

Attachment 3.1

18 April 2019

Our Ref: ADM 4

Mr Len Gilchrist

Dear Mr Gilchrist,

RESPONSE TO COMMENTS WITHIN PUBLIC QUESTION TIME

I refer to your comments and questions to Council at its Ordinary meeting held on Thursday 28th March 2019:

Below is an extract from the Minutes of your questions and comments taken on notice at Ordinary Meeting of Council held on 28 March 2019;

“Len Gilchrist; Lot 35 Blackwood River Drive

Does the Council hold first mortgage for the property recently purchased by the Nannup Music Club. Never received an answer. If not, who does? I never received an answer. Bearing in mind that Council has \$350,000 at stake if the Nannup Music Club falls over, did the Nannup Music Club approach a banker prior to approaching the Council. Never got an answer. If yes, what was the result? Never got an answer”

Shire President

I believe the Chief Executive Officer has responded to your questions.

Len Gilchrist

Well I haven't received it in writing.

Shire President

We will refer that to the Chief Executive Officer

Len Gilchrist

The Chief Executive Officer said he spoke about it. I gave him eight questions to answer Mr President and none of them have been answered. So they are being answered in Perth.”

In order to ensure that your questions are answered and that there is no further confusion relating to these being answered, can you please reply to this letter via post with the eight questions you referred to during the Ordinary meeting of Council held on Thursday 28th March 2019.

Yours sincerely,

DAVID TAYLOR
CHIEF EXECUTIVE OFFICER



Minutes

Council Meeting held Thursday 28 March 2019

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Contents

Item	Minute	Title	Page
1		Declaration of Opening	1
2		Record of Attendance/Apologies/Leave of Absence/Visitors (Previously Approved)	1
3		Response to Previous Public Questions Taken on Notice	1
4		Public Question Time	1
5	19027	Application for Leave of Absence	3
6		Petitions/Deputations/Presentations	3
7		Declarations of Interest	3
8		Confirmation of Minutes of Previous Meetings	3
	19028	Confirmation of Previous Council Meeting Minutes	3
9		Minutes Of Council Committees	4
10		Announcements By Presiding Member Without Discussion	4
11		Reports By Members Attending Committees	4
12		Reports of Officers	4
12.1	19029	Delegated Planning Decisions for February 2019	4
12.2	19030	Request to Waiving of Hire Fees	7
12.3	19031	Budget Monitoring – February 2019	10
12.4	19032	Monthly Accounts for Payment - February 2019	12
12.5	19033	Request to Support Lions Cancer Institute Event	14

**Shire of Nannup
Ordinary Council Meeting Minutes: March 2019**

13	New Business Of An Urgent Nature Introduced By Decision Of Meeting	16
14	Meeting Closed To The Public	16
15	Elected Members Motions Of Which Previous Notice Has Been Given	16
16	Question By Members Of Which Due Notice Has Been Given	16
17	Closure Of Meeting	16

Minutes

1. DECLARATION OF OPENING

The Shire President declared the meeting open at 4.30pm.

2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE/VISITORS

ATTENDANCE:

Councillors: T Dean, R Mellema, C Buckland, R Longmore, N Steer, V Hansen, C Stevenson and P Fraser.

Tracie Bishop – Acting Chief Executive Officer
Jane Buckland – Development Services Officer

APOLOGIES:

Jon Jones – Manager Infrastructure

LEAVE OF ABSENCE:

David Taylor – Chief Executive Officer

VISITORS:

Murray McKinley, Kerri Firth, Julie Kay and Len Gilchrist.

3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

3.1 Letter to Mrs R Stallard

Mrs Rita Stallard had a question taken on notice at the February 2019 Ordinary Council Meeting. The response is included as an attachment.

4. PUBLIC QUESTION TIME

Len Gilchrist; Lot 35 Blackwood River Drive

Does the Council hold first mortgage for the property recently purchased by the Nannup Music Club? Never received an answer. If not, who does? I never received an answer.

Bearing in mind that Council has \$350,000 at stake if the Nannup Music Club falls over, did the Nannup Music Club approach a banker prior to approaching the Council. Never got an answer. If yes what was the result. Never got an answer.

Shire President:

I believe the Chief Executive Officer has responded to your questions.

Len Gilchrist:

Well I haven't received it in writing.

Shire President:

We will refer that to the Chief Executive Officer.

Len Gilchrist:

The Chief Executive Officer said he spoke about it. I gave him eight questions to answer Mr President and none of them have been answered. So they are being answered in Perth.

Shire President:

Ok.

Len Gilchrist:

I've got a letter here from Mr McGowan and I'm going to read it.

Shire President:

Is it a question? It cannot be read unless it is a question.

Len Gilchrist:

My question to Cr Tony Dean; about the hundred thousand which was in the bank; Cr Dean stated that the Music Club had saved the money over twenty years. The information was not stated in the Minutes; why not when there were two people taking notes during the meeting? Why not?

–This question was ruled out of order as Mr Gilchrist kept interrupting the Shire President trying to respond.

Shire President:

Any more questions please Mr Gilchrist.

Len Gilchrist:

Oh yeah well I'll ask a question then. Yeah I got some. Why wasn't the house price published for the people to know about? In the music club? And I'll tell you something –

Shire President:

Is that the question -Why wasn't the house price published for the Music Club?

Len Gilchrist:

Yeah

Shire President:

You will need to ask the real estate agent, the publishing of the house price does not involve Council.

Len Gilchrist:

The Music Club comes through the Council to get the money and a grant.

Shire President:

Please ask you next question Mr Gilchrist.

Len Gilchrist:

Well Mark McGowan's got the question. I think you are worried. You're scared aren't you? You're running...be careful what you say.

Shire President:

Are there any more questions?

Mr Gilchrist continued to make accusations and statements and would not stop doing so and therefore was ruled out of order and asked to leave the meeting.

5. APPLICATION FOR LEAVE OF ABSENCE:

19027 STEER/MELLEMA

That Cr Longmore be granted a leave of absence from the May 2019 Ordinary Council Meeting.

CARRIED (7/0)

6. PETITIONS/DEPUTATIONS/PRESENTATIONS

Iluka Resources Ltd. made a presentation to Council on proposed exploration activities within the Shire of Nannup.

7. DECLARATIONS OF INTEREST

Cr Mellema and Cr Buckland declared Impartiality Interest in Agenda Item 12.2 Request to Waiving of Hire Fees.

8. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

8.1 WITHDRAWN

8.2 19028 LONGMORE/FRASER

That the Minutes of the Ordinary Council Meeting of the Shire of Nannup held in Council Chambers on 28 February be confirmed as a true and correct record.

CARRIED (8/0)

9. MINUTES OF COUNCIL COMMITTEES

Nil

10. ANNOUNCEMENTS BY PRESIDING MEMBER WITHOUT DISCUSSION

Nil

11. REPORTS BY MEMBERS ATTENDING COMMITTEES

Nil.

12. REPORTS OF OFFICERS

AGENDA NUMBER:	12.1
SUBJECT:	Delegated Planning Decisions for February 2019
LOCATION/ADDRESS:	Various
NAME OF APPLICANT:	Various
FILE REFERENCE:	TPL18
AUTHOR:	Jane Buckland – Development Services Officer
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
DATE OF REPORT:	8 March 2019
PREVIOUS MEETING REFERENCE:	Nil
ATTACHMENT:	12.1.1 – Register of Delegated Development Approvals

BACKGROUND:

To ensure the efficient and timely processing of planning related applications, Council delegates authority to the Chief Executive Officer to conditionally approve Application for Development Approval that meet the requirements of both Local Planning Scheme No.3 (LPS3) and adopted Council policy.

Delegated planning decisions are reported to Council on a monthly basis to ensure that Council has an appropriate level of oversight on the use of this delegation. A Register of Delegated Development Approvals, detailing those decisions made under delegated authority in February 2019 is presented in Attachment 12.1.1.

COMMENT:

As shown in the attachment, each application has been advertised in accordance with LPS3 and Council's adopted Local Planning Policy *LPP5 Consultation* as detailed in the Policy Implications section of this report.

During February 2019, eight (8) development applications were determined under delegated authority. The table below shows the number and value of development applications determined under both delegated authority and by Council for February 2019 compared to February 2018:

	February 2018	February 2019
Delegated Decisions	3 (\$59,000)	8 (\$403,322)
Council Decisions	0	0
Total	3 (\$59,000)	8 (\$403,322)

100% of approvals issued in the month of February were completed within the statutory timeframes of either 60 or 90 days.

STATUTORY ENVIRONMENT:

Planning and Development Act 2005, Local Government Act 1995 and LPS3.

Regulation 19 of the *Local Government (Administration) Regulations 1996* requires that a written record of each delegated decision is kept.

POLICY IMPLICATIONS:

Applications for Development Approval must be assessed against the requirements of LPS3 and Local Planning Policies adopted by Council. These Policies include Local Planning Policy *LPP5 Consultation* which details the level and scope of advertising required for Applications for Development Approval.

Each application processed under delegated authority has been processed and advertised, and has been determined to be consistent with the requirements of all adopted Local Planning Policies.

FINANCIAL IMPLICATIONS:

The required planning fees have been paid for all applications for Development Approval processed under delegated authority.

STRATEGIC IMPLICATIONS:

Nil.

RECOMMENDATION:

That Council receives the report on Delegated Development Approvals for February 2019 as per Attachment 12.1.1.

19029 STEVENSON/LONGMORE

That Council receives the report on Delegated Development Approvals for February 2019 as per Attachment 12.1.1.

CARRIED (8/0)

Cr Buckland and Cr Mellema declared in Impartiality Interest 12.2 as they both teach at Nannup District High School; and the event was to raise money a school chaplaincy service.

AGENDA NUMBER:	12.2
SUBJECT:	Request to Waiving of Hire Fees
LOCATION/ADDRESS:	Village Green and Power Pole
NAME OF APPLICANT:	Rotary Club of Bridgetown
FILE REFERENCE:	FNC 10
AUTHOR:	Tracie Bishop – Manager Corporate Services
REPORTING OFFICER:	Tracie Bishop – Manager Corporate Services
DISCLOSURE OF INTEREST:	N/A
DATE OF REPORT:	20 March 2019
ATTACHMENT:	12.2.1 - Letter from Rotary Club of Bridgetown

BACKGROUND:

A letter has been received from the Rotary Club of Bridgetown requesting a wavering of fees for the “Tour of the Blackwood” bike event. The event occurred on the 23 March 2019.

Within this letter it is explained that the primary need for this venue is to provide a water station and to be a check point for riders who are competing in this event. Further discussions with Council’s Economic and Community Development Officer, who has been liaising with this group through the Event Application process, has noted that the estimated total time that the riders will be utilising the space will under 1 hour.

COMMENT:

The Rotary Club of Bridgetown, although not a local community group, are fund raising through this ride to support the Nannup District High School in the securing of Chaplaincy services for the school. Therefore, although not technically a local community group there is benefit to the community of Nannup through this event taking place.

The Rotary Clubs of Australia’s mission statement states:”

Australian Rotary Clubs are part of an international network of business, professional and community leaders who strive to make the world a better place through practical efforts.

This is achieved through the reward of "paying it forward" which in turn unites men and women from different backgrounds, cultures, religious and political beliefs the world over, allowing ordinary people to do extraordinary things.¹

Council now has the opportunity to take part in this philosophy and through waiving of the fees for this hire of venue and utilities participate in this process of "Paying it forward" and ensuring that the local district high school receives the benefit which in turn benefits the youth of our community.

As mentioned the total time that the venue and utilities were required was for a period of less than 1 hour. Actual costs associated with this hire are not broken down into incremental hourly rates so the costs involved are: -

- Village Green - \$65.00/day
- Consumer Pole - \$55.00/day

Council's Policy FNC 3 – Community Group Grants and Donations provides commentary around the request for donations. It would appear that the waiving of fees for Council Owned Assets would fall within this category. There is no reference within this policy that the community group needs to be based within the local government or if this applies to community groups at large. In this instance it is officer recommendation that this request be approved for reasons stated above.

STATUTORY ENVIRONMENT:

Nil

POLICY IMPLICATIONS:

Policy FNC 3 – Community Group Grants and Donations:

"3. Requests for donations outside of the Community Grants budget deliberations are to be made in writing, giving full details of the organisation concerned and the purpose for which the donation will be used. Council reserves the right to request any information necessary in order to arrive at a decision whether or not to provide a donation in any instance.

4. All requests for donations outside of community grant budget deliberations shall be included in the next available agenda, which will include a report from staff detailing the availability and source of funds from Council's budget if recommended for approval

5. Council at its discretion shall approve or not approve donations outside of community grant budget deliberations.

¹ http://rotaryaustralia.org.au/news/4926/about-rotary-in-australia?frm_id=14

FINANCIAL IMPLICATIONS:

Loss of revenue of \$120.00.

STRATEGIC IMPLICATIONS:

Shire of Nannup Community Strategic Plan 2017-2027 – Our Community Leadership
- Strategy 5.1 Support Existing and Emerging Community Groups.

RECOMMENDATION

That Council advises the Rotary Club of Bridgetown, that Council is prepared to allow the use of the Village Green and a consumer pole free of charge to assist in the provision of a water station and check point for the Tour of the Blackwood ride held on the 23 March 2019.

19030 LONGMORE/STEER

That Council advises the Rotary Club of Bridgetown, that Council is prepared to allow the use of the Village Green and a consumer pole free of charge to assist in the provision of a water station and check point for the Tour of the Blackwood ride held on the 23 March 2019.

CARRIED (8/0)

AGENDA NUMBER:	12.3
SUBJECT:	Budget Monitoring – February 2019
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FNC 15
AUTHOR:	Robin Lorkiewicz – Corporate Services Officer
REPORTING OFFICER:	Tracie Bishop – Manager Corporate Services
DISCLOSURE OF INTEREST:	None
DATE OF REPORT:	21 March 2019
ATTACHMENTS:	12.3.1 – Financial Statements for the period ending 28 February 2019

BACKGROUND:

Local Government (Financial Management) Regulation 34(1) requires that Council report monthly on the financial activity from all the various operating and capital divisions. Council has adopted a variance threshold of 10% or \$30,000, whichever is the greater on which to report. The statutory statements are appended at Attachment 12.3.1.

Whilst this has resulted in all variances of 10% being identified and reported, it only focuses attention on the performance to the month in question and not the likely outturn at the end of the year.

Monthly reporting draws on the flexibility allowed in the Financial Management Regulations to draw attention to likely under and overspends at the end of the year.

COMMENT:

Please refer to the attachment, Financial Statements for period ending 28 February 2019 for a detailed analysis of our end of year position, Note 2.

STATUTORY ENVIRONMENT:

Local Government (Financial Management) Regulation 34(1)(a).

POLICY IMPLICATIONS:

Nil.

FINANCIAL IMPLICATIONS:

The attached financial statements detail financial outcomes for 2018/19.

STRATEGIC IMPLICATIONS:

Nil.

RECOMMENDATION: Monthly Financial Statements for the period ending 28 February 2019 be received.

19031 BUCKLAND/STEVENSON

Monthly Financial Statements for the period ending 28 February 2019 be received.

CARRIED (8/0)

AGENDA NUMBER:	12.4
SUBJECT:	Monthly Accounts for Payment - February 2019
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FNC 8
AUTHOR:	Robin Lorkiewicz –Corporate Services Officer
REPORTING OFFICER:	Tracie Bishop – Manager Corporate Services
DISCLOSURE OF INTEREST:	None
PREVIOUS MEETING REFERENCE:	None
DATE OF REPORT	21 March 2019
ATTACHMENTS:	12.4.1 – Accounts for Payment – February 2019

BACKGROUND:

The Accounts for Payment for the Nannup Shire Municipal Account fund and Trust Account fund from 1 February 2019 to 28 February 2019 as detailed hereunder and noted on the attached schedule, are submitted to Council.

COMMENT:

If Councillors have questions about individual payments prior notice of these questions will enable officers to provide properly researched responses at the Council meeting.

There is currently one corporate credit card in use. A breakdown of this expenditure in the monthly financial report is required to comply with financial regulations. This breakdown is included within the attachments.

Municipal Account

Accounts paid by EFT	11360 – 11425	76,183.87
Accounts paid by cheque	20348 – 20355	1,674.37
Accounts paid by Direct Debit	DD10401.1 – DD10401.13	24,989.32
<i>Sub Total Municipal Account</i>		<u>\$102,847.56</u>

Trust Account

Accounts paid by EFT	11415-11415	1,248.40
Accounts Paid by cheque		0.00
<i>Sub Total Trust Account</i>		<u>\$1,248.40</u>
Total Payments		<u>\$104,095.96</u>

STATUTORY ENVIRONMENT:

LG (Financial Management) Regulation 13

POLICY IMPLICATIONS:

None.

FINANCIAL IMPLICATIONS:

As indicated in Schedule of Accounts for Payment.

STRATEGIC IMPLICATIONS:

None.

RECOMMENDATION: That the List of Accounts for Payment for the Nannup Shire Municipal Account fund totalling \$104,095.96 1 February 2019 to 28 February 2019 in the attached schedule(s) be endorsed.

19032 MELLEMA/HANSEN

That the List of Accounts for Payment for the Nannup Shire Municipal Account fund totalling \$104,095.96 1 February 2019 to 28 February 2019 in the attached schedule(s) be endorsed.

CARRIED(8/0)

AGENDA NUMBER:	12.5
SUBJECT:	Request to Support Lions Cancer Institute Event
LOCATION/ADDRESS:	Grand Cinemas - Como
NAME OF APPLICANT:	Lions Cancer Institute (Inc.)
FILE REFERENCE:	FNC 10
AUTHOR:	Tracie Bishop – Manager Corporate Services
REPORTING OFFICER:	Tracie Bishop – Manager Corporate Services
DISCLOSURE OF INTEREST:	N/A
DATE OF REPORT:	25 March 2019
ATTACHMENT:	12.5.1 - Email from Lions Cancer Institute (Inc.)

BACKGROUND:

An email was received from the Lions Cancer Institute Inc. requesting support for an annual event that is held for sick, handicapped and/or severely disabled children in Western Australia. The Children's Big Day Out is an event that aims to take 5,100 special needs children and carers out for the day to experience an outing that, as a result of current circumstances, may not be afforded to these children at this point in time.

For this current year, this event will see these children taken from all the hospitals that they are currently residing in out for the day on April 20th and transport them to the Grand Cinemas in Como. For some this will be a first time experience, the children, who due to their illness won't get out of hospital for Easter, will receive refreshments, show bags, a pre-released movie for them to enjoy and a visit from Easter Bunny who will be giving out Easter Eggs. It is important to note that all of this can only be made possible with the generosity from the community as there currently is no State or Federal Government Funding to support this event.

The reason for the request to the Shire of Nannup for support is that there will be four children attending this event that live within the Shire of Nannup.

COMMENT:

The Lions Cancer Institute Inc., formed in 1989, and is a subsidiary of the Lions Clubs of Australia. The Institute was formed to serve the community; and especially its rural and remote members who have poorer outcomes as a result of cancer. The Institute is distinguished by having a large body of dedicated and highly qualified volunteers who make a difference to cancer patients, and particularly those with skin cancer. Service's provided include a cancer skin screening service, research projects and events like the "Children's Big Day Out". Their motto is "*Saving Lives in your community through screening and research*".

The contribution asked is minimal especially when compared to the perceived enjoyment that attending this event is intended to provide to participants of the day.

Total sponsorship requested is \$100 per local child which equates to \$400 overall.

Council's Policy FNC 3 – Community Group Grants and Donations provides commentary around the request for donations.

STATUTORY ENVIRONMENT:

Nil

POLICY IMPLICATIONS:

Policy FNC 3 – Community Group Grants and Donations:

“3. Requests for donations outside of the Community Grants budget deliberations are to be made in writing, giving full details of the organisation concerned and the purpose for which the donation will be used. Council reserves the right to request any information necessary in order to arrive at a decision whether or not to provide a donation in any instance.

4. All requests for donations outside of community grant budget deliberations shall be included in the next available agenda, which will include a report from staff detailing the availability and source of funds from Council's budget if recommended for approval

5. Council at its discretion shall approve or not approve donations outside of community grant budget deliberations.

FINANCIAL IMPLICATIONS:

Total contribution of \$400.

STRATEGIC IMPLICATIONS:

Shire of Nannup Community Strategic Plan 2017-2027 – Our Community Leadership
- Strategy 5.1 Support Existing and Emerging Community Groups.

RECOMMENDATION

That Council advises the Lions Cancer Institute Inc., that the Shire of Nannup is happy and willing to support the “Children’s Big Day Out 2019” with a sponsorship of \$400.

19033 LONGMORE/STEER

That Council advises the Lions Cancer Institute Inc., that the Shire of Nannup is happy and willing to support the “Children’s Big Day Out 2019” with a sponsorship of \$400.

CARRIED (8/0)

13. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING

Nil

13.1 OFFICERS

13.2 ELECTED MEMBERS

14. MEETING CLOSED TO THE PUBLIC

Nil

14.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED

14.2 PUBLIC READING OF RESOLUTIONS THAT MAY BE MADE PUBLIC

15. ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

16. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

17. CLOSURE OF MEETING

The Shire President declared the meeting closed at 5.14pm.

Attachment 3.1

20 March 2019

Our Ref: ADM4

Mrs Rita Stallard


Dear Mrs Stallard,

RESPONSE TO QUESTION TAKEN ON NOTICE

I refer to your question below posed to Council at its Ordinary meeting held on Thursday 28th February 2019 and Council's response regarding same:

Question taken on notice at Ordinary Meeting of Council held on 28 February 2019 in relation to the fees and charges at the Nannup Waste Facility;

"I was told that a local was charged \$187 to drop off a trailer load of rubbish at the rubbish tip and would like to know if it is true?"

This letter is to provide you with written confirmation of the conversation held between yourself and Ms Tracie Bishop, Manager Corporate Services on Monday 11th February 2019.

After further clarification from you during that conversation, the fees and charges referred to in your question were in relation to a commercial operator and therefore commercial charges applied.

Please do not hesitate to contact me on (08) 9756 1018 if you would like to discuss further.

Yours sincerely,



DAVID TAYLOR
CHIEF EXECUTIVE OFFICER

COPY



Business Initiative Group Nannup Minutes for
Held at Nannup Bowling Club – Meeting Room at 5.30pm for 6pm start. On 7th March

Meeting Opened: 6 PM

Attendance: T. Hind, M. White, I. Gibb, J. Green, I. Green, C. Buckland, J. May, W. Leece, G. Wishart, D. Ness, M. McKinley.

Apologies:

Confirmation of previous minutes: Presented and accepted

Moved: D. Gibb

Seconded: M. White

Business arising from previous minutes:

- Taste of Nannup membership: Invoice or membership form requested before payment: **Still to be actioned**
- Chris Buckland:
 1. Review Bin Service cost: The tip has limited life; Prices quoted disputed Nannup Caravan Park.
 2. Advertisement of tip prices: Agree more diligence required to inform public of any price changes
 3. Review asbestos dumping: Dumping of asbestos has not been cancelled, service is only available when resources available.
 4. Reinstate mile marker: Completed.

Thank you to Nannup shire and Chris Buckland for following these matters up.

Correspondence OUT:

- Shire : Re Business list update: No response as yet from Louise Stokes
- BigN Members and local Businesses; Request from Holberry house forwarded
- Shire: Request for confirmation of business breakfast availability

Correspondence IN:

- Di Ness: Quote for Ad on TV with WIN: Discussed in General Business
- New memberships: Nannup Caravan Park, Nannup Real Estate, Soapsmith (Hemp Shop).
- SWDC: Seminar for local leadership program.
- Holberry House: Request for data regarding recent fire impact on local businesses
- Nannup Caravan park Agenda Items to be discussed
- Nannup Shire: Jane Buckland Sign update South side has been approved (As it is Shire property). Expected North side (Controlled by Public Transport Authority) to be resolved shortly

Moved: D. Ness

Seconded: C. Buckland

Finance Report:

- Confirm payments for Christmas lights: **Still to be Actioned. 1st Prize \$200, 2nd prize \$140, 3rd Prize \$60** **Carried**
- Online banking update: Progressing should be finalised this month.
- Invoice to Shire for Christmas lights sponsorship: Sent
- Interim Profit & Loss statements to 6 March 2019 to present: Presented to meeting
- Public Liability insurance renewal and upgrade to discuss:
 1. Review to cover tourist activity component when SITF project launched
 2. Seek 3 quotes to increase public liability cover \$10,000,000 and \$20,000,000 (Mark White to confirm cover required for Schools)
- SITF A-frame signs for Wild Eyed and Soapsmith: **Motion:** reimbursement to Mark White for development approval fee to the Shire of Nannup being \$155 Wild Eyed Press sign and \$145 Soapsmith sign **Moved: D. Ness Seconded: I. Green Carried**

Moved: M. McKinley

Seconded: D. Ness

Agenda Items:

- Encouraging visitors: Possible ideas: discount /loyalty card program for town. Discuss with CRC regarding success of voucher programme. To be discussed further at next meeting.

- Second Music Festival in November/ December on much smaller scale: Nannup Caravan Park will review options
- Water Authority Charges: BIGN to correspond with SWDC and local Politicians with request to review charges and separate business and residential water supply charges where combined (information to be sort from Nannup Caravan Park, draft to be sent to G. Wishart and W. Leece before forwarding) . Affected local businesses are encouraged to act collectively for a stronger voice. NOTE: Nannup Shire is also affected with sale of water to residents requiring tank top-up.
- Abby Road advertising: Mark to discuss further with owners regarding using existing log and check with main roads regarding possibilities.
- Business Breakfast: delayed until response received from David Taylor.
- Find the Fun: Nannup Shire missed out on the grant application so new quote to be sort for Nannup Find the Fun, funding to be sort elsewhere. Mark White to speak with D. Ness and L. Stokes regarding possible option to join Southern Forest Region.

General Business:

- Fire warnings ... viability of visitor briefing by local fire brigade representative: Already address through Shire representative. Feedback: Louise to be commended for her presentation at Nannup Caravan Park.
- CRC meeting for SITF management: to be arranged for Tuesday 12th March
- Nannup Music Festival: sold out of tickets for the first time; even with an extra venue. Artists enjoy the experience and appreciation they receive from Club and patrons of the festival. Thanks to Rob Marshall for stepping up to manage traffic control for the festival at such short notice, the festival would not have been able to proceed without his help. Artists are rebooking.
- Congratulations to Di Ness and Louise Stokes for being selected to represent Nannup on the LTO (Local tourism Organisation) board. Di Ness is a valuable asset for Nannup.
- Advertising: SITF: Commercial production cost approximately \$1500. Packages from WIN depending on number of screening and time slot. To be reviewed when revenue is available. Possibly run for 3 months, with code on screen to be quoted for discount when booking to assess effectiveness of advertising.
- Current increase in growth and interest in Nannup is positive for town and local businesses.
- Flood Levels: to be reviewed with Neville from Nannup Historical society. Jim Green to action
- Australia day medals: Engraving was delayed until after presentation this year due to timing of delivery. Engraving has been completed.
- Lions Auction on 25th May 2019 collection of items has started.
- Men shed now have slab laid for the new shed looking forward to next stage of progress.
- Phoenix Agriculture has now received a Marron Licence.
- Nannup Film Society will be changing structure to Community cinema. This will mean no membership, but tickets will be sold at the door for each screening.
- Community House will be 100 years old in 2022 and hope to have renovations completed by then.

Next meeting date 4th April

Venue: Nannup Bowling Club

Meeting closed 7.45pm



Workforce Plan 2017-2027

"We are a unique town that role models sustainability, friendliness, that takes the time to celebrate our heritage and festivals. We are surrounded by amazing nature, with charming historic and built fabric. Our leaders provide for and listen to us all."

Table of Contents

1	Executive Summary.....	1
2	Why are we doing this?	2
	Planning Framework.....	2
3	Analysis of Internal and External Environment and Workforce	3
	Organisational Structure and Current Workforce Analysis	3
	<i>Tenure of Employment</i>	6
	<i>Paid to Volunteer Ratio</i>	6
	<i>Gender Ratio</i>	7
	<i>Turnover</i>	7
	Diversity	8
	Financial Analysis.....	8
	Knowledge and understanding of your local government	9
	Knowledge and understanding of the external environment	10
	Current risks associated with the business we are in.....	10
4	Strategic Community Plan Workforce Implications.....	13
	Current and future operating environment	13
	Policies and processes which support integration of workforce considerations	14
	Performance measurement information	15
	Developing workforce resources.....	15

1 Executive Summary

In essence, the Workforce Plan maximises the capacity of our organisation's workforce and our ability to respond to challenges through strategic planning.

Local Government engages both office based and outdoor staff. A high level of technical training is required in some roles (such as town planning and corporate services), whilst government legislation and standard organisational knowledge are important to most positions. Customer service is a significant element to all roles, with most staff viewing the role as a service to the community.

In 2017, Council's permanent workforce consists of up to 25 individual employees or 23.83 full time equivalent (FTEs) staff. This represents around 4% of the total workforce population of 620 people in the Shire of Nannup based on current statistical data available. The organisation is one of the largest single employers in the Shire.

The key workforce challenges and trends facing the Shire of Nannup in the next 10 years include:

- Ageing workforce;
- Increased responsibilities and services to be provided;
- Possibility of a decreased number of new people entering into the market;
- Increased competition for specialist skills;
- Increased importance on staff retention and satisfaction;
- Increased importance on attracting staff and resources from alternate sources;
- Achieving financial sustainability;
- Increasing demand for more flexible work arrangements;
- Workforce will be increasingly highly skilled and specialist information is confined to key individuals; and
- Technology to take a greater role in service delivery.

Based on the research and findings of the Workforce Plan, the following priority tasks are required to maximise the capacity of our organisation's workforce and our ability to respond to challenges through strategic planning:

- Human Resources policies and processes require ongoing review;
- Critical skills and capabilities need to be identified and targeted;
- Further investigation of career pathways for staff;
- Review Emergency Management workforce in line with legislative requirements;

- Increased use of flexible work arrangements to attract new staff and retain current work force.

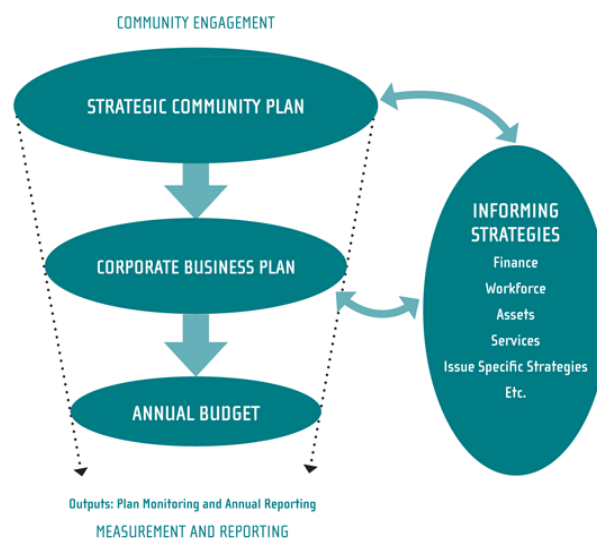
2 Why are we doing this?

The Shire of Nannup Workforce Plan 2017-2027 (referred to as the 'Workforce Plan' in this document) identifies the human resources and skills required to deliver our community's priorities for the next ten years. The community's priorities (as summarised in Appendix 2) and their method of delivery are set out in the Shire of Nannup Community Plan and Corporate Business Plan documents.

The Community Strategic Plan and Corporate Business Plan are the primary documents that form part of the integrated planning and reporting framework that are a State Government initiative giving communities the opportunity to shape their own future. The Community Strategic Plan sits at the top of the Framework supported by the Corporate Business Plan, Asset Management Plan, Long Term Financial Plan and Workforce Plan (refer Appendix 1 for all related plans).

Planning Framework

The diagram below illustrates the relationship between the Shire's strategic and operational documents, highlighting the position of the Workforce Plan within this planning hierarchy.



Integrated Planning Model image courtesy of Department of Local Government

Workforce Planning enables local government to:

- Respond quickly and strategically to change by recognising emerging challenges;
- Improve efficiency, effectiveness and productivity by having employees with the right knowledge and skills and who are a good fit for the job they are in;

- Facilitate strategic staffing and planning for future workforce requirements by identifying these in a timely manner, monitoring staff turnover and making arrangements to fill key vacancies;
- Strengthen our organisation's capacity to achieve the outcomes of the Strategic Community Plan and Corporate Business Plan;
- Encourage understanding of our organisation's workforce profile so that existing workforce capacity can be maximised and the future workforce shaped as needed;
- Assist with identifying and managing people with the knowledge critical for efficient and effective business operations, and managing organisational memory;
- Adapt and integrate management and business processes, technology and systems and adjust organisational structure to use resources most effectively;
- Monitor costs and directly link workforce expenditure against business outputs and outcomes, and
- Strengthen the organisation's career paths and staff development.

In essence, the Workforce Plan maximises the capacity of our organisation's workforce and our ability to respond to challenges through strategic planning.

3 Analysis of Internal and External Environment and Workforce

Organisational Structure and Current Workforce Analysis

As mentioned in the introduction, Local Government engages both office based and outdoor staff with a high level of technical training required in some roles. Additionally, government legislation and standard organisational knowledge (such as OSH and risk management) are key factors to consider in all roles. Customer service remains the significant element to all roles, with most staff viewing all positions within Council as a service to the community.

The organisation is currently divided into three departments:

1. CEO Department:

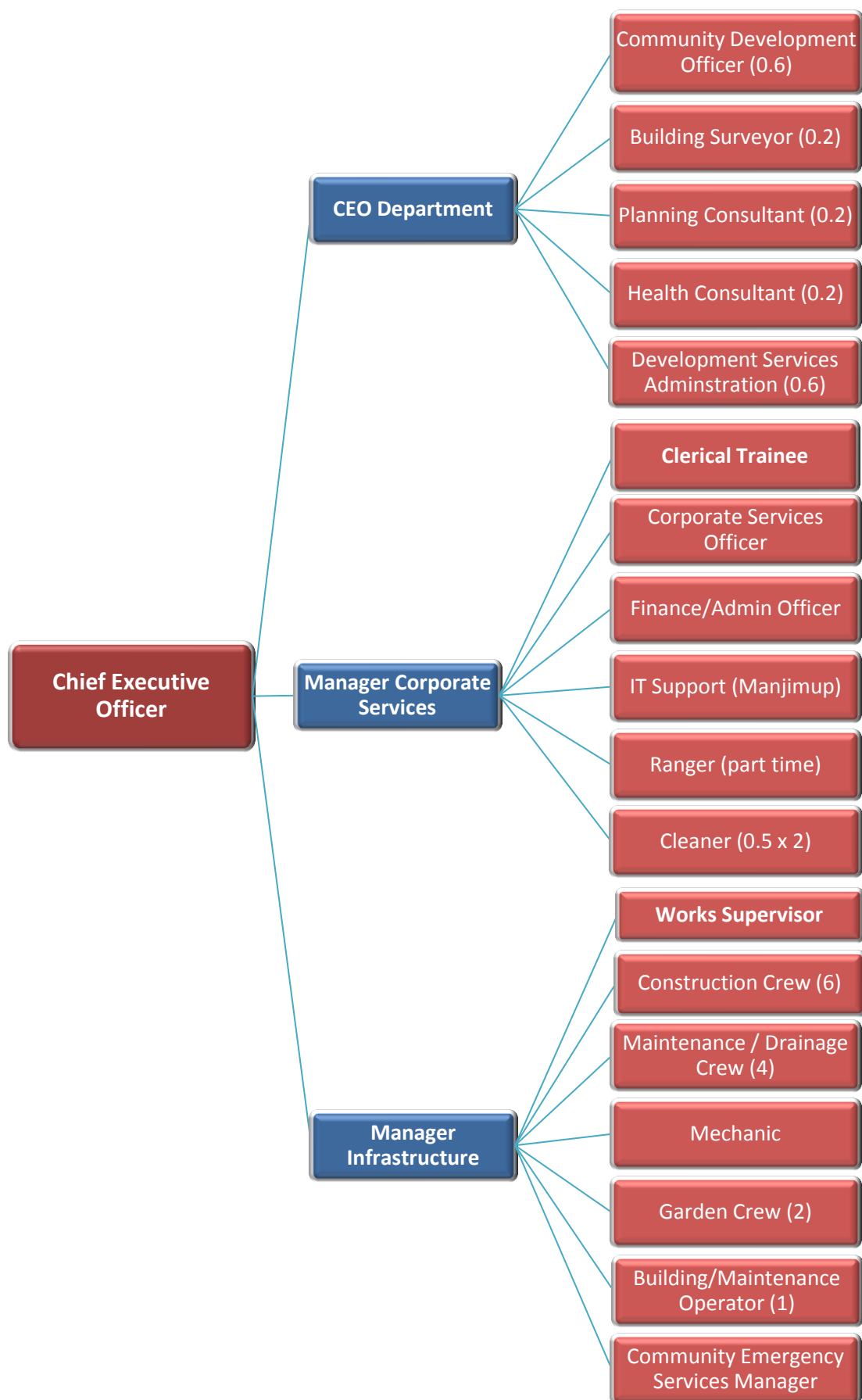
- This department covers a range of areas from Economic and Community Development, Planning, Building, Environmental Health, Tourism and Caravan Park Services.
- Five people are employed in this department, including two specialist consultants.
- The CEO has overall responsibility for the organisation and has powers delegated by the Council.

2. Corporate Services Department:

- This department manages the governance, finances, library, licencing, cleaning, ranger and customer service areas of the organisation.
- Six people are employed in this department, excluding the periodic specialist ranger service from Busselton, IT services from Manjimup and the Regional Risk Coordinator.
- The Manager Corporate Services is responsible for this area.

3. Infrastructure Department

- This department is mainly external in nature, dealing with roads, waste, landscaping, bridges and recreation construction and maintenance. An Emergency Management unit has been integrated into this department.
- Sixteen people are employed in this department.
- The Manager Infrastructure is responsible for this area.



Organisational Structure as at April 2017 (Excludes casual workforce and volunteers)

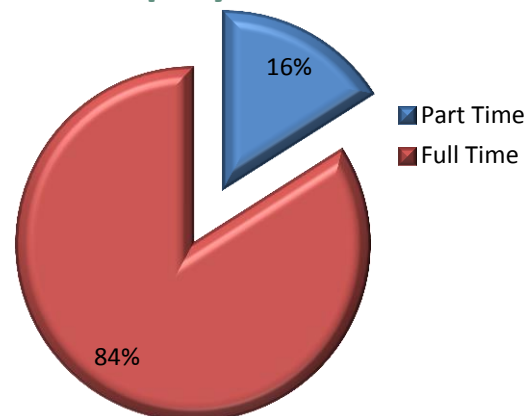
Being a small shire, a number of consultants and casual employees are employed. Consultants are engaged to provide specialist services such as higher level ranger services as required, IT, Planning and Health. These consultants are generally engaged from the surrounding municipalities. Casual employees are engaged for seasonal roles or short and long term projects as and when required.

In breaking down some of the other elements of the workforce composition we find:

Tenure of Employment

Part-time employment (not working for the full week) accounts for 16% of the permanent workforce. Females make up 24% of the full-time workforce and 25% of the part-time workforce.

Shire of Nannup - Tenure of Employment 2017



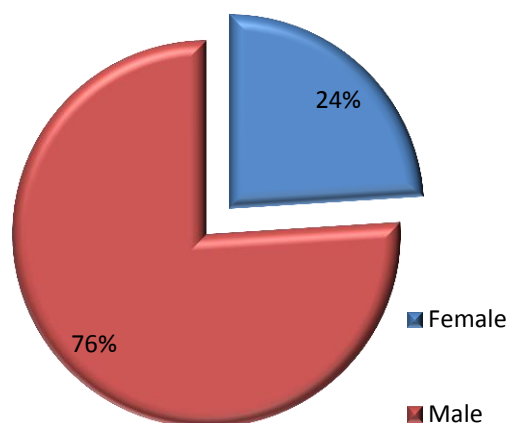
Paid to Volunteer Ratio

Although not part of an in depth analysis, volunteers account for a significant proportion of the people outside of the workforce, with around 190 registered bushfire volunteers making the majority of this number. Other volunteers can be found in the Youth and Community Development areas.

Gender Ratio

Female employees make up 24% of the permanent workforce. Male employees make up the 76% of the workforce in the works and external services units.

Shire of Nannup - Gender Ratio 2017



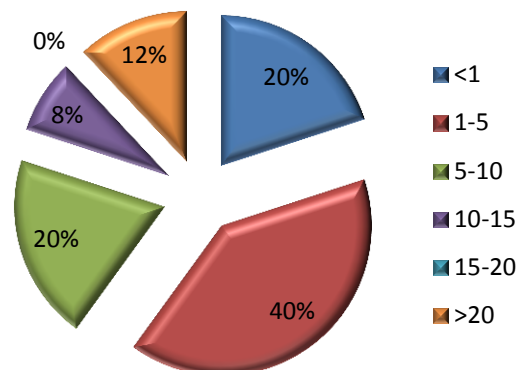
Turnover

Historically staff turnovers within the Shire of Nannup are low. Within the 2016/17 financial year current turnovers do not reflect this statement however this was due to qualifying circumstances. Of the current 25 positions within the 2016/17 year we have had a turnover of 5 employees or 20%. This is made up of the following circumstances:

Number of Staff turnovers	Reason
2	Retirement
1	Leaving the country
1	Leaving the district
1	Another position within community

The number of years of employment with the Council provides a measure of turnover. From the table it can be seen that the 60% of staff have served for less than 5 years. According to research completed by Chandler Macleod in their White Paper titled “*Unleashing Potential – Welcome to Work*”, this is in keeping with the national average which is reportedly showing the national average tenure in a job is 3 years and 4 months and falling.¹

Years of Employment



Diversity

The Shire of Nannup has a low diversity figure on most fronts with one indigenous person currently employed, comparable to the Nannup average of 1.2% and WA average of 3.1%. Diversity is also displayed in the gender ratios and ethnic backgrounds of staff. The Shire of Nannup has low diversity in both these areas.

Greater diversity of staff is often seen as an advantage in creating a healthy workplace and in dealing with and relating to the diverse elements of the community. The older demographic and largely Australian/ British origins of the Nannup community lessens these benefits, but the balance of the male/female ratio could be considered after merit aspects of the employees have been demonstrated.

Financial Analysis

The total annual payroll for the Shire of Nannup in 2015/16 was \$1.6M which includes all associated costs of superannuation. This figure accounts for 33% of the total budget expenditure of \$4.83M.

¹ http://www.chandlermacleod.com/media/chandler-macleod-2013/white%20papers/cm2819_11.15_welcome%20to%20work_research%20article_v4.pdf

The average yearly remuneration is around \$1190/ week (\$61,880 per annum). A recent comparison in wages of adjoining Councils shows that Nannup is on a par or ahead of most of its neighbouring Councils.

A more detailed explanation of the figures can be found in the Annual Budget and the Long Term Financial Plan.

Knowledge and understanding of your local government

As part of the workforce plan process, the CEO and managers, through annual performance appraisals review the current position descriptions for each position and assess whether these descriptions and skills required are still relevant. This process helps in two regards:

1. Employees can have input into where their position has changed over time and if the skills currently held are on a par to what the position requires.
 - This can then help to identify any skills gap that may be in place and can be used to plan future training requirements that may be needed.
2. From an organisational point of view it allows management to gain a better understanding of where roles are changing and the impact that these changes will have on the organisation. This allows strategic planning to ensure that as the business world Council operates in changes, Council is also evolving and is ready to take on the new challenges as and when required.
 - An example of this is the part time ranger position that first was included within Council in 2015/16. Initially this was expected to cover townsite dog and cat management only however it is anticipated that over time the expectations of the community will be that the Ranger Services within Nannup will cover the full range of Ranger Services including firebreaks, camping, large animals etc. In order to be ready for this change Council is currently providing training to this employee in these additional areas so that compliance can be met as and when required.

Overall performance reviews are conducted annually with all employees between March to June each year. From managements' perspective these reviews are perceived to be well received by employees and are an opportunity to ensure that communication through all levels of the organisation is flowing. It is however noted that given the size of this organisation any concerns that arise throughout the year should be addressed by both employees and management as and when they occur and not held until the annual performance review. Based on the positive results experienced within these reviews this appears to be the case. The summarised versions of the results were that:

- The vast majority of employees enjoy their work environment and the company of their colleagues;

- The vast majority of the employees have respect for their managers;
- Processes, equipment and working environment on the whole work well;
- Employees have constructive ideas of what would make their job more efficient or effective and are able to express these ideas freely; and
- Additional training in some areas would be useful. Areas identified range from dealing with aggressive community members to more in depth software package training.

Knowledge and understanding of the external environment

The Shire of Nannup has a population of 1262 people with a projected growth per annum of between 0.4% - 1.4% and a median age of 49 years. This compares to a median age of 36 years in the state.²

The biggest industries in the Shire of Nannup are agriculture (13.6%), forestry (7.3%), education (6.1%) and accommodation (4.1%). The largest individual employers are the Nannup Timber Processing mill, the Shire of Nannup and the Nannup District High School. Volunteer levels are very high in Nannup, with around 32% of the population donating their services in some capacity.

Beyond work requirements, lifestyle choices are a driver for many people choosing to live in Nannup. For the organisation, this has resulted in older staff that often have strong life skills and are less likely to relocate for work.

Comparisons have been made throughout this section between the statistics for the Council and the Nannup community and Western Australia. This data is as a result of the Census 2011 as relevant data from the 2016 Census is still to be released.

Current risks associated with the business we are in

Some of the key risks associated with this type of business include:

Key Risk 1 Ageing workforce
Risk level Medium

- Historically it has been stated that as the workforce ages and enters retirement there will also be a decreased number of people entering the workforce throughout Western Australia and from the interest of this plan, within Nannup. From studies by the Australian National University, this shrinkage of the market was anticipated to begin in 2017 when the first time exits from the workforce exceeded the entries.

² Based on Bureau of Statistics Data 2011. New Census Data not released until July 2017.

While this has not been proven to be the case within the Shire of Nannup, strategies will need to be considered to expand the organisation's employee base to ensure sustained service delivery, should this trend begin to emerge. All positions advertised within the 2016/17 financial year have been well responded to with many applications for each position being over and above positions available.

- In regards to the outside workforce and the initial forecast of shrinkage of candidates, with the receding of the mining industry within Western Australia this has resulted in positions within organisations such as local government being seen as attractive due to the longevity available for each position which is not a trait of the volatile mining industry.
- There is however a need to ensure that positions that operate within a niche e.g. grader driving and rates officers do have strategies in place to ensure that as operators/officers leave the organisation there is someone able to step into these positions to ensure that continuity of service.

Key Risk 2 Under supply and competition for appropriately skilled resources

Risk level Medium

- Local government work has areas of specialty related to Planning, Building, Health and administration of Local Government legislation. These services must be provided by all Councils and consequently there are limited resources across the state. Councils that are away from larger population centres often struggle to attract these resources. In the Shire of Nannup, consultants have been engaged to provide the level of services required.
- As a smaller Council with lesser resources, the Shire of Nannup's capacity to attract staff is reduced in line with the capacity to compete in terms of remuneration with larger Councils.
- With similar services required to be provided by all Councils, the smaller number of staff are often required to multi-task.
- Attracting senior management staff with the right attitude, experience and skill set is a particular concern.
- In previous years, the demand for human resources required by the mining boom has been a draw on the pool of people available for outdoor staff roles. Often staff would be trained and then leave with the skills they have gained for mining roles. This situation has eased in the past few years with the mining downturn.
- Environmental sustainability skills are currently not represented in the Shire of Nannup workforce.

Key Risk 3 Growing handover of responsibilities from State to Local Government

Risk level Medium

- Where there is no alternative to the handover, Councils must advocate for appropriate remuneration for the responsibilities passed from the State and Federal governments.

Key Risk 4 Not meeting community expectations with regard to delivery of services and infrastructure

Risk level Low

- With the higher expectations of people shifting from the metropolitan areas with regard to the provision of services and the expected increase in population to the regions, consideration must be given to this issue.

Key Risk 5 Not matching operational cost rises to service delivery

Risk level Low

- Ongoing increases are forecast for the Local Government CPI for the next ten years that must be allowed for in budget and resource deliberations. This has been factored into the Long Term Financial Plan.

Key Risk 6 Not meeting requirements of increasing legislative compliance

Risk level Low

- The current societal trend towards increasing legislative compliance has provided for an increase in local government jurisdiction. Examples of this trend can be found in emergency management, health, planning, finance, and governance and building units.

Current and future operating environment

Local Government currently provide a wide range of services across a number of fields, with the expectation that these services will increase over time. This increase is not necessarily accompanied by an increase in funding or workforce of sufficient expertise to provide these services. Consequently, the strategies listed in the next section will be the key to providing the most effective and efficient services possible.

The challenges and trends arising from the analysis above include:

- Ageing workforce;
- Increased responsibilities and services to be provided;
- Possibility of a decreased number of new people entering into the market;
- Increased competition for specialist skills;
- Increased importance on staff retention and satisfaction;
- Increased importance on attracting staff and resources from alternate sources;
- Achieving financial sustainability;
- Increased focus on Councillor training and remuneration;
- Increasing demand for more flexible work arrangements;
- Workforce will be increasingly highly skilled and specialist information is confined to key individuals; and
- Technology to take a greater role in service delivery.

5 Strategies to Meet Future Workforce Needs

Policies and processes which support integration of workforce considerations

A number of policies and processes are already in place that supports the identified workforce considerations:

- The integrated planning process itself has prompted the considered planning for workforce needs in alignment with financial and service level demands
- The current lower turnover in the workforce is as a result of development of staff beyond standard business training including mentoring and providing special projects to suit promising employees
- Flexible workforce arrangements including work during school hours for staff, considerable part-time employment, apprentices, traineeships and on-the-job training for people with the right attitude
- Strong, effective team building with a sense of purpose supports the attraction and retention of employees
- Active senior team focus on providing an effective workforce
- Use of on-line systems to reduce administrative workloads
- Use of shared resources for rangers, building inspections and IT
- Ongoing Councillor training
- Retaining corporate knowledge by producing and testing checklists of financial, planning and emergency management processes.

Other strategies that need to be further explored to support the identified workforce considerations include:

- Developing more career pathways for staff
- Developing working relationships for childcare availability and other flexible arrangements
- Critical skills and capabilities identified and targeted
- Monitor costs and directly link workforce expenditure against business outputs and outcomes
- Innovative use of existing resources by combining roles where appropriate
- Greater apprenticeships for outdoor workforce with agreed periods of employment after completion

Performance measurement information

Performance management of staff is a priority area. A performance review process is in place that allows a more thorough mapping of the employee's performance, training requirements, goal setting and review to occur.

Developing workforce resources

Ongoing training for all staff relevant to the job has been and will continue to be identified in performance management processes. This will increasingly include technology training for each role.

6. Monitoring and Evaluating Outcomes

Council needs to implement strategies that will attract and retain talented staff. As an industry local government is constrained by a salary system in place as a result of funding through public monies, Council therefore needs to offset this by ensuring that the working conditions are of the highest standard allowable and that wherever possible family friendly policies are in place to benefit all staff.

Number	Strategy	Action	Date	Responsible	Cost
1	Succession Planning	Identify critical dependencies and age profile and focus on training for replacement, mentoring and coaching	Ongoing	Management of each business unit	Nil
2	Recruitment and retention	Advertise locally and regionally for positions in a variety of different media mediums.	Ongoing	Senior management	Costs associated with advertising incorporated into annual budget
		Investigate opportunities for flexible working conditions for employees where appropriate.	Ongoing	Senior management	Nil
		Investigate options available for salary sacrificing as an incentive for workers.	2018/19	MCS	Nil
3	Performance enhancement	Recognition of good performance management, identify development opportunities for employees and identifying capacity of positions	Ongoing	Senior Management / Supervisors	Costs associated with training courses included within annual budget
		Implement a strategic training plan to identify training needs required for succession planning, and career development for purpose of retention	2020/21	Senior Management	Nil
4	Competency based training for certification and accreditation	Targeted specifically to infrastructure staff to ensure that they are correctly trained with current certification in High Risk, Working at Heights, Traffic Management and the like.	Ongoing	Manager of Infrastructure/Works Supervisor	Costs associated with training courses included within annual budget

5	Occupational Safety and Health	Ensure that all staff are inducted at start of their employment and have refresher training to ensure that legislative requirements are met.	Ongoing	Senior Management	\$8,000 included within 2017/18 budget to cover these costs.
		Promotion of a healthy work culture that promotes safe working environment as the highest echelon ahead of production in the first instance.	Ongoing	Senior management/supervisors	
6	Youth Employment Opportunities	Promotion of youth employment and training through the provision of traineeships within the corporate services	Ongoing	Manager Corporate Services	\$31,616 salary \$1,000 Training Fees
		Investigation into the possibilities of reinstating an apprenticeship in Parks & Gardens	2020/21	Manager Infrastructure	Costs associated with new position would be included in annual budget.
7	Professional Development for Council	Up to date training provision for all Councillors and Staff to ensure legislative compliance.	Ongoing	Chief Executive Office	Included within training budget annually

7 About this Document

Effective From:	1 July 2017
Expires on:	30 June 2027
Next Review:	2019
Adopted by Council:	25 May 2017

APPENDIX 1 – RELATED DOCUMENTS

APPENDIX 2 – OUR FOCUS AREAS

APPENDIX 3 – METHODOLOGY

APPENDIX 4 – SERVICES CURRENTLY PROVIDED BY COUNCIL

APPENDIX 1 – RELATED DOCUMENTS

The Key Documents - A bit about Integrated Plans

Community Strategic Plan – 10 years

The Community plan is the Shire's long term strategic planning document, which outlines our commitment to achieving the vision and aspirations of its community and regional stakeholders. It has a 10 year duration and is subject to minor reviews every two years and major reviews every four years. The Plan is structured around six Key Focus areas resulting in 17 outcomes that are summarised in Appendix 2.

Corporate Business Plan – 4 years

Identifies and prioritises the principal strategies and activities that Council will undertake in response to the aspirations and objectives stated in the Community Plan. It sets out in greater detail the resources required to deliver our priorities.

Long Term Financial Plan- 10 years

Long Term Financial Plan is a continuous ten year plan that informs the Corporate Business Plan to implement the Community Strategic Plan priorities. It indicates long term financial sustainability and identifies issues and impacts in certain areas. The Council approves the Long Term Financial Plan in relation to the Corporate Business Plan, including operational, capital and investing priorities. This plan is monitored and reviewed in conjunction with the Community Strategic Plan on an annual basis to ensure Council approval with changes.

Asset Management Plan- 10 years

The Asset Management Plan is informed by the Community Strategic Plan and assists the development and delivery of the operational plans in the Corporate Business plan. It assigns an agreed service level and a strategy together with the required investment to maintain that asset at the agreed level for the whole of its life.

Annual Budget- 1 year

The annual budget sets the resources for Council's day-to-day operations and capital projects. It outlines both income and expenditure that are related to the Corporate Business Plan activities. This is required by the Local Government Act 1995 and Local Government (Financial Management) Regulations 1996. The budget shows the Council reliance on external sources of funding to deliver its priorities.

APPENDIX 2 – OUR FOCUS AREAS

The Strategic Community Plan identified the following key priorities:

Our Community

We are a unique town that role models sustainability, friendliness and take the time to celebrate our heritage and festivals

- ❖ We will retain our pride in being a small, friendly town that is a nice place to live and full of wonderful people
- ❖ We role model self sufficiency and sustainability as a community
- ❖ We respect and value our aged
- ❖ Our youth are important and we will focus our energy to give them reasons to stay in Nannup (or come back)

Our Economy

Sustainability is the key to Nannup's future

- ❖ We will have a sustainable, innovative and equitable economy
- ❖ We will work together to attract people to our amazing Shire

Our Built Environment

Keep the charm and fabric of Nannup

- ❖ Keep the charm and fabric of our unique shire and upgrade the amenity
- ❖ Providing a quality planning outcome for community benefit through good consultation
- ❖ Increase coverage of our communication systems

Our Natural Environment

We are surrounded by amazing nature, from our magnificent forests and bush land, to our pristine coastlines

- ❖ We will protect our amazing nature, magnificent forests, managed bush land, rivers, agriculture and our pristine coastline
- ❖ Keep our beautiful combination of natural landscapes and built environments to retain our community and amenity
- ❖ To achieve a green clean future

Our Community Leadership

We listen to our community leaders

- ❖ To listen and partner with our community leaders and all our diverse groups.
- ❖ To have community groups working together

Our Council Leadership

A listening leadership that provides for and represents all

- ❖ A listening leadership that provides and represents all
- ❖ To do what is right and fair for the people

APPENDIX 4 – SERVICES CURRENTLY PROVIDED BY COUNCIL

	Shire Services supporting our objectives	Projects / Activities in Place	Our Key Partners
Community	<ul style="list-style-type: none"> • Cemetery • Community Development • Emergency Management • Events • Facility Hire • Health Services • Library • Licensing • Private Works • Ranger Services • Waste • Website Management • Youth Advisory Council 	<ul style="list-style-type: none"> • Aged Accommodation Facility Project • Dog Registrations • Emergency Management • Family Fun Day • Firebreak inspections • Main Street gardening program • Nannup Connect • School Holiday Activity Program • Wellbeing Program • Youth Projects 	<ul style="list-style-type: none"> • Cemetery Board • Dept of Child Protection • Dept of Education • Dept of Environment Regulation • Dept of Fire & Emergency Services • Dept of Health • Dept of Sport & Recreation • Dept of Transport • Local Drug Action Group • Lotterywest • Main Roads WA • Shire of Manjimup • Shire of Bridgetown/Greenbushes • South West Development Commission • State Library • WA Police • Waste Authority of Australia
Economy	<ul style="list-style-type: none"> • Building Services • Economic Development • Events • Planning Services 	<ul style="list-style-type: none"> • Food Bowl Identity • Main Street Upgrade • Nannup Branding • Trails Hub • Visitor Service • Local Tourism Organisation • 	<ul style="list-style-type: none"> • BigN • Building Commission • Dept of Agriculture • Dept of Commerce • Dept of Planning • Main Roads • South West Development Commission • WA Police

Environment Built	<ul style="list-style-type: none"> • Building Services • Bridges • Caravan Park • Construction Program • Emergency Management • Health Services • Maintenance Program • Parks and Gardens • Planning Services • Waste 	<ul style="list-style-type: none"> • Caravan Park • Main Street Upgrade • Recreation Centre Upgrade • Sustainable Coastal Development (Quannup) 	<ul style="list-style-type: none"> • Building Commission • Caravan Park Association • Department of Agriculture and Food • Dept of Finance • Dept of Parks and Wildlife • Dept of Fire & Emergency Services • Dept of Health • Dept of Planning • Dept of Regional Development • Dept of Lands • Dept of Water • Main Roads WA • South West Development Commission • Tourism WA • Waste Authority of Australia • Water Corporation
Environment Natural	<ul style="list-style-type: none"> • Emergency Management • Health • Parks and Gardens • Planning Services 	<ul style="list-style-type: none"> • Environmental advocacy and strategy • Trails Hub • Waste Strategy 	<ul style="list-style-type: none"> • Dept of Agriculture • Dept of Parks and Wildlife • Dept of Fire & Emergency Services • Dept of Health • Dept of Planning • Dept of Regional Development and Lands • Dept of Water • Water Corporation
Leadership Community	<ul style="list-style-type: none"> • Community Development • Customer Service • Governance 	<ul style="list-style-type: none"> • Community Grant Scheme • Community Consultation Program • Events Forum • Australia Day Breakfast • Informing the Community • Emergency Management Recovery 	<ul style="list-style-type: none"> • Business Initiative Group Nannup (Big N) • Dept of Agriculture • Dept of Education • Dept of Parks & Wildlife • Dept of Fire & Emergency Services • Nannup Community Resource Group • Various Community groups

<p>Leadership – Council</p>	<ul style="list-style-type: none"> • Customer Service • Finance • Governance • Integrated Planning • Records Management 	<ul style="list-style-type: none"> • Integrated Planning Framework • Community Engagement • Regional Partnerships 	<ul style="list-style-type: none"> • Dept of Agriculture • Dept of Finance • Dept of Child Protection • Dept of Local Government and Communities • Dept of Planning • Dept of Regional Development and Lands • Dept of the Premier and Cabinet • South West Development Commission • WA Treasury Corp • Warren Blackwood Alliance of Councils
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**MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 31 March 2019**

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

TABLE OF CONTENTS

Monthly Summary Information	2 - 3
Statement of Financial Activity by Program	4
Statement of Financial Activity By Nature or Type	5
Statement of Capital Acquisitions and Capital Funding	6
Note 1 Significant Accounting Policies	7 - 9
Note 2 Explanation of Material Variances	10
Note 3 Net Current Funding Position	11
Note 4 Cash and Investments	12
Note 5 Budget Amendments	13
Note 6 Receivables	14
Note 7 Cash Backed Reserves	15
Note 8 Capital Disposals	16
Note 9 Rating Information	17
Note 10 Information on Borrowings	18
Note 11 Grants and Contributions	19
Note 12 Trust	20
Note 13 Details of Capital Acquisitions	21

SHIRE OF NANNUP
Information Summary
For the Period Ended 31 March 2019

Key Information

Report Purpose

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*.

Overview

Summary reports and graphical progressive graphs are provided on pages 2 - 3.

Statement of Financial Activity by reporting program

Is presented on page 3 and shows a surplus as at 16 January 2019 of \$1,793,502.

Items of Significance

The material variance adopted by the Shire of Nannup for the 2018/19 year is \$30,000 or 10% whichever is the greater. The following selected items have been highlighted due to the amount of the variance to the budget or due to the nature of the revenue/expenditure. A full listing and explanation of all items considered of material variance is disclosed in Note 2.

Capital Expenditure

	% Collected / Completed	Annual Budget	YTD Budget	YTD Actual
Significant Projects				
Grants, Subsidies and Contributions				
Operating Grants, Subsidies and Contributions	95%	-\$ 899,798	-\$ 1,625,349	-\$ 856,230
Non-operating Grants, Subsidies and Contributions	54%	-\$ 960,000	-\$ 960,000	-\$ 520,009
	74%	-\$ 1,859,798	-\$ 2,585,349	-\$ 1,376,239
Rates Levied	100%	\$ 1,705,445	\$ 1,705,445	\$ 1,703,065

% Compares current ytd actuals to annual budget

		Prior Year 30 June 2018	Current Year 30 June 2019	Note
Financial Position				
Adjusted Net Current Assets	162%	\$ 1,559,701	\$ 2,525,480	3
Cash and Equivalent - Unrestricted		\$ 1,631,107	\$ 2,017,638	3 & 4
Receivables - Rates	162%	\$ 193,518	\$ 314,030	3 & 6
Receivables - Other	219%	\$ 23,513	\$ 51,585	3 & 6
Payables	16%	\$ 402,731	\$ 64,247	3

% Compares current ytd actuals to prior year actuals at the same time

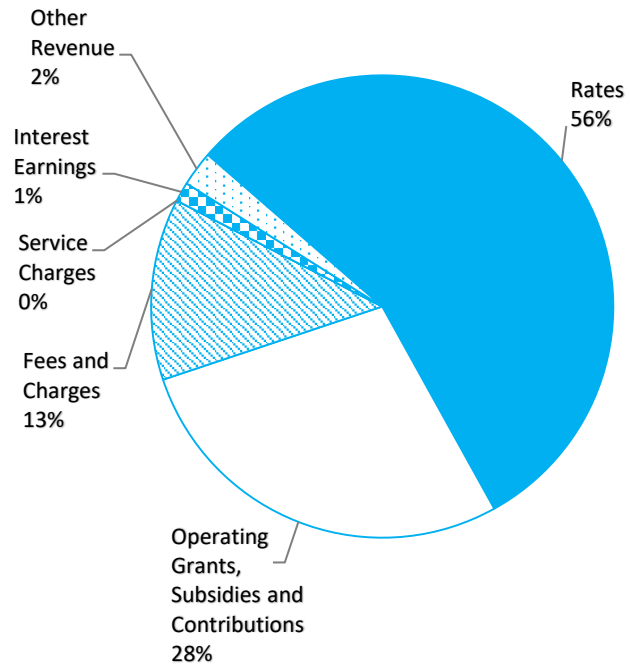
Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

Preparation

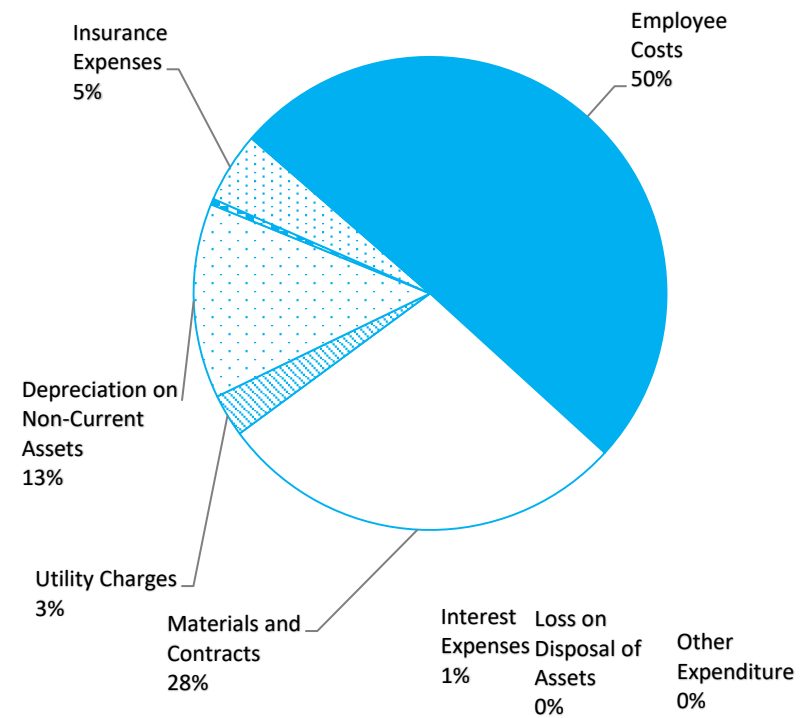
Prepared by: Robin Lorkiewicz
Reviewed by: Tracie Bishop
Date prepared: 17/04/2019

SHIRE OF NANNUP
Information Summary
For the Period Ended 31 March 2019

Operating Revenue



Operating Expenditure



SHIRE OF NANNUP
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 31 March 2019

	Note	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)/(a)	Var.
		\$	\$	\$	\$	%	
Opening Funding Surplus(Deficit)		1,454,343	1,454,343	1,453,632	(711)	(0%)	
Revenue from operating activities							
Governance		0	0	0	0		
General Purpose Funding - Rates	9	1,705,445	1,705,445	1,703,065	26,766	5%	
General Purpose Funding - Other		703,964	527,973	554,739	(62,529)	(34%)	
Law, Order and Public Safety		248,790	186,593	124,064	(62,529)	(34%)	
Health		12,975	9,731	20,941	11,210	115%	
Education and Welfare		29,819	22,364	184,030	161,666	723%	
Housing		16,000	12,000	11,200	(800)	(7%)	
Community Amenities		276,868	207,651	274,259	66,608	32%	
Recreation and Culture		19,936	14,952	10,907	(4,045)	(27%)	
Transport		62,284	46,713	109,451	62,738	134%	
Economic Services		24,730	18,548	67,559	49,011	264%	
Other Property and Services		110,000	82,500	5,407	(77,093)	(93%)	
		3,210,810	2,834,469	3,065,621			
Expenditure from operating activities							
Governance		(967,323)	(725,492)	(556,205)	169,287	23%	
General Purpose Funding		(101,941)	(76,456)	(37,499)	38,957	51%	
Law, Order and Public Safety		(409,283)	(306,962)	(431,672)	(124,710)	(41%)	
Health		(54,951)	(41,213)	(38,581)	2,631	6%	
Education and Welfare		(135,746)	(101,810)	(76,353)	25,457	25%	
Housing		(30,410)	(22,808)	(21,070)	1,737	8%	
Community Amenities		(385,478)	(289,109)	(242,540)	46,569	16%	
Recreation and Culture		(262,088)	(196,566)	(184,656)	11,910	6%	
Transport		(1,508,135)	(1,131,101)	(494,216)	636,885	56%	
Economic Services		(165,345)	(124,008)	(138,825)	(14,817)	(12%)	
Other Property and Services		(862,303)	(646,727)	(585,346)	61,381	9%	
		(4,883,002)	(3,662,251)	(2,806,964)			
Financing Costs							
Community Amenities		(9,868)	(7,401)	(2,608)	4,793	(65%)	
		(9,868)	(7,401)	(2,608)			
Operating activities excluded from budget							
Add back Depreciation		821,280	615,960	320,324	(295,636)	(48%)	▼
Adjust (Profit)/Loss on Asset Disposal	8	118,126	118,126	(24,210)	(142,336)	(120%)	▼
Adjust Provisions and Accruals		0	0	60,883	60,883		▲
Amount attributable to operating activities		(742,654)	(101,098)	613,046			
Investing Activities							
Non-operating Grants, Subsidies and Contributions	11	960,000	720,000	520,009	(199,991)	(28%)	▼
Proceeds from Disposal of Assets	8	131,818	98,864	71,364	(27,500)	(28%)	
Land Held for Resale		0	0	0	0		
Land and Buildings	13	(622,000)	(466,500)	(321,450)	145,050	31%	▲
Infrastructure Assets - Roads	13	(535,036)	(401,277)	(268,500)	132,777	33%	▲
Infrastructure Assets - Public Facilities	13	0	0	0	0		
Infrastructure Assets - Footpaths	13	0	0	0	0		
Infrastructure Assets - Drainage	13	0	0	0	0		
Plant and Equipment	13	(228,000)	(171,000)	(234,439)	(63,439)	(37%)	▼
Furniture and Equipment	13	(18,000)	(13,500)	(6,269)	7,231	54%	▲
Amount attributable to investing activities		(311,218)	(233,414)	(239,286)			
Financing Activities							
Proceeds from New Debentures		(350,000)	(350,000)	(350,000)	0	0%	
Proceeds from Advances		350,000	350,000	350,000	0	0%	
Self-Supporting Loan Principal		43,386	32,540	30,673	(1,867)	(6%)	
Transfer from Reserves	7	293,500	220,125	0	(220,125)	(100%)	▼
Repayment of Debentures	10	(43,386)	(32,540)	(30,673)	1,867	6%	
Transfer to Reserves	7	(687,000)	(515,250)	(33,891)	481,359	93%	▲
Amount attributable to financing activities		(393,500)	(295,125)	(33,891)			
Closing Funding Surplus(Deficit)	3	6,971	824,707	1,793,502			

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.

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

SHIRE OF NANNUP
STATEMENT OF FINANCIAL ACTIVITY
(By Nature or Type)
For the Period Ended 31 March 2019

		Amended Annual Budget	Amended YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
Note		\$	\$	\$	\$	%	
	Opening Funding Surplus (Deficit)	1,454,343	1,454,343	1,453,632	(711)	(0%)	
	Revenue from operating activities						
	Rates	1,705,445	1,705,445	1,703,065	(2,380)	(0%)	
	Operating Grants, Subsidies and Contributions	918,938	689,204	856,230	167,026	24%	▲
	Fees and Charges	421,404	316,053	389,275	73,223	23%	▲
	Service Charges	0	0	0	0		
	Interest Earnings	43,868	32,901	41,882	8,982	27%	
	Other Revenue	121,156	90,867	75,168	(15,698)	(17%)	
		3,210,810	2,834,469	3,065,621			
	Expenditure from operating activities						
	Employee Costs	(1,751,166)	(1,313,374)	(1,211,596)	101,779	8%	
	Materials	(1,656,407)	(1,242,305)	(676,722)	565,582	46%	▲
	Contracts	(260,000)	(195,000)	(380,373)	(185,373)	(95%)	▼
	Utility Charges	(92,249)	(69,186)	(70,287)	(1,100)	(2%)	
	Depreciation on Non-Current Assets	(821,280)	(615,960)	(320,324)	295,636	48%	▲
	Interest Expenses	(9,868)	(7,401)	(9,558)	(2,157)	(29%)	
	Insurance Expenses	(182,575)	(136,931)	(116,501)	20,430	15%	▲
	Other Expenditure	(1,200)	(900)	0	900	100%	▲
	(Profit)/Loss on Sale of Assets	(118,126)	(88,595)	(24,210)	64,384	73%	
		(4,892,870)	(3,669,652)	(2,809,572)			
	Operating activities excluded from budget						
	Add back Depreciation	821,280	615,960	320,324	(295,636)	(48%)	▼
	Adjust (Profit)/Loss on Asset Disposal	118,126	118,126	(24,210)	(142,336)	(120%)	▼
	Adjust Provisions and Accruals	0	0	60,883	60,883		▲
	Amount attributable to operating activities	(742,654)	(101,098)	613,046			
	Investing activities						
	Non-Operating Grants, Subsidies and Contributions	960,000	720,000	520,009	(199,991)	(28%)	▼
	Proceeds from Disposal of Assets	131,818	98,864	71,364	(27,500)	(28%)	
	Land Held for Resale	0	0	0	0		
	Land and Buildings	(622,000)	(466,500)	(321,450)	145,050	31%	▲
	Infrastructure Assets - Roads	(535,036)	(401,277)	(268,500)	132,777	33%	▲
	Infrastructure Assets - Public Facilities	0	0	0	0		
	Infrastructure Assets - Footpaths	0	0	0	0		
	Infrastructure Assets - Drainage	0	0	0	0		
	Plant and Equipment	(228,000)	(171,000)	(234,439)	(63,439)	(37%)	▼
	Furniture and Equipment	(18,000)	(13,500)	(6,269)	7,231	54%	▲
	Amount attributable to investing activities	(311,218)	(233,414)	(239,286)			
	Financing Activities						
	Proceeds from New Debentures	(350,000)	(262,500)	(350,000)	(87,500)	33%	
	Proceeds from Advances	350,000	262,500	350,000	87,500	33%	▲
	Self-Supporting Loan Principal	43,386	32,540	30,673	(1,867)	(6%)	
	Transfer from Reserves	293,500	220,125	0	(220,125)	(100%)	▼
	Repayment of Debentures	(43,386)	(32,540)	(30,673)	1,867	6%	
	Transfer to Reserves	(687,000)	(515,250)	(33,891)	481,359	93%	▲
	Amount attributable to financing activities	(393,500)	(295,125)	(33,891)			
	Closing Funding Surplus (Deficit)	6,971	824,707	1,793,502	968,795	117%	▲

Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.

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

SHIRE OF NANNUP
STATEMENT OF CAPITAL ACQUISITIONS AND CAPITAL FUNDING
For the Period Ended 31 March 2019

Capital Acquisitions

	Note	YTD Actual New /Upgrade (a)	YTD Actual (Renewal Expenditure) (b)	Amended YTD Budget (d)	Amended Annual Budget	YTD Actual Total (c) = (a)+(b)	Variance (d) - (c)
		\$	\$	\$	\$	\$	\$
Land and Buildings	13	(321,451)	0	1	(622,000)	(321,450)	(321,451)
Infrastructure Assets - Roads	13	(268,500)	0	(535,036)	(535,036)	(268,500)	266,536
Infrastructure Assets - Public Facilities	13	0	0	0	0	0	0
Infrastructure Assets - Footpaths	13	0	0	0	0	0	0
Infrastructure Assets - Drainage	13	0	0	0	0	0	0
Proceeds from Advances		0	0	350,000	350,000	350,000	0
Plant and Equipment	13	(234,439)	0	(228,000)	(228,000)	(234,439)	(6,439)
Furniture and Equipment	13	(6,269)	0	0	(18,000)	(6,269)	(6,269)
Capital Expenditure Totals		(830,659)	0	(413,035)	(1,053,036)	(480,658)	(67,623)
Capital acquisitions funded by:							
Capital Grants and Contributions				(171,140)	(142,000)	(73,393)	
Borrowings				(350,000)	(350,000)	350,000	
Other (Disposals & C/Fwd)				98,864	131,818	71,364	
Council contribution - Cash Backed Reserves							
Asset Management		0	0	\$619,231	(100,000)	0	(619,231)
Plant Replacement Reserve		0	0	\$402,519	(138,000)	0	(402,519)
Council contribution - operations				(1,012,509)	(454,854)	(828,629)	
Capital Funding Total				(413,035)	(1,053,036)	(480,658)	

Capital



SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 1: Significant Accounting Policies

(a) Basis of Accounting

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they

Critical Accounting Estimates

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and

(b) The Local Government Reporting Entity

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the

(c) Rounding Off Figures

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

(d) Rates, Grants, Donations and Other Contributions

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the

(e) Goods and Services Tax

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the

(f) Cash and Cash Equivalents

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

(g) Trade and Other Receivables

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are

(h) Inventories

General

Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of

Land Held for Resale

Land held for development and sale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development,

(i) Fixed Assets

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

(j) Depreciation of Non-Current Assets

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner which reflects the consumption of

Depreciation is recognised on a straight-line basis, using rates which are reviewed each reporting period. Major depreciation rates and periods are:

Asset	Years	Method
Buildings	20 to 100 years	Straight Line
Furniture and Equipment	4 to 20 years	Straight Line
Plant and Equipment	5 to 20 years	Straight Line
Sealed Roads		
formation	not depreciated	
pavement	80 years	Straight Line
seal		
bituminous seals	34 years	Straight Line
asphalt surfaces	43 years	Straight Line
Gravel Roads		
formation	not depreciated	
pavement	80 years	Straight Line
Formed roads		
formation	not depreciated	
pavement	80 years	Straight Line
Footpaths - slab	50 to 60 years	Straight Line
Kerbs	100 years	Straight Line
Parks & Gardens	50 to 75 years	Straight Line
Water Supply Piping and Draing Systems	75 to 130 years	Straight Line
Bridges	90 to 110 years	Straight Line

(k) Trade and Other Payables

Trade and other payables represent liabilities for goods and services provided to the Council prior to the end of the financial year that are unpaid and

(l) Employee Benefits

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated

(i) *Wages, Salaries, Annual Leave and Long Service Leave (Short-term Benefits)*

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the

(ii) *Annual Leave and Long Service Leave (Long-term Benefits)*

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments

(m) Interest-bearing Loans and Borrowings

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production

(n) Provisions

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an

(o) 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

(p) Nature or Type Classifications

Rates

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-

Operating Grants, Subsidies and Contributions

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

Non-Operating Grants, Subsidies and Contributions

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of

Profit on Asset Disposal

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

Fees and Charges

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges,

Service Charges

Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management)

Interest Earnings

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

Other Revenue / Income

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

Employee Costs

All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation,

Materials and Contracts

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses,

Utilities (Gas, Electricity, Water, etc.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of

Insurance

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

Loss on asset disposal

Loss on the disposal of fixed assets.

Depreciation on non-current assets

Depreciation expense raised on all classes of assets.

Interest expenses

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

Other expenditure

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

(r) Program Classifications (Function/Activity)

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

GOVERNANCE**Objective:**

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

Activities:

Administration and operation of facilities and services to members of council; other costs that relate to the tasks of assisting elected members and

GENERAL PURPOSE FUNDING**Objective:**

To collect revenue to allow for the provision of services.

Activities:

Rates, general purpose government grants and interest revenue.

LAW, ORDER, PUBLIC SAFETY**Objective:**

To provide services to help ensure a safer community.

Activities:

Supervision of various by-laws, fire prevention, emergency services and animal control.

HEALTH**Objective:**

To provide an operational framework for good community health.

Activities:

Food quality, building sanitation and sewage.

EDUCATION AND WELFARE**Objective:**

To provide services to disadvantaged persons, the elderly, children and youth.

Activities:

Operation of pre-school, provision of youth support.

HOUSING**Objective:**

Help ensure adequate housing.

Activities:

Maintenance of staff and rental housing.

COMMUNITY AMENITIES**Objective:**

To provide services required by the community.

Activities:

Rubbish collection services, operation of tip, noise control, administration of the town planning scheme, maintenance of cemetery and maintenance of

RECREATION AND CULTURE**Objective:**

To establish and effectively manage infrastructure and resource which will help the social well being of the community.

Activities:

Maintenance of halls, recreation centre and various reserves; operation of library.

TRANSPORT**Objective:**

To provide effective and efficient transport services to the community.

Activities:

Construction and maintenance of streets, roads, bridges; cleaning of streets, depot maintenance.

ECONOMIC SERVICES**Objective:**

To help promote the shire and its economic wellbeing.

Activities:

Assistance to tourism, area promotion, building control, noxious weeds, vermin control.

OTHER PROPERTY AND SERVICES**Objective:**

To accurately allocate plant and labour costs across the various programs of Council.

Activities:

Private works operations, plant repairs and operations costs.

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 2: 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 budget materially.

The material variance adopted by Council for the 2018/19 year is \$30,000 or 10% whichever is the greater.

Reporting Program	Var. \$	Timing/ Permanent	Explanation of Variance
Operating Revenues	\$		
GRANTS AND SUBSIDIES - OPERATING	1,500	Permanent	Small Library activation grant for Seniors
FEES AND CHARGES	200	Permanent	Small increase in fees & charges overall
INTEREST EARNINGS	2,000	Permanent	Increase in instalment interest
OTHER REVENUE	90,000	Permanent	Sale of Council gravel for Bushfire Mitigation Project
Operating Expense			
			Overall cost of employment remains stable. Variations are the result of Mechanic reducing hours and a Workers Compensation claim. However portion of wages now covered within grant funding resulting in an overall saving from Council revenue which will now be used in other areas.
EMPLOYEE COSTS	124,000	Permanent	
MATERIAL AND CONTRACTS	-142,650.00	Permanent	Large variance as result of Bushfire Mitigation works not included within budget.
	<u>-18,650.00</u>		
Capital Revenue			
			The receipt of Bushfire Mitigation funding has resulted in a significant grant increase for 18/19. This has resulted in rate income previously being allocated to wages now being moved to reserve funds
GRANTS, SUBSIDIES AND CONTRIBUTIONS	472,000	Permanent	
	<u>\$472,000.00</u>		
Capital Expenses			
PLANT AND EQUIPMENT	-15,000.00	Permanent	Purchase of Grave Shoring system
INFRASTRUCTURE ASSETS - OTHER	-472,000.00	Permanent	No Material Variance
	<u>-487,000.00</u>		
Other Items			
TRANSFER TO RESERVES	-652,000.00	Permanent	No Material Variance
RATE REVENUE	10,000	Permanent	Interim rating higher than anticipated
OPENING FUNDING SURPLUS (DEFICIT)	588,921	Permanent	As per Council Resolution 18187 Acceptance of Shire of Nannup Annual Report 2017/18
	<u>-53,079.00</u>		

Gross (Deficit) / Surplus Expected	ORIG EST
Revenue	\$ 93,700.00
Expenditure	-\$ 18,650.00
Capital	-\$ 15,000.00
Other Items	-\$ 53,079.00
Projected (Deficit) / Surplus	\$ 6,971.00

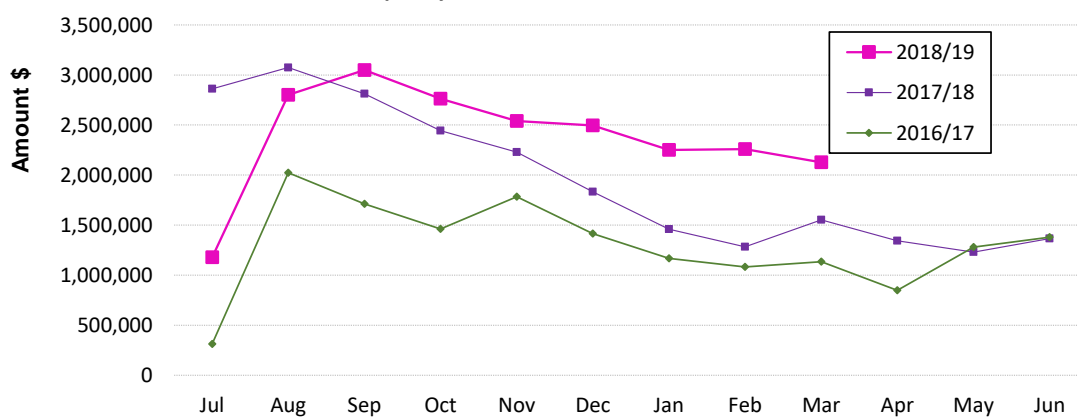
SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 3: Net Current Funding Position

Positive=Surplus (Negative=Deficit)

		Last Years Closing	This Time Last Year	Current
	Note	30 June 2018	31 Mar 2018	31 Mar 2019
		\$	\$	\$
Current Assets				
Cash Unrestricted	4	2,534,384	1,631,107	2,111,612
Cash Restricted - Conditions over Grants	11	(725,551)	0	0
Cash Restricted	4	1,605,756	1,981,696	2,017,638
Receivables - Rates & Rubbish		147,487	193,518	314,030
Receivables - Other	6	171,679	23,513	51,585
Interest / ATO Receivable/ Trust	6	33,247	582	379,262
Inventories		6,240	6,240	6,240
		3,773,243	3,836,656	4,880,368
Less: Current Liabilities				
Payables		(402,731)	(0)	(64,247)
Provisions		(364,580)	(317,428)	(303,697)
		(767,311)	(317,428)	(367,944)
Less:				
Cash Reserves	7	(1,605,756)	(1,981,696)	(2,017,638)
Restricted Assets		(19,324)	(19,324)	(4,324)
YAC Committee		(16,250)	(16,250)	(16,250)
ATO Liability	10		(56,050)	(44,188)
Loans receivable - Clubs/Institutions		(33,844)	(955)	(17,429)
		(1,675,164)	(2,074,276)	(2,099,830)
Add:				
Cash Backed Long Service Leave		122,864	114,750	112,887
		122,864	114,750	112,887
		1,453,632	1,559,701	2,525,480

Note 3 - Liquidity Over the Year



Comments - Net Current Funding Position

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 4: Cash and Investments

	Unrestricted	Restricted	Trust	Total Amount	Institution	Interest Rate	Maturity Date
	\$	\$	\$	\$			
(a) Cash Deposits							
Municipal Bank Account	1,511,362			1,511,362	CBA	Tiered	At Call
Reserve Bank Account		17,638		17,638	CBA	Tiered	At Call
Trust Bank Account			0	0	CBA	Tiered	At Call
Cash On Hand	250			250	N/A	Nil	On Hand
(b) Term Deposits							
Municipal	600,000			600,000	BEN	2.70%	26-Jun-19
Reserves		2,000,000		2,000,000	BEN	2.70%	26-Jun-19
Total	2,111,612	2,017,638	0	4,129,250			

Comments/Notes - Investments

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 5: Budget Amendments

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

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
	Budget Adoption		Opening Surplus(Deficit)				865,003
	Surplus Brought Forward amendment				588,921		1,453,924
	Expenditure and Income Net from original Budget					(865,003)	588,921
	Operating Permanent Changes						
	Governance						
103620.02	Painting of internal walls - Administration building		Operating Expenses			(14,000)	574,921
101420.02	Refreshments		Operating Expenses			(3,000)	571,921
101620.02	Grants		Operating Expenses			(1,000)	570,921
103720.02	Computer Maintenance		Operating Expenses			(10,000)	560,921
103550.09	Asset Management Reserve Transfer In	18187	Operating Expenses			(85,000)	475,921
103540.09	Equipment Reserve	18187	Operating Expenses			(20,000)	455,921
103550.09	Infrastructure Reserve		Operating Expenses			(50,000)	405,921
	General Purpose Funding						
100110.21	Rate Income		Operating Revenue		10,000		415,921
102610.25	Instalment Interest		Operating Revenue		2,000		417,921
104920.02	Staff Training		Operating Expenses			(2,000)	415,921
103820.02	Printing and Stationery		Operating Expenses			(6,000)	409,921
104120.02	Postage		Operating Expenses			(2,000)	407,921
	Law & Order						
108020.02	Animal Control expenses		Operating Expenses			(7,000)	400,921
106020.02	Firebreak Inspections		Operating Expenses			(5,000)	395,921
109730.60	Bushfire Mitigation works- employee costs		Operating Expenses			(102,000)	293,921
109730.60	Bushfire Mitigation works		Operating Expenses			(150,000)	143,921
109730.60	Bushfire Mitigation works		Operating Expenses			(220,000)	(76,079)
108430.23	Fines & Penalties - Ranger		Operating Revenue		2,000		(74,079)
108330.23	Dog Registrations		Operating Revenue		1,000		(73,079)
169930.24	Grant - Emergency Management Plan Review		Capital Revenue		472,000		398,921
	Education & Welfare						
116530.02	CDO Initiatives		Operating Expenses			(3,500)	395,421
111230.02	Community Development Grants		Operating Expenses			(14,000)	381,421
111320.02	Youth Programs		Operating Expenses			(1,000)	380,421
	Housing						
117120.02	Staff Housing Maintenance	18187	Operating Expenses			(6,000)	374,421
117230.23	Rental Income		Operating Revenue			(4,800)	369,621
	Community Amenities						
117720.02	Waste Management Site	18187	Operating Expenses			(40,000)	329,621
118030.23	Mobile Bin Charges		Operating Revenue		2,000		331,621
118320.09	Waste Management Site Reserve transfer in	18187	Operating Expenses			(20,000)	311,621
121720.02	Town Planning Scheme		Operating Expenses		6,000		317,621
123020.02	Cemetery Operations & Maintenance	18187	Operating Expenses			(15,000)	302,621
123220.01	Employee costs		Operating Expenses			(3,000)	299,621
	Recreation and Culture						
129930.22	Activation grant - Seniors		Operating Revenue		1,500		301,121
129220.02	Library Office Expenses		Operating Expenses			(1,500)	299,621
	Transport						
132120.02	Footpath Program		Operating Expenses			(40,000)	259,621
134100.02	Road Verge Maintenance		Operating Expenses		40,000		299,621
132400.02	Traffic Signs Control		Operating Expenses			(5,000)	294,621
133800.01	Local Road Maintenance employee cost		Operating Expenses		102,000		396,621
134800.09	Gravel Reserve Reserve Contribution In		Operating Expenses			(142,000)	254,621
136820.09	Plant Reserve - Transfer In	18187	Operating Expenses			(120,000)	134,621
	Economic Development						
139620.02	Regional Promotion		Operating Expenses			(4,650)	129,971
139660.02	Riverside trail		Operating Expenses			(9,000)	120,971
999999.09	Gryscillus Road Surveying	18187	Operating Expenses			(30,000)	90,971
139120.02	Caravan Park Legal Costs		Operating Expenses			(5,000)	85,971
	Other Property & Services						
143120.02	Training Budget		Operating Expenses			(4,000)	81,971
144620.02	OHS Training Budget		Operating Expenses			(5,000)	76,971
144720.01	Plant Overhead wages		Operating Expenses		25,000		101,971
143230.30	Sale of Materials		Operating Revenue		90,000		191,971
	Capital Expenditure						
	Restricted Assets - for integrated planning, Niche Wall						
	installation & WBAC Regional promotion 19/20, Quannup						
199920.09	Carried Forwards		Capital Expenses			(85,000)	106,971
999999.09	Strategic Initiatives Reserve Initial Transfer In		Capital Expenses			(100,000)	6,971
				0	1,342,421	(2,200,453)	6,971

Classifications Pick List

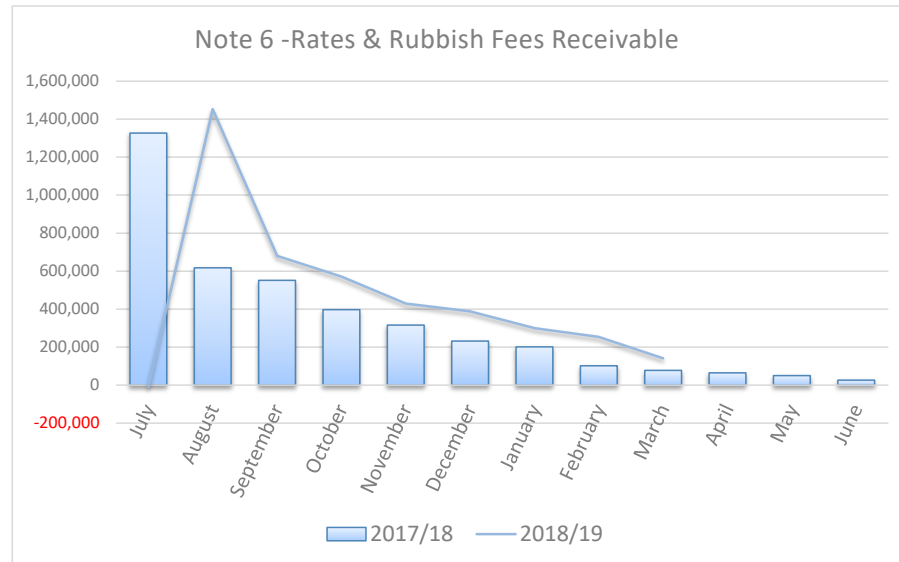
Operating Revenue
Operating Expenses
Capital Revenue
Capital Expenses
Opening Surplus(Deficit)
Non Cash Item

Comments/Notes - Budget Amendments

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 6: Receivables

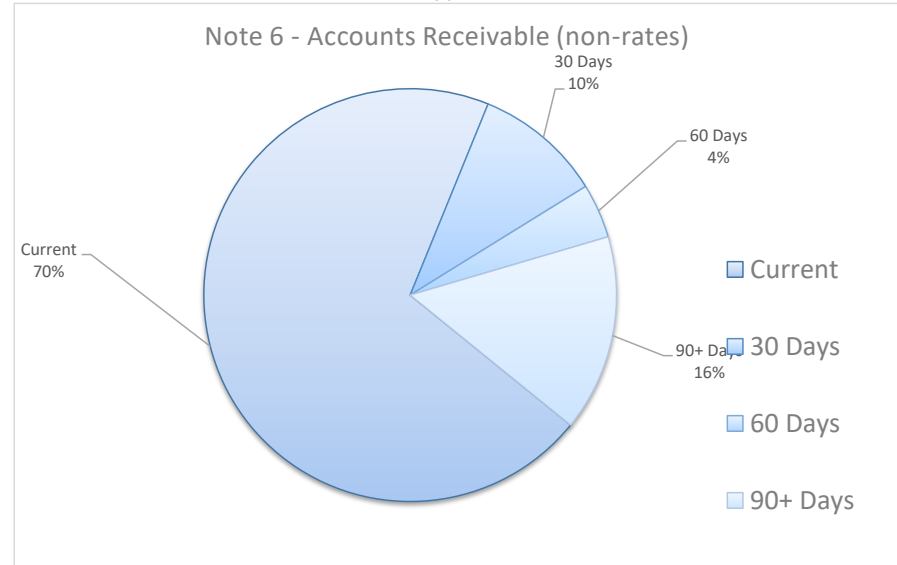
Receivables - Rates Receivable	31 Mar 2019	30 June 2018
	\$	\$
Opening Arrears Previous Years	94,693	68,506
Levied this year	1,703,065	1,591,879
Less Collections to date	(1,562,195)	(1,565,692)
Equals Current Outstanding	235,563	94,693
Net Rates Collectable	235,563	94,693
% Collected	91.73%	94.30%



Comments/Notes - Receivables Rates

Receivables - General	Current	30 Days	60 Days	90+ Days	90+Days
	\$	\$	\$	\$	\$
Receivables - General	36,280	5,165	2,200	7,939	51,585
Balance per Trial Balance					
Sundry Debtors					51,585
Receivables - Other					379,262
Total Receivables General Outstanding					430,847
				Error Check	0.00

Amounts shown above include GST (where applicable)

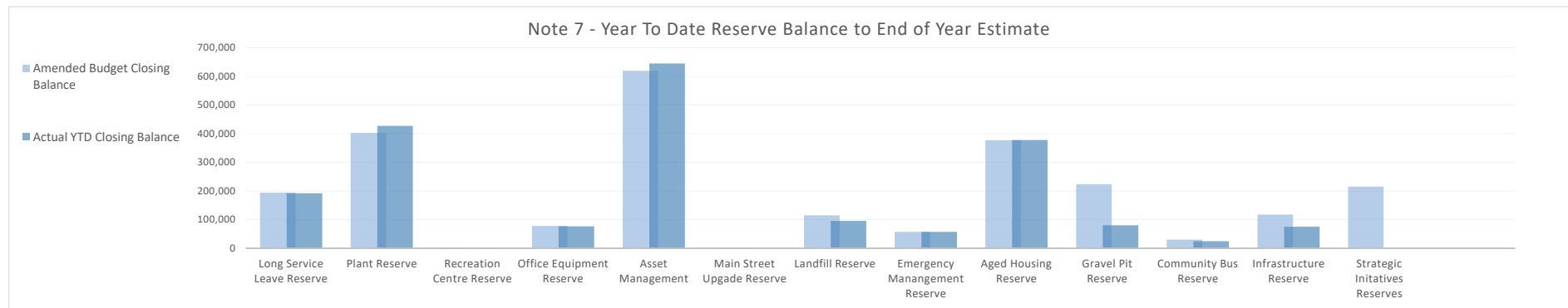
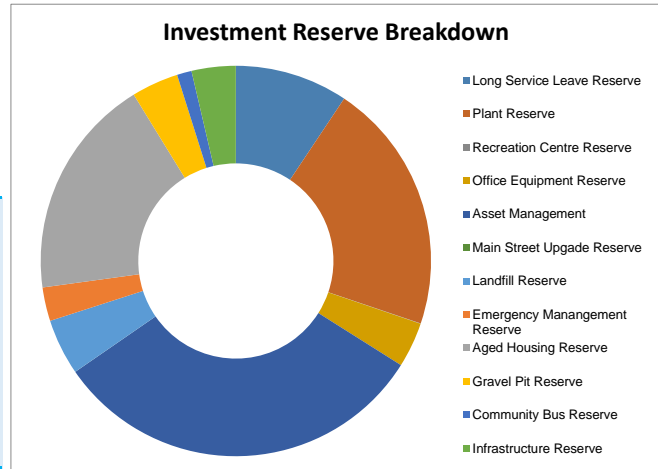


Comments/Notes - Receivables General

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 7: Cash Backed Reserve

Name	Opening Balance 1/7/2018	Amended Budget Interest Earned	Actual Interest Earned	Amended Budget Transfers In (+)	Actual Transfers In (+)	Amended Budget Transfers Out (-)	Actual Transfers Out (-)	Amended Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Long Service Leave Reserve	188,703	5,000	3,433	0	0	0	0	193,703	192,136
Plant Reserve	419,519	1,000	7,633	120,000	0	(138,000)	0	402,519	427,152
Recreation Centre Reserve	545	1,500	10	0	0	0	0	2,045	555
Office Equipment Reserve	75,458	500	1,373	20,000	0	(18,000)	0	77,958	76,831
Asset Management	633,231	1,000	11,521	85,000	0	(100,000)	0	619,231	644,753
Main Street Upgrade Reserve	57	1,000	1	0	0	0	0	1,057	58
Landfill Reserve	93,746	1,000	1,706	20,000	0	0	0	114,746	95,451
Emergency Manangement Reserve	56,234	1,000	1,023	0	0	0	0	57,234	57,257
Aged Housing Reserve	370,827	6,000	6,747	0	0	0	0	376,827	377,574
Gravel Pit Reserve	80,000	1,000	0	142,000	0	0	0	223,000	80,000
Community Bus Reserve	24,376	1,000	443	5,000	0	0	0	30,376	24,819
Infrastructure Reserve	75,000	0	0	80,000	0	(37,500)	0	117,500	75,000
Strategic Initiatives Reserves	0	0	0	215,000	0	0	0	215,000	0
	2,017,697	20,000	33,891	687,000	0	(293,500)	0	2,431,197	2,051,588



SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 8: Disposal of Assets

Asset Number	Asset Description	YTD Actual				Amended Budget			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	Plant and Equipment					131,818	131,818		0
P170	Hyundai Sonata	15,000	16,364	1,364					
P558	Volvo Backhoe	80,574	55,000		(25,574)				
		0	71,364	1,364	(25,574)	131,818	131,818	0	0

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 9: Rating Information

	Rate in	Number of Properties	Rateable Value	YTD Actual				Amended Budget			
				Rate Revenue	Interim Rates	Back Rates	Total Revenue	Rate Revenue	Interim Rate	Back Rate	Total Revenue
RATE TYPE	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
Differential General Rate											
GRV	8.6979	418	6,793,736	590,912	7,201	0	598,113	590,912			590,912
UV	0.4534	207	118,337,000	536,540	0	0	536,540	536,540			536,540
UV Pastoral				0	0	0	0		0	0	0
Sub-Totals		625	125,130,736	1,127,452	7,201	0	1,134,653	1,127,452	0	0	1,127,452
Minimum Payment	Minimum										
	\$										
GRV	928.00	320	2,076,672	296,960	0	0	296,960	314,848	0	0	314,848
UV	1,118.00	200	25,824,398	223,600	0	0	223,600	205,712	0	0	205,712
Sub-Totals		520	27,901,070	520,560	0	0	520,560	520,560	0	0	520,560
		1,145	153,031,806	1,648,012	7,201	0	1,655,213	1,648,012	0	0	1,648,012
Concession							0				0
Amount from General Rates							1,655,213				1,648,012
Ex-Gratia Rates							47,852				47,852
Specified Area Rates							0				0
Totals							1,703,065				1,695,864

Comments - Rating Information

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 10: Information on Borrowings

(a) Debenture Repayments

Particulars	01 Jul 2018	New Loans	Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Amended Budget	Actual	Amended Budget	Actual	Amended Budget
			\$	\$	\$	\$	\$	\$
Governance								
Loan 37 NCRC	50,561		12,973	17,429	37,587	33,132	2,608	9,868 *
Loan 39 NMC		350,000	17,699	25,957	332,301	324,043	6,756	0
	50,561	350,000	30,673	43,386	369,888	357,175	9,364	9,868

All debenture repayments were financed by general purpose revenue.

(b) New Debentures

* Per SSL 2018_19

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 11: Grants and Contributions

	Grant Provider	Type	Opening Balance (a)	Amended Budget Operating (b)	Capital	YTD Budget (a)+(b)	Annual Budget (d)	Post Variations (e)	Expected (d)+(e)	YTD Actual Revenue (c)	(Expended) (c)	Unspent Grant (a)+(b)+(c)
				\$	\$	\$				\$	\$	\$
General Purpose Funding												
Grants Commission - General Equalisation	WALGGC	operating	(434,077)	(393,337)	0	(827,414)	(393,337)		(393,337)	(312,558)	312,558	0
Grants Commission - Roads	WALGGC	operating	(262,334)	(208,127)	0	(470,461)	(208,127)		(208,127)	(166,664)	166,664	0
Law, Order and Public Safety												
FESA LEVY DFES	Dept. of Fire & Emergency Serv.	operating - Tied	0	(120,000)	0	(120,000)	(120,000)		(120,000)	(64,000)	64,000	0
Bushfire Management Plan	Dept. of Fire & Emergency Serv.	operating - Tied	(19,140)	0	0	(19,140)	0		0	0	0	(19,140)
Bushfire Mitigation Works 2018/19	Dept. of Fire & Emergency Serv.	Non-operating	0	0	(472,000)	(472,000)	(472,000)		(472,000)	(238,250)	238,250	0
Grant FESA - SES	Dept. of Fire & Emergency Serv.	operating - Tied	0	(12,000)	0	(12,000)	(12,000)		(12,000)	(9,393)	9,393	0
CESM MOA Grant	Dept. of Fire & Emergency Serv.	Operating	0	(87,550)	0	(87,550)	(87,550)		(87,550)	(44,009)	44,009	0
Education and Welfare												
Grants - Community Bus	Contributions	Operating	0	(2,000)	0	(2,000)	(2,000)		(2,000)	0	0	0
Local Drug Action Group	Local Drug Action Group	Non-operating	0	0	0	0	0		0	(4,144)	4,144	0
Family Fun Day	Dept. Regional Development	Operating	0	0	0	0	0		0	(13,885)	13,885	0
Community Development Grants	Dept. Regional Development	Non-operating	0	0	0	0	0		0	(12,645)	12,645	0
Community Development Grants	Dept. Regional Development	Operating	0	(3,000)	0	(3,000)	(3,000)		(3,000)	(134,884)	134,884	0
Department of Local Government, Active Healthy Living	Dept of Local Government	operating - Tied	(10,000)	0	0	(10,000)			0		0	(10,000)
Kidsport	Dept. Regional Development	operating - Tied	0	(10,000)	0	(10,000)	(10,000)		(10,000)	0	0	0
Recreation and Culture												
Grants - Recreation and Culture	LotteryWest	Non-operating	0	0	(50,000)	(50,000)	(50,000)		(50,000)	(14,998)	14,998	0
Grants - Libraries	Good Things Foundation	Operating	0	(1,500)	0	(1,500)	(1,500)		(1,500)	(1,500)	1,500	0
Grants - Youth Activities	Dept. of Communities	Operating	0	0	0	0	0		0	0	0	0
Transport												
Roads To Recovery Grant - Cap	Roads to Recovery	Non-operating	0	0	(228,000)	(228,000)	(228,000)		(228,000)	(16,469)	16,469	0
MRD Grants - Capital Projects	Regional Road Group	Operating	0	(62,284)	0	(62,284)	(62,284)		(62,284)	(109,337)	109,337	0
Grant - Regional Road Group	Regional Road Group	Non-operating	0	0	(210,000)	(210,000)	(210,000)		(210,000)	(233,503)	233,503	0
			(725,551)	(899,798)	(960,000)	(2,585,349)	(1,859,798)	0	(1,859,798)	(1,376,239)	1,376,239	(29,140)
SUMMARY												
Operating	Operating Grants, Subsidies and Contributions		(696,411)	(757,798)	0	(1,454,209)	(757,798)	0	(757,798)	(782,837)	782,837	0
Operating - Tied	Tied - Operating Grants, Subsidies and Contributions		(29,140)	(142,000)	0	(171,140)	(142,000)	0	(142,000)	(73,393)	73,393	(29,140)
Non-operating	Non-operating Grants, Subsidies and Contributions		0	0	(960,000)	(960,000)	(960,000)	0	(960,000)	(520,009)	520,009	0
TOTALS			(725,551)	(899,798)	(960,000)	(2,585,349)	(1,859,798)	0	(1,859,798)	(1,376,239)	1,376,239	(29,140)

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019


















Note 12: Trust Fund

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

Description	Opening Balance 01 Jul 2018	Amount Received	Amount Paid	Closing Balance 31 Mar 2019
	\$	\$	\$	\$
BCITF Levy	0	2,931	2,541	391
BRB Levy	0	7,502	7,038	464
Bonds	44,732	41,800	(3,400)	83,132
Nomination Deposit	0	0	0	0
Donation Rec Centre Deposit	0	0	0	0
Nannup Community Bus	0	0	0	0
	44,732	52,233	6,178	83,986.22
				83,986
			Error	0.00

SHIRE OF NANNUP
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 March 2019

Note 13: Capital Acquisitions

Assets	Account	YTD Actual			Amended Budget			Strategic Reference / Comment
		New/Upgrade	Renewal	Total YTD	Annual Budget	YTD Budget	YTD Variance	
		\$	\$	\$	\$	\$	\$	
 Level of completion indicator, please see table at the end of this note for further detail.								
Buildings								
Recreation And Culture								
 Capital Works Recreation Centre	2574	0	0	0	150,000	0	0	
 Mitigation Funded Activities	0973	231,506	(1)	231,505	472,000	(1)	231,506	
 Town Hall	2422	13,354	0	13,354	0	0	13,354	
Recreation And Culture Total		244,860	0	244,859	622,000	(1)	244,860	
 Buildings Total		321,451	0	321,450	622,000	(1)	321,451	
Furniture & Office Equip.								
Governance								
 Shire Office	0254	6,269	0	6,269	0	0	6,269	
 Shire Offices	0584	0	0	0	18,000	0	0	
Governance Total		6,269	0	6,269	18,000	0	6,269	
 Furniture & Office Equip. Total		6,269	0	6,269	18,000	0	6,269	
Plant , Equip. & Vehicles								
Governance								
 Vehicle purchases - Office Staff	0544	0	0	0	50,000	50,000	(50,000)	
Governance Total		0	0	0	50,000	50,000	(50,000)	
Transport								
 Purchase Of Plant	3564	234,439	0	234,439	178,000	178,000	56,439	
Transport Total		234,439	0	234,439	178,000	178,000	56,439	
 Plant , Equip. & Vehicles Total		234,439	0	234,439	228,000	228,000	6,439	
Roads (Non Town)								
Transport								
 Local Road Construction	3170	265,682	0	265,682	486,250	486,250	(220,568)	
 Footpath Program	3210	418	0	418	48,786	48,786	(48,368)	
Transport Total		266,100	0	266,100	535,036	535,036	(268,936)	
 Roads (Non Town) Total		266,100	0	266,100	535,036	535,036	(268,936)	
Streetscapes								
Economic Services								
 Mainstreet Upgrade	3264	2,400	0	2,400	0	0	2,400	
Economic Services Total		2,400	0	2,400	0	0	2,400	
 Streetscapes Total		2,400	0	2,400	0	0	2,400	
Capital Expenditure Total		830,659	0	830,658	1,403,036	763,035	67,623	
<div>  Level of Completion Indicators <div> <div>0%</div> <div>20%</div> <div>40%</div> <div>60%</div> <div>80%</div> <div>100%</div> <div>Over 100%</div> </div> </div>								
Percentage YTD Actual to Annual Budget Expenditure over budget highlighted in red.					31/03/2019			

Attachment 12.3.1

LIST OF ACCOUNTS DUE AND SUBMITTED TO COMMITTEE				
ACCOUNTS FOR PAYMENT - MARCH 2019				
EFT/ Cheque	Date	Name	Invoice Description	Amount
Shire of Nannup Municipal Fund				
EFT11426	05/03/2019	DOWN SOUTH AUTO ELECTRIX & AIR	COMPRESSOR REPAIRS	1056.00
EFT11427	05/03/2019	COMPASS RENOVATIONS	PROGRESS PAYMENT # 3 - REC CENTRE CHANGE ROOMS REFURB	10000.00
EFT11428	05/03/2019	CITY & REGIONAL FUELS	FUEL EXPENSES	2373.20
EFT11429	05/03/2019	SCOPE BUSINESS IMAGING	PHOTOCOPIER SERVICING	188.10
EFT11430	05/03/2019	CHUBB FIRE & SECURITY	MONTHLY FIRE DETECTION SYSTEM SERVICE	161.73
EFT11431	05/03/2019	ASPIRED ALUMINIUM & GLASS	WINDOW REPAIR	137.00
EFT11432	05/03/2019	PETER & LINDA ROGERS	RETURN OF BOND	3000.00
EFT11433	05/03/2019	BELL FIRE EQUIPMENT	FIRE DELIVERY HOSE MAINTENANCE	1347.50
EFT11434	05/03/2019	TOLL IPEC ROAD EXPRESS PTY LTD	LIBRARY EXPENSES	61.99
EFT11435	05/03/2019	JASON SIGNMAKERS	SIGNAGE	491.70
EFT11436	05/03/2019	K & C HARPER	CROSSOVER SUBSIDY	800.00
EFT11437	05/03/2019	NANNUP HARDWARE & AGENCIES	PROTECTIVE CLOTHING	724.63
EFT11438	05/03/2019	PRESTIGE PRODUCTS	CLEANING SUPPLIES	386.10
EFT11439	05/03/2019	SUGAR MOUNTAIN ELECTRICAL SERVICES	ELECTRICAL INSPECTIONS - SAFETY PURPOSES	515.38
EFT11440	05/03/2019	WORTHY CONTRACTING	FIRE MITIGATION ACTIVITIES	1320.00
EFT11441	15/03/2019	MANJIMUP BOUNCY CASTLES	FAMILY FUN DAY 2019	1200.00
EFT11442	15/03/2019	BP NANNUP	FUEL - VBF8	378.42
EFT11443	15/03/2019	EDGE PLANNING & PROPERTY	PLANNING SERVICES	726.00
EFT11444	15/03/2019	BUSSELTON MULTI SERVICE	ENGRAVING OF 2019 AUSTRALIA DAY AWARD MEDALS	126.50
EFT11445	15/03/2019	DEAN GUJA	ENVIRONMENTAL HEALTH OFFICER	3388.00
EFT11446	15/03/2019	COMPASS RENOVATIONS	PROGRESS PAYMENT #4 FOR REC CENTRE CHANGING ROOMS	12040.00
EFT11447	15/03/2019	CITY & REGIONAL FUELS	FUEL EXPENSES	12152.65
EFT11448	15/03/2019	BROOKS HIRE	HIRE LOADER	9847.90
EFT11449	15/03/2019	OFFICEWORKS	STATIONERY	273.41
EFT11450	15/03/2019	NANNUP MEN'S SHED INC.	PROJECT FUNDED BY SWCC	1700.00
EFT11451	15/03/2019	SOUTH WEST FOODBOWL FESTIVAL	CATERING FAMILY FUN DAY	1550.00
EFT11452	15/03/2019	LEARMOND CARPENTRY	MINOR REPAIRS - MARINKO TOMAS TOILET DOOR	1691.55
EFT11453	15/03/2019	STIHL SHOP REDCLIFFE	PROTECTIVE CLOTHING	245.00
EFT11454	15/03/2019	AW ROADWORKS PTY LTD	TRAFFIC CONTROL	3861.00
EFT11455	15/03/2019	NANNUP LIQUOR STORE	REFRESHMENTS	57.99
EFT11456	15/03/2019	FAIRTEL PTY LTD	NBN FOR SES BUILDING FOR FEBRUARY 2019	132.97
EFT11457	15/03/2019	NANNUP SIGNS	SIGNAGE	1249.00
EFT11458	15/03/2019	BLACKWOOD CAFE	LDAG MENTOR PROGRAM	200.00
EFT11459	15/03/2019	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	ESL FOR QUARTER 3 2018/19	28699.33
EFT11460	15/03/2019	MOORE STEPHENS (WA) PTY LTD	BUDGET WORKSHOP - 2 STAFF MCS & CSO	1683.00
EFT11461	15/03/2019	TOLL IPEC ROAD EXPRESS PTY LTD	FREIGHT EXPENSES	95.82
EFT11462	15/03/2019	K & C HARPER	PLUMBING TO RECREATION CENTRE UPGRADE	2883.54
EFT11463	15/03/2019	NANNUP HARDWARE & AGENCIES	MINOR HARDWARE PURCHASES	175.00
EFT11464	15/03/2019	NANNUP COMMUNITY RESOURCE CENTRE	PROMOTION - FAMILY FUN DAY	1057.00
EFT11465	15/03/2019	SUGAR MOUNTAIN ELECTRICAL SERVICES	TESTING RCD RECREATION CENTRE	815.84
EFT11466	15/03/2019	SOUTHWEST TYRE SERVICE	SUPPLY AND FIT TYRES	1015.00
EFT11467	15/03/2019	LOUISE STOKES	REIMBURSEMENT OF EXPENSES	140.80
EFT11468	20/03/2019	DATA #3 LIMITED	LICENCE AND SOFTWARE - MICROSOFT	5050.57
EFT11469	20/03/2019	SCOPE BUSINESS IMAGING	PHOTOCOPIER SERVICING	849.83
EFT11470	20/03/2019	GRACE RECORDS MANAGEMENT PTY LTD	RECORDS MANAGEMENT	75.02
EFT11471	20/03/2019	OFFICEWORKS	STATIONERY	38.41
EFT11472	20/03/2019	BUSINESS INITIATIVE GROUP NANNUP (BIG N)	CHRISTMAS LIGHTS COMPETITION 2018.	200.00
EFT11473	20/03/2019	STIHL SHOP REDCLIFFE	PROTECTIVE CLOTHING	245.00
EFT11474	20/03/2019	NANNUP LIQUOR STORE	REFRESHMENTS	144.79
EFT11475	20/03/2019	GINIA WADDELL	REFUND OF DOG REGISTRATION FEES - STERILISATION	150.00
EFT11476	20/03/2019	JESSE BRANDENBURG	ADMINISTRATION BUILDING - PAINTING	395.00
EFT11477	20/03/2019	LANDGATE	GRV SCHEDULES	306.29
EFT11478	20/03/2019	K & C HARPER	PLUMBING EXPENSES - CHANGE ROOMS	4315.30
EFT11479	20/03/2019	NANNUP NEWSAGENCY	POSTAGE	279.87
EFT11480	20/03/2019	PRESTIGE PRODUCTS	CLEANING SUPPLIES	1548.14
EFT11481	20/03/2019	ST. JOHN AMBULANCE - NANNUP	ST JOHN AMBULANCE MEMBERSHIPS	347.00
EFT11482	20/03/2019	IT VISION	SOFTWARE SUBSCRIPTIONS	77.00
EFT11483	28/03/2019	ROBERT LONGMORE	COUNCILLOR ALLOWANCES	650.00
EFT11484	28/03/2019	LORRAINE LEARMOND	REIMBURSEMENT OF EXPENSES	91.96
EFT11485	28/03/2019	EDGE PLANNING & PROPERTY	PLANNING SERVICES	957.00
EFT11486	28/03/2019	LONSDALE PARTY HIRE	STRETCH TENT	200.00
EFT11487	28/03/2019	CATHERINE STEVENSON	COUNCILLOR ALLOWANCES	1137.90
EFT11488	28/03/2019	PICKLE & O	CATERING FOR ORDINARY MEETING + 2 GUESTS AUSTRALIA DAY AWARD WINNERS	756.50
EFT11489	28/03/2019	TONY DEAN	COUNCILLOR ALLOWANCES	768.10
EFT11490	28/03/2019	ALLGLOVE INDUSTRIES	FIREFIGHTING - PROTECTIVE EQUIPMENT	980.10
EFT11491	28/03/2019	CITY & REGIONAL FUELS	FUEL EXPENSES	4611.46
EFT11492	28/03/2019	SCOPE BUSINESS IMAGING	PHOTOCOPIER SERVICING	847.15
EFT11493	28/03/2019	NANNUP DELI	SOUTHAMPTON FIRE - FOOD & DRINKS - RECOVERABLE	419.63
EFT11494	28/03/2019	BROOKS HIRE	CARTAGE OF LOADER TO SHIRE DEPOT	2313.17
EFT11496	28/03/2019	SOUTH WEST GROUP OF AFFILIATED AGRICULTURAL ASSOCIATIONS INC	2019 SPONSORSHIP OF THE WALK THROUGH WA SOUTH WEST DISPLAY AT ROYAL SHOW	250.00
EFT11497	28/03/2019	JONATHAN JONES	CONTRACT CLAIM - UTILITIES EXPENSES	1461.15
EFT11498	28/03/2019	DUNSBOROUGH ASPHALT	ASPHALT EXPENSES	2800.00
EFT11499	28/03/2019	CHUBB FIRE & SECURITY	FIRE DETECTION SYSTEM OCTOBER 2018	161.73
EFT11500	28/03/2019	NANNUP LIQUOR STORE	REFRESHMENTS	182.79
EFT11501	28/03/2019	SAFARI TENTS AUSTRALIA	REPAIRS TO STRETCH TENT	50.00
EFT11502	28/03/2019	VICKI LAMERS	JANUARY SCHOOL HOLIDAY PROGRAM	50.00
EFT11503	28/03/2019	HOSEPRO SOUTH WEST	VEHICLE REPAIRS	1258.37
EFT11504	28/03/2019	CREATAVISION PUBLISHING	COFFEE TABLE BOOK - TOURISM PROMOTION OF NANNUP	1500.00
EFT11505	28/03/2019	AUSTRALIAN TAXATION OFFICE - BAS	JANUARY 2019 BUSINESS ACTIVITY STATEMENT	62332.00
EFT11506	28/03/2019	BUSSELTON PEST & WEED CONTROL	SES BUILDINGS ANNUAL MAINTENANCE TREATMENT	1397.00
EFT11507	28/03/2019	JASON SIGNMAKERS	SIGNAGE	156.09
EFT11508	28/03/2019	NANNUP HARDWARE & AGENCIES	HARDWARE EXPENSES	1572.62
EFT11509	28/03/2019	NANNUP EZIWAY SELF SERVICE STORE	GAS BOTTLES - RECREATION CENTRE	269.24
EFT11510	28/03/2019	NANNUP COMMUNITY RESOURCE CENTRE	ADVERTISING	416.20
EFT11511	28/03/2019	PRESTIGE PRODUCTS	DEBRIEF VBF8 - LEWANA FIRE - CONSUMABLES	117.43
EFT11512	28/03/2019	THE PAPER COMPANY OF AUSTRALIA PTY LTD	PAPER	123.75
EFT11514	28/03/2019	ROBIN LORKIEWICZ	ACCOMMODATION & TRAVEL REIMBURSEMENT	1213.48

Total EFT Payments for period: \$ 213,016.09

LIST OF ACCOUNTS DUE AND SUBMITTED TO COMMITTEE				
ACCOUNTS FOR PAYMENT - MARCH 2019				
EFT/ Cheque	Date	Name	Invoice Description	Amount
20356	05/03/2019	CITY OF BUSSELTON	SWLC FOUR MONTHS PRO RATA 2018/19	145.20
20358	07/03/2019	LITE INDUSTRIES	GRAVE SHORING	16,544.08
20359	15/03/2019	BADEN HAPP	REIMBURSEMENT OF F CLASS LICENCE EXPENSE	106.50
20360	15/03/2019	DAVID DYSON	REFUND OF BUILDING FEES	356.35
20361	20/03/2019	AUSTRALIA POST	SMALL POST BOX RENEWAL	135.00
20362	20/03/2019	TELSTRA	TELSTRA USAGE AND SERVICE CHARGES 28/01/2019 - 27/02/2019	68.95
20363	28/03/2019	JO GRYGLICKI	REIMBURSEMENT OF YOUTH SPACE HIRE FEES	291.00
20364	28/03/2019	TELSTRA	DARRADUP VBFB USAGE AND SERVICE	30.18
Total Cheque Payments for period:				\$ 17,677.26
DD10423.1	31/03/2019	CORPORATE CREDIT CARD - SHIRE OF NANNUP	CORPORATE CREDIT CARD MARCH 2019	73.70
DD10423.2	31/03/2019	WESTERN AUSTRALIAN TREASURY CORPORATION	LOAN 39 MARCH 2019	5,039.23
DD10423.3	31/03/2019	TELSTRA	TELSTRA MARCH 2019	1,400.88
DD10423.4	31/03/2019	SYNERGY	ELECTRIC CAR RECHARGE SYNERGY MARCH 2019	3,524.00
DD10423.5	31/03/2019	SGFLEET	SG FLEET MARCH 2019	1,357.62
DD10423.6	31/03/2019	BOC LIMITED	BOC MARCH 2019	65.82
DD10423.7	31/03/2019	BP AUSTRALIA	BP MARCH 2019	765.58
DD10423.8	31/03/2019	CLEANAWAY	CLEANAWAY MARCH 2019	10,116.83
DD10423.9	31/03/2019	CALL ASSOCIATES PTY LTD - INSIGHT & CONNECT	CONNECT MARCH 2019	95.10
DD10423.10	31/03/2019	GO GO MEDIA * DIRECT DEBIT*	GO GO MEDIA MARCH 2019	75.90
DD10423.11	31/03/2019	WESTNET	WESTNET MARCH 2019	373.84
DD10423.12	31/03/2019	WATER CORPORATION	WATER CORPORATION MARCH 2019	10,756.09
DD10423.13	31/03/2019	CALTEX AUSTRALIA	CALTEX MARCH 2019	741.92
Total Direct Debit Payments for period:				\$ 34,386.51
Shire of Nannup Trust Fund				
EFT11513	28/03/2019	BUILDING COMMISSION	FEBRUARY 2019 BSL	812.14
Total Trust Payments for period:				\$ 812.14
TOTAL MUNICIPAL PAYMENTS FOR PERIOD				\$ 265,079.86
TOTAL TRUST PAYMENTS FOR PERIOD				\$ 812.14
TOTAL PAYMENTS FOR PERIOD:				\$ 265,892.00



Lower South West Sporting and Recreation Facilities Plan

Contents

Glossary	3
Executive Summary.....	4
1. Background to the Lower South West Sporting and Recreation Facilities Plan	6
2. Strategic Context	8
3. Demographic Influences	13
4. Consultation Outcomes	17
4.1 Local Government	17
4.2 State Sporting Associations	20
4.3 Summary: Key Challenges	22
5. Participation and Development Trends	24
5.1 Participation Trends	24
5.2 Facility Audit Outcomes:	25
5.3 Sport and Recreation Facility Trends	32
5.4 Implications of Current Trends.....	34
6. Strategic Issues and Opportunities	36
6.1 Facility Development Priorities	36
6.2 Strategic and Partnership Considerations	37
7. Recommendations	39

Glossary

Abbreviations	
DLGSC	Department of Local Government, Sport and Cultural Industries
DoE	Department of Education
DPaW	Department of Parks and Wildlife
DoP	Department of Planning
DE	Department of Environment
DoW	Department of Water
LSWLG	Lower South West Local Governments (the collective of all Lower South West Regional Local Governments).
LSW	Lower South West
HWA	Hockey WA
SoM	Shire of Manjimup
SoN	Shire of Nannup
SoBG	Shire of Bridgetown Greenbushes
SoBB	Shire of Boyup Brook
SSA	State Sporting Association
SWDC	South West Development Commission
SWEDF	South West Economic Development Forum
TW	Tennis West
WAFC	Western Australian Football Commission
WACHS	WA Country Health Service
WAPHA	WA Primary Health Alliance
WBA	Warren Blackwood Alliance of Councils

Executive Summary

The LSW Sporting and Recreation Facilities Plan references current and planned infrastructure available for sport and recreation purposes which been identified by respective Lower South West Local Government's (LSW LG's). The plan provides a direction for the four partner local governments to prioritise future investment and the potential for resource sharing.

Based on the demographic profiling, and given the limited projected population growth, it is unlikely the requirement to increase sporting provision will dramatically change in the foreseeable future. For aquatic infrastructure, which has major capital and operational cost implications, the LSW is already well provided for. The main consideration therefore is on sustaining existing infrastructure, modernisation/upgrade to enhance the functionality of facilities and on improving the viability of ageing infrastructure.

Each of the LSW local governments have identified challenges which they are having to deal with and plan for. These include equality of access; a gradually diminishing volunteer support network; community expectations; financial viability of clubs, the management and more efficient use of existing assets and the continuing demand on limited resources and services. Added to this are additional demands as a result of change in facility use and trends which includes the provision of infrastructure for an ageing population whilst meeting the needs of the youth; the decrease in competition structures in regional areas due to gradually diminishing club numbers and the impact on facility design resulting from the growth in female participation.

The plan aligns to a number of key local and regional initiatives which have or are in the process of being developed where tourism and economic development opportunities are being explored. Sport and recreation facility infrastructure have the potential to align to these opportunities, particularly with the development of tracks and trails and events.

Within the four LSW local government areas there are a number of focal points for future sport and recreation development. These include:

- The Shire of Manjimup: An approved and evolving Master Plan for the Community Recreation Hub within the main township will see the infrastructure markedly change over time, subject to funding availability. The shire has an ongoing commitment to subsidise the ongoing operational costs of the aquatic centre and support defined maintenance obligations for Northcliffe, Pemberton and Walpole recreation grounds.
- The Shire of Bridgetown Greenbushes: Having a focus primarily on facilities within their control and which they manage. This includes increasing the viability of the leisure centre (court space, 24-hour gym and aquatic infrastructure) and future development of Bridgetown Sports Ground. In spite of recent investment to the Bridgetown Sports Ground clubhouse and track, the site carries a significant amount of built infrastructure which will need to be rationalised over time and when funding opportunities present themselves, redeveloped. The plan incorporates a suggested phased development solution to address these aspects.
- The Shire of Nannup: The main focus is on the Nannup townsite recreation precinct. Recent investment has uplifted the precinct which provides a focus for all formal club based sporting activity (with the exception of bowls). The plan incorporates a suggested phased development solution to consolidate and expand the recreation precinct with a suggested alternative solution for the relocation of the bowling club and expansion of current infrastructure to meet need and assist in supporting its longer term viability.
- The Shire of Boyup Brook: The main focus is on the Boyup Brook townsite and potential co-location and consolidation of infrastructure on the main sporting precinct. There is a need to rationalise current infrastructure to increase the sites viability as a location for sporting, leisure, recreation and event infrastructure. The plan incorporates a suggested phased development solution to address all

of these aspects to minimise ongoing management obligations by co-locating the majority of sporting clubs and recreational users.

A series of facility development opportunities are identified on page 36 of the document and these are supported by a series of recommendations under 4 discrete headings:

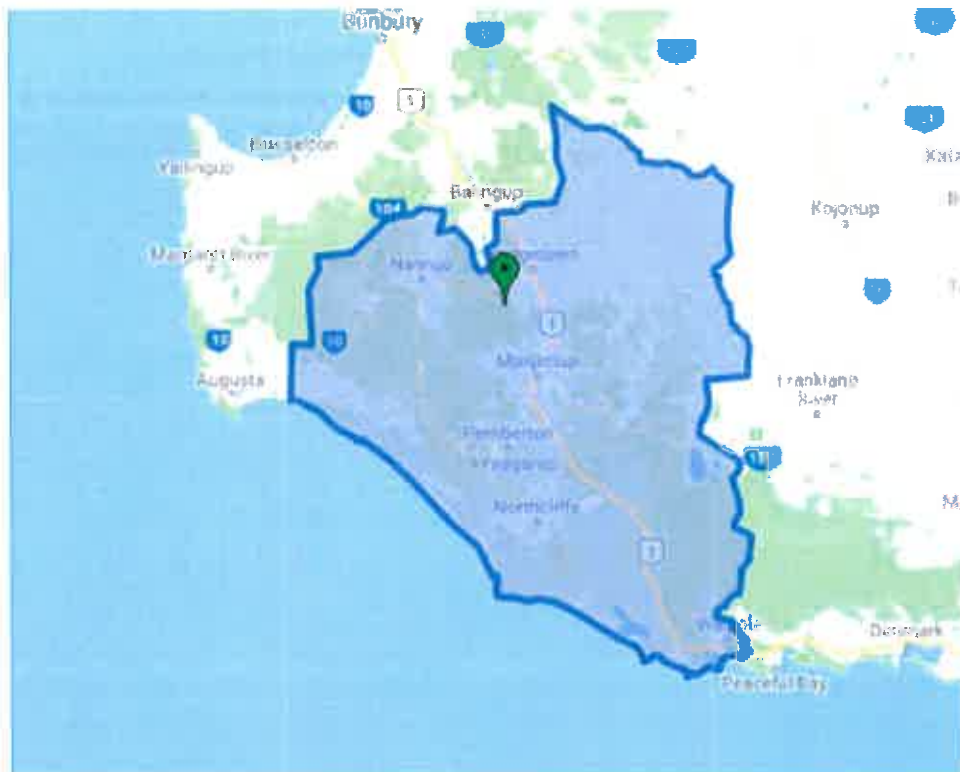
- Structural Review.
- Club and Volunteer Development: Alliances, Partnerships, Training and Development.
- Trails, Events, Economy and Tourism.
- Facility Development – Sustainable and Strategic Facility Development Principles.

The recommendations contained on pages 38 to 44 also incorporate a commitment to the development of infrastructure across the LSW in accordance with a hierarchy and network of accessible facilities that meet competition and training needs at a local, sub-regional and regional level in accordance with DLGSC funding priorities.

1. Background to the Lower South West Sporting and Recreation Facilities Plan

The Lower South West (LSW) consists of 4 local governments (LG's), comprising of the Shires of Manjimup, Bridgetown Greenbushes; Boyup Brook and Nannup which is depicted in figure 1 below.

Figure 1: LSW Regional Area (Source: Nearmap)



This LSW Sporting and Recreation Facilities Plan references current and planned infrastructure available for sport and recreation purposes which been identified by respective LSW LG's through a variety of master planning documents; their integrated planning process and development of their strategic community plans. In addition, the State Planning Strategy, the South West Investment Blueprint and Directions 2031 and Beyond provide a context through which future investment and growth within the region is to be encouraged and managed.

The plan takes into account all of the background planning studies and provides a direction for the four partner local governments to prioritise future investment and the potential for resource sharing. This however needs to be seen in the context of the broader development opportunities associated with the LSW and potential barriers which impact on the level, functionality and extent of sport and recreation facilities and services.

The LSW (also referenced as Warren Blackwood) is dominated by agricultural production, with the main commodity sectors being vegetables, milk and fruit. The Regional Indicators Report of 2017 (produced by the South West Development Commission) indicated that areas of opportunity for future growth remain in the inland areas which has comparative advantages in horticulture and beef production. Whilst within the South West, there has been an annual population growth of 2.1% over the past five years and the regions

contribution to Western Australia's Gross State Product has remained steady at 6% over the past decade, these figures are pertinent to the broader region and do not take into account the challenges currently being faced by the four local governments of the LSW. The four local governments have their own particular challenges which broadly include:

- An increasingly ageing community with a consequential increase in aged care places and the requirement to cater for sport and recreation facilities which meet their needs.
- Relative levels of rural isolation which potentially impact on the ability to attract and retain young families (particularly those with children of secondary school age).
- The ability to attract alternative external investment to bolster the economy which predominantly is agricultural and service industry based.

Figure 2: Local Government Boundaries of the LSW (Warren Blackwood) and neighbouring South West Local Governments



While there are challenges, the South West Region however does have a number of areas highlighted as being an attractor. These include:

- Low housing costs in comparison to the Perth Metropolitan area.

- Lifestyle - the latest Living in the Regions Survey for 2013 shows that people living in the South West enjoy their lifestyle more than in comparison to their Perth and other regional counterparts.
- The potential to build on opportunities which may present themselves within the tourism sector. Visitors to the wider region in 2015 approached 5 million which provided a value to the economy of \$1.37 billion.

In developing this plan, it is important to recognise the broader context and seek to address the challenges whilst building upon the strengths within the regional economy.

This plan has been developed having regard to emerging needs and trends and relative priorities for each local government and the region as a whole. The process in developing the LSW Facilities Plan incorporated the following:

- Stage 1: A gap analysis including: a review of relevant plans, demographic indicators, sport and recreation facility infrastructure, industry benchmarks, State Sporting Association Commitments and existing/potential partnerships
- Stage 2: An analysis of current priorities and facility development needs with local government partners and selected State Sporting Associations. This included a focus on asset management and maintenance obligations.
- Stage 3: The identification of opportunities options and prioritisation of facilities and services required to serve the needs of the changing demography within the LSW.
- Stage 4: the development of the draft plan for peer review and subsequent final plan.

As a strategic document the recommendations contain a number of areas where further research will be required and a series of recommendations which challenge the traditional way of providing services to meet the needs of the resident population of the LSW Region. The plan identifies future sport and recreation requirements through to 2036 in respect of both regional level infrastructure and services and the priorities for the development of localised infrastructure which supports the development of sport and recreation at the regional level. This process also highlights the issues associated with future viability and potential implications related to the co-location of infrastructure and potential land acquisition issues.

2. Strategic Context

The key strategic documents which have a direct influence on the provision of sport and recreation infrastructure and associated services within the LSW are summarised below. A full detailed precis of documents reviewed is contained within a separate document at Appendix A.

State Government Influences:

- The South West Regional Investment Blueprint (South West Regional Development Commission December 2014) highlights the way in which the region is anticipated to grow and highlights the key infrastructure projects which are required to be put in place to facilitate this growth. It is to be noted that the provision of sport and recreation infrastructure is seen as an essential component in supporting growth:

"A strategic spread of recreational space exists to support both population growth and the requirements of specific population demographics."

Opportunities were identified as:

- Promoting early childhood physical activity;
- Providing organised sports activities for all, especially disadvantaged children;
- Population growth (matching demand);
- Developing water catchments as recreational opportunities;

- FIFO/DIDO (sport and recreational implications of the fly-in fly-out and drive-in drive-out workforce on families, communities and individuals);
- Supporting and building sporting association capacity;
- Adequate provision of recreation for older people;
- Managing increased demand and increasing private sector involvement in sports facility development; and
- Supporting the development of international capacity to hold major sporting events in the region.

There is a focus on cycling and the development of dual use paths to support the equine industry.

- The South West Workforce Development Plan 2013–2016 specifically references important regional amenities that influence a worker's migration decisions. Quality of the environment, cultural and recreational services and sense of community is highlighted as a key determinant and while culture and recreational services account for only 1% of the share of the economic output for the region, their value in both attracting and retaining residents should not be underestimated.
- Tourism Futures South West 2013–2018 identifies a series of infrastructure investments, events and wholesale/packaging which were determined as the priority for the region. It was also recognised that additional opportunities, not identified within the plan, would arise and may still be considered. A key focus of the document is the development and provision of recreational camping, fishing, trails and heritage investment across the four LSW local governments.
- Strategic Directions for the WA Sport and Recreation Industry 2016–2020 (SD6) identifies the following which need to be considered in the development of regional sporting infrastructure:
 - The need to be efficient with resources, focus on the function of sites, provide equitable access to facilities and secure strategically important regional scale spaces.
 - Public investment in sport and recreation organisations should factor in the capacity of these organisations to source commercial revenue.
 - The sport and recreation industry must optimise the value derived from public and private funding in tight fiscal circumstances.
 - Innovative responses to the life course and life stage circumstances of Western Australians will need to be adopted in the development of sport and recreation infrastructure.
- The emphasis of all strategic documents from a regional perspective is on building community capacity and volunteer support in order to sustain effective and active sport and recreation infrastructure.
- For the LSW, the potential to attract international or national sporting events should focus on the use of natural resources and less on formalised built infrastructure (i.e. events associated with rally championship rounds, mountain biking, extreme sports, climbing etc.). The important aspect is the potential to provide event overlay and space where events can be organised from and teams housed. This needs to be incorporated within a region wide events strategy.

Local Government Influences:

Common themes within each of the four local governments Strategic Community Plans are identified below:

Local Government	Key implications
Shire of Manjimup:	<ul style="list-style-type: none"> A key focus for the shire is a focus on public events, upgraded bike and footpath paths and supporting clubs and community groups. The alignment with the natural environment is both important for increasing physical activity and health objectives whilst also providing a focal point to generate tourism and economic development opportunities. All aspects of community development and support must be assessed against achieving maximum community benefit whilst ensuring long-term financial viability. Sustainability from a financial and environmental consideration is important to underpin new or expanding facility developments.
Shire of Bridgetown Greenbushes:	<ul style="list-style-type: none"> It highlights the importance of addressing access to sport and recreational pursuits for an ageing population. The focus for current and future investment is the development of tracks and trails which are identified as important from not just a local community perspective but also as a catalyst to increase visitations and enhance the tourism offer and support the equine industry. The Bridgetown Sportsground is the base for oval sports in the Shire; Greenbushes Sportsground is the base for rectangular sports. Long term viability and sustainability of recreation infrastructure is vitally important to ensure facilities can be managed within designated budgets and offer maximum utilisation opportunities. Programs and facilities that encourage community resilience are highlighted as is the requirement to encourage events, activities, programs and services relevant to, and accessible for local youth.
Shire of Boyup Brook:	<ul style="list-style-type: none"> The strategic community plan highlights the importance of volunteer support in delivering the desired community outputs. As with LSW local governments the provision for youth is a focal point which is impacted upon by availability and accessibility to public transport.
Shire of Nannup:	<ul style="list-style-type: none"> The community strategic plan emphasises the importance of tourism and adventure tourism (focussed on trails) particularly in sustaining the shire and supporting employment locally. Sport and recreation infrastructure should provide the opportunity for local residents to actively engage in sport and recreation pursuits. This however cannot be achieved without an evolving and developing events plan which is linked to destination attractions (trails and accommodation).

In addition to the above there are a number of key themes which have emerged from the documentation reviewed. A summary of the key challenges and opportunities which are current are identified below:

- The broad focus of all LSW local governments is on their community's health, physical activity and wellbeing. This can be achieved by providing a range of opportunities for their residents but within the context of limited budgets.
- Shire of Manjimup Sport & Recreation Strategic Plan 2014 – 2024:
 - A number of clubs within the Shire of Manjimup are struggling financially.
 - There is a master planning intent across important shire sites although the funding to implement the plans is not secure.
 - There is a willingness to share facilities.
 - The importance of trails from a community and economic development perspective is highlighted.
- The Trails Master Plan for the Warren Blackwood Region promotes high and medium priority trails to be recognised.
- Shire of Bridgetown-Greenbushes Sport and Recreation Strategic Plan 2015-2025 focusses on local and regional trails development and to develop Bridgetown Sports Ground.
- The SW MTB Master Plan identifies a need to consolidate and align investment with the various trails plans which have been produced and implemented in part. It also references the absence of a formal trailhead will need to be addressed in future planning (although existing tracks are signposted).
- The Bunbury-Wellington Regional Tourism Development Strategy which incorporates Boyup Brook, suggests half/full day self-drive routes should be encouraged.
- Shire of Bridgetown Greenbushes Youth Plan 2017-2021 identifies the need to work in partnership with clubs to ensure sporting facilities are fit for purpose.
- Asset Management Plans (where available) indicate that the processes vary significantly across the four LSW local government areas with limited knowledge of likely resourcing impacts of asset maintenance, upgrade and replacement. This is a significantly high risk in areas where the population base is low and continuing to decrease.
- Water management and water re-use is identified as a significant influencing factor across all local governments in the continued provision of sport and recreation facilities, particularly in the provision of oval and public open space. The intensification of use and alternative management of limited water resources will therefore need to be planned for.
- There is a strong commitment across the region for a number of cross boundary projects. These include integrated tracks and trails networks: a consistent approach to the development of a coordinated events plan to underpin tourism and economic development initiatives and the development of equine infrastructure.
- The link between providing recreational infrastructure for an ageing community and for the youth is evident across a number of planning documents. The ageing population and potential implication on volunteer support and succession planning is a critical concern across the four local government areas. It is important for this aspect to be addressed in partnership to encourage the sharing of innovative solutions and available resources. This also needs to incorporate a greater commitment from State Sporting bodies.
- Generally, the local governments are resource poor with limited additional capacity (both in terms of people and financial resourcing) and would benefit substantially from partnerships/ alliances with

adjacent local governments or with other service providers and strategic partners at a state level. The ability to share learning and develop innovative solutions in facilitating the delivery of sport and recreation programs, services and facilities would benefit those which have limited available resources.

- Co-location and the sharing of resources (particularly with schools) should be a key focus for future investment in sport and recreation assets. Invariably the level of infrastructure available to local communities (number, type and location) is good, but due to age and historic planning decisions much of the infrastructure lacks the flexibility to meet modern day sport and recreation needs. This can only be addressed gradually through the planned replacement of infrastructure in accordance with a series of agreed design principles.
- The importance of investing in; maintaining and improving sporting and recreational facilities is highlighted as being of significant benefit to the mental and physical health and wellbeing of the regional population.
- Having regard to limited budgets, most local governments within the region recognise the potential cost saving benefits of co-location and rationalisation of infrastructure. The amount of financial resources necessary to support the extent of sport and recreation infrastructure cannot be delivered by local governments without the significant investment through grant funding at a state and federal level and, additionally, through local fundraising.
- There is a need to develop innovative policies, practices and partnerships to deliver outcomes for the greater good of the regional area.
- Sport and recreation infrastructure compete with other statutory services and must therefore be in a position to make the case for continued investment. This will require more astute monitoring and evaluation of the social, environmental, economic and sports developmental outcomes.
- Local governments value the role that strategic alliances play within the region as a mechanism to effectively share resources and provide a stronger voice in promoting the region and providing regional advocacy to attract funding.

State Sporting Association Influences:

Relevant State Sporting Association Strategic Facility Plans identify a number of key themes which are relevant to the development of the LSW Sport and Recreation Facilities Plan. Of these it is to be noted:

- The role of local government is critical to the implementation of the majority of recommendations in respect of facility development and there is no commitment to funding.
- Strategies have been developed in isolation with little regard to ground sharing, co-location and compatible uses.
- The Department of Education is highlighted as being a significant partner in delivering the facility development outcomes identified in the majority of strategic facility plans.
- The majority of the strategies are linked to funding available through CSRFF. Of the facilities plans relevant to the LSW the following are of significance:
 - The Western Australian Football Commission Strategic Facilities Plan (2006) and subsequent supporting work advocates a classification system within a football hierarchy, based on the sustainability of individual clubs that will serve as a basis to plan for future infrastructure provision and upgrades. Based on a current facility survey, it identified only 13% of current infrastructure as being of an acceptable standard for women's football. In addition, the loss of the league structure and importation of players is recognised in many areas as an issue impacting on club viability.

- WestCycle (2016) advocates the implementation of regional trails and delivery of the mountain bike strategy.
- Basketball and Netball (2015) identify the importance of maintaining and replacing existing court assets for both basketball and netball as being of critical importance for the future development of the sport in the region.
- The Tennis West Strategic Facilities plan identifies the following of relevance to the LSW:
 - The importance of floodlighting to increase venue capacity and accessibility.
 - Promoting shared use opportunities on tennis facilities to deliver a range of programs and activities.
 - There is support for the development of a regional level ITF standard venue in Manjimup. This however will need to be linked into a growth strategy to increase current low membership levels.

3. Demographic Influences

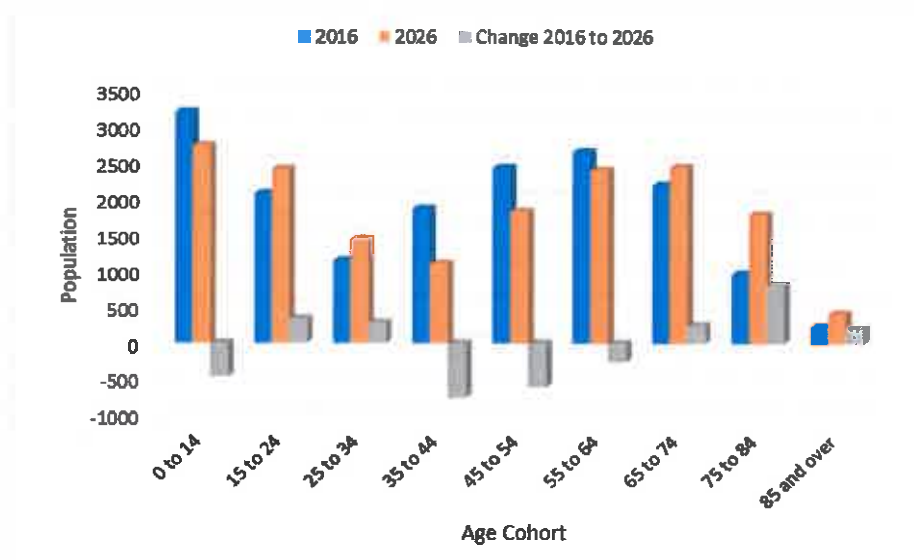
The following section identifies the current population and demographic profile associated with the LSW and the implications for future sport and recreation facility and service provision (A detailed breakdown is contained within a separate document under Appendix B.

Current and Future Population Growth

The 2016 population of the LSW Region according to ABS data was 16,939. This represents an increase of 587 persons since 2011 for the region. The largest growth between 2010 and 2016 was in the Bridgetown-Greenbushes Shire (+306), while Manjimup Shire experienced a decline (-119).

WA Tomorrow population projections (Band C) indicate that a small decline is expected for the LSW Region over the next ten years with the 2016 population estimated at 16,820, and expected to decrease slightly to 16,770 by 2021 and 16,650 by 2026.

Figure 3: Population Change by Age Cohorts for Lower Southern Region (Source: WA Tomorrow, 2015)

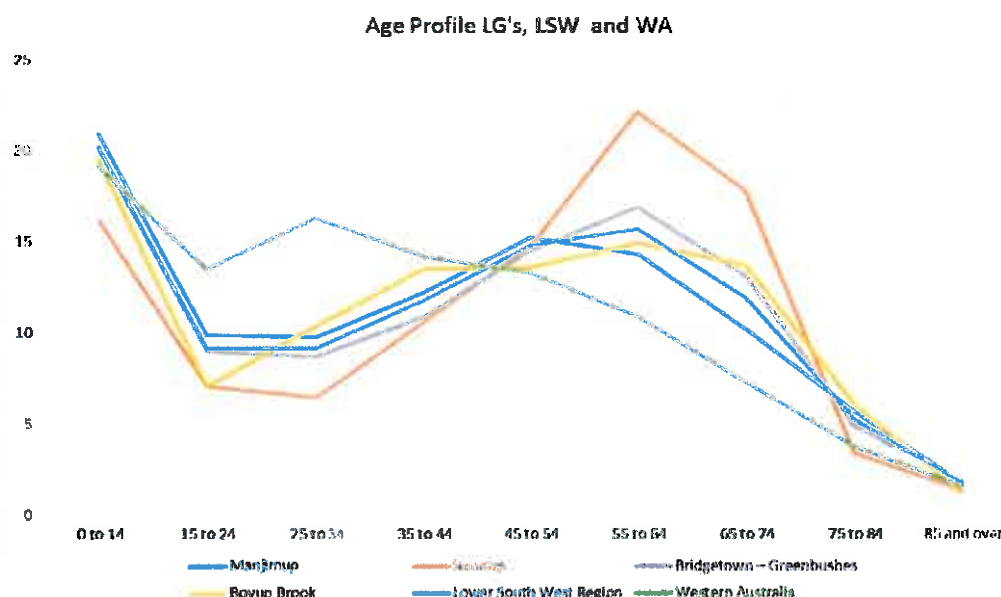


Based on a comparison of 2011 and 2016 ABS data, the average median age of the LSW Region is shown as ageing at a relatively high rate, and at a rate which is significantly higher than the median age of Western Australia as a whole (2016 median age for WA is 35.8 whereas for the LSW it was 47). All of the shires have an age profile well above the state average as shown in the table 2 below.

Table 1: Median Age of Lower Southern Region Shires (ABS, 2011 and 2016)

Shire/ Region	Median Age (2011)	Median Age (2016)
Manjimup	42	45
Nannup	49	53
Bridgetown – Greenbushes	46	49
Boyup Brook	44	49

Figure 4: Age profile for LSW Local Governments and Western Australia



The significant age profile characteristics indicate the LSW Region has an ageing population with a much higher proportion of people aged between 55 and 74 (27.6%) than WA as a whole (18.2%), with the Shire of Nannup (39.9%) having significantly large numbers in this cohort. The Shire of Manjimup has a much more youthful population than other Shires within the Region, with 20.9% of its population aged between 0 and 14.

Other demographic factors influencing sport and recreation provision within the LSW:

- Median weekly household incomes were much lower in the Lower Southern Region than Western Australia as a whole. Weekly Household income across all shires are approximately \$500 or more below those of WA. For all shires, around a third of households (29.2%) earned a low income (\$600 or less) compared with 18.5% for Western Australia as a whole. There was a much smaller proportion of households earning a high income of \$3,000 or more (3.7%) than Western Australia as a whole (12.4%) which impacts on resident disposable income and impact to pay for non-essential services.
- Almost half (48.5%) of the households in the LSW are couple families with no children. This compares with 38.8% for Western Australia as a whole. Couple families with children account for over a third (37.7%) of households in the LSW, compared to 44.9% for Western Australia as a

whole. This is indicative of an ageing population although there is clearly a significant element of the LSW community which necessitate access to sport and recreational facilities which support family based activities.

- In 2011, 78.0% of the LSW population were born in Australia, compared with 62.9% for Western Australia as a whole. Just under a quarter were born overseas, with 9.3% of these being born in the UK, Channel Islands and 2.1% being born in New Zealand. This indicates a higher propensity to participate in traditional Australian sports (Football, bowling, tennis, hockey, golf, cricket, swimming, netball and basketball).
- The Region in Profile (South West Development Commission 2014) highlighted that the Aboriginal population of the LSW local governments ranges from 1% in Boyup Brook and Nannup to 3% in Manjimup.
- Future growth in the area is likely to be associated with tourism and in particular regional heritage, flora, fauna and accessibility to tracks and trails. Agriculture as an employer will still dominate. A focus will continue to be on a growing service industry which as a general rule is low paid and requires access to affordable accommodation and social infrastructure. The opportunity to generate significant income to the LSW Region will be through the growth in the tourism industry and visitors which will assist in underpinning the level of social infrastructure required.
- There has been a trend across all local governments in respect of population growth/population decline. Generally, within the region inward and outward migration has been limited with a gradual ebb and flow across all areas. Overall there has been a marginal growth across the LSW in the past decade or more. This has tended to focus in the main settlements.
- The relatively low percentage of 15 to 24 year olds which reside within the LSW is an indication that youths have to leave the regional area to gain appropriate levels of education and employment in Metropolitan Perth or other regional centres where the population supports higher and further education establishments.

Demographic Implications

- In addition to the traditional level of localised sporting infrastructure, within the larger population centres in regional WA, typically additional infrastructure in or immediately adjacent to a townsites would generally include:
 - A swimming pool (currently located at Manjimup, Boyup Brook and Bridgetown)
 - 24-hour gym (currently provided at Manjimup, Walpole and Bridgetown)
 - Oval space for a wider variety of seasonal sporting activities (located in all LSW townsites)
 - Dedicated group fitness/multi-functional group activity facilities (located in all LSW townsites).
 - Consolidated equine infrastructure (located in or adjacent to all LSW townsites).

In addition, typical regional WA provision adjacent to townships also includes:

- Provision for ballistic sports (preferably co-located)
- Provision for motorsports (preferably co-located)

It is unlikely that given the limited projected population growth, the requirement to increase this typical level of provision will dramatically change in the foreseeable future. For aquatic infrastructure, which has major capital and operational cost implications, the LSW is already well provided for.

- Based on the demographic profiling and relatively modest population growth, if additional provision is to be considered in addition to those facilities referenced above, the need for investment must be evident. At present there is little to indicate that there will be any significant change in the need for

provision other than of a traditional sporting nature for the next decade and more. Where the main settlements within the LSW have a reasonable level of sporting and recreational provision, it is likely that the focus for investment will be on the consolidation of existing infrastructure to deliver multi-functional sport and recreation opportunities and increased efficiency. The critical aspect is to ensure flexibility of space and the design of buildings to enable a range of sport, recreation and social activities and services to continue to operate from the infrastructure and ensure the assets are managed well.

- Changes within the sporting environment in respect of the use of information technology and extended opening hours rely on high levels of membership payments and/or use which is unlikely to be generated within more remote and sparsely populated rural areas.
- The cost of providing and maintaining sport and recreation infrastructure within regional WA is higher than would be expected within Metropolitan Perth due to the higher costs and availability associated with local trades and specific capability locally. This is compounded further by the level of usage and ability for the local population to pay. Given that the average weekly income is significantly lower than the Metropolitan Perth average and that of the state, the amount of local disposable income residents are able to expend on sport and recreation infrastructure will be low. The onus will therefore continually be on local governments investing in maintaining current levels of infrastructure provision; managing the asset and the gradual enhancement, modernisation and replacement in due course.
- The low number and wide distribution of the aboriginal community highlights the relative difficulty in providing bespoke aboriginal services, programs and infrastructure across the LSW. In such circumstances the integration of the indigenous community requirements needs to be incorporated within the existing infrastructure and will require ongoing assimilation and training of club volunteers/members in valuing diversity and equity of access.

4. Consultation Outcomes

This section highlights the outputs from the consultation process with both local governments and selected State Sporting Associations. The detailed output from the consultation process is contained at Appendix C.

4.1 Local Government

The following table references the key outcomes of the consultation process with all LG's and the implications for the development of the LSW Sport and Recreation Facilities Plan:

Local Government	Key implications
Shire of Manjimup:	<p>Challenges:</p> <ul style="list-style-type: none"> - Lack of access to transport is a key issue within Manjimup and the townships. - Volunteer support and development is also considered to be a major issue with the pool of volunteers being small and expectations high. <p>Facility Investment:</p> <ul style="list-style-type: none"> - The aquatic centre will be maintained as the main regional aquatic facility serving the neighbouring local governments. The focus will continue to be on maintaining the facility and providing programs/activities for all ages and abilities. - There will be a requirement to upgrade ageing infrastructure to ensure the sporting facilities meet the current and future needs of the community. - The new skate park and youth plaza will be reviewed on an ongoing basis to ensure it meets the needs of the local youths. - For Manjimup the leasing of facilities through a community management body is dependent on community capability and therefore a risk which needs to be managed. - The dominance of football also impacts on the potential viability of other sports due to the limited number of players/participants/officials /volunteers. <p>Program and Service Development:</p> <ul style="list-style-type: none"> - The low use of the existing stadium partly due to schools having their own indoor court infrastructure impacts on viability. The nil charge imposed by the council of use of the oval space due to low socio-economic factors means that the ability to generate revenue to offset costs is minimised. - The dispersed provision of a number of tennis facilities has been identified by Tennis West in their strategic facilities plan where a focus on one ITF facility to service the needs of all clubs is promoted. <p>Tracks and Trails:</p> <ul style="list-style-type: none"> - Trail developments have the potential to secure major economic benefit. Some trails are already in place but need a considered investment

Local Government	Key implications
	<p>approach to provide supporting infrastructure. This will be one of the high priorities for the shire over the next few years.</p> <p>Alliances:</p> <ul style="list-style-type: none"> - The involvement with the Warren Blackwood Alliance of Councils is considered to be positive and effective.
<p>Shire of Bridgetown Greenbushes:</p>	<p>Challenges:</p> <ul style="list-style-type: none"> - Key community challenges relate to people's expectations, unrealistic requirements and a lack of understanding of initial capital and ongoing operational costs. - Other issues relate to volunteer burnout and the need to succession plan. <p>Facility Investment:</p> <ul style="list-style-type: none"> - The need to develop an effective business model for the delivery of key programs and services within key shire owned and controlled facilities. - The main issues associated with facilities outside of shire owned and controlled are those under lease which contain ageing infrastructure and no asset management and asset replacement budget. - Key projects include extending the youth plaza, improving soccer infrastructure at Greenbushes, general reticulation and improving Bridgetown Football and Cricket infrastructure. - The development of trails is critical to support events and expand potential sport and recreation activities. <p>Program and Service Development:</p> <ul style="list-style-type: none"> - The rationalisation of infrastructure is important to reduce subsidy and maximise return on investment. <p>Tracks and Trails:</p> <ul style="list-style-type: none"> - There is a need to coordinate and secure funding for the regional bridle trail. <p>Alliances:</p> <ul style="list-style-type: none"> - The shire supports the Warren Blackwood Alliance of Councils and its potential benefit for future cross boundary working, but there is a need to further develop and understand the role it performs. - There is an appetite to share costs with other local governments but this needs to be thought through to ensure it is fair and equitable.
<p>Shire of Boyup Brook:</p>	<p>Challenges:</p> <ul style="list-style-type: none"> - Community expectation which needs to be controlled, managed and informed. - The viability of the Football team is a significant concern due to the importation of players and lack of capability locally to fulfil team obligations. This needs to be addressed with the State Sporting Association.

Local Government	Key implications
	<p>Facility Investment:</p> <ul style="list-style-type: none"> - The need to develop a master plan for the towns sport and recreation precinct to combine facilities and more effectively manage resources. - There is a need to maximise water-based opportunities and provide direction for infrastructure investment. - The relocation of the bowls club needs to be considered as part of the overall sporting precinct masterplan and the existing land re-purposed and money generated re-invested. - Tennis infrastructure, being grass, is subject to high maintenance costs. This could be reduced by converting to hard court and increasing playing capacity. <p>Program and Service Development:</p> <ul style="list-style-type: none"> - There is a need to address shared use commitments and particularly issues associated with the school. The arrangement should be formalised and roles and responsibilities clearly articulated. <p>Tracks and Trails:</p> <ul style="list-style-type: none"> - There is a need to formalise the current ad hoc trails development to the NW of the townsite. The potential to link with broader trail development opportunity should be explored. <p>Alliances</p> <ul style="list-style-type: none"> - A natural alliance with Boyup Brook may not necessarily be with the LSW local governments. This would need to be determined on a case by case basis. - Events provide the potential to attract people in to Boyup Brook. This should be part of an integrated events strategy for the LSW region.
Shire of Nannup:	<p>Challenges:</p> <ul style="list-style-type: none"> - A significant issue is the long-term viability of sports clubs and the lack of youth participants. The recent loss of the Football Club will have a detrimental effect on the recreation precinct and impact on its viability. Alternative opportunities and resource generating activities will need to be considered. - A number of club's ebb and flow in accordance with the commitment of volunteers. Where key volunteers leave an area, the sport or recreational activity can foreclose. - The lack of availability of transport and isolation is a significant issue which has been addressed in part with the use of the community bus. This however will continue to be a concern due to serious access limitations for youth, children and seniors. <p>Facility Investment:</p> <ul style="list-style-type: none"> - The development of the sporting precinct is the second priority for future investment (including the sealing of the road, power, stadium redevelopment and increasing activation).

Local Government	Key Implications
	<ul style="list-style-type: none"> - The relocation of the bowling club to the sporting precinct is a divisive situation, long term planning should incorporate this outcome. - As with the majority of local governments, asset management is work in progress but there is a concern that funding to maintain/replace infrastructure effectively is not sustainable. <p>Program and Service Development:</p> <ul style="list-style-type: none"> - The opportunities to increase events associated with rally activities, extreme events and cycling needs to be explored as a mechanism of bringing people into the town and driving the local economy. <p>Tracks and Trails:</p> <ul style="list-style-type: none"> - The highest priority of the shire is the development of the trails hub which will have a significant impact on active lifestyles and a strong alignment to tourism and economic development objectives. This should incorporate broader trails objectives which incorporate cross boundary working (including with Margaret River and Busselton) such as the Busselton to Nannup Rails Trail, the Contos to Nannup trail, the Southern Traffic Bridge project and the potential to re-align the Munda Biddi along single track from the Nannup townsite to Willow Springs. The Shire's focus will be on downhill products associated with mountain biking and adventure recreational pursuits in addition to general walking and cycling as a point of difference. <p>Club Development:</p> <ul style="list-style-type: none"> - Kidsport as a mechanism of getting children and youths into sport and offsetting the financial burden is seen as highly beneficial in sustaining club activities. - Governance of sporting clubs needs ongoing advice and support to ensure they maintain a level of viability. <p>Alliances:</p> <ul style="list-style-type: none"> - Communication between partners and agencies needs to be enhanced. A structured process needs to be adopted to ensure all local governments are benefiting from shared knowledge. This is of particular importance for benchmarking purposes. The CDQ has previously been important in ensuring communication across partners is maintained.

4.2 State Sporting Associations

Selected State Sporting Associations were consulted following the engagement with local government representatives. They were identified based on current level of infrastructure associated with townships across the LSW (i.e. aquatic infrastructure, golf, netball, tennis, bowls, football, equestrian and basketball). Hockey were also consulted but a response was not forthcoming. The detailed consultation output from this process is contained within Appendix C of the separate document. The implications for the development of the LSW Sport and Recreation Facilities Plan is identified in the table overleaf:

State Sporting Association	Key implications
Swimming WA	<ul style="list-style-type: none"> - Aquatic infrastructure is always required to support the growth in club-based swimming. - Viability of the infrastructure is critical and Swimming WA advocate the important role clubs play in attracting users to infrastructure. - The movement of Swimming WA in the Learn to Swim space may provide resources in the long term to invest more heavily in sustaining regional level support for clubs. This however will be dependent on the successful implementation of the program which is currently in its infancy.
Bowls WA	<ul style="list-style-type: none"> - Clubs can no longer rely on membership as a means of survival and need to diversify. The bowls clubhouse therefore becomes an increasingly important facility for social activity to sustain the sport in regional areas. The role they play in keeping the elderly active and providing opportunities for social interaction is important in contributing to keeping residents in place. - The lack of investment and setting aside of sinking funds to replace surfaces is likely to impact on the ongoing viability of infrastructure in the LSW. Rationalisation of current infrastructure and alignments with other sports will be essential.
WAFC	<ul style="list-style-type: none"> - Development pathways are not connecting up that well between Juniors and Seniors and this has resulted in the evolution of a new governance model for football. - The growth in female competition is also a positive and a different approach will be required if the structure is to be sustainable. This will necessitate investment in unisex changing infrastructure to maximise potential use and attract greater women's participation.
Tennis West	<ul style="list-style-type: none"> - There is clearly sufficient provision of tennis infrastructure in the LSW, however the issue relates to access and viability of clubs from both a volunteers and players perspective. Similar to bowls, tennis has become a community gathering point and would benefit from a strong alignment with bowls activities. - The important of developing a sustainable ITF facility within Manjimup to service all clubs is a regional priority for the sport.
Equestrian	<ul style="list-style-type: none"> - There is a high level of female participation and relatively good level of provision in regional areas. - It is evident that the cost of maintaining a horse is challenging and potentially cost prohibitive. In addition, the travel associated with competitions renders the sport inaccessible to a number of residents within the LSW.
Netball WA	<ul style="list-style-type: none"> - The facility plan is seeking to maintain what is currently provided and then upgrade as required.
Golf WA	<ul style="list-style-type: none"> - Maintenance is a big issue for those courses with grass greens and most clubs simply can't afford it.




State Sporting Association	Key implications
	<ul style="list-style-type: none"> - Golf provides for an ageing demographic and heavily reliant on volunteer support
Basketball WA	<ul style="list-style-type: none"> - Basketball is limited by access to court time and volunteer capacity, particularly in regional areas. Court time is limited by facilities being multi use and by the hours the facilities operate - The option to utilise courts on school sites needs to be facilitated by local government.

4.3 Summary: Key Challenges

The outcome of the consultation process identified the following as the key challenges which need to be overcome:

- Integration of plans of regional and local partners:** The region benefits from a number of strategic planning processes which have identified significant investment requirements. There is a need to rationalise and prioritise whilst maintaining a focus on each local governments Strategic Community Plan.
- Cross Boundary Developments:** All partner LSW local governments have expressed a need to continue to foster and develop potential alliances. The Warren Blackwood Alliance of Councils services the needs of the shires of Nannup, Manjimup and Bridgetown Greenbushes and could be expanded to facilitate more effective joint working.
- Trails development:** This is a common theme across all local governments but is subject to funding availability.
- The role of State Sporting Associations:** It is recognised by State Sporting Associations and local governments that there is a lack of dialogue and effective joint working in servicing regional areas. This needs to be addressed through more effective partnerships and a considered program of sustainable intervention measures aimed at developing the sport; retaining participants and growing club capability.
- Facility rationalisation and co-location:** This needs to be considered in conjunction with rationalising infrastructure within all population centres where the potential to consolidate all activities on one site and the provision of a shared use, multi-functional clubhouse and recreation centre could be explored.
- Communication:** The need to improve communication channels and inform regularly. There is a need to facilitate the sharing of knowledge on asset management; trails development, benchmarking and a monitoring and evaluation framework. This could also include a shared training and development program to provide advice and support in a coordinated way to partner local governments on all aspect of sport and recreation facility provision.
- Transportation:** The lack of access to transportation is a significant inhibiting factor for the growth of junior sport in particular.
- Club Governance and Sustainability:** The need to support and facilitate good governance and succession planning. The gradual reduction in volunteers and the capability of the volunteer network to service the breadth of sporting organisations is a concern and may require an alternative approach to get seniors more active with clubs.
- Managing the Assets and Managing Risk:** Support will be needed to ensure clubs who hold the responsibility for managing and maintaining an asset have effective governance and appropriate

sinking funds committed to sustaining the facility. This will require a training and development program to be established to re-enforce the expectations of clubs and their ongoing obligations. In addition, where the local government owns and manages the facility, a considered and adaptable asset management process should be established to enable future budget planning can be managed effectively. This will, by necessity, be an evolving process as LSW local governments develop internal processes.

- **Water Use and Achieving Sustainability Outcomes:** The management of assets and water re-use. Developing a minimum standard to guide future investment.
- **Benchmarking and Resourcing:** Continuing to develop appropriate standards/ benchmarks which are then adopted and continue to be implemented. It would assist all local government partners if this could be consistently applied across the region. Consider the provision of a regional 'one-stop-shop' to assist and promote the development of good business systems and processes across LSW Local Governments.
-  **Development of Youth Facilities and Activities:** local governments are experiencing similar problems in having to provide for an ageing population whilst addressing the previous lack of investment in youth.
-  **Competition:** The loss of clubs and competitive structure.
- **Social Isolation and Loss of an Ageing Population:** Sporting infrastructure are principally social meeting places and perform a much broader role than that of sporting uses. There is an ongoing requirement to provide services to keep people well-aged within the community. Investment in broader fitness and passive recreational pursuits such as tracks and trails will be important.
- **Shared Use and Co-location:** The engagement with the Dept. of Education is sporadic at best and generally shared use is driven by the principal of a school and not by the optimum overall benefit associated with the investment in community resources.
-  **Affordability:** Ensuring that a balance is struck between people's ability to pay and the level of subsidy desired to maintain the service.
- **Growth in Female Sport and Competition:** This is necessitating a different approach to facility design and functionality.

5. Participation and Development Trends

This section identifies common trends associated with current participation and facility development and identifies the potential influences on future facility and service provision across the LSW.

5.1 Participation Trends

The Australian Sports Institute in December 2016 published the latest participation data for sport and recreational pursuits in Australia (AU Splay). This was subsequently supported by specific participation data related to Western Australia. A full detailed breakdown is provided at Appendix D. The following highlights the key trends associated with sporting provision, participation rates and club development generally:

- Australian adults tend to play sports for longer durations than non-sport related physical activities. However, they participate in non-sport related physical activities more often than sport.
- Women are more likely to participate in sport or physical activity for physical and mental health reasons and to lose or maintain weight than men.
- Men are more motivated by fun/enjoyment and social reasons than women
- For adults, up to middle-age, time pressure is by far the main barrier to participating in sport or physical activity. Poor health or injury then also becomes a main factor.
- Sport clubs are the primary avenue for children to be active (except for children aged 0–4, who are more likely to be active through other organisations).
- Sport clubs are not the main choice for participation in sport or physical activity in Australia for adults aged 18 years and over
- The top ten activities for adults across Australia identify golf as the main sport which is generally due to its membership-based profile and the broad age range within which it is traditionally played
- Football (soccer) is 2nd with tennis, cricket and netball all demonstrating similar participation rates amongst adults.
- When children are included in the figures participation in football (soccer) is highest with golf, Australian Football, Netball and Tennis experiencing similar participation rates.
- Boys and Girls out of school hours' activity is dominated by swimming.
- The second most popular outside school hours activity for boys is football (soccer) followed by Australian Football and cricket.
- The second most popular sport outside school hours activity for girls is Netball, closely followed by dancing and gymnastics.

In respect of Western Australian participation, the data indicates similar trends to the national data. Of particular note however is:

- For organisation/venue-based sports in WA, with the exception of Fitness/Gym (27.1%) and Swimming (7.4%) the majority of club-based sports have a population participation rate of between 2.1% and 4.2% (Golf, football/soccer, Netball, Australian football, Tennis, Basketball, Cricket and Athletics).
- Sports with the highest level of venue requirements include golf, Australian football, football/soccer and tennis. The primary focus is traditionally on club-based activity for those sports, as it is for netball, basketball, cricket, hockey, bowls, athletics, touch football and volleyball.

- Cycling, Swimming, Jogging and running, Fitness/Gym and recreational walking are the highest activity participation rates with participation numbers significantly higher than club-based activities for adults.
- Children's participation rates highlight the potential for significant growth in swimming, football/soccer, Australian football and recreational dancing. Basketball, gymnastics, cricket, netball, tennis and gymnastics have similar participation rates with projected upward increase to meet the future anticipated needs of the projected age profile.

It must be noted however that the data provided by Ausplay does not break down participation comparisons between metropolitan and regional areas. Such variations and influencing factors need to be determined at the local level.

5.2 Facility Audit Outcomes:

During the initial consultation phase a visual audit was undertaken of selected sport and recreation facilities across the LSW local governments. The following identifies the challenges and opportunities raised during the audit process. A detailed breakdown of facilities visited is contained at Appendix D:

The Shire of Manjimup:

The current master planning and staged investment proposed for Collier Street and Rea Park is recognised as being a high priority for the shire with the sporting precinct providing opportunities to develop the towns premiere sporting infrastructure. The future focus is on Rea Park Oval although opportunities exist at Manjimup Recreation Grounds and surrounding sporting infrastructure to be rationalised:

- The disused Manjimup Recreation Grounds Oval has been allocated for tennis infrastructure should tennis user groups accept the need to collocate. This would be in accordance with the recently adopted Tennis West Facilities Strategy. It has been stated in previous master planning documents that the future of Manjimup Recreation Grounds and football would be guided by developments at Rea Park.
- The Manjimup Indoor Sports Pavilion provides access to indoor basketball and netball provision. Plans are in place for its further development to meet the needs of indoor ball court sports.
- The Master Plan for the Community Recreation Hub will see the infrastructure markedly change over time, subject to funding availability. Due to the recent planning which has been undertaken on this precinct and the level of defined outcomes this plan has not sought to develop this further.

Of the other infrastructure within the shire:

- The aquatic centre is a good quality resource which is recognised as serving the region and there is an ongoing commitment to subsidise its use. The introduction of ground source heating system and the proposed (FY2017/18) installation of a solar system are aimed at reducing operational costs, but the facility will still continue to operate at a deficit which the shire have committed to underwrite.
- The recreation grounds at Northcliffe, Pemberton and Walpole all have asset management and maintenance obligations under their lease. The maintenance responsibilities for the managing organisations and the Shire are outlined, with the Shire being responsible for large/structural maintenance and the managing organisation being responsible for day to day maintenance only. It is nevertheless a considerable burden which may fall beyond the capability of the organisations managing the infrastructure, particularly where they serve a limited rural population base. The shire will need to ensure that the ongoing management of the asset is protected and resourced. Plans are in place to undertake modest improvements to the Northcliffe Recreation Grounds.
- Golf club development relies heavily on the time and availability of volunteers in addition to additional resources provided by the shire by way of direct funding and loans. All courses appeared to be well maintained with Walpole being of exceptional quality.

- The rationalisation of buildings and extensive infrastructure on all sites will need to be considered in due course but will be limited by availability of external funding opportunities.

The Shire of Bridgetown Greenbushes:

The shire has intimated that they are focusing their attention on facilities within their control and which they manage. The focus of the visual audit was therefore on the Bridgetown Leisure Centre and Bridgetown Sports Grounds:

- The interventions undertaken at the Leisure Centre to provide 24-hour gym access has been a positive development which will increase membership (industry trends indicate a 20% uplift in this service offer generally).
- There are inherent design issues in the building which impact on use. These include the split basketball courts and central group fitness area with consequential potential acoustic problems. Over time these design constraints will need to be addressed.
- The external pool provision is of a high quality but excessive for the population of Bridgetown, particularly when it is only operated on a seasonal basis and income generation from activities such as learn to swim are compromised by the local demography. Nevertheless, there will be a need to constantly review programming to maximise throughput and offset ongoing operational running costs.
- The Bridgetown Sports Ground, in spite of recent investment to the clubhouse and track, carries a significant amount of built infrastructure which will need to be rationalised over time and when funding opportunities present themselves, redeveloped. Investment will be needed to enhance the quality of the oval and the surrounding built infrastructure, placed in an ad hoc arrangement would benefit from master planning. In order to facilitate this process an indicative master plan has been developed for the site highlighting potential investment opportunities which could be secured over the next ten years to provide for greater utilisation of the precinct. This incorporates the following:
 - The retention of existing club facilities, bitumen car parking area and stables, being the area having recently been invested in. In addition, the existing trotting track, dam and finishing/officiating tower is to remain.
 - A combined cricket and football oval with one additional floodlight to bring the lighting up to recreational standard and ensure consistent coverage is maintained over the oval.
 - The provision of a future water source on adjoining lots to the northeast which can be piped into the existing dam.
 - The development of new public seating to replace existing seating in a terrace style.
 - The development of two new cricket practice nets.
 - The development of a junior Auskick oval to the northeast of the existing seniors oval.

Of the other infrastructure within the shire:

- Bridgetown Agricultural Showgrounds provide an extensive level of facilities which duplicates infrastructure currently at the Bridgetown Sports Ground. As the facility is not within the shire control but within the remit of an independent management body, future investment to rationalise is unlikely to be forthcoming.
- The Bridgetown Bowling Club provides an opportunity to incorporate other sport/recreational activities on site which has the potential to improve the clubs long term viability but would also require repurposing of bowling greens.
- The Bridgetown Golf Club is a well-maintained facility providing an excellent level of provision managed by volunteers with no shire input. Greenbushes Golf Course similarly provides a good

Figure 5: Bridgetown Oval Sporting Precinct Indicative Master Plan



level of provision but will require assistance in replacing storage and maintenance buildings which have come to the end of their life.

- Bridgetown skate park shows signs of damage which will need to be addressed and has good connectivity to the surrounding footpath network. It provides a good level of provision for the youth with the capability to be extended further.
- The Blackwood horse and Pony Club provides extensive jump infrastructure; horse pens; clubhouse building and training area. As it is not managed by the shire and totally financed and developed through volunteer support, future investment will be limited. Consideration will need to be given to future investment and the potential facilitation and support by the shire in securing improved levels of service infrastructure.
- Bridgetown Tennis Club is an extensive grass and hard-court facility with an ageing clubhouse building in need of maintenance investment/replacement (in particular the fencing and covered seating area and building upgrade). Support will be required by the shire to facilitate grant funding opportunities and alternative sources of funding to re-invest if the current level of provision is to be maintained.
- The Greenbushes Sporting Precinct, whilst used is in a poor state of repair and requires significant shire attention if the existing sporting resource is to be a viable long-term asset which provides a good level of provision for the township. The asset is poorly managed and lacks appropriate reticulation to effectively manage the ovals.

The Shire of Nannup

The main focus of the visual assessment was in relation to the townsite and more particularly to the recreation precinct. Recent investment has uplifted the precinct which provides a focus for all formal club based sporting activity (with the exception of bowls). Key considerations include:

- Expanding and enhancing the existing fitness equipment throughout the precinct to increase activation.
- Providing additional floodlighting and upgrade to LED on the oval to facilitate more extensive night time use and expanded outdoor training opportunities.
- Redevelopment of the indoor court space will be required subject external funding being made available. The current court is below standard and the associated indoor toilets and disabled toilet are inadequate. In addition, storage space is limited and restricts the potential capability to function effectively as a multi-purpose sporting venue.
- Whilst there is resistance to the relocation of the bowling club to the precinct, this should be planned for and mechanisms put in place to align the green to the new Sport and Recreation Association building and potentially extend the building to provide clubhouse access and covered shaded viewing areas.
- Provision of a pump track to the west of the play equipment and southwest of the netball/basketball courts.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15


16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Figure 6 above, provides an indicative master plan for the redevelopment of the recreation precinct which seeks to retain the existing play equipment, skate park, outdoor basketball/netball courts, clubhouse and golf course whilst providing for all of the above elements. In addition, to accommodate the future potential relocation of the bowling green the existing cricket nets are likely to be required to be relocated and the surrounding lawn area enhanced for passive recreational use. To support increased activation of the space a new shade structure is also proposed adjacent to the bowling green for spectators and competitors on the northeast side.

In addition, there will be an ongoing need to ensure that the Sport and Recreation Association comply with good governance practices and constantly refreshes income generating opportunities which maximise the use of the existing internal building space.

The Shire of Boyup Brook:

The main focus of the visual assessment was in relation to the townsite and potential co-location of infrastructure on the main sporting precinct which also provides the capability to accommodate extensive concert infrastructure.

-  Current town centre infrastructure is in need of planned replacement due to limitations of use, age of infrastructure and facility flexibility (community centre, skate park and bowling club). The Bowling Club would be best located within a sporting precinct containing the swimming pool, football, cricket and hockey infrastructure. The current sporting precinct contains a number of disconnected buildings which would benefit from being rationalized, but not necessarily relocated. Ideally the site would be reconfigured to increase its functionality and reduce ongoing operational and asset management and asset maintenance costs. The indicative master plan is provided at Figure 7 shows in principal how this might be achieved. This includes:

- The retention of the existing oval with surrounding track. In addition, the retention of the existing Aquatic centre as being the two focal points for development.
- While the plan proposes relocating the existing tennis courts and clubhouse from the south of the precinct to a central area to the east of the existing swimming pool on the lower ground adjacent to Boyup Brook, ideally the facility would remain where it is. Some grass courts would be converted to hard courts so as to maximise potential opportunities to play and minimize ongoing maintenance costs associated with grass provision.
- The soccer and hockey pitches would need to be rationalised, where the hockey pitches are, so as to provide one combined rectangular surface.
- Adjacent to, and to the west of the rectangular pitch is a new skate park facility which will lie adjacent to the aquatic centre car park providing a level of passive surveillance.
- The plan proposes that a new co-located clubhouse facility servicing all of the sports within the precinct will be developed on the existing netball/hard courts, but ideally the football clubhouses would be upgraded in situ. These upgraded clubhouses will incorporate changing facilities, indoor basketball, netball, hockey and badminton. In addition, it will provide a gymnasium with associated changing facilities, function area, kitchen, bar and viewing deck (being on a split level due to the topography). The facility is to also act as the shire's main evacuation centre. Its elevated position will provide a good viewing platform for all of the precinct sports.
- To the east of the newly remodeled clubhouse facility it is proposed to relocate the bowling club. Indicatively this is shown as a synthetic facility to minimise the ongoing management and maintenance costs associated with a grass green.
- To the south of the bowling green is shown a new spectator viewing shelter for the oval, but if the football clubhouses are upgraded in situ this feature would not be necessary.

Figure 7: Boyup Brook Sporting Precinct Indicative Master Plan



SHIRE OF BOYUP BROOK
PROPOSAL | MASTER PLAN

Dave Lanfear
CONSULTING

ARTEM

DATE: 14 OCTOBER 2018
REVISION: 02-18 OCTOBER 2018
REVISION: 03-21 NOVEMBER 2018
REVISION: 04-28 NOVEMBER 2018
CONSOLIDATION MASTER PLAN
BOYUP BROOK SPORTING PRECINCT
BOYUP BROOK

P4.0

DESIGN OPTION 4

- To the east of the bowling green is two new hard courts to replace the hard courts being lost as a result of developing the co-located clubhouse and indoor sports centre. Adjacent to the hard courts are relocated cricket nets with run-up area running parallel.
- Within the centre of the sporting complex between the rectangular pitch and the bowls green it is intended to provide children's play equipment, BBQ, tables and natural shade.
- The site of the existing tennis club, which is to be relocated is identified as an indoor pistol centre. It is however suggested that this be re-evaluated in detail during the more detailed planning of the site due to the potential dangers of operating such a facility in close proximity to public trails.
- All existing clubhouse, changing room facilities associated with football, soccer, cricket, hockey and tennis are to be demolished and the space used to rationalize the car parking and recreational zones within the precinct.
- The existing camping ground is to be retained as is the lighting to the oval and its dual use for both football and cricket. The main access into the site will be off Beatty Street where extensive car parking is to be provided off-road.

There are other aspects which the shire needs to consider with regard to the future development of equine activities and the golf course. These are however largely related to advice, support and facilitation to ensure that both organisations can continue to operate effectively without recourse to seeking additional investment from the shire. The golf course start hole location is shown on the plan. It is conceivable that the golf course could be managed from within the multi-functional community sporting facility/evacuation centre.

The visual assessment of all infrastructure is aimed to test current issues and identify potential opportunities and/or considerations which are required to underpin the subsequent recommendations.

5.3 Sport and Recreation Facility Trends

Appendix E provides an overview of some of the main trends associated with the provision of sport and recreation facilities. The following table highlights those trends and the implication on provision within the LSW:

Trend	Detailed Consideration	Implication for the LSW
Financial Viability	<p>There is now a more acute focus on financial viability of all sport and recreation infrastructure.</p> <p>The importance of fully costing out asset management plans is becoming more critical.</p> <p>The cost of building new facilities to replace ageing infrastructure</p>	<p>This re-enforces the requirements to establish effective asset management systems and processes across the LSW.</p> <p>With the increasing cost of replacing existing ageing infrastructure a planned and phased asset replacement process needs to be put in place to align to potential grant funding opportunities.</p>
The Design and Range of Facility Provision	<p>New and emerging design guidelines for sport and recreation facilities highlight the need to accommodate the capacity for the growth in women's sport, address equality of access and provide greater flexibility of use.</p>	<p>The redevelopment/ rationalisation/ replacement of infrastructure should accord with minimum design standards / principles focused on multi-functional use and minimising ongoing service costs.</p>

	<p>The consolidation of storage, change, clubroom, public toilet and social meeting facilities in one multi-functional building maximises use and minimises ongoing operational costs</p>	
Sporting Hubs, Co-location and Shared Use	<p>The elimination of single, stand-alone club and group facilities and integration/ co-location and sharing brings a range of different uses and users together.</p> <p>The opportunity to realise good partnerships through school use of proposed sports facilities, and community use of existing school facilities is emphasised as being an important focus for local governments.</p>	<p>The co-location of sport and recreation infrastructure should wherever possible be encouraged and facilitated through a planned process across the LSW local governments. This approach will need to be communicated to clubs/ user groups to ensure club aspirations are effectively managed and controlled.</p>
Demographic Considerations	<p>The ageing demographic is necessitating greater consideration of non-contact sport and recreational activities with a higher level of casual social interaction.</p> <p>Where there is a high propensity of the population on low incomes it is important to provide sport and recreation facilities at an affordable price with equitable access to the community.</p> <p>Provision for the youth needs to focus on providing a broader service offer which meets more diverse needs to break the norms of sport participation and needs to reflect technology as an integral part of young people's lives</p>	<p>There is a need to provide a range of flexible infrastructure which caters for a broad demography, many of which have limited access to transport and limited discretionary expenditure.</p> <p>Infrastructure will need to cater for both the ageing community, families and youth and need therefore to be adaptable and flexible in their capability/use.</p> <p>A greater focus in future will need to be paid to information technology as a mechanism for engaging the community at all levels to maximise the use of infrastructure.</p>
Environmental Consideration and Sustainability	<p>Alternative water options are now being considered and need to be incorporated within any developmental solution.</p> <p>Facilities are now being designed and built to maximise access, safety and environmental sustainability.</p>	<p>Water management and environmental sustainability will continue to be a key focus for facility development and should be considered as a key development principle to be considered in all new or upgraded facility developments.</p>
General Participatory Trends	<p>There is a trend to move away from formalised club based sports in adulthood.</p> <p>The decrease in volunteering and associated succession planning compromises the ability of to attract and retain members to sustain and develop clubs.</p>	<p>The role of sport and recreation infrastructure in more remote regional areas is changing to become the main focus for social activity where the sporting use is, at times, incidental. Investment in such infrastructure needs therefore to be seen in a broader community development context.</p>

Social and Economic Benefit	<p>Within regional areas facilities provide opportunities to build volunteer capacity and to train and develop individuals in leadership and management capabilities.</p> <p>In some regional areas clubs and facilities have become a focus for addressing physical and mental health issues and in particular as a mechanism to educate and provide mentoring support for members of the community who have/are experiencing issues relating to drugs and alcohol abuse.</p>	<p>The value to the local economy both from a training and development perspective and as a mechanism to address health issues (both physical and mental) should not be underestimated.</p> <p>In the LSW, greater emphasis should be placed on the multi-functional opportunities such infrastructure provides in developing and sustaining a community in place.</p>
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5.4 Implications of Current Trends

The concluding implications of current trends associated with sport and recreation infrastructure provision for the LSW can be summarised as:

- The extent of sport and recreation assets owned by local government is substantial and whilst the risk of managing the infrastructure may be offset by maintenance obligations for clubs/associations within lease agreements, ultimately local government are the shortfall funders.
- The majority of current sport and recreation assets within the LSW are ageing and in need of investment to either modernise or redevelop to ensure the facility meets 'fitness for purpose' standards.
- The traditional approach of developing infrastructure has now changed. Cost effective and efficient co-location of infrastructure should underpin the rationale for future investment in infrastructure. Whilst a number of facilities within the LSW have been developed on one site, there are still ad hoc developments with limited, ageing or inadequate supporting infrastructure which would benefit from being co-located with other activities. The gradual rationalisation and amalgamation of these sites would be beneficial.
- The gradual diminishing role that organised sport is playing in remote regional areas, particularly in the LSW, is evidenced through the loss of clubs and competition structures. The role of clubs is now of critical importance as a catalyst for social interaction, skills development, health and wellbeing. The future expansion of club facilities and activities in small townships is likely to achieve a greater return on investment if it is aligned to a broader community service offer.
- The traditional venue specific sports of golf, Australian Rules football, cricket, bowls and hockey will continue to be significant users of facility provision within the LSW.
- The role of traditional clubs in LSW is changing as competition structures become more localised. The focus will be on the major regional centre of Manjimup providing accessibility to the more remote rural communities and other local governments beyond the LSW for major events (i.e. City's of Busselton, Bunbury and Albany).
- Other infrastructure (referenced as non-traditional sports clubs) which are associated with unique locational characteristics and economic drivers, such as ballistics, equine and motorsport use will be locational and venue specific.
- The growth in women's sport has resulted in a different approach to the design and development of traditional sporting infrastructure. It is now important for all local governments within the LSW to ensure wherever possible that flexibility underpins the design and potential use of sports hubs. Any newly developed facility infrastructure will be required to provide flexible unisex changing and

ablution infrastructure to a higher standard which inevitably has significant cost and ongoing asset management implications.

- There will be a continued need in all areas to provide access to opportunities for cycling, swimming, jogging and running, fitness/gym and recreational walking. In order to achieve an effective return on investment this infrastructure should be linked to broader economic development/tourism initiatives. The current plans and proposals for trails across the LSW would assist in meeting these requirements.
- Whilst the shared use of school infrastructure has achieved mixed results in the LSW, the use of school infrastructure should continue to be pursued as a mechanism for offsetting ongoing operational costs and to avoid unnecessary duplication of provision.
- Financial management and viability concerns, particularly relative to the diminishing volunteer network has been raised consistently as an issue which is facing all sporting infrastructure within the LSW. It is important to prioritise strategic investment across the region and agree how this is to be delivered, funded and sustained. It is highly unlikely that a cost sharing model could be achieved. Nevertheless, relative priorities and support for investment decisions should be agreed across all local governments.
- Environmental sustainability underpins the majority of planning processes associated with Strategic Community Plans within the LSW. This should be re-enforced with a consistent policy across all local governments.

6. Strategic Issues and Opportunities

This section builds on previous work and highlights the key strategic facility development issues and opportunities and references the planning processes and partnerships which impact on the subsequent strategic recommendations.

6.1 Facility Development Priorities

The following table identifies the critical facility development considerations raised by LSW local government partners through the published documentation and the consultation process. The table identifies the main projects and the relative importance from a regional perspective of investing in identified infrastructure. The projects are referenced in respect of a regional priority (to be confirmed but highlighted as High, Medium and Low) and those projects which are localised in nature, which need to be referenced but do not form part of the broader strategic regional prioritisation (referred to as Local). The assessment has been based on the potential for each project to impact on partner local governments beyond their current jurisdiction:

Local Government	Key Facility Investment Commitments	Relative Regional Priority
Shire of Manjimup:	- Upgrade Rea Park to a premier level facility	H
	- Collier Street Reserve to be upgraded as the permanent base for soccer.	H
	- Redevelop Manjimup Recreation Grounds (potentially to incorporate an alternative hockey venue and tennis) and redevelopment of the Indoor Sports Court.	M/L
	- Explore the potential to expand youth and arts space and shade structures at the aquatic Centre.	M
	- Implementation of investment in a trails program of work and trails hub.	H
	- Basic renewal and Maintenance of Pemberton, Walpole and Northcliffe infrastructure.	H – Ongoing commitment
	- Extension of Indoor Stadium to a four or five court option.	L
	- Centralise Tennis Club and associated facilities.	M-H
Shire of Bridgetown Greenbushes:	- Rationalise and improve the business performance of Bridgetown Leisure Centre.	H
	- Rationalise and enhance the level of infrastructure at Bridgetown Sports Ground.	H
	- Implementation of investment in a trails program.	H
	- Potential extension of gymnasium at Recreation Centre.	M
Shire of Boyup Brook:	- The rationalisation of the townships sporting precinct to enhance viability and secure long-term investment. This needs to be undertaken through a considered master planning process.	H
	- The relocation of the Bowling club and re-investment of capital received from the sale of land into the main sporting precinct	H
	- Expansion of the skate park and wheeled sport infrastructure adjacent to the library (or alternative location within the broader sporting precinct).	M
	- Facilitate the growth and development of Mayanup Progress Association equine infrastructure.	L

	- Development of new leisure aquatic play space at Boyup Brook Swimming Pool.	H
Shire of Nannup:	- The development of the stadium to meet modern day sporting needs and minimum playing standards.	H
	- The relocation of the existing Bowling Club within the sporting precinct.	M-H
	- Further enhancements to the sporting precinct to re-align and develop infrastructure to increase usage and capacity (i.e. floodlights, bitumen access road.	M
	- Implementation of investment in a trails program.	H

6.2 Strategic and Partnership Considerations

The following table identifies the critical strategic planning processes identified by local governments and current alliances with LSW partners.

Local Government	Strategies and / or Partnerships	Recommended Position
Shire of Manjimup:	<ul style="list-style-type: none"> - Development of a Trails Investment Program that aligns to broader regional Trails Plans. - The Manjimup Trail Bike Trails Hub project. - Implementation of the Warren Blackwood Stock Route. - South West Mountain Bike Master Plan. - Warren-Blackwood 2050 Cycling Strategy. 	The gradual implementation and development of strategic planning processes to support the strategic partnerships with the LSW.
Shire of Bridgetown Greenbushes:	<ul style="list-style-type: none"> - Trails Master Plan for the Warren Blackwood. - South West Mountain Bike Master Plan. - Golden Horseshoe Endurance Ride. - Warren-Blackwood 2050 Cycling Strategy. 	The gradual implementation and development of strategic planning processes to support the strategic partnerships with the LSW.
Shire of Boyup Brook:	<ul style="list-style-type: none"> - Trails Master Plan for the Warren Blackwood. - Warren-Blackwood 2050 Cycling Strategy. 	A Continuation of alignment with tourism partners outside of the LSW and potential integration of desired tourism and economic outcomes with and expanded Warren Blackwood Alliance which would provide a catalyst for more effective cross boundary collaboration.
Shire of Nannup:	<ul style="list-style-type: none"> - Trails Master Plan for the Warren Blackwood. - Implementation of promotion of the Warren Blackwood Stock Route. - Connections to the Bibbulmun Track from Nannup and Margaret River. - Nannup Trails Hub. 	The gradual implementation and development of strategic planning processes to support both the strategic partnerships with the LSW and local priorities. A Continuation of alignment with tourism partners outside of the LSW (in particular Margaret River and Busselton). The

	<ul style="list-style-type: none"> - Strategic events (rallying, extreme sports and events). - Cycle Tourism and - Warren-Blackwood 2050 Cycling Strategy. 	integration of events responding to the unique environment surrounding Nannup within a broader LSW events strategy.
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7. Recommendations

The table below identifies the key strategic intervention areas and associated issues. These are split into 4 key strategic themes underneath which there are a number of key actions and responsibilities which seeks to address the identified challenges over a 10-year period. It is not anticipated that all recommendations will be undertaken immediately and many will be ongoing, requiring the steerage of a representative body of the LSW (potentially through an existing alliance or key responsible local government officers). The key themes are:

1. Structural and Service Review
2. Club and Volunteer Development: Alliances, Partnerships, Training and Development
3. Trails, Events, Economy and Tourism
4. Facility Development – Sustainable and Strategic Facility Development Principles

Under each strategic theme, there are a series of recommendations which are to be planned for a short (S) 1-5 year period; Medium (M) 5-10 year period and Long (10+ years+). It is not practical, due to resourcing constraints that all recommendations will be undertaken immediately and many will be ongoing, requiring the steerage of a representative body of the LSW. Each recommendation and actions are assessed against its link to 'Strategic Directions 6' - Strategic Directions for the Western Australian Sport and Recreation Industry 2016-2020:

1. 01 Governance - Developing governance models that are collaborative and provide strategically aligned partnerships.
2. 02 Integrity and Values - Proactively develop responses to safeguard the integrity and wholesome values which make sport and recreation a fundamental part of Australian culture.
3. 03 Public Open Space & Urban Form - Be efficient with resources, focus on the function of sites, provide equitable access to facilities and secure strategically important regional scale spaces.
4. 04 Adventure and Outdoor Recreation - A destination point for numerous adventure and outdoor recreation pursuits.
5. 05 Commercialisation - Sport and recreation is supported by robust commercially-oriented business models.
6. 06 Diversity in Leadership and Management - be proactive to increase the contribution that currently underrepresented groups within the community, particularly women, are able to make to the industry.
7. 07 Financial [Un]Certainty - optimise the value derived from public and private funding in tight fiscal circumstances.
8. 08 Leveraging Facilities Investment - Securing high profile events and increasing visitor and local participation.
9. 09 Life Course and Life Stage Participation - improved participation rates in sport and recreation, and more broadly active lifestyles.
10. 10 Monitoring, Evidence and Research - Research and evidence-based decision making.

11. 11 Participation, Culture and Affordability - Opportunities should be affordable and provide equitable access to encourage participation of people from diverse social, cultural and economic backgrounds.
12. 12 Technology - progress the industry through new and emerging technologies.
13. 13 Vital Volunteers - recruit, support and retain the vital volunteer base which facilitates the delivery of sport and recreation activities.

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SDG Alignment
1. Structural Review						
1.1	Undertake a review of the services provided by SSA's and identify those which provide a valuable return and those which do not.	Re-prioritise based on an agreed and sustainable developmental program in partnership with LSW LG's and SSA's.	DLGSC	LSW LG's, RSA's, SSA's	S	11
1.2	Develop a program of intervention measures in conjunction with RSA's and SSA's aimed at building capacity and capability within current club structures.	Establish governance, financial compliance, asset management and volunteer development (as a minimum)	DLGSC	RSA's, SSA's	S	13
1.3	Prioritise future resourcing of clubs/ organisations based on a commitment to support the strategic intervention measures by SSA's.	Resources aligned to agreed coordinated sports development activity across the region. Prioritise ongoing investment based on agreed priorities and delivery targets	DLGSC	RSA's, SSA's	S	07
1.4	Establish a consistent template for shared use provision of school facilities to provide long-term security of access where required.	Agree a set of principles for dual/shared use provision.	DLGSC	DoE and LSW LG'	S-M	07
2. Club and Volunteer Development: Alliances, Partnerships, Training and Development						
2.1	Explore the potential to expand existing partnerships/alliances to facilitate support the delivery of sport and recreation infrastructure across the LSW. Explore the establishment of a LSW Regional Group to become the strategic body with capabilities to coordinate and implement through operational sub-group(s).	Existing partnership(s) expanded to incorporate strategic sport and recreation planning as a component of broader delivery objectives.	DLGSC	LSW LG's Warren Blackwood Alliance,	S	01

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SD6 Alignment
2.2	The LSW LG'S explore an approach to ensure the future co-location opportunities for services such as community wellness, family health, cultural activities and social services are, where possible, delivered from available sporting club infrastructure.	Incorporate within facility design guidelines the desire to increase access to various outreach opportunities such as health services, children's and family support, aged care respite services, disability services, cultural activities and employment and training services.	LSW LG's	DLGSC	S-M	07
2.3	Establish a mechanism for the ongoing review of sport and recreation facilities in order that, where the opportunity arises, investment is secured for the gradual upgrading/ modernisation of such facilities which are not Disability Discrimination Act compliant. This will need to be undertaken in accordance with each local government's long-term financial plan and through securing external funding opportunities which comply with the outcomes desired across all LG DAIP's.	Increased % of DDA compliant sport and recreation facilities across the LSW.	LSW LG's	DLGSC, SSA's, Disability Access Groups, Disability Services Commissioner	S-M	10
2.4	Where appropriate, strategic support through a suite of resources will be sought for volunteers, coaches and officials to deliver effective club development and competition opportunities.	Assist, where appropriate, local clubs to access and utilise the 'Every Club' funding resource.	DLGSC	Volunteer Resource Centres	S-M	13
2.5	LSW LG's will prioritise co-location and shared use as being a key objective of future facility rationalisation and potential investment in sport and recreation infrastructure.	LSW LG's in assessing facility development and investment requirements will prioritise co-location and shared funding requests above all others.	LSW LG's	DLGSC	S	01
3.	Trails, Events, Economy and Tourism					
3.1	Facilitate the coordinated development of long distance trails, tracks and waterways across the LSW as a mechanism to get people physically active and support growth in the tourism sector.	Support the development of trails, tracks and waterways in accordance with a planned and prioritised implementation process aligned to existing planning proposals.	LSW LG's,	DLGSC, DoT, SWDC	S-L	03

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SD6 Alignment
3.2	Ensure all local governments liaise and coordinate with neighbouring local government partners to secure additional one-off sponsorship and investment for events and festivals to underpin community sport, recreation and cultural activities across LSW LG's.	Further develop the communication network across existing local governments to effectively manage the opportunities to secure external funding for events and festivals for the greater benefit of LSW LG's.	LSW LG's	Warren Blackwood Alliance, DLGSC	S-M	05
3.3	Regularly publish an economic and social value report based on the value return on the investment in sport, recreation and cultural infrastructure.	A regular report published and used for benchmarking events and promoting future investment.	DLGSC in consultation with RDA, SWDC	LSW LG's, SWDC	S-M	10
4.	Facility Development – Sustainable and Strategic Facility Development Principles					
4.1	Environmentally Sustainable Design principles are to be considered as part of any new development proposal. Such principles should incorporate the following: <ul style="list-style-type: none"> - Energy conservation. - Water conservation. - Improve alternative transport opportunities. - Waste minimisation. - Enhancement of the indoor environmental quality. - Building efficiency improvements. 	LSW LG's implement consistently applied Environmentally Sustainable Design principles.	LSW LG's	DLGSC, DWER,	S-L	03
4.2	Each LSW LG's will review key strategic documents at the time of their Strategic Community Plan Review to ensure the basis for the initial decision making is valid. Where assumptions and/or circumstances have changed the outcomes of key strategic documents will be modified to reflect current priorities and potential future investment decisions.	LSW LG's to review key strategic documents in accordance with the Strategic Community Plan Review framework to support individual LG's.	LSW LG's	DLGSC	S-L	07

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SD6 Alignment
4.3	DoE to endorse the development of sport, cultural and recreation infrastructure on education sites and adjacent sport and public open space land in accordance with the principles of shared use.	Each LG will consult with neighbouring shires to ensure the consistent development of shared use principles on educational sites and agree the appropriate level of strategic intervention through DoE.	DoE	Individual schools and LSW LG's	M	01
4.4	Where practical consistent policies, procedures and standards will be shared across LSW LG's. This will include: <ul style="list-style-type: none"> - Approval processes for confirming regional priorities and LSW LG's support. - Ongoing auditing processes related to investment in sport and recreation infrastructure and reporting against key outcomes. - Agreeing to standard levels of provision serving remote rural communities and expectations in respect of co-located shared provision. 	Each LSW LG's is to review current practices and communicate potential alignments or standards of practice which may be adopted by other partner LG's. Ensure, where practical, policies and procedures are effectively aligned across each LG to assist in the prioritisation of rationalisation and investment decisions. LSW LG's to establish a prioritised facility development program to support targeted funding approaches to state and federal government. All priorities for investment will need to be identified within the long-term financial plan for each local government and demonstrate strong alignments to their respective strategic community plans.	LSW LG's	DLGSC	S-M	07
4.5	To commit to developing a hierarchy and network of accessible facilities that meet competition and training needs at a local, sub-regional and regional level in accordance with DLGSC funding priorities to: <ol style="list-style-type: none"> 1. Provide Regional level infrastructure for regional based competitions/events and/or are identified as training centre for one or more sports. 	<p>The key outcome is to:</p> <ul style="list-style-type: none"> - Ensure each local government has the capability to manage and sustain the minimum level of sport and recreation provision required to service their community as identified in this plan. - Provide new or upgraded facilities which will maintain or increase regional, sub-regional and local 	DLGSC in consultation with LG's	Sports Clubs	S	07

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SD6 Alignment
	<p>This includes:</p> <ul style="list-style-type: none"> o Rea Park in Manjimup as the premier regional AFL ground and continued investment in accordance with the agreed master plan for Rea Park, Collier Street and Manjimup Recreation Grounds. o Manjimup Aquatic Centre which provides the main aquatic facility serving the LSW. <p>2. A sub regional facility several catchments and draw from across a sub- regional catchment for sporting competition and training. This includes:</p> <ul style="list-style-type: none"> o Bridgetown Leisure Centre which provides opportunity across the sub-region for aquatic and indoor court activities. <p>3. Facilities that serve a local catchment for sporting competition and training. Local facilities for sporting codes which require bespoke facilities or have a small participation base will draw from a wider geographic area as there will be less provision generally. This includes:</p> <ul style="list-style-type: none"> o Rationalising infrastructure of the sporting precinct at Boyup Brook through an initial master planning 	<p>opportunities for the community to train, develop and compete in a variety of sports</p> <ul style="list-style-type: none"> - Ensure investment will result in a more rational use of facilities - Lead to facility sharing and rationalisation. - Target investment in facilities which increase female participation - Focus investment on projects which are underpinned by a sound needs analysis, feasibility and business case. 				

No.	Strategy	Target/Outcome	Responsibility (Lead)	Partners	Timeline	SD6 Alignment
	<p>process and subsequent staged investment.</p> <ul style="list-style-type: none"> o Re-alignment of sporting infrastructure at the Nannup Sporting Association Complex and associated sporting precinct through an initial master planning process and phased re-alignment and development of the bowling club, stadium and ancillary community sport and recreation infrastructure. o Rationalise and enhance the level of Infrastructure at Bridgetown Sports Ground under a phased master planning process to increase financial performance and reduce subsidy. o Basic renewal and Maintenance of Pemberton, Walpole and Northcliffe infrastructure. 					



Department of
Transport

Attachment 12.5.1

WARREN- BLACKWOOD

2050 CYCLING STRATEGY



EXECUTIVE SUMMARY

Towns and regions that support cycling can enjoy a range of economic, environmental and social benefits. In addition to creating more vibrant and welcoming communities, cycling can help families save money and facilitate new industries such as cycle-tourism. Fundamentally, increasing cycling mode share is about improving quality of life – something that is critical for attracting and retaining people in regional areas.

Key to increasing cycling mode share is providing infrastructure that is not only safe and convenient, but also competitive against other modes of transport. To achieve this, cycling needs to be prioritised ahead of other modes in appropriate locations and integrated with adjoining land use. If we are serious about reducing car dependency and helping people make better transport choices, particularly for short trips, these priorities need to be reflected in the way our communities are planned.

The *Warren-Blackwood 2050 Cycling Strategy* has been developed by the Department of Transport (DoT) in collaboration with the South West Development Commission (SWDC) and the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup. Consultation was also undertaken with key stakeholders and the local community. In addition to refining the overarching aims and objectives of the strategy, this process also clarified the needs and expectations of different user groups.

This long-term aspirational strategy reflects the priorities shared by local and State governments. It includes a short-term action plan which will help to inform future investment through the Regional Bike Network Grants Program, as well as other funding sources.

The strategy sets out a blueprint for making cycling an attractive mode of transport within the subregion's towns, through the development of an interconnected network of off-road shared paths, protected on-road bike lanes and low-stress residential streets. The growing popularity, practicality and affordability of electric bicycles (e-bikes) is also documented, which has the potential to revolutionise how people undertake short urban trips in hilly towns such as Bridgetown, Nannup, Pemberton and Boyup Brook.

This document also outlines how best to capitalise on the growing popularity of long-distance cycle touring. While the existing Munda Biddi Trail caters to experienced riders who enjoy remote adventures, there are several opportunities to develop less demanding trails, catering for people with a wider range of abilities and fitness levels.

One opportunity is repurposing the extensive network of inactive rail lines that exist throughout the subregion, while also providing connections to Bunbury, Busselton, Kojonup and Katanning. A similar opportunity exists in linking the towns located along the Blackwood River, through the formalisation and promotion of a cycle-tourism route which follows quiet rural roads and forestry tracks.

Figure 1.1 highlights various opportunities for inter-town and inter-regional cycling routes which could be developed to connect towns across the South West region.

Finally, this strategy outlines measures that can be used to enhance the safety of road cyclists. With the Tour of Margaret River recently relocating to Nannup, road cyclists are increasingly travelling to the Warren-Blackwood subregion for its steep climbs, beautiful scenery and welcoming hospitality.

In developing paths and trails, it is important to consider the potential environmental impact of development and ensure that the unique characteristics of the area are maintained. Some locations may be limited by legislation and policy which could result in alignments changing as further feasibility and planning are undertaken.

The *Warren-Blackwood 2050 Cycling Strategy* outlines how the subregion can realise its cycling potential, leading to a happier, healthier and more engaged community.



Figure 1.1 The south west corner of WA is well positioned to become one of Australia's best regions for long-distance cycling.

CONTENTS

EXECUTIVE SUMMARY	2	APPENDIX A: ROUTE HIERARCHY	64
1. INTRODUCTION	6	APPENDIX B: DESKTOP ANALYSIS SUMMARY	68
1.1 Guiding principles	6	APPENDIX C: COMMUNITY CONSULTATION SUMMARY	78
1.2 Warren-Blackwood in context	7		
1.3 The need for a long-term regional cycling strategy	9		
1.4 Expected changes in population, land use and transport	9		
1.5 Relationship with other documents	10		
1.6 Background research and analysis	11		
2. REGIONAL ROUTE HIERARCHY	13		
2.1 Primary routes	13		
2.2 Secondary routes	14		
2.3 Local routes	15		
2.4 Tourist trails	16		
2.5 Road cycling routes	17		
3. PROPOSED NETWORK	18		
3.1 Overall network	18		
3.2 Northern towns	20		
3.3 Southern towns	22		
4. THE WAY FORWARD	24		
4.1 Harnessing the potential of rail corridors	24		
4.2 Capitalising on watercourses	34		
4.3 Making cycling an attractive choice for short urban trips	41		
4.5 Taking advantage of Warren-Blackwood's cycle-tourism potential	45		
5. ACTION PLAN AND MAINTENANCE	51		
5.1 The existing cycling network	51		
5.2 Priority projects	56		
5.3 Activation, consultation and evaluation	62		
5.4 Plan maintenance	63		

WHY WE WANT MORE PEOPLE CYCLING

TO ENABLE PEOPLE TO ENJOY HEALTHIER AND MORE ACTIVE LIVES

Obesity rates are 10 per cent higher in regional WA compared to Perth. As a result, people living in regional areas are 1.25 times more likely to suffer from cardiovascular disease and 1.4 times more likely to be hospitalised for diabetes.

TO IMPROVE MENTAL HEALTH AND SOCIAL INCLUSION

People who engage in regular exercise experience reduced stress, improved sleeping patterns, improved concentration and a better outlook on life. More people riding and walking provides greater opportunities for incidental interaction on the streets, enhancing a sense of community.

TO HELP FAMILIES SAVE MONEY AND INCREASE TRANSPORT OPTIONS

Families who have at least one person commuting by bike (instead of car) save on average \$8 per day, which equates to nearly \$2,000 per year. Cycling provides an economic and independent travel option for those who might otherwise have their travel options restricted.



TO IMPROVE THE STRENGTH AND RESILIENCE OF OUR REGIONAL COMMUNITIES

The popularity of outdoor and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area. In 2015, almost three million people went cycling while on holiday in Australia.

TO REDUCE PRESSURE ON THE PUBLIC PURSE

A study commissioned by the RAC found the economic, social, health and environmental benefits attributed to cycling infrastructure outweigh their costs incurred by between 3.4 and 5.4 times. In dollar terms, it is estimated that for every kilometre cycled, \$1.42 of economic benefits are generated for the community.



TO REDUCE TRANSPORT IMPACTS ON THE ENVIRONMENT

Transport is Australia's third largest source of greenhouse gas emissions, with emissions from transport increasing nearly 60 per cent since 1990 – more than any other sector. In Australia, cars are responsible for roughly half of all transport emissions.

1. INTRODUCTION

1.1 Guiding principles

This strategy sets out a long-term vision to create a comfortable, direct and integrated cycling network for the Warren-Blackwood subregion, connecting people to activity centres, key attractions and destinations.

The proposed network has been developed to facilitate cycling for transport, recreation and tourism purposes. Cycling disciplines dependent on purpose-built recreational facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions, and therefore fall outside the scope of this strategy.

This document is one of three 2050 cycling strategies covering the South West region. These strategies are:

- the Warren-Blackwood subregion, comprising the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup (this document);
- the Bunbury-Wellington subregion, comprising the City of Bunbury and the shires of Capel, Collie, Dardanup, Donnybrook-Balingup and Harvey; and
- the Leeuwin-Naturaliste subregion, comprising the City of Busselton and Shire of Augusta Margaret River.

While separate, these three documents have been developed simultaneously and should be considered together.



The “8 to 80” design philosophy is about creating people-oriented towns and cities which are suitable for everyone. For example, if you design a cycle path that caters for the needs of an 8 or 80 year old, it is likely to be suitable for everyone.

The networks proposed in each of the strategies have been developed based on the following principles:

Safe: The 2050 cycling network should be built to a standard which reflects the “8 to 80” design philosophy. People of all ages should be able to cycle safely to the places they need and want to go to. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often.

Connected: Like a road network, all cycling routes should connect to something at each end – whether that be a destination, or another cycling route.

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

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

Aspirational: Given the long-term nature of this strategy, several ambitious ideas have been put forward to help position the Warren-Blackwood subregion as one of Australia’s best regions for cycling. This includes several long-distance cycle-touring routes as shown in Figure 1.1.

Achievable: For the most part, the ideas proposed in this strategy adopt tried-and-tested planning principles. The case studies found in Section 4 provide local, interstate and international examples of similar projects undertaken in recent years.

1.2 Warren-Blackwood in context

The Warren-Blackwood subregion, comprising the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup, is home to approximately 17,000 people. The subregion is bordered by the Leeuwin-Naturaliste subregion to the west, the Bunbury-Wellington subregion to the north, the Wheatbelt region to the north east and the Great Southern region to the south east. Renowned for its tall jarrah and karri forests, rolling hills and rugged coastline, the area is highly productive in terms of agriculture, forestry and mining. These natural assets combined with proximity to the regional cities of Busselton, Bunbury and Albany have also made the Warren-Blackwood subregion a popular tourism and lifestyle destination.

The **Shire of Boyup Brook** is home to approximately 1,700 people. With an economy mainly focused on agriculture, Boyup Brook plays host to several major events throughout the year including the Boyup Brook Country Music Festival, the Blackwood River Marathon and Harvey Dickson's Country Music Show and Rodeo.

The town offers a range of services and amenities for residents including a high school, hospital and a variety of recreation and sporting facilities. Areas of remnant bushland (such as Kura Kartaga Langa Nature Reserve) attract visitors to the region aspiring to see rare native animals including numbats and ringtail possums.

The **Shire of Bridgetown-Greenbushes** is located in the centre of the Warren-Blackwood subregion and features some of the most spectacular and rugged countryside in the South West. Bridgetown is the second largest town in the subregion and the primary administrative and service hub for the Shire of Bridgetown-Greenbushes.

The Shire has a population of around 4,600 (with 2,800 in Bridgetown itself) and covers an area of approximately 1,340 square kilometres. The town is linked to Bunbury via the South Western Highway. Being an accessible distance from Perth, the Shire has seen an increase in tourism and visitor numbers in recent years, as well as new residents seeking a laidback rural lifestyle.

The town of Greenbushes, located approximately 17 kilometres north of Bridgetown has recently experienced an economic resurgence due to a major expansion of the Talison Lithium mine.

The **Shire of Manjimup** has the largest population of the four shires, being home to approximately 9,300 people. The Shire's four townsites of Manjimup, Pemberton, Northcliffe and Walpole are connected by the Munda Biddi Trail, while the Bibbulmun Track also passes through the latter three towns, making them attractive destinations for adventure tourists.



Figure 1.2 Landscapes comprising undulating farmland and tall forests are typical of the Warren-Blackwood subregion.¹

¹LH Image courtesy of [Tour of Margaret River](#)

Manjimup is the primary commercial and administrative centre for the Shire, servicing the surrounding agricultural and forestry industries. The smaller towns of Pemberton, Northcliffe and Walpole have an international reputation for their outstanding forests and biodiversity. Key attractions within the Shire of Manjimup include several giant tree climbs, many sporting (including cycling) and cultural events, the D'Entrecasteaux and Walpole-Nornalup national parks, as well as a range of local food and wine producers.

The **Shire of Nannup** has the smallest population of the four Warren-Blackwood shires, with approximately 1,300 people. Nestled in the heart of the Blackwood River Valley, residents of

Nannup enjoy a relaxed rural lifestyle while being within commuting distance of the nearby centres of Busselton and Margaret River. Nannup, which was originally developed as a timber milling town, now has a diverse economy including agriculture, horticulture and tourism. Despite its small population, the town regularly plays host to major events such as the Nannup Music Festival and the Tour of Margaret River road cycling race. Also located in the Shire of Nannup is the Donnelly River Village, a former timber mill town that has been transformed into short stay accommodation suitable for families and school groups, as well as people undertaking the Munda Biddi Trail and Bibbulmun Track.

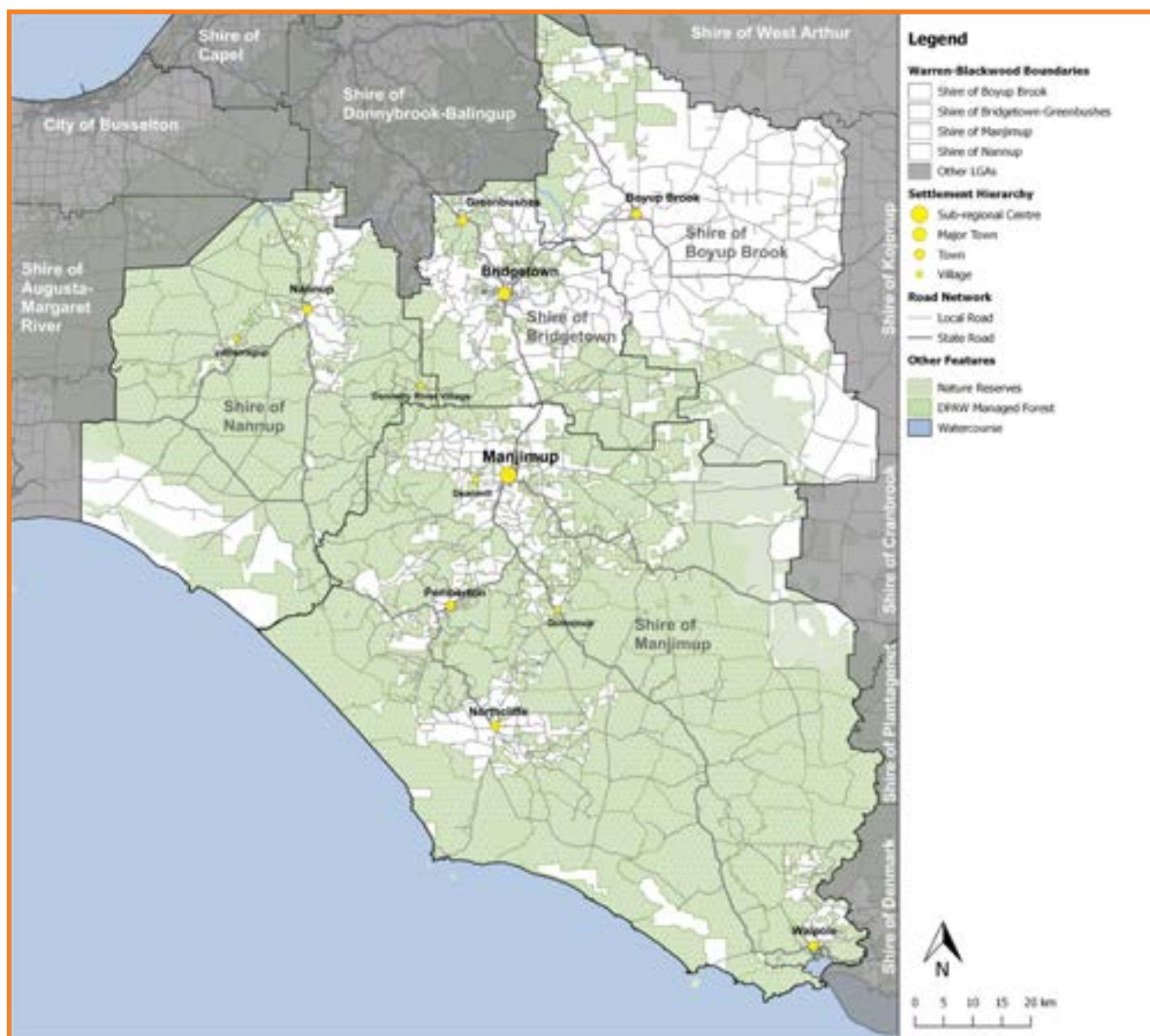


Figure 1.3 Warren-Blackwood subregion and settlement hierarchy.

1.3 The need for a long-term regional cycling strategy

This strategy is designed to help guide investment in cycling in the Warren-Blackwood subregion over the coming three decades. Other important reasons for preparing this cycling strategy include:

- To address key opportunities that may have previously been overlooked, particularly in relation to future land use and transport developments;
- To help guide investment between neighbouring local governments, and between local and State governments;
- To facilitate the planning and development of long-distance or inter-regional cycling routes, especially those that connect with other regions and subregions;
- To ensure the standard of future cycling facilities meets current best practice; and
- To adopt a consistent approach with other 2050 cycling strategies being developed across WA.



1.4 Expected changes in population, land use and transport

Over the past decade the Warren-Blackwood subregion's population has remained relatively stable. The Shire of Bridgetown-Greenbushes recorded the highest increase over this period, growing by approximately 12 per cent. While it is difficult to accurately forecast the subregion's population over the long-term, the relative stability seen over the past 10 years is anticipated to continue.

That said, several sub-divisions are underway in Manjimup, Bridgetown and Nannup to accommodate future increases in population. Additional land is also earmarked for residential development on the eastern side of the Blackwood River in Boyup Brook.

When it comes to the subregion's transport network, there are several potential projects that may be delivered prior to 2050.

These include further upgrades and realignments to the South Western Highway between Donnybrook and Walpole, upgrading of the Muir Highway from Manjimup to Nyamup, upgrading of passing lanes along Brockman Highway between Augusta and Nannup, and improvements to Manjimup Airport.

The future of the subregion's primary rail connection, the Bunbury-Northcliffe rail corridor, remains uncertain. While the section between Bunbury and Greenbushes is being maintained for potential future haulage purposes, there may be less economic justification for maintaining the segment between Greenbushes and Northcliffe. Section 4.1.2 explores potential options regarding the use of this corridor for rail trail development, either with or without train services.

1.5 Relationship with other documents

The *Western Australian Bicycle Network (WABN) Plan* identifies the need to review cycling facilities in WA's regional areas. Although many regional local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which span across entire regions or subregions. Key objectives of this process include improving connections to activity centres and schools, identifying inter-regional routes and harnessing the potential of cycle-tourism.

Funding applications for the development of key strategic projects within these areas are often made through the Regional Bike Network (RBN) grants program. This program makes State Government funds available for the planning,

design and construction of cycling infrastructure by local governments in regional WA, matched on a dollar-for-dollar basis.

Long-term regional cycling strategies such as this do not preclude local governments from preparing and implementing their own local bike plans.

While the purpose of this strategy is to set out a blueprint for Warren-Blackwood's 2050 cycling network, local bike plans are still valuable in terms of identifying short-term priorities such as new local facilities, upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of cycling infrastructure, behaviour change and education.



Figure 1.4 Flow chart illustrating the relationship between the *WABN Plan*, this document and local government bike plans.

1.6 Background research and analysis

1.6.1 Document review

In preparing this strategy several documents were reviewed pertaining to land use and transport in the Warren-Blackwood subregion. Combined with extensive stakeholder engagement, these documents were critical to understanding each local government's current approach to bike planning. A list of these documents is contained in Appendix B.

1.6.2 Mapping of current and future trip generators

Before commencing the development of the network, a mapping exercise was undertaken where all existing and known future trip attractors were mapped. Trip attractors are defined as any place someone could reasonably be expected to need or want to cycle to – these include places such as schools, shopping centres, industrial areas, health campuses and sporting precincts. The trip attractors for the Warren-Blackwood subregion are shown in the figures contained in Section 3.

1.6.3 Review of the existing cycling network

While there are some good examples of cycling infrastructure in the Warren-Blackwood subregion, most townsite cycling networks are not mature enough (in terms of their coverage, connectivity and separation from motorised traffic) to enable cycling to be a preferable transport mode for most people. There are some good examples of high-quality shared path infrastructure throughout the subregion, including the Linear Park, Deanmill and Perup Road paths in Manjimup, the Gloucester Tree Walk in Pemberton and the Coalmine Beach Shared Path in Walpole.

In terms of inter-town and inter-regional connections, most cycling currently takes place on low volume rural roads, with little to no dedicated cycling infrastructure or way-finding. The exception is the Munda Biddi Trail, a predominantly unsealed trail running from Mundaring (near Perth) to Albany. The trail links together various towns in the subregion, including Nannup, Manjimup, Pemberton, Northcliffe and Walpole. The Sidings Rail Trail forms part of the Munda Biddi and links Nannup to Jarrahwood.



Figure 1.5 A recently sealed section of the Deanmill Heritage Trail in Manjimup forms part of the Munda Biddi Trail.

1.6.4 Analysis of crash data

The most recent (2013-2017) five-year crash statistics were obtained from Main Roads Western Australia's (MRWA) Crash Analysis Reporting System. Both pedestrian and cyclist crash data was reviewed, noting pedestrians and cyclists often share infrastructure and dangerous areas for pedestrians are often also dangerous for cyclists. An analysis of this data is provided in Appendix B.

1.6.5 Analysis of GPS travel data

GPS mapping tool Strava Labs was employed to better understand which parts of the subregion's road and path networks are most heavily used by cyclists. Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in Appendix B.

1.6.6 Stakeholder and community consultation

This strategy was developed in collaboration with the South West Development Commission and the shires of Boyup Brook, Bridgetown-Greenbushes, Manjimup and Nannup. As part of its development, consultation was undertaken with various government and non-government agencies.

Consultation with the local community was central to the development of the *Warren-Blackwood 2050 Cycling Strategy*.

The objectives of the consultation were to:

- Help refine the overarching aims and objectives of the strategy;
- Gain an understanding of the community's expectations when it comes to cycling infrastructure, as well as the needs of different user groups;
- Reveal the major issues and missing links associated with the subregion's existing cycling network;
- Provide the community the opportunity to share their ideas; and
- Seek local buy-in and ongoing community support for the strategy.

The community consultation was carried out in two distinct phases. Phase 1 was undertaken shortly after project commencement and involved informal drop-in sessions at the shires of Nannup and Bridgetown-Greenbushes. Drop-in sessions were not held in the Shire of Manjimup due to the recent consultation undertaken as part of the *Shire of Manjimup Local Bicycle and Footpath Plan 2017-2027*, which also informed this document. In Boyup Brook, targeted meetings were held with interested residents and stakeholders.

Phase 2 consisted of a public comment period. A detailed analysis of the community consultation undertaken is contained in Appendix C.



2. REGIONAL ROUTE HIERARCHY

A hierarchy comprising five types of cycling route has been used to illustrate Warren-Blackwood's 2050 cycling network. This hierarchy will be adopted for all future cycling strategies in WA. An important aspect of the hierarchy is that unlike many traditional cycling infrastructure plans, routes are defined primarily by function, rather than built form. The key differences between the five types of route are explained in Sections 2.1 to 2.5, with additional detail provided in Appendix A.

2.1 Primary routes

Primary routes generally form the backbone of a cycling network. Sometimes referred to as freeways for bikes, primary routes afford cyclists with safe and generally uninterrupted journeys.

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

In terms of built form, primary routes predominantly consist of high-quality shared paths and ideally, are at least three metres wide. To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment.

An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate walking and cycling facilities.



Shared path parallel to a major road



Shared path along former rail corridor



Shared path along river foreshore



Shared path along coastal foreshore

Figure 2.1 Primary routes form the backbone of a cycling networks and allow cyclists to safely undertake long, uninterrupted journeys.

2.2 Secondary routes

Secondary routes are typically located within urban or built-up environments. The aim of these routes is to provide users with access to and from important trip attractors such as shopping centres, industrial areas, as well as education, health and sporting precincts.

In most cases, secondary routes are located adjacent to arterial roads and take the form of protected on-road bike lanes. Going forward, it is important the design of all new cycling infrastructure (including secondary routes) incorporates the “8 to 80” design philosophy.

To ensure on-road cycling infrastructure is safe and attractive to a wide range of users, separation in the form of concrete kerbing is desirable to minimise the interaction between cyclists and motorised traffic – particularly on busier roads.

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

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



Bike lane protected by concrete kerb



Bi-directional bike lane separated with bollards



Bike lane separated by mountable plastic kerbing



Shared path with priority over minor road

Figure 2.2 Secondary routes are typically found in busier, built-up environments and can consist of either on-road or off-road cycling infrastructure.

2.3 Local routes

The objective of local routes is to collect cycling traffic from local residential areas and distribute it to the secondary and primary networks. Local routes are used by cyclists to access a range of lower-order destinations such as local shops and parks. The look and feel of these types of route is distinctively different from primary and secondary routes and may include:

- 30 km/h safe active streets which adopt “self-explaining street” and “filtered permeability” urban design principles;
- very quiet suburban streets, communicated using way-finding and other signage;

- sections of shared path (normally linking two or more quiet streets together); or
- on-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50 km/h).

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



30 km/h safe active street



Residential street with sharrows²



Shared path linking two quiet streets together



One-way slow point with bicycle-bypass facilities³

Figure 2.3 Local routes are typically used to connect residential areas with higher-order cycling facilities.

²Sharrows are a wayfinding tool that assist cyclists with on road positioning and also alert motorists to the likely presence of people on bikes.

³Image courtesy of Malcolm Daff

2.4 Tourist trails

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

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

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

Tourist trails are often constructed along the alignments of disused or closed railways, commonly referred to as rail trails. Other potential corridors for tourist trails include watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas, including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of tourist trails is typically led by local government or the Department of Biodiversity, Conservation and Attractions. Funding is often sought through the Department of Local Government, Sport and Cultural Industries or Lotterywest. Other government agencies such as the DoT and Tourism WA can assist in the planning, design and promotion of these facilities.



Trail along river foreshore



Trail along closed railway



Trail within utility corridor



Trail along firebreak adjacent to property boundary

Figure 2.4 Unsealed tourist trails play an important role in connecting towns. They can also be used in areas where higher standard facilities cannot be justified or where they would spoil the natural environment.

2.5 Road cycling routes

Cycling is one of the most popular forms of recreation in WA, ranking third for males and fifth for females. There are two broad types of recreational cyclist in WA – leisure cyclists and sports cyclists. While investment has traditionally been directed towards providing infrastructure that supports leisure cycling, there is an emerging need to provide road cycling routes that cater for the needs and aspirations of people cycling long distances for training, sport or recreational purposes. For this user group, distances of 100 kilometres or more are achievable.

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

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience.

Initiatives may include shoulder widening, pull-off bays, advisory signage and electronic flashing warning signage that detects when groups of cyclists are using certain sections of road. A detailed assessment is required in partnership with cycling bodies to determine appropriate locations and preferred safety measures, which will likely differ on each route.

Further supporting the safety of road cyclists in WA is the introduction of safe passing legislation. From 30 November 2017, a driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (one metre on roads with a posted speed limit of 60 km/h or less and 1.5 metres on roads greater than 60 km/h). While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver is required to keep between their vehicle and a bicycle when overtaking. The results of the two-year trial will be evaluated by the Road Safety Commission in 2020.



Road cycling is often undertaken by groups or clubs



Advisory signage (WA)



Advisory signage (Victoria)



Dynamic flashing warning lights (Victoria)

Figure 2.5 Road cycling routes are predominantly used by people riding for training, sport or recreational purposes over longer distances and consist of advisory measures, such as signage and electronic flashing warning lights.

3. PROPOSED NETWORK

3.1 Overall network

Figure 3.1 provides an overview of the proposed 2050 Warren-Blackwood cycling network. The network features a dense core of primary, secondary and local routes in the main population centres of Boyup Brook, Bridgetown, Greenbushes, Manjimup, Nannup, Northcliffe, Pemberton and Walpole, connected by a series of inter-regional routes providing the following links:

- Boyup Brook to Donnybrook and Katanning via the Donnybrook-Katanning rail corridor;
- Bridgetown to Northcliffe and Bunbury via the Bunbury-Northcliffe rail corridor;
- Nannup to Busselton via an extension of the Sidings Rail Trail;

- Bridgetown to Nannup and Boyup Brook via a tourist trail along the Blackwood River Valley; and
- Nannup to the Leeuwin-Naturaliste subregion via the informal Coast to Nannup Track.

The exact alignment of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints. Of particular relevance to the South West region are public drinking water source areas. Prior to the development of paths or trails in these areas, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation.





Figure 3.1 Proposed 2050 cycling network for the Warren-Blackwood subregion.

3.2 Northern towns

Figure 3.2 illustrates the cycling routes proposed for the northern towns of Nannup, Boyup Brook, Greenbushes and Bridgetown. Key features include:

→ Nannup:

- A primary route following the Blackwood River from Nannup Caravan Park to the creek near the intersection of Brockman Highway and Vasse Highway;
- Secondary routes that run along major arterial roads including the main street (from Brockman Street to the Cockatoo Valley subdivision), Brockman Street and Kearney Street;
- A series of local routes linking residential areas to higher-order cycling facilities; and
- Several inter-town tourist trails linking Nannup to Jarrahwood and Busselton (via the existing Sidings and Old Timberline rail trails), Donnelly River Village (via the existing Munda Biddi Trail), the Margaret River region (via the Coast to Nannup Track) and Bridgetown (via a formalised/signposted trail following the Blackwood River Valley).

→ Boyup Brook:

- A primary route alongside the railway (from Jayes Road to the Flaxmill Caravan Park);
- A number of secondary routes around town including Railway Parade and Abel, Beatty, Bridge and Jackson streets;
- A series of local routes connecting residential areas to secondary routes; and
- Several inter-town tourist trails linking Boyup Brook to Donnybrook and Katanning (via a future potential rail trail) and Bridgetown (via a formalised/signposted trail following the Blackwood River Valley).

→ Bridgetown:

- Two primary routes, one along the Blackwood River (between Mattamattup Street and South West Highway) and one along the railway corridor (between William Street and the Blackwood River);
- Secondary routes along key corridors including Nelson Street, Hampton Street, Roe Street, Steere Street, Gifford Road and Bridgetown-Boyup Brook Road (providing a link to the sporting complex);
- Numerous local routes linking residential areas to higher-order cycling facilities; and
- Two inter-regional tourist trails including a trail along the Blackwood River Valley (connecting Bridgetown to Nannup and Boyup Brook) and a trail following the Bunbury-Northcliffe rail corridor (connecting Bridgetown to Greenbushes and Manjimup).

→ Greenbushes:

- A secondary route along Blackwood Road extending from Greenbushes Primary School to Greenbushes Sports Complex;
- A handful of local routes connecting residential areas to high-order cycling facilities; and
- Two tourist trails including a trail following the Bunbury-Northcliffe rail corridor (connecting North Greenbushes to Balingup and Bridgetown) and an extension of the Greenbushes Link Trail connecting Greenbushes to the proposed Bunbury-Northcliffe trail.

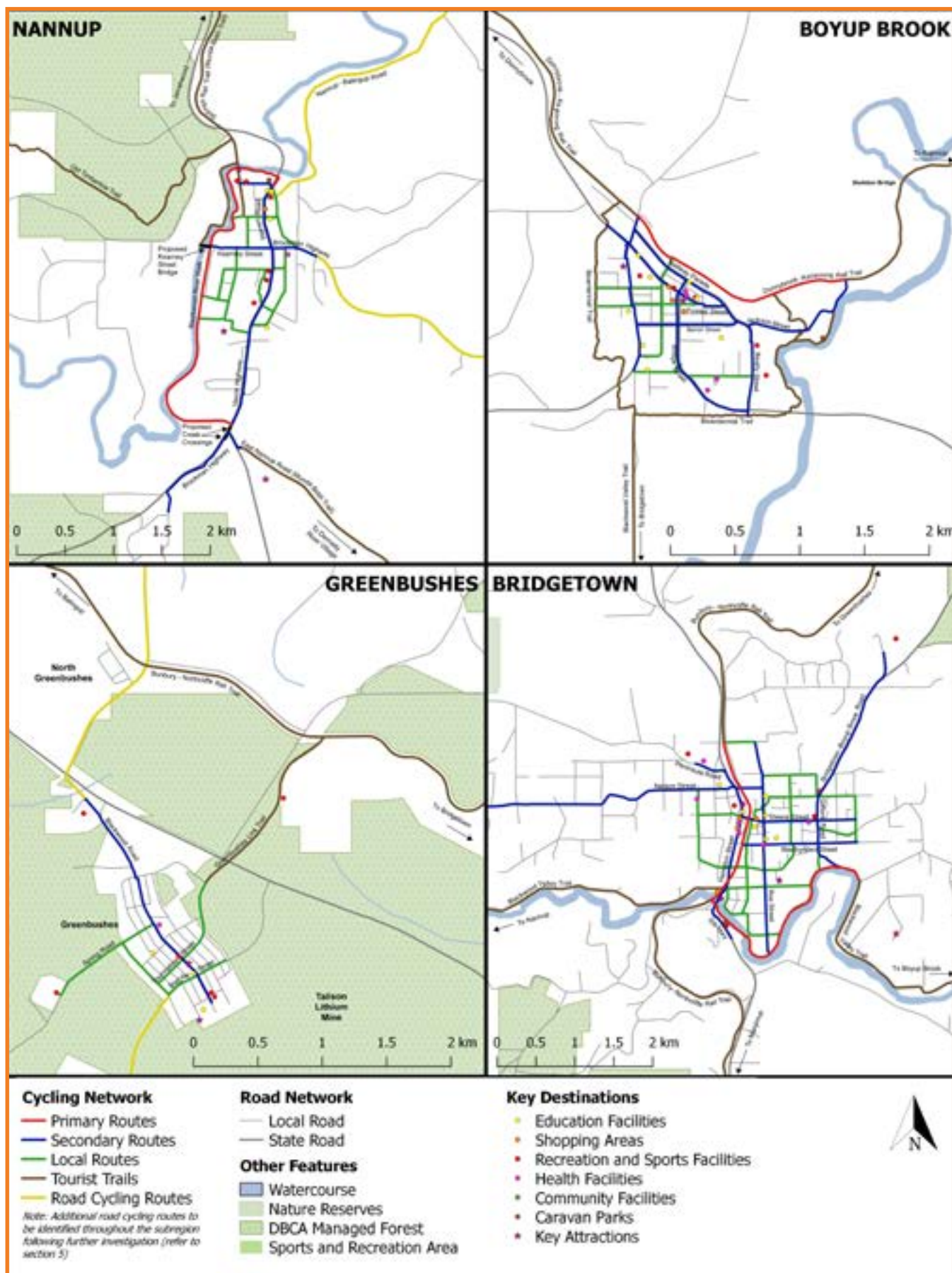


Figure 3.2 Proposed 2050 cycling networks for Nannup, Boyup Brook, Greenbushes and Bridgetown.

3.3 Southern towns

Figure 3.2 illustrates the cycling routes proposed for the southern towns of Manjimup, Pemberton, Northcliffe and Walpole. Key features include:

→ Manjimup:

- A series of secondary routes along key corridors including Graphite Road, Mount Street, Rutherford Street, Brockman Street, Ipsen Street, Rose Street, Somerville Street, O'Connor Street, Wetherell Street, Blechynden Road and Pritchard Street;
- Various local routes linking residential areas to higher-order cycling facilities; and
- Inter-town tourist trails linking Manjimup to Donnelly River Village and Quinninup (via the existing Munda Biddi Trail) and Bridgetown and Pemberton (via a trail along the Bunbury-Northcliffe rail corridor).

→ Pemberton:

- A primary route running parallel to the railway between Golf Links Road and Vasse Highway/Brockman Street;
- A series of secondary routes across the Pemberton township including the main street (Vasse Highway/Brockman Street), Widdeson Street, Ellis Street and Kennedy Street;
- Several local routes connecting residential areas to higher-order cycling facilities; and
- Inter-regional tourist trails connecting Pemberton to surrounding townships including Quinninup and Northcliffe (via the Munda Biddi Trail) and Manjimup and Northcliffe (via a future trail along the Bunbury-Northcliffe rail corridor).

→ Northcliffe:

- A primary route running parallel to Wheatley Coast Road (between the sports ground and Old Mill Road);
- Secondary routes along Zamia Street and Main Road;
- A handful of local routes connecting residential areas to higher-order cycling facilities; and
- Two inter-town tourist trails including a trail along the Bunbury-Northcliffe rail corridor (providing a connection to Pemberton) and the existing Munda Biddi Trail (providing connections to Pemberton and Walpole).

→ Walpole:

- A primary route that encircles the Walpole townsite, including a future potential bridge across the channel linking the Walpole and Nornalup inlets (refer to Section 4.2.5);
- Secondary routes along several key corridors including Walpole Street, Boronia Street, Vista Street, Swarbrick Street and Karri Street;
- A network of local roads forming connections between primary and secondary routes; and
- The existing Munda Biddi Trail connecting Walpole to Northcliffe and Denmark.

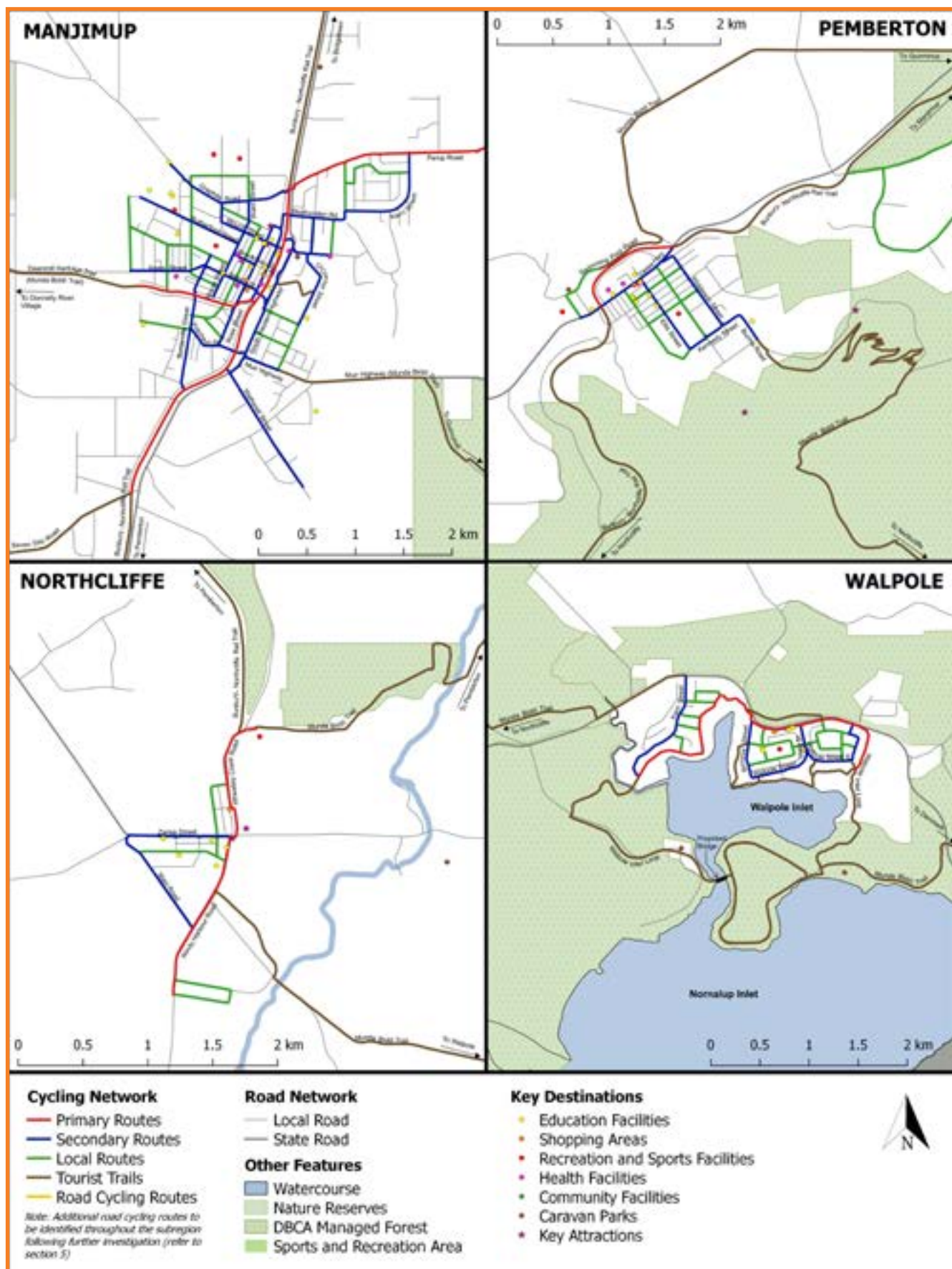


Figure 3.3 Proposed 2050 cycling networks for Manjimup, Pemberton, Northcliffe and Walpole.

4. THE WAY FORWARD

This section outlines the way forward for Warren-Blackwood through the identification of key themes and opportunities for cycling throughout the subregion. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

4.1 Harnessing the potential of rail corridors

The intrinsic characteristics of rail corridors make them especially appealing for cycling infrastructure. Not only do they provide continuous and uninterrupted rights-of-way, rail corridors also tend to have relatively gentle gradients, making for more comfortable cycling experiences, particularly over long distances.

Other benefits associated with co-locating cycling infrastructure within rail corridors include:

- Highlighting the natural, cultural and heritage values of a local area;
- Providing additional connections between towns and suburbs;
- Increasing the profile of a region and opening up tourism opportunities (refer to Section 4.1.5); and

- Preserving rail corridors for future use, also known as railbanking (refer to Section 4.1.7).

4.1.1 Summary of rail trail opportunities

Within the south west corner of WA there is significant potential to re-purpose the region's extensive network of non-operational railways as a world-class network of walking, cycling and (potentially) horse-riding trails. Connecting virtually every town in the region, there are over 500 kilometres of closed, disused and dormant railways.

Table 4.1 summarises the status, management and opportunities associated with the three rail corridors which pass through the Warren-Blackwood subregion.

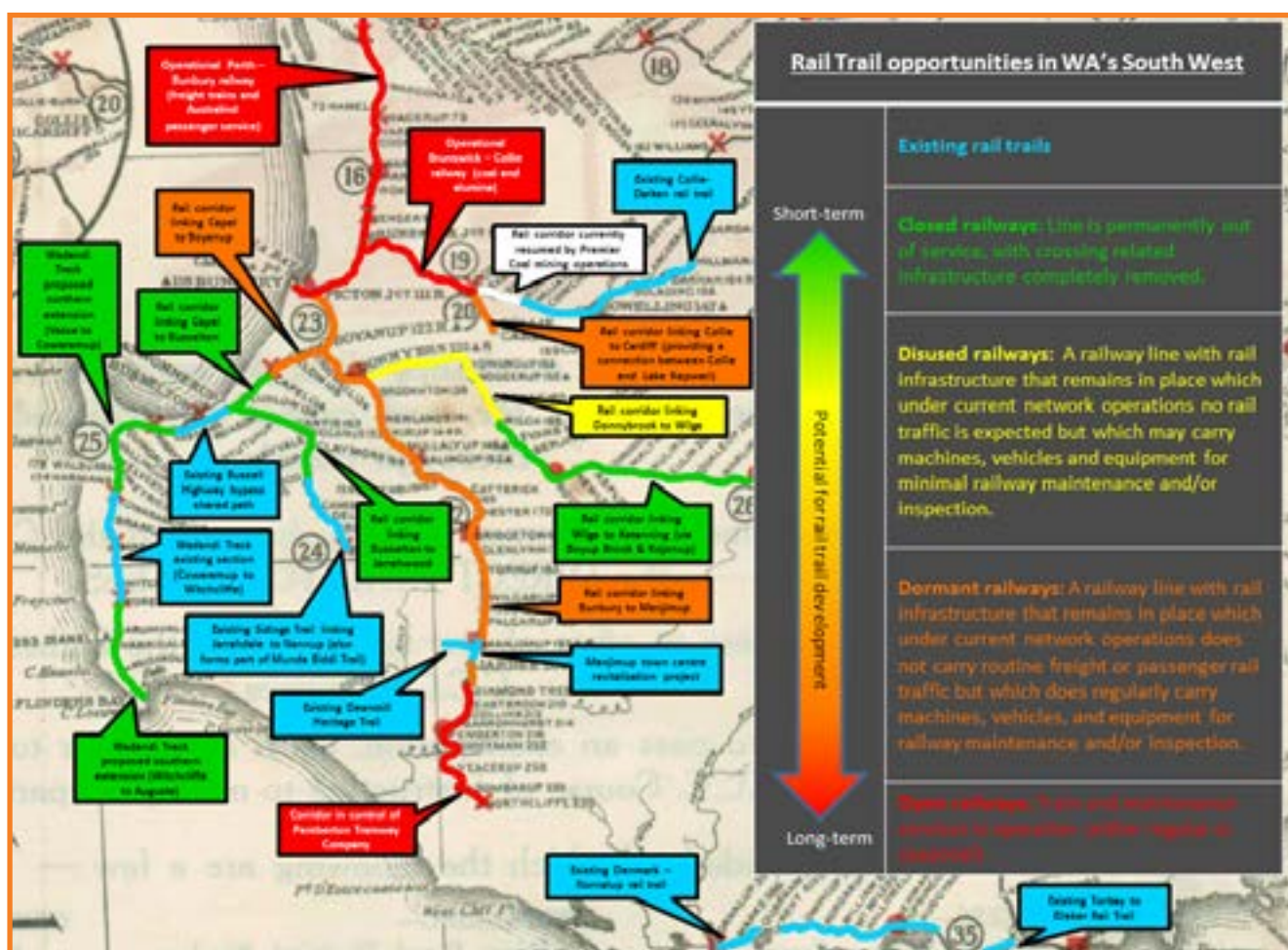


Figure 4.1 There are more than 500 km of dormant, disused and closed railways located in the south west corner of WA.

Line	Section / Status	Managed by	Length	Potential opportunities
Bunbury – Northcliffe Railway	Open between Bunbury and Picton	Arc Infrastructure	~4 km	<ul style="list-style-type: none"> Arguably one of the best rail trail candidates in WA, linking together many towns and traversing a range of unique and diverse landscapes Provides a much safer (and flatter) alternative to the South Western Highway Complements the Munda Biddi Trail, providing the opportunity to create “figure 8” loops
	Dormant between Picton and Bunbury	Arc Infrastructure	~133 km	
	Dormant between Graphite Road and 100 m south of Seven Day Road (Manjimup)	Shire of Manjimup	~3 km	
	Dormant between Ipsen Street and Lambert	Arc Infrastructure	~9 km	
	Open between Lambert and Northcliffe	Pemberton Tramway Company	~56 km	
Donnybrook – Katanning Railway	Disused between Donnybrook and Wilga	Arc Infrastructure	~53 km	<ul style="list-style-type: none"> Section between Donnybrook and Boyup Brook provides food and wine tourism opportunities for horticulture businesses located in the Preston Valley Provides linkages to small communities at Lowden, Yabberup and Mumballup Opportunity for potential inter-regional connection to Kojonup, Katanning and other towns located in the Great Southern region
	Closed between Wilga and Katanning (excluding a short section operating by Kojonup Tourist Railway)	Public Transport Authority	~159 km	
Busselton – Nannup Railway	Closed between Busselton and Jarrahwood (also known as the Ruabon – Tutunup rail reserve)	Public Transport Authority Existing Sidings Trail between Jarrahwood and Nannup	~35 km	<ul style="list-style-type: none"> Provides link between Leeuwin-Naturaliste and Warren-Blackwood subregions Links together the Wadandi Track and Munda Biddi Trail
	Existing Rail Trail between Jarrahwood and Nannup (known as the Sidings Trail)	Public Transport Authority, but leased to Shire of Nannup	~27 km	

Table 4.1 Summary of rail trail opportunities in the Warren-Blackwood subregion.

4.1.2 Opportunity: Developing a rail trail between Bunbury and Northcliffe

This strategy, together with the *Bunbury-Wellington 2050 Cycling Strategy*, recognises the significant potential surrounding transforming the Bunbury-Northcliffe rail corridor into a world-class multiuse rail trail.

In addition to creating a north-south cycling link through the Warren-Blackwood subregion, this corridor provides an opportunity to create an inter-regional link to the Bunbury-Wellington subregion.

A number of factors make this corridor particularly conducive to rail trail development, including:

- The corridor's gentle gradient (generally less than two per cent) making it a far easier undertaking than the Munda Biddi Trail;
- Complete separation from motorised traffic (making it an attractive riding environment for children and families);
- A diverse range of scenery ranging from the flat Swan Coastal Plain and undulating farmland to the tall jarrah and karri forests;
- Short distances between settlements (approximately one town every 15 to 20 kilometres, which is unique for WA) providing many points of interest;
- Easy access to food, water and accommodation, mitigating the need for users to carry heavy supplies and camping equipment;
- The ability to provide synergies with the Munda Biddi Trail, enabling the creation of a "figure 8" loop linking Manjimup, Pemberton and Northcliffe which is suitable for day-trippers and families; and
- The potential to repurpose heritage station buildings and other rail-related infrastructure.



Figure 4.2 The Bunbury-Northcliffe rail corridor has the right ingredients to become one of Australia's best multiuse rail trails.

Issues preventing the immediate transformation of this corridor into a rail trail pertain mainly to asset management, funding and land tenure. As shown in Figure 4.3, the majority of the Bunbury-Northcliffe rail corridor is managed by Arc Infrastructure through a lease agreement set to expire in 2049. Although out of operation since the early 2000s, certain sections could become operational again with the Talison Lithium mine commencing operations at Greenbushes.

Due to the deteriorated state of the railway, it is understood that significant works are required to return it to a condition capable of supporting freight services. If this were to occur, it may be possible to leverage this investment as a way of establishing a parallel multiuse trail. Section 4.1.7

explores the concept of railbanking. Railbanking involves using rail corridors for trail development until such time as rail operations become economically feasible again.

In addition to the above, the section between Lambert and Northcliffe is currently managed by the Pemberton Tramway Company. While this may further complicate potential future trail development, it should be noted that the tourist tramway only operates along a 10 kilometre section between Pemberton and the Warren River Bridge, for which there are several parallel alternatives.

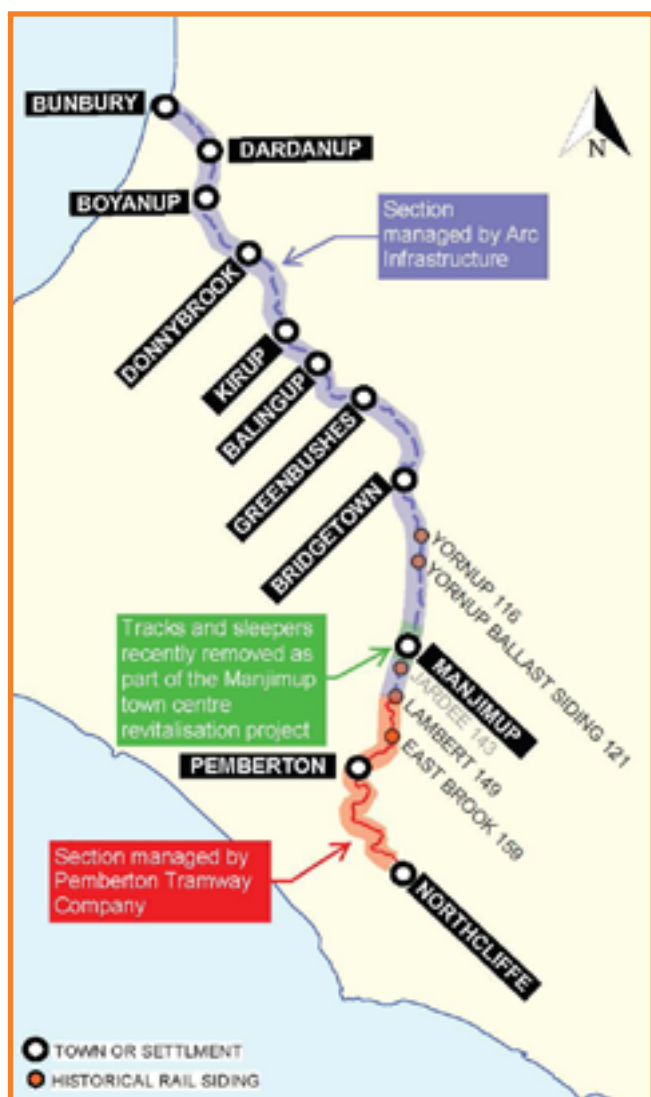


Figure 4.3 The Bunbury-Northcliffe rail corridor links together 11 population centres, which are collectively home to over 90,000 people.

4.1.3 Opportunity: Developing a rail trail between Donnybrook and Katanning

The disused railway between Donnybrook and Katanning represents another significant rail trail opportunity for the subregion. As shown in Figure 4.4, the corridor connects a number of towns and settlements, including Donnybrook, Boyup Brook, Kojonup and Katanning. Of relevance to this strategy is the section extending from Wilga to Qualeup, which falls within the Shire of Boyup Brook. The remainder of this corridor is located in the shires of Donnybrook-Balingup, Kojonup and Katanning.

The Boyup Brook section, which is approximately 70 kilometres in length, remains under management of the Public Transport Authority. In addition to creating an east-west link across the Warren-Blackwood subregion, this rail trail would also provide connectivity to the Great Southern region and the Bunbury-Wellington subregion.

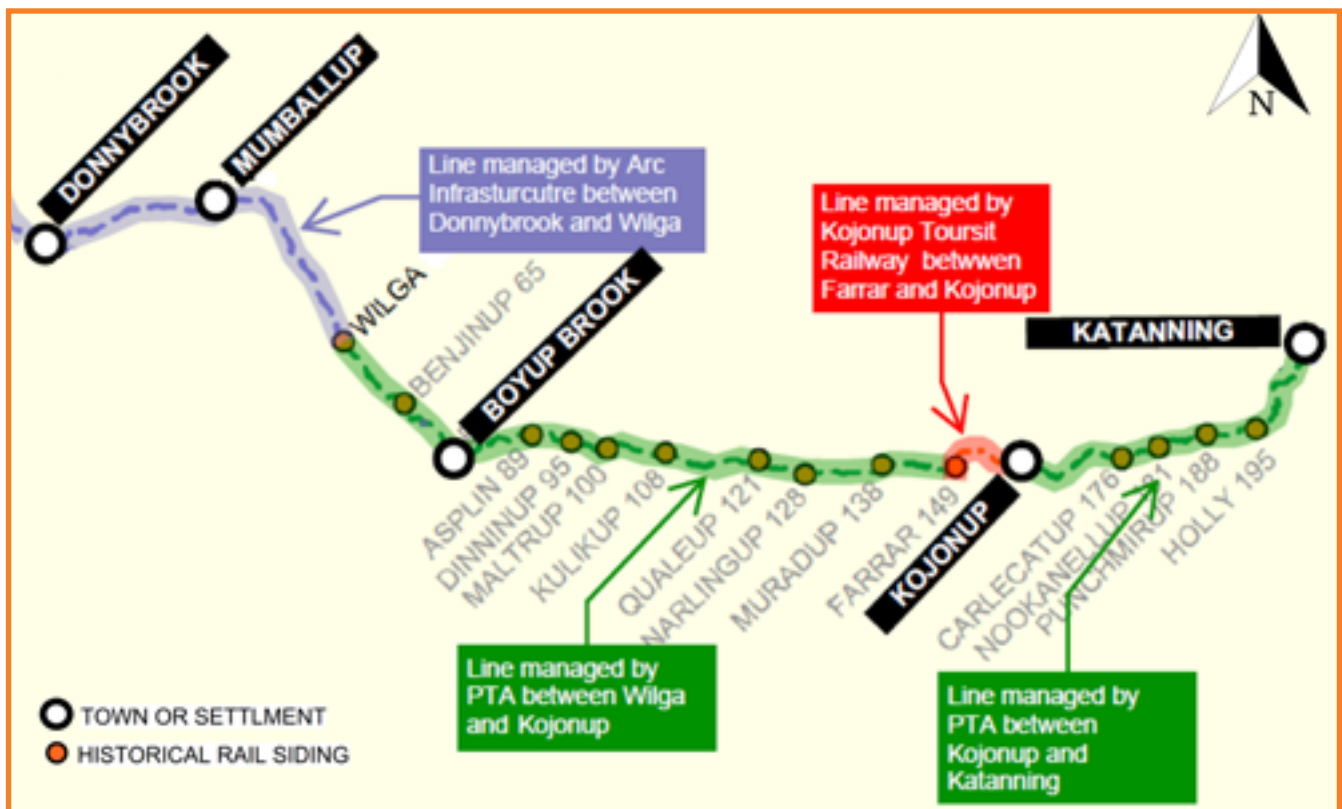


Figure 4.4 Inoperational since 1982, the Donnybrook-Katanning rail corridor has great potential to be reimagined as a 244 kilometre long tourist trail, connecting several towns and settlements.

Attributes that make this corridor particularly conducive to the development of a rail trail include:

- A diverse range of scenery including vineyards, orchards, broadacre farmland and remnant bushland;
- The corridor remains largely intact (unlike many other railway reserves around Australia where sections have been sold or claimed by adjacent land owners);
- The existence of a number of impressive timber bridges, many of which remain in serviceable condition (including the imposing Skeleton Bridge shown in Figure 4.5, located just east of Boyup Brook);

- Several accommodation and service providers already exist along the route; and
- The possibility of staging the development over a number of years (most likely starting in Donnybrook and working east).

Supporting the development of this rail trail are the *Shire of Donnybrook-Balingup Trails Master Plan (2011)*, the *Bunbury-Wellington and Boyup Brook Regional Tourism Development Strategy (2015)* and the *Bunbury-Wellington 2050 Cycling Strategy (2018)*.



Figure 4.5 Skeleton Bridge, located about 2 km east of Boyup Brook, is one of several imposing bridges which would feature along the Donnybrook-Katanning rail trail⁴.

⁴Top image courtesy of Boyup Brook Tourism Association

4.1.4 Opportunity: Extending the Sidings Rail Trail to Busselton

Jarrahwood, located approximately 27 kilometres north of Nannup, is a small historical timber mill community located within the City of Busselton. Until the mill's closure in 1984, the town was connected to Busselton and Nannup via the Nannup Branch Railway. In 2007, the section of railway located between Nannup and Jarrahwood was transformed into the popular Sidings Rail Trail (which now also forms part of the Munda Biddi Trail).

The section of railway north of Jarrahwood is yet to be formally designated as a trail. Known as the Ruabon-Tutunup rail corridor, this thin strip of remnant bushland is a significant biodiversity hotspot. The corridor provides an important environmental link between the jarrah forests of the Whicher Scarp and the internationally recognised (and Ramsar listed) Vasse-Wonnerup Wetlands System.

The development of a rail trail along the Ruabon-Tutunup rail corridor would create an important cycle link between the Leeuwin-Naturaliste and Warren-Blackwood subregions. It would also connect Busselton to the Munda Biddi Trail, helping the Jarrahwood community realise its potential as a cycle-tourism hub, and create additional cycle-tourism related opportunities for the South West more generally.

While issues around environmental sensitivity may present some challenges, the corridor's recreational potential has been recognised in the *Ruabon Tutunup Management Plan (2007)*. The plan highlights how any such development would need to be appropriately planned and managed to ensure access does not degrade the conservation values of the reserve.

While this opportunity sits outside the subregion, it is important the Shire of Nannup works with the City of Busselton in putting steps in place to see this link realised, particularly given the significant potential benefits for the Warren-Blackwood subregion.



Figure 4.6 The Ruabon-Tutunup rail corridor could be used to connect the Leeuwin-Naturaliste and Warren-Blackwood subregions, via Jarrahwood.

4.1.5 CASE STUDY: THE TOURISM POTENTIAL OF RAIL TRAILS

There is strong evidence supporting the economic and social benefits generated by rail trails for regional Australia. Although it is uncommon to charge access fees, users of rail trails contribute to the local economy in several other ways. In addition to food and hospitality industries, other businesses such as bike shops or those providing transport to and from trail heads can also benefit from the development of rail trails.

Rail trails also support slow travel – a term used to describe travellers who explore destinations more thoroughly, taking time to acquaint themselves with the local people, culture and food.

People who adopt the slow travel philosophy tend to report higher rates of spending compared to the average population.

As identified in the *Western Australian Cycle Tourism Strategy*, cycle-tourists are a highly valuable visitor due to their propensity to stay longer, travel outside of urban centres and spend more. In Australia, the average daily spend of a cycle-tourist is approximately \$124 per day⁵.

Some usage and economic statistics for a selection of Australia and New Zealand rail trails are provided in Table 4.2.

Rail trail example	Usage and economic statistics
Hauraki Rail Trail, New Zealand (opened in 2013) ⁶	<ul style="list-style-type: none"> - Nearly 30,000 riders pass through Paeroa (a town on the trail) per annum. - It has been estimated that visitors spend an average of \$172 per trip, up from \$105 in 2012, with net expenditure between \$2.1 and \$3.3 million per annum. - Approximately 50 full time jobs have been created because of the trail. - 85 per cent of users are visitors to the region, with most being domestic visitors. - 80 per cent of users indicated that the rail trail was their main purpose of visit. - At least 50 per cent of users are in the 45 to 65 age bracket.
Otago Central Rail Trail, New Zealand (opened in 1994) ⁷	<ul style="list-style-type: none"> - Nearly 15,000 people ride the trail end-to-end every year. In addition to this, it is estimated that 80,000 people use sections of the trail to commute or undertake short recreational rides. - The average age of riders is 45 for domestic and 37 for international. There is no significant difference between the number of male and female riders. - Most end-to-end users are first-time visitors to the area and spend an average of 3.8 nights in the region. - The largest international visitor market is from Australia, followed by Europe. Two thirds of domestic visitors are from the North Island of New Zealand. - In 2012 it was estimated that the trail created 120 full time jobs and contributed \$12 million to the Central Otago economy per annum, creating business opportunities and energising small communities.
Murray to the Mountains Rail Trail, Victoria (opened in 2002) ⁸	<ul style="list-style-type: none"> - Construction of the trail between Bright, Wangaratta and Beechworth was completed in 2002, with subsequent sections from Rutherglen to Wahgunyah and Wangaratta to Oxley completed in 2009 and 2011 respectively. - The trail attracts approximately 45,000 users per annum including walkers, with most people spending two or three days on the trail. - For the majority of visitors (59 per cent), cycling is the main reason for undertaking their trip to the region. - In 2011 it was estimated that the trail contributed \$26.2 million per annum in economic output to the region and created 23 full time jobs.

Table 4.2 Usage and economic statistics of regional rail trails from around Australia and New Zealand.

⁵Western Australian Cycle Tourism Strategy (2018)

⁶Information on the HRT sourced from <https://haurakirailtrail.co.nz/>, <https://www.tcdc.govt.nz>, <http://www.hauraki-dc.govt.nz>

⁷Information on the OCRT sourced from <http://www.otagocentralrailtrail.co.nz>, <http://www.northernriversrailtrail.org.au>

⁸Information on the M2MRT sourced from <https://www.railtrails.org.au>, North East Victorian Tourism Gap Analysis (2012), North East Rail Trail Preliminary Demand and Economic Benefit Assessment (2014)

4.1.6 CASE STUDY: THE WADANDI TRACK

A leading example of a rail trail in WA is the Wadandi Track located in the Shire of Augusta Margaret River. The track, which utilises the former Busselton-Flinders Bay Railway, currently extends approximately 23 kilometres from Cowaramup to Witchcliffe. Although unsealed, the trail has a compacted gravel surface and good drainage, making it suitable for a wide variety of bikes.

In addition to being used for tourism and recreational purposes, the trail also forms an important transport link between the various towns in the Capes region. Over time, the rail trail will be extended south to Augusta and north to Busselton, further enhancing cycle-tourism opportunities in the region.



Figure 4.7 The Wadandi Track, located on the alignment of the former Busselton-Flinders Bay Railway is popular with both tourists and locals in the Margaret River region.⁹

⁹Top image courtesy of the Uncool Cycling Blog; bottom images courtesy of Transplan Pty Ltd

4.1.7 CASE STUDY: RAILBANKING INACTIVE RAIL CORRIDORS FOR FUTURE GENERATIONS

Railbanking is the concept of preserving inactive rail corridors for possible future use. Allowing these corridors to be used for trail development enables bridges, culverts and other infrastructure to remain intact, while simultaneously preserving the corridor for future use should rail transport

become economically feasible again. Depending on agreements between parties, railbanking can potentially relieve the asset owners from trespassing issues and ongoing maintenance costs.



Figure 4.8 Repurposing closed, disused or dormant railways for trail development can help preserve these corridors for future use, should rail operations become economically feasible again.

The Bunbury-Northcliffe rail corridor, discussed in Section 4.1.2, is one such railway that is a potentially good candidate for railbanking. Disused for nearly two decades, it is unlikely train operations will resume in the short-term, particularly south of Greenbushes.

Railbanking is a voluntary agreement between a railway asset owner and another agency to establish a trail within an out-of-service rail corridor until such time that the corridor is needed again for rail service. It works under the evidence that if a public asset is not used, it is eventually lost.

4.2 Capitalising on watercourses

Like rail corridors, cycling routes that follow watercourses tend to provide a high-level of amenity to the people who use them. In addition to being peaceful and relatively flat, these cycling routes tend to be located well away from motorised traffic, making them attractive to a broad range of users. Key opportunities for the Warren-Blackwood subregion include:

- Enhancing local townscape river trails (refer to Section 4.2.1);
- Developing a long-distance cycle-touring trail following the Blackwood River Valley all the way from Nannup to Boyup Brook (refer to Section 4.2.3); and
- Creating a loop around the Walpole Inlet (refer to Section 4.2.5).

4.2.1 Opportunity: Enhancing local river trails within townsites

As illustrated in Figure 4.9, the townsites of Nannup, Bridgetown and Boyup Brook all have existing trails following the Blackwood River. Already popular with recreational users, these kinds of routes (in the right location) can also enable people to ride for transport purposes, such as to work or school, when designed appropriately.

It should be noted that informal tracks have been established along some sections where there is no existing trail, indicating strong desire lines for both pedestrians and cyclists.



River Walk, Nannup



Bicentennial Trail, Boyup Brook



Blackwood River Trail, Bridgetown



Old Rectory Trail, Bridgetown

Figure 4.9 There is scope to improve the river trails in the Nannup, Boyup Brook and Bridgetown townsites to provide better connectivity for people on bikes.

Within each of these townsites there is significant scope to extend or enhance these trails through a range of measures, including:

- Extending the trails further upstream, downstream or developing additional routes on the opposite river banks connected by footbridges to facilitate loops (like that shown in Figure 4.10);
- Widening paths, where appropriate, to enable people walking and riding to share the trails more comfortably;
- Sealing trails, where appropriate, as a way of mitigating erosion issues and providing universal access for people with disability; and
- Formalising and promoting trails through improved way-finding and promotional material.

The Shire of Nannup has undertaken some preliminary feasibility work surrounding the development of a second footbridge across the Blackwood River. The proposed bridge would be located at the western end of Kearney Street, providing a link to existing trails located on the western bank of the Blackwood River, as well as the North Nannup subdivision. Construction of the bridge would create a loop, complementing the Shire of Nannup's recent improvements to the River Walk Trail which includes a significant boardwalk structure.

Going forward, it is envisaged similar types of projects may be feasible for the Bridgetown and Boyup Brook townsites. In developing such routes, careful consideration needs to be given to potential issues such as land tenure, environmental sensitivity, as well as each river's indigenous and non-indigenous heritage.



Figure 4.10 This footbridge in Bridgetown enables pedestrians and cyclists to experience both sides of the Blackwood River.

4.2.2 CASE STUDY: COLLIE RIVER PATHS AND TRAILS

To achieve its vision of becoming a Trails Town, the Shire of Collie recently published the *Collie River Valley Trails Strategy 2018-2021*, which outlines a plan to formalise trails for walking, cycling (on and off-road), horse riding, paddling and diving. Part of this plan includes progressively upgrading and extending the network of paths and trails that run along the banks of the Collie River.

When complete, the Collie River Trail will connect the township of Collie to Minninup Pool via a 6.5 kilometre long, high-quality shared path. Additional sections of trail will ultimately form part of a 29 kilometre walking and cycling loop, much of which follows the Collie River Valley. A smaller river loop between the Coombes Street and East End Bridges has also been created close to the town

centre. Once complete, these trails will enable the realignment of the Munda Biddi Trail and Bibbulmun Track, improving access into Collie for visiting tourists.

These projects are a significant step towards achieving the Shire of Collie's goal of developing a network of trails to provide new economic opportunities for the region through tourism, improved amenity for residents and connection with places of natural and cultural interest.

The Collie River Trail upgrades have been largely funded through a combination of local, State and federal government grants, including through the RBN grants program, as well as funding provided by private enterprise.

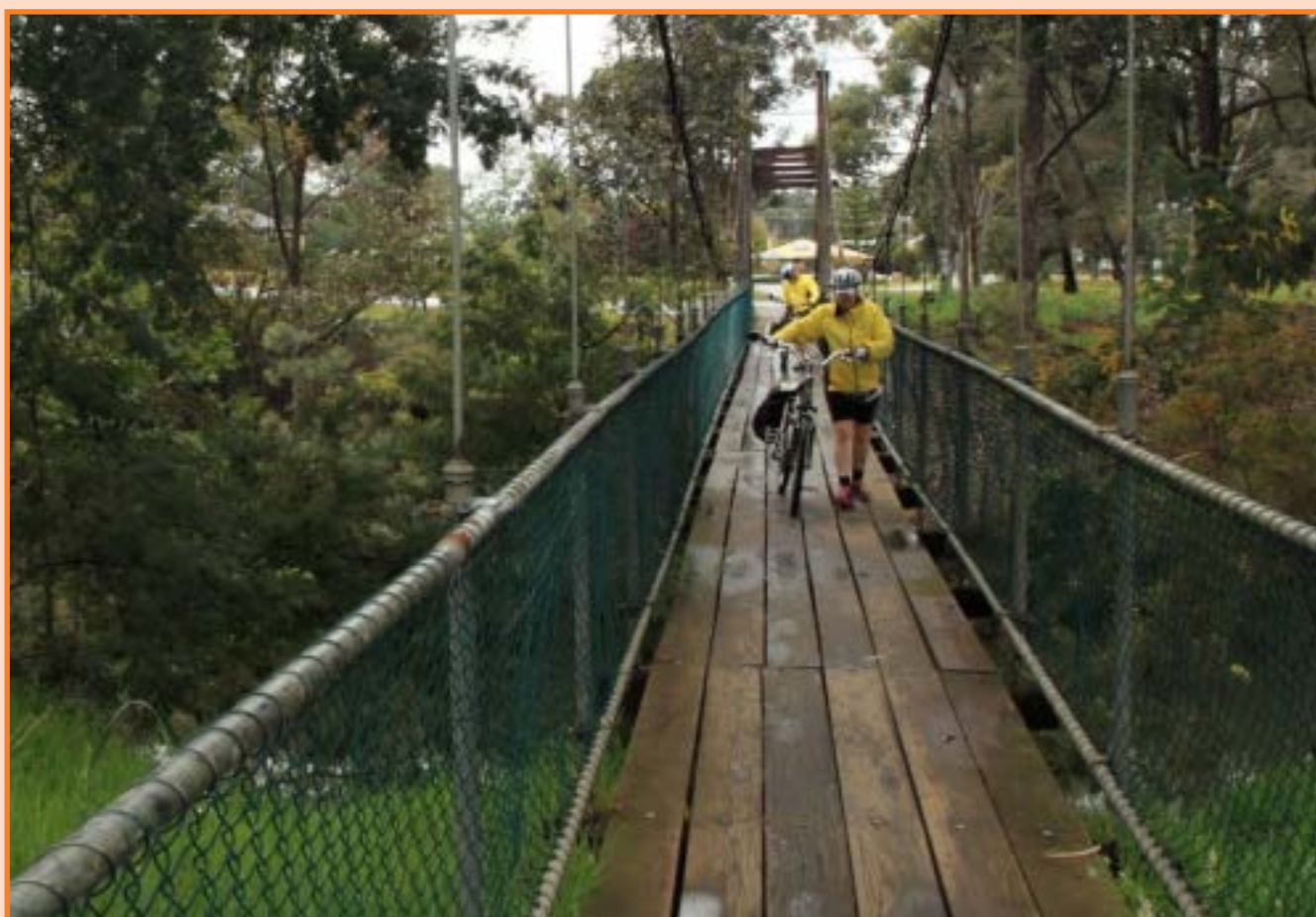


Figure 4.11 The Shire of Collie is progressively upgrading and extending the network of paths and trails that run along the banks of the Collie River.¹⁰

¹⁰Image courtesy of Trails WA

4.2.3 Opportunity: Developing a Blackwood River Valley tourist trail

In the Warren-Blackwood subregion there is a significant long-term opportunity to formalise a 130 kilometre long cycling route following the Blackwood River Valley. The proposed trail would link together Nannup, Bridgetown and Boyup Brook, as highlighted in Figure 4.12.

Primarily using existing back roads, forestry tracks and firebreaks, this trail would offer a scenic (and relatively flat) means of travelling east-west throughout the Warren-Blackwood subregion. In addition to its gentle gradients, the route would provide a safer and more comfortable option by avoiding main roads such as Nannup-Balingup Road and Brockman Highway.

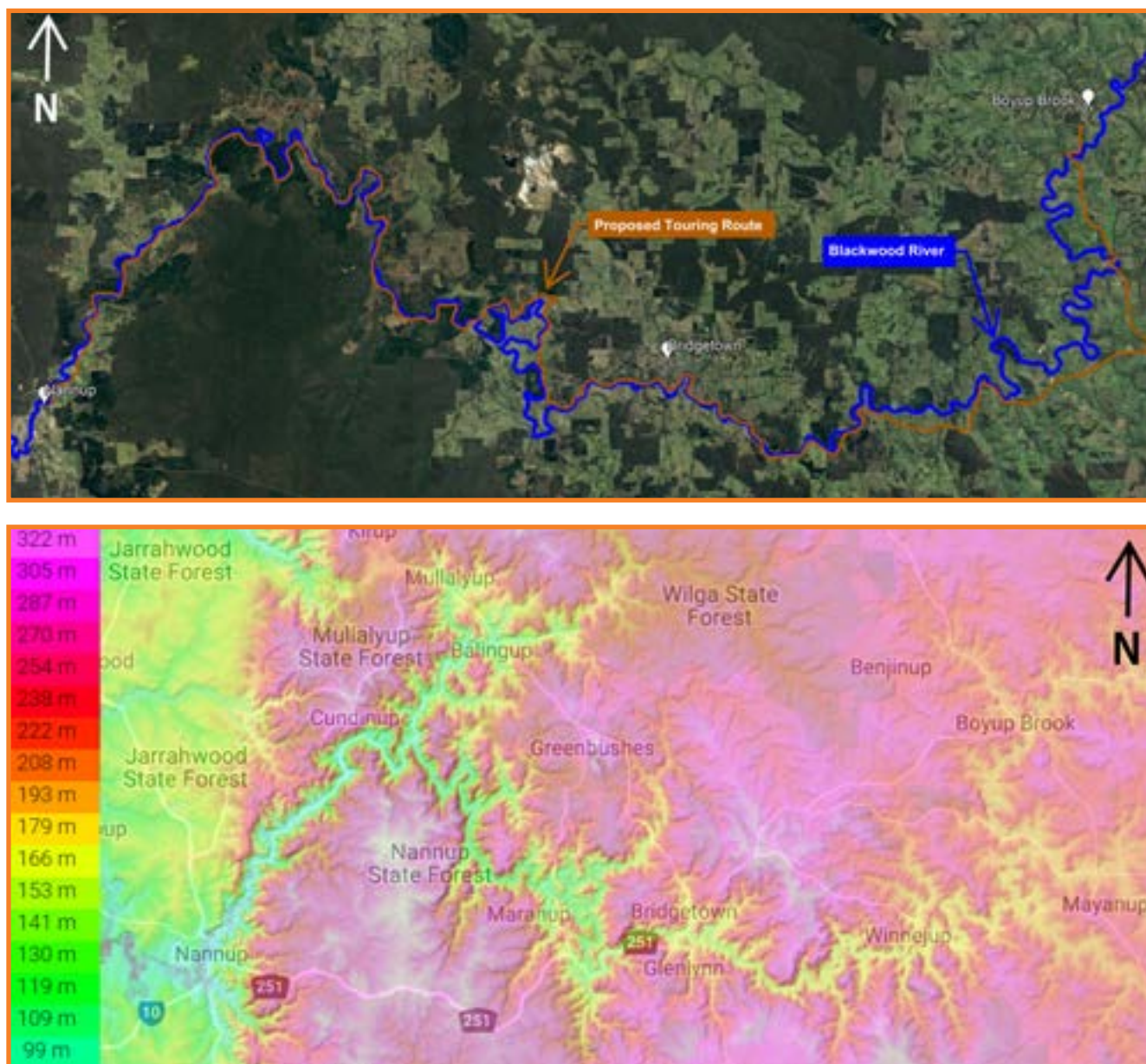


Figure 4.12 There is an opportunity to create a picturesque and relatively flat cycle-touring trail following the Blackwood River Valley linking together Nannup, Bridgetown and Boyup Brook.

The existing (but unformalised) Coast to Nannup Track could also be rebranded as part of this trail, enabling the creation of a Blackwood River Valley tourist trail extending all the way from Boyup Brook to the coast. Linking into the southern section of the Wadandi Track between Witchcliffe and Boranup (refer to the *Leeuwin Naturaliste 2050 Cycling Strategy*), users could also continue through to Augusta on a facility completely separated from vehicle traffic.

There may also be an opportunity to create a spur link to Balingup, using forestry tracks which run parallel to the Nannup-Balingup Road. Such a route would provide an additional connection between the Warren-Blackwood and Bunbury-Wellington subregions.

Before developing such a route, it is important to undertake a detailed constraints analysis. This would consider potential issues in more detail, such as land tenure, environmental sensitivity as well as indigenous and non-indigenous heritage.



Figure 4.13 A Blackwood Valley cycle-touring route could be achieved by signposting existing low-volume rural roads, firebreaks and forestry tracks.¹¹

¹¹Images courtesy of Tour of Margaret River

4.2.4 CASE STUDY: CYCLING THE MURRAY RIVER

One of Australia's best known river touring trails follows the Murray River between New South Wales, Victoria and South Australia. Commencing near Mount Kosciuszko in the Australian Alps, the cycling route follows Australia's longest river downstream for approximately 1,850 kilometres.

Consisting of river tracks, gravel roads and low-volume bitumen roads, the route meanders its way through the border towns of Albury-Wodonga, Echuca and Mildura before entering the South Australian fruit growing regions centred around Renmark, Berri and Murray Bridge.

Taking approximately three to four weeks to complete, the route is attractive to touring cyclists due its gentle gradients, diverse landscapes and

local history. Although quite remote in sections (especially in South Australia), the relatively close spacing of towns enables people to undertake the trail without needing to carry extensive food or water supplies. While not officially signposted, the route is promoted by several tour operators.

It should be noted that similar, albeit more developed cycle-touring routes exist along several major rivers in Europe, including the Rhine, Ruhr and Danube. These routes, which are improving all the time, normally begin as a combination of tow paths, unsealed trails and low traffic rural roads. As infrastructure is improved or new alignments are provided, the routes are updated with new way-finding signage and promotional material.



Figure 4.14 The Murray River Cycling Trail links a number of important population centres located throughout regional New South Wales, South Australia and Victoria.¹²

¹²Map courtesy of [Cycle Trails Australia](#); LH image courtesy of [Yarrawonga Mulwala](#); RH image courtesy of [Swaggies Capes](#)

4.2.5 Opportunity: Creating a loop around the Walpole Inlet

Possibly the most ambitious proposal mentioned in this strategy is the creation of a world-class walking and cycling trail around the picturesque Walpole Inlet. While most paths and trails are already existing, the development of this loop would require the construction of a 120 metre long footbridge to span the narrow channel linking the Walpole and Nornalup inlets. In addition to creating an outstanding recreational loop for residents, the development of this bridge would enable the realignment of the Bibbulmun Track and Munda Biddi Trail to pass across The Knolls – a unique piece of WA coastline where the native Tingle forest extends down to the waterline.

If funding became available for such a bridge, careful consideration would be required during planning, design and construction. In addition to managing the area's environmental sensitivity, the bridge would require sufficient clearance to allow for the free passage of yachts and houseboats (as this channel is the only access/egress route linking the Walpole and Nornalup inlets).

While aspirational, it is important to note similar tourism-driven initiatives have been undertaken in other parts of regional WA in recent decades. These include the Granite Skywalk in the Porongurup Ranges, the recently re-constructed Gap Lookout in Albany and the Valley of the Giants Tree Top Walk in nearby Denmark – all of which are valuable contributors to their local economies.



Figure 4.15 A bridge over the Walpole Inlet channel would enable the creation of a spectacular 9 kilometre walking and cycling loop.

4.3 Making cycling an attractive choice for short urban trips

All townsites within the Warren-Blackwood subregion are well positioned to make cycling a compelling mode choice for short, urban trips. To achieve this, it is imperative activity nodes such as shopping centres, schools and industrial areas are serviced by safe, direct and legible cycling facilities. As discussed in Section 2, all cycling facilities should be planned with the “8 to 80” design philosophy in mind.

There are a number of reasons why cycling has the potential to be a genuine transport mode for people living in towns throughout the Warren-Blackwood subregion. These include:

- **Small footprints:** The subregion’s largest town, Manjimup, has an urban area of less than eight square kilometres. This means virtually all residents are located within a 10-minute bike ride from the town centre. For other towns, average distances between key origins and destinations tend to be even shorter.
- **Cool climates:** Like much of the South West, maximum daytime temperatures in the Warren-Blackwood subregion are generally quite cool, even in summer. This, combined with the short distances mentioned above, makes cycling an attractive choice for short trips all year round.
- **Benign traffic conditions:** While there are certainly some busy streets within the subregion (and particularly in the bigger towns of Manjimup and Bridgetown) the vast majority are quiet enough for most people to ride comfortably and confidently.
- **Terrain is becoming less of a barrier:** While Manjimup, Northcliffe, Greenbushes and Walpole are generally quite flat, other towns such as Pemberton, Nannup, Boyup Brook and especially Bridgetown have many streets with steep gradients. The recent emergence of e-bike technology has the potential to make cycling a much easier proposition (refer to section 4.3.3 which highlights the growing affordability and practicality of e-bikes).



4.3.1 Opportunity: Improving the bike-friendliness of main streets

Increasing the bike-friendliness of main streets is paramount to making cycling an attractive transport choice for people living in the Warren-Blackwood subregion. In addition to being where many shops, community and recreational facilities are located, these corridors often perform an important transport function as well.

The exact type of treatment for each main street depends greatly on local context. Factors such as road widths, traffic volumes, vehicle speeds, heavy vehicle volumes and on-street parking requirements all need to be considered when determining the most appropriate type of cycling facility for a given corridor.

While some main streets (such as Vasse Highway in Nannup or South Western Highway in Bridgetown) may lend themselves to dedicated cycling infrastructure, others (such as Giblett Street in Manjimup or Nockolds Street in Walpole) may be more suitable to low speed shared space type treatments. Section 4.3.2 provides an example of a shared space environment within a regional area.

One main street where it will be particularly advantageous to improve bike-friendliness is Vasse Highway in Nannup (known as Warren Road between Forrest Street and Brockman Highway). Providing better cycling conditions along this important corridor has the potential to improve safety for cyclists of all ages and experience levels, reduce conflicts between different groups of road users and improve the overall amenity of the town centre. Improving conditions along this corridor would also support users of the Munda Biddi Trail.



Figure 4.16 There is an opportunity to improve the bike-friendliness of Nannup's main street, improving safety outcomes for both local cyclists as well as Munda Biddi Trail users passing through the town.

4.3.2 CASE STUDY: WARRNAMBOOL CITY CENTRE RENEWAL

Recently the City of Warrnambool in regional Victoria undertook a city centre renewal project aimed at improving the safety and amenity of several streets in the town's central business district. The City Centre Renewal Project involved a suite of measures including traffic calming, streetscape improvements and improved pedestrian and cycling facilities. In terms of cycling, this involved reducing the posted speed limit to 40 km/h, improving safety at roundabouts, and installing shared-lane markings and additional bike parking facilities.

Key to this project's success was ensuring the city centre remained a thriving centre for business, before, during and after construction.

It should be noted that similar shared space type cycling environments can be found on York Street in Albany and Marine Terrace in Geraldton, the latter of which has a 20 km/h advisory speed limit. Low speed limits are an essential element of improving safety and ensuring an adequate level of comfort among people riding in shared road environments.



Figure 4.17 Shared-lane markings, traffic calming and lower posted speed limits have improved cycling safety through Warrnambool's town centre in regional Victoria.

4.3.3 CASE STUDY: THE EMERGENCE OF E-BIKE TECHNOLOGY

Until recently, cycling has relied solely on human power. This has limited the distance and type of terrain most people are prepared to travel on a bicycle, especially when commuting to work or school. E-bikes, or power-assisted bicycles, are fitted with small electric motors which provide mechanical assistance when pedalling. Under Australian road regulations, bikes sold for on-road use are limited to 250 watts, which enables them to travel at speeds of up to 25 km/h.

In recent years, the popularity of e-bikes has increased significantly, with many people finding them a quick, affordable and convenient way of getting to and from work or school.

What makes them especially appealing for commuting in Australia's warm climate is they are less strenuous to ride and may alleviate the need to carry an extra set of clothing.

E-bikes are also becoming an increasingly popular addition to the back of caravans and motorhomes. Providing families and older travellers with a different way to explore their holiday destination, and travel further afield with less effort, e-bikes have the potential to open up more experiences, something which holiday-makers are looking for more and more.

The Warren-Blackwood subregion's 2050 bike network aims to capitalise on the potential of e-bikes, while recognising that regular (human-powered) cycling will continue to remain popular.



Figure 4.18 E-bikes enable people to commute from further away, which is especially important for hilly towns such as Bridgetown and Boyup Brook.

4.4 Taking advantage of Warren-Blackwood's cycle-tourism potential

Globally, the popularity of outdoor and adventure tourism is increasing, with cycle-tourism accounting for a significant part of this growth.¹³ In the year ending June 2016, 68 per cent of international visitors to Australia engaged in some form of nature-based activity, contributing \$23 billion to the national economy.¹⁴

In recognition of cycle-tourism as a growing niche market, WestCycle and Tourism WA recently developed WA's first cycle-tourism strategy.

The *Western Australian Cycle Tourism Strategy* identifies two main segments within the cycle-tourism market:

Destination Cycle Tourists – cyclists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience.

Cyclists While on Holiday – those who will ride while on holiday in a destination, although bike riding is not the primary reason for their holiday.

Research undertaken by Tourism WA has found:

- In the past three years, 29 per cent of Australians had a holiday that involved a cycling experience. Of these, 28 per cent were *Destination Cycle Tourists* while 72 per cent were *Cyclists While on Holiday*.
- In the past three years, seven per cent of Australians had a cycle holiday experience in WA. In addition, 26 per cent of Western Australians undertook a day trip in WA involving cycling.
- The South West region was identified as the most popular cycle-tourism destination in WA outside of Perth; and
- A lack of knowledge is the key barrier preventing more people from the eastern states and overseas visiting WA for a cycling experience.

There are several factors that make the Warren-Blackwood subregion particularly conducive to cycle-tourism, including:

- A mild climate, making outdoor recreation possible year-round;
- Picturesque scenery encompassing a diverse range of landscapes (including tall forests, rolling farmland and rugged coastline);
- Short distances between towns, enabling people to undertake cycle-touring without necessarily needing to carry camping equipment or food supplies;
- A selection of high-quality food and wine producers; and
- An existing program of regular mountain biking and road cycling events.



Figure 4.19 The Warren-Blackwood subregion has the right ingredients to become a world-class cycle-tourism destination.¹⁵

¹³ *Global Report on Adventure Tourism (2014)*

¹⁴ *WA Strategic Trails Blueprint (2017-2021)*

¹⁵ LH image courtesy of *Tour of Margaret River*; RH image courtesy of *Donnybrook-Bridgetown Mail*

4.4.1 Opportunity: Capitalising on the Munda Biddi Trail

The Munda Biddi Trail is a 1000 kilometre long cycling trail linking Mundaring (near Perth) to Albany. The completed trail, which opened end-to-end in April 2013, is now one of the longest continuous cycle trails of its kind in the world. Frequently mentioned as one of the top 10 cycling holidays in the world, the trail is becoming increasingly popular with cycle-tourists from both interstate and overseas. Several towns in the Warren-Blackwood subregion are well placed to further capitalise on the growing popularity of the Munda Biddi Trail.

One such town is Nannup, situated approximately halfway between the Mundaring and Albany termini. While the southbound approach to Nannup already provides a high level of service, the northbound approach requires users to mix with heavy traffic along Vasse and Brockman highways due to a critical missing link in Nannup's path network as illustrated in Figure 4.21. Requiring approximately 350 metres of new path, as well as two short bridges, the completion of this link will not only improve safety and accessibility for Munda Biddi users, but also residents of the nearby Cockatoo Valley subdivision.

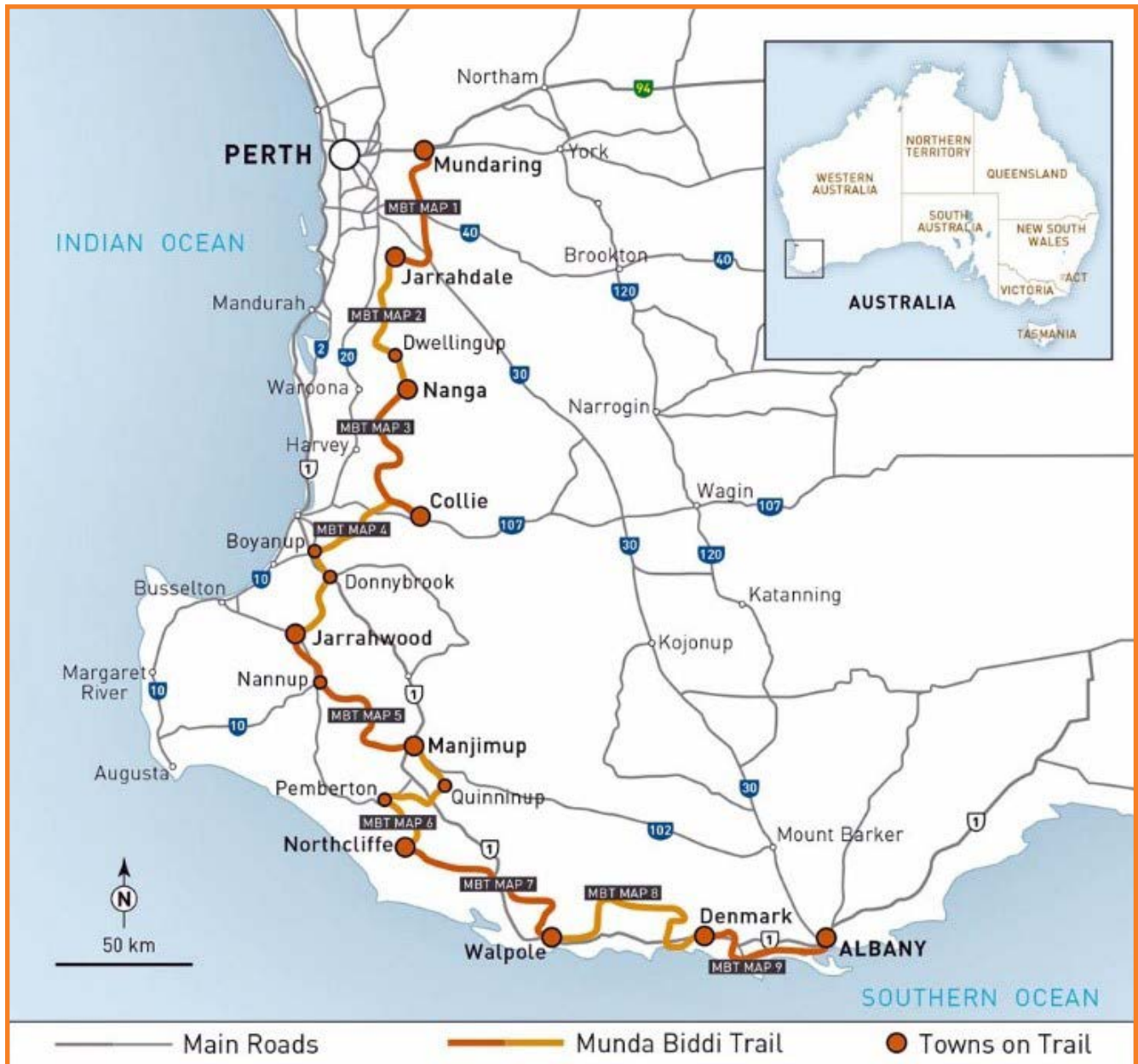


Figure 4.20 It is important certain towns within the Warren-Blackwood subregion work to capitalise on the growing popularity of the Munda Biddi Trail.



Figure 4.21 On the northbound approach to Nannup, people walking and cycling are required to mix with traffic on the Vasse and Brockman highways as there is no other way of crossing the two small creeks.

4.4.2 CASE STUDY: MANJIMUP AND THE MUNDA BIDDI TRAIL

Recent upgrades undertaken by the Shire of Manjimup have improved accessibility and safety for Munda Biddi Trail users entering the town. For the southbound approach, the unsealed Manjimup-Deanmill Heritage Trail (a former rail line)

has been upgraded to red asphalt upon entry into the townsite. For the northbound approach into Manjimup, sealed shoulders have been provided along Muirs Highway – a busy 110 km/h rural highway.



Figure 4.22 Upgraded Deanmill Heritage Trail



Figure 4.23 Shoulder widening along Muirs Highway

4.4.3 Opportunity: Improving access to mountain biking trails

The popularity of mountain biking in WA has increased significantly in recent years. The *South West Mountain Bike Master Plan (2015)* identifies Pemberton as one of three nationally significant mountain biking areas in the South West, along with Margaret River and Collie. Other mountain bike trail networks in the Warren-Blackwood subregion include Nannup, Hester, Boyup Brook, Northcliffe and Linga Longa, which is privately owned. It is important that path and trail connections are provided between mountain biking trails and nearby townsites, where appropriate.

In Pemberton for example, a shared path connection is being provided between the townsite and the nearby Forest Park trail network. The new pathway along Swimming Pool and Pump Hill roads will enable people of all ages and abilities to ride comfortably to and from these trails. In addition to helping people access the mountain biking trails without needing a car, the development of these linkages will also help solidify Pemberton's reputation as one of WA's best mountain biking towns.



Figure 4.24 Cycling connectivity between the Pemberton townsite and nearby mountain bike trails is being improved.¹⁶

¹⁶Above map courtesy of [Pemberton Visitor Centre](#); image courtesy of [Trails WA](#)

4.4.4 CASE STUDY: BIKE-FRIENDLY BUSINESS ACCREDITATION PROGRAMS

Bike-friendly business accreditation programs are another means of helping boost cycle-tourism in regional areas. In addition to reassuring cyclists that they are welcome, these programs mandate a minimum level of service and help create a recognisable brand for a local town or region.

Tasmania is the first state in Australia to establish a state-wide bike-friendly accreditation program. The program has three primary objectives:

- Creating a community of like-minded businesses who work together to share knowledge and promote or refer each other to cycle-tourists;

- Ensuring that participating businesses adopt a united and welcoming approach to cycle-tourists; and
- Creating a recognisable brand, which reassures cycle-tourists certain businesses are likely cater to their varying needs.¹⁷

With the growing popularity of cycle-tourism and cycling events throughout the Warren-Blackwood subregion, there may be an opportunity to establish a similar program. It should be noted that a bike-friendly business accreditation scheme is in the early stages of development in Collicie.



¹⁷Information courtesy of *Tourism Industry Council Tasmania*

4.4.5 Opportunity: Formalising road cycling routes for more confident cyclists

There is an emerging need to develop formalised cycling routes for the subregion's local and visiting road cyclists. Road cycling (as described in Section 2.5) is popular on lower-order, rural and semi-rural roads which have lower traffic volumes, scenic landscapes and changes in elevation. Road cyclists do not typically require (or use) dedicated or protected cycling infrastructure along these routes, such as shared paths. There is an opportunity to review the key routes being used by road cyclists to improve safety and user-experience.

The recent relocation of the Tour of Margaret River has highlighted Nannup and surrounding areas as road cycling destinations. Certain roads including the Nannup-Balingup Road, Brockman

Highway and Maranup Ford Road have become increasingly popular with local and visiting cyclists throughout the year (shown in Figure 4.25).

Potential safety enhancements to such corridors could include shoulder widening (particularly on uphill sections) and advisory signage. There may also be opportunities to consider more sophisticated measures such as time and day activated warning lights (similar to school zone signage) and button activated warning lights, similar to those shown in Figure 4.26.

Further feasibility and consultation is required to identify additional road cycling routes throughout the Warren-Blackwood subregion, as outlined in Section 2.5 of this strategy.



Figure 4.25 A potential road cycling route linking Nannup, Balingup and Greenbushes.



Figure 4.26 Advisory measures such as warning lights could help to improve safety along routes frequently used by road cyclists.¹⁸

¹⁸Right image courtesy of *Cootamundra Herald*

5. ACTION PLAN AND MAINTENANCE

This section outlines the strategic priorities that are proposed to be progressed over the next five years. While it is not possible to implement a comprehensive “8-80” cycle network immediately, this approach will help the Warren-Blackwood subregion to realise its cycling potential over time. The priorities identified have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

5.1 The existing cycling network

To inform the action plan’s strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **Existing (adequate)** – the level of service reflects current best practice for this type of cycling route (as defined in the route hierarchy);
- **Existing (needs improvement)** – although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of cycling route (as defined in the route hierarchy); or
- **Non-existent (proposed)** – It is either not possible to cycle along this route due to the corridor being non-existent or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route considered in the context of the five-year timeframe of this action plan.





Figure 5.1 Overall 2050 cycling network for entire Warren-Blackwood subregion, with each route classified as either existing (adequate), existing (needs improving) or proposed.



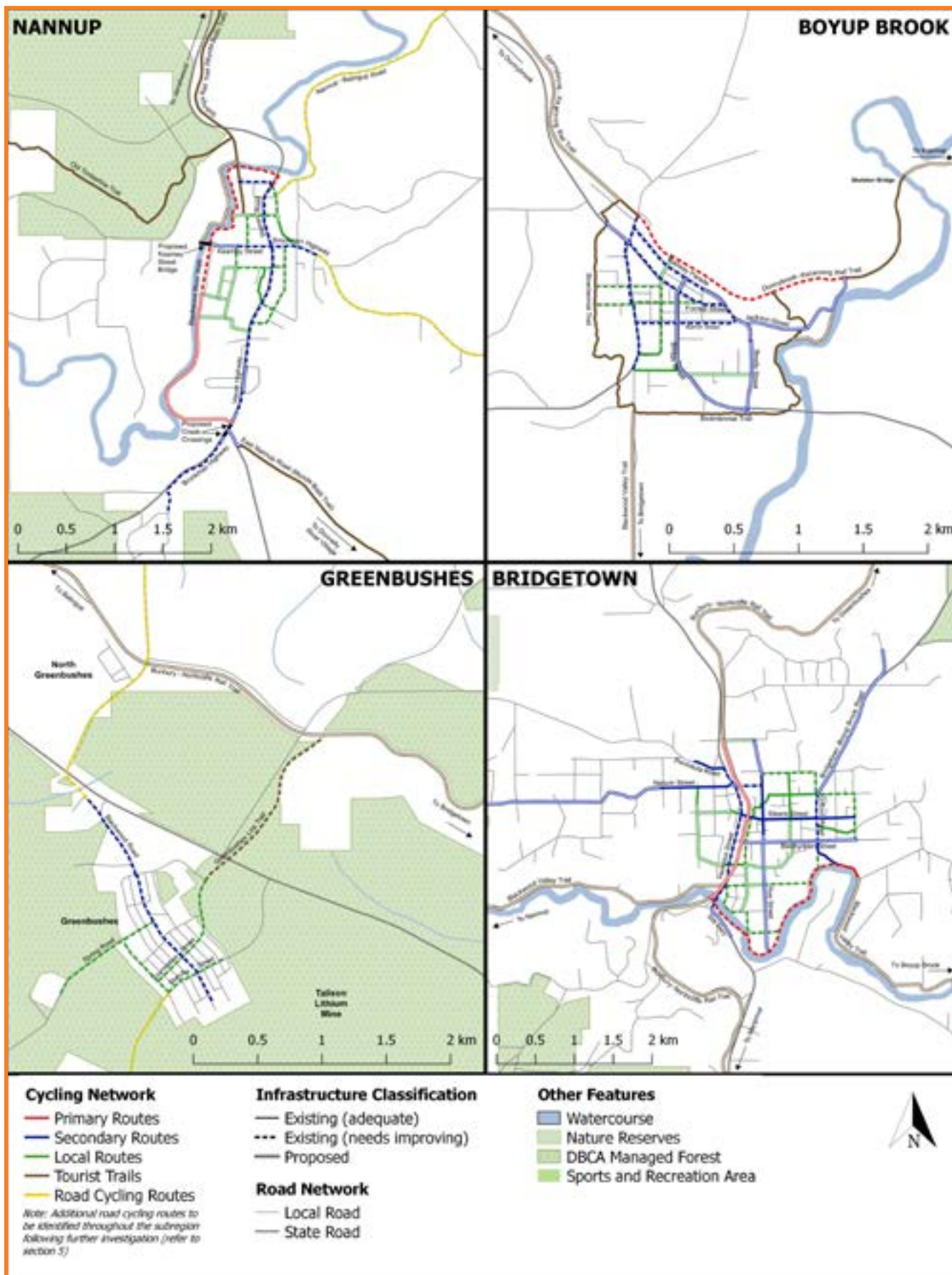


Figure 5.2 Proposed 2050 cycling network for northern towns, with each route classified as either existing (adequate), existing (needs improving) or proposed.

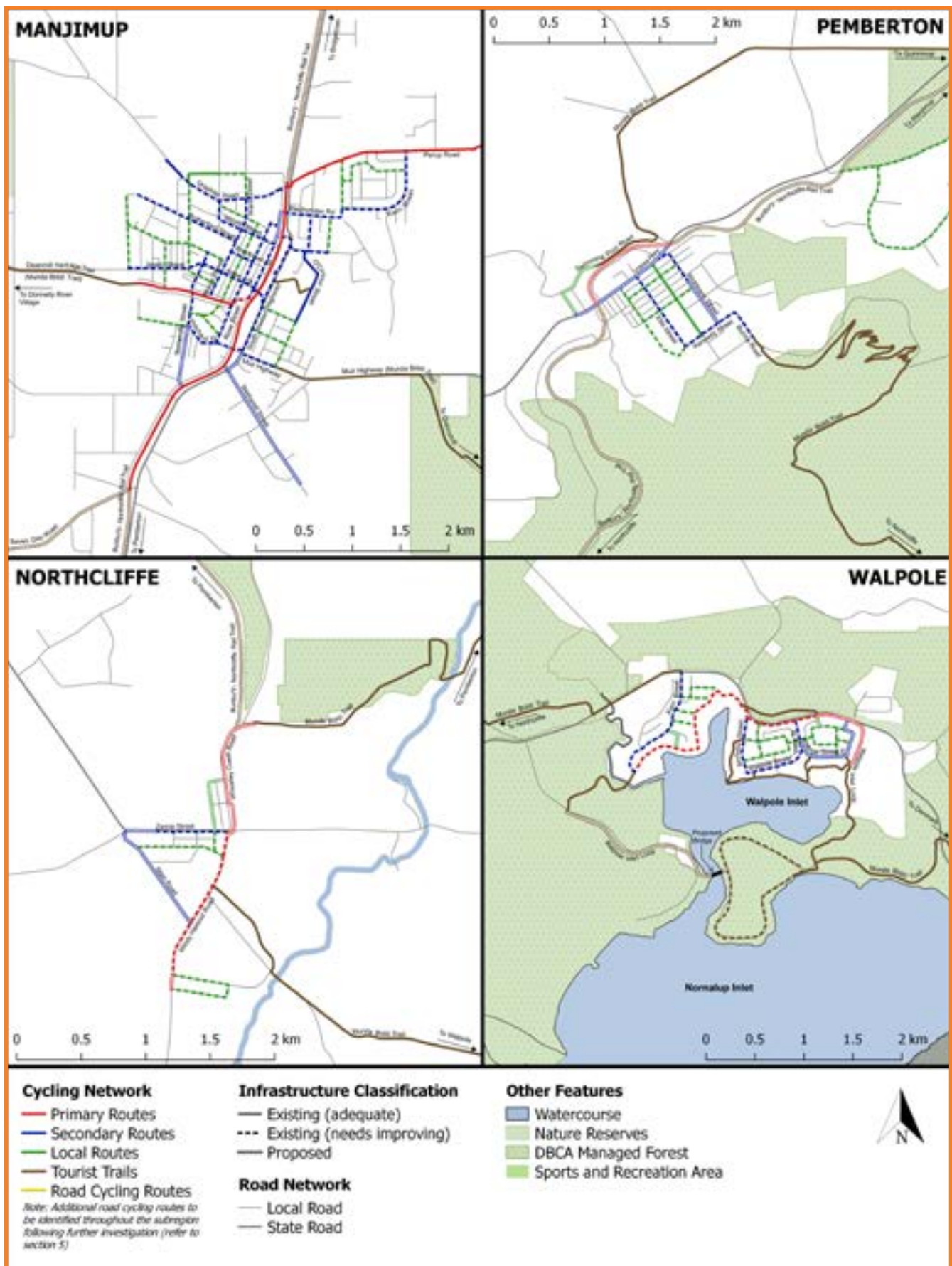


Figure 5.3 Proposed 2050 cycling network for southern towns, with each route classified as either existing (adequate), existing (needs improving) or proposed.

5.2 Priority projects

The following tables identify the strategic priorities for cycling in the Warren-Blackwood subregion over the next five years.

5.2.1 Developing the primary network

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
1	Bridgetown north-south primary route	Planning and feasibility	Shire of Bridgetown-Greenbushes to investigate developing a shared path along the dormant rail corridor through Bridgetown between Williams Street and the Blackwood River. The proposed path would form the primary north-south walking and cycling route through the Bridgetown townsite.	Shire of Bridgetown-Greenbushes	Within 3 years
2	Nannup River Walk (shared trail)	Planning and feasibility	Shire of Nannup to assess the feasibility of extending the riverside trail southwards from its existing trailhead at Ford Way, past Nannup Timber Processing, before linking back into the existing path which runs parallel to Vasse Highway. In the short term this facility would likely be developed as a tourist trail, and upgraded to primary route standard in the future.	Shire of Nannup	Within 5 years



5.2.2 Developing the secondary network

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
1	Beatty / Connolly Street, Boyup Brook	Construction	Shire of Boyup Brook to construct a 300m long shared path along Beatty and Connolly streets between Barron Street and the high school.	Shire of Boyup Brook	Within 2 years
2	Bridge Street, Boyup Brook	Construction	Shire of Boyup Brook to construct a secondary route on the western side of Bridge Street between Barron Street and the hospital.	Shire of Boyup Brook	Within 5 years
		Advocacy	Shire of Boyup Brook to commence discussions with Main Roads about developing a path along Bridge Street between the hospital and Beatty Street.		
3	Jackson Street, Boyup Brook	Construction	Shire of Boyup Brook to provide a secondary route along Jackson Street, providing a connection to the caravan park, Music Park and the Bicentennial Trail along the Blackwood River.	Shire of Boyup Brook	Within 5 years
4	Beatty Street, Boyup Brook	Construction	Shire of Boyup Brook to develop a secondary route along Beatty Street, linking the high school to Bridge Street (and Bicentennial Walk). Planned widening works for the southern half of Beatty Street are required to enable this linkage.	Shire of Boyup Brook	Within 5 years
5	Blechynden / Rowley Street, Bridgetown	Construction	Shire of Bridgetown-Greenbushes to develop a secondary route along Blechynden and Rowley streets (from Spencer Street to Giblett Road), improving cycling access to Bridgetown High School.	Shire of Bridgetown-Greenbushes	Within 3 years
6	Connection to Bridgetown Sports Ground	Construction	Shire of Bridgetown-Greenbushes to develop a secondary route along Bridgetown-Boyup Brook road (from Forrest Street to Les Woodhead Avenue) creating a walking and cycling link to the Bridgetown Sports Ground.	Shire of Bridgetown-Greenbushes	Within 5 years
7	Widdeson and Kennedy Streets, Pemberton	Construction	Shire of Manjimup to complete and upgrade the secondary cycling route along Widdeson and Kennedy Streets, providing a connection to Pemberton District High School, and a more intuitive and direct link to the Munda Biddi Trail.	Shire of Manjimup	Within 3 years

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
8	Main Road and Zamia Street, Northcliffe	Construction	Shire of Manjimup to construct a secondary route along Main Road and Zamia Street providing improved access to the Northcliffe District High School. When combined with the existing path along Wheatley Coast Road, this will form a loop around the southern half of the Northcliffe townsite.	Shire of Manjimup	Within 3 years
9	Hospital Avenue, Manjimup	Construction	Shire of Manjimup to upgrade the path along Hospital Avenue (between Mottram Avenue and the Warren District Hospital) to secondary route standard.	Shire of Manjimup	Within 5 years
10	Nannup southern approach to town	Planning and feasibility	Shire of Nannup to assess the feasibility of completing the missing section of path linking the Vasse and Brockman Highways on the southern edge of town. The proposed connection will require two small bridges (necessitating external funding to proceed to construction). A short section of path will also connect users to East Nannup Road (current alignment of the Munda Biddi Trail). In addition to improving access to the Cockatoo Valley subdivision, completion of this link will improve safety for Munda Biddi Trail users.	Shire of Nannup, Munda Biddi Foundation	Within 3 years
11	Sexton Way, Nannup	Construction	Shire of Nannup to complete the missing link parallel to Sexton Way in the Nannup light industrial area. When combined with the above project this will complete the path network between the Cockatoo Valley subdivision and the Nannup town centre.	Shire of Nannup	Within 3 years

5.2.3 Developing the local network

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
1	Spencer Street, Bridgetown	Construction	Shire of Bridgetown-Greenbushes to extend the Spencer Street shared path south to Layman Street, providing an additional connection to the Blackwood River trail circuit.	Shire of Bridgetown-Greenbushes	Within 5 years
2	Spring Gully Road, Greenbushes	Construction	Shire of Bridgetown-Greenbushes to develop a local route along Mica Street and Spring Gully Road, linking the town centre to Greenbushes Pool.	Shire of Bridgetown-Greenbushes	Within 5 years
3	Club, Pumphill and Swimming Pool Roads, Pemberton	Construction	Shire of Manjimup to construct a shared path along Club, Pumphill and Swimming Pool roads, linking the Pemberton skate park, swimming pool and mountain bike trails, including the Munda Biddi Trail.	Shire of Manjimup	Within 1 year
4	Latham Avenue and Jones Road, Walpole	Construction	Shire of Manjimup to construct a shared path along Latham Avenue and Jones Road, creating a link between the existing path along Boronia Avenue and the Walpole Recreation Centre.	Shire of Manjimup	Within 2 years
5	Wilson Street and Higgins Street, Nannup	Construction	Shire of Nannup to construct a local route along Wilson and Higgins Street, linking the existing path on Higgins Street to Ford Way.	Shire of Nannup	Within 2 years
6	North Street and Ford Way, Nannup	Construction	Shire of Nannup to develop a local route on North Street (between Higgins Street and Ford Way) and Ford Way (between North Street and the Blackwood River), providing access to Nannup River Walk's existing southern trailhead.	Shire of Nannup	Within 5 years



5.2.4 Developing tourist trails

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
1	Potential Donnybrook - Boyup Brook tourist trail	Preliminary discussions	Shires of Donnybrook-Balingup and Boyup Brook to undertake preliminary discussions with rail custodians to determine the feasibility of using the Donnybrook-Katanning rail corridor as a tourist trail. The section between Boyup Brook and Donnybrook is likely to be the initial priority.	Shire of Boyup Brook, Shire of Donnybrook-Balingup, SWDC, DoT	Within 5 years
2	Potential Blackwood Valley tourist trail	Planning and feasibility	Shires of Boyup Brook, Bridgetown-Greenbushes and Nannup to assess the feasibility of establishing a signposted Blackwood Valley Cycle Touring Route using back roads, firebreaks and forestry tracks linking Boyup Brook, Bridgetown and Nannup. A small section of the proposed route also goes through the Shire of Donnybrook-Balingup.	Shires of Boyup Brook, Bridgetown-Greenbushes and Nannup	Within 3 years
3	Potential Bunbury - Northcliffe tourist trail	Preliminary discussions	Local governments along the Bunbury-Northcliffe rail corridor to undertake preliminary discussions with rail custodians to determine the feasibility of using the rail corridor as a long-distance tourist trail. Certain sections between Greenbushes and Pemberton are likely to be the most feasible in the short and medium terms.	Shires of Dardanup, Donnybrook-Balingup, Bridgetown-Greenbushes and Manjimup, SWDC, DoT	Within 2 years
4	Extension of Linear Park path to Diamond Tree	Planning and liaison	Shire of Manjimup to work with relevant authorities in assessing the feasibility of extending the recently completed linear park shared path from Seven Day Road to Diamond Tree. If progressed, the proposed extension will likely consist of an unsealed gravel surface, rather than asphalt, as per the Manjimup Linear Park.	Shire of Manjimup	Within 5 years
5	Seven Day Road, Manjimup	Planning and feasibility	Shire of Manjimup to undertake a feasibility study investigating the creation of a safe cycling link on Seven Day Road, from South Western Highway to Appadene Road or Paling Roads. A potential link back to Deanmill and/or the Munda Biddi Trail will also be considered.	Shire of Manjimup	Within 3 years

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
6	Kearney Street Bridge, Nannup	Planning and feasibility	Shire of Nannup to undertake planning for a new footbridge over the Blackwood River at the western end of Kearney Street. This project will also include a new trail on the western side of the Blackwood River, forming a loop between Kearney Street and the existing footbridge near the Nannup Arboretum.	Shire of Nannup, DBCA	Within 5 years
7	Sidings Rail Trail Extension	Planning and liaison	Shire of Nannup to work with the City of Busselton and DoT in determining the feasibility of extending the Sidings Rail Trail north from Jarrahwood to Busselton.	Shire of Nannup, City of Busselton, DoT	Within 2 years
8	Coast to Nannup track	Planning	Shire of Nannup to work with the Shire of Augusta Margaret River in formalising the Coast to Nannup Track – a logical extension of the Blackwood Valley Cycle Touring Route mentioned above.	Shires of Nannup and Augusta-Margaret River, DBCA	Within 5 years

5.2.5 Developing road cycling routes

Ref	Project	Project type	Project Description	Lead agency (or agencies)	Time-frame
1	Nannup-Balingup-Greenbushes road cycling route	Planning and liaison	Shires of Nannup and Bridgetown-Greenbushes to formalise a road cycling route along Brockman Highway, Nannup-Balingup Road, Jayes Road, Grimwade-Greenbushes Road and Maranup Ford Road. Already popular with local and visiting road cyclists, this 105km long route also forms one of the stages of the Tour of Margaret River cycling race.	Shires of Bridgetown-Greenbushes, Nannup and Donnybrook-Balingup, MRWA Road Safety Commission, DoT	Within 3 years
2	Other road cycling routes	Planning and liaison	Additional road cycling routes to be considered following implementation of the above trial. Routes to be identified both within the Warren-Blackwood subregion and linking to adjoining subregions.	All LGAs, SWDC, MRWA, Road Safety Commission, DoT	Within 5 years

5.3 Activation, consultation and evaluation (ACE)

This strategy outlines how new cycling infrastructure can support greater participation in cycling in the Warren-Blackwood subregion. However, planning and building infrastructure in isolation will not necessarily lead to significantly more people riding.

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

Ongoing engagement and evaluation starts by incorporating three essential elements into project delivery - activation, consultation and evaluation. This approach is outlined in the following framework:



Activation includes promotions and programs designed to encourage people onto the infrastructure by raising awareness and appeal. This can be anything from highlighting the new facilities in media releases and creating local maps, to making cycling trips more pleasant through added amenities such as end-of-trip facilities, bike parking, natural landscaping, art works, and other initiatives. Activation can take place throughout all phases of an infrastructure project – starting well before a project is built – and can be temporary (one-off activities), intermittent (such as a monthly group ride) or permanent (such as wayfinding signage).

Consultation is a crucial part of the delivery of inclusive cycling infrastructure to ensure that the facilities meet the needs of users, stakeholders and the local community. Consultation can be undertaken in a variety of formats, and is informed by a local government's community engagement policy.

Evaluation of the infrastructure is essential to measuring the impact it is having, both for people using the infrastructure and for the wider community experiencing the outcomes of increased transport mobility. These outcomes may include better local liveability, improved congestion and parking management, growth in cycle-tourism and increased spending at local businesses. Ongoing monitoring will ensure facilities are well maintained and that the planning and delivery of cycling initiatives undergo continuous improvement.

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

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

5.4 Plan maintenance

Progress on the priority actions identified in Section 5 of this strategy will be reported to DoT on an annual basis by local government and other lead agencies.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route's classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.

The 2050 Warren-Blackwood cycling network should remain consistent over the medium term. A review of the whole strategy every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.





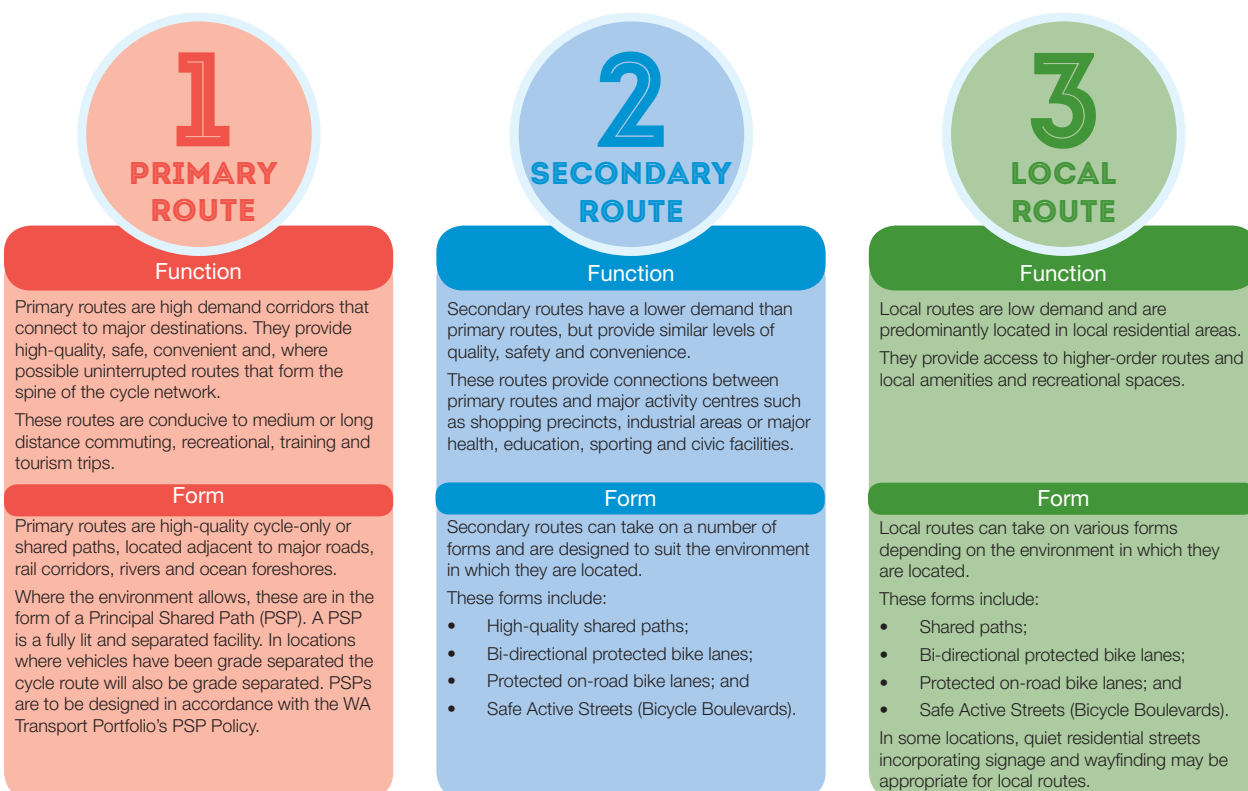
APPENDIX A

ROUTE HIERARCHY

A1. ROUTE HIERARCHY SUMMARY

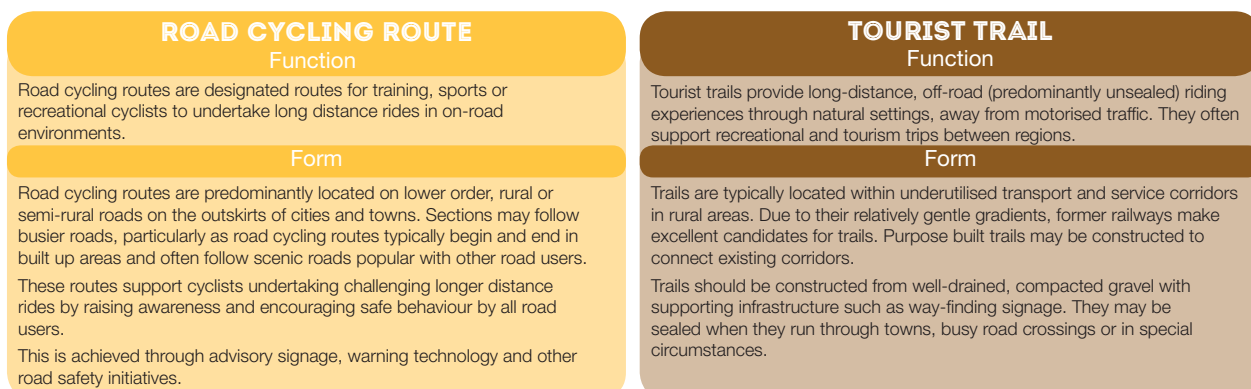
NETWORK PRINCIPLES

The Cycling Network Hierarchy is arranged by route function. The function pertains to the type of activities that take place on the route. A route's built form is based on the physical characteristics of the location. Each form, apart from those supporting road cycling routes, is designed with the "8 to 80" design philosophy in mind.



COMPLEMENTARY NETWORK

While not all areas will include Road Cycling Routes and Tourist Trails, they play an important part in the overall network. These routes are typically used by smaller and more select user groups for recreational purposes.



Dedicated cycling infrastructure - five typologies of route

		Primary Routes	Secondary Routes	Local Routes	Tourist Trails	Road Cycling Routes
Type of trips	Commuting	✓	✓	✓	x	x
	Utility	✓	✓	✓	x	x
	Recreation	✓	x	x	✓	x
	Touring	✓	x	x	✓	✓
	Training	✓	x	x	x	✓
Responsible agencies (planning, delivery and support):		DoT MRWA Public Transport Authority (PTA) Local government	DoT MRWA Local government	DoT MRWA Local government	Department of Biodiversity, Conservation and Attractions Local government PTA Department of Water & Environmental Regulation DoT Department of Local Government, Sport and Cultural Industries Lotterywest MRWA	Department of Local Government, Sport and Cultural Industries Road Safety Commission DoT MRWA Local government
Infrastructure should be designed for:		8 to 80 design philosophy	8 to 80 design philosophy	8 to 80 design philosophy	8 to 80 design philosophy	Confident cyclists

Other supporting cycling infrastructure – footpaths

Footpaths

Since April 2016 all cyclists, irrespective of age, are permitted to ride on footpaths in WA (unless signposted). Footpaths support low-speed, low-volume cycling, and are particularly important for young and inexperienced user groups.

However there are some reasons why people choose not to ride on footpaths. These include:

- **Speed:** Because footpaths are rarely afforded priority across intersecting side roads, riding on footpaths is slow, and stop-start. The geometric design of footpaths at many intersections often results in cyclists needing to deviate from their intended desire lines.
- **Ride quality:** As footpaths are typically constructed from concrete slabs or bricks, the ride quality is lower than that of parallel roadways, or purpose-built (asphalt) shared paths.
- **Conflict with pedestrians:** In many cases footpaths are insufficient width for pedestrians and cyclists to pass each other safely and comfortably.
- **Blind driveways:** Riding on footpaths can be dangerous, particularly on streets which contain large numbers of driveways. At walking speed this isn't normally a problem; however, for cyclists it is often impossible to see reversing vehicles until the last minute, particularly where paths butt-up against property boundaries.

Despite footpaths not forming part of the official cycling network, it is important developers and local governments design, construct and maintain footpaths that provide a safe alternative for people who prefer to ride at low speeds and away from motorised traffic.



Figure A.1 Poor ride quality, parked vehicles, blind driveways and unfavourable intersection designs make riding on footpaths unattractive for many people.

Other supporting cycling infrastructure – roads without dedicated cycling infrastructure

Roads without dedicated cycling facilities

Cyclists are, and will continue to remain, legitimate users of all roads in WA (with the exception of freeways and controlled access highways). It is important to remember that roads without purpose-built cycling facilities serve an important function for some cycling journeys. Wayfinding signage can be a valuable tool to direct cyclists (particularly novice cyclists) to the most suitable streets or corridors.



APPENDIX B

DESKTOP ANALYSIS SUMMARY

B1. ANALYSIS OF PEDESTRIAN AND CYCLIST CRASH DATA (2013-2017)

A breakdown of pedestrian and cyclist crashes by severity for the Warren-Blackwood subregion is provided in Figure B1.1.

The key findings from the crash data are:

- Overall there were 10 reported crashes involving pedestrians and cyclists in Warren-Blackwood subregion in the period between 2013 and 2017;
- There have been no fatal crashes involving cyclists in the five years to 2017;
- No crashes were reported where a cyclist required hospitalisation and only one where a cyclist required medical treatment;
- In terms of location, all reported crashes were located either in, or near, townsites;
- Nannup did not record any crashes involving a pedestrian or a cyclist in the five years to 2017; and
- Manjimup registered 80 per cent of the represented crashes, reflecting the higher population of the Shire.

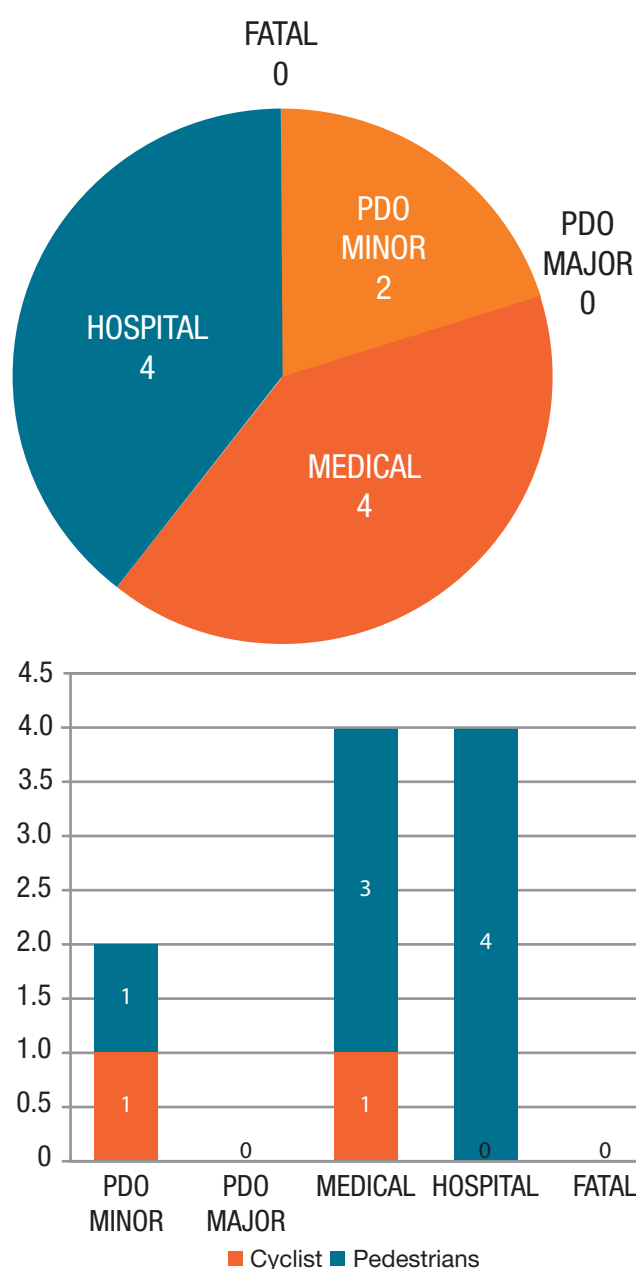


Figure B1.1 Warren-Blackwood subregion cyclist and pedestrian crashes by severity (2013-2017).

Note "PDO" refers to "Property Damage Only".

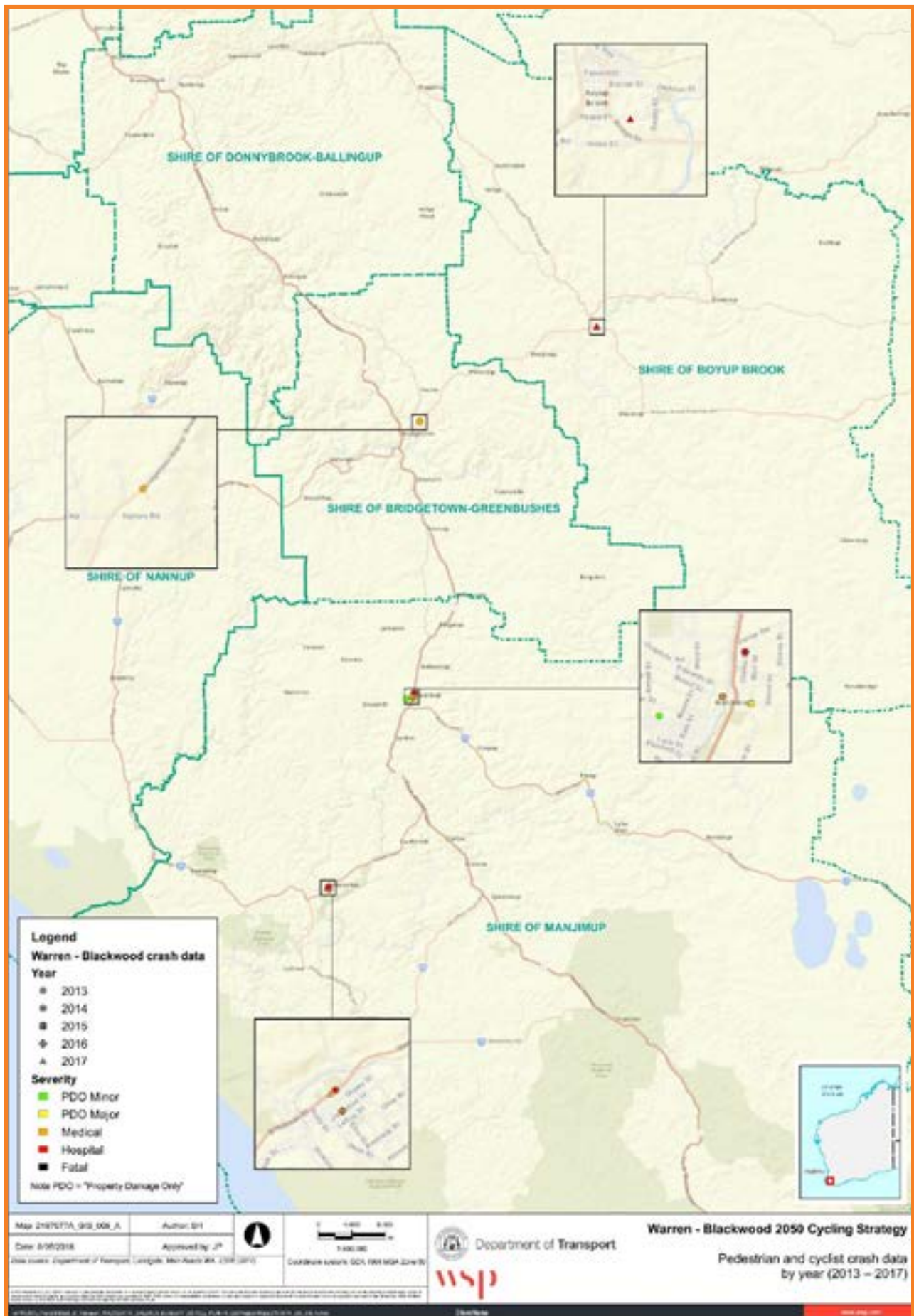


Figure B1.2 Warren-Blackwood subregion cyclist and pedestrian crashes by year (2013-2017).



Figure B1.3 Warren-Blackwood subregion cyclist and pedestrian crashes by type (2013-2017).

B2. ANALYSIS OF GPS TRAVEL DATA

GPS mapping tool Strava Labs was employed to better understand which of the Warren-Blackwood subregion's road, path and trail networks are most heavily utilised by cyclists. Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes.

B2.1 Warren-Blackwood subregion

The heat map for the subregion is shown in Figure B2.1. The key points to note from this data are:

- Unsurprisingly, the major centres of Bridgetown, Manjimup, Pemberton and Nannup indicate high levels of cycling activity;
- Major hotspots outside of these town centres include the Pemberton, Hester and Linga Longa mountain bike trails; and
- The GPS data indicates several popular road cycling routes linking towns – most are along quiet bitumen roads (rather than the busy South Western, Vasse, Brockman and Muirs highways).

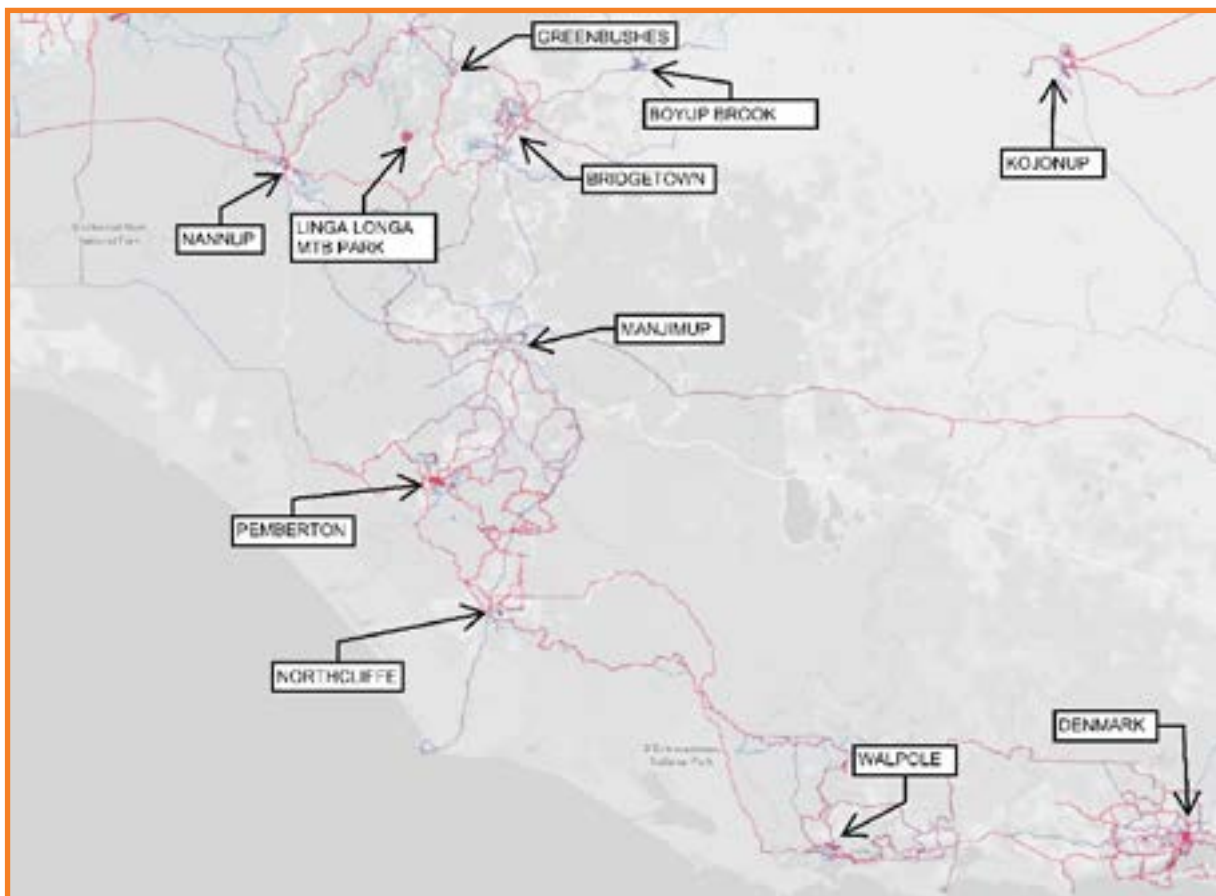


Figure B2.1 GPS heatmap for the Warren-Blackwood subregion.

B2.2 Boyup Brook

The GPS heat map for Boyup Brook is shown in Figure B2.2. The key points to note from this data are:

- Popular streets for cyclists in Boyup Brook include Williams Street, Barron Street, Forrest Street and Knapp Street;
- The Bicentennial Trail encircling Boyup Brook is a popular cycling route, as is the short rail trail extending to Skeleton Bridge;
- The four main roads connecting to neighbouring towns are also used frequently by cyclists. These include the Donnybrook-Boyup Brook Road, Bridgetown-Boyup Brook Road, Boyup Brook-Arthur Road and Blackwood Road; and
- The network of mountain biking trails located at the south-west edge of town also appear well-utilised.

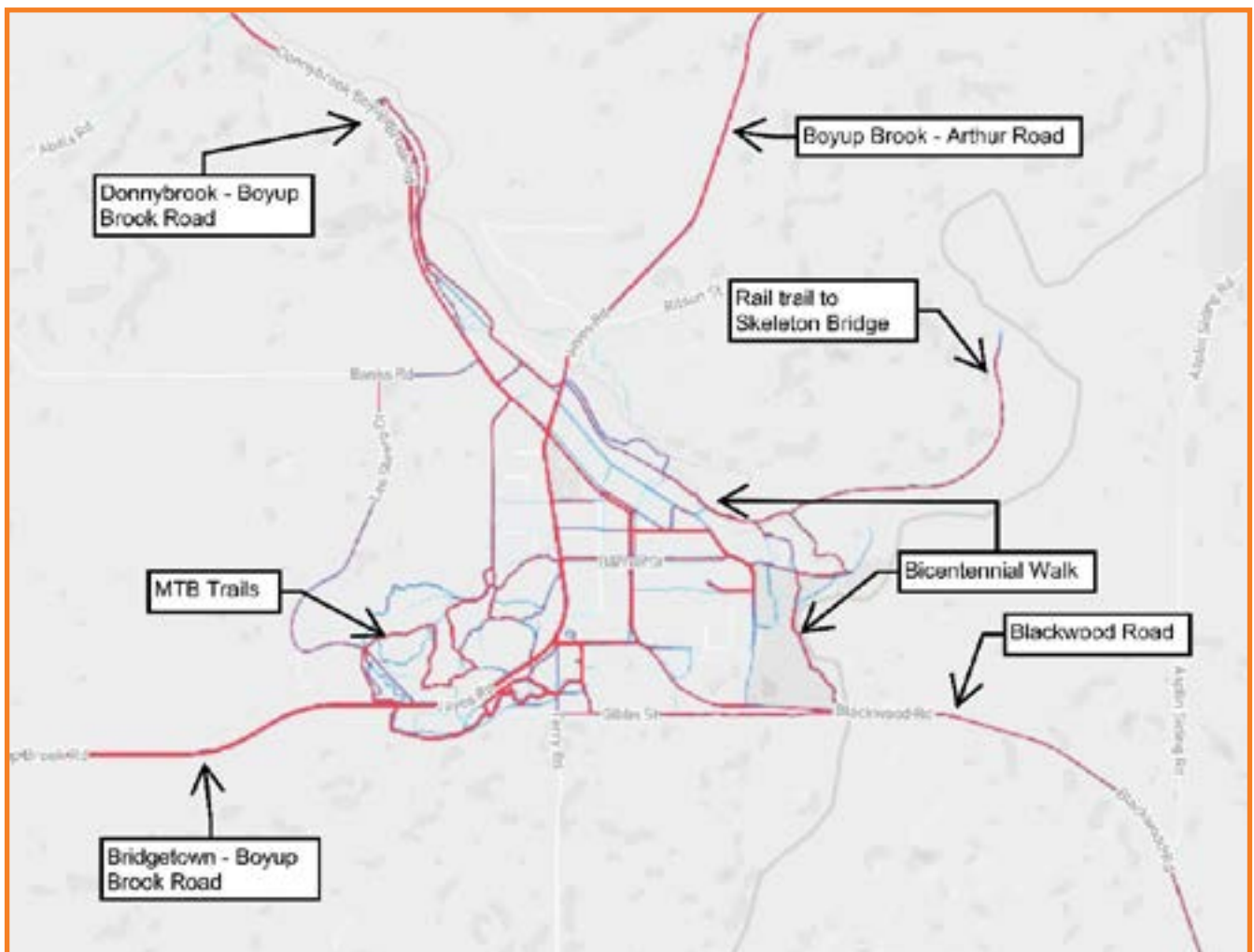


Figure B2.2 GPS heatmap for the Boyup Brook townsite and surrounds.

B2.3 Bridgetown and Greenbushes

The GPS heat map for the Bridgetown and Greenbushes area is shown in Figure B2.3. The map indicates:

- There are several popular cycling routes extending beyond the Bridgetown and Greenbushes townsites. Most of these tend to be along low-volume rural roads including the Greenbushes-Boyup Brook, Bridgetown-Boyup Brook, Winnejup, Mokerdillup, Maranup Ford and Glentulloch roads and Brockman Highway;
- The popularity of mountain biking in the shire is evidenced by the high level of activity present at the Hester Conservation Park and Linga Long mountain bike trails;
- Despite the steep terrain, there appears to be a strong desire line between Bridgetown and the Highlands Estate subdivision with high levels of cycling activity along both Peninsula Road and Nelson, Hackett and Argyll streets;
- It is apparent people are using the service track that runs parallel to Bunbury-Northcliffe Rail Corridor, as a means of safely cycling between Bridgetown and Hester (and to a lesser extent, between Hester and Greenbushes); and
- Despite the popularity of the privately owned Linga Long Mountain Bike Park, very few people appear to be cycling to or from this facility.

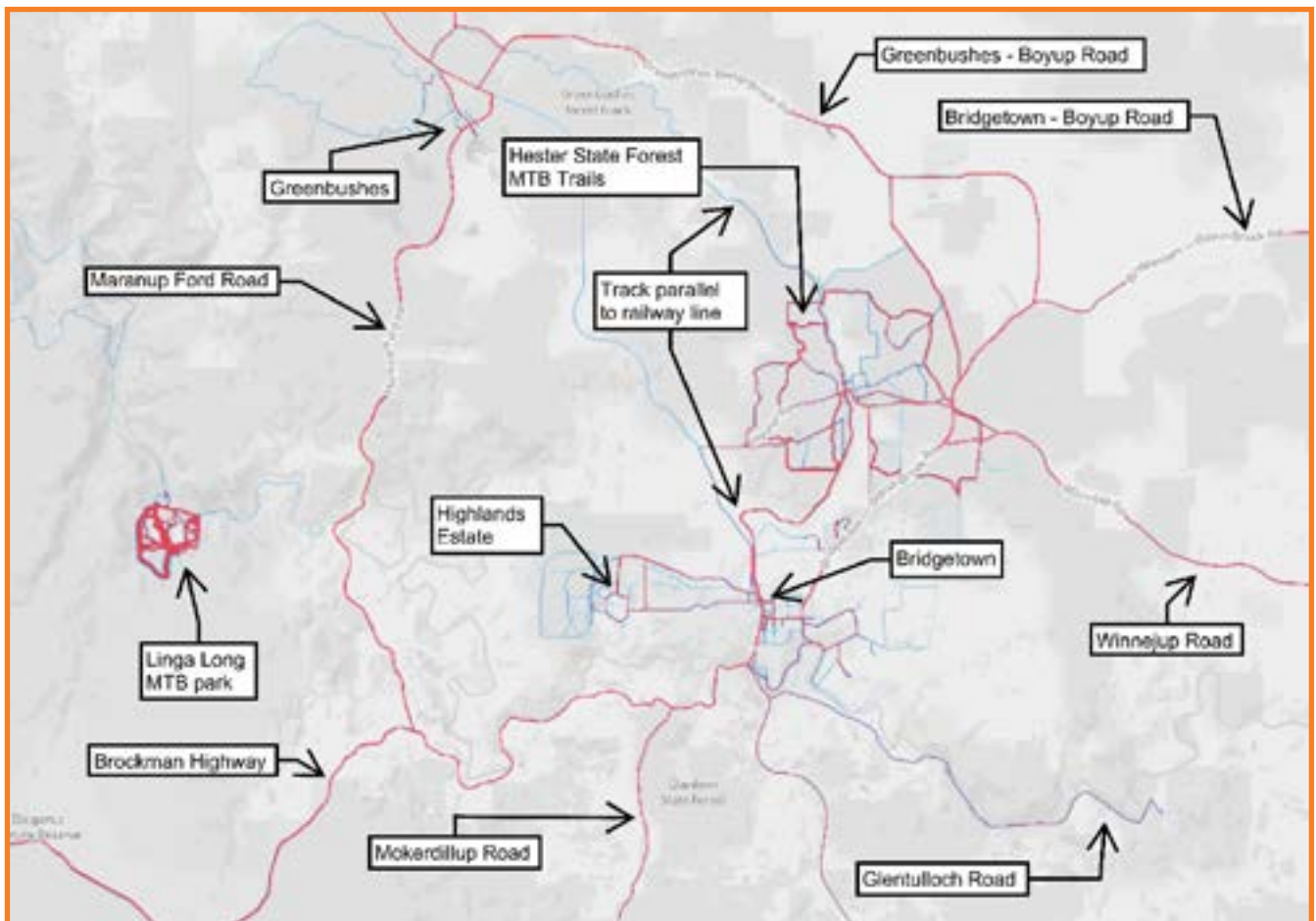


Figure B2.3 GPS heatmap for the Boyup Brook townsite and surrounds.

B2.4 Manjimup, Pemberton, Northcliffe and Walpole

GPS heat maps for Manjimup, Pemberton, Northcliffe and Walpole are shown in Figures B2.4 to B2.7. The maps indicate:

- There are several popular cycling routes extending beyond these four townsites, including:
 - Graphite Road, Ralston Road, Seven Day Road and Peerup Road, on the outskirts of Manjimup;
 - Golf Links Road, Burma Road, Stirling Road and Pemberton-Northcliffe Road, on the outskirts of Pemberton;
 - Middleton Road, Wheatley Coast Road, Pemberton-Northcliffe Road and Windy Harbour Road, on the outskirts of Northcliffe; and
 - South Western Highway, Angove Road and North Walpole Road, on the outskirts of Walpole;
- The network trails just north of the Pemberton townsite are the most popular in the area for mountain biking. Mountain biking also takes place at the Northcliffe Forest Trails, just east of the Northcliffe townsite;
- In the Pemberton, Northcliffe and Manjimup townsites, it is apparent people are riding along the service track that runs parallel to the Bunbury-Northcliffe rail corridor (presumably as an alternative to the busy South Western Highway); and
- The network of paths, trails and low volume roads around the Walpole Inlet generate high levels of cycling activity.



Figure B2.4 GPS heatmap for Manjimup.

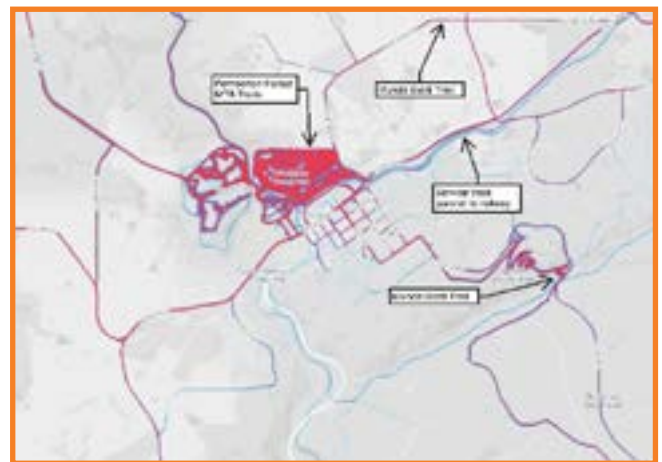


Figure B2.5 GPS heatmap for Pemberton.

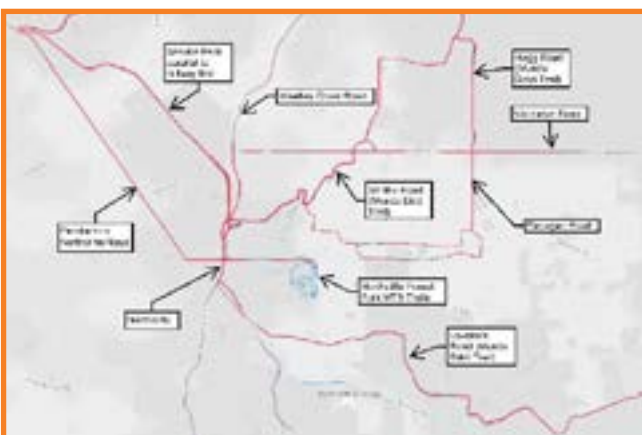


Figure B2.6 GPS heatmap for Northcliffe.



Figure B2.7 GPS heatmap for Walpole.

B2.5 Nannup

A GPS heat map for Nannup is shown in Figure B2.8. The map indicates:

- There are several popular cycling routes extending beyond the Nannup townsite, including Nannup-Balingup Road, Cundinup Road, Mowen Road and East Nannup Road, which forms part of the Munda Biddi Trail;
- The two rail trails connecting Nannup to Jarrahwood (The Sidings and Old Timberline rail trails) are also very popular;
- There is a comprehensive network of mountain bike trails located to the east of Nannup, with the Tank 7 and Tank 8 trails located between Brockman Highway and East Nannup Road the most popular;
- There are also unsanctioned mountain bike trails located off Asplin Road on land owned by the Forest Products Commission. The Shire of Nannup is currently investigating the potential of formalisation;
- The most popular routes for cycling within the Nannup townsite appear to be the main street Warren Road, Kearney Street, North Street and Grange Road; and
- The trail that extends along the Blackwood River from the Caravan Park to Ford Way is also well used.

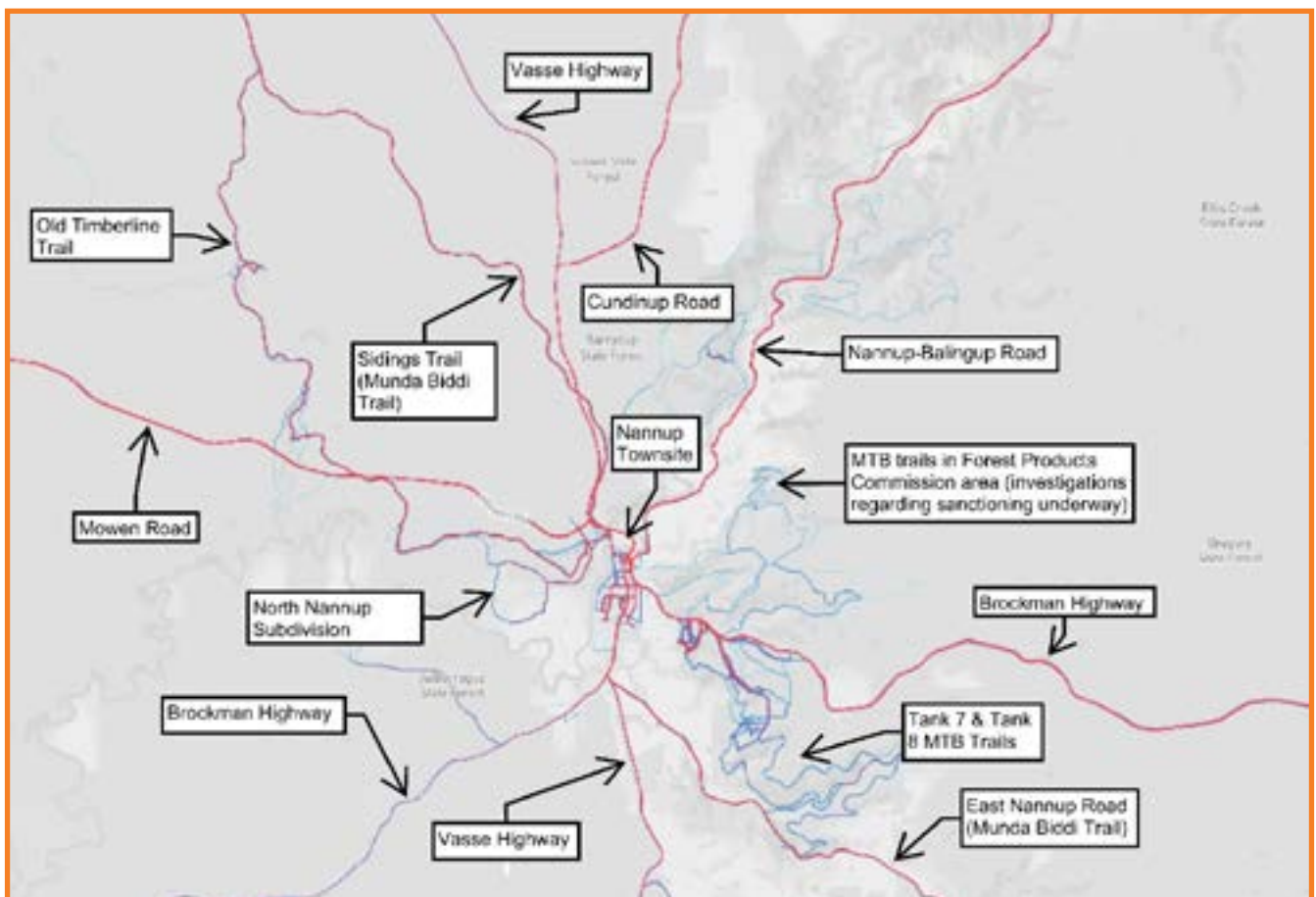


Figure B2.8 GPS heatmap for Shire of Nannup.

B3. DOCUMENT REVIEW

A number of documents have been considered as part of the background review. These include, but are not limited to the following:

- Austroads National Cycling Strategy (2010)
- Bunbury-Wellington and Boyup Brook Regional Tourism Development Strategy (2015-2019)
- Cycling Aspects of Austroads Guidelines (2017)
- Our Bike Path 2014 – 2020 – Westcycle
- Perth and Peel @ 3.5 Million – Transport Network (2018)
- Shire of Boyup Brook Bicycle Network Plan (2015)
- Shire of Bridgetown-Greenbushes Trails Plan (2017-2022)
- Shire of Manjimup Local Footpath and Bicycle Plan (2017-2027)
- Shire of Manjimup Strategic Community Plan 2017-2027 (draft)
- South West Mountain Bike Master Plan (2015)
- South West Regional Blue Print (2014)
- South West Region Economic and Employment Land Strategy (2014)
- South West Regional Planning and Infrastructure Framework (2015)
- Warren-Blackwood Alliance of Councils – Future of Tourism Strategy (2017)
- Warren-Blackwood Alliance of Councils Strategic Plan 2016-2019
- Warren-Blackwood Rural Strategy (2004)
- Western Australian Bicycle Network (WABN) Plan (2014)
- Western Australian Cycle Tourism Strategy (2018)
- Western Australian Strategic Trails Blueprint (2017-2021)





APPENDIX C

COMMUNITY CONSULTATION SUMMARY

C1. PHASE 1 (DROP-IN SESSIONS)

To help inform this strategy, community consultation was undertaken with residents from the Warren-Blackwood subregion.

Drop-in sessions across Nannup and Bridgetown-Greenbushes involved talking with community members in an informal, roundtable setting. Participants were encouraged to highlight routes they currently made by bike as well as ideas they had for expanding or improving the existing network.

Drop-in sessions specific to this strategy were not held in the Shire of Manjimup due to the recent consultation undertaken as part of the Shire's *Local Bicycle and Footpath Plan 2017-2027*. However, information gathered during this consultation process has informed this document. In Boyup Brook, targeted meetings were held with interested residents and stakeholders.

During Phase 1, local governments encouraged some members of the public to make written submissions. This ensured that people who were unable to attend the drop-in sessions could still voice their ideas, while also enabling people with particular areas of focus to provide structured written responses.

C1.1 Findings from Nannup

In May 2017, a drop-in session was undertaken at the Shire of Nannup council offices with approximately 20 community members in attendance. Key themes from this session included:

1. Improving cycling safety along Vasse Highway:

The path that heads south along Vasse Highway towards the Cockatoo Valley subdivision is discontinuous with a significant gap located near two creek crossings. This missing link forces people (including Munda Biddi Trail users) to mix with cars and trucks on Vasse Highway.

2. Providing better linkages to nearby mountain bike trails:

Mountain biking's popularity is rapidly growing in Nannup. There are several mountain bike trail networks located near the town including the Tank 7, Tank 8 and Folley trails. Improving linkages to these mountain biking trails will help boost the popularity of mountain biking, particularly for children and young people who may not have access to cars.

3. Capitalising on the Blackwood River:

The Shire of Nannup is currently assessing the feasibility of improving or extending the trail located along the eastern bank of the Blackwood River (consisting of approximately 70 metres of new boardwalk). Several participants at the drop-in session mentioned that extending this trail to Ford Road would provide an important connection to the southern part of the Nannup townsite. Also suggested was a long-term proposal of another footbridge across the Blackwood River further downstream, enabling the creation of a loop.

4. Creating a connection to Busselton:

It was noted at the drop-in session that the closed railway line on which the Sidings Rail Trail is situated originally extended all the way from Nannup to Busselton. Extending the rail trail north from Jarrahwood would help connect Nannup to the broader South West path and trail networks.

5. Creating a connection to Margaret River:

Officers from the Shire of Nannup mentioned the existence of an informal trail linking Nannup to the Boranup area, known as the Coast to Nannup Track. The track, promoted on the Margaret River Find the Fun mobile app, uses a series of gravel roads, firebreaks and forestry tracks. The formalisation and promotion of this track would help better connect the Warren-Blackwood and Leeuwin-Naturaliste subregions.

6. Developing and formalising a series of on-road training routes for sports cyclists:

Several participants at the drop-in session were representatives from the road cycling community. There was discussion around measures that could be taken to improve the safety of sports cyclists along certain routes, including the Nannup-Balingup Road, Mowen Road and East Nannup Road (which forms part of the Munda Biddi Trail).

C1.2 Findings from Bridgetown-Greenbushes

In November 2017, approximately 20 community members attended a drop-in session at the Greenbushes Community Resource Centre. Key themes from this session included:

1. Harnessing the potential of the Shire's disused rail corridor:

It was evident from the drop-in session that there is strong community support to see the Shire's disused rail corridor transformed into a rail trail. The railway, which transverses the entire shire from north to south, follows the gentle contours of the land and links the main population centres of Greenbushes and Bridgetown, as well other towns in neighbouring shires such as Manjimup and Balingup.

It was noted many locals are already using the service tracks that run alongside the railway tracks as a means of safely riding between towns. The tourism potential of these trails was also discussed. Maureen Murray, a local resident, brought along her proposal known as the *Southern Forest & Food Trail*. The proposal highlights the benefits of developing a rail trail that extends all the way from Bunbury to Northcliffe, opening up the region to cycle-touring.

2. Developing and formalising a series of on-road training routes for sports cyclists:

Several participants at the drop-in session were representatives from the on-road cycling community. Discussion was had around what measures could be put in place to improve the safety of cyclists along certain routes, including:

- Bridgetown to Donnelly River Village, via Mokerdillup Road and Brockman Highway;
- Bridgetown to Boyup Brook, via the Bridgetown-Boyup Brook Road
- Boyup Brook to Bridgetown, via Blackwood Road, the Boyup Brook-Cranbrook Road; and Winnejup Road
- Donnelly River Village to Greenbushes - via Maranup Ford Road.

3. Creating better cycling routes around Bridgetown townsite:

A number of suggestions were put forward by participants, including:

- Enhancing or extending trails along the Blackwood River, which are some of the most popular in Bridgetown;

- Creating a path along Geegeellup Brook linking the town centre (near Henry Street) to the Blackwood River. If coupled with a future trail along the railway these would form an easy loop to and from the river, while avoiding Bridgetown's steep hills. It was noted how a boardwalk could be used in a few locations that are particularly space constrained or environmentally sensitive;
- Providing a better and safer connection to the town oval (located approximately 2.2 kilometres north east of town centre) along the Boyup Brook Road; and
- Providing a better and safer connection to Highlands Estate (located approximately 3.3 kilometres west of the town centre) along either Peninsula Road or Nelson and Hackett streets.

4. Creating better cycling routes around the Greenbushes townsite:

Although Greenbushes already has a number of existing trails (including the Greenbushes Loop, New Zealand Gully Trail, Mining Heritage Trail and Greenbushes Pool Trail) these could be enhanced through better way-finding signage and promotion. Additional input on cycle routes through the town site is required.

5. Providing better connections to mountain biking hubs:

As in many other parts of the South West, the popularity of mountain biking in the Shire of Bridgetown-Greenbushes has grown significantly in recent years. Several participants represented the mountain biking community at the Greenbushes session and saw an opportunity for certain mountain bike trails to be better connected to residential areas. This would allow more people, and especially children, to use the trails without needing access to a car.

Key mountain biking areas for the Shire include:

- Hester (just north of Bridgetown);
- Kangaroo Gully (just east of Bridgetown); and
- Linga Longa (located on Cassia Road, just west of Maranup Ford Road).

C2. PHASE 2 (PUBLIC COMMENT PERIOD)

Local community members and key stakeholders were invited to provide feedback on the draft *Warren-Blackwood 2050 Cycling Strategy* over a three-week period commencing on 24 October 2018. The draft document was hosted on the DoT website, promoted through social media and circulated to all stakeholders and community members that had attended the initial drop-in sessions. A total of 20 submissions were received.

The submissions have been grouped into a number of themes and are listed below in the order of frequency with which they arose in the submissions.

Table C2.1 Summary of community consultation themes

Community consultation theme	Response	Relevant LGA(s)
General support for developing walking and cycling paths and trails within or alongside rail corridors and between towns. Acknowledgement of rail trails generally being suitable for people of all ages and abilities, for various reasons. Opportunities to create loops with the Munda Biddi Trail.	This opportunity is captured within the strategy. Specific actions are outlined in Table 5.2.4.	All
Specific support for establishing a rail trail along the Bunbury-Northcliffe rail corridor.	This opportunity is captured within the Section 4.1 of the strategy. Specific actions are outlined in Table 5.2.4.	Shires of Bridgetown-Greenbushes, Manjimup, (Capel, Dardanup and Donnybrook-Balingup)
Complete the Wadandi Track between Busselton and Augusta, including a link to Dunsborough. The inevitable success of this facility will create momentum to develop similar projects in the Warren-Blackwood subregion.	The Wadandi Track is identified as a priority project in the <i>Leeuwin-Naturaliste 2050 Cycling Strategy</i> .	N/A
Support for establishing road cycling routes in the subregion. Some specific ideas around providing wider shoulders, cycle lanes or paths on those roads commonly used by road cyclists.	The potential of formalising road cycling routes in the subregion are captured in Section 4.4.5. Specific actions are outlined in Table 5.2.5.	All
Support for connecting Nannup to Busselton via an extension of the Sidings Rail Trail. This could form part of a loop between Busselton, Boranup, Nannup and Jarrahwood.	This opportunity is captured within Section 4.1.4 of the strategy. An action has been included in the <i>Leeuwin-Naturaliste 2050 Cycling Strategy</i> given the extension falls largely within the City of Busselton.	(City of Busselton)
Support for formalising a connection between the Leeuwin-Naturaliste subregion and Nannup. This could form part of a loop between Busselton, Boranup, Nannup and Jarrahwood.	This opportunity is captured within Section 4.2.3 of the strategy. Specific actions are outlined in Table 5.2.4.	Shires of Nannup, (and Augusta-Margaret River)

Community consultation theme	Response	Relevant LGA(s)
General support for better linking trails to towns and recognising the potential economic benefits that cycling could generate in the region.	The potential of cycle-tourism in the Warren Blackwood subregion is captured within Section 4.4.3 of the strategy. Several actions have been identified in Section 5.2.	All
Clearly identify areas for mountain biking, trail hubs and tourism related opportunities. Consider using Derby in Tasmania as a case study to highlight how their mountain bike track establishment and maintenance program is based on providing employment for local government staff and work crews.	The development of technical mountain bike trails is outside the scope of this strategy, however the importance of linking such facilities to towns is captured in Section 4.4.3.	N/A
General support for providing more bicycle paths and off road facilities that the average person feels comfortable using.	This strategy focuses on providing cycling infrastructure that is suitable for people of all ages and abilities.	All
General support for using cycling as a means of attracting more tourists to the Warren-Blackwood subregion and the South West more broadly. Acknowledgement of cycle tourists being relatively high spending due to the slow nature of their travel.	The potential of cycle-tourism in the Warren-Blackwood subregion is captured within this strategy. Several actions have been identified in Section 5.2.	All
Concerns around the potential overlaps of proposed routes with public water source areas.	This issue will be addressed during detailed planning of individual routes, where applicable. Additional wording added to strategy to highlight the need for consultation with the Department of Water and Environmental Regulation.	All
Support for formalising a connection between Boyup Brook, Bridgetown, Nannup (and Augusta) via a trail along the Blackwood River Valley.	This opportunity is captured within Section 4.2.3 of the strategy. Specific actions are outlined in Table 5.2.4.	Shires of Boyup Brook, Bridgetown-Greenbushes, Nannup (and Augusta-Margaret River)
Support for creating more access points and/or realigning sections of the Munda Biddi Trail to or through towns.	This opportunity is captured within Section 4.4.1 of the strategy. Specific actions are outlined in Section 5.2.	Shires of Nannup and Manjimup (as well as Shires of Collie, Dardanup and Donnybrook-Balingup)
Donnelly River Village lies at the centre of the study area and has established accommodation where people could base themselves. Loops could be created to each of the towns and surrounding areas.	Donnelly River Village is identified as a key connection on the Munda Biddi Trail. The proposed rail trails and Blackwood Valley route would have the potential to create loops throughout the region, albeit not centred on Donnelly River Village. The tourist trails proposed would perform a transport as well as recreational function. Trails centred on Donnelly River Village would likely have a recreational focus and as such are not identified in this strategy.	Shire of Nannup

Community consultation theme	Response	Relevant LGA(s)
Materials that illustrate trails connecting towns should be published.	Mapping and other promotional materials would be developed alongside any new tourist trail routes activation opportunities are discussed in Section 5.3.	All
Link outlying subdivisions in Northcliffe to the town to make it safe to cycle into town.	The outlying subdivisions in Northcliffe are very low density and the population is unlikely to increase by any significant extent over the foreseeable future. The proposed rail trail along the Bunbury-Northcliffe corridor would pass through this area. Additional dedicated cycling infrastructure is not considered warranted.	Shire of Manjimup
Support for a cycling trail from Manjimup to Diamond Tree (Lambert).	This opportunity is captured within the strategy. It would form part of a potential tourist trail alignment along the rail corridor between Manjimup and Pemberton. Specific actions are outlined in Table 5.2.4.	Shire of Manjimup
Signage, wayfinding and maintenance on existing cycle routes (on and off-road) needs improving.	Guidance around specific signage, wayfinding and maintenance is outside the scope of this strategy. Overarching activation principles are discussed in Section 5.3.	All
Additional detail should be provided on improving facilities within townsites.	The purpose of this document is to provide a strategic vision for cycling across the subregion. Sections 3.2 and 3.3 provide detail on the proposed town centre cycling networks.	All
It should be acknowledged in the strategy that access to rail corridors (leased by Arc Infrastructure) for trails or other general-purpose activities will be assessed by Arc Infrastructure on a case by case basis. There are specific conditions which must be met to enable third party access to the rail corridor.	This strategy identifies several potential opportunities to provide tourist trails (and in some cases, primary routes) along rail corridors throughout the south west region. Detailed investigation is required and will be progressed in collaboration with Arc Infrastructure, the Public Transport Authority and other key stakeholders.	All
Ensure that transitions from a tourist trail to a primary route (e.g. through townsites) are appropriately considered. Suggested that the start/end point of primary routes occurs at either a key destination, the edge of a built-up area, or at an intersection with a secondary or local route. This will create a circuit and ensure that a primary route does not unexpectedly turn from asphalt to gravel (or other surface type) that may not be suitable for all bicycle types.	Transitions to/from tourist trails in each of the town centres has been reviewed and minor amendments made to the mapping.	All



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Strategic Plan

2017-2020

Adopted November 2016

Reviewed October 2017

Table of Contents

Acronyms	2
Executive Summary.....	2
History.....	3
SWOT Analysis.....	7
Action Plan	9

Acronyms

ADF	Alcohol & Drug Foundation
AOD	Alcohol and Other Drugs
DAF	Drug & Alcohol Foundation
DSR	Department of Sport & Recreation
FIFO	Fly In Fly Out
LDAG	Local Drug Action Group
LDAT	Local Drug Action Team
MHC	Mental Health Commission
NCRC	Nannup Community Resource Centre
NVRC	Nannup Volunteer Resource Centre
NDHS	Nannup District High School
NMF	Nannup Music Festival
NS&RA	Nannup Sport & Recreation Association
NUCS	Nannup Uniting Church Service
RSA	Responsible Service of Alcohol
SDERA	School Drug Education and Road Aware
SON	Shire of Nannup
YAC	Youth Advisory Council

Executive Summary

This strategic plan was developed by the Nannup Local Drug Action Group in collaboration with the Local Drug Action Group Perth to reduce alcohol and other drug related harm in the Shire of Nannup. The plan also incorporates strategies for addressing road safety.

The Nannup Local Drug Action Group has representation from the Nannup Police, Nannup District High School, Shire of Nannup, St John Ambulance, Nannup Health

Service, Roadwise, St John of God Community Alcohol and Drug Service South West, community members and the Nannup Community Resource Centre.

In consultation with the local community and local service providers, the following target groups have been identified for this Strategic Plan:

1. Young people under 18 years of age
2. Parents of children and youth
3. The adult community who drink alcohol and consume illegal drugs.

The development of a Strategic Plan seeks to guide Nannup Shire Council, stakeholders, service providers and community in

a) reducing the level of harmful alcohol and other drug use in the region by:

- Supporting partnerships between community and service providers, identifying and addressing local issues,
- Guiding the allocation of resources and funding to implement actions and strategies, and
- Providing a means to evaluate an evidence based, whole of community prevention approach in a timely and appropriate manner.

b) Reducing road trauma by:

- Implementing awareness and education strategies with a particular focus on driving whilst under the influence of alcohol or illegal drugs.

History

Nannup LDAG was established in 2003 in conjunction with the Youth Advisory Council, supported by Council's Community Development Officer.

LDAG has traditionally had a youth focus in Nannup, supporting young people to participate in skills development, youth leadership programs, camps and school holiday programs.

In 2015 the decision was made to expand the membership of the group to include stakeholder agencies and community members, formalising the structure of Nannup LDAG.

In 2016 the Nannup LDAG applied and was successful in also being recognised as a Local Drug Action Team (LDAT), the National equivalent of the LDAG. Funding was received to commence implementing the Strategic Plan and a Project Officer was appointed.

LDAG was approached by Roadwise to establish a community reference group in Nannup. As the same stakeholders would be involved in both groups, it was decided to merge the group and to incorporate Roadwise activities into the strategic planning.

In 2017 discussion commenced with the Mental Health Commission to transition the Nannup LDAG Strategic Plan to an Alcohol & Other Drugs Management Plan. Consultation is scheduled to commence for this in January 2018.

The ultimate goal is to transition to a community driven organisation with shared responsibilities for ensuring the strategies and objectives are actioned and evaluated.

Demographic Data

The Nannup Shire is located in the South West region of WA. It is surrounded by the Shires of Augusta-Margaret River to the west, Busselton to the north-west, Donnybrook-Balingup to the north-east, Bridgetown-Greenbushes to the east and Manjimup to the south-east. It also possesses some coastline to the south.

It has a current population of 1,328 (ABS 2016). The population has a median age of 53 years (2016), an increase from 41 years in 2001. Residential housing is more affordable than Metropolitan Perth and Regional WA.

The local economy contributes \$65.40 million (in 2012-13) to Gross State Product and has been quite stable since 2006-07 (SWDC 2015). The key sectors driving the region are agriculture, forestry and fishing and manufacturing, which together account for over two-fifths of local jobs. There are also opportunities for local business expansion and economic development in tourism with around 60,000 visitors per year and Nannup possessing a relatively affordable local labour force compared to the South West, WA and Australia.

Nannup has had stable employment and relatively low unemployment rates since 2007. Moving forward this may change as the Nannup Timber Processing has recently closed the green mill and may cease operations should new contracts not be secured. The Nannup Timber Processing is the largest employer in the Shire. Furthermore, Nannup has a significant volunteer economy, indicating a highly cohesive, integrated and supportive community.

Understanding the Issues

Alcohol and drug data is not available for the Shire of Nannup itself; however general data can be collected from the *Alcohol and Other Drug Indicators Report of the South West Health Region*.

The South West Health Region covers an area of 23,969kms with a population in 2012 of 164,413 which represents 6.8% of the States' population. The boundaries of this area cover north to Pinjarra, south to Augusta and east to Walpole and Collie.

Data has been collected by a number of health and wellbeing indicators, with each year over 6,000 people interviewed.

Alcohol is a depressant drug, which means it slows down the messages travelling between the brain and the body. (Drug Info 2014). The short term immediate effects of alcohol consumption include confusion, blurred vision, clumsiness, nausea and vomiting, passing out and coma. The long term effects of risky alcohol consumption include breast cancer, heart disease, bowel cancer, stroke and cancer of the mouth (Drug Info 2014).

The estimated per capita per annum pure alcohol consumption for the South West Health Region and Western Australia is outlined as:

Per Capita Consumption (PCC) PCC pure alcohol (litres)

Year/s	SW Health Region	WA
2005/06	13.75	11.23
2006/07	12.93	11.10
2007/08	12.30	12.72
2008/09	12.93	11.69
2009/10	13.25	12.37

From 2006 to 2013 the percentage of people who do not drink has increased by 8.9% however the proportion of individuals aged 16 and over, who undertake risky drinking behaviour has increased by 1% in this time frame. This indicates that whilst more people are refraining from drinking, a small percentage of the population are partaking in risky drinking behaviour.

Research shows that the later young people delay their alcohol drinking, the less likely they will become regular consumers as an adult and avoid alcohol-related problems later in life.

Research shows that alcohol is involved in approximately 50% of all domestic and sexual violence cases and that almost 80% of Police attended incidences are related to alcohol (National Health & Medical Research Council, 2001 and Doherty and Roche 2003).

There is evidence that alcohol consumption and sport is normalised and impacts on the general health and wellbeing of the community. Contributing factors that support this drinking culture include alcohol consumption in sporting clubs as a social norm and the reliance of sporting clubs to cover operational costs through the sale of alcohol.

In November 2015 new laws were introduced regarding the secondary supply of alcohol. It is an offence for anyone to supply an under 18 year old with alcohol in a private setting without parental or guardian permission.

Drug offences for the South West Health region has increased from 2009 to 2013 by 202 reported incidents.

The Nannup Police Station for the first six months of 2017 had 2 x vehicle seized, 4 x drink driving charges, 502 x RBTs, 81 infringements (speeding).

Road Safety Commission statistics (www.rsc.wa.gov.au):

- 232 people were killed or seriously injured in the South West region in 2016
- 1,384 people were killed or seriously injured in the South West region from 2012-2016
- KSI rate is 99.9 per 100,000 populations
- 62% of KSI were male
- 20% of KSI were aged 17-24 year old

According to the Road Safety Commission statistics the key behaviours involved in fatal and serious crashes for the 5-year period from 2012-2016 were:

- Seat belts were not worn by 7% of vehicle occupants killed or seriously injured.
- Speed was a factor in the 18% of fatal and serious crashes.
- At least one driver/rider with a blood alcohol concentration (BAC) of 0.05 or higher was recorded in 5% of fatal and serious crashes.*
- Research indicates 18% of fatal and serious crashes involve fatigue.**

SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Diverse Community Knowledge • Multiple Agency • Youth Target • Funding • Group Members • SW Regional Focus Group • Access to the community • We know our community • Ability to engage with the community • Skills utilised within the community to link people together • Ability to reach our target audience • Project Officer appointed • Roadwise partnership • Community Alcohol & Drug Service St John of God Bunbury partnership 	<ul style="list-style-type: none"> • Lack of Profile in Community • 18 to 20 year olds engagement • Ice Task Force not forthcoming with information • Evaluation data • Lack of Statistics • Linking programs to LDAG aims • Engaging adults in the community and identifying programs that will make a difference • Stand- alone programs may not have ongoing influence • Reliant on grant funding to enact strategic plan activities
Opportunities	Threats
<ul style="list-style-type: none"> • Regional Forums • Calendar of Events - Regional • Partnerships (State Level) • Targeting 18-30 year olds • Long Term Programs for community with focus on youth/children • Community policing • Community Resource Centre involvement • AOD Management Plan • Information sharing • Participate in regional and State Roadwise initiatives 	<ul style="list-style-type: none"> • Government support • Funding • Shire v Community • Nannup Timber Processing proposed closure

Emerging issues:

- Dual road use of cyclists and motor vehicles increasing
- Increase in Mountain bike cyclists and pump track education required
- Nannup is reportedly a conduit for drugs between Busselton/Margaret River to Manjimup
- Potential of Nannup Timber Processing closing
- Perceived increase in psilocybin (magic mushroom) gatherers

Action Plan

1. Young People Under 18 Years of Age

Issue	Event	Details	2017/18	2018/19	2019/20	Who
Youth Engagement	Family Fun Day <i>Total budget \$16,000</i>	Alcohol consumption reduced/ prevention/minimisation Education	Strive \$3000 community	Strive \$3000 community	Strive \$3000 community	Committee YAC
	Pump track at Marinko Tomas playground <i>Total budget \$45,000</i>	Socialisation, reduces boredom. Promotes team work and provides skills.	Crime Prevention \$20,000			Nannup MBC SON
	Outdoor movies <i>Total budget \$10,000</i>	Networking with other towns and youth			ADF \$3000	Committee
	BUZ programs promoted in Nannup <i>Total budget \$3,500</i>	Promotes resilience and leadership in young people Young people trained as BUZ leaders		ADF \$2,000	ADF \$1500	
	Disco	Provides engagement with young people			ADF \$500	YAC NDHS LDAG
	Computer gaming day for young people <i>Total budget \$1000</i>	Targets young people who may not normally participate. Promotes inclusion		ADF \$1000		
	Makeup, hygiene classes for young teens <i>Total budget \$1,000</i>	Promotes positive body image, wellbeing	ADF \$500	ADF \$500		

	Education on standard drinks	Ongoing no cost to LDAG	Ongoing no cost to LDAG	Ongoing no cost to LDAG	
Promote Kidsport	Low socio-economic families have opportunity to participate in sport Increase socialisation and skills				Committee NS&RA
Fun Run <i>Total budget \$2,000</i>	Promotes physical activity and wellbeing Promotes inclusion			ADF \$2,000	
Junior running/canoe/cycling program to build skills for entering into regional fun competitions <i>Total budget \$3,000</i>	Socialisation Re-connect to nature			ADF \$2,000	YAC NDHS DSR
Establish mentor program <i>Total budget \$20,000</i>	Role models assist with information delivery and support for young people Promotion of support services that deliver to and in Nannup Provide training and employment opportunities	ADF grant \$2,000	ADF grant \$6,000 Strive grant \$1,500	ADF grant \$6,000 Strive grant \$1,500	Committee Community NDHS Police
Camps	Socialisation Skills development Youth engaged in management of event Promotion of alcohol prevention	ADF \$4,000	ADF \$4,000	ADF \$4,000	Committee YAC
Youth Activities	Programs developed in youth space to	SON \$2000	SON \$2000	SON \$2000	Council
Youth at risk					
Leadership					

	<i>Total budget \$4,000</i>	increase resilience, reduce boredom	ADF \$2000	ADF \$2000	ADF \$2000	YAC LDAG
	Maker Space Project (develop small business opportunities with youth) <i>Total budget \$5000</i>	Skills development Provide small business and employment opportunities		ADF \$5000	ADF \$5000	Council YAC LDAG BigN
Youth driving/alcohol	Partnership with Interlife/Enable to assist people with disability to gain license	Skills development Youth pass driver's license Youth learn risks, consequences, and legalities of driving & alcohol, texting, seatbelts Roadwise information readily available	Ongoing no cost	Ongoing no cost	Ongoing no cost	LDAG Nannup Police NDHS SWYDDC Enable Interlife Roadwise
	School Drug Education and Road Aware (SDERA)	Ensure partnership with School is active, provide support as appropriate Promote to local community if appropriate	No cost	No cost	No cost	LDAG NDHS SDERA

Youth driving/alcohol	Workshop to educate young people on motoring skills, partnership with Forest Rally <i>Total budget \$4,000</i>	Workshop to educate on dangers of drink driving, not wearing seatbelts Engage young people in a community event Standard drinks presentation to those over 18 years of age Encourage young people to be members of Nannup LDAG	ADF \$4000		ADF \$4000	LDAG Police Forest Rally
	RAC program at school and SDIERA 'Keys to Life'	Ensure partnership with school is active, provide support as appropriate.	No cost	No cost	No cost	LDAG NDHS
	Not texting whilst driving promotion <i>Low cost</i>	Reduce number of people using mobile phones whilst driving	Low cost	Low cost	Low cost	LDAG ADF Roadwise

2. Parents of children and youth

Issue	Event	Details	2017/18	2018/19	2019/20	Who
Alcohol/drugs at home	Wellbeing forum for parents/community <i>Total budget \$8,000</i>	Forum for community on legal aspects, responsibilities, social etiquette, respect, resilience	Strive \$3,000 parents/Children ADF \$5,000 LDAG \$1,500			NDHS LDAG SON Community
	Dr Stephen Proud workshop of Blackwood River Clinic and approach to A&OD rehabilitation <i>Total budget \$200</i>	Social/economic opportunities identified, de-mystifies Clinic operations		ADF \$200		BRC SON LDAG
	Standard drink presentations at Nannup markets and local events <i>Total budget \$200</i>	Education on standard drinks Promotion of Nannup LDAG	No cost	LDAG \$100	LDAG \$100	LDAG
	RSA Training <i>Total budget \$500</i>	Workshop on responsibilities and legalities of under-age drinking, serving young people in a licensed venue or in private home, responsible drinking behaviours		ADF \$500		Committee Dept Liquor & Gaming NRVC Nannup Hotel CRC, Events
	Radio promotion on secondary supply <i>Total budget \$1,500</i>	Promotion of 'Alcohol Think Again' and 'Drug Aware' messages	ADF \$1,500	ADF \$1500	ADF \$1500	LDAG
	Liaise with event holders and	Encourage events to be "smoke free" and	Ongoing,	Cover bus	Cover bus	Committee,

Alcohol/drugs at home	Police to create awareness of impacts of drugs at events. <i>Total budget \$500 per year</i>	alcohol free Ensure that appropriate security measures and liquor licenses are adhered to. Support bus transfers from camping/accommodation to venue for large events Develop partnerships to host youth activities that promote a health message Use MHC resources and promote Leavers kit to young people	low cost	hire costs \$500 ADF grant	hire costs \$500 ADF grant	community, NDHS, Police, events, CRC NMF
Community Kitchen	Young people to assist with community kitchen Vouchers sponsored by LDAG to encourage people at risk to use the service Promotion in the school newsletter of the service Liaison between the Community Food Garden and the Community Kitchen for produce Liaison between the NUCS Shop and Community Kitchen for assistance with delivery of foods	Young people learn about the value of volunteering Young people learn practical information about nutrition Young people socialise with all sectors of the community Reduce food wastage and food miles Promotion of support services and information on drug/alcohol in subtle social setting	Ongoing, low cost	Ongoing, low cost	Ongoing, low cost	Committee NDHS NUCS Community Community Kitchen

3. Community

Issue	Event	Details	2017/18	2018/19	2019/20	Who
How to access information and support services	Approach Nannup Timber Processing to have information in staff room	Promotion of contact details and support services Promotion in isolated and highly visible places	Ongoing, low cost	Ongoing, low cost	Ongoing, low cost	Committee Community Council
	Posters at Hospital, Eziway, Hotel and Nannup Liquor Store Articles in local paper Posters in public toilets 'Eyes on the Street'	Promotion of contact details and support services Promotion of Nannup LDAG Promotion of health messages Reduce incidents of individuals using alcohol and drugs as coping mechanism	Ongoing, low cost	Ongoing, low cost	Ongoing, low cost	LDAG, Community
	Nannup Community Kitchen	Support the Nannup Community Kitchen Promotional and educational literature available at Community Kitchen	Ongoing, low cost	Ongoing, low cost	Ongoing, low cost	Committee Community Community Kitchen
	Nannup Pharmacy is "Drug Aware"	Pharmacy promotes drug awareness and service providers	No cost	No cost	No cost	LDAG
	Investigate and participate in Regional programs with neighbouring LDAG's/LDATS/Roadwise and industry Road Safety Alliances	Increase community awareness of LDAG/LDAT/Roadwise Develop regional projects and education campaigns		Costs to be determined	Costs to be determined	LDAG Roadwise
	Understanding of LDAG and Roadwise and their role in					

community	Promotion of LDAG in community and broader region	Standard drink presentation				Committee Events Community
	Standard drink presentation at community activities and events	Promotional and educational literature available Encourage membership to LDAG Increase profile of LDAG in community				
	Ensure appropriate infrastructure is available for LDAG and community members <i>Total budget \$7,000</i>	Purchase large marquee for events	ADF \$4,000			LDAG
	Appoint Media Liaison Increase membership of LDAG Invite CRC and Shire Councillor to join LDAG Encourage youth and parents to join LDAG Promote activities in local paper Greater involvement of committee in activities and events	One point of contact for LDAG Appropriate messages promoted Increased promotion and awareness of LDAG in the community and greater region Increased awareness of who to approach for information, referrals and help in dealing with drugs and alcohol. Move away from being a 'Council' driven group Information is readily available within the community	No cost	No cost	No cost	Committee Community NDHS Shire of Manjimup Media outlets
Increased methamphetamine use in the	Meth tool kit from LDAG website		Ongoing, low cost	Ongoing, low cost	Ongoing, low cost	Committee Community NDHS

community	<p>'Dob in a Dealer' campaign promoted in community</p> <p>'Eyes on the Street' campaign promoted at school and with community</p> <p>Articles in Police e-watch newsletter</p> <p>Information promoted in the FIFO facebook page</p>	Residents are aware of social responsibilities in minimising crime and alcohol/drugs				Nannup Police CRC Hospital
	<p>Arts project @ Police Station <i>Total budget \$8,000</i></p> <p>Cuppa with a Copper</p>	<p>Engagement of community in developing a station that is welcoming and well presented</p> <p>Breaks down barriers between Police and community, encourages networking and interaction</p> <p>Opportunity for promotion of wellbeing messages in artworks</p> <p>Education of services and alcohol/drug information</p> <p>What information do you need to report, and Education on importance of reporting: consequence stats</p>	Community \$5000	ADF \$3,000		Police NDHS Committee Community Bunbury Prison
Community Policing	Community education campaign on magic mushrooms	Promotion in local paper in lead up to magic mushroom season detailing who to contact, what details to collect, making easier for Police to follow up leads	No cost	No cost	No cost	Nannup Police LDAG

	Installation of CCTV cameras in areas of low visibility and high sensitivity <i>Total budget \$ 15,000</i>			WA Police \$15,000		WA Police SON LDAG
	Roadwise education program on safe speeds along Nannup Balingup Rd <i>Low budget costs</i>	Reduce number of accidents and fatalities Makes the roads safer Participate in Motorcycle Safety Week Place posters promoting safe speeds in local cafes	Low budget	Low budget	Low budget	Roadwise SON LDAG Police
	Education campaign on importance of reporting incidents to Police <i>Low budget</i>	Increase reporting to Police vs reporting on social media	Low budget	Low budget	Low budget	Roadwise Community LDAG
	Signage installed along major cycling routes <i>Total budget \$20,000</i>	Reduce incidents and accidents Promote cycling as a safe mode of transport in the Shire Improve community awareness of cyclists Working party to be established to progress			ADF \$5,000	Roadwise Community LDAG SON
	Promote safe cycling in Nannup (cyclists wearing high vis,	Reduce incidents and accidents Promote cycling as a safe mode of transport in the Shire	ADF \$500	ADF \$500	ADF \$1,000	Roadwise Community LDAG SON

	flashing lights on bikes, free helmets, bike maintenance workshops, high vis strip bands) Total budget \$2,000	Improve community awareness of cyclists				
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Evaluation

The implementation of the Strategic Plan provides the tools to evaluate the actions in relation to the identified objectives:

- *Supporting partnerships between community and service providers, identifying and addressing local issues,*
- *Guiding the allocation of resources and funding to implement actions and strategies, and*
- *Providing a means to evaluate an evidence based, whole of community prevention approach in a timely and appropriate manner.*

Individual projects that are grant funded will be evaluated against the pre-determined evaluation objectives.

In general, evaluation tools include:

- Ensuring strong engagement and participation of stakeholder agencies in the Nannup LDAG,
- Partnerships developed with key agencies throughout the South West and metropolitan area as identified by the Nannup LDAG,
- Ongoing monitoring of projects,
- Ensuring pre and post data is collected to ensure accurate evidence based information is collated, and
- Ensure registration forms and participation sheets are completed at each activity.

Evaluation and reporting on each project may include but is not limited to:

Objectives	Outcomes	Key Indicators
Youth engagement	<p>Young people are engaged in and take pride in their community.</p> <p>Anti-social issues in young people are minimised</p>	<p>Positive statistics and data reports.</p> <p>Increase in successful initiatives.</p> <p>Community led initiatives developed.</p> <p>Number of young people who assist in management of events and activities.</p>
Youth at risk	Young people are aware of support services available to our community.	Positive statistics and data reports.
Youth, alcohol and sport	<p>Community members are educated and acknowledge that alcohol is not required along with sport to have fun</p> <p>Young people are supported to participate in sporting activities.</p>	<p>Number of community sporting events hosted increases that do not involve alcohol.</p> <p>Positive statistics and data reports.</p>
Youth leadership	Young people are empowered and develop skills to manage events and activities.	Positive statistics and data reports.
Youth driving and alcohol	Young people are educated on the risks of driving whilst under the influence of drugs and alcohol.	<p>Number of young people who pass their driving license.</p> <p>Statistics and data reports.</p>
Parents alcohol and drugs at home	Community members are educated about the legal implications of drugs and alcohol and how they relate to minors.	<p>Statistics and data reports.</p> <p>More children being positively engaged, understanding about safe choices and showing respect.</p>

	Community members are aware of support services available within the Shire	Increased community reporting.
Community Kitchen	Community members are aware of the Community Kitchen service.	Statistics and data reports.
Accessing support services	Community members are educated on available support services. Nannup LDAG is promoted within the community.	Statistics and data reports.
LDAG & Roadwise in the community	The work of the Nannup LDAG and Roadwise group in the community is acknowledged by residents.	Increased membership to committee. Increased patronage to events.
Increased methamphetamine use in the community	Information is readily available within the community Residents are aware of social responsibilities in minimising crime and alcohol/drugs	Statistics and data reports. Reduced crime statistics.
Community policing	Reduction in the incidence of crime related to alcohol and other drugs Reduction in traffic offences	Statistics and data reports.

Attachment 12.7.1

Framework for proposed Trail Development	
Project name	Nannup Tank 7 & 8 Mountain Bike Trail development Project.
Project location	Nannup
Project Area	Tank 7 & 8, 5km east of Nannup township
Tenure	Section 34. Tenure DBCA for purposes of timber production.
Background	An informal and unsanctioned Mountain Bike Trail network is located approximately 5kms east of town in the pine plantations. The network is approximately 30km long and is accessed from entry points off the Bridgetown Highway.
Steering Group	<p>Department of Biodiversity Conservation and Attractions(DBCA) Ben Tannock, Sue Trigwell. (08) 9752 5555 Mob: 0419 812 518, 0428 525 034. Ben.Tannock@dbca.wa.gov.au</p> <p>Shire of Nannup David Taylor (08) 9756 1018 david@nannup.wa.gov.au</p> <p>Louise Stokes (08) 9756 1018 louise@nannup.wa.gov.au</p> <p>Nannup Mountain Bike Club Inc. (NMBC) Steven Riddell Mob: 0406 133 019 sri@gmas.wa.edu.au</p> <p>Rod Laws (08) 9756 3054 Mob: 0409 563 054 hottempered@westnet.com.au</p> <p>Forest Products Commission (FPC) Henry Haussen (08)9725 5268 Mob: 0438 923 980 henry.hausen@fpc.wa.gov.au</p> <p>Soni Lamond (08) 9725 5211 Mob 0455 957 164 soni.lamond@fpc.wa.gov.au</p> <p>Water Corporation Mick Irving (08) 9791 0409 Mob: 0475 807 501 Mick.irving@watercorporation.com.au</p>
Interested Stakeholders	WestCycle, Department of Local Government Sport and Cultural Industries, Margaret River Offroad Cycling Association (MRORCA), Peel Mountain Bike Club (PMBC)
Objectives	<ul style="list-style-type: none"> • The development of a high quality mountain bike trail network, built in alignment with principles of whole of life cycle low maintenance and sustainability, in the Section 34 tenure with accessibility from the Nannup townsite. • The development of a formalised trail network that acknowledges timber production as the primary land use. • The trail network to be developed in a manner that can operate in conjunction with timber harvesting operations and is sympathetic to effective dual use. The perpetuity of the trail network to be considered in the design and construction phase to reduce re-construction costs into the future. The trail network will be considerate of underlying conservation and cultural heritage values of the land tenure.

	<ul style="list-style-type: none"> Complete all of the necessary planning required, as outlined in the DBCA Mountain Bike Guidelines. To construct sections of the proposed alignment to provide single track adding to the variety of the trail experience whilst keeping riders off existing public roads. 	
Meetings	Monthly at the Shire of Nannup offices	
Management model	Owner(s)	Department of Biodiversity, Conservation and Attractions (DBCA)
	Operator	Nannup Mountain Bike Club Inc.(NMBC)
	Maintenance	NMBC to maintain trail network with assistance and approval from DBCA and the Shire of Nannup.
	Monitoring	<ul style="list-style-type: none"> NMBC to provide quarterly trail counter statistics capable of being uploaded to DBCA VISTAT database. NMBC to facilitate yearly on ground trail usage survey NMBC and SON to facilitate ongoing trail quality monitoring and provide avenue for users to report trail issues DBCA to carry out annual formal Visitor Risk Management assessment and provide NMBC a system to report identified issues
Scope & Scale	Significance & Importance	South West Mountain Bike Master Plan 2015 - Regional significance, A mountain bike facility for a small population centre or large community and/or a tourism resource that caters for short breaks or weekend trips.
	Scale	<p>The development of a detailed trail design including existing and new single track, improvements and new features in accordance with DBCA standards.</p> <p>The design and construction of 30km of stacked single track marked and signed to DBCA standards.</p> <p>The establishment of a trail head with appropriate parking and signage.</p> <p>The establishment of a link trail between the town site and the trail head.</p>
	Rationale	Provide a safe and sustainable network of Mountain Bike trails which offers a variety of rider experiences for the growing number of local trail users and visitors to the area seeking a mountain bike trail riding experience of regional significance.
	Proposed use	Primarily recreational with occasional events.
	Infrastructure	Trail head signage, parking, trail counters, hygiene baths, interpretive signage and trail marking to DBCA standards, construction of features to DBCA standards via the approved detailed design of the stacked trail network.
	Staging	The design and detailed design of the Nannup Mountain Bike Trail project will be undertaken in the 2020/21 financial year.

		Once completed funding will be sought to assist with construction.
User Types & Styles	User Type	Mountain Biker
	Style	Downhill, Enduro, Cross Country
	Classification	Beginner and Intermediate with small sections of experienced level trail to be determined through consultation and concept planning
Trail System/Model	System	To be determined in concept planning. To incorporate stacked loops and consideration given to shuttle and vehicle access.
	Model	To be determined in consultation.
	Direction	Single direction in downhill, other to be determined in consultation
Agreed Standards	Planning & design	Trail planning, and design will be undertaken in accordance with DBCA approved Western Australian Mountain Bike Management Guidelines
	Construction	Construction to meet DBCA standards
Funding	Site Assessment, Concept Plan, Corridor Evaluation, Detailed Design	Shire of Nannup, NMBC, Department of Local Government, Sport and Cultural Industries, Lotterywest, Forest Products Commission, Department of Biodiversity, Conservation and Attractions, Ride WA and other relevant community groups and funding bodies
Delivery	Management	Superintendent: DBCA Project Manager: SoN Compliance: DBCA Delivery: Contractor Timeframe: 20/21 Financial Year
	Site assessment	Project Manager: DBCA Compliance: DBCA Delivery: Consultant Selection: Tender Role: Report Preparation Timeframe: 20/21 Financial Year
	Concept Plan	Project Manager: SoN Compliance: DBCA Delivery: Consultant Selection: Tender Role: Report Preparation Timeframe: 20/21 Financial Year
	Detailed design	Project Manager: SoN Compliance: DBCA Delivery: Consultant Selection: Tender Role: Report Preparation Timeframe: TBC
	Construction	Superintendent: To Be Determined Compliance: DBCA Delivery: Contractor/NMBC Selection: Qualitative Tender/RFT Role: Construction Lead and Volunteer Management Timeframe: TBC
	Evaluation	Success of the development will be evaluated on; <ul style="list-style-type: none"> Review at completion to assess if

		<p>development has met framework objectives including Scope and Scale, User Types and Styles, and Trail system.</p> <ul style="list-style-type: none"> • User survey and yearly data collected prior and post development to evaluate the trail usage and ability diversity. Post development evaluations should yield higher usage and more diverse ability. • Yearly trail audit and review assessing sustainability and trail incidents. • Vis-stat information
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Steering Committee Approval

Signature

Name

Organisation

Date

Signature

Name

Organisation

Date

Signature

Name

Organisation

Date

Signature

Name

Organisation

Date

Signature

Name

Organisation

Date

Attachment 12.8.1

Policy Number:	LPP 023
Policy Type:	Local Planning Policy
Policy Name:	Temporary Banner Policy
Policy Owner:	Chief Executive Officer

Authority:

Shire of Nannup Local Planning Scheme No. 3

Objectives:

1. This policy refers to the banner infrastructure on reserve land at the northern traffic bay on the Vasse Highway.
2. To assist event organisers and community groups to promote local events and activities in a manner that is efficient, equitable and addresses public safety requirements.
3. As the banner frames are located on public land, banners displayed at this location should:
 - Promote local festivals, key sporting and recreational events and matters of short term community interest;
 - Not contain private or commercial advertising;
 - Not contain material that may be offensive;
 - Not contain material that is divisive or political in nature; and
 - Be rostered for display to allow equity between competing interests.

Compliance:

1. Banners must be of a material with sufficient durability for the purpose;
2. Banners must be exclusively for the promotion of local festivals, sporting events, special events, general promotion of the local district and for matters of broad short term community interest (as determined by the Council CEO)

Unacceptable Banners:

1. Banners with images or text considered offensive or divisive;
2. Banners promoting political or religious messages;

3. Banners promoting events that have not yet received Shire event approval;
and

4. Banners promoting events or activities outside the Shire boundaries.

Council authorises the CEO reserves the right to refuse banners for any event or activity considered by the CEO as divisive to the community, and/or not legally, socially or politically in keeping with community values.

Administration & Risk:

All banners remain the property of the applicant with the risk of damage or theft of the banner remaining with the applicant.

The applicant is responsible for the supply, installation and removal of the approved banner in a timely manner.

Application Process:

Events:

Banners promoting events are to be included in the Event application form.

Main Roads Western Australia requires approval for any signage in, or in the vicinity of the road reserve of a declared highway or main road. A written application is required.

Community organisations and activities:

Details of the request including the purpose and duration, along with a proof copy of the banner are to be received to the Chief Executive Officer in writing, no less than four weeks prior to installation.

Main Roads Western Australia requires approval for any signage in, or in the vicinity of the road reserve of a declared highway or main road. A written application is required.

Related Policies:	LPP 018 Signs and Advertisements
Related Procedures/ Documents	Event application
Delegation Level:	CEO
Adopted: Reviewed:	