0	29,145
FORD RANGER - U05316	PARKS ASSETS	0	25,509
HOLDEN COLORADO - U069	SUSTAINABLE DEVELOPMENT	0	22,555
AIR COMPRESSOR - P054	WORKS AND SERVICES	0	417
TOYOTA RAV 4 - C01216	LIBRARY & HERITAGE SERVICES	0	20,964
REELMASTER SIDEWINDER MOWER - M023	WORKS AND SERVICES	0	7,154
ROTARY MOWER - M02616	PARKS ASSETS	0	7,154
		<b>1,020,562</b>	<b>1,253,063</b>

KEY INFORMATION



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

NOTE 5  
TENDERS AWARDED FOR THE MONTH

CEO delegation – accepted tenders during the month  
Delegation over \$250,000

Tender code	Tender Description	Company Awarded to	Contract Term	Contract Amount
				\$
T13-2020	Demolish and Construct of Ablution Block at Novara Foreshore	Palace Homes and Construction Pty Ltd	16 Weeks	161,982
RFQ11-2020	Supply and Delivery of Asphalt	Downer Infrastructure - Australia West	3 years	2,800,000

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

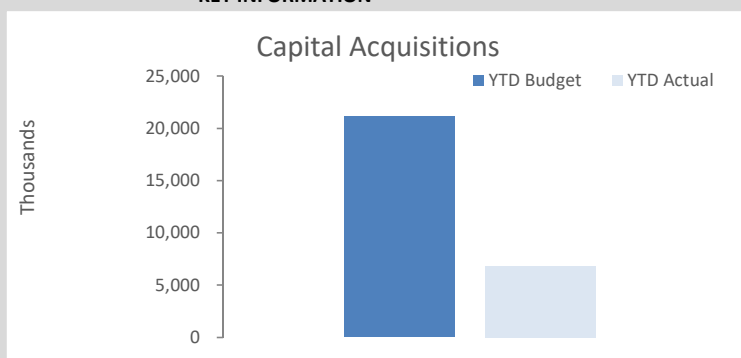
**INVESTING ACTIVITIES  
NOTE 6  
CAPITAL ACQUISITIONS**

Capital Acquisitions	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	YTD Actual Variance
	\$		\$	\$	\$
Buildings	3,271,990	3,364,454	1,457,962	664,534	(793,428)
Equipment	336,820	336,820	229,397	66,667	(162,730)
Machinery	3,506,697	3,506,697	1,323,976	376,654	(947,322)
Infrastructure - Roads	10,964,511	12,190,158	7,072,831	2,358,229	(4,714,603)
Bridges	400,000	750,000	409,775	0	(409,775)
Parks	19,901,574	21,110,352	9,451,436	2,871,540	(6,579,896)
Drainage	1,118,523	1,107,601	608,999	170,094	(438,904)
Coastal & Estuary	422,601	499,600	344,456	222,201	(122,255)
Other Infrastructure	3,143,492	1,838,766	219,266	87,206	(132,060)
<b>Capital Expenditure Totals</b>	<b>43,066,208</b>	<b>44,704,448</b>	<b>21,118,098</b>	<b>6,817,125</b>	<b>(14,300,973)</b>
<b>Capital Acquisitions Funded By:</b>					
	\$		\$	\$	\$
City of Mandurah Contribution	8,553,042	8,951,336	13,635,181	2,709,080	(10,926,102)
Capital grants and contributions	11,279,174	12,162,222	7,305,736	3,706,583	(3,599,153)
Borrowings	7,931,591	8,700,611		0	0
Other (Disposals & C/Fwd)	1,020,562	1,020,562	177,181	401,462	224,281
Cash Backed Reserves					
Building Reserve	2,161,990	2,069,292		0	0
Asset Management Reserve	1,404,778	1,444,816		0	0
Property Acquisition Reserve	1,830,000	644,500		0	0
Sustainability Reserve	229,180	229,180		0	0
Sanitation Reserve	756,471	756,471		0	0
Traffic Bridge Reserve	400,000	400,000		0	0
Waterways Reserve	40,990	40,990		0	0
Unspent Grants & Contributions Reserve	5,258,590	6,084,628		0	0
City Centre Land Acquisition Reserve	2,000,000	2,000,000		0	0
Plant Reserve	199,841	199,841		0	0
<b>Capital Funding Total</b>	<b>43,066,208</b>	<b>44,704,448</b>	<b>21,118,098</b>	<b>6,817,125</b>	<b>(14,300,973)</b>

**SIGNIFICANT ACCOUNTING POLICIES**

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

**KEY INFORMATION**



Acquisitions	Annual Budget	YTD Actual	% Spent
	<b>\$44.7 M</b>	<b>\$6.82 M</b>	<b>15%</b>
Capital Grant	Annual Budget	YTD Actual	% Received
	<b>\$12.16 M</b>	<b>\$3.71 M</b>	<b>30%</b>






























































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

Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
Buildings							
400030	Owen Avenue Ablution	298,889	298,889	203,688	168	298,721	Tender being awarded.
750619	Community Sport and Recreation Facility Fund Program - Small Grants	160,119	54,556	(16,304)	0	54,556	Funding allocated to Peel Hockey Assoc Floodlighting \$95,443 and Sth Mh Tennis Club Resurfacing \$10,120.
750620	Solar Plan	64,048	64,048	0	0	64,048	Construction to commence Q4.
750621	Milgar St Reserve Water Service Replacement	21,350	21,350	21,351	8,674	12,676	Construction 50% complete.
750622	Installation of Air Conditioning at Halls Head Parade Community and Sports Facility	48,035	0	0	0	0	Project has been deferred and budget reallocated to Mandurah Bowling Club Compressor and Mandurah Visitors Centre Upgrade.
750623	Administration Building - Foyer Security	80,059	80,059	0	0	80,059	Construction to commence Q3.
750624	Seniors Centre Heating Cooling System Upgrade	48,035	48,035	48,036	0	48,035	Construction to commence Q2.
750625	Mandurah Community Museum Roof Replacement.	160,119	160,119	0	0	160,119	Construction to commence Q3.
750626	Site Main Switchboard Program	53,373	18,373	0	0	18,373	Construction to commence Q4.
750627	Administration Centre External Painting Project	84,329	84,329	0	0	84,329	Construction to commence Q3.
750628	Civic Building-Mayors Office Reconfiguration	53,373	53,373	0	3,873	49,500	Construction to commence Q2.
750629	Health & Safety Improvements at Pottery Place	16,011	16,011	10,568	0	16,011	Construction to commence Q2.
750630	Mandurah Ocean Marina Chalets - External Refurbishment	160,119	160,119	0	0	160,119	Construction to commence Q3.
750631	Mandurah Bowling & Recreation Club - Bar Repairs	21,350	21,350	14,092	0	21,350	Construction to commence Q3.
750632	Falcon Pavilion Re Roofing Project	77,924	77,924	51,430	0	77,924	Construction to commence Q3.
750633	Stage 2 of Upgrades to Peelwood Reserve Changerooms	106,746	106,746	0	0	106,746	Construction to commence Q3.
750634	MARC - Hardstands for Pool Blankets	10,674	10,674	7,044	0	10,674	Construction to commence Q2.
750635	MARC - Aquatic Plant Rooms Automatic Pool Acid Feed System	5,337	5,337	3,522	0	5,337	Construction to commence Q2.
750636	WMC - Upgrade Alarm System	30,000	30,000	30,000	0	30,000	Construction to commence Q2.
400015	South Mandurah Football Club Changeroom Project	106,746	136,746	90,252	0	136,746	Construction to commence Q2.
750638	Ablution Bortolo Reserve	213,492	213,492	0	0	213,492	Construction to commence Q3.
400021	Mh Mustangs FC - Facility Development	176,131	176,131	0	0	176,131	Construction to commence Q3.
400022	Peelwood Res - Changeroom Upgrade	21,350	21,350	0	0	21,350	Construction to commence Q4.
400007	CASM Ablution Upgrade	47,020	47,020	47,021	42,383	4,637	Complete.
400031	Admin Building First Floor Carpet	38,535	38,535	25,434	0	38,535	Out to quote.
400009	Change Rooms Upgrade Program	213,487	213,487	213,488	169,669	43,818	Construction complete. Finances to be finalised.
400004	MARC/Waste Transfer Station - Solar Plan Phase 5	309,414	159,411	159,412	170,045	(10,634)	Construction complete. Finances to be finalised. Budget Variation for overspend to be processed in due course, as savings are identified in complete CityBuild projects.
400046	Site Main Switchboards	89,133	95,133	0	0	95,133	Construction to commence Q4.
400042	Southern Ops Transportable Meeting Room	79,832	79,832	66,259	71,421	8,411	Construction 75% complete.
400033	Civic Chamber Meeting Rooms	64,403	16,510	16,509	15,789	721	Complete.
400013	Civic Building - Tuckey Room	121,177	91,705	91,704	118,892	(27,187)	Construction complete. Scope increased as per request for further works and inclusion of landscaping. Budget Variation for overspend to be processed in due course, as savings are identified in complete CityBuild projects.
400026	Peel Community Kitchen	247,200	248,200	163,812	2,818	245,382	Construction to commence Q2.
400028	MARC LED & Lighting Control	44,180	59,012	59,012	55,742	3,270	Completed. Finances to be finalised.
750639	Peel Hockey Association - Floodlighting	0	95,443	39,750	0	95,443	Construction to commence Q3.
750640	South Mnd Tennis Club - Resurfacing	0	10,120	4,215	5,060	5,060	Construction to commence Q2.
750641	Reading Cinema Complex FIP	0	35,000	23,100	0	35,000	Construction 70% complete. Following completion, any available budget to be allocated to Site Main Switchboard project.
750642	Mandurah Bowling Club Compressor	0	27,890	27,890	0	27,890	Complete.
750643	Falcon Family Centre Upgrade	0	96,000	0	0	96,000	Construction to commence Q3.
750644	Mandurah Visitors Centre Refurbishment	0	142,145	56,677	0	142,145	Construction to commence Q3.
750645	Coodanup Community Centre Upgrade	0	50,000	0	0	50,000	Construction to commence Q3.
Bridges							
880000	Old Mandurah Bridge	400,000	400,000	264,000	0	400,000	Construction to commence Q2.
880012	Lakelands-Madora Bay Pedestrian Bridge	0	350,000	145,775	0	350,000	Budget variation due to reallocation of LRCI grant funding to other capital projects. Project to be funded by municipal funds.
Parks							
700439	Enclosed Dog Park	213,492	213,492	0	17,387	196,105	Construction to commence Q3.
700440	Major Public Artworks	125,000	125,000	52,065	0	125,000	Ongoing Program 2020/21.
700441	Bortolo Reserve - Shade Sail	33,926	33,926	22,392	0	33,926	Construction to commence Q4.




























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

	Account Description	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	700471 Hermitage Park - Shade Sail	45,234	45,234	29,854	0	45,234	Construction to commence Q4.
	700472 Country Club Drive - Shade Sail	33,926	33,926	22,392	0	33,926	Construction to commence Q4.
	700442 Shade Sail Renewal Program	56,544	56,544	37,320	49,384	7,160	Construction 95% complete.
	700443 Falcon Bay Upgrade - Stage 4 of 5	339,261	339,261	113,076	97,141	242,120	Construction 50% complete.
	700444 Novara Foreshore Stage 4	452,348	452,348	0	40	452,308	Construction to commence Q3.
	Wittenoom Reserve - Drinking Fountain	9,047	0	0	0	0	Project cancelled, budget reallocated within Drinking Fountain Program.
	700466 Calypso Reserve - Drinking Fountain	9,047	18,192	0	0	18,192	Construction to commence Q3.
	700467 Halls Head Foreshore - Drinking Fountain	9,047	17,529	0	0	17,529	Construction to commence Q3.
	700468 Lord Hobart Reserve - Drinking Fountain	16,963	19,225	0	0	19,225	Construction to commence Q3.
	Mogum Reserve - Drinking Fountain	12,440	0	0	0	0	Project cancelled, budget reallocated within Drinking Fountain Program.
	700446 BBQ Caterpillar Park	26,687	26,687	17,614	0	26,687	Construction to commence Q3. Design is currently being completed.
	700470 BBQ Templetonia Reserve, Coodanup	26,687	26,687	17,614	0	26,687	Construction to commence Q3. Design is currently being completed.
	700447 Rakoa Reserve and Bridgewater South Replace Fencing	33,926	33,926	0	9,815	24,111	Construction 75% complete.
	700448 Melaleuca Tce - Replace broken pine fencing	67,852	67,852	0	34,387	33,466	Construction 95% complete. \$33,465 underspend to be allocated to San Remo Deck Modification (\$6,000) and BMX Track Renewal Program (\$27,465).
	700449 Pump Station Replacement of Pumps	46,599	46,599	19,410	0	46,599	Ongoing Program 2020/21.
	700450 San Remo deck modifications	11,308	11,308	7,464	1,808	9,500	Construction to commence Q2. \$6,000 scope increase to be funded from completed Melaleuca Tce project.
	700451 Halls Cottage Fencing	53,373	53,373	0	0	53,373	Construction to commence Q4.
	700452 Seascape Village Precinct - Shade Structure Refurbishment	32,024	32,024	0	940	31,084	Construction to commence Q2.
	700453 Falcon Reserve Activation Plan - Stage 2	226,173	226,173	75,384	63,285	162,888	Construction 50% complete.
	700454 Cemetery - Upgrade of lakes	96,125	96,125	0	0	96,125	Construction to commence Q4.
	700455 Lakes Cemetery Fencing - renewal	35,058	35,058	35,060	0	35,058	Construction 50% complete.
	700456 Old Coast Road/Wilderness Drive - Playground Renewal	31,665	63,330	0	0	63,330	Construction to commence Q3.
	700457 BMX Track Renewal Program	56,544	56,544	18,847	0	56,544	Construction to commence Q3. \$27,465 scope increase to be funded from completed Melaleuca Tce project.
	700458 Yalgor Heights Reserve - Playground Renewal	31,665	0	0	0	0	Project has been deferred and budget reallocated to Old Coast Road/Wilderness Drive - Playground Renewal.
	700459 War Memorial - Redesign and replace reticulation	22,618	22,618	14,928	0	22,618	Construction 25% complete.
	700438 Riverside Gardens Boardwalk	22,416	22,416	14,794	0	22,416	Construction to commence Q3.
	700460 Westbury Way Reserve Revegetation Plan (Offset) Capital	21,486	21,486	0	0	21,486	Construction to commence Q4.
	700461 Hexham Wetland Fencing	20,340	20,340	20,340	20,852	(512)	Complete.
	700462 Madora Bay Beach	113,087	113,087	0	0	113,087	Construction to commence Q4.
	700463 Madora Bay Shade Shelters	67,852	67,852	44,782	0	67,852	Construction to commence Q3.
	700464 Shade Sails Over Playgrounds	226,173	226,173	149,274	3,750	222,423	Construction to commence Q3.
	700465 Dawesville Channel SE Foreshore Upgrade	226,173	226,173	0	0	226,173	Construction to commence Q3. \$277,025 scope increase to be funded from Cash-in-Lieu of POS Reserve.
	700009 Falcon Reserve Activation Plan	209,035	203,365	168,794	175,934	27,432	Construction 75% complete.
	700013 Lakelands Community Garden	30,000	30,000	19,800	0	30,000	Construction to commence Q3.
	700020 Pebble Beach Boulevard Res 46649	156,945	156,945	130,264	49,881	107,064	Construction 25% complete.
	700017 Grahame Heal Reserve	67,177	36,882	24,340	1,599	35,283	Construction 50% complete.
	700035 Louis Dawe Park	46,212	51,218	51,217	51,280	(62)	Complete.
	700006 MARC improvement to car park area	10,000	12,418	12,419	13,625	(1,207)	Complete.
	700010 Falcon Skate Park Upgrade	160,000	161,791	161,791	135,010	26,781	Construction complete. Finances to be finalised.
	700034 Eastern Foreshore Softfall Renewal	0	9,091	9,091	9,091	0	Complete.
	700036 Mogum Reserve Softfall Renewal	0	23,400	23,400	23,400	0	Complete.
	700042 Kerosene Tank Bunding	0	6,071	6,071	6,451	(380)	Complete.
	700027 Duverney Park Picnic Facilities	0	40,000	40,000	41,333	(1,333)	Complete.
	700473 Templetonia Reserve	0	5,000	5,000	4,478	522	Complete.
	Roads						
	501036 RS Aldgate Street	97,535	52,535	52,535	0	52,535	Project being deferred until 2021/22 due to Black Spot Funding application. Budget to be reallocated to other resurfacing projects within the Roads Renewal - Reseal Program in due course.
	501066 RS Castlemore Place	17,340	17,340	0	0	17,340	Construction to commence Q3.
	501067 RS Mississippi Drive Stage 2	232,999	232,999	0	0	232,999	Construction to commence Q3. Budget variation required due to reallocation of LRCI grant funding.
	501068 RS Oakmont Avenue Cool Seal	97,535	97,535	0	0	97,535	Construction to commence Q4. Budget variation required due to reallocation of LRCI grant funding.
	501069 RS Oakmont Avenue	86,697	86,697	86,697	4,268	82,429	Construction has been rescheduled to Q3 to align with extensive school holiday break.
	501070 RS Perie Banou Close	92,116	92,116	60,798	0	92,116	Construction to commence Q3.
	501071 RS Sedgemere Terrace	24,925	24,925	0	0	24,925	Construction to commence Q3.
	501072 RS Valley Road	27,093	27,093	17,882	0	27,093	Construction to commence Q3.
	501073 RS Valley Road	70,442	70,442	46,494	0	70,442	Construction to commence Q3. Budget variation required due to reallocation of LRCI grant funding.
	501074 Donnelly Gardens	205,906	205,906	135,898	0	205,906	Construction to commence Q3.
	501075 Westbourn Pass	28,177	28,177	0	0	28,177	Construction to commence Q3.
	501026 Bortolo Reserve - Shared Use Parking and Fire Track Facility	417,233	417,233	417,233	67,741	349,492	Construction 50% complete.
	501027 RR Pinjarra Road Stage 1	812,789	1,625,578	1,072,880	136,240	1,489,338	Construction to commence Q4.
	501028 RR Peel Street	812,789	812,789	812,788	411,505	401,284	Construction is 50% complete.
	RR Pinjarra Road Stage 2	812,789	0	0	0	0	
	501030 RR Leslie Street	812,789	812,789	674,614	0	812,789	Construction to commence Q3.
	501031 RR Catalina Dr/Badgerup Ave Roundabout	596,045	596,045	198,662	0	596,045	Construction to commence Q3.
	501032 RR Thera St Stage 2	184,233	184,233	184,233	189,363	(5,130)	Construction complete. Finances to be finalised. Budget Variation for overspend to be processed at Budget Review.
	501033 RR Old Coast Road/Albany Drive	140,883	140,883	92,982	0	140,883	Construction to commence Q3.
	501034 RR Old Coast Rd - Cossack Way to Shoshone View	270,930	270,930	0	0	270,930	Construction to commence Q4. Budget variation required due to reallocation of LRCI grant funding.

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

Account Description			Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	501035	CP Halls Head Parade - Roberts Point	88,865	88,865	88,864	45,967	42,898	Construction 95% complete.
	501025	SP Halls Head Parade PSP	21,674	21,674	0	0	21,674	Design to commence Q4.
	501055	SP Casuarina Drive	16,256	16,256	0	0	16,256	Construction to commence Q3.
	501056	SP Eldora Crescent	54,186	54,186	54,187	37,797	16,389	Complete.
	501057	SP First Avenue	34,679	34,679	22,888	0	34,679	Construction to commence Q2.
	501058	SP Lanyon Street	70,442	70,442	46,494	7,545	62,897	Construction to commence Q2.
	501059	SP Melita Street	45,516	45,516	45,518	38,507	7,009	Construction 95% complete.
	501060	SP Murdoch Drive	91,032	91,032	60,080	0	91,032	Construction to commence Q3.
	501061	SP Pinjarra Road	81,279	81,279	0	0	81,279	Construction to commence Q4.
	501062	SP Pinjarra Road Park	72,609	72,609	0	8,133	64,476	Construction 5% complete.
	501063	SP Wanjeep Street	102,953	102,953	0	0	102,953	Construction to commence Q4.
	501064	Mulberry Close PAW	26,009	26,009	0	2,185	23,825	Construction to commence Q4.
	501065	Missing Links	33,595	33,595	0	7,164	26,431	Ongoing Program 2020/21.
	501037	SP Cox Bay Footpath Renewal	117,041	117,041	117,042	111,811	5,230	Construction is 95% complete.
	501038	SP Stingray Point Footpath Replacement	146,302	146,302	96,562	0	146,302	Construction to commence Q4.
	501039	SL Street Lighting New Program	162,558	162,558	67,705	44,082	118,476	Ongoing Program 2020/21.
	501040	SL Upgrade of the older lighting Poles on Peelwood Reserve Oval 2	53,373	53,373	0	0	53,373	Construction to commence Q3.
	501041	SL Rushton Sports Flood Lighting - Replacement	106,746	106,746	70,452	0	106,746	Construction to commence Q2.
	501042	SL Light pole replacement	53,373	38,541	0	0	38,541	Construction to commence Q3.
	501043	SL Mandurah Marina canal light pole rectification	53,373	53,373	35,226	0	53,373	Construction to commence Q3.
	501044	SL Carpark Lighting Replacement Program	58,711	58,711	0	2,367	56,344	Ongoing program 2020/21.
	501045	SL Mandurah Scoop Lighting Replacement	18,147	18,147	11,978	0	18,147	Construction to commence Q3.
	501046	SL Parks and Reserves LED Program	80,059	80,059	0	0	80,059	Ongoing Program 2020/21.
	501047	Pinjarra Road East - Median Stage 3	33,926	24,525	24,527	23,001	1,524	Complete.
	501048	TM Discretionary Traffic Management Program	162,558	157,782	65,721	60,689	97,093	Ongoing Program 2020/21.
	501049	TM Merlin St/Mistral St Roundabout	243,837	273,837	227,282	31,341	242,496	Construction 25% complete.
	501050	Mandurah Road Median	169,631	169,631	0	0	169,631	Construction to commence Q3.
	501051	SF Street Furniture New Program	65,024	65,024	27,080	0	65,024	Ongoing Program 2020/21.
	500016	Smart Street Mall	2,000,000	2,351,939	979,585	408,826	1,943,113	Refer to Financial Report, Key Capital Projects table.
	501052	WMC Loading Area - Column Protection	35,000	35,000	23,100	0	35,000	Construction to commence Q2.
	501053	SL MARC Carpark Additional Lights	21,675	21,675	14,306	0	21,675	Construction to commence Q2.
	501054	Waste Transfer Station Road Construction	108,371	108,371	0	0	108,371	Construction to commence Q4.
	500019	Peel Street	250,000	495,287	495,286	443,893	51,394	Construction complete. Finances to be finalised.
	500004	Coodanup Drive	111,930	111,930	111,930	106,264	5,666	Construction complete. Finances to be finalised.
	500029	TM Discretionary Traffic Mgmt	46,628	45,657	45,655	46,175	(518)	Complete.
	500028	RR Thera Street	80,000	158,206	158,203	93,941	64,265	Complete.
	500082	WMC Recovery Facility Hardstand	205,907	205,907	135,898	0	205,907	Construction to commence Q4.
	500055	SP Cox Bay	0	22,672	22,672	19,366	3,306	Complete.
	501076	Guava Way	0	351,000	146,190	3,068	347,932	Construction to commence Q4.
	501077	SP Harbord Avenue	0	59,331	24,705	0	59,331	Construction to commence Q3.
	501078	SP Sandforth Crescent	0	66,131	0	0	66,131	Construction to commence Q4.
	501079	Pallas Way - Troy Place PAW	0	13,531	0	0	13,531	Construction to commence Q4.
	501080	Boundary Road PAW	0	37,531	0	0	37,531	Construction to commence Q3.
	500031	Wilderness Dr/Old Coast Rd	0	0	0	4,397	(4,397)	Expense to be re-allocated in December.
	501082	RS Waldron Boulevard	0	45,000	0	0	45,000	Construction to commence Q3. Budget variation required due to reallocation of LRCI grant funding.
Drainage								
	600171	DR Leighton Road/Halls Head Parade	27,093	60,093	60,096	17,901	42,192	Construction 95% complete.
	600172	DR Rainbow Way Swale Reinstatement	81,278	48,278	48,279	11,557	36,721	Construction 75% complete.
	600173	DR Koolinda Street	162,558	162,558	107,288	0	162,558	Construction to commence Q3.
	600174	DR Yeedong Road	108,371	108,371	71,524	0	108,371	Construction to commence Q3.
	600175	DR 294 Estuary Road	81,278	81,278	81,281	0	81,278	Construction to commence Q3.
	600176	DR Northport Boulevard	81,278	81,278	53,646	0	81,278	Construction to commence Q3.
	600177	DR Discretionary Drainage	92,116	92,116	38,370	10,683	81,433	Ongoing Program 2020/21.
	600178	DR Halls Head Parade - Roberts Point	73,693	73,693	73,695	42,298	31,395	Complete.
	600179	DR Estuary View Road Flooding Stage 2	65,024	65,024	65,025	75,831	(10,807)	Construction complete. Finances to be finalised. Budget Variation for overspend to be processed at Budget Review.
	600180	Bortolo Sump - Water Sensitive Urban Design	325,116	325,116	0	2,030	323,086	Construction to commence Q3. \$70,448 scope increase to be funded from Cash-in-Lieu of POS Reserve.
	600011	DR Orion Rd Park Stage 2	20,719	9,796	9,795	9,796	0	Complete.
Coastal & Estuary								
	910106	Keith Holmes Reserve POS Upgrade	97,307	97,307	97,308	60,488	36,819	Construction 55% complete.
	910107	Marina Pens WIFI	20,000	20,000	13,200	0	20,000	Construction to commence Q3.
	910108	South Harbour Paving Upgrade Stage 2	183,801	183,801	121,310	88,413	95,388	Construction 25% complete.
	910109	Cambria Island abutment walls repair	32,435	32,435	32,436	0	32,435	Construction 85% complete.
	900012	Parkridge Boat Ramp	62,060	62,060	0	0	62,060	Grant application for RBFS Round 25 submitted. Notification of outcome in April 2021.
	900002	Avalon Foreshore	27,000	63,211	63,217	38,432	24,779	Construction 95% complete.
	900009	South Harbour Paving Replacement	0	40,786	16,985	34,868	5,918	Construction 90% complete.
Equipment								

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

Account Description			Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	820175	MARC Pool Covers Program Pool	37,361	37,361	24,658	0	37,361	Construction to commence Q2.
	820176	Sign / sticker printer	37,930	37,930	37,930	37,962	(32)	Complete.
	820177	MARC CCTV Aquatic Facilities	32,024	32,024	21,136	0	32,024	Construction to commence Q2.
	820178	CCTV Upgrade at Meadow Springs Sports Facility	21,350	21,350	14,092	16,852	4,498	Construction to commence Q2.
	820179	MARC Pool Covers Leisure Exercise Pool	24,552	24,552	16,204	0	24,552	Construction to commence Q2.
	820180	Furniture & Equipment Renewal Program	55,508	55,508	30,835	0	55,508	Construction to commence Q2.
	820174	MPAC Orchestra Lift	128,095	128,095	84,542	11,853	116,242	Construction to commence Q3.
Plant & Machinery								
	770001	Light Passenger Vehicles - Replacement	672,651	672,651	280,160	115,289	557,362	
	770002	Light Commercial Vehicles - Replacement	981,185	981,185	408,665	139,556	841,629	
		Light Passenger Vehicles - New	0	0	0	0	0	
	770018	Light Commercial Vehicles - New	36,000	36,000	14,995	0	36,000	
	770006	Trucks & Buses Replacements	72,893	72,893	15,184	0	72,893	
	770007	Trailers	743,550	743,550	309,690	0	743,550	
	770009	Parks & Mowers	285,438	285,438	118,885	83,880	201,558	
	770011	Miscellaneous Equipment >\$1500	131,919	131,919	54,945	37,929	93,990	
	770008	Construction Vehicles	583,061	583,061	121,452	0	583,061	
Other Infrastructure								
	930033	Christmas Decorations 2020	213,492	213,492	213,491	81,266	132,226	Project delivery Q2.
	930034	Waste Transfer Station increase hardstand area with concrete	100,000	100,000	0	0	100,000	Construction to commence Q4.
	930035	Restart Mandurah - Other	2,785,000	0	0	0	0	Remaining Restart Mandurah funding available.
	930002	Road Sweeper Spoil	45,000	5,774	5,775	5,940	(166)	Complete.
	400050	Lakelands DOS Clubroom Facility	200,000	762,524	632,895	494,321	268,203	Landscaping and path works around building complete. Officially opened 27/11/2020.
	700052	Lakelands DOS	1,000,000	1,143,257	948,904	168	1,143,089	Refer to Financial Report, Key Capital Projects table.
	500085	Lakelands DOS Parking	0	3,594	1,495	1,800	1,794	Refer to Financial Report, Key Capital Projects table.
	700050	Lakelands DOS - Irrigation	0	26,125	10,880	4,144	21,981	Refer to Financial Report, Key Capital Projects table.
	700053	Lakelands DOS - Sports Specific Infr	0	23,763	9,895	8,751	15,012	Refer to Financial Report, Key Capital Projects table.
	700054	Lakelands DOS - Water Provision Infr	0	311,941	129,925	1,785	310,156	Refer to Financial Report, Key Capital Projects table.
	700055	Eastern Foreshore South Precinct	6,870,103	6,936,603	2,889,090	126,242	6,810,361	Refer to Financial Report, Key Capital Projects table.
	700056	Western Foreshore Recreation Precinct	8,300,000	8,315,856	3,463,555	1,426,057	6,889,799	Refer to Financial Report, Key Capital Projects table.
	Grand Total		43,066,214	43,184,948	21,118,098	6,817,125	36,367,823	



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**FINANCING ACTIVITIES**

**NOTE 7**

**BORROWINGS**

**Repayments - Borrowings**

Information on Borrowings Particulars	1 July 2020	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Law, order, public safety</b>									
Port Bouvard Surf Life Saving Club [WTC 316(v)]	0		0		110		0		0
<b>Health</b>									
<b>Community amenities</b>									
Compactor Waste Trailers and Dolly [336]	240,815		0	23,871	54,610	216,944	186,700	2,259	8,102
Waste Water Reuse [349]	146,255		0	9,334	20,376	136,921	126,168	1,341	5,244
Halls Head Ablution Block [350]	97,505		0	6,221	13,580	91,284	84,117	894	3,496
Halls Head Recycled Water 2019/20	200,051		0	7,443	17,389	192,607	182,611	1,937	5,891
Ablutions 2020/21	0		200,000	-	17,344	0	182,656	0	5,935
<b>Recreation and culture</b>									
Allnutt Reserve Community Facility [316(iii)]	0		0	-	513	0	0	0	0
Town Beach Ablutions [316(vii)]	0		0	-	220	0	0	0	0
Rushton Park Redevelopment [318(ii)]	334,327		0	39,147	83,095	295,180	246,926	583	10,917
Meadow Springs Recreation Facility [318(iii)]	250,493		0	29,407	63,310	221,086	188,135	438	8,317
Mandurah Rugby Club [320]	42,468		0	17,312	39,316	25,156	3,263	318	763
Mandurah Cricket Club [321]	14,145		0	5,774	13,094	8,371	1,088	106	254
Mandurah Football & Sporting Club [324]	165,129		0	33,368	78,869	131,761	86,631	1,457	4,711
Mandurah Rugby Club [325]	12,698		0	2,568	6,070	10,130	6,657	112	362
Bowling Club Relocation [326]	1,092,880		0	233,827	537,467	859,053	554,957	3,493	32,101
Ablutions - Netball Centre [329(i)]	88,582		0	17,725	41,873	70,857	45,016	765	2,501
Parks Construction [329(v)]	87,089		0	17,725	41,873	69,364	45,016	765	2,501
Halls Head Bowling Club upgrade [331]	310,795		0	15,109	32,228	295,686	279,174	3,001	11,236
Parks - Falcon Bay Reserve [333(i)]	72,390		0	9,800	22,739	62,590	48,100	649	2,339
MARC Redevelopment [338]	763,964		0	67,562	144,275	696,402	620,494	3,813	27,025
MARC Redevelopment Stage 1 [340]	503,911		0	34,210	72,790	469,701	431,765	3,620	18,002
MARC Redevelopment Stage 2 [341]	1,277,816		0	92,243	187,831	1,185,573	1,089,600	5,377	46,457
Eastern Foreshore Wall [344]	835,933		0	60,002	121,623	775,931	715,231	3,208	30,081
MARC Stage 2 [345]	1,228,894		0	86,164	174,502	1,142,730	1,055,402	4,771	43,742
Falcon Bay Seawall [351]	244,836		0	15,600	34,049	229,236	211,272	2,245	8,779
MARC Solar Plan [353]	173,490		0	8,339	17,759	165,151	156,069	1,676	6,277
Novara Foreshore Development [355]	346,980		0	16,679	35,518	330,301	312,139	3,351	12,554
Falcon Bay Foreshore Upgrades [356]	346,980		0	16,679	35,518	330,301	312,139	3,351	12,554
Mandjar Square Development [358]	433,630		0	20,847	44,391	412,783	390,085	4,188	15,693
Lakelands DOS [360]	2,365,997		0	134,159	248,575	2,231,838	2,117,438	6,031	87,881
Mandjar Square Stage 3 and 4	458,859		0	18,805	82,410	440,054	826,344	4,045	27,270
Falcon Seawall	908,175		0	41,953	41,205	866,222	418,016	3,747	13,635
Novara Foreshore Stage 3	138,582		0	7,522	16,482	176,060	167,245	1,618	5,454
Smart Street Mall Upgrade 2019/20	500,127		0	20,476	43,460	479,651	456,540	4,834	14,728
Falcon Bay Foreshore Stage 3 of 4	300,076		0	11,165	26,083	288,911	273,917	2,905	8,837
Mandjar Square Final Stage	300,076		0	11,165	26,083	288,911	273,917	2,905	8,837
Falcon Skate Park Upgrade	120,030		0	4,915	10,433	115,116	109,567	1,160	3,535
Westbury Way North side POS Stage 3	200,051		0	7,438	17,389	192,613	182,611	1,942	5,891
Eastern/ Western Foreshore 2020/21	0		2,770,000	-	240,145	0	2,529,855	0	82,211
Smart Street Mall 2020/21	0		2,000,000	-	173,382	0	1,826,618	0	59,358
Novara Foreshore Stage 4	0		400,000	-	34,676	0	365,324	0	11,872
Bortolo Reserve - Shared Use Parking and Fire Track Facility	0		350,000	-	30,352	0	319,648	0	10,387
Falcon Bay Upgrade - Stage 4 of 5	0		300,000	-	26,016	0	273,984	0	8,904
Enclosed Dog Park	0		200,000	-	17,344	0	182,656	0	5,936
South Harbour Paving Upgrade Stage 2	0		50,000	-	4,336	0	45,664	0	1,484
Falcon Skate Park Upgrade 2020/21	0		80,000	-	7,521	0	72,479	0	1,816
<b>Transport</b>									
Road Construction [316(ii)]	0		0	-	1,642	0	0	0	0
Car Parking [316(iv)]	0		0	-	121	0	0	0	0
Drainage [318(iv)]	83,835		0	9,741	19,784	74,094	58,792	145	2,599
Road Construction [318(v)]	836,324		0	97,777	213,672	738,547	634,952	1,457	28,071
Road Construction [329(ii)]	188,410		0	38,577	91,136	149,833	97,975	1,664	5,443
Drainage Construction [329(iii)]	63,624		0	12,511	29,557	51,113	31,776	540	1,765
Peelwood Oval - Parking [329(iv)]	24,957		0	5,213	12,316	19,744	13,240	225	736
Path Construction [329(vi)]	13,856		0	3,128	7,389	10,728	7,944	135	441
Street Lighting [329(viii)]	18,102		0	4,170	9,852	13,932	10,592	180	588
Road Construction [333(ii)]	320,984		0	44,643	103,588	276,341	219,125	2,958	10,654
New Pedestrian Bridge Construction [335]	481,195		0	48,278	110,329	432,917	371,498	4,512	16,367
New Road Construction [339]	544,949		0	46,018	102,919	498,931	442,420	4,822	19,313
New Road Construction [342]	651,651		0	45,994	93,915	605,657	558,674	2,816	23,229
WMC Tims Thicket [343]	98,545		0	6,382	14,096	92,163	84,645	943	3,484
Road Construction [346]	385,053		0	24,574	53,646	360,479	332,171	3,531	13,806
MARC Carpark [347]	292,521		0	18,668	40,752	273,853	252,349	2,682	10,488
MPAC Forecourt [348]	121,886		0	7,777	16,978	114,109	105,150	1,118	4,370
Mandurah Marina [352]	173,490		0	8,339	17,759	165,151	156,069	1,676	6,277
MARC Carpark [354]	260,243		0	12,506	26,632	247,737	234,119	2,514	9,416
Mandurah Foreshore Boardwalk Renewal [357]	390,262		0	18,761	39,948	371,501	351,075	3,769	14,124
New Road Construction [359]	1,191,883		0	66,962	125,617	1,124,921	1,066,999	3,883	44,411
Smoke Bush Retreat Footpath [361]	86,736		0	4,172	8,886	82,564	78,020	838	3,138
New Boardwalks 18/19	458,859		0	18,805	41,205	440,054	418,016	4,045	13,635
Coodanup Drive - Road Rehabilitation	91,791		0	3,761	8,241	88,030	83,623	809	2,727
Pinjarra Road Carpark	183,582		0	7,522	16,482	176,060	167,245	1,618	5,454
New Road Construction 2018/19	1,497,356		0	70,775	135,963	1,426,581	1,361,108	4,625	44,997
New Road Construction 2019/20	900,229		0	41,146	78,226	859,082	821,774	4,414	26,510
South Harbour Upgrade 2019/20	230,058		0	8,558	19,997	221,501	210,003	2,227	6,774
New Roads 2020/21	0		1,150,000	-	99,693	0	1,050,307	0	34,131

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

FINANCING ACTIVITIES

NOTE 7

BORROWINGS

Repayments - Borrowings

Information on Borrowings Particulars	1 July 2020	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
<b>Other property and services</b>					-				
Office Building [272]	215,016		0	105,242	195,631	109,774	19,981	1,498	3,140
Information Systems [316(i)]	0		0	-	110	0	0	0	0
IT Server Room Upgrade [316(vi)]	0		0	-	296	0	0	0	0
IT Communications Equipment [318(i)]	67,470		0	7,719	15,828	59,751	47,033	115	2,079
IT Equipment [329(vii)]	25,700		0	5,213	12,316	20,487	13,240	225	736
Land Purchase [330]	1,223,995		0	263,851	606,689	960,144	618,263	4,034	36,235
Civic Building - Tuckey Room Extension	458,859		0	18,805	41,205	440,054	418,016	4,045	13,634
Short term loan COVID-19	0		20,000,000	-	20,000,000	0	0	0	35,000
	26,230,451	0	27,500,000	2,220,139	25,410,640	24,010,312	28,339,428	150,971	1,127,642
<b>Total</b>	26,230,451	0	27,500,000	2,220,139	25,410,640	24,010,312	28,339,428	150,971	1,127,642
Current borrowings	25,410,640		27,500,000	2,220,139	25,410,640	2,490,993	25,410,640	150,971	1,127,642
Non-current borrowings	819,811					21,519,319	2,928,788		
	26,230,451					24,010,312	28,339,428		

All debenture repayments were financed by general purpose revenue.

Unspent Borrowings

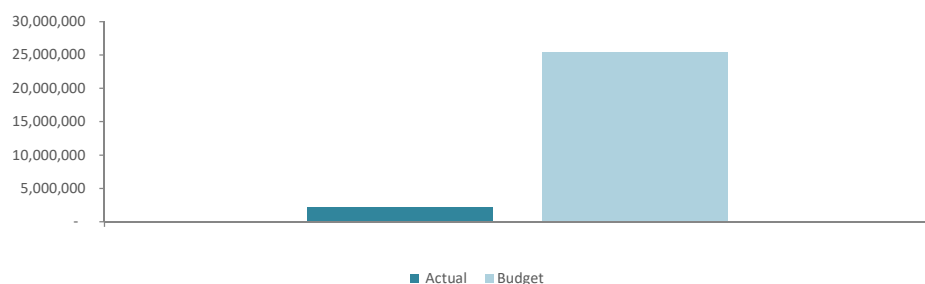
Particulars	Date Borrowed	Unspent Balance 30-06-2020	Borrowed During Year	Expended During Year	Unspent Balance 30/06/2021
		\$	\$	\$	\$
WMC Tims Thickett	30/06/2016	150,000			150,000
MARC Solar plan	30/06/2019	34,411		(34,411)	0
Lakelands DOS	30/06/2019	733,679		(733,679)	0
New Boardwalks 2018/19	30/06/2019	51,882		(21,000)	30,882
Pinjarra Road Carpark	30/06/2019	11		-	11
New Road Construction 2018/19	30/06/2019	5,708		-	5,708
Peel Street	30/06/2020	64,129		(64,129)	0
Smart Street Mall	30/06/2020	351,939		(351,939)	0
Falcon Skate Park Upgrade 2020/21	30/06/2021			4,547	4,547
		1,391,759	0	(1,200,611)	191,148

The City has no unspent debenture funds as at 30th June 2020, nor is it expected to have unspent funds as at 30th June 2021.

KEY INFORMATION

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

2020/21 Principal Repayments



Principal Repayments

**\$2,220,139**

Interest Expense

**\$150,971**

Loans Due

**\$24.01 M**

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 8**

**OPERATING GRANTS AND CONTRIBUTIONS**

**Operating Grants, Subsidies and Contributions Revenue**

Provider	Adopted Budget	Budget Variations	Annual Budget	YTD Revenue Actual
	\$	\$	\$	\$
<b>Operating Grants and Subsidies</b>				
<b>General purpose funding</b>				
Financial Assistance Grant - General Purpose	845,000		845,000	438,494
Financial Assistance Grant - Local Roads	670,000		670,000	301,301
<b>Law, order, public safety</b>				
Lifeguard Service Funding	100,000		100,000	95,667
DFES Bushfire Mitigation Funding	0	318,600	318,600	159,300
Operating Grant SES	64,233		64,233	11,938
Operating Grant Southern Districts Fire Brigade	0		0	9,207
<b>Education and welfare</b>				
Waterwise Verge Grant	10,000		10,000	0
NAIDOC	3,038		3,038	0
International Disability Day Grant	1,013	5,000	6,013	5,000
National Australia Day Council	0		528,360	21,000
Mandurah Mental Health Initiative	0		100,000	0
Mandurah Assertive Outreach Trial	0		350,000	0
<b>Recreation and culture</b>				
Gnoonie Youth Football Cup 2019	1,013		1,013	0
CHRMAP	37,500		37,500	0
Lotterywest (Childrens Festival Grant)	8,859		8,859	0
Lotterywest (Christmas Pageant)	10,125		10,125	0
Every Club Funding	20,250		20,250	0
Friday Night Skillz - DLGSCI	14,485		14,485	0
Colours of Mandurah Artwork	0		9,000	0
<b>Transport</b>				
PTA - Annual Bus Shelter Maintenance Assistance Scheme	15,000		15,000	0
	<b>1,800,516</b>	<b>323,600</b>	<b>3,111,476</b>	<b>1,041,905</b>
<b>TOTALS</b>	<b>1,800,516</b>	<b>323,600</b>	<b>3,111,476</b>	<b>1,041,905</b>

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 9  
NON-OPERATING GRANTS AND CONTRIBUTIONS**

**Non Operating Grants, Subsidies and Contributions Revenue**

Provider	Adopted Budget Revenue	Budget Variations	Annual Budget	YTD Revenue Actual (b)
	\$	\$	\$	\$
<b>Non-Operating Grants and Subsidies</b>				
<b>Community amenities</b>				
: Donnelly Gardens	111,716	0	111,716	110,905
<b>Recreation and culture</b>				
: Eastern Foreshore South Precinct	2,500,000	0	2,500,000	2,000,000
: Eastern Foreshore South Precinct	1,228,250	0	1,228,250	0
: Western Foreshore Recreation Precinct	3,771,750	0	3,771,750	0
: Parkridge Boat Ramp	16,410	0	16,410	0
: Falcon Skate Park Upgrade	80,000	6,338	86,338	86,338
: Lakelands DOS Clubroom Facility	50,000	0	50,000	0
: Lakelands DOS	325,000	0	325,000	0
<b>Transport</b>				
: RR Pinjarra Road Stage 1	500,000	0	500,000	400,000
: Peel Street	100,000	0	100,000	100,000
: RR Peel Street	500,000	0	500,000	200,000
: RR Pinjarra Road Stage 2	500,000	0	500,000	0
: RR Leslie Street	500,000	0	500,000	200,000
: RR Catalina Dr/Badgerup Ave Roundabout	550,000	0	550,000	200,000
: RR Thera St Stage 2	170,000	0	170,000	170,000
: RR Old Coast Road/Albany Drive	120,708	0	120,708	0
: RR Old Coast Road/Albany Drive	215,000	(814)	214,186	215,000
: Lakelands-Madora Bay Pedestrian Bridge	0	350,000	350,000	0
: Guava Way	0	351,000	351,000	0
: SP Harbord Avenue	0	59,331	59,331	0
: SP Sandforth Crescent	0	66,131	66,131	0
: Pallas Way - Troy Place PAW	0	13,531	13,531	0
: Boundary Road PAW	0	37,531	37,531	0
<b>Economic services</b>				
: SP Halls Head Parade PSP	20,000	0	20,000	4,000
	<b>11,258,834</b>	<b>883,048</b>	<b>12,141,882</b>	<b>3,686,243</b>
<b>Non-Operating Contributions</b>				
<b>Recreation and culture</b>				
: Hexham Wetland Fencing	20,340	0	20,340	20,340
	<b>20,340</b>	<b>0</b>	<b>20,340</b>	<b>20,340</b>
<b>Total Non-operating grants, subsidies and contributions</b>	<b>11,279,174</b>	<b>883,048</b>	<b>12,162,222</b>	<b>3,706,583</b>

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 10  
BUDGET AMENDMENTS APPROVED**

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

A positive number in the amended budget running balance represents an estimated closing surplus.

A negative number in the amended budget running balance represents an estimated closing deficit

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
	Budget Adoption		Opening Surplus/(Deficit)				(358,718)
1643.930035.20501.13	Restart Mandurah Other	G. 10/7/20 June FR	Capital Expenses		150,000		(208,718)
9624.102249.14000.13	Mandurah CBD Revitalisation Project	G. 10/7/20 June FR	Operating Expenses			(150,000)	(358,718)
1643.930035.20501.13	Restart Mandurah Other	G. 10/7/20 June FR	Capital Expenses		100,000		(258,718)
9555.101010.14000.10	Community Services: Comm Assistant Grants	G. 10/7/20 June FR	Operating Expenses			(100,000)	(358,718)
1643.930035.20501.13	Restart Mandurah Other	G. 10/7/20 June FR	Capital Expenses		100,000		(258,718)
	Transfer to Unspent Grant Reserve	G. 10/7/20 June FR	Other: Transfer Into Reserve			(100,000)	(358,718)
1635.700421.20501.13	Eastern Foreshore Softfall Renewal	G. 10/7/20 June FR	Capital Expenses			(9,091)	(367,809)
1635.700423.20501.13	Mogum Softfall Renewal	G. 10/7/20 June FR	Capital Expenses			(23,400)	(391,209)
1635.700430.20501.10	Kerosene Tank Bunding	G. 10/7/20 June FR	Capital Expenses			(6,071)	(397,280)
1636.500990.20501.13	SP Cox Bay	G. 10/7/20 June FR	Capital Expenses			(22,672)	(419,952)
9676.138750.14000.10	WSUD	G. 10/7/20 June FR	Operating Expenses			(52,859)	(472,811)
308810.9200.10	Corp Comms: Corp Projects	G. 10/7/20 June FR	Operating Expenses			(22,250)	(495,061)
308810.9058.10	Corp Comms: General Advertising	G. 10/7/20 June FR	Operating Expenses			(19,500)	(514,561)
9655.163032.10058.13	Emergency Management: Bushfire Mitigation	G. 10/7/20 June FR	Operating Expenses			(318,600)	(833,161)
318910.0050.55	Emergency Management Grants	G. 10/7/20 June FR	Operating Revenue		318,600		(514,561)
	Capital Works 2019/20 Carryovers Reconciliation	G. 6/8/20 July FR	Capital Expenses			(1,723,043)	(2,237,604)
	Capital Works 2019/20 Carryovers Reconciliation	G. 6/8/20 July FR	Capital Revenue		6,338		(2,231,266)
	Capital Works 2019/20 Carryovers Reconciliation	G. 6/8/20 July FR	Other: Unutilised Loans		825,088		(1,406,178)
	Capital Works 2019/20 Carryovers Reconciliation	G. 6/8/20 July FR	Other: Transfer Out of Reserve		677,377		(728,801)
1634.880012.	Lakelands-Madora Bay Pedestrian Bridge	G. 6/8/20 July FR	Capital Expenses			(350,000)	(1,078,801)
1636.501076.	Guava Way	G. 6/8/20 July FR	Capital Expenses			(351,000)	(1,429,801)
Various	Shared Paths	G. 6/8/20 July FR	Capital Expenses			(176,524)	(1,606,325)
386915.0070.60	Bridge Mtce Grants & Subs Non-op	G. 6/8/20 July FR	Capital Revenue		350,000		(1,256,325)
381915.0070.60	Road Planned Mtce Grants & Subs Non-op	G. 6/8/20 July FR	Capital Revenue		351,000		(905,325)
394915.0070.60	Footpath Mtce Grants & Subs Non-op	G. 6/8/20 July FR	Capital Revenue		176,524		(728,801)
1636.501027.	RR Pinjarra Road Stage 1	G. 6/8/20 July FR	Capital Expenses			(812,789)	(1,541,590)
1636.501029.	RR Pinjarra Road Stage 2	G. 6/8/20 July FR	Capital Expenses		812,789		(728,801)
9564.102701.14000.10	Cultural Development: Arts & Culture Group Grants	G. 6/8/20 July FR	Operating Expenses		30,375		(698,426)
9555.101010.14000.10	Community Services: Comm Assitant Grants	G. 6/8/20 July FR	Operating Expenses			(30,375)	(728,801)
9637.102608.14000.05	Community Safety Projects: ADF Grant Expenditure	G. 6/8/20 July FR	Operating Expenses			(6,300)	(735,101)
9555.101012.10057.10	Community Services: In Day for People with a Disability	G. 6/8/20 July FR	Operating Expenses			(5,000)	(740,101)
0555.101012.31012.55	Community Services Revenue: Operating Grant	G. 6/8/20 July FR	Operating Revenue		5,000		(735,101)
381915.0070.60	Road Planned Mtce Grants & Subs Non-op	G. 6/8/20 July FR	Capital Revenue			(814)	(735,915)
1632.750586.	MARC LED & Lighting Control	G. 6/8/20 July FR	Capital Expenses			(14,832)	(750,747)
1636.501042.	SL Light Pole Replacement Program	G. 6/8/20 July FR	Capital Expenses		14,832		(735,915)
1639.910095.	Avalon Foreshore	G. 6/8/20 July FR	Capital Expenses			(10,000)	(745,915)
1637.600164.	DR Orion Rd Park Stage 2	G. 6/8/20 July FR	Capital Expenses		10,000		(735,915)
1632.750639.	Peel Hockey Association - Floodlighting	G. 6/8/20 July FR	Capital Expenses			(95,443)	(831,358)
1632.750640.	South Mnd Tennis Club - Resurfacing	G. 6/8/20 July FR	Capital Expenses			(10,120)	(841,478)

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 10  
BUDGET AMENDMENTS APPROVED**

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

A positive number in the amended budget running balance represents an estimated closing surplus.

A negative number in the amended budget running balance represents an estimated closing deficit

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
1632.750619.	CSRFF Program - Small Grants	G. 6/8/20 July FR	Capital Expenses		105,563		(735,915)
1636.500950.	Smart Street Mall	G.11/9/20 Aug FR	Capital Expenses		20,197		(715,718)
1636.500953.	Peel Street	G.11/9/20 Aug FR	Capital Expenses		35,871		(679,847)
		G.11/9/20 Aug FR	Other: Unutilised Loans			(56,068)	(735,915)
1637.600171.	DR Leighton Road/Halls Head Parade	G.11/9/20 Aug FR	Capital Expenses			(33,000)	(768,915)
1637.600172.	DR Rainbow Way Swale Reinstatement	G.11/9/20 Aug FR	Capital Expenses		33,000		(735,915)
1636.501049.	TM Merlin St/Mistral St Roundabout	G.11/9/20 Aug FR	Capital Expenses			(30,000)	(765,915)
1636.500962.	RR Thera Street	G.11/9/20 Aug FR	Capital Expenses		30,000		(735,915)
1635.700456.	Old Coast Road/Wilderness Drive - Playground Renewal	G.11/9/20 Aug FR	Capital Expenses			(31,665)	(767,580)
1635.700458.	Yalgor Heights Reserve - Playground Renewal	G.11/9/20 Aug FR	Capital Expenses		31,665		(735,915)
1635.700422.	Louis Dawe Park	G.11/9/20 Aug FR	Capital Expenses			(6,500)	(742,415)
1636.501047.	Pinjarra Road East - Median Stage 3	G.11/9/20 Aug FR	Capital Expenses		6,500		(735,915)
1635.700413.	Duverney Park Picnic Facilities	G.11/9/20 Aug FR	Capital Expenses			(40,000)	(775,915)
1635.700473.	Templetonia Reserve	G.11/9/20 Aug FR	Capital Expenses			(5,000)	(780,915)
1635.700403.	Grahame Heal Reserve	G.11/9/20 Aug FR	Capital Expenses		45,000		(735,915)
9564.102734.	CASM Education Programs	G.11/9/20 Aug FR	Operating Expenses			(20,000)	(755,915)
9564.102707.	Arts and Culture Projects	G.11/9/20 Aug FR	Operating Expenses		20,000		(735,915)
1632.750641.	Reading Cinema Complex FIP	G.11/9/20 Aug FR	Capital Expenses			(35,000)	(770,915)
1632.750626.	Site Main Switchboard Program	G.11/9/20 Aug FR	Capital Expenses		35,000		(735,915)
100050-1110-1001-63171	Ready Now - Business Capability Grants	S. 6/10/20 Restart	Operating Expenses			(100,000)	(835,915)
930035-6500-1045-61129	Restart Mandurah - Other	S. 6/10/20 Restart	Capital Expenses		100,000		(735,915)
100051-1110-1001-63171	Grow Now - Investment Attraction Fund	S. 6/10/20 Restart	Operating Expenses			(250,000)	(985,915)
930035-6500-1045-61129	Restart Mandurah - Other	S. 6/10/20 Restart	Capital Expenses		250,000		(735,915)
	Admininstration Materials and Contracts - Community Facility						
100005-3470-1166-61001	Management	G.12/10/20 Sep FR	Operating Expenses			(1,700)	(737,615)
	Sports Club Maintenance Levy Reserve	G.12/10/20 Sep FR	Other: Transfer Out of Reserve		1,700		(735,915)
750642-6100-1045	Mandurah Bowling Club Compressor	G.12/10/20 Sep FR	Capital Expenses			(27,890)	(763,805)
	Installation of Air Conditioning at Halls Head Parade						
							(735,915)
750622-6100-1045	Community and Sports Facility	G.12/10/20 Sep FR	Capital Expenses		27,890		
400015-6100-1045	South Mandurah Football Club Changeroom Project	G.12/10/20 Sep FR	Capital Expenses			(30,000)	(765,915)
930035-6500-1045-61129	Restart Mandurah - Other	G.12/10/20 Sep FR	Capital Expenses		30,000		(735,915)
700006-6600-1045	MARC Improvement to Car Park Area	G.12/10/20 Sep FR	Capital Expenses			(1,598)	(737,513)
700466-6600-1045	Calypso Reserve - Drinking Fountain	G.12/10/20 Sep FR	Capital Expenses		1,598		(735,915)
500029-6250-1045	TM Discretionary Traffic Mgmt	G.12/10/20 Sep FR	Capital Expenses			(4,776)	(740,691)
501048-6250-1045	TM Discretionary Traffic Management Program	G.12/10/20 Sep FR	Capital Expenses		4,776		(735,915)
600011-6200-1045	DR Orion Rd Park Stage 2	G.12/10/20 Sep FR	Capital Expenses			(2,901)	(738,816)
501047-6250-1045	Pinjarra Road East - Median Stage 3	G.12/10/20 Sep FR	Capital Expenses		2,901		(735,915)
	Transfer to Unspent Grant Reserve	G.12/10/20 Sep FR	Other: Transfer Into Reserve			(350,000)	(1,085,915)
930035-6500-1045-61129	Restart Mandurah Other	G.12/10/20 Sep FR	Capital Expenses		350,000		(735,915)
750643-6100-1045	Falcon Family Centre Upgrade	G.12/10/20 Sep FR	Capital Expenses			(96,000)	(831,915)
	Asset Management Reserve	G.12/10/20 Sep FR	Other: Transfer Out of Reserve		96,000		(735,915)



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 10  
BUDGET AMENDMENTS APPROVED**

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

A positive number in the amended budget running balance represents an estimated closing surplus.

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GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
750644-6100-1045	Mandurah Visitors Centre Refurbishment	G.9/11/20 Oct FR	Capital Expenses			(142,145)	(878,060)
	Installation of Air Conditioning at Halls Head Parade						(857,915)
750622-6100-1045	Community and Sports Facility \$	G.9/11/20 Oct FR	Capital Expenses		20,145		(735,915)
100005-1200-1001-63402	Mandurah Visitors Centre - Other Operating Costs	G.9/11/20 Oct FR	Operating Expenses		122,000		(1,243,275)
100056-3400-1045-61001	Australia Day 2021 - Iconic Event Grant	G.9/11/20 Oct FR	Operating Expenses			(507,360)	(1,263,275)
100057-3400-1045-61001	Australia Day 2021 - COVID Safe Grant	G.9/11/20 Oct FR	Operating Expenses			(20,000)	(1,264,275)
100058-3400-1045-61001	Australia Day 2021 - Branding	G.9/11/20 Oct FR	Operating Expenses			(1,000)	(735,915)
102203-3400-1568-41400	Australia Day - Festivals & Events	G.9/11/20 Oct FR	Operating Revenue		528,360		(835,915)
101031-4500-1045-61001	Mandurah Mental Health Initiative	G.9/11/20 Oct FR	Operating Expenses			(100,000)	(735,915)
101031-4500-1247-41400	Administration - Grants & Subs Operating	G.9/11/20 Oct FR	Operating Revenue		100,000		(1,100,915)
100054-4510-1045-61001	Mandurah Assertive Outreach Trial	G.9/11/20 Oct FR	Operating Expenses			(365,000)	(750,915)
100015-4510-1247-41400	Administration - Grants & Subs Operating - Community Safety	G.9/11/20 Oct FR	Operating Revenue		350,000		(735,915)
102600-4510-1045-61001	Community Safety Programmes - Community Safety	G.9/11/20 Oct FR	Operating Expenses		15,000		(752,415)
100055-4700-1045-61001	Colours of Mandurah Artwork Project	G.9/11/20 Oct FR	Operating Expenses			(16,500)	(743,415)
100015-4700-1247-41400	Administration - Grants & Subs Operating - City Centre Activation	G.9/11/20 Oct FR	Operating Revenue		9,000		(735,915)
101902-4700-1045-61001	Linger Longer Day - City Centre Activation	G.9/11/20 Oct FR	Operating Expenses		7,500		(685,583)
100004-1110-1001-60001	Payroll Services - Economic Development	G.9/11/20 Oct FR	Operating Expenses		50,332		(735,915)
100004-2100-1001-60001	Payroll Services - Governance, Procurement and Land	G.9/11/20 Oct FR	Operating Expenses			(50,332)	(785,915)
750645-6100-1045-61129	Coodanup Community Centre Upgrade	G.9/11/20 Oct FR	Capital Expenses			(50,000)	(735,915)
930035-6500-1045-61129	Restart Mandurah Other	G.9/11/20 Oct FR	Capital Expenses		50,000		(871,415)
	Transfer to Asset Management Reserve	G.9/11/20 Oct FR	Other: Transfer Into Reserve			(135,500)	(735,915)
930035-6500-1045-61129	Restart Mandurah Other	G.9/11/20 Oct FR	Capital Expenses		135,500		(642,095)
102200-3400-1045-61001	New Years Eve	SP.2/11/20 CoM Even	Operating Expenses		93,820		(894,511)
100059-3405-1014-61001	COVID Safe Events	SP.2/11/20 CoM Even	Operating Expenses			(252,416)	(727,448)
102305-3405-1045-61001	Crabfest Infrastructure	SP.2/11/20 CoM Even	Operating Expenses		167,063		(626,198)
102302-3405-1045-61001	Crabfest - General Entertainment	SP.2/11/20 CoM Even	Operating Expenses		101,250		(605,948)
102303-3405-1045-61001	Crabfest – Roving & Roadways Entertainment	SP.2/11/20 CoM Even	Operating Expenses		20,250		(570,510)
102318-3405-1045-61001	Crabfest – New Element Support	SP.2/11/20 CoM Even	Operating Expenses		35,438		(550,260)
102314-3405-1045-61001	Crabfest – Fireworks	SP.2/11/20 CoM Even	Operating Expenses		20,250		(542,095)
102326-3405-1045-61001	Crabfest – Media Stunt	SP.2/11/20 CoM Even	Operating Expenses		8,165		
				<b>0</b>	<b>6,989,657</b>	<b>(7,173,034)</b>	



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 30 NOVEMBER 2020

NOTE 11  
PROPOSED BUDGET VARIATIONS FOR COUNCIL APPROVAL

The following are for consideration for Council to approve as budget variations

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
			Opening Surplus/(Deficit)				(542,095)
New-6250-1045	RR Mandurah Terrace		Capital Expenses			(1,358,144)	(1,900,239)
New-6250-1045	Peel Street		Capital Expenses			(1,500,000)	(3,400,239)
100231.2101.92	LRCI - Phase 2		Capital Revenue		2,858,144		(542,095)
700465-6600-1045	Dawesville Channel SE Foreshore Upgrade		Capital Expenses			(277,025)	(819,120)
600180-6200-1045	Bortolo Sump - Water Sensitive Urban Design		Capital Expenses			(70,448)	(889,568)
	Funds held in trust - Cash in Lieu of Public Open Space		Capital Revenue		347,473		(542,095)
700450-6600-1045	San Remo Deck Modifications		Capital Expenses			(6,000)	(548,095)
700457-6600-1045	BMX Track Renewal Program		Capital Expenses			(27,465)	(575,560)
700446-6600-1045	Melaleuca Tce - Replace broken pine fencing		Capital Expenses		33,465		(542,095)
TBA-3407-1045-61001	Mandurah Murray Motorcycle Charity Ride		Operating Expenses			(10,000)	(552,095)
160284-3407-1045-61001	Event Attraction Fund		Operating Expenses		10,000		(542,095)
				0	3,249,082	(3,249,082)	

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 30 NOVEMBER 2020**

**NOTE 12**  
**EXPLANATION OF MATERIAL VARIANCES**

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

The material variance adopted by Council for the 2020-21 year is 10.00%

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
<b>Revenue from operating activities</b>				
Operating grants, subsidies and contributions	854,533	60.59%	▲ Timing	Received Lifeguard Service funding, 50% DFES Bushfire Mitigation funding and the CLAG 2020/21 Mosquito Management contribution earlier than expected.
Interest earnings	(107,954)	(17.75%)	▼ Timing	Interest earnings not yet received.
Other revenue	(14,761)	(15.05%)	▼ Timing	Delay in receipt of other revenue and will be monitored as year progresses.
Profit on disposal of assets	(18,399)	(100.00%)	▼ Timing	Non-cash variance from disposal of assets to be monitored throughout the year.
<b>Expenditure from operating activities</b>				
Employee costs	7,000,396	34.19%	▲ Timing	Expenditure to increase as projects pick up during the year mainly in Cityparks, Cityworks and MARC.
Utility charges	307,557	18.59%	▲ Timing	Invoices have been received later then expected and will be monitored throughout the year.
Depreciation on non-current assets	2,323,508	15.74%	▲ Permanent	Will be adjusted at budget review to reflect 2019/20 actuals.
Interest expenses	354,038	68.88%	▲ Permanent	Favourable variance an indication of interest savings from loan off-set facility. This will be reviewed as part of budget review.
Other expenditure	(115,684)	(120.28%)	▼ Timing	Payment made in August for the Peel Mosquito Management program 2020/21 season.
Loss on disposal of assets	353,191	100.00%	▲ Timing	Non-cash variance from disposal of assets to be monitored throughout the year.
<b>Investing Activities</b>				
Non-operating Grants, Subsidies and Contributions	(3,599,153)	(49.26%)	▼ Timing	Milestones not met yet for the receipt of capital grants. Will be monitored throughout the year.
Proceeds from Disposal of Assets	827,829	194.68%	▲ Permanent	Favourable variance as a result of unbudgeted land sales and unbudgeted proceeds on sale of plant that were not sold in 2019/20. This will be reviewed at budget review.
Capital Acquisitions	14,300,973	67.72%	▲ Timing	Refer to note 4.
<b>Financing Activities</b>				
Payment of lease liability	(64,841)	(32.10%)	▼ Permanent	Additional leases taken up in 2020/21. To be adjusted at Budget Review,

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<b>2</b>	<b>SUBJECT:</b>	Committee Meeting Structure 2021 and Appointment to Groups and Committees
	<b>DIRECTOR:</b>	Director Business Services
	<b>MEETING:</b>	Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

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## Summary

In accordance with section 5.8 of the *Local Government Act 1995* (the Act) and *City of Mandurah Standing Orders Local Law 2016*, Council has the ability to form committees to assist with the delivery of local government functions, decision-making and responsibilities.

Following extensive consultation with Elected Members on the most appropriate committee structure to support good governance and decision making, Council is requested to consider the following:

- adopt the powers and duties of the Committee of Council (Terms of Reference as detailed in *Attachment 2.1*) and appoint members for a term expiring on 15 October 2021;
- disband the Executive Committee; and
- set the meeting dates for Committee of Council and the Audit and Risk Committee in accordance with section 5.25(1)(g) of the Act and regulation 12(2) of the *Local Government (Administration) Regulations 1996*.

Council is also requested to nominate Elected Members to groups and committees, resulting from the resignation of Councillor Darren Lee, which takes effect on 19 January 2021. Council is requested to nominate Elected Members for vacancies arising for the Development Assessment Panel (Local Member Two), Rivers Regional Council (Deputy) and Audit and Risk Committee (Deputy). Should Council wish to retain the Executive Committee, an appointment to a deputy position on this Committee will be required.

## Disclosure of Interest

Nil

## Previous Relevant Documentation

- |   |            |                  |  |
|---|------------|------------------|--|
| • | G.15/12/20 | 15 December 2020 | Request to the Electoral Commissioner: East Ward Vacancy to Remain Unfilled                                  |
| • | G.16/11/20 | 24 November 2020 | Ordinary Council and Committee Meeting Dates 2021  |
| • | G.33/12/19 | 17 December 2019 | Membership, Powers and Duties of Council's Strategy and Planning Committee and Council Meeting Schedule 2020 |
| • | SP.2/10/19 | 29 October 2019  | Membership, Powers and Duties of Council's Committees Council Meeting Schedule 2019                          |
| • | G.24/7/19  | 23 July 2019     | Membership of Council's Committee of Council and Strategy Committee  |

## Background

At the Special Council Meeting on 29 October 2019, Council resolved to establish the Audit and Risk Committee and the Executive Committee for a period of two-years, expiring on 15 October 2021. These Committees were established to enable the Council to progress key operational items.

Following the Special Council Meeting, a Council workshop was held to discuss the Council's committee meeting structure preference. This enabled existing and newly Elected Members the opportunity to discuss options and review the committee structure, membership and powers and duties to ensure that the

proposed meeting structure met the needs of the Council. Council did not resolve to establish any additional committee meetings other than Audit and Risk and Executive Committees for the 2020 year.

At the Ordinary Council Meeting on 28 July 2020, Elected Members requested that the Ordinary Council Meeting agenda be circulated eight business days prior to the Ordinary Council meetings. This provided Elected Members and the community with additional time to consider report items. Whilst section 5.5 of the Act requires the meeting agendas to be circulated 72 hours prior to the meeting, circulating the agenda earlier may enable greater community participation.

Council adopted the Ordinary Council Meeting structure for 2021 at the meeting of 24 November 2020. Further to this, a recent workshop was held and Elected Members requested a further review of a potential Committee Meeting structure for the 2021 calendar year. The following options were considered:

1. Ordinary Council Meeting and Council agenda briefing (one per month); Audit and Risk Committee (minimum four times per year); Executive Committee (minimum three times per year); and concept forums/briefings (two per month).
2. Ordinary Council Meeting (two per month); Audit and Risk Committee (minimum four times per year); Executive Committee (minimum three times per year), and concept forums/briefings (two per month).
3. Ordinary Council Meeting and Council agenda briefing (one per month); Audit and Risk Committee (minimum four times per year); Executive Committee (minimum three times per year); Committee of Council (one per month); and concept forums/briefings (two per month).
4. Ordinary Council Meeting and Council agenda briefing (one per month); Audit and Risk Committee (minimum four times per year); Executive Committee (minimum three times per year); Strategy Committee (six times per year); and concept forums/briefings (two per month).
5. Ordinary Council Meeting and Council agenda briefing (one per month); Audit and Risk Committee (minimum four times per year); Executive Committee (minimum three times per year); Strategy Committee (four times per year); Committee of Council (one per month); and concept forums/briefings (two per month).

## **Comment**

Following consultation with Elected Members, Council is requested to consider the following Committee Meeting structure for 2021:

### Committee of Council

From November 2017 – October 2019, Council held a Committee of Council once per month which was comprised of nine Elected Members. Following the Local Government Election on Saturday, 19 October 2019, Council's committee structure expired and Council did not continue with the Committee of Council, rather opting for one Council Meeting per month, until such time as a workshop was held in relation to a future meeting structure.

Council is now requested to consider a Committee of Council meeting held once per month, with a membership currently being proposed of up to nine Elected Members. If more than nine Elected Members nominate to be a member of the Committee of Council, then it will be recommended to amend the Terms of Reference to reflect the number of members that Council has approved.

In accordance with section 5.8 of the Act, the minimum number of members required to establish a committee is three or more persons. Council may resolve, by absolute majority, to reduce or increase the number of members to the Committee of Council at any time.

The role of the Committee of Council is to recommend appropriate action to Council on the majority of matters pertaining to Council, except those matters considered by the Audit and Risk Committee. Items such as the financial report, awarding of tenders or urgent reports from the CEO will form part of the Council meeting agenda.

The Council and Committee of Council meeting agendas will be circulated to Elected Members and published on the City of Mandurah website not less than 72 hours prior to the Council or Committee meeting, in accordance with section 5.5 of the Act. The Committee of Council will be open to the public and public participation. In accordance with Section 5.23 of the Act, the Committee of Council may go behind closed doors to discuss confidential matters and then return from behind closed doors once the matter has been dealt with.

To enable City Officers to meet report deadlines it is recommended that the Committee of Council meeting structure commence in March 2021. The 2021 Special and Ordinary Council meeting dates remain as set by Council at the Council Meeting of 24 November 2020.

#### Audit and Risk Committee Meeting Dates

Council adopted the powers and duties of the Audit and Risk Committee at the meeting of 29 October 2019 and appointed members for two-years, expiring on 15 October 2021. The Audit and Risk Committee generally meet five times per year, however additional meetings can be scheduled as required to enable the Committee to discharge the functions.

To improve transparency, the Audit and Risk Committee Terms of References were modified in 2019 to be open to the public. Where a matter that is being dealt with is required to be closed to the members of the public, the Audit and Risk Committee will go behind closed doors to discuss the matter in accordance with the Act.

To enable the proposed Committee of Council meeting structure, Council is requested to approve the rescheduling of the Audit and Risk Committee meetings to Monday evenings, commencing at 5:30pm.

#### Disband the Executive Committee

Previously, the Executive Committee has played a key role in the performance appraisal and salary review of the Chief Executive Officer (CEO), making recommendations to Council. Unlike the Audit and Risk Committee, which requires the establishment of an Audit Committee in accordance with section 7.1A of the Act, there is no statutory requirement to form an Executive Committee.

City Officers are recommending to disband the Executive Committee, for which an absolute majority is required. All matters previously reviewed by the Executive Committee will now form part of the Ordinary Council meeting agenda, where confidential matters will be considered behind closed doors in accordance with section 5.23 of the Act.

#### Public Awareness of Council and Committee Meetings

Recent amendments to the *Local Government (Administration) Regulations 1996*, have resulted in the local governments no longer being required to place a local public notice for Council and Committee meetings. In accordance with regulation 12(2), the CEO must publish, on the local government's official website, the meeting details for the following meetings before the beginning of the year in which the meetings are to be held.

#### Local Government Election 2021

The Committee meeting dates also consider the 2021 Local Government Elections, which are usually held on the third Saturday in October (16 October 2021). Post the 2021 Local Government Election, the newly appointed Elected Members will be sworn in at a Special Council Meeting on 19 October. Following this meeting, at the proposed Ordinary Council meeting scheduled for the 26 October 2021, Council will consider the appointment of Elected Members to advisory groups, external agencies, working groups and panels and consider the establishment of committees and the terms of reference.

### Nominations to groups

Council is requested to consider nominations and appointments to the below groups. The following are the vacancies that will result from Councillor Darren Lee's resignation effective 19 January 2021:

#### *Metro Outer Joint Development Assessment Panel (Local Member Two):*

The Joint Development Assessment Panels (JDAPs) is an independent decision-making body comprised of technical experts and elected local government representatives. The City is a member of the Metro Outer JDAP which comprises five members, being three specialist members and two local government members. All current local government JDAP members were appointed on 26 January 2019, for a term ending 26 January 2022.

Local representation is a vital component of the JDAP, with local governments responsible for nominating four local government representative members from the local government's pool of Elected Members. Under regulation 24 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (regulations), the City is required to nominate two Elected Members (Local Members) and two alternates to be called on if an issue of quorum arises. The Minister will appoint the local government representatives in accordance with the local government's nomination.

Should the City fail to nominate four representatives, the Minister has the power to appoint two alternative community representatives to ensure local representation is always present on the panel. The regulations require that these alternate representatives are residents of the local area and have relevant knowledge or experience that, in the opinion of the Minister, will enable them to represent the interests of their local community.

These panels determine development applications made under local and region planning schemes. JDAPs become the decision maker in two circumstances: where the estimated cost of development is ten million dollars or more, it is mandatory. When a development has an estimated cost of development above two million dollars and where the applicant chooses this option.

The City is represented by the following Elected Members until 26 January 2022:

Local Member One:	Cr Caroline Knight
Local Member Two:	Vacant
Alternate Member One:	Cr Matt Rogers
Alternate Member Two:	Cr Merv Darcy

To participate in DAPs, Elected Members appointed by the Minister for Planning must attend training. The next training session is anticipated for April. The City will contact the Department of Planning, Lands and Heritage to request an earlier training session to be scheduled.

Once a nomination to replace Councillor Darren Lee is received, the City will contact the DAP Secretariat to request that appointments be made by the Minister for Planning who is responsible for appointing DAP panel members.

Elected Members who are selected on the DAP will be remunerated in accordance with the Premier's Circular 2017/18. The following remuneration is in accordance with Schedule 2 — Fees for DAP Members of the Regulations:

Presiding member per meeting to determine development applications	\$700
Any other member per meeting to determine development applications	\$425
Presiding member to determine applications to amend or cancel determination	\$200
Other member to determine applications to amend or cancel Determination	\$100
Presiding member attending proceeding in State Administrative Tribunal	\$700
Other member attending proceeding in State Administrative Tribunal	\$425
Training for DAP members	\$400
Re-training for DAP members	\$200
Presiding member to determine dispute as to compliance with notice	\$200

### *Rivers Regional Council (Deputy Member)*

Elected Members who are appointed to the Rivers Regional Council are remunerated. The Rivers Regional Council current sitting fees are set out below:

Chairman	\$5,150	(per quarter)
Deputy Chairman	\$2,575	(per quarter)
Councillors	\$1,931.25	(per quarter)
Deputy Councillor	\$ 200	(per meeting)

Mileage will be paid in accordance with Schedule F of the *Public Service Award 1992* and it can be claimed when travelling to and from meetings.

### *Audit and Risk Committee (Deputy Member)*

Council is requested to nominate an Elected Member to the Audit and Risk Committee as a Deputy Member. Refer to the Audit and Risk Committee Terms of Reference (refer Attachment 2.2).

## **Consultation**

A workshop was held in December 2020 to gain input from Elected Members on the proposed Committee Meeting Structure from 2021.

## **Statutory Environment**

### Local Government Act 1995

#### **5.5. Convening council meetings**

- (1) *The CEO is to convene an ordinary meeting by giving each council member at least 72 hours' notice of the date, time and place of the meeting and an agenda for the meeting.*
- (2) *The CEO is to convene a special meeting by giving each council member notice, before the meeting, of the date, time, place and purpose of the meeting.*

#### **5.8. Establishment of committees**

*A local government may establish\* committees of 3 or more persons to assist the council and to exercise the powers and discharge the duties of the local government that can be delegated to committees.*

*\* Absolute majority required.*

#### **5.10. Committee members, appointment of**

- (1) *A committee is to have as its members —*
  - (a) *persons appointed\* by the local government to be members of the committee (other than those referred to in paragraph (b)); and*
  - (b) *persons who are appointed to be members of the committee under subsection (4) or (5).*

*\* Absolute majority required.*

- (2) *At any given time each council member is entitled to be a member of at least one committee referred to in section 5.9(2)(a) or (b) and if a council member nominates himself or herself to be a member of such a committee or committees, the local government is to include that council member in the persons appointed under subsection (1)(a) to at least one of those committees as the local government decides.*



- (3) *Section 52 of the Interpretation Act 1984 applies to appointments of committee members other than those appointed under subsection (4) or (5) but any power exercised under section 52(1) of that Act can only be exercised on the decision of an absolute majority of the council.*

Local Government (Administration) Regulations 1996

12. *Publication of meeting details (Act s. 5.25(1)(g))*

- (1) *In this regulation —*  
*meeting details, for a meeting, means the date and time when, and the place where, the meeting is to be held.*
- (2) *The CEO must publish on the local government's official website the meeting details for the following meetings before the beginning of the year in which the meetings are to be held —*  
*(a) ordinary council meetings;*  
*(b) committee meetings that are required under the Act to be open to members of the public or that are proposed to be open to members of the public.*
- (3) *Any change to the meeting details for a meeting referred to in subregulation (2) must be published on the local government's official website as soon as practicable after the change is made.*
- (4) *If a local government decides that a special meeting of the council is to be open to members of the public, the CEO must publish the meeting details for the meeting and the purpose of the meeting on the local government's official website as soon as practicable after the decision is made.*

**Policy Implications**

N/A

**Economic Implications**

Additional committee meetings will result in Governance and Office of the Mayor and Councillors resources being dedicated to meet governance requirements. An increase to the number of committee meetings per year will also result in approximately \$13,000 in catering, security and cleaning costs.

**Risk Analysis**

The City and Council may be exposed to reputational risk should attendance be poor at the Committee of Council Meetings resulting in Committee meetings being cancelled due to the inability to achieve a quorum.

**Strategic Implications**

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Organisational Excellence:

- Build and retain a skilled, agile, motivated and healthy workforce.
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices, governance, risk and financial management.

**Conclusion**

Council is requested to consider the Committee Meeting Structure for 2021 that will best assist with the delivery of local government functions, decision-making and responsibilities. Council is also requested to

nominate and appoint Elected Members to groups and committees resulting in Councillor Darren Lee resigning from Office of Councillor.

NOTE:

Refer	<b>Attachment 2.1</b>	<b>Terms of Reference - Committee of Council</b>
	<b>Attachment 2.2</b>	<b>Terms of Reference - Audit and Risk Committee</b>
	<b>Confidential Attachment</b>	<b>Executive Committee Minutes 21 September 2020</b>

## RECOMMENDATION

That Council:

1. Approve the Audit and Risk Committee meeting dates and advertise on the City of Mandurah website:\*

Meeting	Date and Time
Audit and Risk Committee	Monday, 8 March 2021, at 5:30pm
Audit and Risk Committee	Monday, 10 May 2021, at 5:30pm
Audit and Risk Committee	Monday, 13 September 2021, at 5:30pm
Audit and Risk Committee	Monday, 8 November 2021, at 5:30pm
Audit and Risk Committee	Monday 6 December 2021, at 5:30pm

2. Approve the powers and duties of Committee of Council as detailed in the Terms of Reference (Attachment 2.1) and appoint the following Elected Members to the Committee of Council:\*

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3. Approve the Committee of Council meeting dates and advertise on the City of Mandurah website:\*

Meeting	Date and Time
Committee of Council	Tuesday, 9 March 2021, at 5:30pm
Committee of Council	Tuesday, 13 April 2021, at 5:30pm
Committee of Council	Tuesday, 11 May 2021, at 5:30pm
Committee of Council	Tuesday, 8 June 2021, at 5:30pm

Committee of Council	Tuesday, 13 July 2021, at 5:30pm
Committee of Council	Tuesday, 10 August 2021, at 5:30pm
Committee of Council	Tuesday, 14 September 2021, at 5:30pm
Committee of Council	Tuesday, 12 October 2021, at 5:30pm

4. Nominate the following Elected Member for consideration and appointment by the Minister for Planning for the appointment on the Metro Outer Joint Development Assessment Panel:

Local Member Two \_\_\_\_\_

5. Approve an Elected Member nomination for consideration by Rivers Regional Council, expiring on 15 October 2021:

Deputy Member \_\_\_\_\_

6. Appoint the following Elected Member to the Audit and Risk Committee until 15 October 2021.\*

Deputy Member \_\_\_\_\_

7.
  - a) Resolve to disband the Executive Committee.\*
  - b) Confirm the Minutes of the Executive Committee Meeting held on 21 September 2020 (Confidential Attachment).

**\*\*ABSOLUTE MAJORITY REQUIRED\*\***



# Committee of Council

## Terms of Reference

### Document Control

Effective date	Next review due	Amendment Details	Prepared by	Endorsed by	Approved by
January 2021	October 2021	Establishment of Terms of Reference	Manager Governance, Procurement and Land	Chief Executive Officer	Council

# 1. Committee's authority and purpose

## Authority

In accordance with section 5.8 of the *Local Government Act 1995 (the Act)*, the Council of the City of Mandurah (**the City**) has established a Committee of Council (**the Committee**). The Committee will operate in accordance with all relevant provisions of the Act and the *Local Government (Administration) Regulations 1996*.

The Committee is to provide guidance and assistance to Council on matters relevant to its terms of reference. This role is designed to facilitate informed decision-making by Council in relation to its legislative functions and duties that have not been delegated to the CEO.

The Committee is a formally appointed committee of the Council and is responsible to the Council. The Committee does not have executive powers or authority to implement actions in areas over which the CEO has legislative responsibility and does not have any delegated financial responsibility. The Committee does not have any management functions and cannot involve itself in management processes or procedures.

## Purpose

The purpose of the Committee is to recommend appropriate action to Council on the majority of matters pertaining to Council, except those matters considered by the Audit and Risk Committee.

Items such as the financial report, tenders, reports relating to the Chief Executive Officers contract or performance or urgent reports from the CEO will form part of the Ordinary Council Meeting agenda.

# 2. Committee's responsibilities

The Committee is to recommend appropriate action to Council on matters dealing with:

1. Strategic Community Plan, Corporate Business Plan, Long-term Financial Plan and associated financial strategies such as a rating policy.
2. Strategic Asset Management Plans.
3. Current and future services and investment to be provided.
4. Strategic advocacy direction for other levels of government.
5. Planning matters.
6. Major public art proposals.
7. Other matters referred by Council.

# 3. Committee membership

## Composition

The Committee shall comprise of up to nine Elected Members. The Council can appoint one or more deputies to the Committee at any time.

The Council shall appoint one of the nine Elected Members as Committee Chairperson.

The tenure of members' appointment to the Committee must be compliant with Section 5.11 of the Act, being up to two years, terminating on the day of the Ordinary Council elections, at which time all Elected Members will be eligible for reappointment.

Committee members who are Elected Members must declare conflicts of interest in accordance with section 11 of the *Local Government (Rules of Conduct) Regulations 2007*, in a written notice given to the CEO before the meeting or at the meeting immediately before the matter is discussed.

### **Termination of appointment**

Council may terminate the appointment of any member prior to the expiry of their term, if:

- The Committee Chairperson considers that the member is not making a positive contribution to the Committee.
- The member is found to be in breach of the Council's Code of Conduct or a serious contravention of the Act.
- The member's conduct, action or comments bring the City of Mandurah into disrepute.

### **Committee member entitlements**

All Committee members will be provided with appropriate training and professional development to be determined by the Committee, provided that adequate funds are available in the City of Mandurah budget for this purpose.

## **4. Role of City staff**

The following will be issued with a standing invitation to attend Committee meetings, in order to provide advice and guidance to the Committee:

- Chief Executive Officer;
- Executive Leadership Team;
- Executive Managers; and
- Manager Governance Services.

Other staff may be invited to attend meetings to discuss specific issues as and when required.

Such attendees may take part in the discussions and business of the meetings, but have no voting rights.

A Minute Officer will be appointed by the Chief Executive Officer to assist the Committee as follows:

- (a) Arranging meetings, preparing agendas, preparing minutes;
- (b) Taking action to implement Committee decisions as guided by the City's Governance section in relation to:
  - Obtaining information for the next or future meeting;
  - Preparing a paper for the next or future meeting;
  - Coordinating relevant staff of the City to provide advice at the next or a future meeting;
  - Promulgating decisions e.g. reporting, providing or seeking advice on significant correspondence of all kinds.

- (c) Preparing background notes;
- (d) Providing advice to the Chairperson, committee members and committee users on Committee policy and process matters; and
- (e) Maintaining appropriate committee records in an accessible form.

## **5. Committee meetings**

### **Quorum**

As prescribed by Section 5.19 of the Act, the quorum for Committee meetings shall be at least 50% of the number of offices of the Committee (whether vacant or not).

In the Chairperson's absence, Committee members who are present will select a Chairperson for that particular meeting.

### **Frequency**

Meetings will be scheduled on the second Tuesday of each month (excluding January) to allow the Committee to discharge its functions.

### **Agenda**

An agenda will be distributed at least 72 hours prior to the meeting, along with the minutes of the previous meeting, reports and other attachments or information to be addressed.

### **Public Attendance at Meetings**

The Committee meeting will be open to the public.

In accordance with Section 5.23 of the Act, the Committee may close to members of the public the meeting or part of the meeting, if the meeting or the part of the meeting deals with a number of aspects as defined by Section 5.23 of the Act.

### **Voting**

Voting is in accordance with Section 5.21 of the Act.

### **Minutes and matters arising**

All meetings shall be minuted by the Minute Officer, and minutes shall be approved by the Committee at the next committee meeting.

### **Reporting**

Recommendations of each Committee meeting shall be presented to the next ordinary meeting of the Council.

### **Confidentiality**

All Committee members will be required to adhere to the City's confidentiality requirements. In particular, no confidential information received or generated by the Committee will be disclosed to unauthorised persons.





# Audit and Risk Committee Terms of Reference

## Document Control

Effective date	Next review due	Amendment Details	Prepared by	Endorsed by	Approved by
October 2019	October 2021	Expanded description of Committee function, purpose, membership and role of City staff, plus recognition of the new role of the Office of the Auditor General	Manager Governance Services	Chief Audit Executive	Council
May 2020	October 2021	Removal of the ability for Audit and Risk Committee to approve the appointment of any internal audit service provider.	Manager Governance Services	Chief Audit Executive	Council

# 1. Committee's authority and purpose

## Authority

In accordance with section 7.1A of the *Local Government Act 1995* (**the Act**), the Council of the City of Mandurah (**the City**) has established an Audit and Risk Committee (**the Committee**). The Committee will operate in accordance with all relevant provisions of the Act, the *Local Government (Audit) Regulations 1996* and the *Local Government (Administration) Regulations 1996*.

As prescribed in Section 16 of the *Local Government (Audit) Regulations 1996*, the Committee is to provide guidance and assistance to Council on matters relevant to its terms of reference. This role is designed to facilitate informed decision-making by Council in relation to its legislative functions and duties that have not been delegated to the CEO.

The Committee is a formally appointed committee of the Council and is responsible to the Council. The Committee does not have executive powers or authority to implement actions in areas over which the CEO has legislative responsibility and does not have any delegated financial responsibility. The Committee does not have any management functions and cannot involve itself in management processes or procedures.

## Purpose

The purpose of the Committee is to:

- Provide advice and assistance to Council as to the carrying out of the function of the City in relation to annual audits of the City's financial statements (**external audit**);
- Monitor and receive reports concerning the development, implementation and on-going management of a City-wide risk management plan;
- Monitor and receive reports concerning the development, implementation and on-going management of the City's internal audit function;
- Review the annual Compliance Audit Return and report to Council the results of that review; and
- Receive, consider and review reports from the CEO under regulation 17 of the *Local Government (Audit) Regulations 1996* and report to Council the results of its review.

# 2. Committee's responsibilities

The Committee is to:

- Meet with the City's external auditor at least once in every year and provide a report to Council on the matter discussed and the outcomes of those discussions;
- Support council in fulfilling its governance and oversight responsibilities in relation to financial reporting, internal control structure, risk management systems, internal and external audit functions and ethical accountability;
- Examine reports of the external auditor after receiving a report from the CEO on the matter, and:

- Determine if any matter raised requires action to be taken by the City;
- Ensure that appropriate action is taken in respect of those matters; and
- Review the report prepared by the CEO in respect of any matters raised in the report of the external auditor and presenting the report to Council for adoption.
- Approve the following:
  - Internal Audit Charter;
  - Internal Audit Manual;
  - Strategic and Operational Internal Audit Plans; and
  - Recommendations arising from internal audit services.
- Review the level of resources allocated to internal audit and the scope of the functions authority;
- Receive and review reports of internal audits, review the extent to which management reacts to matters raised by those internal audits, and monitor the implementation of action plans developed in response to those matters;
- Review the City's annual compliance audit return and report the results of that review to Council; and
- Receive and review biennial reports from the CEO regarding the appropriateness and effectiveness of the City's risk management, internal controls and legislative compliance.

### 3. Committee membership

#### Composition

The Committee shall comprise of up to six members, consisting of:

- Five Elected Members; and
- One external independent member.

The Council can appoint one or more deputies to the Audit and Risk Committee at any time.

Members of the Committee shall be appointed by Council in accordance with section 7.1A of the Act, which states:

- *The members of the audit committee are to be appointed by the local government and at least 3 of the members, and the majority of the members, are to be council members.*
- *A CEO is not to be a member of an audit committee and may not nominate a person to be a member of an audit committee or have a person to represent the CEO as a member of an audit committee.*
- *An employee is not to be a member of an audit committee.*

The Council shall appoint one of the five Elected Members as Committee Chairperson.

The tenure of members' appointment to the Committee must be compliant with Section 5.11 of the Act, being up to two years terminating on the day of the Ordinary Council elections, at which time all Elected Members will be eligible for reappointment.

Committee members who are Elected Members must declare conflicts of interest in accordance with section 11 of the *Local Government (Rules of Conduct) Regulations 2007*, in a written notice given to the CEO before the meeting or at the meeting immediately before the matter is discussed.

Appointment of external independent persons will be made following a public advertisement. The evaluation of potential members will be reviewed by the CEO and appointments will be approved by Council on the basis of the potential member's experience and qualifications in any or all of the following:

- Internal audit;
- Risk management;
- Financial management/reporting;
- Understanding of complexities associated with the City of Mandurah.

An external independent member will be a person with no operating responsibilities with the City of Mandurah, nor will that person provide paid services to the City either directly or indirectly.

Any instance where an external member has a commercial interest, or is closely associated with an organisation that has an interest in the business of the City which represents a conflict of interest or pecuniary interest, or there is a risk or perception of conflict of interest, should be declared to the Chief Executive Officer before or at the relevant Committee meeting.

### **Termination of appointment**

Council may terminate the appointment of any member prior to the expiry of their term, if:

- The Committee Chairperson considers that the member is not making a positive contribution to the Committee.
- The member is found to be in breach of the Council's Code of Conduct or a serious contravention of the Act.
- A member's conduct, action or comments bring the City of Mandurah into disrepute.

### **Committee member entitlements**

All Committee members will be provided with appropriate training and professional development to be determined by the Committee and provided that adequate funds are available in the City of Mandurah budget for this purpose.

External independent member(s) will receive \$3,000 per annum for reimbursement of expenses.

## **4. Role of City staff**

The following will be issued with a standing invitation to attend Committee meetings, in order to provide advice and guidance to the Committee:

- Chief Executive Officer;
- Executive Leadership Team;
- Chief Audit Executive (CAE) (or some other person as determined by the CEO to act as the CAE);
- Manager Governance Services; and
- Representative of the Office of the Auditor General.

The Internal Auditor or internal audit service provider will be invited to present reports as and when required by the Committee.

Other staff may be invited to attend meetings to discuss specific issues or reviews as and when required.

Such attendees may take part in the discussions and business of the meetings, but have no voting rights.

A Minute Officer will be appointed by the Chief Executive Officer to assist the Committee as follows:

- (a) Arranging meetings, preparing agendas, preparing minutes;
- (b) Taking action to implement Committee decisions as guided by the City's Governance section in relation to:
  - Obtaining information for the next or future meeting;
  - Preparing a paper for the next or future meeting;
  - Coordinating relevant staff of the City to provide advice at the next or a future meeting;
  - Promulgating decisions e.g. reporting, providing or seeking advice on significant correspondence of all kinds.
- (c) Preparing background notes;
- (d) Providing advice to the Chairperson, committee members and committee users on Committee policy and process matters; and
- (e) Maintaining appropriate committee records in an accessible form.

## 5. Committee meetings

### **Quorum**

As prescribed by Section 5.19 of the Act, the quorum for Committee meetings shall be at least 50% of the number of offices of the Committee (whether vacant or not).

In the Chairperson's absence, Committee members who are present will select a Chairperson for that particular meeting.

### **Frequency**

Meetings will be scheduled where necessary to allow the Committee to discharge its functions up to ten times per year.

**Agenda**

An agenda will be distributed at least 72 hours prior to the meeting, along with the minutes of the previous meeting, reports and other attachments or information to be addressed.

**Public Attendance at Meetings**

The Committee meeting will be open to the public.

In accordance with Section 5.23 of the Act, the Committee may close to members of the public the meeting or part of the meeting, if the meeting or the part of the meeting deals with a number of aspects as defined by Section 5.23 of the Act.

**Voting**

Voting is in accordance with Section 5.21 of the Act.

**Minutes and matters arising**

All meetings shall be minuted by the Minute Officer, and minutes shall be approved by the Committee at the next committee meeting.

**Reporting**

Recommendations of each Committee meeting shall be presented to the next ordinary meeting of the Council.

**Confidentiality**

All Committee members will be required to adhere to the City's confidentiality requirements. In particular, no confidential information received or generated by the Committee will be disclosed to unauthorised persons.

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<b>3</b>	<b>SUBJECT:</b>	Pinjarra / Anstruther Roads Intersection Safety Review
	<b>DIRECTOR:</b>	Director Built & Natural Environment
	<b>MEETING:</b>	Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

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### Summary

Council, at its meeting of 27 October 2020, considered a Notice of Motion in relation to the safety of the intersection of Pinjarra Road and Anstruther Road.

Council resolved that City officers undertake an assessment of the intersection, including the crash history of the site, to help inform any possible steps or actions to be considered to manage traffic movements and improve safety of the intersection.

Council is requested to note the information contained within this report and the need for comprehensive traffic modelling to inform decision makers from Main Roads Western Australia in order to achieve additional road safety measures for this intersection.

### Disclosure of Interest

Nil

### Location

The location for assessment is the four-way signalised intersection of Pinjarra Road and Anstruther Road.



### Previous Relevant Documentation

Nil



## Background

Council, at its meeting of 27 October 2020, resolved the following Notice of Motion:

*“That City of Mandurah officers complete a traffic assessment including previous vehicle crashes at the Pinjarra Road / Anstruther Road signalised intersection and report the results back to Council upon completion.”*

It is noted that the reason for the Notice of Motion was in relation to two recent crashes at the intersection, in addition to previous crashes at the same intersection over a number of years.

City officers have undertaken a detailed assessment of traffic conditions relevant to the intersection. This assessment included:

1. Traffic Data – traffic count data for the site has been collated through traffic counts along the length of Pinjarra Road and through available SCATS data from Main Roads Western Australia at the signalised intersection of Pinjarra Road / Anstruther Road.
2. Traffic Signal Operation – an analysis of how the traffic signals currently operate and the existing phases of the signals.
3. Crash Data – an analysis of the detailed crash history at the intersection for the five year period between January 2015 and December 2019 to identify recurring crash patterns or underlying safety issues.
4. Previous Works - City officers have reviewed previous modifications to the traffic signals at this intersection as part of a road safety Black Spot Funding project.
5. Road Safety Inspection – as part of a master planning exercise to inform design works for the rehabilitation of Pinjarra Road, a Road Safety Inspection was completed in March 2020. The extent of the Road Safety Inspection included the intersection of Pinjarra Road / Anstruther Road.

## Comment

### Traffic Counts

Traffic volume data has been extracted from the Main Roads WA Traffic Map Database. The traffic data displayed indicates the average weekday volume for each approach leg to the intersection and is the combined volume for both lanes of traffic on each approach. This volume data is from September 2020.

Whilst traffic volume data is available for each individual lane, due to left-turning and right-turning traffic on all approach legs of the intersection using the same lanes as through traffic, extracting turning movement data from the available dataset is not possible. The City will conduct a video survey of the intersection to understand turning movement numbers as part of its design process for the planned upgrading of Pinjarra Road which has commenced and will continue over the next two years.

- Anstruther Road – Southbound Approach: 4,103 vehicles per day
- Anstruther Road – Northbound Approach: 2,315 vehicles per day
- Pinjarra Road – Eastbound Approach: 6,940 vehicles per day
- Pinjarra Road – Westbound Approach: 7,007 vehicles per day



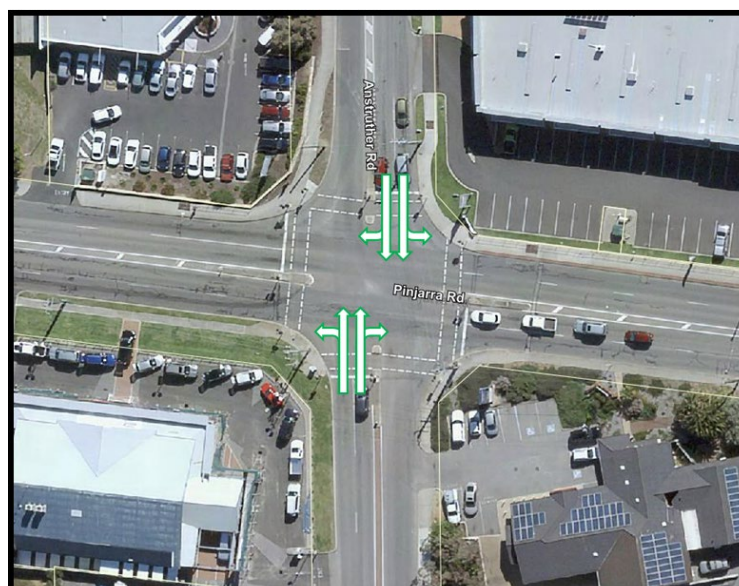
Based on the assessment of traffic count data for the length of Pinjarra Road from 2019, it can be assumed that road works on Peel Street during the second half of 2020 have resulted in an increase in traffic using Pinjarra Road. 2019 traffic count data for the length of Pinjarra Road between Parkview Street and Sutton Street showed consistent eastbound and westbound volumes in the range of 6,300 – 6,500 vehicles per day. This data is included as *Attachment 3.1 Pinjarra Road – Traffic Count Volume Data*.

Traffic volumes observed on both Pinjarra Road (Integrator A) and Anstruther Road (Integrator B) are consistent with the function of the roads. Integrator roads are recognised as major corridors through the road network system and it is expected that these roads would generally carry larger traffic volumes.

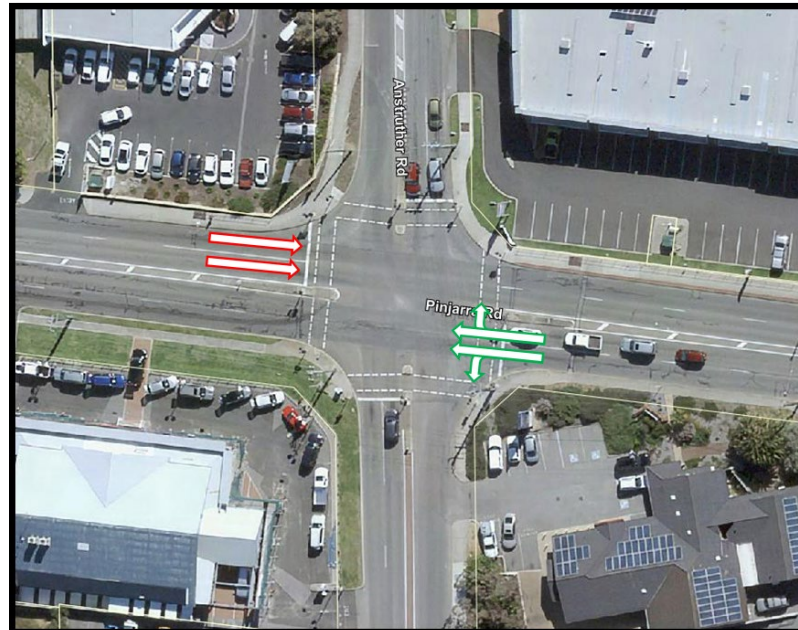
#### Traffic Signal Operation

The traffic signals at the intersection of Pinjarra Road and Anstruther Road currently operate on three separate phases as indicated below.

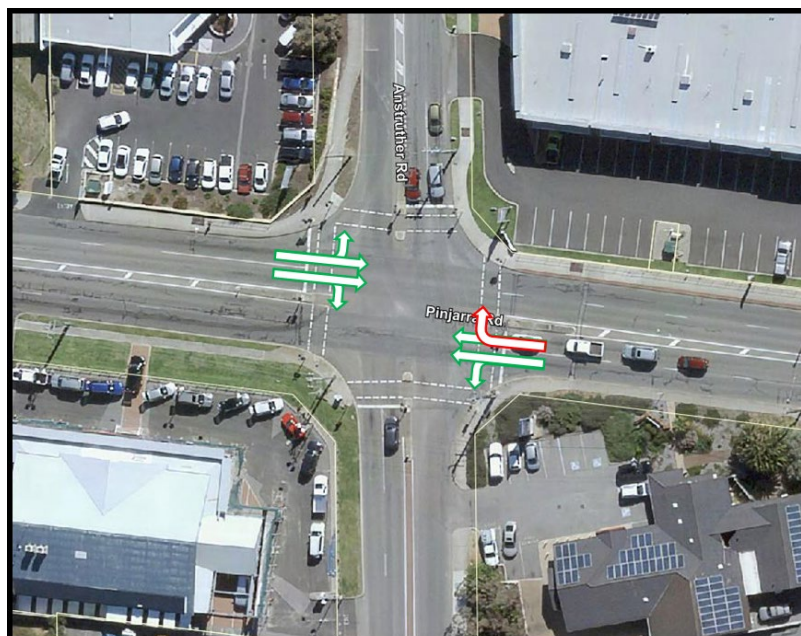
- Phase 1 - Anstruther Road Northbound and Southbound: During this phase, both northbound and southbound traffic on Anstruther Road are presented with a green light. There are no arrows for turning movements on this phase and vehicles wishing to turn right from Anstruther Road on to Pinjarra Road need to do so when there is a break in the opposing traffic flow.



- Phase 2 – Pinjarra Road Westbound: During this phase, westbound traffic on Pinjarra Road is presented with a green light for through traffic, and a green right-turn arrow for vehicles in the right lane to make a right turn to travel north on Anstruther Road without any traffic approaching on the eastbound leg of Pinjarra Road.



- Phase 3 – Pinjarra Road Eastbound and Westbound: During this phase, both eastbound and westbound traffic on Pinjarra Rd are presented with a green light for through traffic. Westbound traffic in the right lane wishing to turn right to travel north on Anstruther Road is presented with a red right-turn arrow. Eastbound traffic on Pinjarra Road wishing to turn right to travel south on Anstruther Road must do so when there is a break in the opposing westbound traffic flow.



### Crash Data

The five-year crash data between January 2015 and December 2019 for the intersection of Pinjarra Road and Anstruther Road has been analysed. In addition to this data, City officers also requested a summary of 2020 crash data at the intersection.

Between January of 2015 and December of 2019, there were 36 recorded crashes at this intersection. A summary of the general nature of these crashes is below.

- Five Intersection/Right Angle crashes involving vehicles from perpendicular legs of the intersection colliding. One resulting in medical treatment and four resulting in property damage only.
- Sixteen crashes involving right-turning vehicles colliding with vehicles from the opposing direction. Two resulting in hospitalisation, two resulting in medical treatment, and 12 resulting in property damage only.
- Thirteen rear-end crashes all resulting in property damage only.
- Two off-path crashes involving vehicles running off the road way. One resulting in medical treatment and one resulting in property damage only.

Of most concern is the number of crashes involving eastbound vehicles on Pinjarra Road turning right to travel south on Anstruther Road, colliding with westbound traffic on Pinjarra Road. This particular type of crash represents nine of the crashes recorded (25%) at this intersection during this five-year period.

There have also been three crashes involving southbound vehicles on Anstruther Road turning right to travel west on Pinjarra Road, colliding with northbound traffic on Anstruther Road, and three crashes involving northbound vehicles on Anstruther Road turning right to travel east on Pinjarra Road, colliding with southbound traffic on Anstruther Road.

These additional six crashes account for 17% of the crashes recorded at this intersection during this five-year period. There was one additional crash involving a right turning vehicle colliding with a vehicle from the opposing direction. The origins of these vehicles are not captured in the crash details.

In total, crashes involving right turning vehicles colliding with vehicles from the opposing direction account for 45% of crashes at this intersection. Crashes of this nature are more likely to result in higher severity crashes due to the impact angles and forces applied to the drivers. A contributing factor to the number of crashes involving right turning vehicles colliding with opposing traffic is the masking that occurs when vehicles waiting to turn right on all approaches obscure the view of vehicles travelling straight through the intersection in the opposing direction. This issue is particularly evident on the eastbound approach on Pinjarra Road during Phase 3.

During Phase 3, any vehicle in the right lane of the westbound approach intending to turn right to travel north on Anstruther Road is stopped by a red right-turn arrow. These vehicles then block the view of oncoming traffic for eastbound vehicles on Pinjarra Road who are intending to turn right to travel south on Anstruther Road. This increases risk and can cause drivers to take chances when not completely sure if there is a vehicle approaching in the opposite direction, particularly if the signals are in an orange phase and turning vehicles are holding within the intersection waiting to turn right.

Rear-end crashes accounted for 36% of all crashes at this intersection. Of the 13 rear-end crashes which occurred during this period, eight involved westbound traffic on Pinjarra Road. This accounts for 22% of all crashes at the intersection. Both the northbound and southbound approaches on Anstruther Road and the eastbound approach on Pinjarra Road contained one rear-end crash each.

There were two rear-end crashes for which the origins of the vehicles are not captured in the crash details. Of the eight rear end crashes which have occurred on the westbound approach on Pinjarra Road, three involved stationary vehicles waiting to make a right turn to travel north on Anstruther Road, two involved stationary vehicles waiting to travel straight and three involved vehicles from the right lane cutting in front of vehicles travelling straight in the left lane. A contributing factor to the incidence of rear-end crashes at this intersection is likely to be as a result of right turning vehicles not having protected turning lanes to separate them from straight through traffic. This appears to be particularly evident on the westbound approach of Pinjarra Road where during Phase 3, any vehicle in the right lane wishing to turn right to travel north on Anstruther Road is faced with a red right-turn arrow. This effectively results in all westbound traffic in the right lane on Pinjarra Road who intend to continue straight through the traffic signals having to stop behind the vehicle in front, or merge into the left lane to continue through the green signal.



A summary of the 2020 crash data to date indicates that the following types of crashes have occurred during this year:

- One crash involving a right-turning vehicle colliding with a vehicle from the opposing direction.
- Four rear-end crashes.

Of these five crashes, two resulted in medical treatment, two resulted in hospitalisation and one resulted in property damage only. The details of the crash severity associated with each crash are not yet disclosed, nor are the travel directions of the vehicles involved. This information will not be made available until all 2020 crash data is verified and released in early 2021. It can be assumed that at least three of the rear-end crashes resulted in medical treatment or hospitalisation. This will need to be validated when the detailed crash information is released.

Detailed crash data and diagrams for the 2015-2019 period along with a summary of the 2020 crash data is included in *Attachment 3.2 Pinjarra Road & Anstruther Road – Detailed Crash Data*

### Previous Works

As part of a Federal Blackspot Project in 2011/12, the protected right-turn arrow was installed on the westbound approach on Pinjarra Road which resulted in an additional phase being introduced in the operation of the traffic signals (Phase 2). Prior to this change, Phase 3 for eastbound and westbound traffic on Pinjarra Road operated the same as the current northbound/southbound phase on Anstruther Road (Phase 1) where there were no arrows for any turning movements and all right-turning vehicles from Pinjarra Road were required to do so when there was a break in the opposing traffic flow.

As part of this project, Main Roads WA did not support the installation of a protected right turn arrow for eastbound traffic on Pinjarra Road. No explanation accompanied this decision and therefore any further intersection modifications have not been implemented.

### Road Safety Inspection

In March 2020, the City of Mandurah engaged a consultant to undertake a road safety inspection for the length of Pinjarra Road between Parkview Street in the east, and Sholl Street in the west. The intent of this road safety inspection was to identify road safety hazards that could be reduced or removed through design works as part of the plans to reconstruct this section of Pinjarra Road over the coming years.

The intersection of Pinjarra Road and Anstruther Road fell within the scope of this road safety inspection and the issue of right turning vehicles masking the view of oncoming traffic was identified as one of the findings in the report. The details of the finding are below.

- *"Finding 2.3 – Masking at Anstruther Road Intersection: There is a risk of right-angle crashes involving right-turning filtering vehicles failing to give way to opposing vehicles.*
- *Justification of the finding: The restricted sight distance for eastbound traffic can cause vehicles waiting to turn right from Pinjarra Road westbound to mask through traffic in the left lane of Pinjarra Road. This can result in right-angle crashes with vehicles filtering through the traffic control signals making a right turn in Pinjarra Road into Anstruther Road Southbound. Main Roads Policy and Application Guidelines for Control of Right-Turns at Traffic Signals indicate that full-time right turn arrow controls shall be applied if over the last five years, the right-turn movement has been involved in more than five reported crashes and the times of the day these crashes have occurred are generally spread across the full 24-hour period. There have been nine crashes, two of which resulted in hospitalisation involving westbound through traffic and eastbound right turning traffic which could be attributable to existing filter right turn movements exceeding the policy requirement.*
- *Recommendation: Review the intersection with SIDRA or similar program to determine the Level of Service by altering the right turn arrow to prevent filtering. If acceptable, remove the filtering from the right turn movements. [IMPORTANCE – HIGH]"*

Note: Filtering is the terminology used for vehicles turning across the opposing traffic flow without the assistance of right turn arrows.



**Finding 2.3 – The vehicles waiting in the right lane mask vehicles approaching westbound hidden by the vehicles and the small crest.**

The full road safety inspection is included in this report *Attachment 3.3 Pinjarra Road – Road Safety Inspection*.

#### Next Steps

The intersection needs to have traffic modelling undertaken to determine:

- The level of services currently being attained at this intersection.
- The level of service that would result from the possible inclusion of a right turn arrow (and phasing of this) for eastbound traffic in Pinjarra Road intending to turn south into Anstruther Road.

The City has commenced a program of reconstruction of Pinjarra Road and has secured funding to complete stages of this work in 2020/2021 and 2021/2022. Whilst this roadwork is being designed it is intended to review the intersection of Pinjarra Road and Anstruther Road.

It is important to note that the traffic signals are under the care, control and management of Main Roads Western Australia and therefore it is a statutory requirement to seek their advice and approval to modify the traffic signals. Discussions with Main Roads Western Australia will commence as soon as the traffic modelling is completed.

#### **Youth Advisory Group Comment**

N/A.

#### **Consultation**

Nil.

#### **Statutory Environment**

The signalisation of the Pinjarra Road/Anstruther Road is under the care, control and management of Main Roads Western Australia.

## **Policy Implications**

Nil

## **Economic Implications**

The completion of the necessary audits and design works will be funded by the Pinjarra Road reconstruction project. This project is funded primarily through Regional Road Group funding. This work is considered a key component of the project and at this stage has not had a cost estimate undertaken due to the need to have a road and traffic signal design approved by Main Roads Western Australia.

## **Risk Analysis**

There is a risk that further crashes will occur at this intersection. Signalised intersections assist traffic movement however, it cannot eliminate poor traffic behaviour. However, history also shows that the majority of crashes are minor given the low speed environment.

Through the development of a plan for the renewal of Pinjarra Road; and the specific attention being given to this intersection through safety audits, visual assessment, intersection modelling and Main Roads WA liaison, the City is showing its commitment to finding improvements to the intersection operation.

## **Strategic Implications**

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

### Social:

- Facilitate safe neighbourhoods and lifestyles by influencing the built form through urban design.

### Health:

- Provide and facilitate quality infrastructure that is accessible, and conducive to a healthy, active community.

## **Conclusion**

An assessment of the detailed crash data has identified some reoccurring crash patterns for which some of the contributing factors can be assumed. Treatments to resolve or reduce the number of crashes occurring at this intersection will require additional investigation.

These investigations will include a video survey of the intersection to validate traffic volume data and to determine turning movement numbers for all legs of the intersection. Data from the video survey will be used to undertake modelling of the intersection to determine what impacts any modifications to the phasing of the traffic signals will have on the operation and level of service of the intersection without any modifications to the geometry of the intersection. This modelling will also allow the City to determine what changes to the phasing of the signals, and the geometry of the intersection, would be required to reduce the number of crashes and increase the level of service of the intersection.

The results of the modelling and the required geometry changes will inform the civil design of the intersection to determine what is feasible within the existing constraints of the sites, of which there are many. The site is constrained by the available space within the road reserve as well as the significant level differences across the intersection from both north to south, and east to west, which would impact the potential for any significant road widening to occur in any direction. The intersection is also dense with underground services which will impact any potential civil works to modify the geometry of the intersection.

This modelling will be completed as a priority in early 2021. The results of the modelling and any changes to the phasing, and/or geometry modifications to the intersection, will require further correspondence and approvals from Main Roads WA.



NOTE:

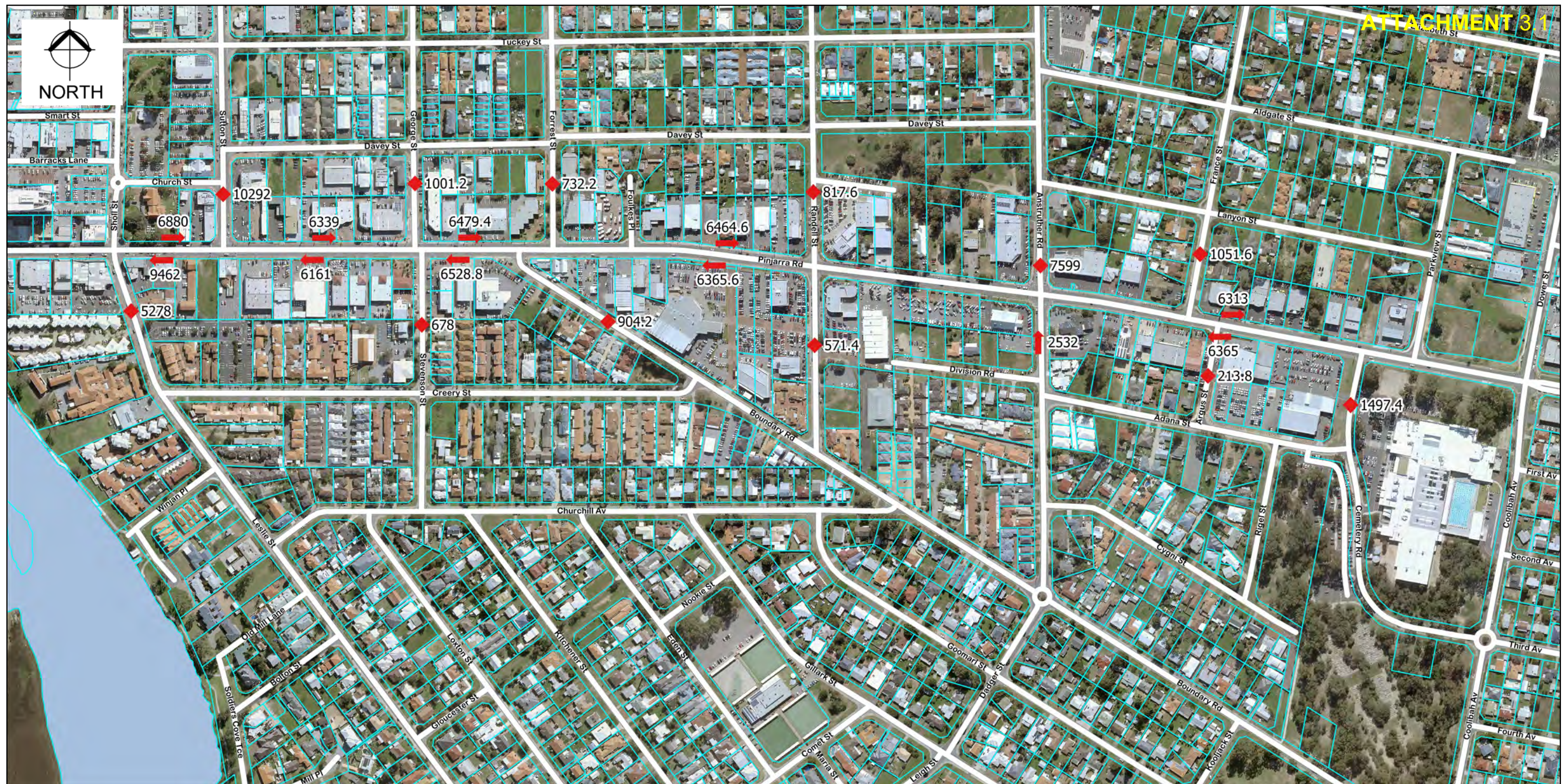
- Refer ***Attachment 3.1 Pinjarra Road – Traffic Count Volume Data***  
***Attachment 3.2 Pinjarra Road & Anstruther Road – Detailed Crash Data***  
***Attachment 3.3 Pinjarra Road – Road Safety Inspection***

**RECOMMENDATION**

**That Council:**

1. **Notes the information contained in this report, including the plans to undertake further investigations and modelling to inform any potential improvements to the safety and level of service of the intersection of Pinjarra Road and Anstruther Road.**
2. **Request Officers to liaise with Main Roads Western Australia on the possible addition of a right turn traffic phase for eastbound traffic on Pinjarra Road into Anstruther Road.**





## PINJARRA RD TRAFFIC COUNT DATA 2019 - AVG WEEKDAY VOLUMES

### NOTES:

1. ALL VOLUMES DISPLAYED ARE AVERAGE WEEKDAY VOLUMES.
2. TRAFFIC COUNTS CONDUCTED OVER VARIOUS STAGES THROUGHOUT 2019.
3. ANSTRUTHER RD VOLUMES SOUTH OF PINJARRA RD INDICATE NORTHBOUND TRAFFIC VOLUMES ONLY.



Road	Road Name	SLK	CMV	True Dist	Intersection	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Speed Limit	Traffic Control	Road Feature	Road Alignment	Speed Factor	MR Nature	Location	RUM	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	First Object Hit	Second Object Hit	Third Object Hit	Target Impact Point
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/01/2015	Thursday	1822	PDO Minor	2015002331	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Colliding	Car	W - PINJARRA RD	E - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/01/2015	Thursday	1822	PDO Minor	2015002331	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Target	Car	W - PINJARRA RD	E - PINJARRA RD	Stopped: By Traffic Control				Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	02/02/2015	Monday	1745	PDO Minor	2015018663	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Colliding	Utility	E - PINJARRA RD	W - PINJARRA RD	Overtaking : Cut In From Right				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	02/02/2015	Monday	1745	PDO Minor	2015018663	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Target	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/02/2015	Monday	1030	PDO Major	2015037806	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Colliding	Car	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/02/2015	Monday	1030	PDO Major	2015037806	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Target	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Stopped: To Avoid Veh				Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/04/2015	Tuesday	0920	PDO Minor	2015075746	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Station Wagon	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/04/2015	Tuesday	0920	PDO Minor	2015075746	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				Front
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/06/2015	Wednesday	1900	Medical	2015144280	Intersection	Dark - Street Lights On		60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Colliding	Four Wheel Drive (Not Car Design)	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/06/2015	Wednesday	1900	Medical	2015144280	Intersection	Dark - Street Lights On		60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Target	Station Wagon			Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	06/06/2015	Saturday	1250	PDO Major	2015193302	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Station Wagon	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	06/06/2015	Saturday	1250	PDO Major	2015193302	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	N - ANSTRUTHER RD	W - PINJARRA RD	Turning: To Make Right Turn				Front
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	28/06/2015	Sunday	0945	PDO Minor	2015198132	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight			On Cway	30:Same Dirn: Other	Colliding	Utility		N - ANSTRUTHER RD	Reversing Or Rolling Back: Straight				

## Detailed Crash History



2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	28/06/2015	Sunday	0945	PDO Minor	2015198132	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight			On Cway	30:Same Dirn: Other	Target	Station Wagon	N - ANSTRUTHER RD	W - PINJARRA RD	Stopped: To Avoid Veh					Front
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	14/07/2015	Tuesday	1345	PDO Major	2015214103	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Colliding	Car	E - PINJARRA RD	W - PINJARRA RD	Overtaking : Cut In From Right					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	14/07/2015	Tuesday	1345	PDO Major	2015214103	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Target	Car	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control					Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	07/08/2015	Friday	1035	Hospital	2015269053	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Motor Cycle	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	07/08/2015	Friday	1035	Hospital	2015269053	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn					Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/10/2015	Friday	1310	PDO Major	2015309012	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/10/2015	Friday	1310	PDO Major	2015309012	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn					Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	22/10/2015	Thursday	1600	PDO Major	2015330546	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Car	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	22/10/2015	Thursday	1600	PDO Major	2015330546	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control					Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/11/2015	Sunday	1005	PDO Minor	2015348481	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Colliding	Utility	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/11/2015	Sunday	1005	PDO Minor	2015348481	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Target	Car	E - PINJARRA RD	W - PINJARRA RD	Stopped: To Avoid Veh					Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	07/12/2015	Monday	1135	PDO Minor	2015361416	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Colliding	Car			Straight Ahead: Not Out Of Control					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	07/12/2015	Monday	1135	PDO Minor	2015361416	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Target	Car			Stopped: To Avoid Veh					Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	05/04/2016	Tuesday	1830	PDO Minor	2016111742	Intersection	Dawn Or Dusk	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Colliding	Car	E - PINJARRA RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control					
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	05/04/2016	Tuesday	1830	PDO Minor	2016111742	Intersection	Dawn Or Dusk	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Target	Station Wagon	E - PINJARRA RD	N - ANSTRUTHER RD	Stopped: By Traffic Control					Rear

## Detailed Crash History



2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	23/06/2016	Thursday	1230	PDO Major	2016200325	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Colliding	Car	E - PINJ ARR A RD	W - PINJ ARR A RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	23/06/2016	Thursday	1230	PDO Major	2016200325	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Target	Car	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				Front
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	24/06/2016	Friday	1210	PDO Major	2016154210	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Colliding	Car	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	24/06/2016	Friday	1210	PDO Major	2016154210	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Target		E - PINJ ARR A RD	W - PINJ ARR A RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	15/10/2016	Saturday	1330	PDO Minor	2016296376	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Colliding	Car	E - PINJ ARR A RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	15/10/2016	Saturday	1330	PDO Minor	2016296376	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Target	Car	E - PINJ ARR A RD	N - ANSTRUTHER RD	Stopped: By Traffic Control				Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	06/04/2017	Thursday	1515	PDO Minor	2017126863	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Curve		Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Colliding	Four Wheel Drive (Not Car Design)	N - ANSTRUTHER RD	E - PINJ ARR A RD	Swing Wide: Left Turn At Intx				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	06/04/2017	Thursday	1515	PDO Minor	2017126863	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Curve		Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Target	Station Wagon	S - ANSTRUTHER RD	E - PINJ ARR A RD	Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	15/06/2017	Thursday	1000	PDO Major	2017206055	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Colliding	Utility	E - PINJ ARR A RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	15/06/2017	Thursday	1000	PDO Major	2017206055	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	33:Same Dirn: Same Lane Right Rear	Target	Car	E - PINJ ARR A RD	N - ANSTRUTHER RD	Stopped: To Avoid Veh				Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/07/2017	Monday	1318	PDO Major	2017189804	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Car	E - PINJ ARR A RD	W - PINJ ARR A RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/07/2017	Monday	1318	PDO Major	2017189804	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Station Wagon	W - PINJ ARR A RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/08/2017	Monday	0947	PDO Minor	2017241825	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Colliding				Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/08/2017	Monday	0947	PDO Minor	2017241825	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	Target	Car			Stopped: By Traffic Control				Rear

## Detailed Crash History



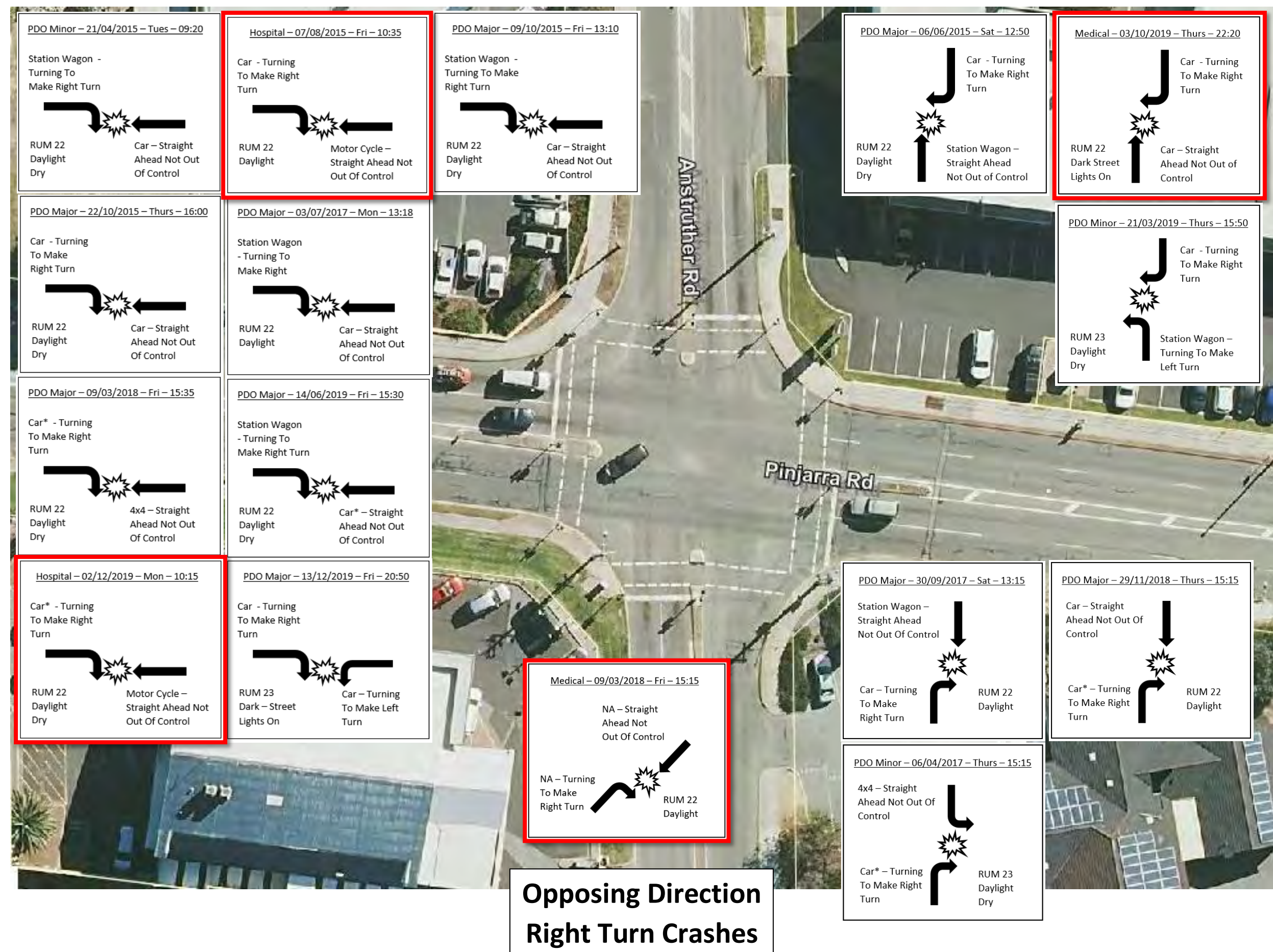
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	30/09/2017	Saturday	1315	PDO Major	2017267353	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Colliding	Station Wagon	N - ANSTRUTHER RD	S - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	30/09/2017	Saturday	1315	PDO Major	2017267353	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Target	Car	S - ANSTRUTHER RD	E - PINJARRA RD	Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	19/10/2017	Thursday	1300	PDO Major	2017315896	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Hit Object	On Left Verge After Leaving Cway	76:Loss Of Control: Left Turn - Intx	Colliding	Utility	N - ANSTRUTHER RD	E - PINJARRA RD	Out Of Control: Other	Kerb When Stated As Cause	Guard Rail	Veh Parked Off Cway	
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	12/02/2018	Monday	0830	PDO Major	2018044500	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dimn: Same Lane Rear End	Colliding	Car	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Overtaking : Cut In From Right				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	12/02/2018	Monday	0830	PDO Major	2018044500	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Rear End	On Cway	31:Same Dimn: Same Lane Rear End	Target	Car	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/03/2018	Friday	1515	Medical	2018012602	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Colliding				Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/03/2018	Friday	1515	Medical	2018012602	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Target	Car			Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/03/2018	Friday	1535	PDO Major	2018070540	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Colliding	Four Wheel Drive (Not Car Design)	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	09/03/2018	Friday	1535	PDO Major	2018070540	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Target		W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	11/04/2018	Wednesday	1310	Medical	2018050483	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Non Collision	On Cway	75:Off Path On Straight: Lost Control On Cway	Colliding	Motor Cycle			Swerving: To Avoid Veh				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/11/2018	Thursday	1515	PDO Major	2018303006	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Colliding	Car	N - ANSTRUTHER RD	S - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	29/11/2018	Thursday	1515	PDO Major	2018303006	Intersection	Daylight		60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dimn: Thru - Right	Target		S - ANSTRUTHER RD	E - PINJARRA RD	Turning: To Make Right Turn				Front
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	13/03/2019	Wednesday	1015	PDO Major	2019069572	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Colliding	Utility	N - ANSTRUTHER RD	S - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	13/03/2019	Wednesday	1015	PDO Major	2019069572	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Target	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				Side

## Detailed Crash History

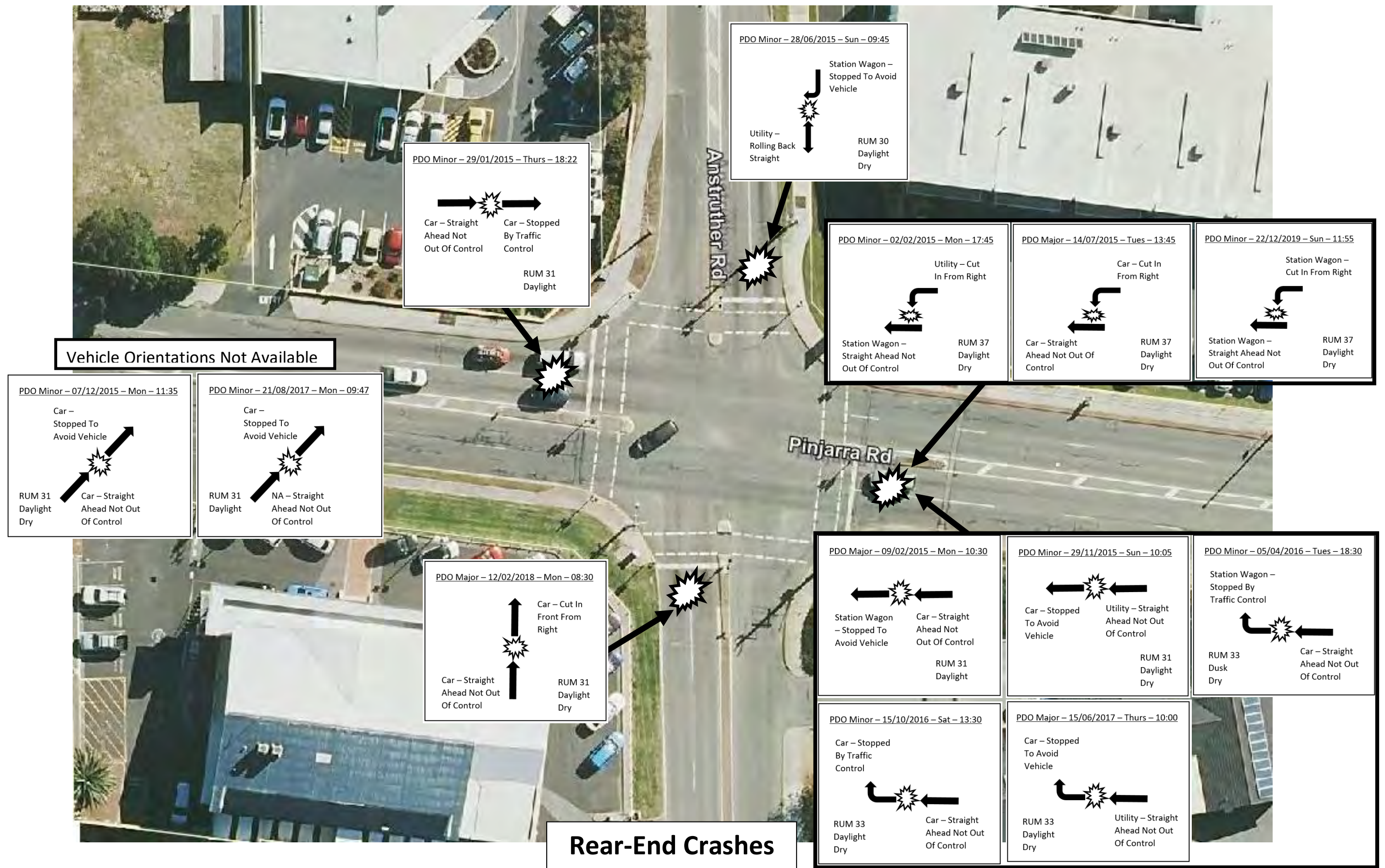


2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/03/2019	Thursday	1550	PDO Minor	2019077773	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Colliding	Station Wagon	S - ANSTRUTHER RD	W - PINJARRA RD	Turning: To Make Left Turn				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	21/03/2019	Thursday	1550	PDO Minor	2019077773	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Target	Car	N - ANSTRUTHER RD	W - PINJARRA RD	Turning: To Make Right Turn				Rear
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	14/06/2019	Friday	1530	PDO Major	2019161202	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding		E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	14/06/2019	Friday	1530	PDO Major	2019161202	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Station Wagon	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	04/09/2019	Wednesday	2150	PDO Major	2019248444	Intersection	Dark - Street Lights On	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Colliding	Car	W - PINJARRA RD	E - PINJARRA RD	Straight Ahead: Not Out Of Control				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	04/09/2019	Wednesday	2150	PDO Major	2019248444	Intersection	Dark - Street Lights On	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Angle	On Cway	11:Intx: Thru - Thru	Target	Station Wagon	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/10/2019	Thursday	2220	Medical	2019274602	Intersection	Dark - Street Lights On	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding	Car	N - ANSTRUTHER RD	W - PINJARRA RD	Turning: To Make Right Turn				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	03/10/2019	Thursday	2220	Medical	2019274602	Intersection	Dark - Street Lights On	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Car	S - ANSTRUTHER RD	N - ANSTRUTHER RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	02/12/2019	Monday	1015	Hospital	2019333041	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Colliding		W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	02/12/2019	Monday	1015	Hospital	2019333041	Intersection	Daylight	Dry	60	Intersection Traffic Lights	4-way Intx	Straight		Right Turn Thru	On Cway	22:Opposite Dirn: Thru - Right	Target	Motor Cycle	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	13/12/2019	Friday	2050	PDO Major	2019326472	Intersection	Dark - Street Lights On		60	Intersection Traffic Lights	4-way Intx			Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Colliding	Car	W - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Right Turn				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	13/12/2019	Friday	2050	PDO Major	2019326472	Intersection	Dark - Street Lights On		60	Intersection Traffic Lights	4-way Intx			Sideswipe Same Dirn	On Cway	23:Opposite Dirn: Right - Left	Target	Car	E - PINJARRA RD	S - ANSTRUTHER RD	Turning: To Make Left Turn				Side
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	22/12/2019	Sunday	1155	PDO Minor	2019348360	Intersection	Daylight	Dry	60	No Sign Or Control	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Colliding	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Overtaking : Cut In From Right				
2120703	Pinjarra Rd	1.69	S	1.69	ANSTRUTHER RD (034707)	22/12/2019	Sunday	1155	PDO Minor	2019348360	Intersection	Daylight	Dry	60	No Sign Or Control	4-way Intx	Straight		Sideswipe Same Dirn	On Cway	37:Same Dirn: Change Lanes - Left	Target	Station Wagon	E - PINJARRA RD	W - PINJARRA RD	Straight Ahead: Not Out Of Control				Side

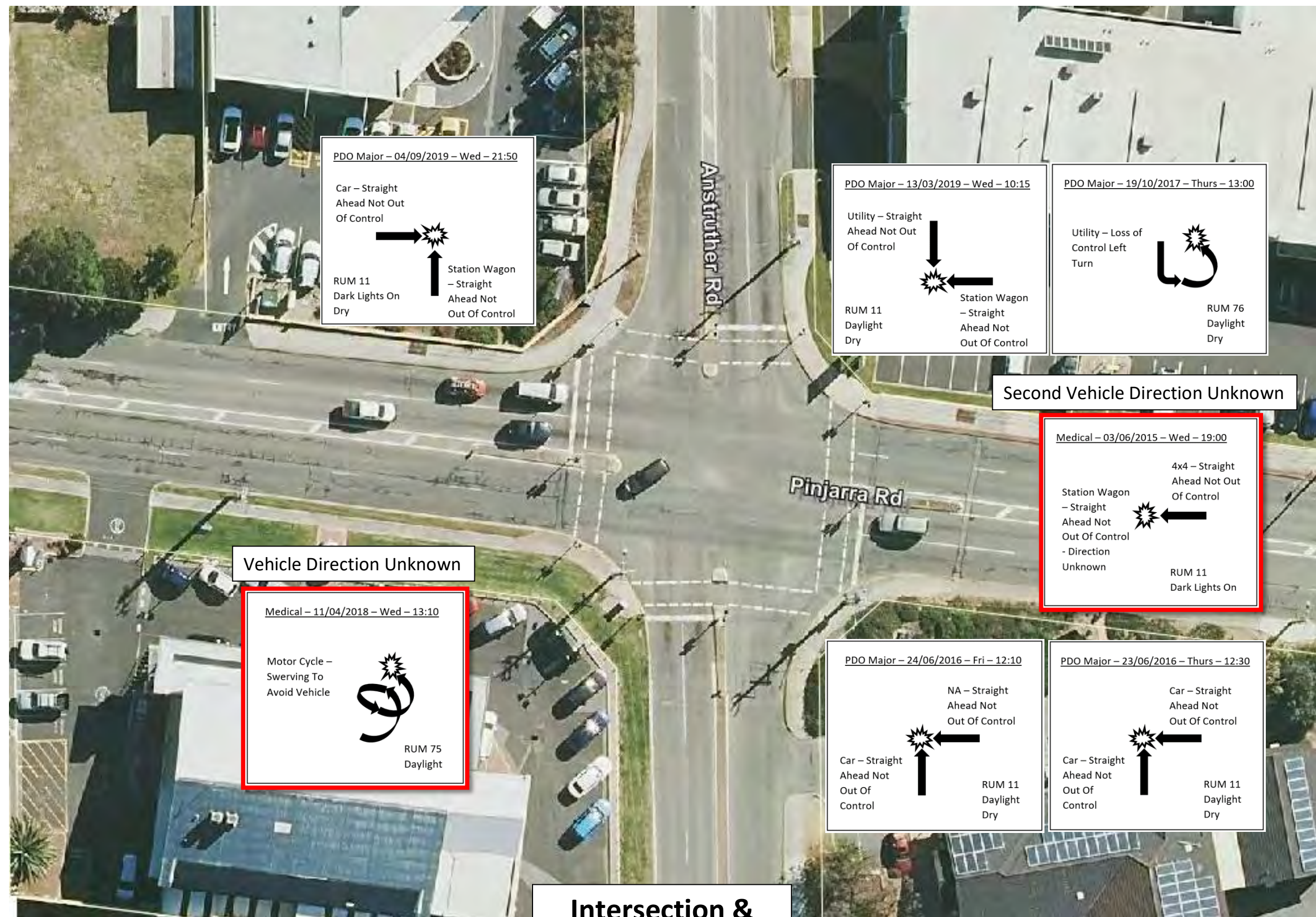














Report Criteria

Parameter	Value	Description
Intersection	034707	ANSTRUTHER RD & PINJARRA RD
From Date	01/01/2020	
To Date	06/12/2020	
Crash Type	All	
Severity	All	

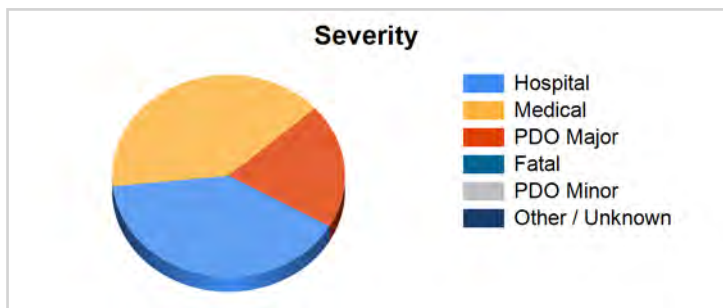


# Summary Crash History

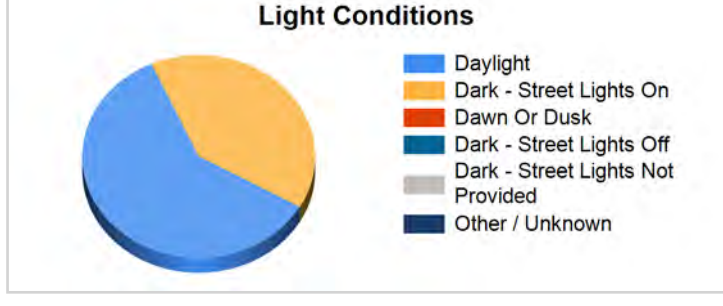


Selection Criteria	Value
Intersection	ANSTRUTHER RD & PINJARRA RD (034707)
Date	01/01/2020 to 06/12/2020

Severity	Count	Percentage
Hospital	2	40.0%
Medical	2	40.0%
PDO Major	1	20.0%
Fatal	0	0.0%
PDO Minor	0	0.0%
Other / Unknown	0	0.0%
Total:	5	100.0%



Light Conditions	Count	Percentage
Daylight	3	60.0%
Dark - Street Lights On	2	40.0%
Dawn Or Dusk	0	0.0%
Dark - Street Lights Off	0	0.0%
Dark - Street Lights Not Provided	0	0.0%
Other / Unknown	0	0.0%
Total:	5	100.0%



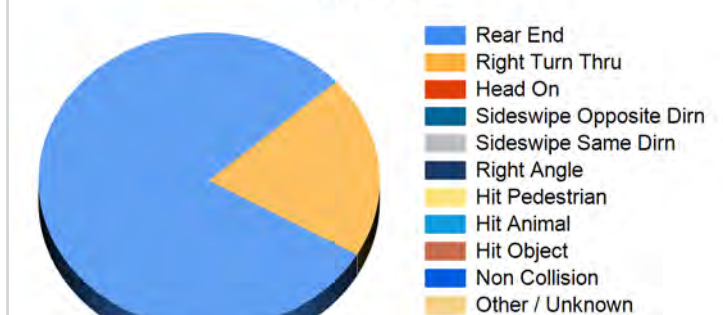
Road Grade	Count	Percentage
Level	2	40.0%
Slope	2	40.0%
Other / Unknown	1	20.0%
Crest Of Hill	0	0.0%
Total:	5	100.0%



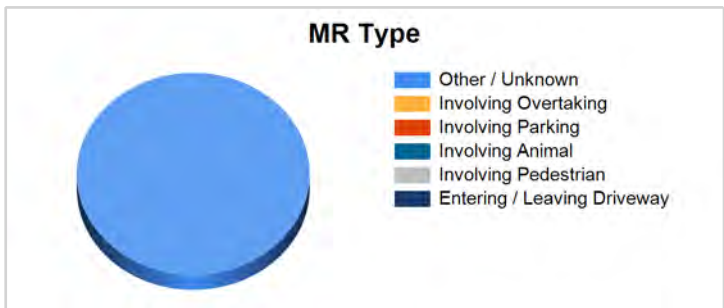
Speed a Factor	Count	Percentage
Other / Unknown	5	100.0%
Yes	0	0.0%
No	0	0.0%
Total:	5	100.0%



MR Nature	Count	Percentage
Rear End	4	80.0%
Right Turn Thru	1	20.0%
Head On	0	0.0%
Sideswipe Opposite Dirn	0	0.0%
Sideswipe Same Dirn	0	0.0%
Right Angle	0	0.0%
Hit Pedestrian	0	0.0%
Hit Animal	0	0.0%
Hit Object	0	0.0%
Non Collision	0	0.0%
Other / Unknown	0	0.0%
Total:	5	1



MR Type	Count	Percentage
Other / Unknown	5	100.0%
Involving Overtaking	0	0.0%
Involving Parking	0	0.0%
Involving Animal	0	0.0%
Involving Pedestrian	0	0.0%
Entering / Leaving Driveway	0	0.0%
Total:	5	100.0%



Object Hit	Count	Percentage
SEC Pole		
Traffic Light Post		
Traffic Sign		
Commercial Sign Post		
Tree		
Other		
Total:		



Road Alignment	Count	Percentage
Straight	4	80.0%
Curve	1	20.0%
Other / Unknown	0	0.0%
Total:	5	100.0%



Road Condition	Count	Percentage
Dry	4	80.0%
Other / Unknown	1	20.0%
Wet	0	0.0%
Total:	5	100.0%



# ROAD SAFETY INSPECTION

## **Pinjarra Road, Mandurah between the intersection of Sholl Street and Leslie Street (Slk 0.62) and Parkview Street (Slk 2.12).**



**Inspection Ref: bbc2020.150**

Prepared for:

**City of Mandurah**

By:

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Report Issue Date: **23/03/2020**

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## **1. INTRODUCTION**

### **1.1 Scope of the Inspection**

A Road Safety Inspection is a formal examination of an existing road or road related area in which an independent, qualified team report on the crash potential and likely safety performance of the location. (Formerly known as an 'Existing Road Safety Audit')

This Road Safety Inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit and in accordance with the requirements contained in the Main Roads Western Australia Policy and Guidelines for Road Safety Audit.

This report results from a request for a Road Safety Inspection to be conducted at Pinjarra Road, Mandurah between the intersection of Sholl Street and Leslie Street (Slk 0.62) and Parkview Street (Slk 2.12).

The background and objective of the inspection is the City of Mandurah currently developing a master plan for the reconstruction of Pinjarra Road between Parkview Street in the east and the intersection of Sholl Street and Leslie Street in the west.

The Road Safety Inspection was undertaken by Brad Brooksby of Brad Brooksby Consulting with reference to the details provided by the client.

The Road Safety Inspection comprised an examination of the area identified by the City of Mandurah.

All the findings described in Section 2 of this report are considered by the inspection team to require action in order to improve the safety of the existing road environment and to minimise the risk of crash occurrence and reduce potential crash severity.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.



## 1.2 The Inspection Team

Auditor No.	Name	Role	Organisation
158 (S)	Bradley Brooksby	Inspection Team Leader	Brad Brooksby Consulting
905 (A)	Yaqoob Siddiqui	Inspection Team Member	Main Roads WA
918 (T)	Dallas Millward	Inspection Team Trainee	Traffic Force
825 (T)	Matthew Byrne	Inspection Team Trainee	CB Traffic Solutions

The inspection team visited the site on 23rd March 2020 at 3:00 pm - 8:00 pm. At the time of the site visit, the weather was fine and the existing road surface was dry.

A night-time site visit was undertaken on the same day.

## 1.3 Specialist Advisors

Others present during the daytime/night-time visits were:

Name	Role	Organisation
Tom Carroll	Local Knowledge	City of Mandurah

## 1.4 Safe System Findings

The aim of Safe System Findings is to focus the Road Safety Inspection process on considering safe speeds and by providing forgiving roads and roadsides. This is to be delivered through the Road Safety Inspection process by accepting that people will always make mistakes and by considering the known limits to crash forces the human body can tolerate. This is to be achieved by focusing the Road Safety Inspection on particular crash types that are known to result in higher severity outcomes at relatively lower speed environments to reduce the risk of fatal and serious injury crashes.

The additional annotation **“IMPORTANT”** shall be used to provide emphasis to any Road Safety Inspection finding that has the potential to result in fatal or serious injury, or findings that are likely to result in the following crash types above the related speed environment: head-on (>70 km/h), right angle (>50 km/h), run off road impact object (>40 km/h), and crashes involving vulnerable road users (>30 km/h), as these crash types are known to result in higher severity outcomes at relatively lower speed environments.

The exposure and likelihood of crash occurrence shall then be considered for all findings deemed **“IMPORTANT”** and evaluated based on an auditor’s professional judgement.

Auditors should consider factors such as traffic volumes and movements, speed environment, crash history and the road environment, and apply road safety engineering and crash investigation experience to determine the likelihood of crash occurrence. The likelihood of crash occurrence shall be considered either **“VERY HIGH”**, **“HIGH”**, **“MODERATE”** or **“LOW”** and this additional annotation shall be displayed following the **“IMPORTANT”** annotation on applicable findings.

## **1.5 Previous Road Safety Inspections**

No previous Road Safety Inspection have been undertaken for this section of road.

## **1.6 Background Data**

### **1.6.1 Crash History**

A study of the recent crash history has been conducted in the location considered in the inspection for the five years to the end of December 2018. This showed that there were 164 reported crashes within the extracted data, which is summarised below:

- (RUM 1) - 2 Hit Pedestrian crashes with 1 medical and 1 Property Damage crash severity;
- (RUM 10) - 2 On Carriageway crashes with both Property Damage crash severity;
- (RUM 11) - 9 Through Through crashes with 1 Hospital, 4 Medical and 4 Property Damage severity;
- (RUM 12) - 3 Right Through crashes with all Property Damage severity;
- (RUM 14) - 7 Through Right crashes with 1 Medical and 6 Property Damage severity;
- (RUM 17) - 5 Through Left crashes with 1 Hospital and 4 Property Damage severity;
- (RUM 21) - 1 Opposite Direction crash with 1 Hospital severity;
- (RUM 22) - 29 Opposite Direction Through Right crashes with 1 Hospital, 5 Medical and 23 Property Damage severity;
- (RUM 23) - 1 Opposite Direction Right Left crashes with 1 Property Damage severity;
- (RUM 30) - 1 Same Direction Other crashes with 1 Property Damage severity;
- (RUM 31) - 40 Rear End crashes with 1 Hospital, 4 Medical and 35 Property Damage severity;
- (RUM 32) - 9 Rear End crashes with 9 Property Damage severity;
- (RUM 33) - 20 Rear End crashes with 1 Hospital, 3 Medical and 16 Property Damage severity;
- (RUM 35) - 3 Same Direction Side Swipe crashes with 3 Property Damage severity;
- (RUM 36) - 4 Same Direction Change Lane crashes with 4 Property Damage severity;

- (RUM 37) - 7 Same Direction Change Lane crashes with 7 Property Damage severity;
- (RUM 38) - 2 Same Direction Change Lane crashes with 2 Property Damage severity;
- (RUM 39) - 2 Same Direction Change Lane crashes with 2 Property Damage severity;
- (RUM 40) - 3 Manoeuvre Other crashes with 1 Medical and 2 Property Damage severity;
- (RUM 45) - 2 Manoeuvre Reversing crashes with 2 Property Damage severity;
- (RUM 47) - 4 Manoeuvre Leaving Driveway crashes with 1 Medical and 3 Property Damage severity;
- (RUM 61) - 1 Parked crash with Property Damage severity;
- (RUM 67) - 1 Parked on path crash with Property Damage severity;
- (RUM 72) - 2 Hit Object on Left Verge crash with Property Damage severity;
- (RUM 75) - 1 Lost Control crash with Medical Damage severity;
- (RUM 76) - 1 Lost Control crash with Property Damage severity; and
- (RUM 77) - 2 Lost Control crash with 1 Medical and 3 Property Damage severity;

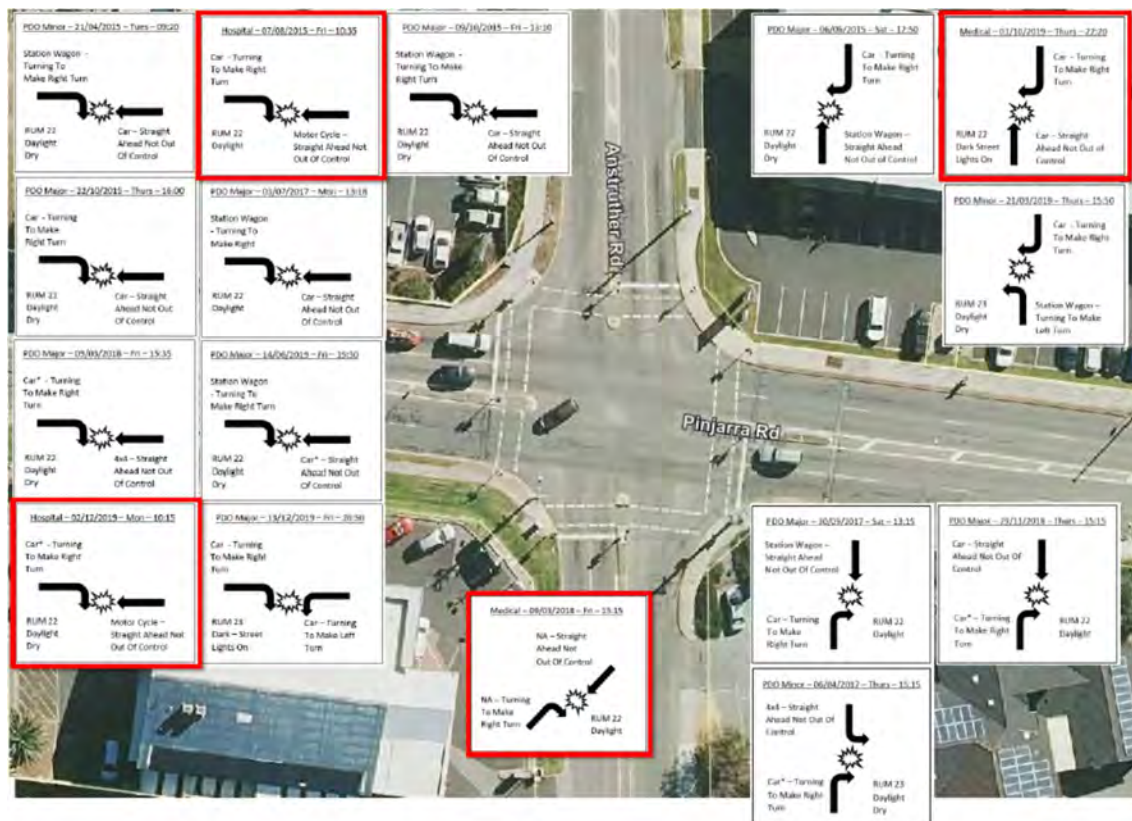
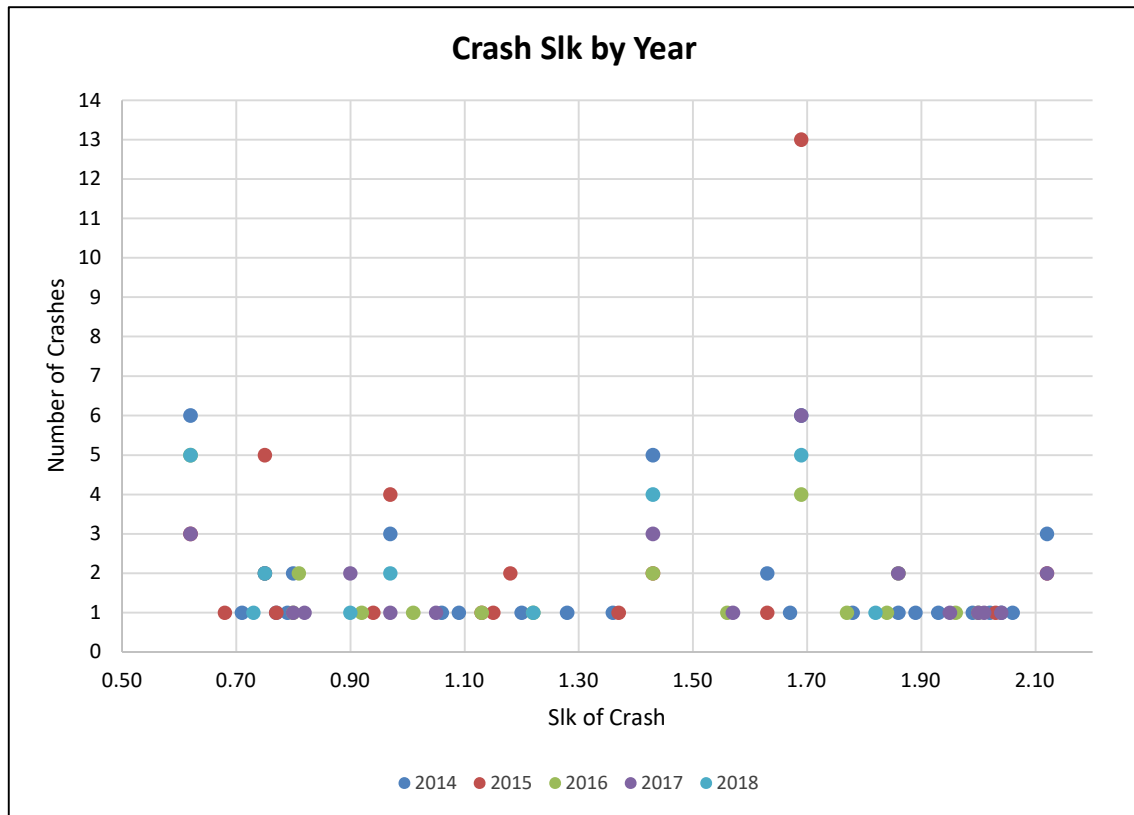


Figure 1 - Crash Diagram for Pinjarra Road and Anstruther Road

A graph of the locations of these crashes is shown below:



**Figure 2 - Graph of Crash Location by Year (2014 - 2018)**

The types of crashes Road User Movement (RUM) recorded are typical of Central Business District type crashes. There are 69 (42%) rear end type crashes and 23 (14%) manoeuvring type crashes and 107 (65%) intersection crashes. Most of these resulted in Medical and Property Damage severity type crashes, reflecting the low-speed environment.

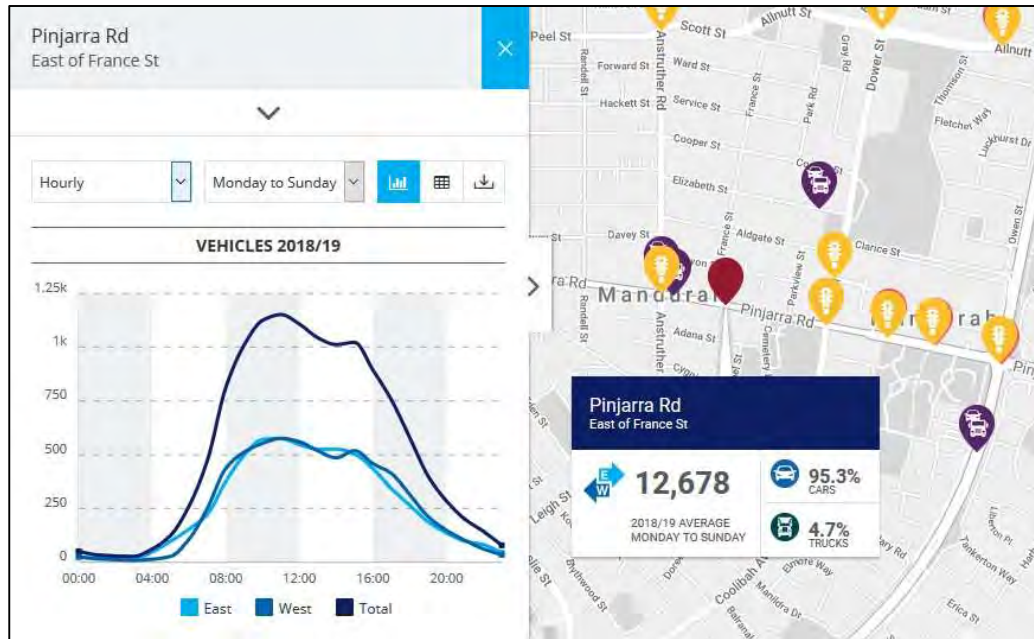
There are 6 Hospital severity crashes being rear end, intersection and one head on crash. There were also two hit pedestrian type crashes.

There is one spike recorded in 2015 with 13 crashes being recorded at the intersection of Anstruther Road. The City is unaware why this spike in crashes occurred. The trend since is close to the average. No further investigation is believed to be warranted.

## 1.6.2 Traffic and Speed Data

A summary of recent traffic data is provided below:

Location	Vehicles per day (% heavy vehicles)	Date	Source
<b>Pinjarra Road</b> (Site 52418) SLK 1.89	12,678 (4.7 %)	2018	Traffic Map



**Figure 3 - Traffic Volume from Main Roads Website**

The graph shows a very even east-west split and a plateau shape with traffic increasing in the am, remaining consistent in a volume of approximately 1,000 vehicles per hour and then dropping after the pm peak.

A summary of recent speed data is provided below:

Location	Average Speed (km/h)	85 <sup>th</sup> Percentile Speed (km/h)	Date	Source
<b>Pinjarra Road</b> (Site 52418) SLK 1.89	54 km/h	58 km/h	2018	Traffic Map

### 1.6.3 Appendices

Appendix A – Road Safety Inspection Findings Location Plan

Appendix B – Road Safety Inspection Photographs

Appendix C – Crash Reports

Appendix D – Corrective Action Report (CAR)

## 2. ITEMS RAISED IN THIS ROAD SAFETY INSPECTION

### 2.1 Finding –The lack of a central median in Pinjarra Road west of Sholl Street results in pedestrians wishing to cross Pinjarra Road taking risks and being hit by a vehicle.

#### *Justification of the finding:*

Austroads Guide to Road Design Part 4: Intersections and Crossings – General (2017) provides guidance on refuges. Physical refuges in the centre of the road are recommended to enable a staged crossing where traffic volumes are greater than 3,000 vpd.

Pinjarra Road has a traffic volume of over 12,000 vehicles per day and a road pavement width of 13.0 m. This section of Pinjarra Road has a high pedestrian use with cafes, banks and fast food outlets. There has been one pedestrian crash resulting in medical severity in the past five years of recorded crashes.

The traffic control signals at Sholl Street is the only safe place for pedestrians to cross back to the bridge. Future reconstruction of Pinjarra Road between Sholl Street and Parkview Street should consider pedestrian desire lines and providing suitable crossings.

#### *Recommendation*

Determine pedestrian and cyclist desire lines and provide suitable crossing locations along Pinjarra Road.

**[IMPORTANT | HIGH]**

### 2.2 Finding – Clear Zone

There are power poles, retaining walls and fences located on the verge that pose a risk to vehicle occupants in the event an errant vehicle leaves the roadway.

#### *Justification of the finding:*

Hazards within the clear zone should be removed, suitably protected or be frangible to the impact of an errant vehicle. Effective clear zones are determined using the method described in the Austroads Guide to Road Design Part 6- Roadside Design Safety and Barriers (2010). Using Table 4.1, an estimated 85th percentile speed of 54 km/h, straight alignment, flat batter slopes and 12,500 vpd, the required clear zone is 5.0 m.

Table 5.2: Percentage reduction in pole crashes with increasing distance from the roadway, shows that moving a pole from 0.6 m from the roadway to 1.8 m from the road can result in a 50% reduction in crashes with the pole.

The retaining walls adjacent the kerb should be removed, possibly by changing the cross fall of the road pavement. The existing pedestrian fencing, if required, should not be post and rail, as the rails could be a spearing object if hit by an errant vehicle. The end of the fencing should be delineated, possibly with a width marker or similar.

Austrroads Guide to Road Design Part 6- Roadside Design Safety and Barriers (2010) states in Commentary 3 - The selected clear zone width is a compromise, based on engineering judgement, between what can practically be built, and the degree of protection afforded the motorist. In applying engineering judgement, it is essential to properly account for the specific characteristics and risks associated with particular sites. Using Table E 7: Suggested severity indices – fixed objects to determine the severity of a crash can provide guidance as to the priority of which objects should be moved or shielded. Severity indexes less than 3.0 are not likely to result in fatalities. Consideration could be given to moving the road away from the power poles or reducing the speed zone where power poles are very close to the traffic lane.

The distance from the edge of the traffic lane beyond which a roadside object will not be perceived as an obstacle and result in motorists changing their behaviour is called the shy line. Conversely, continuous objects in the clear zone affect the motorist's behaviour by them moving away from the objects, slowing and or being aware of the objects. An isolated object can be a greater hazard as the motorist is not aware of them.

Of the 164 recorded crashes in the 5-year period, 2 crashes involved power poles resulting in Property Damage. If the objects cannot be shielded or relocated, a risk assessment could be undertaken to determine those objects with high severity and high likelihood of being hit to prioritise the more critical hazards.

### ***Recommendation***

Where possible remove hazards in the clear zone, or suitably protect the hazard, if not possible, then consider relocating the hazard further away from the traffic lane. Prioritise the more critical hazards.

**[IMPORTANT | HIGH]**

## **2.3 Finding – Masking at Anstruther Road intersection**

There is a risk of right-angle crashes involving right-turning filtering vehicles failing to give way to opposing vehicles.

### ***Justification of the finding:***

The restricted sight distance for eastbound traffic can cause vehicles waiting to turn right from Pinjarra Road westbound to mask through traffic in the left lane of Pinjarra Road.



This can result in right-angle crashes with vehicles filtering through the traffic control signals making a right turn in Pinjarra Road into Anstruther Road southbound.

Main Roads Policy and Application Guidelines for Control of Right-Turns at Traffic Signals indicate that full-time right-turn arrow control shall be applied if over the last five years the right-turn movement has been involved in more than 5 reported crashes and the times of day these crashes have occurred are generally spread across the full 24-hour period. There have been 9 crashes, 2 of which resulted in hospitalisation involving westbound through traffic and eastbound right turning traffic which could be attributable to existing filter right turn movements exceeding the policy requirement.

***Recommendation***

Review the intersection with SIDRA or a similar program to determine the Level of Service by altering the right turn arrow to prevent filtering. If acceptable, remove the filtering from the right turn movements.

**[IMPORTANT | HIGH]**

**2.4 Finding –The lack of the central traffic control signal post can result in drivers unknowingly making the right turn.**

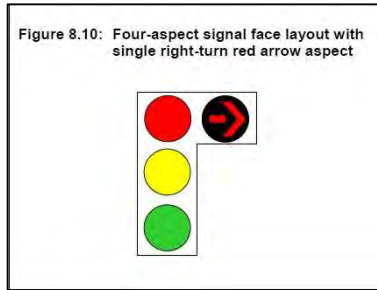
***Justification of the finding:***

The traffic control signals at the west side of Sholl and Pinjarra Road intersection does not have a central traffic control signal post and signal. The westbound movement on Pinjarra Road is banned from making a right turn into Sholl Street.

The No Right turn into School Street from westbound traffic on Pinjarra Road is reinforce with a sign located under the central traffic control lantern and pavement marking on the road surface. There is no advance warning of the prohibited turning movement which can catch road users unaware. Numerous incidents have been reported of vehicles making the prohibited turn.

Drivers, cyclists and pedestrians may not expect a vehicle to turn at the traffic control signals filtering through the green light and be caught unaware.

Consideration could be given to placing advance signage and or reinforcing the right turn ban with a red turn arrow on the traffic control signals. Four crashes have occurred with vehicles turning right into Sholl Street, all with Property Damage severity.



**Figure 4 - Possible traffic control signal layout**

***Recommendation***

Provide suitable warning of the banned right turn from Pinjarra Road into Sholl Street.

**[IMPORTANT | MODERATE]**

**2.5 Finding – Lack of Cyclists Facilities**

There is a lack of cycling facilities along Pinjarra Road. The high volume of vehicles, narrow traffic lanes and numerous access to businesses makes on road cycling hazardous.

***Justification of the finding:***

Cyclists generally have two groups, on-road, those that travel fast (+20 km/h) made up of commuters and athletes and off-road ( up to 12 km/h) social riders that generally use paths and stay away from busy roads.

Pinjarra Road provides commuters and athletes that cycle an east-west link. The road has narrow traffic lanes and lacks cycle-friendly stormwater grates.

Wayfinding signage should be provided to show where cycling facilities have been provided as an alternative. While alternative routes can be made, there will be occasions when a cyclist will use Pinjarra Road, cycle friendly stormwater grates should be installed when the road is upgraded.

***Recommendation***

Provide facilities for on-road cyclists. Provide adequate wayfinding signage to the preferred cycling route and infrastructure.

**[IMPORTANT | MODERATE]**

## 2.6 Finding – Reduction of accesses

Accesses along the road result in rear-end crashes as vehicles stop to turn into access.

### ***Justification of the finding:***

24 Rear End crashes occurred in midblock situations. Most of these are likely a result of vehicles stopping or slowing suddenly to enter into an access.

Ensuring that accesses are constructed from secondary street frontages where possible will reduce the number of accesses. Consideration can be given to allowing the owners planning benefits by combining parking areas with adjacent lots to reduce the number of accesses onto Pinjarra Road. Alternatively, if sections of accesses cannot be decreased, and high numbers of rear end crashes occur, consideration could be given to installing a central median to prevent right turns, effectively making all accesses left in left out.

### ***Recommendation***

Review opportunities that can be included in the planning scheme to achieve a reduction or orderly development of accesses in and out of arterial roads.

**[IMPORTANT | MODERATE]**

## 2.7 Finding – Inconsistent Signage

No Stopping signage is inconsistent or difficult to read. This can confuse motorists resulting in sudden slowing of vehicles and possible rear-end crashes.

### ***Justification of the finding:***

A portion Pinjarra Road between the bridge and Sholl Street is signed Clearway between 7-5:30 Mon to Fri. The balance is marked No Stopping. Sections, where there are traffic control signals, have No Stopping signage which is old and difficult to read.

Drivers trying to read the signs would find it difficult and would need to slow considerably to read the sign. This can result in the following drivers rear-ending slow vehicles.

The Road Traffic Code 2000 section “142. No stopping on carriageway with yellow edge line” allows the use of line marking to replace signage which can be difficult to read.

### ***Recommendation***

Review all required No Stopping areas (traffic control signals, intersections, Children Crossings) and provide consistent easy to read signage or marking.

**[IMPORTANT | LOW]**

## 2.8 Finding – Poor ramps at Pedestrian Crossings

Several pedestrian crossings were misaligned, had narrow ramps, the ramps were too steep and a mixture of use of Tactile Ground Surface Indicator (TGSI's).

### ***Justification of the finding:***

Ramps and TGSI's guide pedestrians to safe locations to cross the road. There is a risk that vision impaired pedestrians will have difficulty when crossing a street pavement when using the path network. TGSIs provide cues which, when combined with other environmental information, assist people that are vision impaired with their orientation. AS 1428.4 (2009) Design for Access and Mobility Part 4: Tactile Indicators notes that the application of TGSIs are integral to good design and should be installed to provide guidance and/or warning of an obstruction or hazard that may not be expected or anticipated.

Rather than apply TGSI everywhere, it is appropriate to implement tactile devices at selected intersections on the basis of need (develop a policy). An approach that the City could consider is the placement of TGSI at the greatest need. This could be when the speed and or volume of the traffic is high. Or where path usage is high, such as schools, shopping centres and alike. The City of Greater Geelong has a Design Notes No 11 (2018) which could be used as a guide.

AS 1742.10 states that at pedestrian crossings controlled by traffic signals the crosswalk lines should be a minimum of 2.4 m apart. The crosswalk lines should align with the ramp.

Serval ramps along the road were too steep. The generally accepted grade for ramps is 1: 10. The path should also have a landing where a wheelchair, pram or bike can rest on level ground before crossing the road.

### ***Recommendation***

Allow for the construction of suitable ramps, tactile indicators and suitable path crossings throughout the project.

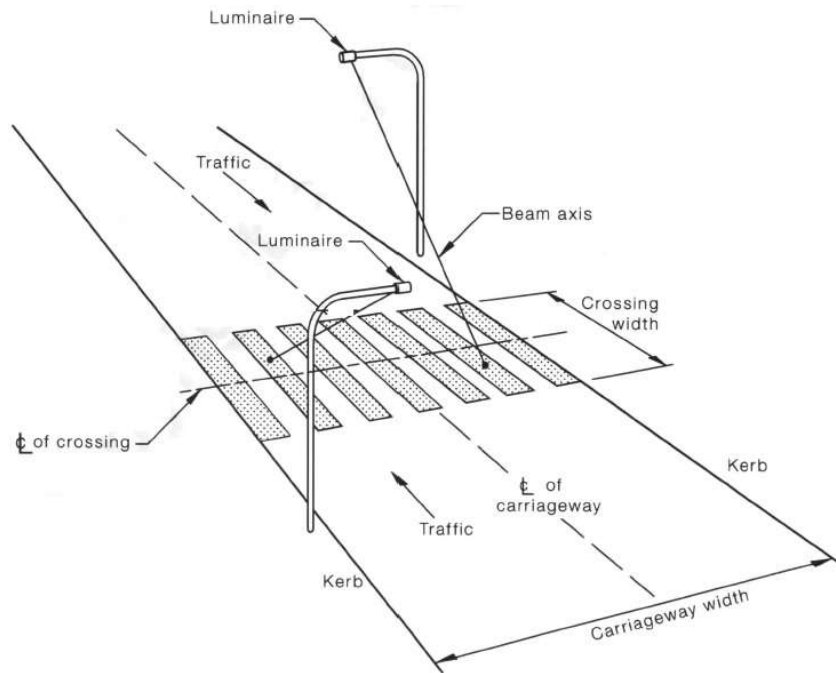
**[IMPORTANT | LOW]**

## 2.9 Finding – Street Lighting

The street lighting is not consistent over the whole road reserve and provides little lighting assistance for pedestrians using the wider path on the northern side of the road. This can result in road users misjudging or not seeing objects or trip hazards on the road or path. 22 crashes were recorded within the crash data in dark conditions.

***Justification of the finding:***

The existing street lighting is on wooden power poles on the south side of the street. The wider path thoroughfare is on the northern side of the road. This results in little lighting for pedestrians using the path. The street lighting at pedestrian crossings is preferred to light the pedestrian on the vehicle approach side, placing street lighting 20 - 30 m in front of the pedestrian crossing, similar to crosswalk detailed below.



**Figure 5 - Detail from AS 1159.4**

Drivers also have darker conditions on the northern side of the road, making locating driveways or side streets more difficult in dark conditions.

***Recommendation***

Review the location for street lighting considering the crossing points for pedestrians, path network and providing whole of street lighting.

**[IMPORTANT | LOW]**

**2.10 Finding – Obstructions in Paths**

Obstructions in paths can be a hazard to path users.

***Justification of the finding:***

Obstructions in paths are a hazard, where the obstruction cannot be moved, the path should be widened to allow path users to travel around the obstruction. Obstructions in

the path need to be visible in dark conditions. The use of contrasting colour of the path can assist path users in being guided past the object. (See photo 2.10)

***Recommendation***

Review all objects in the path and relocate where possible. Where the objects cannot be moved ensure the object is visible in dark conditions and the path has sufficient width.

**[IMPORTANT | LOW]**

**2.11 Finding – Path Construction**

The path often stops at driveways, giving the impression that vehicles have the right of way. This can result in path users being hit by vehicles turning into a driveway.

***Justification of the finding:***

In accordance with regulations 57 and 58 of the Road Traffic Code (RTC) 2000, where a shared or separated path crosses a driveway, the path should continue through the driveway, reinforcing the legal priority of path users.

For high use/wide driveways it is preferable to stop the path (similar to a road crossing) which should result in the path users giving way to the vehicles. For low use narrow driveways, it is preferable to construct the path through the driveway. This results in the driver of the vehicle giving way to the path user. Also, many driveways are too steep to match the paths crossfall or are rounded, making a bump in the path.

***Recommendation***

When replacing the path, provide priority to path users whenever possible.

**[IMPORTANT | LOW]**

### 3. ROAD SAFETY INSPECTION TEAM STATEMENT

I hereby certify that the inspection team have examined the identified location in undertaking this Road Safety Inspection. I also confirm that this inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit and in accordance with Main Roads Policy and Guidelines for Road Safety Audit.

The inspection has been carried out for the sole purpose of identifying any features of the existing road environment which could be altered or removed to improve the safety of the road infrastructure. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for consideration by the asset owner for implementation.

#### **Inspection Team Leader**

Brad Brooksby

Traffic Consultant

Brad Brooksby Consulting

Mob 0435 164 175 Email Brad.brooksby@bigpond.com

#### **Disclaimer**

This report contains findings and recommendations based on the examination of the site and/or relevant documentation. The report is based on the conditions viewed on the day of the inspection and is relevant at the time of production of the report. Information and data contained within this report is prepared with due care by the Road Safety Inspection Team. While the Road Safety Inspection Team seeks to ensure the accuracy of the data, it cannot guarantee its accuracy.

Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own particular circumstances.

The Road Safety Inspection Team does not warrant, guarantee or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. *Before* relying on the information in this report, users should carefully evaluate the accuracy, completeness and relevance of the data for their purposes.

Subject to any responsibilities implied in law which cannot be excluded, the Road Safety Inspection Team is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect or consequential, arising out of or referable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.

**APPENDIX A**  
**ROAD SAFETY INSPECTION FINDINGS LOCATION**  
**PLAN**



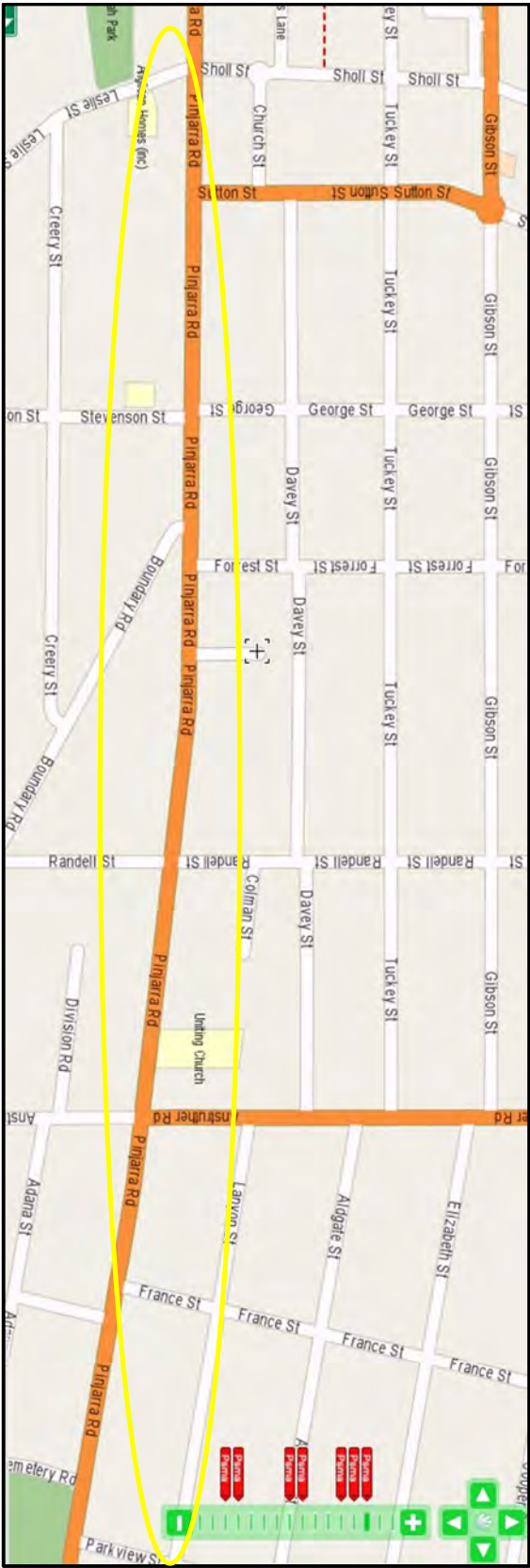


Figure 6 - General Location Plan



Figure 7 - Photos Location Plans

\* Most findings were located at numerous sites throughout the project and have not been detailed specifically at one location.

## **APPENDIX B**

### **ROAD SAFETY INSPECTION PHOTOGRAPHS**





**Finding 2.1 – Lack of central median along Pinjarra Road between the bridge and Sholl Street reduces the opportunity for pedestrians to cross the road safely.**



**Finding 2.2 – Power Pole, which is not frangible within the Clear Zone is a hazard for errant vehicles.**



**Finding 2.2 – Opportunity to place the power service underground enabling the removal of the pole, or the pole could be relocated into private property.**



**Finding 2.2 – Retaining wall should be removed. Consider changing the crossfall of the road pavement - need to check drainage issues.**





**Finding 2.2 – Concrete power pole in a clear zone. Undergrounding power may be a long term goal to remove poles that can't be relocated or protected by a barrier.**



**Finding 2.3 – The vehicles waiting in the right lane mask vehicles approaching westbound hidden by the vehicles and the small crest.**



**Finding 2.4 – Pavement marking and sign on the traffic control signal to prevent right turns into Sholl Street.**

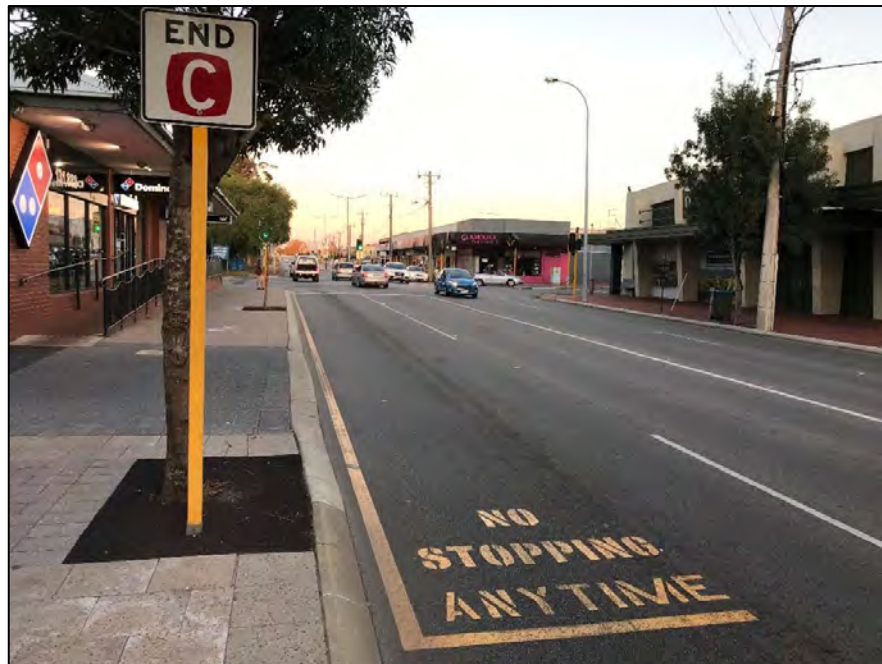


**Finding 2.5 – Lack of on road cycling facilities, narrow traffic lanes and non-compliant stormwater grates.**





**Finding 2.7 – Existing Clearway signage west of Sholl Street.**



**Finding 2.7 – End of Clearway and Line marking for No Stopping - easy to read and understand.**



**Finding 2.7 – Typical No Stopping street signs that are old and difficult to read for the motorist.**



**Finding 2.8 – Poorly aligned pedestrian crossing. Ramp not in line with line marking and too narrow.**

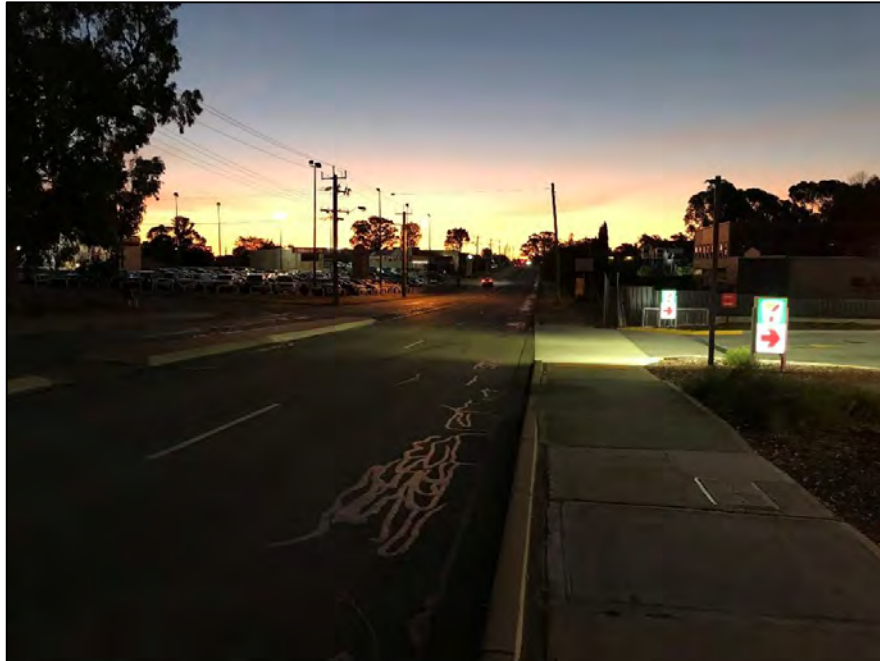




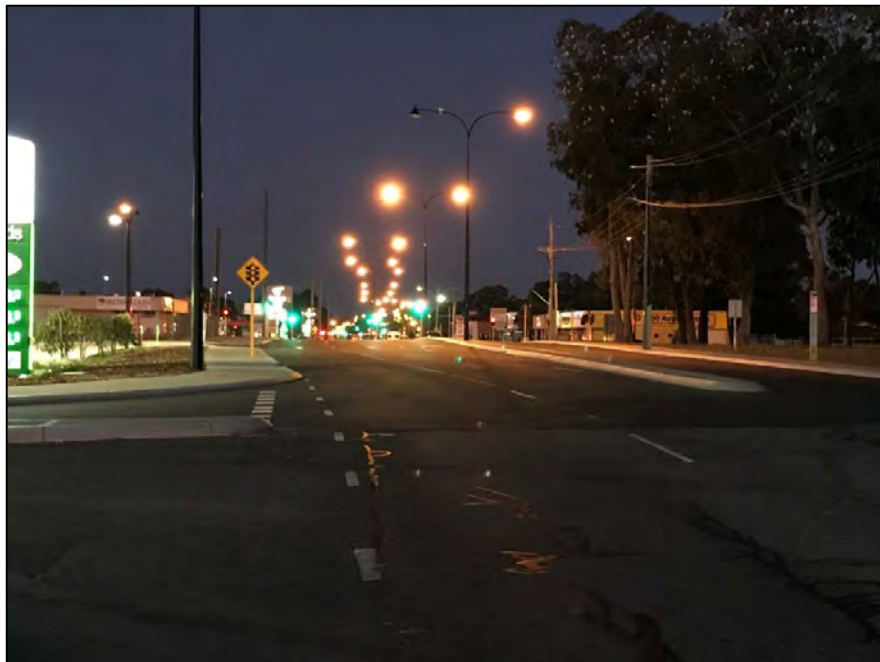
**Finding 2.8 – Poor ramp maintenance and not correctly aligned.**



**Finding 2.8 – Inconsistency with the installation of TGSI - the above location is at the entrance to a service station.**



**Finding 2.9 – Lack of street lighting on the northern side of the road where the main pedestrian path is located.**



**Finding 2.9 – Central lighting provided east of Parkview Street along Pinjarra Road provides good even street lighting across the road reserve.**



**Finding 2.9 – Street light near Sholl Street not working.**



**Finding 2.9 – Lack of street lighting on Lesley Street approaching the traffic control signals on Pinjarra Road.**





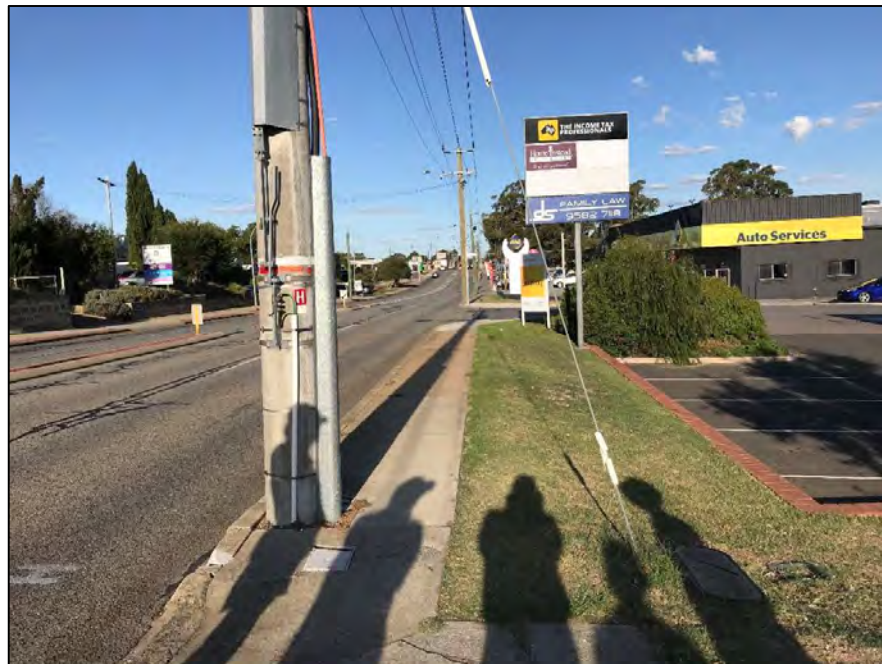
**Finding 2.10 – Path Obstructions - traffic control signal post located in path.**



**Finding 2.10 – Power pole in path with a contrasting colour used to assist guiding path users past the pole.**



**Finding 2.10 – Bus information post is an obstruction in the path.**

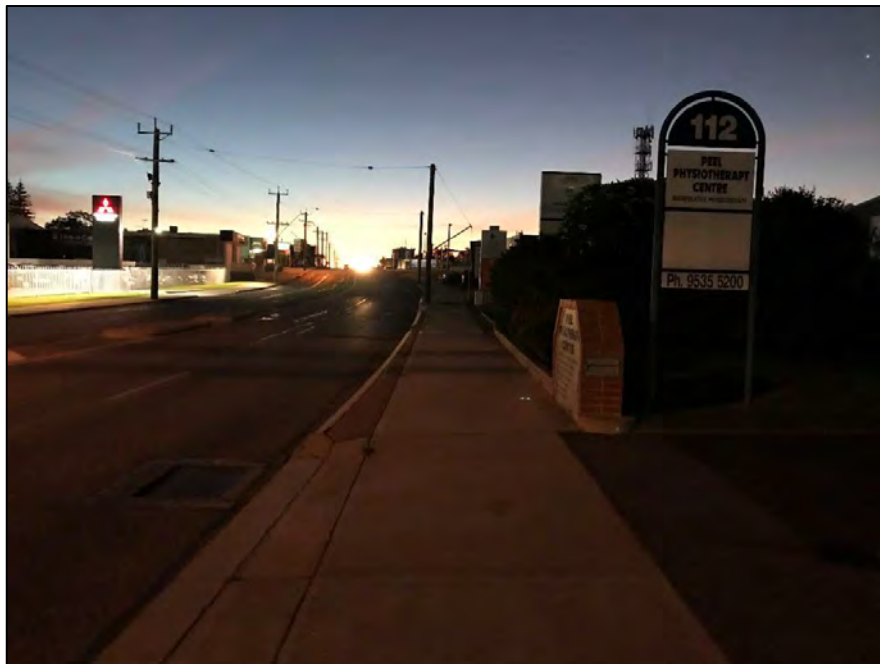


**Finding 2.10 – Power pole obstructs most of the path.**





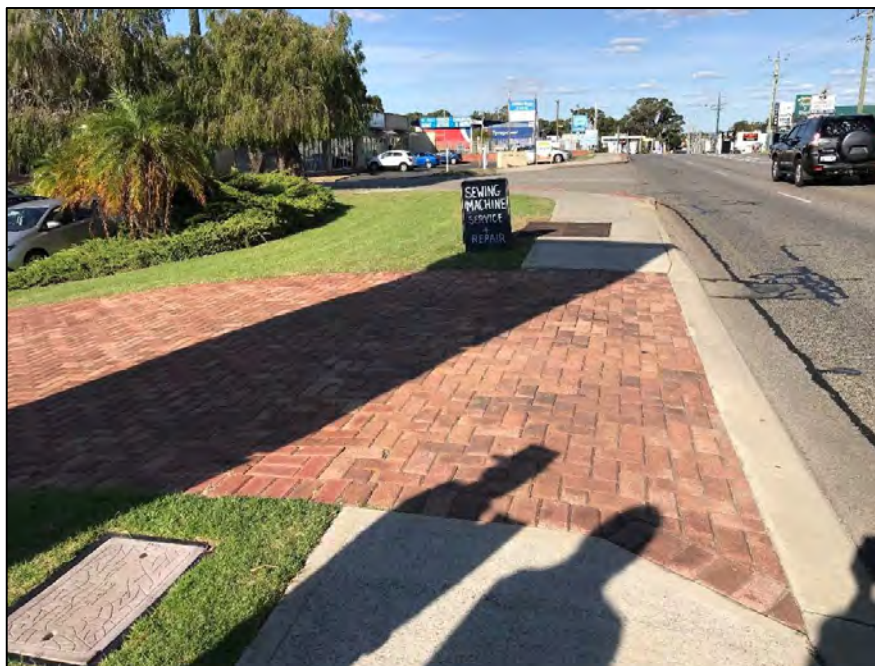
**Finding 2.10 – A Telstra pillar in the path is difficult to see in dark conditions due to a lack of street lighting.**



**Finding 2.11 – An excellent example of a wide path with colour insert near the road kerb with the path continuing through the access. Street lighting is poor in this section.**



**Finding 2.11 – The path has different widths and accesses cut through the path.**



**Finding 2.11 – Access constructed through the path.**



**Finding 2.11 – Path of different widths and paving material.**

## **APPENDIX C**

### **CRASH REPORTS**



[illegible]

[illegible]

Note a discrepancy in total due to the locus used at the intersections.

## **APPENDIX D**

### **CORRECTIVE ACTION REPORT**



**Corrective Action Report – Pinjarra Road, Mandurah**  
**between the intersection of Sholl Street and Leslie Street (Slk 0.62) and Parkview Street (Slk 2.12).**  
**Road Safety Inspection**

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.1 Finding –The lack of a central median in Pinjarra Road west of Sholl Street results in pedestrians wishing to cross Pinjarra Road taking risks and being hit by a vehicle.</b></p> <p>Physical refuges in the centre of the road are recommended to enable a staged crossing where traffic volumes are greater than 3,000 vpd.</p>			
<p><b><i>Recommendation</i></b></p> <p>Determine pedestrian and cyclist desire lines and provide suitable crossing locations along Pinjarra Road.</p> <p><b>[IMPORTANT   HIGH]</b></p>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.2 Finding – Clear Zone</b>  There are power poles, retaining walls and fences located on the verge that pose a risk to vehicle occupants in the event an errant vehicle leaves the roadway.			
<b>Recommendation</b> Where possible remove hazards in the clear zone, or suitably protect the hazard, if not possible, then consider relocating the hazard further away from the traffic lane.  Prioritise the more critical hazards.  <b>[IMPORTANT   HIGH]</b>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.3 Finding – Masking at Anstruther Road intersection</b>  There is a risk of right-angle crashes involving right-turning filtering vehicles failing to give way to opposing vehicles.			
<b>Recommendation</b> Review the intersection with SIDRA or a similar program to determine the Level of Service by altering the right turn arrow to prevent filtering. If acceptable, remove the filtering from the right turn movements.  <b>[IMPORTANT   HIGH]</b>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p><b>3.4 Finding –The lack of the central traffic control signal post can result in drivers unknowingly making the right turn.</b></p> <p>Drivers, cyclists and pedestrians may not expect a vehicle to turn at the traffic control signals filtering through the green light and be caught unaware.</p>			
<p><b>Recommendation</b></p> <p>Provide suitable warning of the banned right turn from Pinjarra Road into Sholl Street.</p> <p><b>[IMPORTANT   MODERATE]</b></p>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.5 Finding – Lack of Cyclists Facilities</b>  There is a lack of cycling facilities along Pinjarra Road. The high volume of vehicles, narrow traffic lanes and numerous access to businesses makes cycling hazardous.			
<b>Recommendation</b> Provide facilities for on-road cyclists. Provide adequate wayfinding signage to the preferred cycling route and infrastructure..  <b>[IMPORTANT   MODERATE]</b>	Choose an item.		
<b>3.6 Finding – Reduction of accesses</b>  Accesses along the road result in rear-end crashes as vehicles stop to turn into access.			
<b>Recommendation</b> Review opportunities that can be included in the planning scheme to achieve a reduction	Choose an item		



Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>or orderly development of accesses in and out of arterial roads.</p> <p><b>[IMPORTANT   MODERATE]</b></p>	m.		
<p><b>3.7 Finding – Inconsistent Signage</b></p> <p>No Stopping signage is inconsistent or difficult to read. This can confuse motorists resulting in sudden slowing of vehicles and possible rear-end crashes.</p>			
<p><b>Recommendation</b></p> <p>Review all required No Stopping areas (traffic control signals, intersections, Children Crossings) and provide consistent easy to read signage or marking.</p> <p><b>[IMPORTANT   LOW]</b></p>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.8 Finding – Poor ramps at Pedestrian Crossings</b>  Several pedestrian crossings were misaligned, had narrow ramps, the ramps were too steep and a mixture of use of TGSI.			
<b>Recommendation</b> Allow for the construction of suitable ramps, tactile indicators and suitable path crossings throughout the project.  <b>[IMPORTANT   LOW]</b>	Choose an item.		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<b>3.9 Finding – Street Lighting</b>  The street lighting is not consistent over the whole road reserve and provides little lighting assistance for pedestrians using the wider path on the northern side of the road.			
<b>Recommendation</b> Review the location for street lighting considering the crossing points for pedestrians, path network and providing whole of street lighting.  <b>[IMPORTANT   LOW]</b>	Choose an item.		
<b>3.10 Finding – Obstructions in Paths</b>  Obstructions in paths can be a hazard to path users.			
<b>Recommendation</b> Review all objects in the path and relocate	Choose an		

Findings and Recommendations	Project Manager		
	Agree / Disagree	Reason for Disagreeing	Proposed Action and Comments
<p>where possible. Where the objects cannot be moved to ensure the object is visible in dark conditions and the path has sufficient width.</p> <p><b>[IMPORTANT   LOW]</b></p>	item.		
<p><b>3.11 Finding – Path Construction</b></p> <p>The path often stops at driveways, giving the impression that vehicles have the right of way. This can result in path users being hit by vehicles turning into a driveway.</p>			
<p><b>Recommendation</b></p> <p>When replacing the path, provide priority to path users whenever possible.</p> <p><b>[IMPORTANT   LOW]</b></p>	Choose an item.		

**Corrective Action Report – Pinjarra Road, Mandurah**  
**between the intersection of Sholl Street and Leslie Street (Slk 0.62) and Parkview Street (Slk 2.12).**  
**Road Safety Inspection**

NOTE:

- This Corrective Action Report is to be read in conjunction with the full Road Safety Inspection Report and its findings and recommendations.
- The asset owners (MRWA and/or LGA) **must** be informed of these findings, recommendations and proposed actions.
- Items not under the responsibility of this project representative must be forwarded to the persons / agencies who are responsible.

**These findings and recommendations have been considered, and the actions listed will be taken accordingly.**

<b>Responsible Project Representative</b>	<b>Company / Agency / Division</b>	<b>Position</b>	<b>Date</b>

<b>Asset Owner Representative</b>	<b>Company / Agency / Division</b>	<b>Position</b>	<b>Date</b>



---

<b>4</b>	<b>SUBJECT:</b>	Appointment of Community Representatives to Access and Inclusion Advisory Group
	<b>DIRECTOR:</b>	Director Place and Community
	<b>MEETING:</b>	Ordinary Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

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## Summary

The City of Mandurah's Access and Inclusion Advisory Group (AIAG) comprises a membership of two Elected Members, ten community members, three organisational members and supporting officers (with no voting rights). In August 2020, two community member positions became vacant due to resignations. At its meeting in October 2020, the AIAG confirmed their support to fill the two vacancies for the remaining term ending on 16 October 2021.

Nominations for the two vacancies were promoted widely, including being advertised in the Mandurah Mail, on the City of Mandurah website, on social media, and direct communication from officers to local access and inclusion networks.

After advertising, four nominations were received. Council is requested to review the nomination information which outlines relevant experiences and includes recommendations for appointment, and subsequently appoint two community member representatives to the AIAG.

## Disclosure of Interest

A current community Member of the AIAG has informed City officers that they are related to one of the nominees.

## Property Details

N/A

## Previous Relevant Documentation

- SP.3/10/19      29 October 2019      Appointment of Elected Members to Advisory Groups, External Agencies, Working Groups and Panels

## Background

Community member representatives were appointed and endorsed by Council for a two-year term in October 2019. The community member representatives are people who may have lived experience, or represent disability and community service organisations, disability employment service providers, or the education/training sector. The AIAG also has representation from the Department of Local Government, Sport and Cultural Industries (DLGSC) and the National Disability Insurance Scheme local partners (APM and Wanslea).

## Comment

Nominations to fill the two community representative vacancies were open from Thursday 29 October to Friday 13 November 2020. Advertising was undertaken via the local newspaper and through Inclusive Mandurah and Mandurah, Kwinana and Rockingham Access and Inclusion networks.

Interested nominees were asked to provide relevant experience/skills to contribute to the objectives of the AIAG as outlined in the Terms of Reference (Attachment 4.1). At the close of nominations four nominations were received.

Council is requested to consider the skills and experience of the four nominees, noting the two candidates recommended for appointment as outlined in the Confidential Nomination Feedback Form (Confidential Attachment).

## **Statutory Environment**

The *Disability Services Act 1993* requires all local governments to develop a Disability Access and Inclusion Plan. Under the Disability Services Act, the Minister for Disability Services is required to table a report in Parliament each year on the progress of Disability Access and Inclusion Plans (DAIPs) in Western Australia.

Whilst there is no formal statutory requirement for the City to maintain an Access and Inclusion Advisory Group, the AIAG was established to support the City to deliver actions related to strategies under seven outcome areas in the City's Access and Inclusion Plan (AIP). The Terms of Reference provides guidance to the AIAG in respect of its purpose and objectives.

## **Policy Implications**

POL-CMS 02 Access and Inclusion Policy

This policy explains the importance that the City places on building an accessible and inclusive community for all people. The AIAG supports the City by providing City staff members with access to appointed advisory group members who have lived experience and knowledge of disability who can collectively provide feedback on City projects and programs.

## **Economic Implications**

There are no economic implications. Members of the AIAG are appointed in a voluntary capacity.

## **Risk Analysis**

Appointment of two new members will ensure sufficient representation from community members with experience and knowledge of disability. If new members are not appointed to fill the two vacancies there is a risk that the City may miss out on the breadth of lived experience, knowledge and skills provided by two new members to advance the AIP most advantageously. There is also the risk that there is pressure placed on remaining members to contribute more due to the two vacancies.

There is a risk that the nominees who are not appointed may feel disenchanting and disappointed with the selection process. To reduce the likelihood of this occurring, unsuccessful nominees will be invited to participate in the Inclusive Mandurah group. This is a community-led group, which is supported in an administrative capacity by the City, which supports both the City and the wider community to build a more inclusive and welcoming space for all to enjoy.

It is not recommended that the AIAG committee is increased in number as a way of resolving increased applications. Too many members on the AIAG could make it difficult to facilitate productive meetings (also noting that the extra membership would exceed that outlined in the agreed Terms of Reference).

## Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

### Economic:

- Facilitate and advocate for sustainable local job creation and industry diversification.

### Social:

- Facilitate opportunities that promote community led initiatives and build local capacity and capability.
- Promote and encourage community connectedness to create social interaction and a strong sense of security and belonging.
- Advocate for and facilitate the provision of diverse and environmentally sustainable places and spaces for people to enjoy an inclusive and active lifestyle.

### Health:

- Provide and facilitate quality infrastructure that is accessible, and conducive to a healthy, active community.
- Promote the importance of a healthy, active lifestyle and the role the natural environment plays in preventative health, within our community.

### Organisational Excellence:

- Demonstrate regional leadership and advocate for the needs of our community.
- Listen to and engage with our community in the decision-making process.

## Conclusion

The Access and Inclusion Advisory Group assists the City by contributing ideas, information and feedback to City officers in areas relating to planning and implementing access and inclusion in regards to services and events, building and facilities, information, quality of service, complaints, engagement process and employment.

The group plays an active role in the delivery of the City's Access and Inclusion Plan outcomes. Filling the two vacancies will add diversity to the group which will support the group in providing insightful and informative feedback to the City on various projects.

### NOTE:

- Refer ***Attachment 4.1*** ***Confidential Attachment*** ***Advisory Group Terms of Reference*** ***Access and Inclusion Nominations***

## RECOMMENDATION

### That Council:

**Appoints the following two community member representatives to the Mandurah Access and Inclusion Advisory Group for the remainder of the current term, expiring on 16 October 2021:**

1. \_\_\_\_\_

2. \_\_\_\_\_

# **City of Mandurah**

## **Advisory Groups**

### **TERMS OF REFERENCE**

<b>Originating Section:</b> Governance Services	<b>Relevant Legislation:</b> <i>Local Government Act 1995</i> <i>Local Government (Administration) Regs 1996</i> <i>City of Mandurah Standing Orders Local Law 2016</i>
<b>Reviewer:</b> Governance Services, September 2019	<b>Delegated Authority:</b>
<b>Approved:</b> <ul style="list-style-type: none"><li>• G.17/4/18 Dissolution of Mandurah Coastcare Co-ordinating Advisory Group</li><li>• G.13/11/17 Appointment of Community Representatives to Advisory Groups</li><li>• G.72/11/15: Council adopted updated Terms of Reference</li><li>• SP.3/10/19 Appointment of Elected Members to Advisory Groups, External Agencies, Working Groups and Panels.</li></ul>	<b>Other References:</b> <ul style="list-style-type: none"><li>• Policy POL-GVN 04 – Elected Member Support and Development</li><li>• City of Mandurah Access and Inclusion Plan 2015 - 2020</li></ul>

## **TERMS OF REFERENCE**

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## **ADVISORY GROUP GENERAL TERMS OF REFERENCE**

### **1. Definitions**

“Act” means the *Local Government Act 1995*.

“CEO” means the Chief Executive Officer of the City of Mandurah.

“Council” means the City of Mandurah.

“Elected Member” means a City of Mandurah Elected Member.

“Observer” means a person who attends a meeting solely to note the proceedings of the meeting. The Committee may agree to allow the person to speak on a matter. There are no voting rights.

“Regulations” means the *Local Government (Administration) Regulations 1996*.

### **2. Tenure of Members**

- 2.1 The tenure of Committee members will be in accordance with Section 5.11 of the Act. Advisory Groups tenure is of the same direction.
- 2.2 Nominations to fill vacancies for community representatives shall be called by advertising in the local media and appropriate notice boards. Should more nominations than available vacancies be received, Council shall be asked to consider the recommendation of a report on the matter. In any event, appointments to the Committee or Advisory Group may only be made by Council.

### **3. Operation**

- 3.1 A review of these Terms of Reference will be undertaken biennially.
- 3.2 Advisory Groups should follow similar principles as Committees. They are however not bound by the *Local Government Act 1995* requirements.

### **4. Expenses**

- 4.1 No reimbursement of expenses to Advisory Group/Committee members will be made.

## **1 ACCESS AND INCLUSION ADVISORY GROUP**

### **Membership**

The current membership of the Advisory Group is as follows:

- a) Two Elected Members
- b) Ten community member representatives of the following sectors:
  - People with lived experience and their support networks
  - Disability and community service organisations
  - Disability Employment Service (DES) providers
  - Education and training sector
- c) Three representatives from the following organisations:
  - One representative from Department of Local Government, Sport and Cultural Industries
  - Two representatives from the local partners of the National Disability Insurance Scheme (NDIS)
- d) Supporting Officers (no voting rights):
  - Community Development Officer
  - Administrative representative (Community Development)

### **Purpose**

To provide advice on the implementation of the strategies identified in the City's current Access and Inclusion Plan.

### **Objectives**

- a) To provide advice and information regarding access and inclusion within the City of Mandurah
- b) To be a "go to" group for community members and service providers and other on access and inclusion issues.
- c) To ensure information and feedback received by the Advisory Group is consolidated and passed on to Elected Members and Council.
- d) To support and provide information into the annual reporting to Council on the City's current Access and Inclusion Plan progress and by identifying any new or additional information to be presented in this report.
- e) To support and participate in consultation processes with people with a disability, their families, carers and service providers to update the 2015/2020 Access and Inclusion Plan, gain feedback on progress and its success in overcoming barriers to access and inclusion.
- f) Liaise with City officers responsible for the implementation of the strategies and inform them of the importance of integrating the values access and inclusion into their work with the City. Invite officers from different areas within the City to update members on their achievements in disability access.

### **Meetings**

Meetings are held bi-monthly.

## **2     MANDURAH COMMUNITY MUSEUM ADVISORY GROUP**

### **Membership**

The current membership of this Advisory Group is as follows:

- a) One Elected Member
- b) Two Community Representatives
- c) Six representatives from the following organisations
  - Two representatives from Mandurah Historical Society
  - Two representatives from Friends of Mandurah Community Museum
  - One representative from Mandurah Business
  - One representative from Peel Education and Training Department
- d) Supporting Officer (no voting rights)
  - Museum Development Officer

### **Purpose**

The purpose of the Advisory Group is to provide advice to the Council on issues relating to the management of the Mandurah Community Museum and its programmes.

### **Objectives**

The objectives of the Advisory Group are as follows:

- a) To increase the usage of the Museum by the local community and visitors to Mandurah through active promotion.
- b) To actively recruit and effectively train a body of volunteers to ensure maximum access to the Museum collection through increased opening hours.
- c) To develop, implement and manage programs for the community and specific groups in order to relate the history of Mandurah and the Peel Region.
- d) To provide effective interpretation and display of the Museum collection and to actively seek to extend the collection appropriately.

### **Responsibilities**

The Advisory Group has the following responsibilities:

- a) To advise policy and guidelines for the efficient management of the Museum.
- b) To provide comment and recommendations on issues associated with the operation and development of museum programs.
- c) To contribute ideas and knowledge for the development of museum programs and promotional activities.
- d) Assess suggestions, information and comments received with the aim of providing improved operation and development of museum activities.

## **3     MANDURAH ENVIRONMENTAL ADVISORY GROUP**

### **Membership**

The current membership of this Advisory Group is as follows:

- a) Two Elected Members

- b) Six community representatives, with an understanding of one or more of the following areas:
  - Energy Consumption/Conservation
  - Flora and Fauna;
  - Wetlands and Groundwater;
  - Bushland and Bushland Management
  - Coastal Management Issues
- c) Two Environmental Volunteer Representatives. For the purposes of this Advisory Group, an environmental volunteer representative is defined as an active volunteer of the City's Mandurah Environment Volunteer Alliance (MEVA). As a guide, an active member is considered to be someone who has attended three MEVA meetings or events in the past 12 months prior to nomination.
- d) Supporting Officers
  - Manager Environmental Services
  - Manager Planning & Land Services
  - Administration Officer (Administration Support)

#### Invitees

The Advisory Group may invite representatives from relevant government departments, other bodies and City officers with specialist advice, to its meetings as and when required. Such representatives shall not be members.

#### Purpose

The purpose of the Advisory Group is to advise Council on general environmental issues, consistent with the intent of the City's Community Charter and Strategic Plan.

#### Objective

The Advisory Group objective is to provide Council with an independent and expert source of advice pertaining to matters related to Mandurah's natural environment.

#### Responsibilities

Advisory Group members are expected to:

- a) Have a broad understanding of the environmental and planning legislative framework operating in WA.
- b) Be fully conversant with agenda items and display a high level of preparedness for meetings.
- c) Be regularly in attendance at meetings.
- d) Contribute to the sustainability of the City by understanding the relevant environmental issues facing the City.
- e) Present evidence based advice.
- f) Support in decisions related to supporting the City's environmental volunteer network.

### Applicability of Local Government Act 1995

The provisions of the *Local Government Act 1995* relating to obligations for declaration of a financial interest and observance of the City's applicable Code of Conduct be incorporated by reference, as if part of the obligations for members of the Advisory Group.

### Meetings

Minutes of the Advisory Group meetings shall be circulated to members of the Advisory Group. Agenda items must be received by the Administration Officer on the prescribed proforma 14 days prior to the next scheduled Advisory Group meeting.



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<b>5</b>	<b>SUBJECT:</b>	Mandurah Mustangs Football: Stage 2 Extension of Rushton Park North Pavilion Additional Funding
	<b>DIRECTOR:</b>	Director Place and Community
	<b>MEETING:</b>	Ordinary Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

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## Summary

The Mandurah Mustangs Football Club (MMFC) is a community sporting club operating from the Rushton Park Sports Facility under a sub-licence, with the head lease held by the Peel Thunder Football Club (PTFC). It is acknowledged that the practicality of this lease arrangement can be challenging for both clubs because the MMFC operates under a community not-for-profit model, whereas the PTFC operates under more of a commercial business model, with both clubs needing access to the same spaces. The MMFC report impacts such as limited income streams and a lack of a 'sense of ownership' for the Rushton Park Sports Facility as a home for the Club.

To address this issue, Council resolved to support the MMFC's proposal to self-manage an extension to the Rushton Park North Pavilion with the addition of social space, meeting space and upgraded unisex change rooms (G.9/6/18 refers). Council also approved a cash contribution towards the project of \$165,000 and noted that if the Club's pending CSRFF application was successful, a further \$65,000 would be provided. Since that time, the MMFC have been proactive in securing funds to contribute to the proposed project.

The project was initially intended to be completed without staging and for an estimated sum of \$660,000. Ultimately, however, the project is being completed in two stages estimated at \$845,956. The price increase has occurred due to the indicative costs being higher when actually quoted to specification. The staging of the project was required due to the increased costs, and also that only the change rooms were eligible for CSRFF funding (not the social or meeting spaces).

As at January 2021, the status of the two project stages are summarised below:

- Stage One, \$195,000 – This stage was completed and acquitted in 2019 with upgraded unisex change rooms. CSRFF funding was received to progress the project and thus stage one was completed with \$65,000 committed each from the MMFC, State Government and City of Mandurah.
- Stage Two, \$650,956 – This stage is proposed for commencement in 2020/21 and completion in 2021/22. This stage is not eligible for CSRFF funding because it is for the purposes of social area and meeting spaces. There is a funding shortfall to complete stage two above, and this report presents options for Council consideration in order to complete the project.

Since the Council contribution was confirmed in 2018, the Club has been working with Mandurah Homes, their preferred builder, to finalise stage 2 of the project which is the extension of social and meeting spaces. The building design and construction quote have been negotiated and is currently awaiting building approval.

Since preparation of the indicative project budget for stage 2, the full detailed design has now been completed resulting in a total budget shortfall of \$112,683. The MMFC has been unable to secure additional funding to cover this additional amount.

Council is requested that, in addition to the existing financial commitment of \$165,000 towards stage two, direction is given on making provision for the \$112,683 budget shortfall to complete the Rushton North Pavilion extension.

## Location

Rushton Park, Dower Street Mandurah



## Previous Relevant Documentation

- G.9/6/18 26 June 2018 Council supports the Mandurah Mustangs Football Club's proposal to self-manage an extension to the Rushton North Pavilion with the addition of social space, meeting space and upgraded unisex change rooms. Council approved a cash contribution towards the project of \$165,000 and d that if the Club's pending CSRFF application was successful a further \$65,000 would be provided as an additional contribution.

## Background

The Mandurah Mustangs Football Club currently has a licence agreement to utilise the Rushton Park Sports Facility under the head lease held by the Peel Thunder Football Club.

For a number of years, City Officers have worked with MMFC and Peel Thunder Football Club to support and implement the terms and conditions of the license agreement. A facility operating arrangement that is beneficial to both parties has proven challenging, with Peel Thunder operating under a commercial business model and MMFC operating under a community model.

In June 2018, Council supported the MMFC request to carry out a club-led extension to Rushton North Pavilion, with the City providing a one-third funding commitment of \$65,000 for stage one pending a successful CSRFF from MMFC and a funding commitment of \$165,000 towards stage two of the project, being the increased meeting and social space.

In November 2019, the Club successfully completed stage one of the project, the upgrade to unisex change rooms and have since been working to secure additional funding for stage 2. Funding contributions have been secured from various sources, including State Government, commercial investors, their own building fund donations and club sponsorship over this time.

## Comment

In 2018, the total project cost was based on the initial concept design provided by the building company the Club engaged for the project. At this time detailed design and costings were subject to the outcome of the Club securing funding. The City has also been working with the Club, ensuring the facility will be constructed as per City standards in terms of design, materials, fixtures and fittings.

Following the completion of the detailed design process, a cost difference of \$112,683 from the initial concept design has been identified through notable exclusions, such as floor coverings, air conditioning, stainless steel kitchens, painting, window treatments and alarms. Mandurah Mustangs Football Club are seeking additional financial support from the City of Mandurah to secure their building contract and progress the construction of a new club facility.

The project budget is outlined below:

Figure 1: Draft Project Budget

<b>Income</b>	<b>Details</b>	<b>Total ex GST</b>
Mandurah Mustangs Football Club	Combination of MMFC funds directly, with additional funds secured from external stakeholders including Peel Development Commission, WA Football Commission, Alcoa, plus miscellaneous contributions from fundraising, donations and individuals.	\$373,272
City of Mandurah – previously approved (G.9/6/18 refers)	Funds approved by Council on 26 June 2018 and reflected in the 2020/21 capital budget.	\$165,000
Mandurah Mustangs – Interest Free Loan from City of Mandurah	Proposal to address the project funding shortfall	\$50,000
City of Mandurah – additional direct funds	Proposal to address the project funding shortfall	\$62,684
<b>Total Income</b>		<b>\$650,956</b>

<b>Expenditure</b>		
Extension to Rushton Park North Pavilion.	Total cost to complete project, with main items being: building construction fee (Mandurah Homes) plus floor coverings, keying of building, alarm, air-conditioning, power upgrade, window treatments, reticulation, painting and benchtops.	\$650,956
<b>Total Expenditure</b>		<b>\$650,956</b>

City Officers have costed out stage two of the project based on comparable construction square metre rates and have ascertained that the contract amount specified by Mandurah Homes is value for money for the City of Mandurah.

## Consultation

City Officers have been liaising closely with the Club regarding their progress through to stage two, in particular their current funding position and building exclusions listed on the construction quote by Mandurah Homes. The Club is aware that once the building extension is constructed, the Club would have priority use but not exclusive use of the pavilion. Peel Thunder are supportive of the project.

## Statutory Environment

N/A

## Policy Implications

Policy CNP-05 - Recreation Facility Development

Council may contribute a portion of funding towards the development of sport and recreation facilities in accordance with its Sport and Recreation Facility Development Procedures. The remaining funding must

be provided by the applicant club or association or through a combination of club contributions and other funding sources such as grants, sponsorship, voluntary labour, donations etc.

#### Policy POL-FCM 03 – Loans to Sporting Clubs and Community Organisations

Loans can only be made available to organisations for the purchase of capital items or to meet obligations to contribute to the provision of facilities. Loans will not be made to assist with day-to-day operating matters. Loan contributions over \$50,000 to the provision of facilities may also be funded on an interest free basis subject to a resolution of Council.

#### Options and Risk Analysis

The total cost of stage 2 of the MMFC pavilion extension has been calculated at \$650,956, which includes all exclusions necessary to ensure the building meets the City's standards for a sustainable and hireable multi-purpose community facility. There is \$165,000 previously approved by Council and allocated to the 2020/2021 capital budget program.

Should Council support the Officer recommendation to provide the additional financial contribution of \$112,683, the City's total contribution to stage two of this project would be \$227,684. This accounts for 35% of the total cost of stage two of the project.

The following options to fund the outstanding amount are presented for consideration:

- Option 1 – Interest Free Loan

An interest free loan for the full amount of \$112,684 could be provided to the Club from the City's Interest Free Loan Reserve which currently has a balance of \$200,984. This option solves the project budget gap faced by MMNFC in the short-term, and enables the Club to progress with the capital works, but it does create an additional annual burden for the Club into the future. This option benefits the City by ensuring the Club remains accountable for bringing the project to fruition and also mitigating the need for the City to find a permanent additional financial contribution.

**Risk:**

The risk to the City is categorised as medium-high due to the loan amount being over \$50,000 (\$112,684). The Club would be responsible for repayments of \$9,390.30 per year for 12 years. It is a risk that the Club may not meet these repayments, therefore the financial commitment would fall back to the City. The risk is lessened given the Club currently has no outstanding debts with the City, and can provide evidence of previous loan repayments to the Peel Football and Netball League. The risk is considered acceptable, although not desirable.

- Option 2 – Combined Interest Free Loan and City Funding (recommended option)

This option funds the \$112,683 shortfall with contributions from both the City and the Club. An interest free loan amount of \$50,000 could be provided to the Club from the City's Interest Free Loan Reserve which currently has a balance of \$200,984. The remaining amount of \$62,684 would be contributed directly by the City's funds available to match CSRFF projects of \$31,037 remaining unallocated in 2020/21, and \$31,647 from the City's CSRFF allocation in 2021/22. In comparison to option one (above), this option provides greater support to the Club by reducing their loan repayments, but requires the City to approve an additional financial contribution.

**Risk:**

The risk to the City is categorised as medium due to the loan amount being \$50,000. The Club would be responsible for repayments of \$5,000 per year for 10 years. It is a risk that the Club may not meet these repayments, therefore the financial commitment would fall back to the City. The risk is lessened given the Club currently has no outstanding debts with the City, and can provide evidence of previous loan repayments to the Peel Football and Netball League. The risk is considered acceptable.

- Option 3 – Capital Funding

Allocate \$112,684 from 2020/21 and/or 2021/22 Capital Budget to fund the project shortfall amount. There are no capital funds allocated to support this option and it would require delay or replacement of an existing project in the current budget and the Long Term Financial Plan for 2021/22 allocation

**Risk:**

The Long Term Financial Plan and capital budget is already constrained. The option to fund the club room budget shortfall by overriding funds for an existing capital project is deemed unsuitable as no existing projects were identified that could be delayed or cancelled. The risk is considered unacceptable.

- Option 4– No Additional Financial Contribution from the City

The City could choose not to provide additional funds and not offer a loan. Consequently, the Club would have to delay the project until they have confirmed the additional funding required to progress with the building contract and complete the project. This option may have the consequence of the Club losing the existing goodwill offered by Mandurah Homes and other external funding partners.

**Risk:**

The impact to the Club results in less favourable meeting and social spaces at Rushton Park North Pavilion, which in turn reduces opportunity for servicing members and community. Delaying the project risks Mandurah Homes honouring an 'at cost' price as their in-kind contribution. Mandurah Homes advised their stated construction fee and the proposed timeline cannot be held indefinitely due to the increase in building commitments following the State Government's COVID-19 recovery stimulus package. Should the Club need to engage another builder, the cost is likely to increase due to the loss of 'in kind' pricing. Furthermore, there potential for reputational risk to the City by not providing additional funding options following previous Council support and endorsement of this project.

## **Strategic Implications**

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Social:

- Facilitate opportunities that promote community led initiatives and build local capacity and capability.
- Provide a range of social, recreational and cultural experiences for our residents and visitors to enjoy and take pride in.

Organisational Excellence:

- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices, governance, risk and financial management.

## **Conclusion**

On June 2018, Council resolved to make a financial contribution of \$165,000 towards the Mandurah Mustangs Football proposal to self-manage an extension to the Rushton North Pavilion to accommodate additional social and meeting space.

Through the completion of the detailed design process, a cost difference of \$112,684 from the initial concept design has been identified through notable exclusions. Mandurah Mustangs Football Club are seeking additional financial support of \$112,684 towards the construction of a new club facility to ensure it meets the City's requirements for a sustainable and hireable community asset.

Council is requested, that in addition to Council's previous financial commitment of \$165,000 towards the construction of stage two, a further direct contribution of \$62,684 is allocated to enable the Mandurah Mustangs to progress the project through to completion. This total direct contribution of \$227,684 (plus \$50,000 loan) will support the MMNFC to be operationally strong, financially viable and supporting the needs of members and the wider community.

## **RECOMMENDATION**

**That Council addresses the shortfall of \$112,684 in the Rushton Park North Pavilion project by:**

- 1. Endorsing City Officers to arrange for Mandurah Mustangs Football Club to enter into a 10-year interest free loan amount of \$50,000 with the City and transfer \$50,000 from the Interest Free Loans Reserve to the municipal fund\*;**
- 2. Reduce by \$50,000 the transfer from the Interest Free Loans Reserve that was proposed to be transferred to the Asset Management Reserve to allow for the \$50,000 interest free loan\*; and**
- 2. Approving an additional contribution of \$62,684 from the City, to be funded over two financial years, in 2020/21 using unallocated funds of \$31,037 from the City's CSRFF contribution budget, and in 2021/22 using funds of \$31,647 from the City's CSRFF contribution budget.\***

**\* Absolute Majority Required**



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<b>6</b>	<b>SUBJECT:</b>	Advocacy Framework and 2021 Advocacy Priorities
	<b>DIRECTOR:</b>	Director Strategy and Economic Development
	<b>MEETING:</b>	Council Meeting
	<b>MEETING DATE:</b>	19 January 2021

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## Summary

Mandurah is a growing and rapidly evolving community and there will always be many different ideas, actions and beliefs worth driving. The key challenge for Council is prioritising what it advocates for and how. The proposed Advocacy Framework will help ensure the City's approach to advocacy is transparent and accountable, and is delivered in a way that is resource-efficient, responsive and has the most likely chance to realise positive change.

City officers have worked with Council to develop a recommended Advocacy Framework and to identify and prioritise the advocacy priorities for 2021. Council is now requested to consider adopting the Advocacy Framework and endorsing the 2021 Advocacy Priorities List, which is aligned to the Framework.

## Disclosure of Interest

Nil

## Previous Relevant Documentation

- G.27/7/18      24 July 2018      Council approved a number of advocacy position papers in relation to environmental, transport and development related matters.
- Other relevant documentation listed in Attachment 2

## Background

The City of Mandurah has had great success in the past in its advocacy efforts with its key coordinated advocacy activity developed in the lead up to State and Federal elections. However, the City has generally lacked a broader framework through which to manage its advocacy priorities and efforts. Without this broader strategic approach, there is a risk that key priorities and advocacy outcomes are not identified and achieved for the community.

Council requested greater strategic oversight and ongoing input to advocacy priorities and progress, so in early 2020, at the Elected Member Strategic Planning session, Elected Members workshopped a draft Advocacy Framework. The resulting Framework is now presented for adoption.

Following this initial workshop, Elected Members and the Executive Management Team mapped out the City's advocacy priorities, which is presented for endorsement as the 2021 Advocacy Priorities list. These projects have been compiled through Council resolution, Council and Executive Leadership Team consultation and previous advocacy position statements.

## Comment

Operating at the "grass roots" level of government, the City of Mandurah is ideally placed to recognise, understand, and to respond to, local views and ideas.

While the City is an incredibly diverse organisation delivering a broad range of services, programs, facilities and infrastructure, many community needs still remain outside local government's direct authority. Much of what the community needs is primarily controlled or heavily influenced by Federal and State Government, and to a lesser extent, the private and community sectors.

Advocacy is therefore a critical role for the City if it is to influence change, across areas outside Council's direct control, to meet the evolving needs of the Mandurah community.

The Advocacy Framework provides guidance to Council, the City's Executive Leadership Team and staff in setting advocacy priorities and allocating resources and effort to advocacy activities. It aims to:

- establish an approach to advocacy that is transparent, thorough and considered, but is not unnecessarily restrictive or cumbersome;
- support the City's 20-year Strategic Community Plan through clear definition of advocacy, different types of advocacy activity and how best to prioritise advocacy causes.

## **Consultation**

Nil

## **Statutory Environment**

The various 2021 Priority Advocacy Projects interact with a range of government acts and regulations

## **Policy Implications**

Nil

## **Economic Implications**

Failing to secure external funding through advocacy efforts will either result in non-delivery of advocacy priorities or potentially significant cost to the City if Council determines that it wishes to proceed without external funding.

The Advocacy Framework includes a priority rating, which will guide the level of resourcing and investment the City will dedicate to each specific advocacy priority, including activity such as marketing, communications, strategy development, stakeholder engagement and staff allocation.

## **Risk Analysis**

Without a strategic and considered approach to advocacy, there is a real risk that the City of Mandurah will not be successful in attracting the partnerships, investment and funding it needs to secure key projects and initiatives for the Mandurah community. There is also a greater risk that State and Federal Governments will support projects in Mandurah that are not necessarily aligned to, or priorities of, Council and the local community.

The proposed Advocacy Framework will place structure around the advocacy efforts of the Council and the City and will guide the level of resourcing, investment and priority of key projects and issues.

Using this Framework to develop an annual list of advocacy priorities will:

- provide greater transparency and accountability around the City's advocacy efforts
- ensure the City's advocacy efforts are aligned with the Strategic Community Plan
- clearly signal to State and Federal Governments, and other potential partners, what Council's advocacy priorities are.

## **Strategic Implications**

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

### Economic:

- Promote and foster business investment aimed at stimulating economic growth.

- Facilitate and advocate for sustainable local job creation and industry diversification.
- Actively partner and engage with business and industry to build Mandurah's entrepreneurial capacity and capability.
- Advocate for and facilitate opportunities for improved pathways to education and learning outcomes in Mandurah.
- Leverage partnerships with key stakeholders to achieve improved economic outcomes with due consideration to environmental impacts.

#### Social:

- Facilitate opportunities that promote community led initiatives and build local capacity and capability.
- Advocate for and facilitate the provision of diverse and environmentally sustainable places and spaces for people to enjoy an inclusive and active lifestyle.

#### Health:

- Facilitate and partner with key service providers including State and Federal Government to ensure health outcomes are aligned with community needs and expectations.
- Advocate for and facilitate the provision of a technologically advanced, quality health care system in Mandurah.
- Provide and facilitate quality infrastructure that is accessible, and conducive to a healthy, active community.

#### Environment:

- Advocate for and partner with all levels of Government and other agencies to ensure environmental impacts are considered in all strategy development and decision making.
- Partner and engage with our community to deliver environmental sustainability outcomes.

#### Organisational Excellence:

- Demonstrate regional leadership and advocate for the needs of our community.
- Listen to and engage with our community in the decision-making process.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

### **Conclusion**

As outlined in the attached Advocacy Framework, not all advocacy issues will have the same level of urgency and resource requirements.

To determine appropriate resourcing, timing, effort and response, each advocacy project needs to be:

1. assessed depending on the type of advocacy outcome or potential impact of the advocacy response – game changer, high impact (critical), medium impact (important but narrower focus) or low impact (beneficial)
2. further prioritised based on current environment and likelihood of success - Tier 1 (Act), Tier 2 (Influence) or Tier 3 (Profile).

It is recommended that these ratings be regularly reviewed by Council and adjusted according to progress and changes in external environment.

#### **NOTE:**

- Refer **Attachment 1** *City of Mandurah Advocacy Framework*  
**Attachment 2** *2021 Priority Advocacy Projects*  
**Attachment 3** *2021 State Election Requests*

## **RECOMMENDATION**

### **That Council:**

- 1. Adopts the City of Mandurah Advocacy Framework, as detailed in Attachment 1;**
- 2. Endorses the agreed Priority Advocacy Projects for 2021, as listed in Attachment 2;**
- 3. Notes the 2021 City of Mandurah State Election Requests at Attachment 3, which will be used as the basis for advocacy content on the City website, with similar content to be developed for the remaining 2021 Advocacy Priorities, once endorsed.**



**CITY OF  
MANDURAH**

# Advocacy Framework



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# Advocacy is a critical role for the City

Operating at the “grass roots” level of government, the City of Mandurah is ideally placed to recognise, understand, and to respond to, local views and ideas.

While the City is an incredibly diverse organisation delivering a broad range of services, programs, facilities and infrastructure, many community needs still remain outside our direct authority. Much of what the community needs is primarily controlled or heavily influenced by Federal and State Government, and to a lesser extent, the private and community sectors.

**Advocacy is a critical role for the City to influence change, across areas outside the local government’s direct control, to meet the evolving needs of the Mandurah community.**

This framework provides guidance to Council, the City’s Executive Leadership Team and staff in setting advocacy priorities and allocating resources and effort to advocacy activities. It aims to:

- establish an approach to advocacy that is transparent, thorough and considered, but is not unnecessarily restrictive or cumbersome;
- support the City’s 20-year Strategic Community Plan through clear definition of advocacy, different types of advocacy activity and how best to prioritise advocacy causes.

## The City has multiple advocacy roles

Mandurah has an active and driven community and Council is committed to empowering individuals and groups to drive community led ideas and solutions.

The City therefore has multiple roles when it comes to delivering a comprehensive and effective advocacy approach:

- **Support** and grow others to advocate – build the capacity of community groups and residents to engage, partner or lead advocacy efforts.
- **Partner** with others to advocate – engage in partnerships with community groups, organisations, businesses or other groups with shared objectives and complementary skills or expertise to strengthen and enhance the effectiveness of advocacy initiatives.
- **Consult** with key stakeholders – monitor for existing and emerging issues potentially impacting our community and consult with relevant stakeholders to determine the most appropriate course of action and how.
- **Lead** and resource advocacy – advance the City’s strategic objectives.

# Principled approach to advocacy

In 2019, Council conducted an extensive community engagement process to garner community views about the future of Mandurah, and help shape the City's future. The public consultation informed development of the Strategic Community Plan, "Mandurah Matters". Now that the Strategic Plan is endorsed, a key challenge for Council is prioritising the purpose, nature and scale of its advocacy efforts to achieve it. The advocacy framework will:

- leverage the City's existing resources for maximum impact;
- increase the potential for positive change;
- allow our advocacy efforts to be targeted, responsive and adaptable to changing environment or opportunities.

To ensure the City's approach to advocacy is resource-efficient, responsive and has the most likely chance to see positive change, the following four advocacy principles will underpin our advocacy work:

- 1) **Community focused** - The City's advocacy activity will always be prioritised to fit within the key community focus areas as identified through 20-year Strategic Community Plan – economy, environment, social, health - as well as organisational excellence.
- 2) **Evidenced** – Reliable, relevant and rigorous evidence will be used to support data-driven decisions regarding advocacy efforts.
- 3) **Collaborative** – The City will consult with or partner with relevant organisations, individuals or groups when developing, supporting or delivering advocacy initiatives – and will acknowledge and celebrate positive outcomes from that collaboration.
- 4) **Constructive** – The City will propose genuine solutions to address issues of concern.

## Assumptions to this framework

There are a number of assumptions, or known 'truths', which are implicit to this framework:

- a) All advocacy activity needs to be resource efficient – it needs to be justifiable, transparent and occur within the resources available to us.
- b) We work within the City of Mandurah's mandate – the *Local Government Act* is our primary legislation, however we also work with consideration of numerous other legislation, as well as legal advice and our own policies and procedures.
- c) The City, Council and individuals have existing relationships – leading to informal advocacy. These relationships need to be conducted with integrity and can be very valuable to everyone involved.
- d) Employees will implement the advocacy framework consistent with the City's code of conduct and core values: Connected; Integrity; Courage; Excellence; and Innovative.

## Many sources help determine our advocacy priorities

As it is not possible to advocate at an equal level for all issues, Council will regularly review and prioritise its advocacy plan, ensuring it remains relevant and aligned to the relevant City strategy, goals and community vision.

In developing the 4-year Advocacy Plan, the City will consider the following sources to help identify and prioritise advocacy initiatives.

Informing advocacy initiatives and priorities	
<i>Community Consultation</i>	<p>The City uses a number of ways to capture resident's views, opinions and advice on a wide range of topics, issues and activities, which will be used to help determine the City's advocacy priorities.</p> <p>Current community engagement activities include:</p> <ul style="list-style-type: none"> <li>• Community forums aligned with Mandurah Matters</li> <li>• Community perceptions surveys</li> <li>• Specific consultations such as changes to local laws, open space planning, key service changes</li> <li>• Council Plan and Annual Budget consultation</li> <li>• Submissions and requests to the City and Council</li> <li>• Monitoring and engaging with media and social media channels.</li> </ul>
<i>Council Community Advisory Groups</i>	<p>Council has a range of community based Advisory Committees that provide subject and issue-based advice and information to Council that assists its planning and advocacy.</p> <p>Examples include the Access and Inclusion Advisory Group, Reconciliation Action Plan Working Group, Liquor Accord and Mandurah Environmental Advisory Group.</p>
<i>Representative Bodies</i>	<p>The City maintains strategic partnerships with a wide range of regional and state representative bodies to keep abreast of the issues and priorities of specific sectors.</p>
<i>Networks and special interest groups</i>	<p>The City engages with specific organised groups in Mandurah to seek input in priority setting from subject matter experts from across a range of issues. Examples include disability groups, residents' associations, environmental action groups, business and trader groups.</p>
<i>Environmental scanning</i>	<p>The City uses a range of sources to identify current and emerging opportunities or threats that require an advocacy response e.g. population forecasting, cost of living, housing stress, crime rates.</p>
<i>Research and data</i>	<p>The City uses current and reputable research to establish an evidence base to identify and support advocacy initiatives.</p>
<i>Policy / Political environment</i>	<p>Keeping abreast of current and emerging policy and legislation at the state and federal government level.</p>

**Table 1 – Sources of information that assist in determining the City of Mandurah's advocacy priorities and initiatives**

## Strategic resourcing of advocacy activity

Not all advocacy issues will have the same level of urgency and resource requirements, and successful advocacy efforts will have different levels of impact for our community.

To help determine appropriate resourcing, timing, effort and response, each advocacy project will be:

1. assessed depending on the type of advocacy outcome or potential impact of the advocacy response – game-changer, high impact (critical), medium impact (important) or low impact (beneficial);
2. further prioritised based on current environment and likelihood of success - Tier 1 (Act), Tier 2 (Influence) or Tier 3 (Profile).

## Our investment must reflect expected community outcome

The City should articulate clearly the purpose, need and significance of each advocacy effort, as well as note the consequences or impact if the request is unfulfilled. This will support Council in determining the suitable level of resourcing to dedicate to advocacy issues, and how high profile the advocacy activity needs to be. The City can allocate staff time, effort and budget expenditure to complement desired level of advocacy activities.

Council will assign a 'Type of advocacy' rating, which will be regularly reviewed and adjusted according to progress and changes in external environment:

### Game-changer

- This will have broad-scale impact on the Mandurah community, which if implemented fully will reverse undesirable social, economic or significant environmental trends.
- It will be felt by a majority of the Mandurah community, across multiple focus areas (environment, social, economic, health).
- It will significantly improve the long-term safety and wellbeing of the Mandurah community.
- *These are issues driven by the Mayor and CEO and require significant partnerships, as well as community and key stakeholder buy-in.*

### High impact: Critical

- This will have broad-scale impact on the Mandurah community, potentially reversing undesirable social, economic or significant environmental trends.
- It will be felt by a majority of the Mandurah community.
- It will significantly improve the safety and wellbeing of the Mandurah community.
- *These are generally issues driven by the Mayor and CEO and require significant community and key stakeholder buy-in.*

### Medium impact: Important

- This will have narrower-scale impact on the Mandurah community, addressing lower-level concerns presented by social, economic, health or environmental trends.
- It will be felt by sections of the Mandurah community.
- It will somewhat improve the safety and wellbeing of the Mandurah community.
- *These are generally issues driven by the City and reported to Council.*

### Low impact: Beneficial

- It will have a positive outcome for Mandurah, however if it weren't to happen, it would have minimal impact on social, economic, health or environmental trends.
- It is confined to a small section of the Mandurah community and will not impact their health, safety or wellbeing if it were not to happen.
- *These are generally issues driven by the City and reported to Council.*

## Strategic timing and effort to maximise chance of success

In terms of the timing and effort the City will apply to a particular issue and when, the City will assign a tier 1, 2 or 3 action rating, which will be regularly reviewed with Council and adjusted according to progress and changes in external environment:

### **Tier 1: Act**

Our advocacy efforts need to be proactive. We need to have an advocacy and stakeholder engagement plan in place and be actively pursuing our outcomes – both strategic and reactive when opportunities arise.

- Business case developed and endorsed by Council.
- Significant systemic issues that disproportionally and significantly affect the Mandurah community in negative way.
- The issue aligns strongly with the directions in Mandurah Matters and the Strategic Community Plan vision.
- The City has a robust body of local evidence and knowledge.
- It is an issue that the City has strong allies to join forces with, or has the potential to build strong allies.
- There is growing public support that would leverage success.
- There is a strong political and stakeholder environment that supports Council's position.
- The issue is acutely time critical where responses must be immediate or time specific to have the desired effect.

### **Tier 2: Influence**

Council is aware and engaged. We need to have a good idea of what we are asking for, why and who from. We need to be suitably advanced to move quickly if the environment changes i.e. draft business case underway.

- The issue reflects Mandurah Matters and Strategic Community Plan priorities.
- There is some level of support from stakeholders and community on the issue.
- The City has a reasonable level of local evidence and knowledge.
- There is a moderate political and stakeholder environment that supports Council's position.

### **Tier 3: Profile**

We have an identified issue or opportunity and the potential solution and outcome. We are talking with our key partners and stakeholders to better form our advocacy approach and to build external appetite.

- The issue reflects Mandurah Matters and Strategic Community Plan priorities.
- There is some level of support from stakeholders and community on the issue.
- The City has a reasonable level of local evidence and knowledge.
- There is an undetermined political and stakeholder environment that supports Council's position.

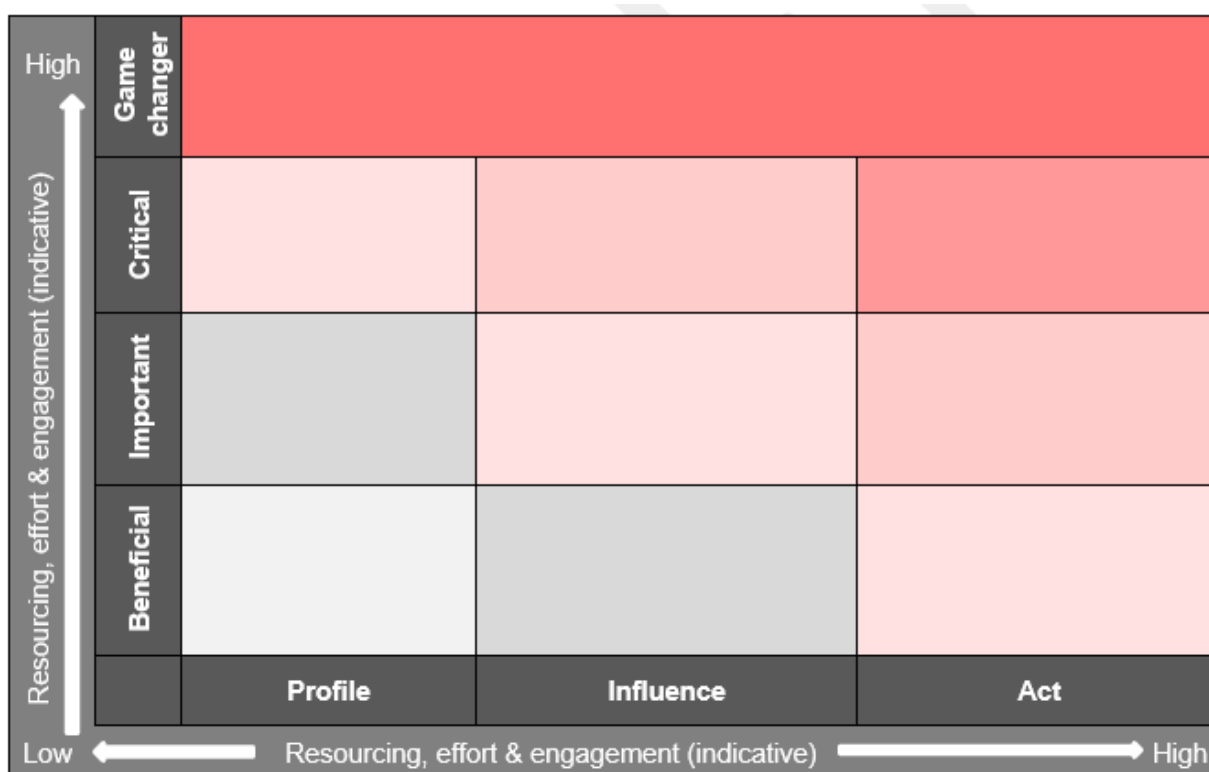


Figure 1 – City of Mandurah advocacy mapping tool

## Advocacy strategies tailored to suit desired outcome

The City has previously been successful in advocating on issues using a number of common approaches to advocacy as listed in Table 1. These are tried and true approaches to advocacy but are not the only forms or methods at the City's disposal.

The City is committed to always seek new and creative ways to advocate for its community to ensure the best chance of success.

Approach	Description	General level of advocacy
<b>Formal submissions</b>	Input to government and other regulatory body inquiries, investigations, policy and strategy development, reform processes etc	<p>Mostly reactive.</p> <p>Topic/issue dependent, but usually lower level priority advocacy issues.</p> <p>Higher priority advocacy issues should include support activity in conjunction with submissions.</p>
<b>Public awareness initiatives</b>	Campaigns designed to provide community with knowledge and awareness to help them make informed decisions regarding their involvement with or response to issues	<p>Can be used across all levels of advocacy to varying degrees.</p> <p>For high priority advocacy issues, these initiatives are often the precursor to call to action campaigns.</p>
<b>Position statements</b>	<p>Council's accepted position or course of action in relation to a specific issue or topic of importance.</p> <p>These publicly document Council's position, ensuring transparency and</p>	Can be used across all levels of advocacy to varying degrees and in various formats (e.g. notice of motion, specific agenda item, recommendation as part of related agenda item).



	accountability for all involved and put on notice the relevant parties.	Required for high level priority advocacy issues/activity.
<b>Call to action campaigns</b>	Dedicated campaigns to raise awareness of an issue and call for action for positive change.	Usually for issues that require long term or significant attention.  Usually top priority issues.  Often reserved for occasions when other advocacy activity isn't getting traction.
<b>Presentations to MPs and Ministers</b>	Direct contact with the relevant state or federal Member of Parliament or Minister to present on an issue out of Council's direct control.	For mid to high level priority advocacy issues.  Must have an agreed Council position.
<b>Day-to-day engagements with operational contacts</b>	Direct contact at an operational/working level to promote issues and understanding among key contacts and stakeholders.	Can be used across all levels of advocacy to varying degrees.  Mostly proactive at a City level to maintain momentum across advocacy priorities.
<b>Targeted engagement with private sector</b>	Direct and tailored activity with relevant private sector to build engagement and identify and create mutually beneficial opportunities.	Can be used across all levels of advocacy to varying degrees.  Mostly proactive at a City level to maintain momentum across advocacy priorities.

**Table 2 – Common approaches to advocacy**

# Strategic Community Plan driving advocacy

Council will endorse an annual Advocacy Priorities List, which will signal clearly to external parties and the community what the key advocacy priorities are for the coming year.

The annual advocacy priorities list will be supported by a broader 4-year Advocacy Plan, which will use this Advocacy Framework to map out potential and agreed advocacy priorities in line with the Strategic Community Plan vision and objectives. The Plan will provide advocacy positions on the identified priorities as detailed in the template in Appendix 1. It will also define who drives advocacy activity and what measures will be used to track success.

The 4-year Plan, coupled with the annual Priorities list will ensure Council is clearly conveying its current priorities while also remaining aware and responsive to emerging community needs and opportunities.

The following diagram demonstrates that the 20-year Strategic Community Plan is the main driver of delivery of services, projects and programs. Council's 4-year Advocacy Plan becomes a source of information into the broader integrated planning and reporting framework process.

The Advocacy Plan actions and resourcing implications will be considered and implemented as part of the 4-year Corporate Business Plan, linked to the Long-Term Financial Plan.



Figure 2 – Advocacy Plan fit in the broader City planning and reporting framework

## Good governance to ensure our advocacy priorities are transparent and accountable

Once Council has approved a 4-year Advocacy Plan, a high-level overview or position statements will be created and updated on the Mandurah Matters/City website, linking advocacy priorities with the 20 Year Strategic Community Plan vision.

Council will receive monthly updates on advocacy activity as part of the Mayor's report to the EM-ELT meetings. Council will also receive a quarterly report on advocacy activity and outcomes.

Council's annual Advocacy Priorities list will be included on the City website and advocacy activity and outcomes will be included in the Annual Report and where specified, reported against as part of the Strategic Community Plan process.

Twice per year, at the Elected Member strategic planning sessions, Council will consider its advocacy mapping for existing and any new advocacy projects to review and assign the type of advocacy (Game changer, Critical, Important or Beneficial). The City will then use this to review its resourcing and activity plans.

DRAFT

# Appendix 1

## Presenting an advocacy position for consideration

### Framework

The Public Health Advocacy Institute of WA has developed a robust advocacy framework that requires standard questions to be answered before embarking on an advocacy project.

A similar approach is used to develop advocacy projects as part of Council's 4-year Advocacy Plan.



Figure 3 – The PHAIWA Advocacy Framework (Stoneham, M. & Edmunds, M.)

As part of the advocacy identification and planning process, the City will consider the following key elements as derived from the PHAIWA framework. This information will be used to develop operational project plans, communications strategies and stakeholder engagement plans as required.

### 1. Issue

*What is the issue and who is it impacting?*

- History / Context
- Local facts and figures
- Who in Mandurah does the issue effect?
- How does it impact these people/groups? (are they disproportionately impacted)
- What are the short, medium and long-term risks and consequences if the issue is not adequately addressed?

## 2. Opportunity

*What is the position and plans of government and other stakeholders?*

- What are other levels of government policies / legislation that impact on the issue?
- What relevant action is other levels of government currently taking?
- Have there been funding announcements?
- What is the position of the opposition parties?
- Is there an opportunity for the private sector or other stakeholders to make positive change?
- What relevant action are these groups taking?

## 3. City of Mandurah's Position

*What is the City currently doing to address this issue?*

- How does the issue align with the Strategic Community Plan priority areas?
- What policies or strategies does Council have?
- How do the policies/strategies directly address the issue?
- What relevant action is Council currently taking?

## 4. Who are our partners

*Who else has our shared position and is supporting the advocacy?*

- Are key stakeholders (e.g. PHCC, PDC, neighbouring local governments, alliance members etc) on board and if not, why not?

## 5. What needs to be done

*Key advocacy messages – what action does the City believe should be taken to address the issue/topic?*

- What actions need to be taken to address the issue?
- What is needed to make these actions happen?

## 6. What are our key messages

*What is the narrative - what do we need people to know?*

- What are the key takeaway points that we need people to know as a result of our advocacy activity?
- Do we have clear, concise and convincing narrative?

## 7. What strategies will we use

*How will we best achieve our advocacy goal?*

- What role will the City take – will it support, partner, consult or lead?
- What key advocacy tools will we use to achieve desired results?
- Do we need to seek additional support to deliver strategies (i.e. external consultant, stakeholder intelligence, media partners etc.)?

## 8. What are our evaluation measures

*How will we know our advocacy is successful and achieving the desired outcomes?*

- What measures can we use to determine if our advocacy activity has been successful and how do we report on this?
- What measures will help us determine if successful advocacy activity is having positive outcomes for the community?



## 2021 Priority Advocacy Projects

As per the draft City of Mandurah Advocacy Framework, Council has identified and prioritised a number of advocacy priorities for 2021. These are listed below for Council endorsement.

By endorsing this list, Council will clearly signal to external parties and the community what the key advocacy priorities are for the coming year.

The annual advocacy priorities list will be supported by a broader 4-year Advocacy Plan, which will use the Advocacy Framework to map out potential and agreed advocacy priorities in line with the Strategic Community Plan vision and objectives.

The 4-year Plan, coupled with the annual Priorities list will ensure Council is clearly conveying its current priorities while also remaining aware and responsive to emerging community needs and opportunities.

High  Resourcing, effort and engagement (indicative)	<b>Game changer</b>	<b>Transform Mandurah</b> <i>(initial suite of projects that will kickstart Mandurah's economic revitalisation):</i> <ul style="list-style-type: none"> <li>- Relocation of a government agency</li> <li>- Data Array and research infrastructure</li> <li>- Australian Waterways Centre of Research and civic square</li> <li>- Tourism and convention centre precinct</li> <li>- High frequency street-based transit system in central Mandurah</li> <li>- Arts and Culture Precinct – inc Indigenous Cultural Centre</li> <li>- Commercial development of Western Foreshore</li> <li>- Yalgorup National Park Masterplan</li> </ul>		
	<b>Critical</b>	<ul style="list-style-type: none"> <li>- Governance structure for Peel Harvey estuary</li> </ul>	<ul style="list-style-type: none"> <li>- Peel Health Campus – expansion at current site</li> <li>- State waste strategy - FOGO v waste to energy</li> </ul>	<ul style="list-style-type: none"> <li>- Common Ground Housing model in Mandurah</li> </ul>
	<b>Important</b>	<ul style="list-style-type: none"> <li>- Permanent sand by-passing solution at both estuary mouths</li> </ul>	<ul style="list-style-type: none"> <li>- Peel-Yalgorup Wetlands Trails</li> <li>- In-fill sewerage to remaining suburbs of Mandurah</li> <li>- Housing First allocation for Mandurah</li> <li>- Government assuming management of Marina</li> <li>- Reviewing rate exemptions to State Government housing</li> <li>- State Government investment in coastal and estuary erosion</li> <li>- Point Grey - appropriate land use</li> </ul>	<ul style="list-style-type: none"> <li>- SE Dawesville Channel foreshore development</li> <li>- Mental health co-response located in Mandurah</li> <li>- Assertive Outreach services trial - ongoing funding</li> <li>- Dawesville Community Centre (design and construct)</li> <li>- Lakelands-Madora Bay pedestrian bridge</li> <li>- Equitable tourism funding and promotion</li> <li>- Additional permanent Police in Mandurah</li> </ul>
	<b>Beneficial</b>	<ul style="list-style-type: none"> <li>- Hydrogen refuelling station; training and upskilling</li> </ul>	<ul style="list-style-type: none"> <li>- State Government funding of Mosquito program (winter spraying)</li> <li>- Off road vehicle space</li> </ul>	<ul style="list-style-type: none"> <li>- State wildlife officers based in Mandurah</li> <li>- Equitable regional arts funding</li> </ul>
		<b>Profile</b>	<b>Influence</b>	<b>Act</b>
Low  Resourcing, effort and engagement (indicative)	Low ← Resourcing, effort and engagement (indicative) → High			



	Initiative/Issue/Opportunity/Innovation	Key ask	Type of issue/project	Timing	Strategic Community Plan Alignment	Existing Council Direction/Position	Additional Comment
1	Transform Mandurah: <ul style="list-style-type: none"> <li>- Relocation of a government agency</li> <li>- Data Array and research infrastructure</li> <li>- Australian Waterways Centre of Research and civic square (inc Library and relocation of tertiary facilities)</li> <li>- Tourism and convention centre precinct</li> <li>- High frequency street-based transit system in central Mandurah</li> <li>- Arts and Culture Precinct – inc Indigenous Cultural Centre</li> <li>- Commercial development of Western Foreshore</li> </ul>	Funding Partnership	Game Changer	Influence	Economic	<p>Council report (G.9/1/20), 28 January 2020 – Council adopted Transform Mandurah and endorsed the programs &amp; projects contained. It also committed to a program of advocacy ensuring support from State &amp; Federal Governments.</p> <p>Council Report (G.15/9/20), 22 September 2020 – Council noted and approved the Data Array Business Case, including the funding strategy and planning and work to implement if funding successful.</p> <p>Council report, October 2018 - Council adopted the ‘Mandurah and Murray: A Shared Economic Future’ as the City’s economic development strategy and endorsed the programs and projects contained within for advocacy.</p>	<p><i>This is the initial suite of projects that will kickstart Mandurah’s economic revitalisation.</i></p> <p>Included in the City’s 2021 State Government Election Commitments Request document and associated advocacy activity.</p>
2	Yalgorup National Park Masterplan	Funding Partnership	Game Changer	Influence	Economic	Council Report (G.20/11/20), 24 November 2020 – Council endorsed the Yalgorup National Park Masterplan	Included in the City’s 2021 State Government Election Commitments Request document and associated advocacy activity.
3	Peel-Yalgorup Wetlands Trails	Funding	Important	Influence	Economic	<p>Council Report (G.22/7/20), 28 July 2020 – Council endorsed the Peel Harvey Estuary Trails Study, approved commencement of detailed planning and subsequent planning of Round the Estuary Trail. Also approved advocacy for government funding.</p> <p>Council report, October 2018 - Council adopted the ‘Mandurah and Murray: A Shared Economic Future’ as the City’s economic development strategy and endorsed the programs and projects contained within for advocacy.</p>	
4	Hydrogen refuelling station; training and upskilling	Funding	Beneficial	Profile	Economic	Council report, 17 December 2019 – Council endorsed advocacy re partnerships around renewable energy opportunities, including hydrogen.	
5	Permanent sand by-passing solution at both estuary mouths	Funding Partnership	Important	Profile	Environment		
6	SE Dawesville Channel foreshore development	Funding	Important	Act	Economic	Included in the Long Term Financial Plan, contingent on securing funding.	Included in the City’s 2021 State Government Election Commitments Request document and associated advocacy activity.
7	Common Ground Housing Model in Mandurah	Funding Partnership	Critical	Act	Social	Council Report (G.15/7/20), 28 July 2020 – Council moved to advocate support for a Common Ground Housing model located in Mandurah.	<p>Successful advocacy – Mandurah announced as second location on 21 December 2020.</p> <p>Included in the City’s 2021 State Government Election Commitments Request document and associated advocacy activity.</p>
8	Mental health co-response located in Mandurah	Funding	Important	Act	Health	Notice of Motion, 25 June 2019 – Council agreed to hold a City Safety Leadership Summit (October 2019). This was one of 5 key outcomes from that summit.	Included in the City’s 2021 State Government Election Commitments Request document and associated advocacy activity.
9	Assertive Outreach services trial - ongoing funding	Funding	Important	Act	Social	Council Report, 26 November 2019 – Council approved to advocate to Government to reallocate \$350,000 of capital expenditure for CCTV project to a trial of Assertive Outreach Services.	Successful advocacy - funding secured - advocacy focus will evolve to securing ongoing funding if trial proves successful.

	Initiative/Issue/Opportunity/Innovation	Key ask	Type of issue/project	Timing	Strategic Community Plan Alignment	Existing Council Direction/Position	Additional Comment
						Notice of Motion, 25 June 2019 – Council agreed to hold a City Safety Leadership Summit (October 2019). This was one of 5 key outcomes from that summit.	
10	Housing First allocation for Mandurah	Funding	Important	Influence	Social	Council Report (G.15/7/20), 28 July 2020 – Council moved to advocate for a State Government Housing First allocation commensurate to need within Mandurah.	
11	Dawesville Community Centre (design and construct)	Funding	Important	Act	Social	Included in the Long-Term Financial Plan, contingent on securing funding.	Included in the City's 2021 State Government Election Commitments Request document and associated advocacy activity.
12	Peel Health Campus – expansion at current site	Policy position	Critical	Influence	Health	Council position established in Notice of Motion, 27 February 2017 - Council agreed to advise the State Minister for Health of its concerns over the current level of planning for the future needs of the Mandurah and Peel Region, particularly in relation to the short term (five year) operating lease of the Peel Health Campus.	Successful advocacy – significant election commitments for hospital upgrade made by both major State political parties in December 2020.
13	State waste strategy - FOGO v waste to energy	Policy position	Critical	Influence	Environment	Council report, 26 November 2019 – Council endorsed the City submission to the “Climate Change in Western Australia Issues paper”, including calling on the State to develop a comprehensive business case to demonstrate clear benefits of the three-bin system over Waste to Energy before mandating Perth and Peel local governments provide this service; and that the State consider Waste to Energy as the most ready and effective action currently available to address climate change/waste management issues and acknowledge this in the State Waste Strategy.	
14	In-fill sewerage supplied to remaining suburbs of Mandurah	Funding	Important	Influence	Health	Council report (G.8/12/20) – Council agreed to strongly advocate to State Government for in-fill sewerage.	
15	Government assuming management of Marina	Policy position	Important	Influence	Economic		
16	Reviewing rate exemptions to State Government housing	Policy position	Important	Influence	Economic	Part of Local Government Act review, with advocacy led by WALGA.	
17	State Government funding of Mosquito program (winter spraying)	Policy position Funding	Beneficial	Influence	Health	Council report, 27 November 2020 – Council requested CEO to engage with the Department of Health seeking a commitment to the Peel Mosquito Management program, including maintaining current funding levels.	
18	State wildlife officers based in Mandurah	Policy position	Beneficial	Act	Environment		Led by Peel Harvey Catchment Council
19	State Government investment in coastal and estuary erosion	Funding Policy position	Important	Influence	Environment	Council report, 26 November 2019 – Council endorsed the City submission to the “Climate Change in Western Australia Issues paper”, including calling on the State to combine existing coastal management funding programs and increase total funding available to local governments for coastal management; and consider developing specific coastal management legislation that supports the principles of integrated coastal zone management.	
20	Governance structure for Peel Harvey estuary	Policy position	Critical	Profile	Environment	Council report, 26 November 2019 – Council endorsed the City submission to the “Climate Change in Western Australia Issues paper”, including calling on the State Government to create a clear governance structure for Peel waterways management.  Council report (G.32/7/17), 25 July 2017 - Council supported the Peel Harvey Catchment Council in advocating for the establishment of an appropriate governance/management structure for the Peel Harvey estuary.	

21	Point Grey – appropriate land use	Policy position	Important	Influence	Environment	<p>Notice of Motion</p> <p>Council report (G.14/10/20), 27 October 2020 – Council requested that a submission be prepared to the Point Grey Amendment 314 to Shire of Murray Town Planning Scheme 4.</p>	
22	Off road vehicle space	Funding Partnership	Beneficial	Influence	Social	<p>Council report (G.13/6/20), 13 June 2020 – Council supported advocacy activities from the Mayor and CEO to Minister for Sport and continued collaboration and advocacy with the Department of Local Government.</p>	
23	Lakelands-Madora Bay pedestrian bridge	Funding	Important	Act	Health	<p>Included in the Long-Term Financial Plan, contingent on securing funding.</p>	<p>Included in the City's 2021 State Government Election Commitments Request document and associated advocacy activity.</p>
24	Equitable tourism funding and promotion	Policy position	Important	Act	Economic		
25	Equitable regional arts funding	Policy position	Beneficial	Act	Economic		
26	Additional permanent Police in Mandurah	Policy position	Important	Act	Social	<p>Long term advocacy position.</p> <p>Notice of Motion, 25 June 2019 – Council agreed to hold a City Safety Leadership Summit (October 2019). This was one of 5 key outcomes from that summit.</p>	

# Delivering a promising future for Mandurah

## 2021 State Election Requests



# A Snapshot of Mandurah



## Perth's Southern Strategic Activity Centre



**92,594**

Estimated resident population



**119,877**

Forecast population  
in 2036



**10.7%**

Residents with Bachelor  
or higher degree

## Employment / Unemployment



**11%**

Mandurah's unemployment  
rate at September 2020



**59%**

Workers living and working in  
Mandurah and Peel

## Business



**4,642**

Number of local businesses



**Construction**

Largest industry sector by  
registered businesses



**Retail Trade**

Largest industry sector by  
number of employees

## Major challenges and opportunities

- We need to accommodate **significant population growth** while addressing increasing levels of social disadvantage.
- We need to create a **stronger and more resilient economy** to better weather future economic downturns.
- Mandurah's unique amenity - including our waterways, act as a drawcard for residents, visitors, investors and a future workforce; and, **provide us with a competitive advantage**.
- Mandurah is the **number one day trip destination in WA**, with over 3 million visitors last year.

# Mayor's Message

From the late 1990's right through to 2012, Mandurah was one of the fastest growing City's in Australia.

The City grew rapidly from a small holiday town to the largest population centre outside of Perth. This growth was driven, not because people were moving here for work, but because they wanted to live in a place with great lifestyle and amenity. Because of this, the economy here has remained largely that of a holiday town with major industries being those that you would expect to see in a holiday town, hospitality and tourism, along with the normal construction and retail industries that come from being a large population centre.

All indicators suggest that Mandurah and the Peel Region will almost double again in size over the next 20 years.

**With such a beautiful natural environment and a community love for this place, it is easy to overlook the challenges that come with such dramatic population growth.**

The current COVID-19 pandemic has magnified the challenges that already exist in Mandurah. The majority of our jobs are reliant on people spending money in our City and without that, we are seeing job losses and businesses struggling, and the social issues that stem from the stresses and uncertainty that causes.

History has shown that the long-term impacts of unemployment, extends beyond financial hardship. Family breakdown, stress, homelessness, a loss of hope are the real impacts of unemployment.

**If Mandurah's economy was going to diversify naturally, it would have happened already.**

The way we change Mandurah's story and make the most of what we have here is through having a bold agenda and chasing that agenda aggressively over the next 5-10 years.

*We know Local Government, or any Government, can't deliver an agenda like this alone, but we're laying the foundations and building the partnerships that, I'm confident, will generate the momentum we need to see this all come to fruition.*

*Rhys Williams*





# Our priorities, as shaped by our community

Mandurah's key priority areas of economy, health, social and environment have been shaped following the most extensive community consultation process ever conducted by the City. Over 2,000 people told us what was important to them and what aspirations they hold for the future of Mandurah. Our 2021 State election priorities have been formed in line with this very clear community direction.

## Economy

### Our community priorities:

- Supporting and empowering local businesses
- Creating local jobs and opportunities
- Fostering innovation and creativity in enterprise
- A diversity of employment, industries and enterprise
- Giving consideration to the impact of industry on the environment

### Our 2021 State election priority:

1. Transform Mandurah (page 9)
2. Australian Waterways Research Centre (page 10)
3. Shaping a new City Centre (page 11-12)
4. Ecotourism Destination Development – Yalgorup National Park (page 13)

## Social

### Our community priorities:

- Engaging, enabling and promoting youth
- People feeling safe no matter where they are
- Hearing and embracing all voices
- Vibrant and welcoming places for all to share
- Protecting the natural environment as we create shared spaces

### Our 2021 State election priority:

5. Common Ground housing facility in Mandurah to help end homelessness (page 14)
6. Dawesville Community Centre (page 15)
7. South-East Dawesville foreshore development (page 16)
8. Lakelands Madora Bay Pedestrian Bridge (page 17)

## Health

### Our community priorities:

- A compassionate, interconnected whole of health system
- Technology and infrastructure that aids in better health
- Readily available, highly accessible services and facilities
- Appropriate support for an ageing population
- An understanding of the importance of a protected natural environment in preventative health

### Our 2021 State election priority:

9. Mental Health Co-Response in Mandurah (page 18)

## Environment

### Our community priorities:

- Nature having a voice at the table in all decisions
- A beautiful, clean, and sustainable environment for all
- Preserving and celebrating the waterways - our greatest asset
- Protecting the natural environment for generations to come
- Deep engagement and respect for the environment

### Our 2021 State election priority:

1. Transform Mandurah (page 9)
  - a. Australian Waterways Research Centre (page 10)
  - b. Ecotourism Destination Development – Yalgorup National Park (page 13)

Summary of all 2021 State election priorities and commitment requests is on page 19.

- Mandurah Electorate
- Dawesville Electorate

1. Transform Mandurah
2. Australian Waterways Research Centre
3. Shaping a new City Centre
4. Ecotourism Destination Development – Yalgorup National Park
5. Common Ground housing facility
6. Dawesville Community Centre
7. South-East Dawesville Foreshore Development
8. Lakelands Madora Bay Pedestrian Bridge
9. Mental Health Co-Response in Mandurah



# Why is State investment in Mandurah so important?

Mandurah has the attributes required to be a key part of Perth’s economic solution:

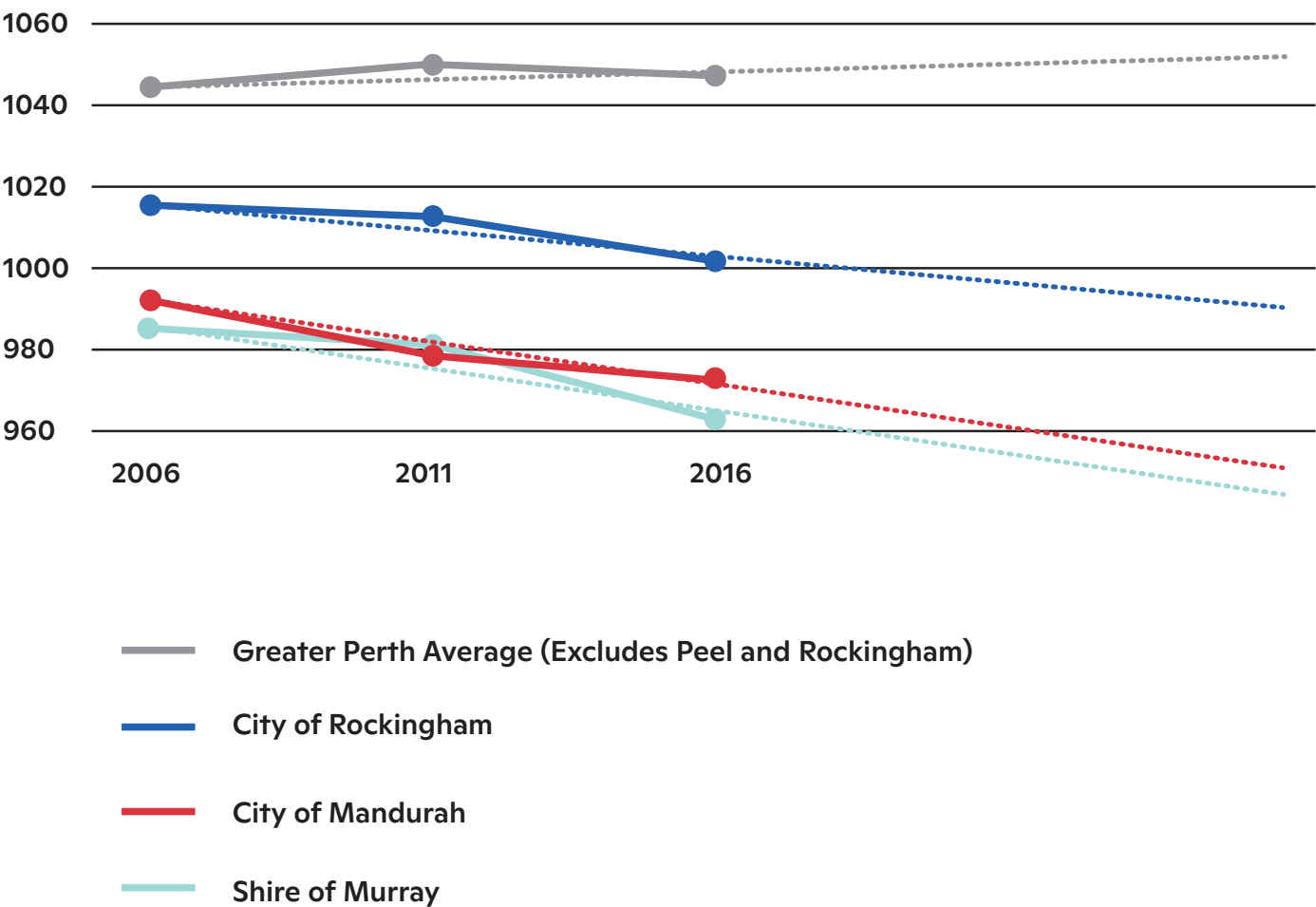
- **Population** – large current and forecasted catchment within close proximity to Mandurah.
- **Proximity to Perth** - Geographically positioned to support decentralisation of Capital City.
- **Unique Amenity** - including our waterways, act as a drawcard for residents, visitors, investors and a future workforce and provide us with a competitive advantage.

This City has the promise of becoming a thriving southern centre for Perth and the Peel region, however if action isn’t taken now, increasing levels of disadvantage in Mandurah and surrounding areas will mean that Mandurah cannot live up to that potential.

The SEIFA Index of Disadvantage represents a comprehensive collection of measures around education, health, social issues, employment etc. When all these measures are put together, a score of around 1,000 is considered the accepted average. As demonstrated below, Mandurah’s SEIFA Index is trending steadily downward.

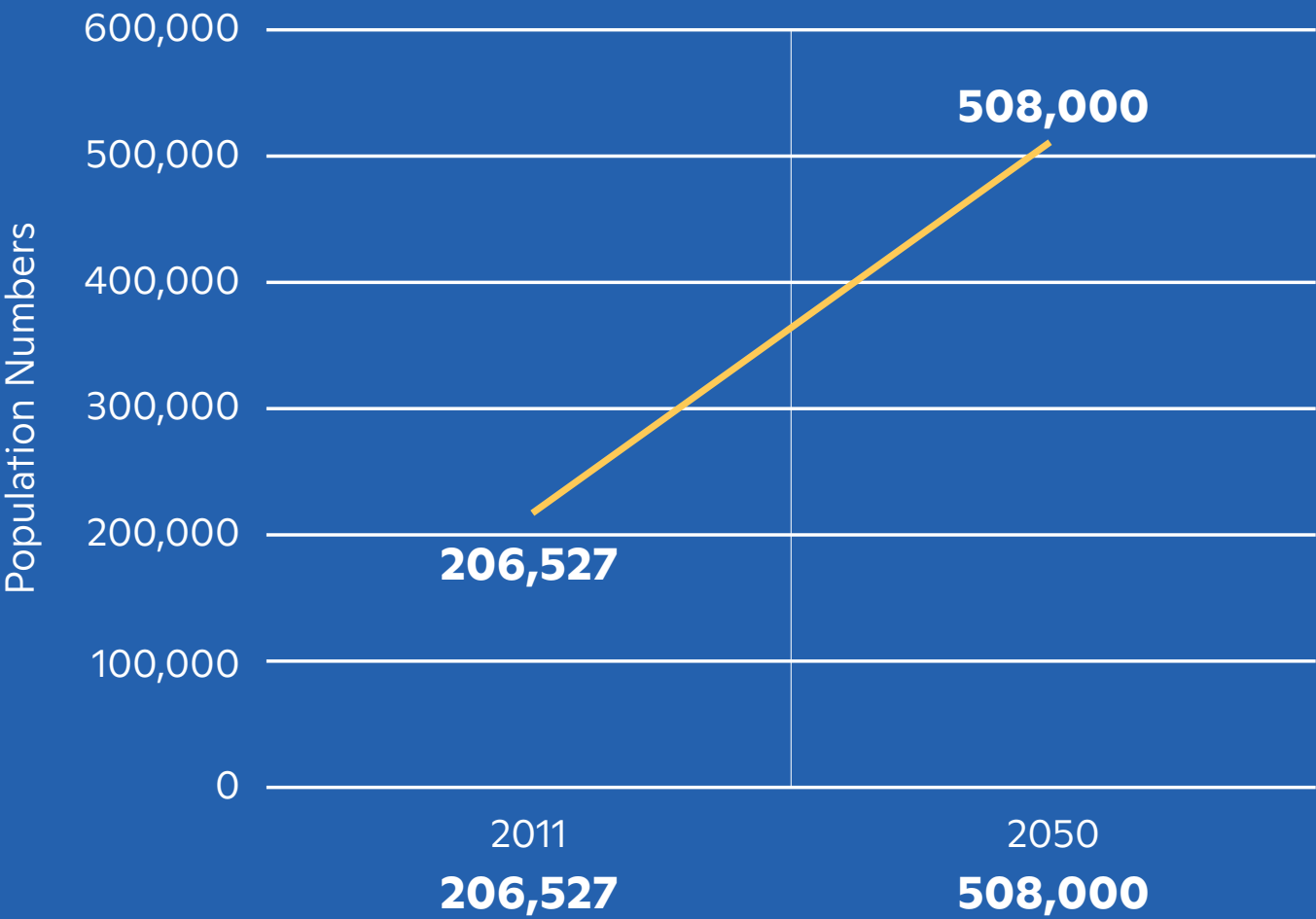
Given that by 2050, there will be 500,000+ people living within 30-40 mins of Mandurah, including Pinjarra, Ravenswood and southern parts of Rockingham, efforts to diversify the local economy and reverse increasing levels of disadvantage is of critical importance to the region and to Perth.

## SEIFA Index of Disadvantage



# Forecasted Population Growth

## Population Growth Comparison 2011-2050



Total Population numbers includes  
Mandurah/Murray, Rockingham

# Transform Mandurah Project

## 1. Economic Revitalisation Agenda

Council's 10-year economic revitalisation agenda, which is already attracting attention from government, private investors and the education sector, will require significant government buy-in from all levels.

Transform Mandurah focuses on three key intertwined projects detailed in this document, that leverage on our unique waterways and natural environment, and will deliver short and long-term investment, quality sustainable jobs and education opportunities.

### The opportunity:

- Attraction of higher-paid, higher-skilled knowledge workers to the economy
- Diversification of Mandurah's economy, making it more resilient to inevitable future economic downturns
- Creating a magnet for new jobs and growth in Perth's South.

### Initial calculations show that Transform Mandurah has the potential for:

Approx. \$200m investment, creating **662 jobs** during construction (with a \$101m+ GRP)

Approx. **3,780 jobs** after completion (with a \$245m+ GRP).



### Requests:

- Commitment to Transform Mandurah agenda as a State priority
- Commitment to implementation through a dedicated Transform Mandurah Activation Group (including the Department of the Premier and Cabinet, the Department of Jobs, Tourism and Sustainable Industries, the Peel Development Commission etc.)
- \$500,000 to co-fund the intensive business planning
- Formal partnership with Development WA



# Transform Mandurah Project

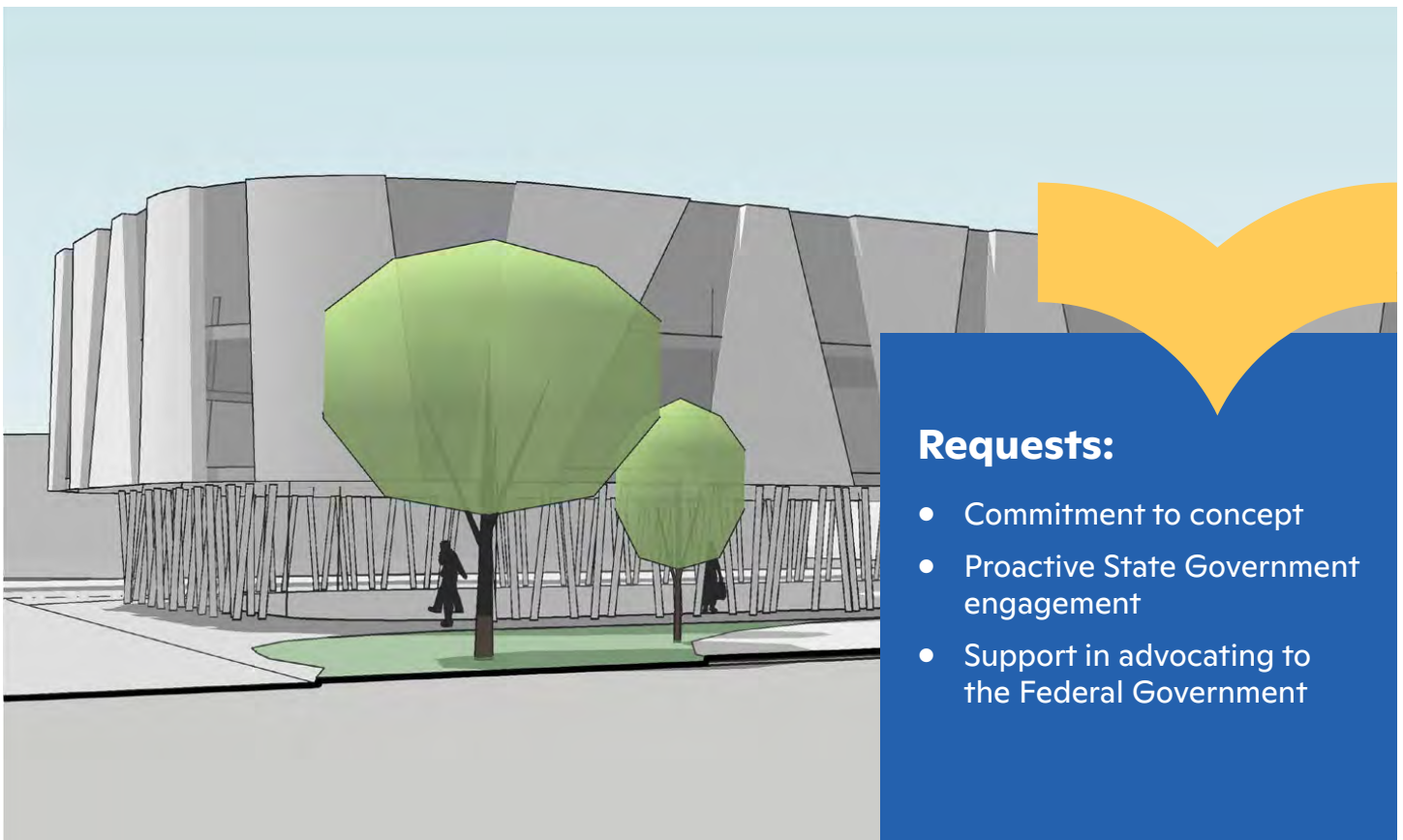
## 2. Australian Waterways Research Centre

The Australian Waterways Research Centre will act as a hub for water sciences including estuarine, river and coastal research. Building on the implementation of Mandurah's new Waterways Data Array, it will create education pathways for local people, bring professional jobs to Mandurah and ultimately diversify and strengthen the local economy.

### The opportunity:

The vision is to position Mandurah as the centre for estuarine, river and coastal research and ultimately realising Mandurah's waterways as a unique opportunity for economic growth. The Australian Waterways Research Centre will:

- be a centralised hub for collaborative research, business activities and eco-tourism
- act as an anchor point for the region's science industries
- include immersive citizen-science and cultural experiences
- provide STEM tertiary and VET education pathways
- stimulate economic activity around key competitive advantage – Mandurah's waterways.



### Requests:

- Commitment to concept
- Proactive State Government engagement
- Support in advocating to the Federal Government



# 3. Shaping our new City Centre

## A stronger heart...

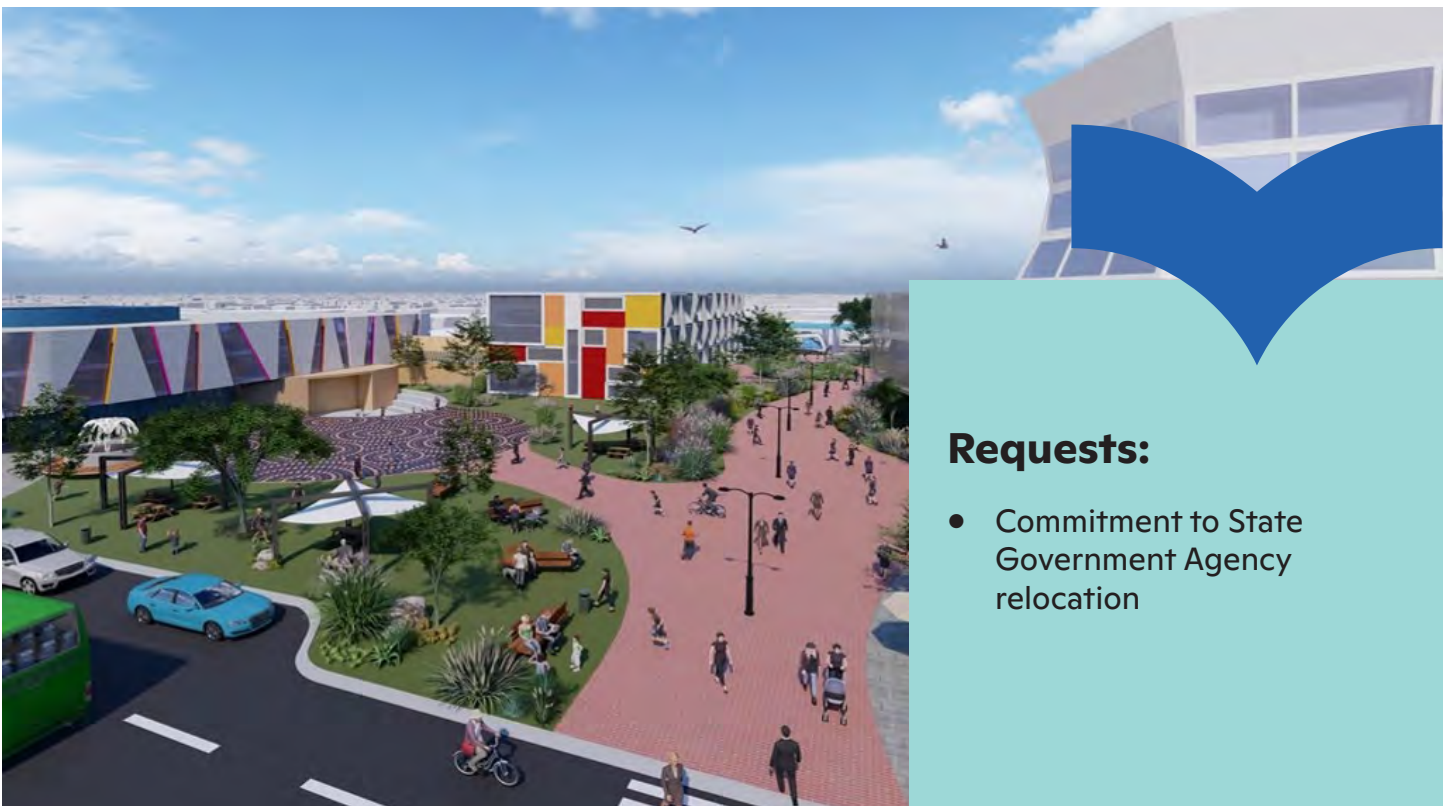
To help stimulate private sector relocation or expansion, and build confidence in Mandurah, the City is seeking to work with the State Government to relocate a relevant government agency to Mandurah. This will bring a workforce of 900-1,000 people, bring to life the City Centre, stimulating local business and demonstrating that Mandurah is a good place to do business.

The Transform Mandurah City Centre revitalisation plan will bring arts and culture to the City Centre, potentially including a library, cultural centre, amphitheatre and sculpture works. It will also be well connected to the train station and throughout Mandurah with a rapid transport network right into the City Centre.

### The opportunity:

The new Mandurah City Centre will be an accessible, engaging and lively city centre, that people want to work, visit and socialise during the day, as well as into the evening. It would include:

- Australian Waterways Research Centre
- Relevant Government agency
- Civic and Local Government Administration
- Civic square, including library and co-working hub
- Commercial and retail opportunities
- Increased residential accommodation



### Requests:

- Commitment to State Government Agency relocation

## Transform Mandurah Project

# 3a. Shaping our new City Centre

## Tourism and creative industries

Broader redevelopment and elevated product offering is required if Mandurah is to raise it's tourism product to international standards.

The Transform Mandurah plan looks to attract a hotel of an international standard to the City Centre, as well as a convention centre that will allow the area to host significant conferences and events. This is vital if Mandurah is to be the known centre of water research and is to attract relevant conferences, delegations and industry events to the region.

The City's events attraction strategy guides the City to become WA's regional events capital, which has so far been successful with many major events held in Mandurah. However, we need a dedicated conference and events space with associated accommodation and attractions to host more and larger events, and encourage visitors to stay longer and return to the city.

### **The opportunity:**

Once the Mandurah City Centre precinct is redeveloped, there will be opportunities to host larger research and professional conferences around environmental issues, agriculture, aquaculture and water sustainability, consistent with the burgeoning water economy.

- 3+ hectares of prime waterfront land that in partnership with Development WA would become mixed use tourism, conference centre, hotel accommodation
- Creation of a true Cultural Square, including Mandurah Performing Arts Centre, Indigenous Cultural Centre and Regional Art Gallery



### **Requests:**

- Partnership with Development WA
- Land reclassification of the proposed convention centre and hotel site to enable development opportunities with the private sector similar to the model used for the Mandurah Ocean Marina



# 4. Tourism Destination Development

### Enhancing Ecotourism – Yalgorup National Park

A staggering 3 million people visited Mandurah last year, making it Western Australia's number 1 day-trip capital destination.

Tourists are drawn to Mandurah, and to enhance the tourism experience to the international level, the Transform Mandurah Plan looks to the Yalgorup National Park as a opportunity for Mandurah to provide unique eco-tourism opportunities.

The 13,000 hectares of national park is of international importance, with more than 20,000 waterbirds migrating here annually and significant aboriginal cultural assets. As part of the Transform Mandurah Plan we want to unlock this hidden treasure and open it up for commercial and recreational opportunities for people to get out into nature and enjoy Mandurah's reputation as a natural beauty and a real eco-tourism City.

#### The opportunity:

Creating environmentally sustainable tourism and related jobs, by unlocking the tourism potential of one of the region's most unique ecological systems. The plan is to activate commercial eco-tourism opportunities within the Yalgorup National Park, including a suite of products, such as trails, eco-tourism accommodation and Aboriginal tourism experiences.



#### Requests:

- \$2.5 million for activation, land acquisition and business planning of Yalgorup National Park
- State Government (Department of Biodiversity, Conservation and Attractions) commitment to the concept







# 5. Common Ground facility in Mandurah to help end homelessness

Council is committed to breaking the cycle of homelessness for the **more than 80 people living rough in Mandurah** and is seeking Government commitment to deliver the next Common Ground facility in Mandurah.

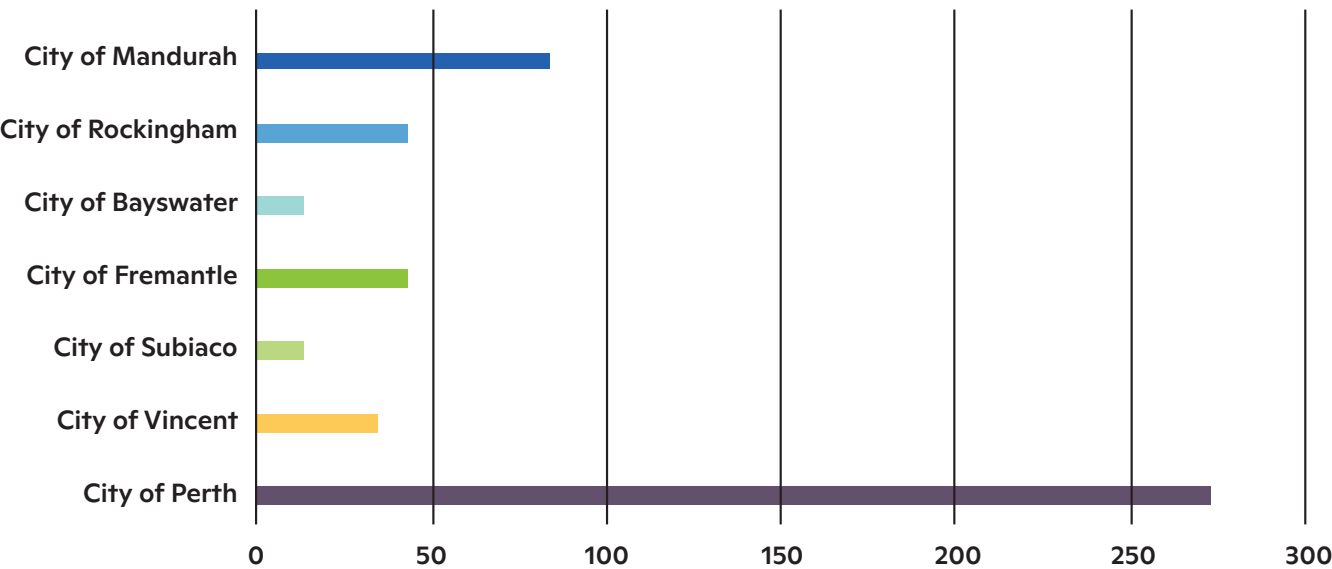
Common Ground is about providing housing to those who are homeless while providing access to permanent housing that is linked with relevant support services to overcome complex histories.

The first Common Ground project is being built in the Perth CBD, which will benefit places like Stirling and Fremantle, however for places like Pinjarra, Mandurah, Rockingham, and Kwinana there is nothing in this southern corridor despite high levels of homelessness.

**The opportunity:**

Council has identified suitable land options and has already committed to working with the State Government in an effort to bring a Common Ground facility to Mandurah to further address the housing issue and really give people a leg up to help break the cycle.

Homeless Street Count March 2020



**Requests:**

That State Government delivers the second WA Common Ground facility in Mandurah

## Community Project

# 6. Dawesville Community Centre

Dawesville has experienced significant growth over the last 15 years, leading to increased demand for social infrastructure, community facilities and services. The current population of 9,153 is expected to grow by 49% to 2036, with residents currently travelling to and from central Mandurah for the majority of services (1 hour by bus).

As the population has continued to grow, the community, with the support of the City, has identified the need for a local multi-purpose centre as a place that can support residents of all ages and abilities in coming together and having access to activities and networks that will assist in this community reaching its potential.

### **The opportunity:**

The new multi-purpose community facility in Dawesville captures the aspirations of local residents and will deliver a hub of community activity for generations to come. The project has been developed through extensive community engagement to ensure the design accurately meets the needs of the local community.

The \$4.6 million capital investment into the district will create around 17 local jobs in the building industry during construction as well as facilitate employment opportunities in important community and social services once complete.



### **Requests:**

- \$2.65 million State Government funding (project total is \$4.6 million)



## Community Project

# 7. South-East Dawesville Foreshore Development

The South-East Dawesville Foreshore is the last large area of strategically located public land available on Mandurah's estuary. As such, it presents an exciting and valuable opportunity to create a public space for local residents and tourists, while also ensuring the precious natural environment is protected and respected for generations to come.

### Opportunity:

The foreshore development capitalises on the unique location to deliver:

- Improved public access to the estuary foreshore
- Designated areas for kayak and sailing opportunities
- Development of a 'nature play' adventure play space
- Protection and preservation of existing bird nesting sites and the foreshores thriving natural environment
- Improved access and inclusion opportunities, upgrade of toilets, improved walking and cycle path connections and increased parking facilities.



### Requests:

- \$2.5 million State Government investment

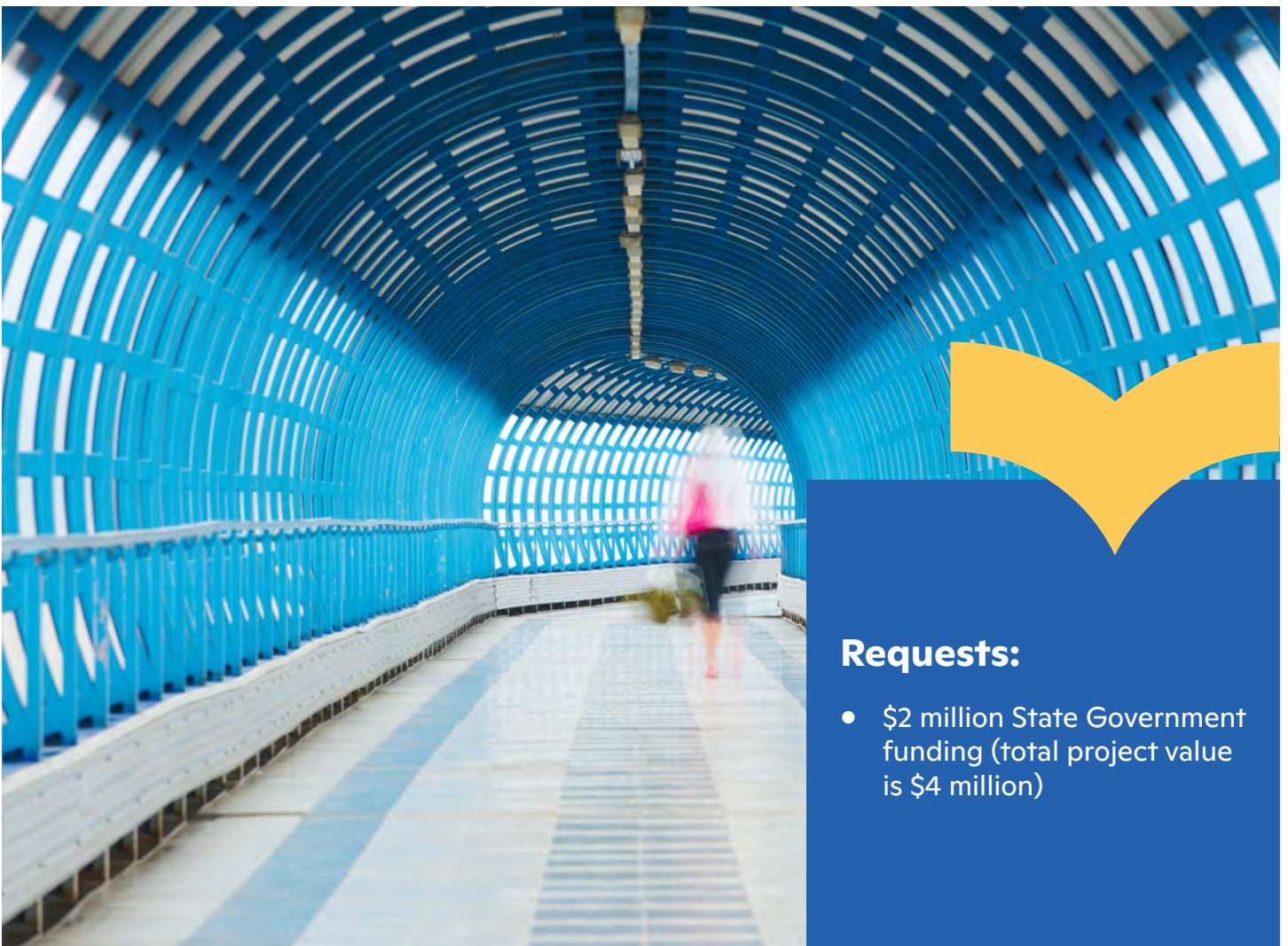
# 8. Lakelands Madora Bay Pedestrian Bridge

Lakelands and Madora Bay currently have a population of approximately 10,287, however this is expected to increase by 81% by 2036. The residents of Lakelands, Madora Bay and surrounding suburbs are split by a busy four lane highly trafficked highway, which sees over 25,000 vehicles per day. This restricts access and creates a potentially unsafe route to facilities, community services, schools, public open spaces and neighbouring communities.

### The opportunity:

The City has already purchased a pedestrian bridge to provide a safe, accessible connection for the communities of Lakelands and Madora Bay. Council is now seeking State Government support to upgrade and relocate this bridge.

The proposed \$4 million development of the Lakelands – Madora Bay Pedestrian Bridge will create local jobs in the building industry during the design and construction phases.



### Requests:

- \$2 million State Government funding (total project value is \$4 million)



Community Project

# 9. Mental Health Co-Response

The Peel Health Campus Emergency Department was designed to manage an average of 82 people per day, but is receiving 129 on average, resulting in recently publicised ramping issues. The campus also has limitations in its ability to respond to acute mental health, with patients needing to be transferred to Rockingham Hospital, over 30 minutes away.

There is currently a Mental Health Co-Response unit operating out of Cockburn, which is intended to also service the Peel region. However, only limited time is spent in the Mandurah area.

The impact on local Police and on the Peel Health Campus could be significantly reduced, with the Perth Mental Health Co-Response trial, showing a reduction in police hospital transfers from 70 per cent to 25 per cent (according to results three years after the commencement of the program in 2016).

**The opportunity:**

With a Mandurah-based Mental Health Co-Response team, mental health assessments can be carried out sooner, without the need for extended hospital stays, freeing up valuable Police and hospital resources.



- Requests:**
- That the State Government deliver a WA Police Mental Health Co-Response in Mandurah as a priority (additional resourcing)

# Delivering a promising future for Mandurah

## 2021 State Election Commitment Requests - Summary

### 1. Transform Mandurah Economic Revitalisation Agenda (Page 8)

- Commitment to Transform Mandurah agenda as a State priority ☐
- Commitment to implementation through a dedicated Transform Mandurah Activation Group (including the Department of the Premier and Cabinet, the Department of Jobs, Tourism and Sustainable Industries, the Peel Development Commission etc.) ☐
- \$500,000 to co-fund the intensive business planning ☐
- Formal partnership with Development WA ☐

### 2. Australian Waterways Research Centre (Page 9)

- Commitment to concept ☐
- Proactive State Government engagement ☐
- Support in advocating to the Federal Government ☐

### 3. Shaping our new City Centre (Page 10)

- Commitment to State Government Agency relocation ☐

### 3a. Shaping our new City Centre Tourism and creative industries (Page 11)

- Partnership with Development WA ☐
- Land reclassification of the proposed convention centre and hotel site to 'Freehold', allowing it to be opened up to development opportunities with the private sector ☐

### 4. Tourism Destination Development (Page 12)

- \$2.5million for activation, land acquisition and business planning of Yalgorup National Park ☐
- State Government (Department of Biodiversity, Conservation and Attractions) commitment to the concept ☐

### 5. Common Ground facility in Mandurah to help end homelessness (Page 14)

- That State Government delivers the second WA Common Ground facility in Mandurah ☐

### 6. Dawesville Community Centre (Page 15)

- \$2.65 million State Government funding (project total is \$4.6 million) ☐

### 7. South-East Dawesville Foreshore Development (Page 16)

- \$2.5 million State Government investment ☐

### 8. Lakelands Madora Bay Pedestrian Bridge (Page 17)

- \$2 million State Government funding (total project value is \$4 million) ☐

### 9. Mental Health Co-Response (Page 18)

- That the State Government deliver a WA Police Mental Health Co-Response in Mandurah as a priority (additional resourcing). ☐







**CITY OF MANDURAH**

**NOTICE OF MOTION**

**COUNCIL MEETING OF 19 JANUARY 2021**  
**COUNCILLOR A ZILANI**

**Mandurah Northern Suburb Facilities**

I hereby give notice that I intend to move the following Motion at the Council meeting of 19 January 2021:

**That officers be requested to report back to Council on appropriate locations in Lakelands for the construction of:**

- 1. A skate park to service the needs of the northern suburbs;**
- 2. An enclosed dog exercise area.**

Reason for the Motion:

The reason for this Motion is that with the recent approval of the enclosed dog exercise area in Dudley Park, and the opening of the Falcon and Mandurah skate parks it is apparent that there is a similar need for facilities in the northern suburbs of Mandurah. A report that identifies potential sites is requested.

Councillor A Zilani  
North Ward

12 January 2021